

MD Cubed P/L

SIENA COLLEGE – CAMBERWELL

PROPOSED MASTER PLAN

Parking and Access Review
February 2021

P200601 REP01

Prepared for Siena College

5/2/21

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1. INTRODUCTION

MD Cubed P/L has been retained by Siena College to provide advice in relation to parking and access associated with the proposed Master Plan of Siena College Camberwell.

2. BACKGROUND INFORMATION

2.1 2012 Master Plan

The original master plan for Siena College was prepared by Williams Ross Architects and endorsed by the City of Boroondara in 2012. The approved 2012 College development catered for 780 students and 82.3 FTE staff.

The 2012 plan indicates a total of 75 onsite parking bays. The total car parking provision comprised, 69 spaces located within the south western quadrant of the site accessed via Riversdale Rd and a 6 space car park located at the rear of No 2 Compton St.

The most recent endorsed plans are associated with the new Student Centre component of the master plan. This plan was endorsed by the City of Boroondara on 4/9/13, Permit Number PP13/00745. Seventy-four car parking spaces were shown on this plan.

Copies of the 2012 Master Plan and 2013 endorsed plan are included in Appendix A.

Table 1: 2012 Master Plan

Use	2012 Approved Schedule
Secondary School	
Staff	82.3 FTE
Students	780
On-Site Car Parking	75 spaces

3. EXISTING CONDITIONS

3.1 Siena College Site and Population

Siena College is located at 815 Riversdale Rd Camberwell. The site has frontages to, Riversdale Rd to the south, Wattle Valley Rd to the west, Hocknell St to the north and Compton St to the east. Numbers 2 to 8 Compton St are owned by the College. However, the site currently used for College purposes is shown in Figure 1 and includes 2 and 6 Compton St.

The 2021 College population includes 835 students and 106 FTE staff. A comparison of the 2021 student and staff populations and the 2012 schedule is shown below.

Table 2: Staff and Student Population -2020

Use	2012 Approved Schedule	Existing - 2021
Secondary School		
Staff FTE	82.3	106
Students	780	835
On-Site Car Parking		
main car park	69	69
Compton St	6 (rear N° 2 Compton St)	6 (rear N° 2 Compton St) 1 (N° 6 Compton St)
Total	75 spaces	76

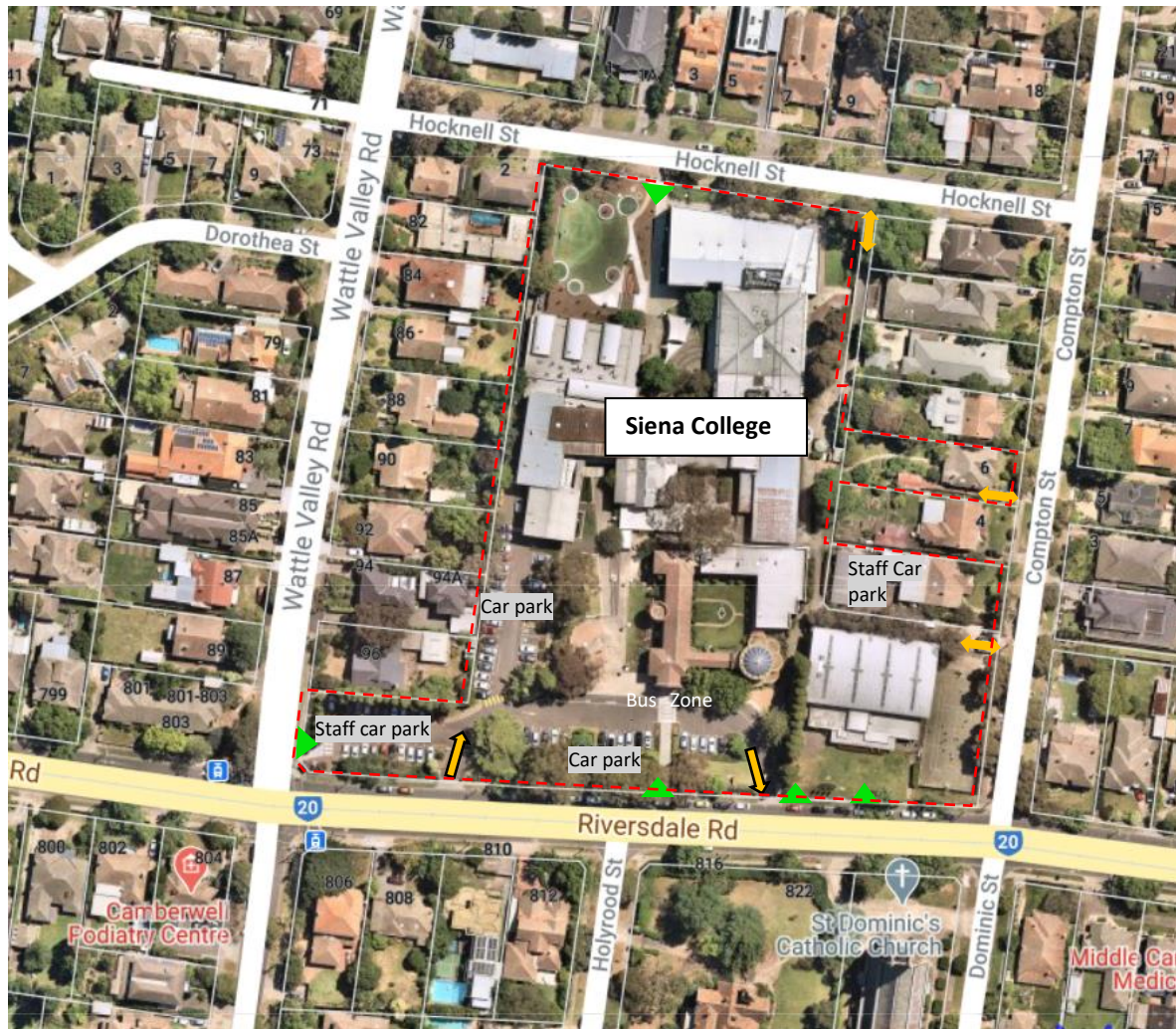





Figure 1: Siena College Site 2021

Legend:

-  Primary pedestrian access
-  Primary vehicular access
-  Secondary vehicular access

3.2 Road Network and On Street Parking

The road network surrounding the College is shown in Figure 2. Riversdale Rd, which runs along the College's southern boundary, is a primary arterial road. Centrally positioned tram tracks are located within a pavement width of approximately 14.3m.

On street parking is available across the College's frontage to Riversdale Rd. Although not line marked, in the order of 24 plus cars are able to park along this frontage. Between the hours of 4.30 and 6.30pm Monday to Friday 'No Standing' parking restriction apply at the western end of Riversdale Rd reducing the on-street parking to approximately 18 spaces. 'No Standing' parking restriction also apply along the southern side of Riversdale Rd during the morning commuter peak period.

Wattle Valley Rd is a collector road running along the site's western boundary. On street parking is not permitted along the site's frontage or in the vicinity of Riversdale Rd. The intersection of Riversdale Rd and Wattle Valley Rd is controlled by traffic signals.

Hocknell St is a local street running in an east west direction connecting Wattle Valley Rd to Compton St. Ten-minute parking restrictions, which provides for student pick up and drop off, apply along the College's boundary to Hocknell St between 8 to 9am and 3 to 4pm School Days. This section of road caters for approximately 11 vehicles. Parking to the east and west of the College's frontage and along the north side of Hocknell St is restricted to 'Permit Zone' parking between 8am and 4pm Monday to Friday.

Compton St is also a local street and runs along the College's eastern boundary forming a T intersection with Riversdale Rd. Traffic movements are restricted to northbound ingress only from Riversdale Rd. Two-hour parking restrictions apply along the west side of Compton St between the hours of 8.30am and 4pm School Days. In the order of 8 vehicles are able to park along the College's active site frontages to Compton St (which include numbers 2 and 6 Compton St). 'No standing' parking restrictions apply along the east side of Compton St, south of Hocknell St, between the hours of 8.30am and 4pm School Days.

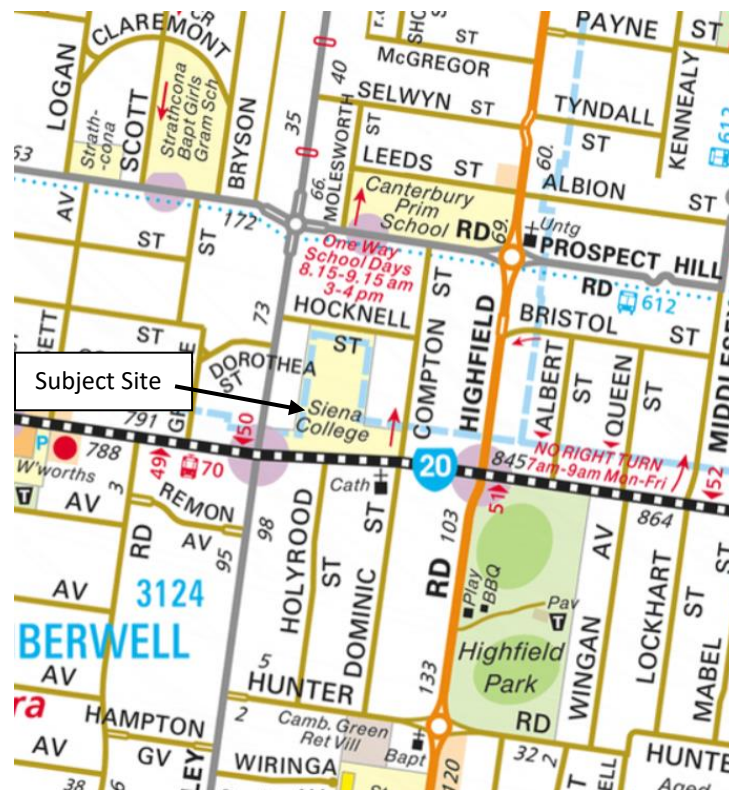


Figure 2: Road Network

3.3 Access and Parking

Primary pedestrian access to the College site is available via Wattle Valley Rd at the Riversdale Rd intersection, three locations along Riversdale Rd and along Hocknell St as shown in Figure 1.

Vehicular access to the site's main carpark and waste storage is provided via two driveway crossovers to Riversdale Rd. The western driveway allows for ingress movements while the eastern driveway is utilised for egress. Exit movements on to Riversdale Rd are restricted to left turn only.

Vehicular access to the site is also available for emergency vehicles, staff, maintenance vehicles and the occasional delivery vehicle via Compton St and Hocknell St. A separate driveway is available for number 6 Compton St.

Sixty-nine formal car parking bays, including 3 accessible bays, are currently provided within the main parking area located along the Riversdale Rd frontage. Six car parking spaces are line marked at the rear of number 2 Compton St and one additional on site parking space is available at number 6 Compton St. These figures equate to 76 spaces. Refer Appendix B.

The main parking zone accessed via Riversdale Rd also caters for bus parking. The parallel bus parking zone is located adjacent to the College's Reception and caters for 3 buses at any given time. Refer Figure 1.

3.4 Bicycle Parking

Bicycle parking for students and staff is currently provided adjacent to the sports hall and includes a storage rack for 6 bicycles. End of trip facilities and informal bicycle storage for staff is currently provided within the property at number 2 Compton St.

3.5 Waste Collection

At present waste storage is located along the west side of the property as shown in Figure 3 below. Commercial vehicle access is gained via the existing Riversdale Rd driveway crossovers.

Waste bins vary in size between 240 lt and 3 cubic metres bins. Collection of these bins occurs afterhours, generally early morning Monday to Friday.



Figure 3: Waste Storage and Collection

3.6 Existing Public Transport

Figure 4 below is an extract of the PTV transport plan for the City of Boroondara, showing existing tram line, bus services and rail lines in the vicinity of the College.

Bus Route 766, links Box Hill to Burwood via Surry Hills operates along Through Rd, approximately 980m east of the College. Canterbury Railway Station is located 1.1km north of the College while Riversdale and Willison Railway Stations are located approximately 1.3km west of the College. Bus Route 612 operates along Prospect Hill Rd, approximately 130m due north of the subject site, connecting Box Hill to Chadstone via Surrey Hills, Camberwell and Glen Iris.

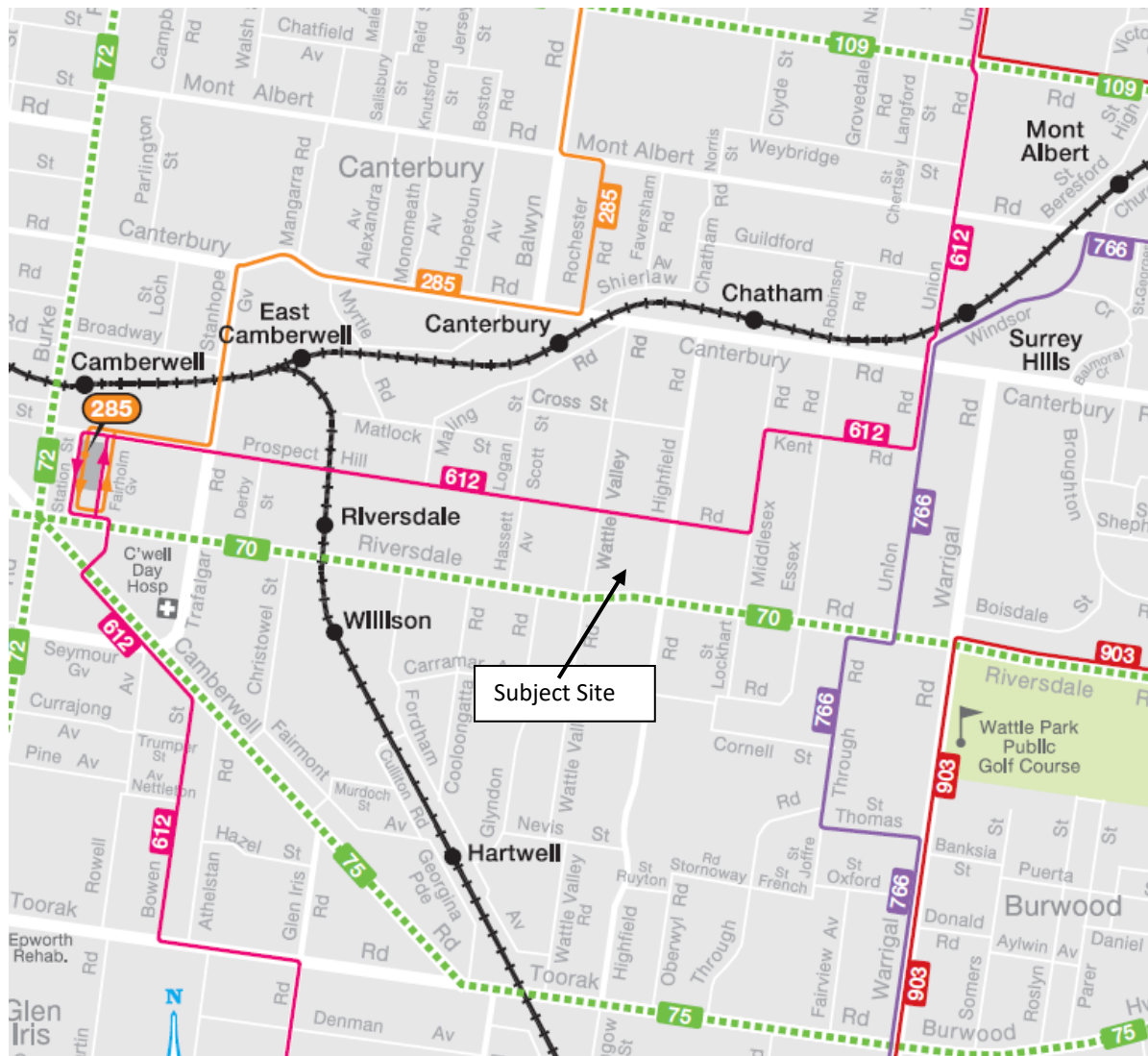


Figure 4: PTV Public Transport, City of Boroondara- Extract

4 EXISTING COLLEGE CHARACTERISTICS

4.1 College Transport

In addition to public transport services available in the vicinity of the College, Transdev Australia and Quinces Coaches provide bus services for Siena College. Five services operate during the morning drop off and afternoon pick up periods linking the College with Doncaster, Doncaster Shoppingtown, Templestowe, The Pines Shopping Centre, Balwyn and Blackburn.

4.2 College Characteristics

Survey data representing 'typical' operating conditions was not able to be captured due COVID restrictions. Nevertheless, College staff and students provided information via a questionnaire survey relating to pre Covid patterns.

A breakdown of the students and staff travel mode characteristics are summarised in the following tables.

This data indicates 50.3% of students travel to the College by public transport or College buses, 4.6% walk and 45.1% of students arrived by car. At the time of the survey cycling as a mode of transport for students was zero.

Many students are dropped off in the morning by parents travelling to work. This is evident in the change to afternoon patterns with 63.2% of students utilising public transport or College buses, 7.2% walk and 29.6% of students departing the College by car.

Table 3: Siena College Student Transport Characteristics (pre COVID), 2020 Survey

Mode of Travel – 'journey to school' trips		Morning Percentage	Afternoon Percentage
Public Transport	Tram/Bus/Train	25.6	31.9
College Buses		24.7	31.3
Active Transport	Bicycle	0	0
	Walk	4.6	7.2
Car	Single Student	33.2	20.6
	Multiple Students	11.9	9.0
Total		100%	100%

The survey data revealed reliance on private motor vehicles was higher for staff with approximately 89% recorded as 'car driver'. Public transport was utilised by approximately 2% staff while 4.2% cycled and 4.2 walk to and from the College.

Table 4: Siena College Staff Transport Characteristics 2020 (pre COVID)

Mode of Travel – 'journey to school' trips		Arrival Percentage	Departure Percentage
Public Transport	Tram/Bus/Train	1.7	2.5
Active Transport	Bicycle	4.2	4.2
	Walk	4.2	4.2
Motor Vehicle	Car driver	89.0	88.3
	Car passenger/car pooling	0.8	0.8
Total		100%	100%

4.3 Change Champions

As noted above cycling as a form of transport is not actively used by students. However, Siena College students have formed a group known as Eco Warriors which are advocates for environmental sustainability. At present College staff are working with students on a number of fronts including discussions relating to encouraging cycling as a mode of transport for students and staff as well as locations for bicycle parking within the site.

5 PROPOSED MASTER PLAN

5.1 General

The proposed master plan for Siena College has been prepared by McGlashan Everist Architects. The proposed development has been designed to cater for a student population of 950 and supporting staff population of 118 FTE within the parcel of land owned by College as shown in Figure 5.

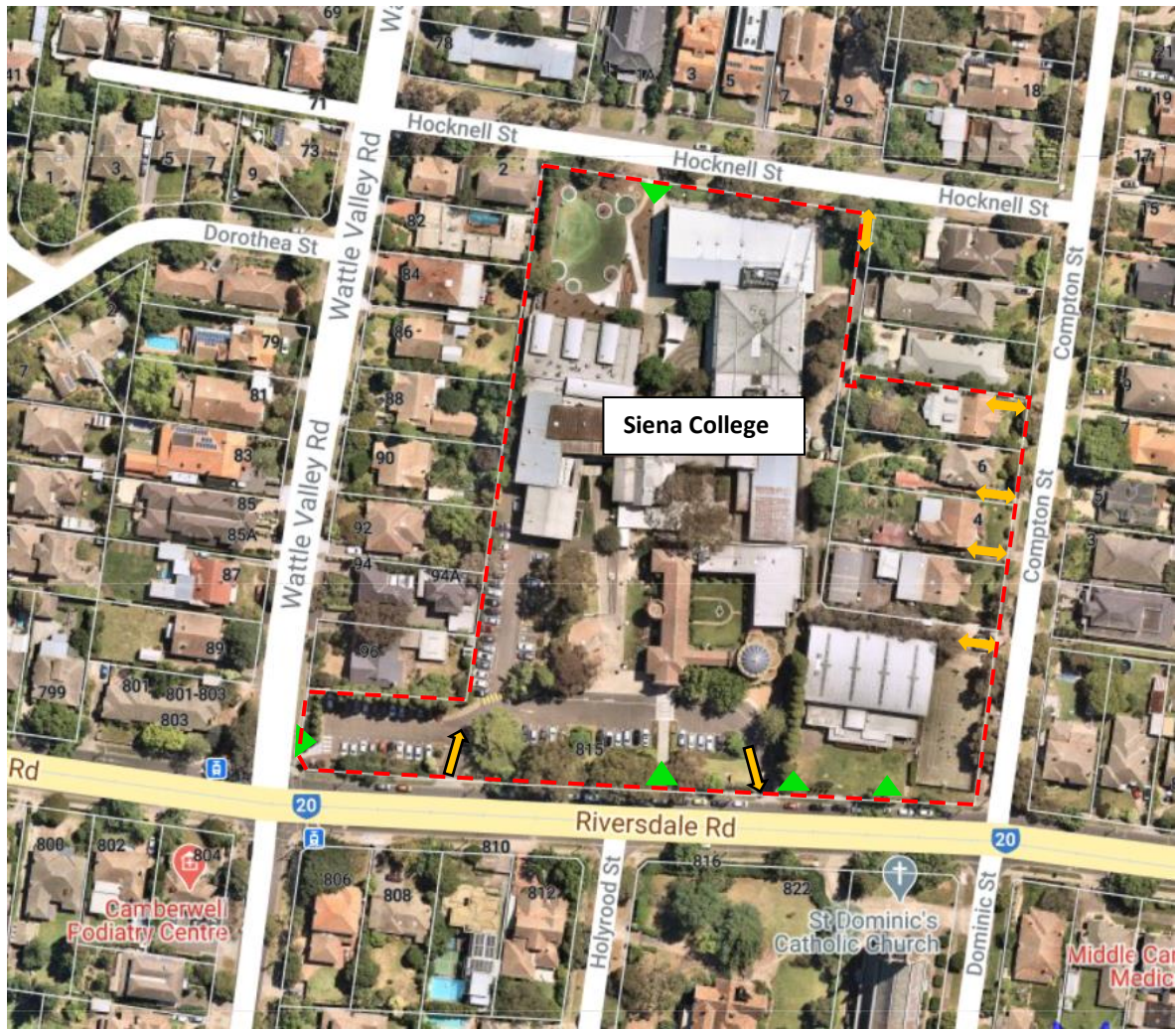


Figure 5: Siena College - Proposed Site

- Legend:
- Primary pedestrian access (refer Architectural Plans for details)
 - Primary vehicular access
 - Secondary vehicular access

Siena College estimate student and staff numbers to increase incrementally over time with a student population of 950 being expected in 2026 or later. The College anticipate an additional 12 staff will be employed to support the 115 increase in student population. Refer Table 5.

Table 5: Master Plan – Student and Staff Population

Master Plan – Anticipated Student and Staff Population Staging		
Year	Student Population	Staff Population
2012 Permit	780	82.3 FTE
2021	835	106
2022	850	108
2023	860	109
2024	880	111
2025	900	113
2026+	950	118

The proposed building works will be undertaken in 4 stages. Stage 2 of the development includes construction of the proposed sports precinct and master plan basement car park. The proposed basement car park caters for the maximum student population of 950. Stage 2 building works are proposed within the south eastern quadrant of the College site.

To address the differential between the approved student and staff numbers and the existing population, it is proposed to construct additional onsite parking immediately. The proposed temporary staff car park is proposed adjacent to and at the rear of 2 and 4 Compton St.

A summary of the building stages and associated car parking is listed in Table 6 and a copy of the McGlashan Everist Architects' car park staging plans are included in Appendix B. Section 5.2 provides further discussion of the proposed parking.

Table 6: Master Plan – Building Stages

Master Plan – Anticipated Building Stages		
Stage	Building	On site Car Park Provision
Immediate	Temporary car park	109
1	Veritas Centre	109
2	Latingata Morrom Sports Precinct. Including basement car park	137
3	Salamanca Precinct	137
4	Central Court Precinct	137

5.2 Parking and Access

McGlashan Everist Architects' Master Plan shows pedestrian, bicycle and vehicular access points along Riversdale Rd, Wattle Valley Rd, Hocknell St currently serving the College will be retained. As will existing driveway crossovers to numbers 4, 6 and 8 Compton St. A minor widening of the existing accessway adjacent to number 2 Compton St is proposed to cater for the temporary car park.

Master Plan/Stage 2

The proposed Master Plan contains a total on site car parking provision of 137 including 2 accessible bays. The majority of the parking supply will be contained within the proposed basement car park located at the south eastern corner of the site. The existing on grade car parking areas and bus zone, located along the southern boundary of the site, as well as the 3 spaces located within 4, 6 and 8 Compton St will be retained. At the completion of Stage 2 and basement car park, the north south spine of the existing on grade car parking will be removed and made available for passive recreation for students.

Vehicular access to the existing on grade car and bus parking zones and proposed basement car park will be provided via the existing driveway crossovers to Riversdale Rd. Vehicular access via Hocknell St and Compton St will be limited to emergency and maintenance vehicles.

The expansion of onsite car parking enables the on street car parking spaces across the College's frontages, in particular Riversdale Rd, to be available for student pick up/drop off. As noted in Section 3.2 of this report, in the order of 24 plus cars are able to park along the Riversdale Rd frontage.

Temporary Car Park

As mentioned previously a temporary staff car park, containing 38 spaces, will be constructed in the vicinity of and at the rear of 2 and 4 Compton St. The additional provision will increase the onsite car parking supply from 76 to 109 spaces. Refer Appendix B.

A summary of the existing and propose parking supply is listed in Table 7.

Table 7: Proposed Car Parking Supply

Stage	On Site Car Park Supply				
	Southern Car Park		Eastern Staff Car Park/ Compton St properties	Basement	Total
	General	Accessible Bays			
Existing 2021	66	3	6+1	-	76
Temporary Car Park (2021)	66	3	38+2	-	109
Stage 2/Master Plan	37	2	3	95	137

5.3 Bicycle Parking

As mentioned, previously cycling as mode of transport is not currently used by students.

The proposed master plan includes 20 student bicycle parking spaces within the proposed basement car park as well as a hoop for 2 visitor bicycles adjacent to reception. Number 2 Compton St will provide space for 6 bicycles and end trip facilities for staff. In total 28 on site spaces will be available for students, staff and visitors.

5.4 Waste Collection

A waste storage enclosure will be constructed to house waste bins presently located along the western boundary of the campus. The current waste collection point will be retained and current operations will continue with vehicular access via the existing driveway crossovers to Riversdale Rd. Collection of bins will occur between 7.00 and 7.30am. Refer Leigh Design Waste Management Plan for additional information.

6 PARKING CONSIDERATIONS

6.1 Statutory Car Parking Requirements

Clause 52.06 of the Boroondara Planning Scheme provides guidance to the statutory parking requirements of various land uses throughout the municipality.

Clause 52.06 requires that car parking for secondary schools be provided at a rate of '1.2 spaces to each employee that is part of the maximum number of employees on the site at any time'.

The following table shows the incremental increase in the statutory parking supply required to cater for the additional staff commencing with the approved figures of 82.3 FTE staff and 75 onsite parking spaces to the updated Master Plan population of 950 students and 118 staff.

Table 8: Parking Requirement

year	Anticipated Student Population	Staff Population		Parking	
		Staff Population	Staff Increase	Incremental increase Statutory parking requirement 1.2sps/staff	Statutory parking requirement
Current Permit	780	82.3 FTE			75
2021 existing	835	106	24	28.4	104
2022	850	108	2	2.4	106
2023	860	109	1	1.2	107
2024	880	111	2	2.4	110
2025	900	113	2	2.4	112
2026+	950	118	5	6	118

6.2 Car Park Adequacy

The proposed Master Plan increases the total on site car parking provision to 137 spaces including 2 accessible bays. This provision exceeds the statutory parking requirement of 118 spaces as listed in Table 8. While the proposed temporary onsite car parking provision of 109 spaces, is marginally greater than the statutory parking requirement associated with a staff population of up to 109 and associated student population of up to 860.

6.3 Accessible Parking

The Building Code of Australia lists the provision of car parking spaces for people with disabilities.

The rate for a school is "1 space for every 100 car parking spaces or part thereof". Application of this rate to the master plan maximum onsite supply of 137 formal bays, results in a requirement to provide 2 accessible parking bays.

The proposed master plan includes 2 accessible parking spaces located within the existing southern car park adjacent to reception. Until the completion of the basement car park works, the existing 3 accessible parking bays located along the north south car park spine will be retained.

The proposed master plan on site accessible parking bay provision of 2 spaces satisfies the statutory requirement.

6.4 Bicycle Parking

Clause 52.34 of the Boroondara Planning Scheme lists bicycle parking rates for secondary schools as, "1 to each 20 employees plus 1 to each 5 pupils".

As mentioned previously currently zero students ride bicycles to and from the College. The College are more than willing to provide bicycle parking to service students and staff. However, at this stage it is intended to provide a total of 28 bays. Although the proposed overall 28 bicycle parking spaces does not meet the current statutory standards it is anticipated the supply will more than adequately cater for the potential future demand.

7 DESIGN CONSIDERATIONS

7.1 Site Layout

McGlashan Everist Architects, proposed temporary car park layout plan TP4.04 is included in Appendix C. This car park is for use by staff only and will be allocated, as such the proposed layout is considered appropriate.

Appendix D includes the proposed McGlashan Everist Architects master plan basement car park details. Reference plans TP4.05 and TP4.06. The proposed basement car park layouts provide appropriate circulation and considered suitable for use by staff and visitors to the College.

7.2 Car Park Configuration

Clause 52.06-9 of the Boroondara Planning Scheme sets out the dimensional requirements of car parking facilities within the municipality. An extract of this clause is listed below.

Table 9: Extract Clause 52.06-9 Parking Dimensions

Parking Dimensions			
Angle	Accessway Width	Car Space Width	Car Space Length
90 Degree	6.4m	2.6m	4.9m

The Australian Standard for Off-Street Parking, AS/NZS 2890.6, specifies car park dimensions for accessible bays to be at least 2.4 metres wide and 5.4 metres long with an adjacent shared space of the same dimensions. Disabled car parking spaces may encroach into an accessway width specified above by 500mm.

Reference to plans prepared by McGlashan Everist Architects for the temporary staff car park and the master plan car parks include 90-degree car parking bays. The proposed parking bays have dimensions of 2.6m wide, 4.9m in length with a minimum adjacent aisle width of 6.4m. Within the master plan the proposed accessible bays will be located within the existing southern car park adjacent to the College's reception. These bays and the adjacent shared space are shown as 2.6m wide, 4.9m long. The adjacent existing aisle width is 7.4m.

The proposed car parking dimensions satisfy the requirements of Clause 52.06 of the Boroondara Planning Scheme and Australian Standard for accessible parking. Detail assessment of Clause 59.06-09 design standards are listed in the following section.

7.3 Clause 52.06-09 Design Standards Assessment

Detailed assessments of Clause 52.06-09 Design Standards for the proposed master plan basement car park has been undertaken. Design Standards; 1 - Accessways, 2 - Car Parking Spaces and 3 -Gradients are listed in the following Tables. Reference plans prepared by McGlashan Everist Architects TP4.05 and TP4.06 are included in Appendix D.

Table 10: Car Park Design Assessment - Clause 52.06-09 Design Standard 1- Accessways

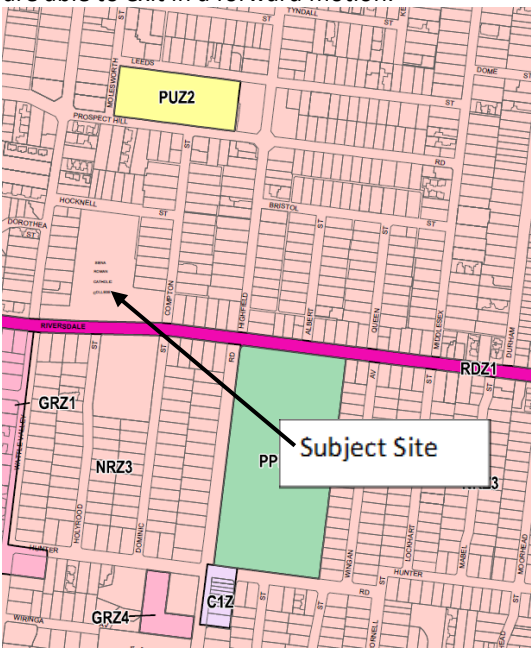
Design Standard 1 - Accessways	
Requirement	Comments
Accessways must:	
Be at least 3 metres wide	Complies Access to the proposed car park is via the existing driveway crossovers to Riversdale Rd. Entry driveway is approximately 6m wide while the exit driveway is 5m wide. Both accessways are greater than 3m.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide	Complies
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	Not applicable. There are no dead-end aisles. All vehicles are able to exit in a forward motion.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Complies
If the accessway serves four or more car spaces or connects to a road in a Road Zone, the accessway must be designed so that cars can exit the site in a forward direction.	<p>Complies Vehicular access to the proposed car park will be gained via the existing southern car park and driveway crossovers to Riversdale Rd. Riversdale Rd is classified as a Road Zone Category 1. All vehicles are able to exit in a forward motion.</p> 

Table 10: Design Standard 1 – Accessways continued.....	
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Road Zone	Not applicable – no new vehicular access points. Existing driveways along Riversdale Rd separate entry and exit driveway.
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height	Not applicable – However the existing vehicular access points comply.  
If an accessway to four or more car parking spaces is from land in a Road Zone, the access to the car spaces must be at least 6 metres from the road carriageway	Not applicable – Proposed car park is located within a basement.
If entry to the car space is from a road, the width of the accessway may include the road	Not applicable

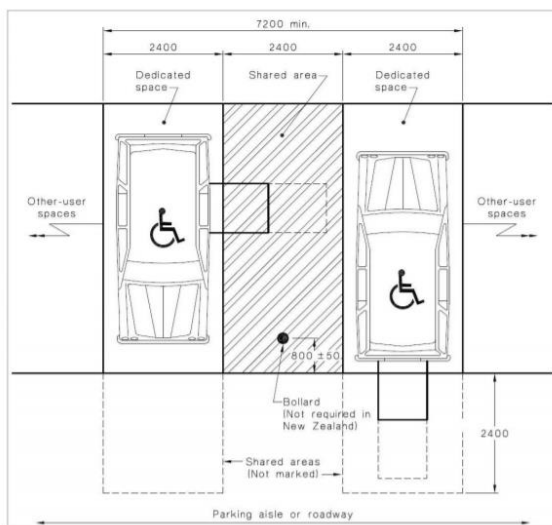
Table 11: Car Park Design Assessment - Clause 52.06-09 Design Standard 2 – Car Parking Spaces

Design Standard 2 - Car Parking Spaces																										
Requirement	Comments																									
<p>Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.</p> <p>Table 2: Minimum dimensions of car parking spaces and accessways</p> <table><tr><th>Angle of car parking spaces to access way</th><th>Accessway width</th><th>Car space width</th><th>Car space length</th></tr><tr><td>Parallel</td><td>3.6 m</td><td>2.3 m</td><td>6.7 m</td></tr><tr><td>60°</td><td>4.9 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td rowspan="4">90°</td><td>6.4 m</td><td>2.6 m</td><td>4.9 m</td></tr><tr><td>5.8 m</td><td>2.8 m</td><td>4.9 m</td></tr><tr><td>5.2 m</td><td>3.0 m</td><td>4.9 m</td></tr><tr><td>4.8 m</td><td>3.2 m</td><td>4.9 m</td></tr></table>	Angle of car parking spaces to access way	Accessway width	Car space width	Car space length	Parallel	3.6 m	2.3 m	6.7 m	60°	4.9 m	2.6 m	4.9 m	90°	6.4 m	2.6 m	4.9 m	5.8 m	2.8 m	4.9 m	5.2 m	3.0 m	4.9 m	4.8 m	3.2 m	4.9 m	<p>Complies.</p> <p>All standard 90 degree bays have dimensions of 2.6 wide x 4.9m long with an adjacent aisle width of 6.4m.</p>
Angle of car parking spaces to access way	Accessway width	Car space width	Car space length																							
Parallel	3.6 m	2.3 m	6.7 m																							
60°	4.9 m	2.6 m	4.9 m																							
90°	6.4 m	2.6 m	4.9 m																							
	5.8 m	2.8 m	4.9 m																							
	5.2 m	3.0 m	4.9 m																							
	4.8 m	3.2 m	4.9 m																							

Table 11: Design Standard 2 - Car Parking Spaces continued....

The dimensions in Table 2 are to be used in preference to the Australian Standard AS2890.1-2004 (off street) except for disabled spaces which must achieve Australian Standard AS2890.6-2009 (disabled).

Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.



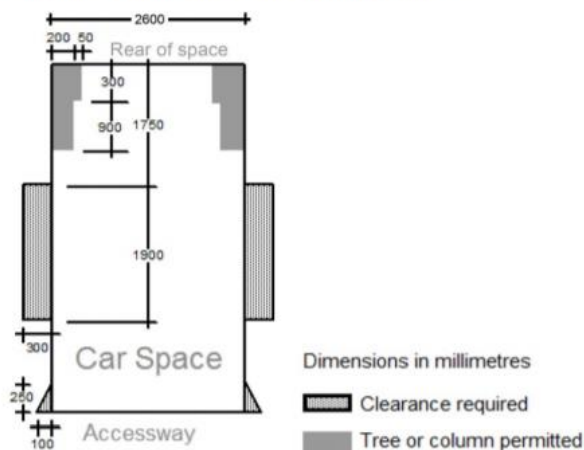
Complies

The proposed accessible bays will be located within the existing southern car park. Parking bay and shared area dimensions are 2.6m wide, 4.9m long. The existing aisle width is approximately 7.4m.

A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than:

-A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1.

Diagram 1 Clearance to car parking spaces



Complies

No encroachment on proposed bays.

Table 11: Design Standard 2 - Car Parking Spaces continued....	
Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.	Not applicable
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Not applicable
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.	Complies Proposed accessible parking bays are 2.6m wide, 4.9m long with an adjacent minimum aisle of approximately 7.4m.

Table 12: Car Park Design Assessment - Clause 52.06-09 Design Standard 3 – Gradients

Design Standard 3 - Gradients		
Requirement		Comments
Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles.		Complies. All existing accessways are generally flat.
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction. Table 3: Ramp gradients		Complies -No Ramps within 5 m of frontage
Type of car park	Length of ramp	Maximum grade
Public car parks	20 metres or less	1:5 (20%)
	longer than 20 metres	1:6 (16.7%)
Private or residential car parks	20 metres or less	1:4 (25%)
	longer than 20 metres	1:5 (20%)
Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5 percent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming.		Complies – Refer Architectural Plans
Plans must include an assessment of grade changes of greater than 1:5.6 (18 per cent) or less than 3 metres apart for clearances, to the satisfaction of the responsible authority.		Complies – Refer Architectural Plans

Having regard to the above assessment, we find the proposed car park access and layout arrangements to be more than satisfactory.

8.0 SUMMARY AND CONCLUSIONS

A summary of this review follows;

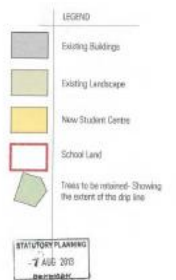
- The 2012 approved College Master Plan caters for 780 students supported by 82.7 FTE staff and including 75 onsite car parking spaces.
- The current College population includes 835 students and 106 FTE staff.
- The existing onsite car parking supply is 76 spaces.
- The proposed College Master Plan, prepared by McGlashan Everist Architects, has been designed to cater for a student population of 950. An additional 115 students over the current enrolment.
- An additional 12 staff will be employed to support the growth in student numbers increasing the staff population of 118 FTE
- The proposed master plan onsite car park supply of 137 spaces including 2 accessible bays exceeds the statutory parking requirement of 118 spaces.
- A temporary staff car park is proposed to cater for the student and staff numbers beyond the 2012 schedule. The on site parking provision will increase from 76 spaces to 109 spaces.
- The proposed accessible bay provision of 2 spaces meets the statutory requirement for the Master Plan.
- The proposed car parking dimensions of the master plan basement car parks, accessible parking bays and the temporary staff car park satisfy the requirements of Clause 52.06 of the Boroondara Planning Scheme and Australian Standard for accessible parking.
- Although the proposed bicycle parking provision of 28 bays does not meet the current statutory requirement, for the additional student population, it is anticipated the supply will more than adequately cater for the potential future demand.
- In the short-term vehicular access to the temporary staff car park will be gained via Compton St. However, following completion of Stage 2, vehicular access to the proposed master plan basement car parking and existing southern on grade parking areas will be gained via the existing driveway crossovers to Riversdale Rd. Vehicular access to the site from Hocknell St and Compton St will be restricted to maintenance and emergency vehicles.
- The existing on site bus zone accessed via Riversdale Rd will continue to service the College.
- A waste enclosure will be constructed to house bins presently located along the western of the campus. No changes are proposed to the current waste collection operations. Collection of bins will occur between 7.00 and 7.30am.

Appendix A

- 2012 Master Plan
- 2013 Endorsed Plan PP13/00745



williams ross architects
Siena College
Master Plan Review
Master Plan
Ground Site Plan
May 2011
1:500 @ A3
1:100
MP3



Siena College
Siena Student Centre
Site Plan
Aug 2013 1:500 (P-A) 1231
williams ross architects

02 TOOL PLANNING

Appendix B

McGlashan Everist Architects Proposed Car Park Staging Plans


- TP4.01 Car Parking - Existing
- TP4.02 Car Parking - Temporary
- TP4.03 Car Parking - Final



-  CAR PARKING AREAS
-  BUS PARKING ZONE
-  E.O.T. FACILITIES
-  BIN ENCLOSURE
15m2
(ENCLOSURE TYPE BELOW)



TOTAL - 76

 ACCESS



McQuinn Owen Pty Ltd Architects
 11/11/2020
 2/2/2021
 1/1/2021
 1/1/2021
 1/1/2021

mcquinn
 owen
 architects

Project	SIENA COLLEGE 815 Riversdale Rd Camberwell VIC 3124	Client	SIENA COLLEGE	Project Status	TOWN PLANNING	Date	4/2/21
Description	Car Parking - Existing (2021)	Project No	19206	Rev	02	Dwg No	TP4.01
						Scale	1:1000, 1:3.43 @ A3



- CAR PARKING AREAS
- BUS PARKING ZONE
- E.O.T. FACILITIES
- MAINTENANCE
- BIN ENCLOSURE 15m2

TOTAL - 109

ACCESS



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T 03 9638 6778

mcintosh & associates

Project	SIENA COLLEGE 815 Riversdale Rd Camberwell VIC 3124	Client	SIENA COLLEGE	Project Status	TOWN PLANNING	Date	4/2/21
Description	Car Parking - Temporary (2021)	Project No.	19206	Rev.	02	Dwg No.	TP4.02
						Scale	1:1000 @ A3



 CAR PARKING AREAS

 BUS PARKING ZONE

 BIN ENCLOSURE
15m2

TOTAL - 137

↔ ACCESS



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modashan everist

Project **SIENA COLLEGE**
815 Riversdale Rd Camberwell
VIC 3124

Client	SIENA COLLEGE
Description	Car Parking - Final (Upon completion of Stage 2)

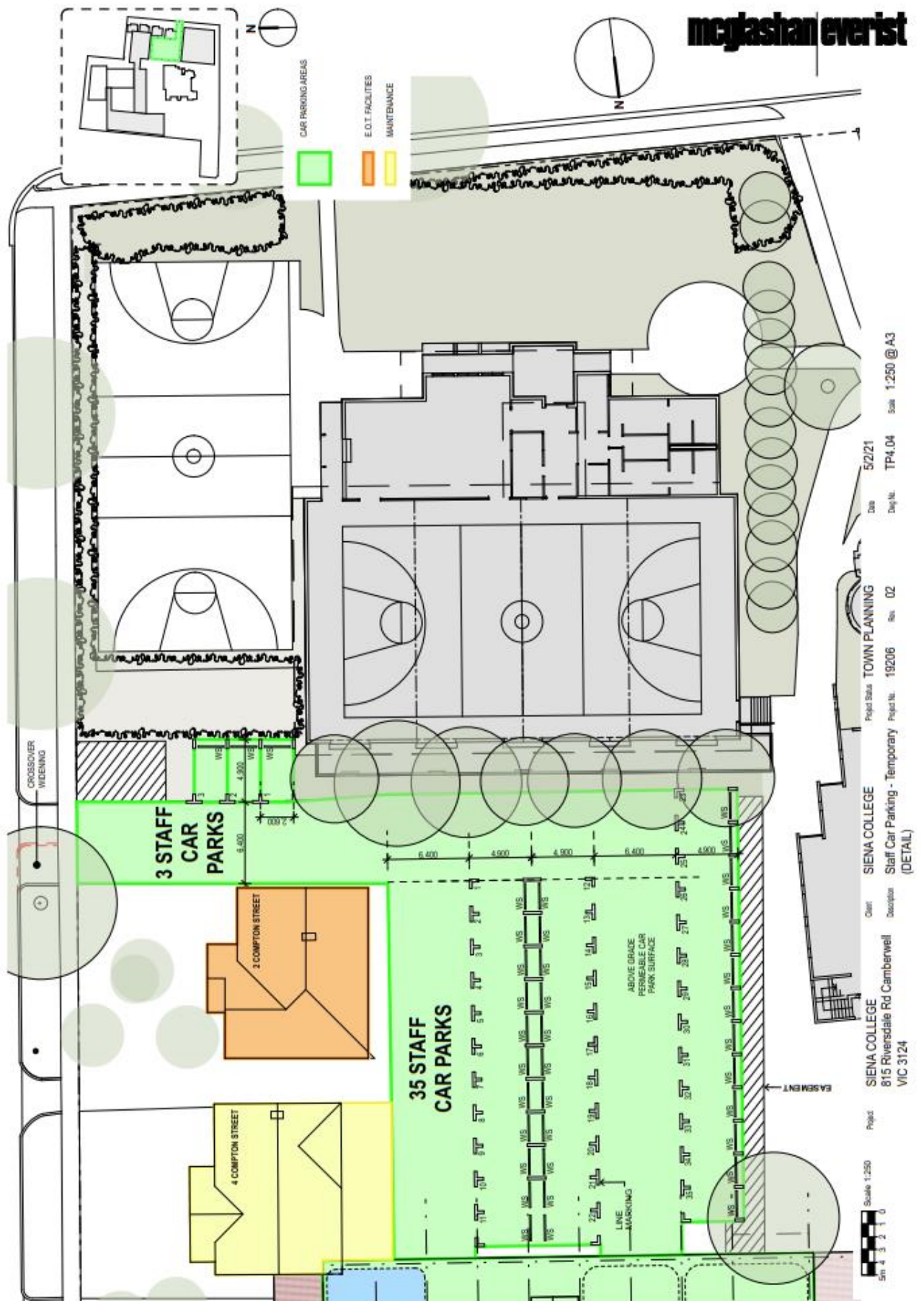
Project Status **TOWN PLANNING**
Project No. **19206** Rev. **02**

Date 4/2/21
Dwg No. TP4.03 Scale 1:1000 @ A3

Appendix C

McGlashan Everist Architects Proposed Staff Car Park

- Plan TP4.04 Staff Car Parking - Temporary



Appendix D

McGlashan Everist Architects Master Plan Basement Car Parks Plans

- TP4.05 Car Parking – Basement Level 1
- TP4.06 Car Parking – Basement Level 2



