

HOLY SPIRIT PARISH SCHOOL

81 MINERVA ROAD, HERNE HILL

TRAFFIC IMPACT ASSESSMENT REPORT

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HOLY SPIRIT PARISH SCHOOL 81 MINERVA ROAD, HERNE HILL

Client: Minx Architecture

Report Reference: 24727

File Path: Y:\2024\24727 - Holy Spirit Parish School\08 Reports\24727TREP01F01.docx

Monday, December 16, 2024

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:	Authorised By:	Position:	Date:
F01	Sam Horstead	Graduate Traffic Engineer	11/12/24	Lewis Collins	Project Traffic Engineer	13/12/24	Jo Garretty	Managing Director	16/12/24

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Level 6, 350 Collins St Melbourne VIC 3000

T: +61 3 9020 4225

SYDNEY

Level 6, 201 Kent St Sydney NSW 2000

T: +61 2 9068 7995

HOBART

Level 5, 24 Davey St Hobart TAS 7000

T: +61 400 535 634

CANBERRA

Level 2, 28 Ainslie Pl Canberra ACT 2601

T: +61 2 9068 7995

ADELAIDE

Level 21, 25 Grenfell St Adelaide SA 5000

T: +61 8 8484 2331

DARWIN

Level 1 Suite 2A, 82 Smith St Darwin City NT 0800

T: +61 8 8484 2331

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1 INTRODUCTION

SALT has been engaged by Minx Architecture to undertake a traffic engineering assessment of the proposed learning centre at Holy Spirit Parish School in Manifold Heights.

In the course of preparing this report, the following has been undertaken:

- Development plans and background information have been reviewed;
- Design advice has been provided to the project team;
- Swept path analysis has been undertaken; and
- The traffic and parking implications of the proposal have been assessed.

The following sets out SALT's findings with respect to the traffic engineering matters of the proposal.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located on the western side of Minerva Road, between Panorama Road and Hilltop Street in Herne Hill, as shown in the locality plan in Figure 1.

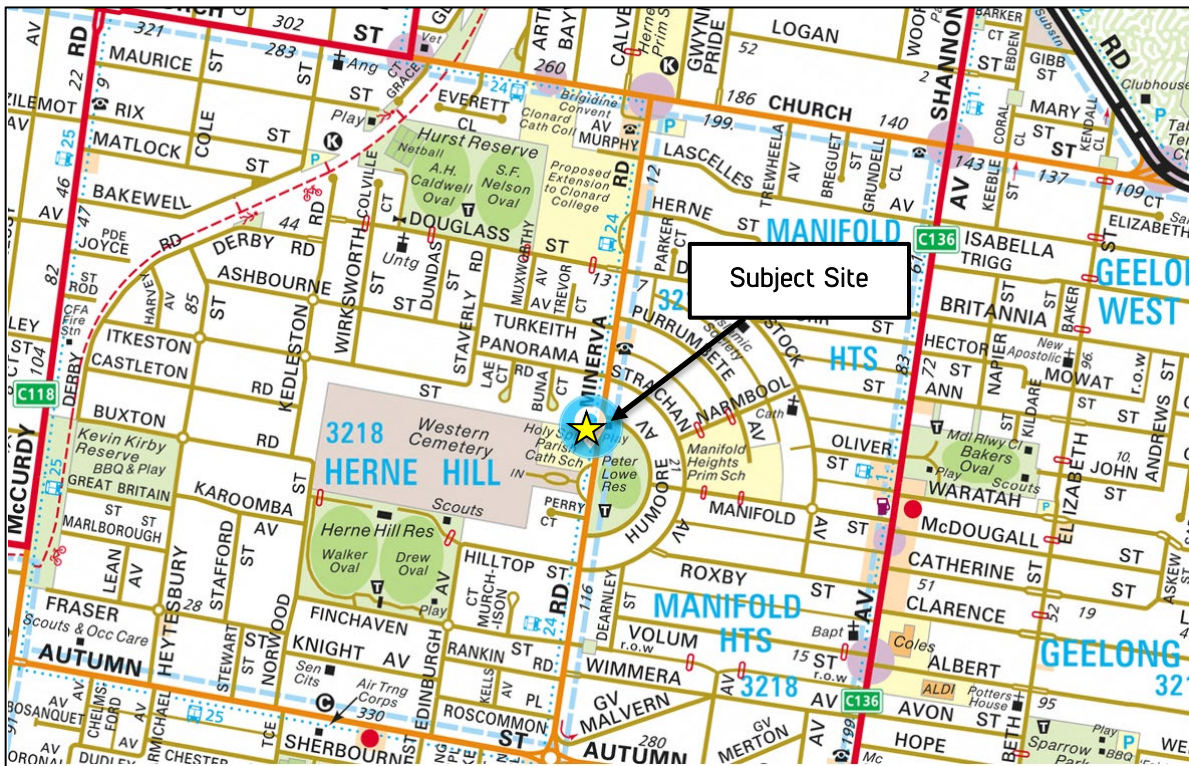


Figure 1 Subject site locality

The current use of the land accommodates a single-storey residential building with parking available next to the dwelling. Access to the site is facilitated via an existing crossover located at the south-east boundary of site, with frontage to Minerva Road.

The subject site is situated within a Neighbourhood Residential Zone – Schedule 8 (NRZ8) under the Greater Geelong Planning Scheme, as shown in the zoning map in Figure 2.

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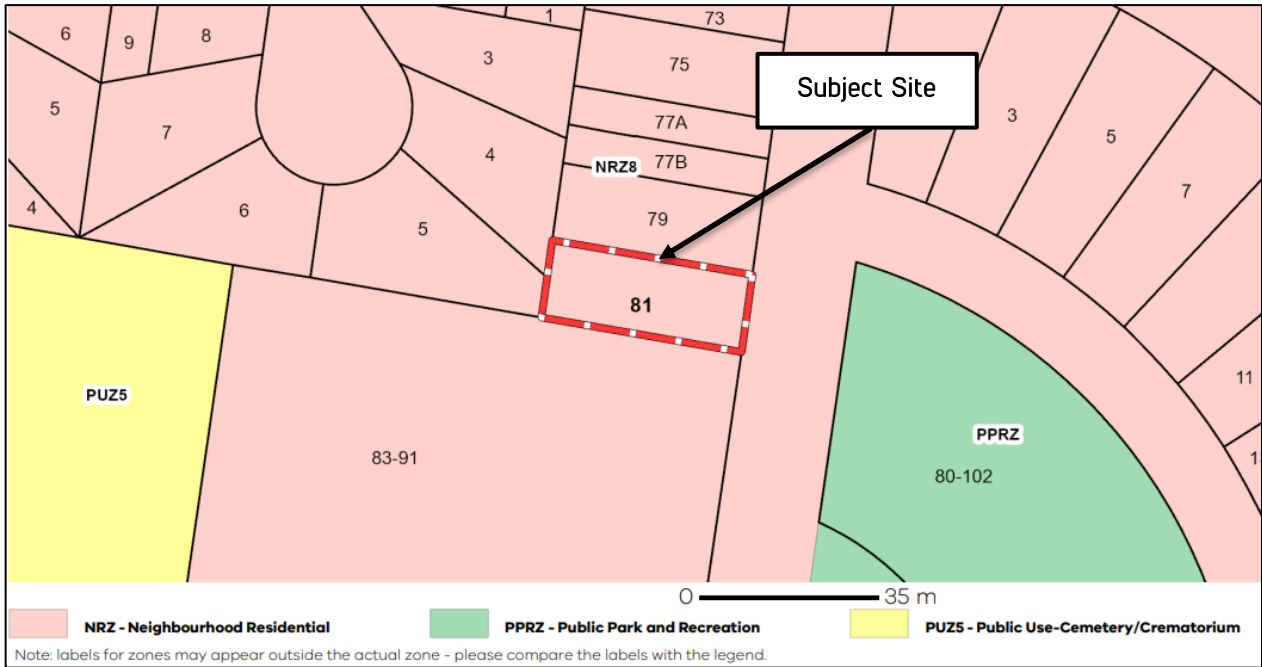


Figure 2 Zoning Map

The site is subjected to the Design and Development Overlay. Existing land uses surrounding the site comprise primarily of residential use, with some educational and sport/recreational uses within proximity.

2.2 ROAD NETWORK

Minerva Road is a major council road which typically runs in a north-south direction past the site. Adjacent to the site, it has a 12m carriageway which generally accommodates a single lane of traffic in each direction, and lined kerbside parallel parking in on the western side of the road.

On-street parking along Minerva Road adjacent to the site is typically subject to short-term (timed) parking restrictions, coinciding with peak pick-up and drop-off school times. There are typically no additional restrictions outside the short-term parking restriction time, which occur from 8am-9am and 3pm-4pm, Monday-Friday.

2.3 SUSTAINABLE TRANSPORT

2.3.1 WALKING AND CYCLING

The subject site has excellent walking facilities in place, with pedestrian footpaths provided on all surrounding streets.

The surrounding residential street network provides a generally low-speed environment suitable for sharing between bicycles and vehicles.

2.3.2 PUBLIC TRANSPORT

There is a bus stop approximately 100m south of the site on Minerva Road which services the Route 24 Bus. This provides a service between Geelong Station and North Geelong Station, via Newtown.

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3 PROPOSAL

The proposal entails the development of the neighbouring block at 81 Minerva Road, Herne Hill, this land was recently acquired by the Holy Spirit Parish School located at 83 Minerva Road and will involve the construction of a new multi-purpose facility. This facility will include an undercover ground-level basketball/netball court and a first-floor learning centre providing 4 new teaching spaces, as well as an adjacent bicycle enclosure with hoops to service 30 bicycles. The new teaching spaces are being occupied by existing classes, and the existing classrooms that will be vacated will be re-purposed to provide specialist and staff services.

The existing student and staff numbers will remain unchanged at 330 students and 36 full time staff equivalent.

The existing car park will be modified to remove the northern exit point to improve student safety. The existing entry point will be used for vehicle ingress and egress. The parking layout will be amended, with the supply increasing from 17 to 18 spaces.

Plans of the proposed development are attached at Appendix 1.

4 CAR PARKING REQUIREMENTS

Statutory car parking requirements are outlined in Clause 52.06 of the Greater Geelong Planning Scheme. A primary school requires car parking to be provided at a rate of 1 space to each employee that is part of the maximum number of employees on site at any one time.

As the number of staff members is not being increased as a result of the proposal, there is no requirement to provide any additional on-site car parking. Nonetheless, one additional space is proposed, bringing the total supply to 18 spaces.

5 BICYCLE PARKING

Clause 52.34 of the Planning Scheme specifies the statutory bicycle parking rates for a range of land uses. The statutory bicycle parking requirements for a primary school are:

- 1 to each 20 employees; and
- 1 to each 5 pupils over year 4.

As the number of staff members and students are not being increased as a result of the proposal, there is no requirement to provide any additional on-site bicycle parking.

A new bicycle enclosure is proposed which will provide 30 bicycle spaces by way of double sided bicycle hoops. The enclosure will be located directly adjacent to the new undercover court and learning centre, and will replace the existing bicycle stands running along the northern boundary of the site.

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6 DESIGN CONSIDERATIONS

The proposed car parking layout and access design has been checked against the relevant requirements of the Planning Scheme and Australian Standards. Important aspects of the parking design are noted as follows:

- The proposed 90-degree parking spaces will be 4.9m long x 2.8m wide, with access from a minimum 6.2m wide aisle, meeting/exceeding the requirements of Clause 52.06-9, Table 2.
- The existing parallel parking layout and dimensions will be retained.
- Vehicles parked in the end parking space can exit in a forward direction with one manoeuvre, as shown in the swept path diagram in Appendix 2.
- A minimum 2.1m headroom will be provided throughout the car park.
- A 1.5m aisle extension is proposed at the end of the parking aisle, exceeding the requirement of 1.0m under AS2890.1 (2004).
- No turning bay is provided, which is permitted by AS2890.1 (2004) for private car parks. Swept path assessment demonstrates that a vehicle can still turn around at the end of the parking aisle in the event that the car park is full, if necessary.
- The existing single laned access point will be retained. This is acceptable given:
 - AS2890.1 (2004) states that 30 or more vehicle movements in a peak hour would usually require provision for two vehicles to pass on the driveway. As the car park services 18 spaces, the traffic generated will be lower than this, hence a single laned crossover is acceptable.
 - Most traffic generated by the site will be staff entering in the morning and exiting in the afternoon, hence the likelihood of vehicles needing to pass one another at the access point is very low.
 - There is sufficient space for vehicles to wait within the car park aisle when another vehicle is entering, in the unlikely event that vehicles do need to pass at the access point. This is confirmed by swept path analysis (refer Appendix 2).

Based on the foregoing, we are satisfied that the proposed car parking layout and vehicle access design is appropriate for the proposed development and will provide for convenient and accessible parking.

7 LOADING AND WASTE COLLECTION

SALT has been advised that loading and waste collection will continue to occur as per existing conditions. Waste is currently collected from within the on-site car park, with the truck entering through the southern crossover, collecting the bins, and reversing before driving forward out of the same point that it entered. As such, the proposed amendments to the car park will not impact on the current waste collection arrangements.

8 TRAFFIC IMPACTS

As mentioned previously, the proposal will not see an increase in student or staff numbers. As such, the amount of traffic being generated by the site will remain unchanged, and there will be no additional impact on the surrounding road network as a result of the proposal.

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9 CONCLUSIONS

Based on the considerations outlined in this report, the following is concluded:

- As the staff numbers are remaining unchanged, there is no requirement to provide additional car parking. Nonetheless, an additional parking space is proposed within the on-site car park.
- As the staff and student numbers are remaining unchanged, there is no requirement to provide additional bicycle parking. A new bicycle enclosure featuring 30 spaces is proposed which will replace the existing bicycle spaces on the northern boundary of the site.
- The proposed alterations to the parking layout are in compliance with the requirements of the Planning Scheme and Australian Standards and provide a safe and efficient layout.
- No changes are proposed to the existing loading and waste collection arrangements.
- The amount of traffic generated by the school will remain unchanged post-development, as the staff and student numbers are remaining unchanged.

Accordingly, we find that there are no parking or traffic reasons to inhibit the granting of a planning permit for the proposal.

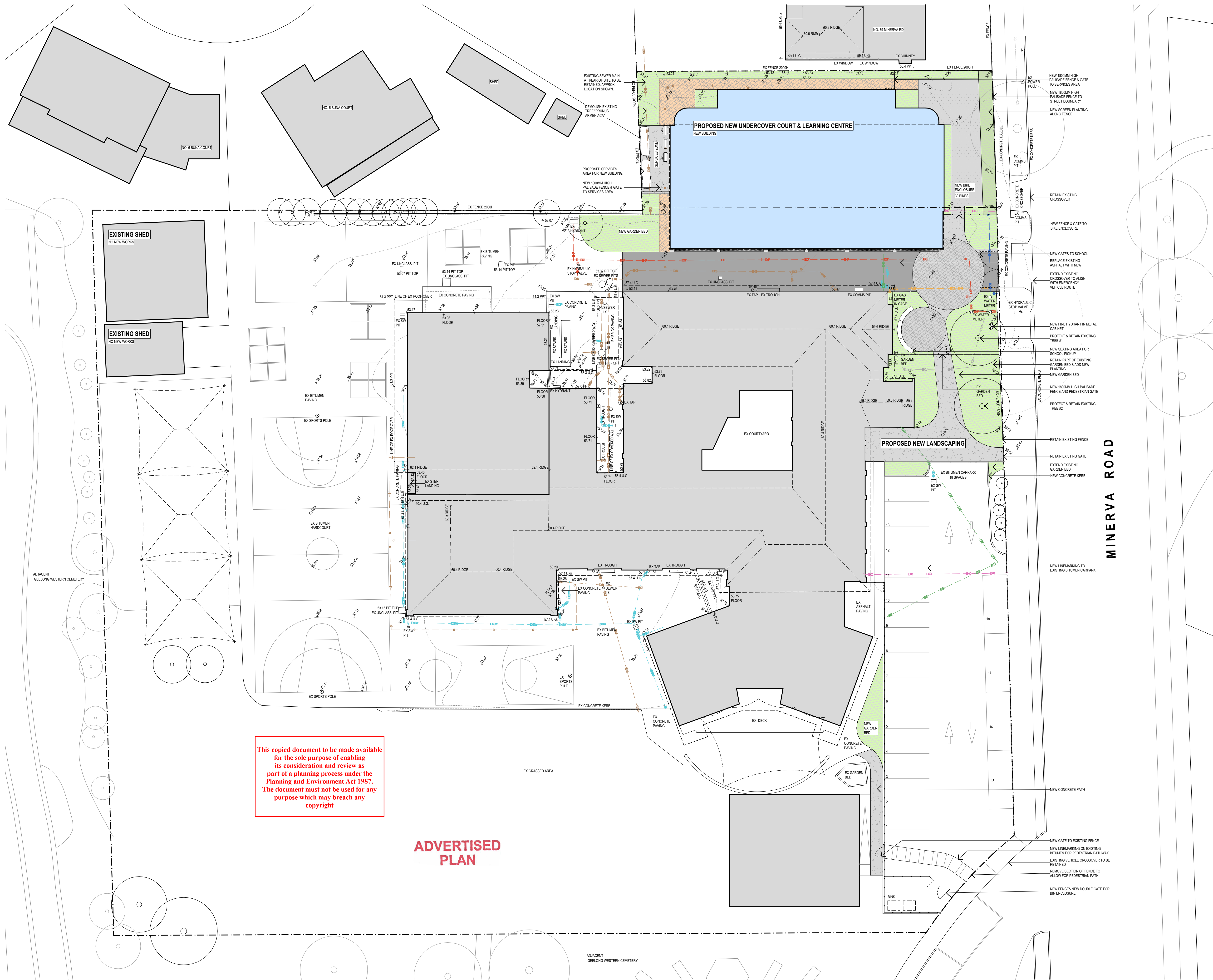
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APPENDIX 1 DEVELOPMENT PLANS

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SITE PLAN LEGEND

- NEW CONCRETE PAVING
- NEW GRANITIC SAND PATHWAY
- NEW PERMEABLE PAVING
- NEW GARDEN BEDS
MULCH, TOPSOIL & CULTIVATED SOIL
- NEW ASPHALT
- PROPOSED NEW BUILDING
- DENOTES NEIGHBOURING BUILDINGS & EXISTING BUILDINGS ON SITE
- COMMS UNDERGROUND ASSET
- ELECTRICITY UNDERGROUND ASSET
- FIRE UNDERGROUND ASSET
- GAS UNDERGROUND ASSET
- SEWER UNDERGROUND ASSET
- STORMWATER UNDERGROUND ASSET
- WATER UNDERGROUND ASSET
- UNKNOWN UNDERGROUND ASSET TO REMAIN

CONTRACTORS MUST VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORKS ON SITE. ALL SHOP DRAWINGS MUST BE SUBMITTED FOR APPROVAL BY THE ARCHITECT BEFORE MANUFACTURING PROCEEDS. ALL LEGEND CODES TO BE READ IN CONJUNCTION WITH THE SPECIFICATION FOR SUPPORTING PRODUCT INFORMATION. DRAWINGS ARE INTENDED TO BE READ IN COLOUR.

ISSUE	REVISION	DRAWN	DATE
A	ISSUE FOR TOWN PLANNING	HD	17.12.2024

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MINX ARCHITECTURE PTY LTD
 7A-91 MORELAND STREET
 FOOTSCRAY, VIC. 3011
 PHONE: (03) 9646 7000
 E-MAIL: info@minxarchitecture.com.au
 WEB: https://www.minxarchitecture.com.au/

PROJECT
HOLY SPIRIT PARISH SCHOOL
 81 & 83 Minerva Road
 Manifold Heights VIC 3218

TITLE
STAGE 1
PROPOSED LEARNING CENTRE
 Proposed Site Plan

NORTH 	DRAWN	SCALE	DATE
	HD	1:200	17.12.2024
	DRAWING NO.	ISSUE	
	2402 - TP.02	A	

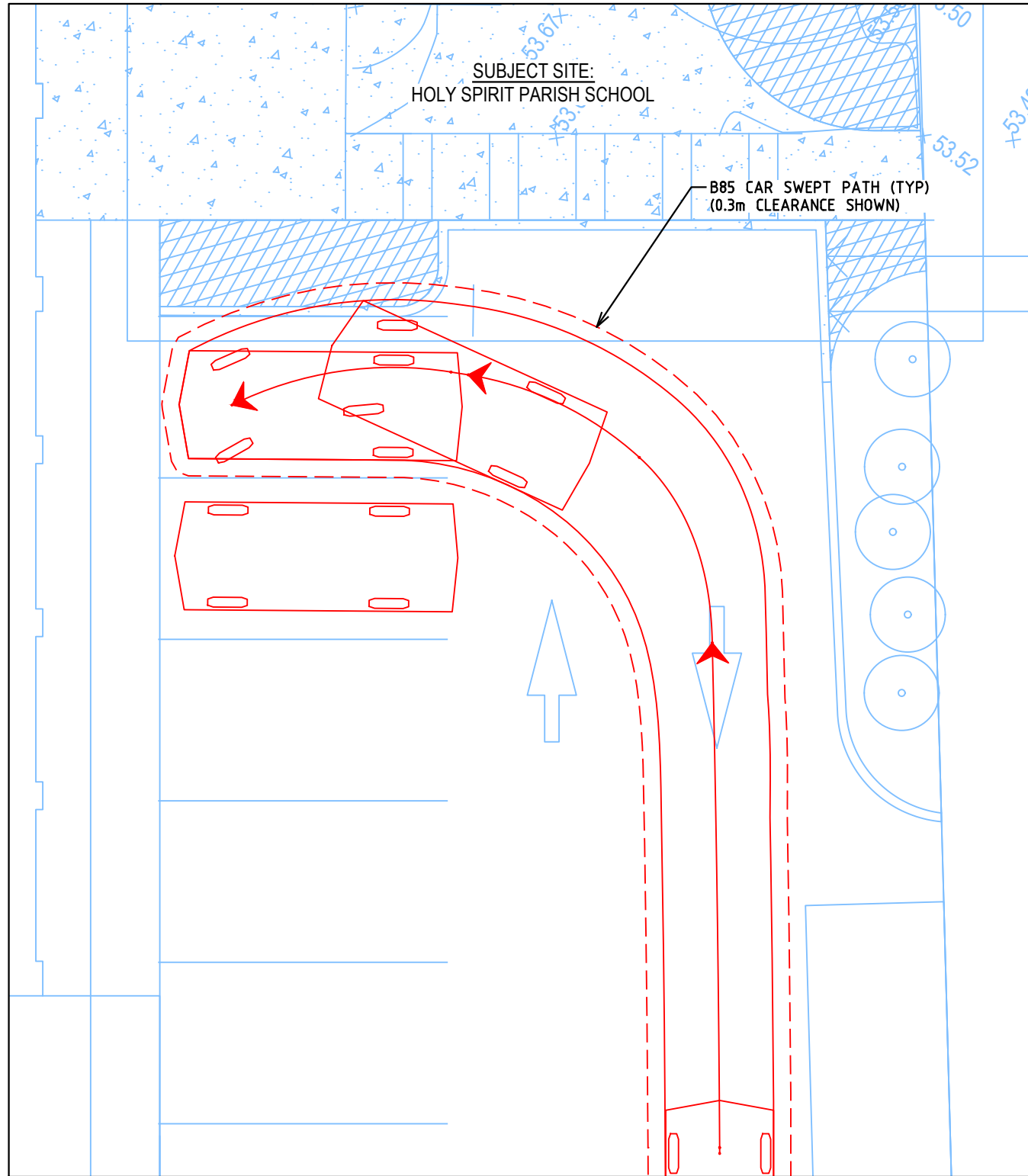
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APPENDIX 2 SWEPT PATH DIAGRAMS

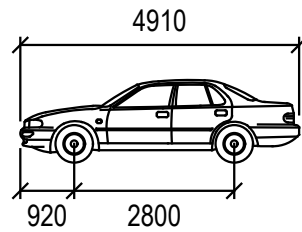
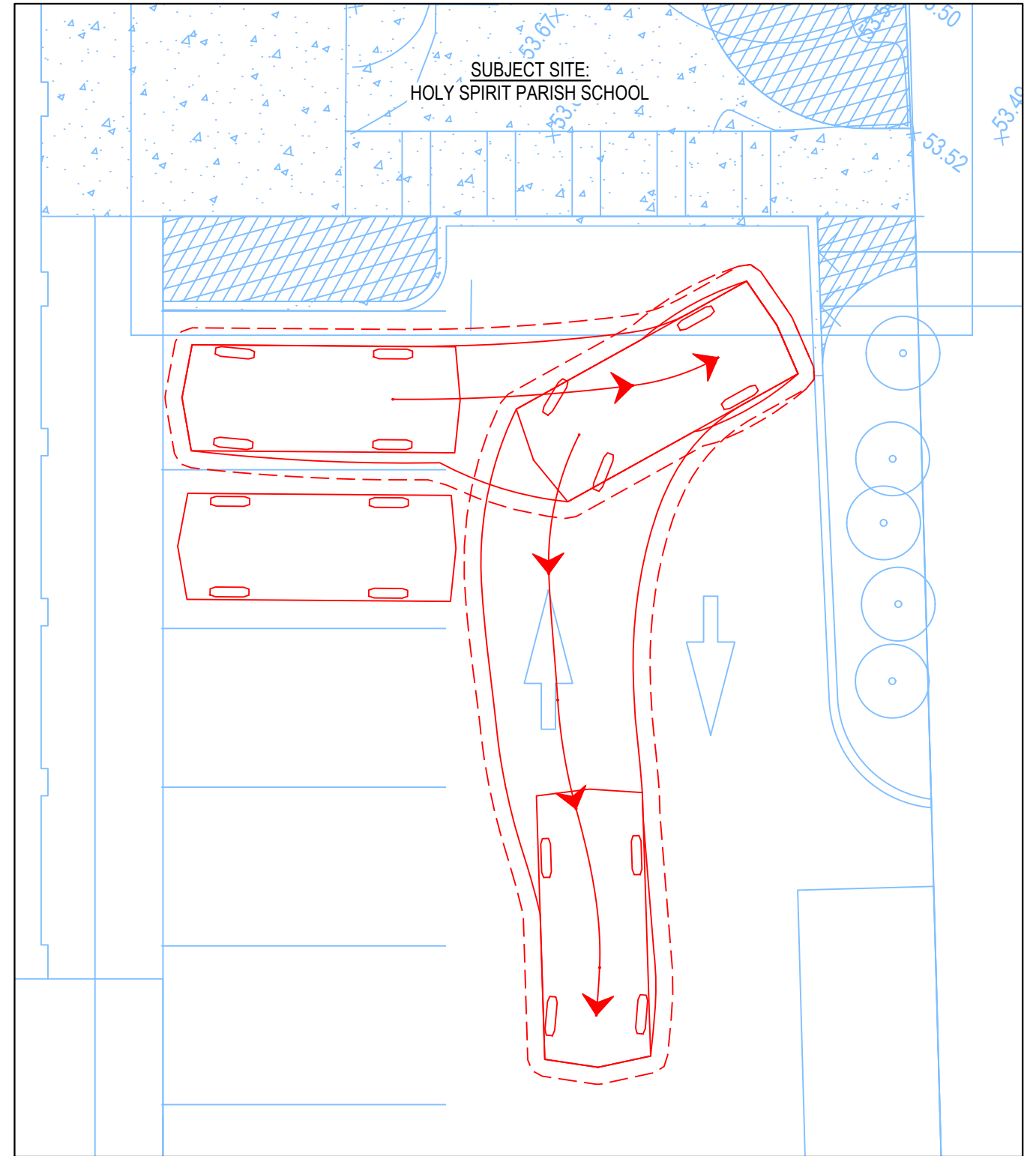
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INGRESS



EGRESS



B85

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Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

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 SWEEP PATH DIAGRAM

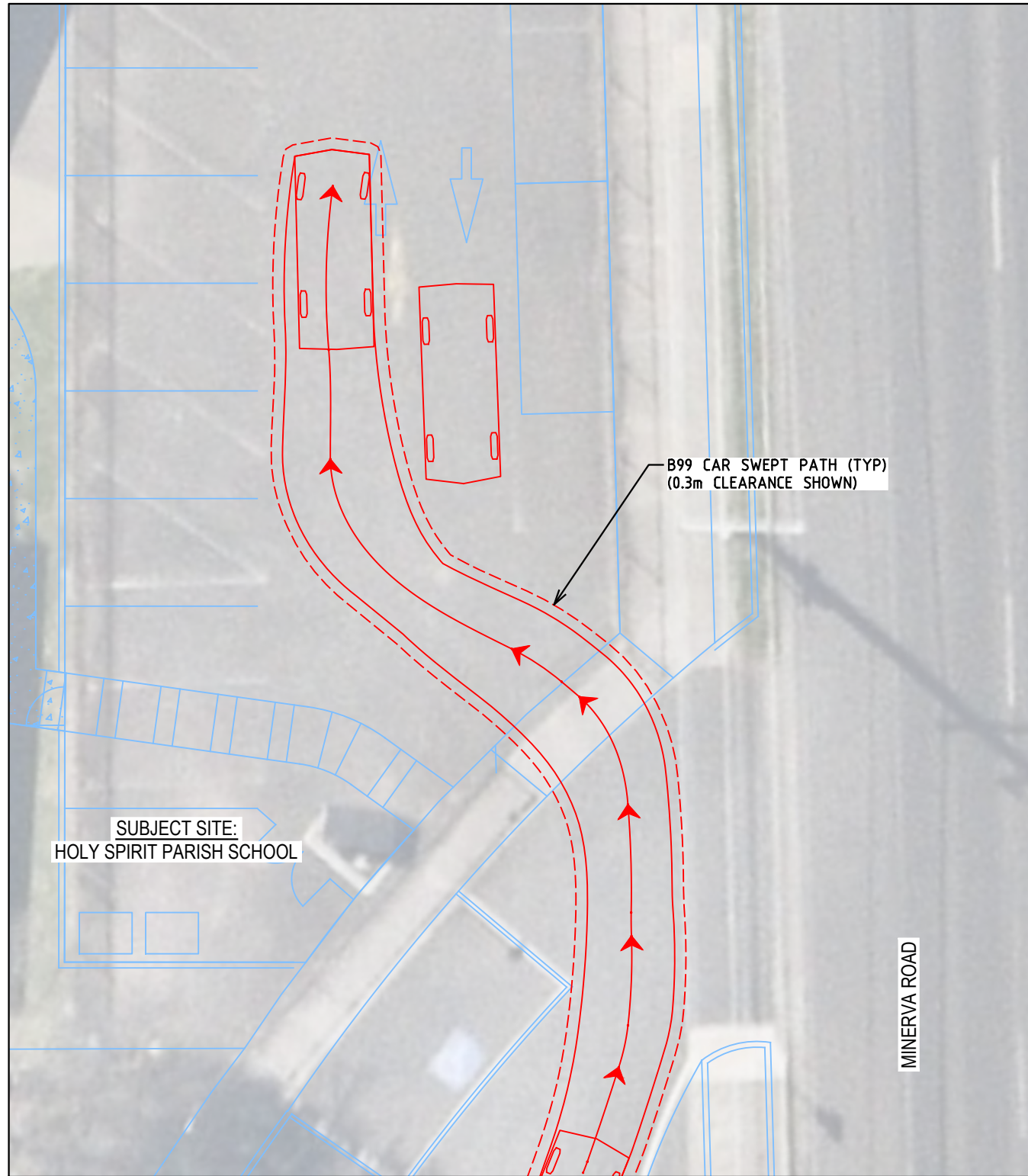


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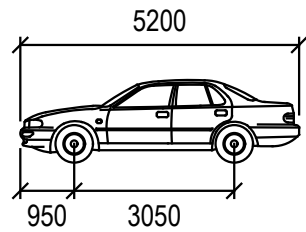
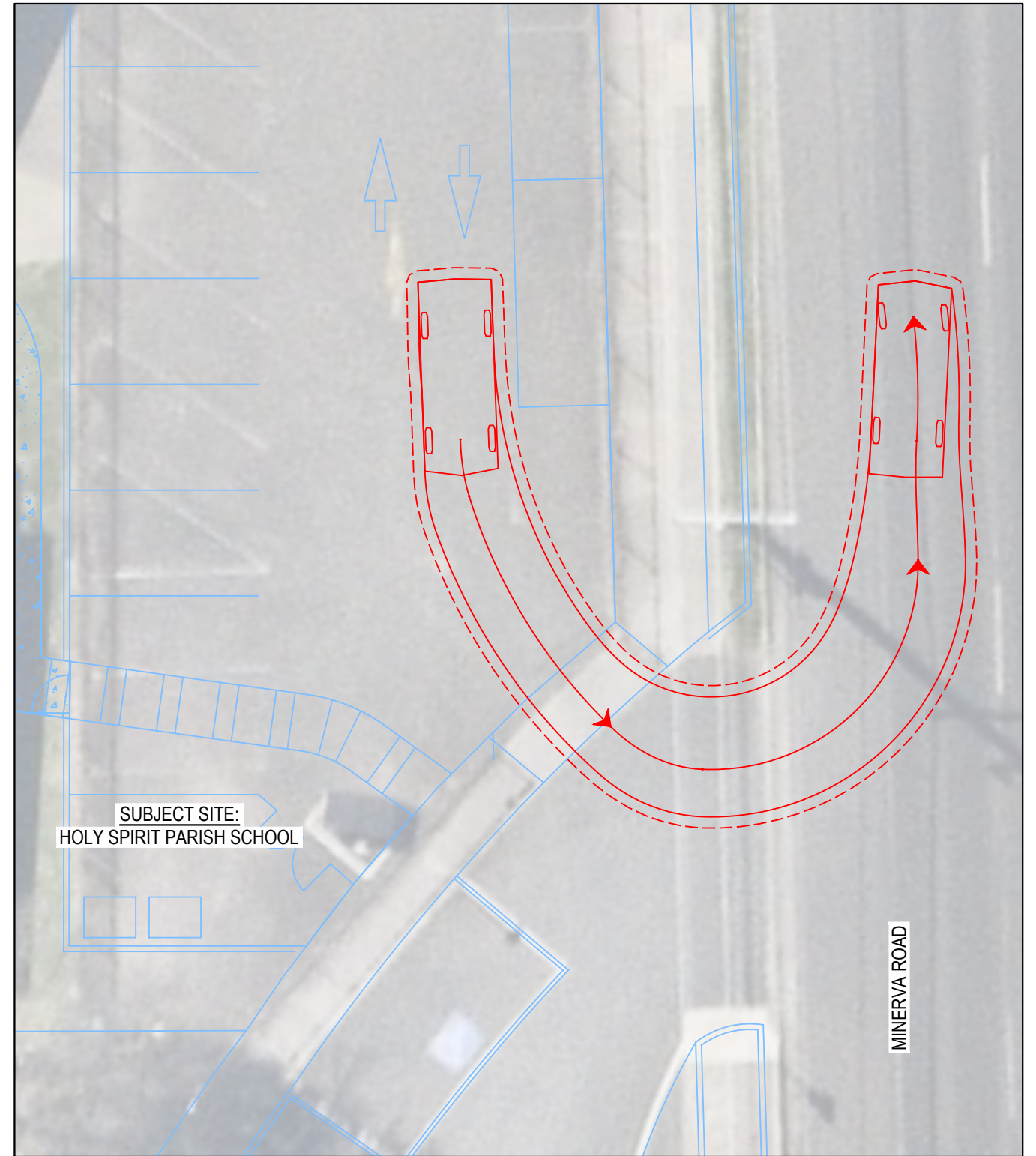
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INGRESS



EGRESS



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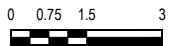

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MINX ARCHITECTURE
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 SWEEP PATH DIAGRAM

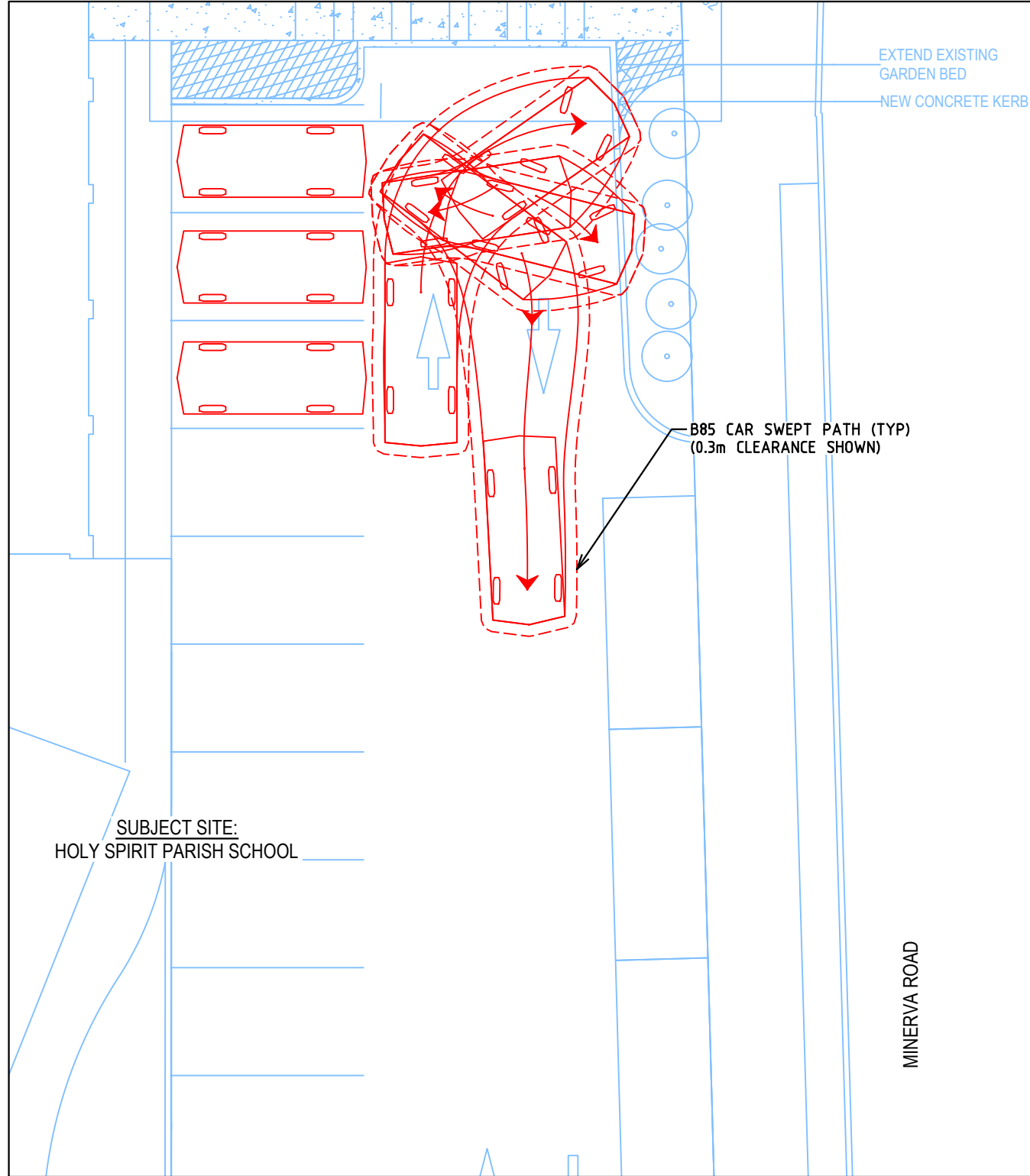


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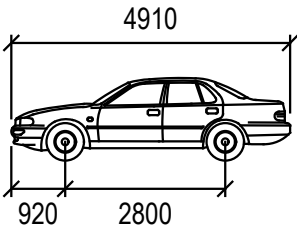
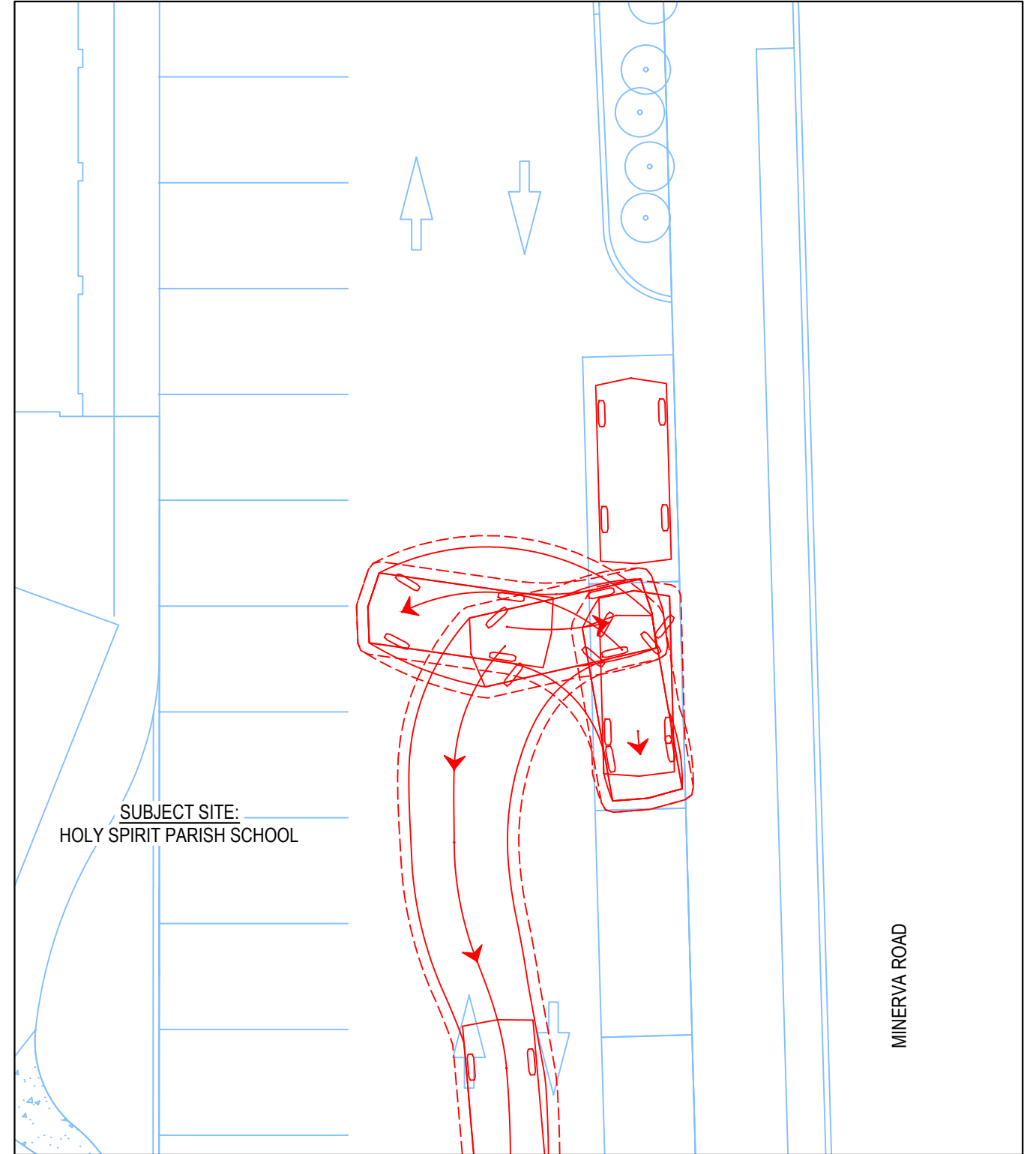
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TURNAROUND MANOEUVRE



PARALLEL BAY EGRESS



B85

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Lock to Lock Time	: 6.0
Steering Angle	: 34.1

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 SWEEP PATH DIAGRAM

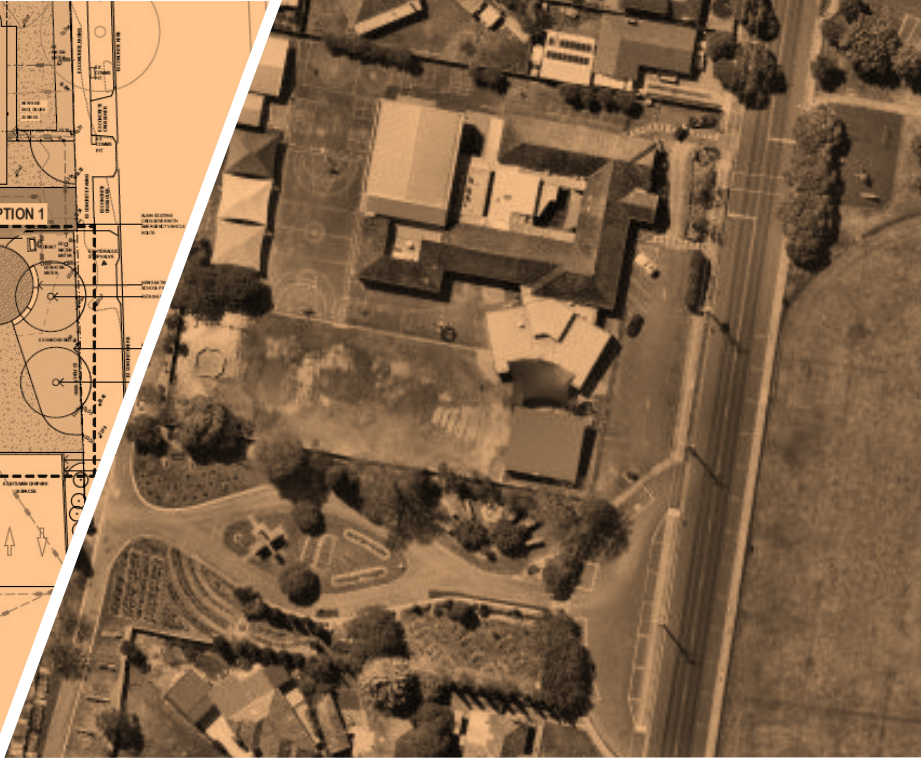
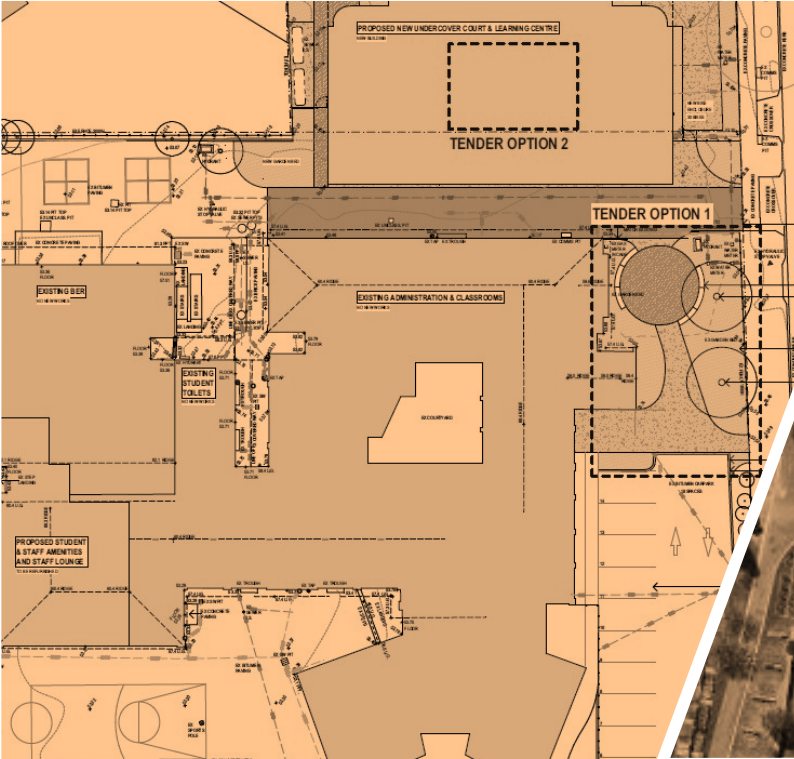
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T: +61 2 9068 7995

HOBART

Level 5, 24 Davey St Hobart TAS 7000

T: +61 400 535 634

CANBERRA

Level 2, 28 Ainslie Pl Canberra ACT 2601

T: +61 2 9068 7995

ADELAIDE

Level 21, 25 Grenfell St Adelaide SA 5000

T: +61 8 8484 2331

DARWIN

Level 1 Suite 2A, 82 Smith St Darwin City NT 0800

T: +61 8 8484 2331

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