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13 Sept 2010

**Senior Planning Officer**
City of Melville
10 Almondbury Road
Booragoon
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**ATTENTION : LLOYD ANDERSON**

Dear Lloyd

**ALL SAINTS' COLLEGE – NEW PERFORMING ARTS CENTRE**
**& EXISTING BUILDING INTERNAL REFURBISHMENT**
**PLANNING APPROVAL APPLICATION - TRAFFIC**

Response to City of Melville Engineering Design Comments e-mail of 7/9/2010 from the Acting Traffic & Road Safety Coordinator, Cara Phillips.

Thank you for your help with this project. Please find attached responses from Shawmac Consulting Traffic Engineers and from All Saints College to the points raised by Cara in her e-mail. Each point is noted followed by the responses from Shawmac and the College. Please let us know if you need any other information for your meeting with the Development Advisory Unit tomorrow.

Yours faithfully

**Michael Savage**
Parry & Rosenthal Architects

Copy: All Saints' College – Dr Geoff Shaw
All Saints' College – Mr David Kerr
COM - Ms Cara Phillips
COM – Mr Stephen Cope
Shawmac –Mr Tony Shaw

P0P

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## 1. Introduction

*"The Report identified a need for both short and long term parking during weekday periods". There is no further mention in the Master Plan of whether the school's internal parking will be delineated or parking restrictions put in place in order to show clearly which parking is short term and long term. Any parking restrictions proposed outside the school, along Ewing Ave or Brockman Ave, would need to be agreed with City of Melville. Parking signage to City of Melville (COM) standards is required.*

**Response from Shawmac**

The delineation of parking bays together with the need to restrict or set parking hour or duration has not been considered as part of the master planning process. The Master Plan is seen as being a strategic level document which identifies future needs and allocates sufficient areas to meet those needs. It is intended that as parking faculties are moved from concept to implementation, detailed planning will consider and prescribe geometry, delineation, restrictions and use allocation and signage. All details will comply with relevant Australian Standards and COM standards.

**Response from All Saints College**

I am not sure where the concept of short and long term parking comes from; it is not in Shawmac's Master Plan Parking Review – Version 3. The distinction might be more usefully made between daytime and night time parking. Daytime parking will clear, as it now does, between 3.30 pm and 6.00pm; night-time parking will operate only in the case of performances in the theatre, and will usually begin at around 6.30. The two will therefore not clash.

We would not specifically propose changes to the street parking but would be happy to discuss them with the Council.

At present, the bays on the east side of Ewing Avenue and the north side of Brockman Avenue show a 15-minute limit to parking between 8.00 am and 9.00 am and between 3.00 pm and 4.00 pm. It would seem appropriate to leave those as they are so the bays can be used during after-hours performances.

The west side of Ewing Avenue and the south side of Brockman Avenue have no-standing restrictions between 8.00 am and 9.00 am and between 3.00 pm and 4.00 pm. Perhaps these could be extended to include no-standing between 6.30 pm and midnight on nights of functions in the theatre. That, however, would also apply to residents. Is a "residents-only" parking provision helpful for those two sections?

## Section 1.1 Previous Determination

*The COM Parking Policy for private schools is mentioned, and the number of parking bays calculated, however the Master Plan then ignores the Policy, implying that the requirement is not practical. Therefore the Master Plan does not comply with COM standards. The required number of parking bays for a private school is 549 bays.*
*The school would need to provide some justification for not meeting the COM parking standard. This could be achieved by showing a comparison to other similar sized private school's parking requirements, and a parking survey to show the existing situation.*
*It is not stated if the number of students at the school is static or may increase in the future. If an increase in student numbers is possible, then additional parking bays would be required to cater for these additional vehicles in the future.*

### Response from Shawmac

The Master Plan does not ignore the COM Policy for private schools but rather questions the disparity between other determinations of parking needs by comparison to COM public school determination, EDWA determination and RSAS determination. Reference was made to the earlier Porter Report which in essence indicated assessment of demand ranging from 242 bays (EDWA rates), 114 bays public schools (COM rate), 266 bays (RSAS rates) and 549 bays private schools (COM rate). The Porter report also references parking surveys undertaken at the College and at other sites, and concluded that 393 bays would be required. It is considered that the assessment by Porter Consulting Engineers is valid and the likely requirement for parking bays based on the stated student population is 393 bays.
Travel behaviour between public and private schools is not typically reflected by a 100% greater use of private cars by private schools over public schools.
Whilst it is agreed that a parking survey would confirm the contention with respect to the higher rate overstating need, such a survey was undertaken by Porter in 2007 and was used as a basis for determining the recommended parking allocation of 393 bays. It is anticipated that a new survey would indicate the same parking demand as the 2007 survey.

### Response from All Saints College

We are in the process of obtaining figures of parking bays from other private schools as suggested. We cannot understand why there would be a different determination of parking needs for private and government schools. It will be the case that this College draws students from a larger catchment than does a government school; however, that simply relates to drop-off and pick-up traffic flow and not to parking. Only a very small number of parents actually park at morning drop-off; more park for 15 minutes or so when they pick-up at 3.30 but these are accommodated within College parking areas plus designated streetside bays. There is certainly some congestion in Ewing Avenue at the two times but this is the case at all schools, government or private, and the College's internal turnaround traffic areas mean that traffic impact is less than at many other schools.

A random parking survey is provided:

| *Parking Area* | *Number of bays* | *Number of bays occupied at 08.30 and 15.15* | *Number of bays occupied at 13.30* | *Comments* |
|---|---|---|---|---|
| *Ewing Ave* | *36* | *36* | *1* | *These are only used at drop-off and pick-up.* |
| *Brockman Ave* | *15* | *12* | *0* | *These are only used at drop-off and pick-up.* |
| *Junior School* | *102 (2 ACROD)* | *102* | *42* | *This area contains a turn-around for parents as well as marked bays.* |
| *Junior School overflow* | *200* | *20* | *1* | *This is a grassed area where cars park when the JS car-park is full; this arrangement is long-standing and is well-followed by parents.* |
| *Staff (Gate 2)* | *44* | *44* | *44* | *This is a whole-day parking area for staff, with allocated bays; parents are instructed not to use this area. All staff allocated in this area will be re-allocated new bays in other on-site sections of the school when this car-park is decommissioned. Decommissioning will remove that element of traffic nuisance from neighbours opposite Entrance 2.* |
| *Chapel* | *42 (2 ACROD)* | *42* | *30* | *This area contains a turn-around for parents as well as marked bays.* |
| *Chapel overflow* | *40* | *40* | *25* | *Unmarked grass and hard standing.* |
| *Gate 4 Access Rd* | *27* | *10* | *10* | *This will take up parking from the decommissioned area.* |
| *Learning Centre* | *42 (2 ACROD)* | *25* | *25* | *This will take up parking from the decommissioned area.* |
| *New area off Gate 4 access rd* | *50* | *0* | *0* | *This will take up parking from the decommissioned area.* |

## Section 1.2 Current Status

*For the Junior School, there is 10 bays difference between the number of parking bays currently provided, and the number of bays required by the Porter Report (2007). The Master Plan does not mention where these 10 additional required bays will be provided.*
*The Plan states "inspection of the school and anecdotal evidence from staff would suggest that current bay provision meets demand".*
*A parking survey should have been undertaken in order to confirm that the current bay provision is sufficient. The results of these inspections during peak hours (school start and finish times) should be provided as part of the Master Plan.*

**Response from Shawmac**

The master plan allows for additional bays to be provided in the vicinity of the lower school.
See previous comments regarding the usage survey undertaken by Porter in 2007.

**Response from All Saints College**

The additional parking bays are provided on the Junior School overflow area, to which we have provided drained, concrete road access.

## Section 1.4 Proposed Current Development

*The COM Parking Policy for theatres is based upon number of patrons, staff, entertainers, and crew.*
*The Plan states "the rates are applicable to a commercial Theatre which would be expected to have significantly different operating characteristics to the College Theatre". It is unclear what these differences would be.*
*The reciprocal parking arrangement is considered appropriate.*

**Response from Shawmac**

The theatre operating characteristics are expected to differ in the following ways: Number of performances per year is expected to be less than for a commercial theatre; Occupancy rates are expected to be lower than for a commercial theatre.

**Response from All Saints College**

If the reciprocal parking arrangement is considered appropriate, the differences between a College theatre and a commercial theatre do not matter. However, College usage would involve less traffic movement than a commercial theatre.

## Section 1.4.1 Location of Car Parks

*The Master Plan considers a distance of 250m from parking bay to attractor is applicable to College activities, based on the 'Liveable Neighbourhoods' policy document. However, this may be unrealistic, as City of Melville has been involved in assisting many schools with parking and traffic flow problems, due to reluctance of students (and their parents) to walk even short distances to/from school.*
*Walking and cycling to school should be encouraged via Travelsmart initiatives. More information can be obtained from the City of Melville Travelsmart Officer.*
*Parking on residential streets surrounding the school cannot be supported, as from experience this can cause problems for residents exiting their driveways and sight line restrictions. The City has had to impose parking restrictions on residential streets surrounding some schools in Melville, in response to these issues.*

*Another issue with parking further away from the school is the provision of safe access for pedestrians via footpaths and pedestrian crossings to the school. Upgrades to the existing footpaths surrounding the school, and provision of additional pedestrian crossings may be necessary, including installation of accessible ramps. The cost of these upgrades would need to be mostly funded by the school, with City of Melville prepared to contribute towards some of the cost.*

**Response from Shawmac**

I disagree with the COM contention that 250 metres is an unrealistic distance for students and parents to walk. If parking areas are located 250 metres from attractors they will be used in the absence of closer bays. Parking for the theatre will be accommodated in the onsite bays adjacent to the chapel (< 100 metres walk), with overflow in the junior school parking area (<200 metres walk).
I agree that walking and cycling should be encouraged as alternative modes; however the master plan assumes a modal split based on observed behavior from a number of sources over a number of sites. Any shift away from current behaviour to alternative modes will decrease parking demand.
It is not intended to increase street parking over and above that already provided. Additional parking is planned within the College grounds.
It is not intended to provide additional parking within the public road domain and as such provision of pedestrian access and crossing facilities will not be required. It is implicit in the master planning of on-site parking that concurrent with detailed planning of parking areas, consideration would be given to required paths, path lighting, way finding signage and other ancillary infrastructure.

**Response from All Saints College**

College parents are accustomed to parking on-site for all visits to the College; they are also accustomed to parking on-site and walking to offices and our various events. There is no reason for this to change.
We are examining means of increasing walking and cycling to arrive at and leave school.
We are not looking to have anyone park on residential streets other than in those bays already allocated for this purpose according to recent upgrades undertaken in conjunction with the City of Melville. The reference to the 250 metre provision is NOT referring to users of the theatre parking 250 metres from the College but is referring to the distance WITHIN the College site from parking area to theatre. Therefore, additional pedestrian crossings, footpaths are not required.

## 1.4.2 Theatre Parking

*The use of the grassed area south-west of the chapel for informal overflow parking is acceptable.*
*Marked bays for disabled and elderly patrons shall be provided on the north-west side of the chapel carpark so that these patrons can access the theatre without difficulty.*
*If the Primary School car park is to be utilised as part of the provision for Theatre parking, it is imperative that pedestrian connectivity be improved.*
*Accessible ramps and footpaths shall be provided from all proposed car parking areas to the theatre.*
*Adequate signage and lighting are required for the car parking areas and pathways.*

**Response from Shawmac**

Agree that adequate provision should be made for disabled parking and ramps, footpaths, lighting and signage. As indicated above, detailed design of car parking facilities will include geometric design in accordance with AS 2890, allocation of disabled bays, design of footpaths, ramps and lighting.

**Response from All Saints College**

We already have two disabled car-parks on the north-east side of the Chapel carpark. We can increase this number if required for the theatre. The Junior School car-park does have disabled bays but these would not be for theatre patrons who would park in the Chapel car-park. Lit footpaths are being designed from the Junior School car-park to the theatre as part of the overall design. This will be signposted.

## General Comments

- *The Master Plan does not mention provision of disabled parking bays. Provision of accessible parking bays is required as per Australian Standard AS2890.6, and should be included in the Master Plan.*
- *Provision of bicycle parking is required. Cycle racks should be provided for those students and staff who wish to cycle to the school. Austroads Part 14 and Australian Standard AS2890.3-1993 provide information on the required parking facilities for bicycles at schools.*
- *Based on CPTED principles, adequate lighting for motorists and pedestrians is to be provided. Street lighting should be provided in all carpark areas, and along all pathways from those carpark areas to all areas of the school. Some upgrading of existing street lighting may be required, to ensure compliance with Western Power Standards and Main Roads Guidelines.*
- *Brockman Ave and Ewing Ave are both Local Distributor roads with high traffic volumes, therefore the parallel on-road bays used as drop-off/pick-up zones should be managed so vehicles do not obstruct the traffic flow at any time.*
- *Parking bays shall be designed to City of Melville standards with regards to configuration, sizing, lighting and drainage*

### Response from Shawmac

- Agree. Detailed planning will provide disabled parking bays in accordance with the requirements of AS 2890.
- Agree. Detailed planning will make provision for these facilities. Cycle parking is considered to be outside the scope of a strategic parking master plan and more about local parking planning undertaken as part of detailed design processes or as a stand alone exercise. It is understood that current provision made for cycle parking is adequate.
- See previous comments – consideration of lighting will be part of detailed planning considerations.
- Agree; however this is an operational / compliance issue.
- Detailed planning will ensure appropriate Australian Standards and technical guidelines are complied with.

### Response from All Saints College

Provision of disabled bays is shown in the above table.
Provision for bicycle parking has been made. Students do ride bicycles to the College and their bicycles are stored in appropriate Class C racks.
The Junior School and Learning Centre car-parks have street lighting. The Chapel car-park does not but this provision will be made.