

Our Reference: G28932L-02A

9 August 2021

Xavier College
C/- Urbis
Level 10, 477 Collins Street
MELBOURNE VIC 3000

Attention: Anna Barclay

Dear Anna,

135 Barkers Road, Kew – Xavier College Development Plan Response to Third Party Submissions

Background

Traffix Group prepared a traffic engineering assessment (report dated 9 March 2021) of the proposed Development Plan for Xavier College (Senior Campus) at 135 Barkers Road in Kew.

Following submission of the Development Plan application, including our traffic report, a number of third-party submissions were received. We have reviewed these submissions, with this letter providing a response to traffic engineering considerations raised within these submissions.

Development Plan Modifications

In response to third party submissions, community consultation and authority feedback a number of amendments are proposed to the previously lodged Development Plan. Key changes, as they relate to traffic engineering considerations outlined within the third-party submissions, are as follows:

- Removal of the 'interim' scenario and associated temporary car park accessed via Stratford Avenue.
- Traffic detector loops and traffic signals provided to allow for motorists to exit no.150 Barkers Road under traffic signal control.
- Loading and waste collection to occur predominately (as much as practical) via Barkers Road.



Third Party Submissions

Table 1 to Table 5 have been prepared to provide a summary of third party submissions, relating to traffic engineering matters, along with an associated response.

Table 1: Stratford Avenue Matters

Third Party Submission	Traffix Group Response
Insufficient traffic capacity within Stratford Avenue to safely accommodate additional traffic.	<p>The proposed 'interim' Stratford Avenue car park has been removed from the Development Plan.</p> <p>Maintenance staff are proposed to park within on-site car parking areas which are not accessed via Stratford Avenue. Vehicle access to/from the site via Stratford Avenue is to be limited to maintenance vehicles (typically a ute) and loading (where loading is not possible within other areas of the school). The number of vehicle movements per day will vary, however, we have been advised that there are anticipated to be fewer than 10 vehicles per day accessing the site via Stratford Avenue.</p> <p>Further to this, we note that the existing on-site Stratford Avenue car park is proposed to be removed as part of the Boarding House development.</p> <p>Waste collection vehicles are not proposed to utilise Stratford Avenue, however, these arrangements would need to be confirmed via a Waste Management Plan which would accompany planning permit application(s) for the site.</p>
Stratford Avenue is utilised for pick-up/drop-off and associated loss of available on-street car parking for residents.	<p>The use of Stratford Avenue and surrounding streets for pick-up/drop-off, associated with the school, is a matter for Council.</p> <p>Council can further restrict the use of on-street car parking for non-residents, either through enforcement of existing car parking restrictions (if there are compliance issues) or changes to existing on-street car parking restrictions/permits.</p>
Development Plan will change the nature of Stratford Avenue from a cul-de-sac to a through road.	The 'interim' car park accessed via Stratford Avenue has been removed.



Third Party Submission	Traffix Group Response
Maintenance and waste collection vehicles to access the School via Stratford Avenue.	Maintenance vehicles would typically be no larger than a ute, noting that maintenance staff are to park within other on-site car parking areas. Waste collection vehicles are not proposed to utilise Stratford Avenue, however, these arrangements would need to be confirmed via a Waste Management Plan which would accompany planning permit application(s) for the site.
Boarding house construction will generate significant construction traffic.	The specific construction arrangements, including vehicle access routes and traffic volumes, associated with the boarding house and other on-site works would be nominated within a Construction Management Plan which would form a condition of permit.

Table 2: Barkers Road Matters

Third Party Submission	Traffix Group Response
No traffic analysis and assessment presented of the 'ultimate' signalised Site Access / Barkers Road intersection.	Traffic analysis and assessment is included within the updated traffic engineering assessment report which is to be lodged with the amended Development Plan application.



Third Party Submission	Traffix Group Response
<p>Signalised site access point to Barkers Road will increase traffic congestion, reduce on-street car parking and vegetation.</p>	<p>Further to the above, the traffic analysis of the proposed signalised intersection determined that the proposed signalised intersection would operate within acceptable limits.</p> <p>The proposed signalisation of the Barkers Road / Site Access intersection would result in the loss of 29 on-street car parking spaces (14 and 15 spaces on the northern and southern sides of Barkers Road respectively). Any changes to on-street car parking restrictions are subject to Council and Department of Transport approval.</p> <p>We understand that an Arborist report has been prepared which identifies the impact of the Development Plan (including the Barkers Road / Site Access intersection) on vegetation.</p> <p>We also emphasise that there are inherent safety benefits in the provision of a signalised intersection for both motorists as well as pedestrians (signalised crossing of Barkers Road).</p>
<p>Unsuitable vehicle access arrangements to no.150 Barkers Road.</p>	<p>The intersection design (refer to updated Traffic Engineering Assessment report) includes allowance for traffic signal lanterns facing motorists exiting no.150 Barkers Road.</p> <p>In other words, all exit movements from no.150 Barkers Road would be completed under traffic signal control.</p> <p>These arrangements are subject to approval, including the property owner(s) of no.150 Barkers Road, noting that below ground vehicle detector loops would need to be installed within the property boundary.</p>



Table 3: Charles Street Matters

Third Party Submission	Traffix Group Response
Development Plan will result in additional traffic congestion within Charles Street.	<p>The Charles Street / Hansen Street / Site Access intersection currently operates within acceptable limits and is predicted to continue to do so post development.</p> <p>The Development Plan is not expected to result in any significant deterioration in the operation of this intersection and Charles Street more generally, with all post development queues and delays also considered to be within acceptable limits and existing lane lengths/capacities.</p>

Table 4: Wellington Street Matters

Third Party Submission	Traffix Group Response
Additional traffic congestion and safety issues along Wellington Street and at the Wellington Street / Stratford Avenue intersection.	<p>The Development Plan removes the existing vehicle egress point for general traffic (parents/staff) to Gellibrand Street. Given this, along with the removal of the 'interim' car park accessed via Stratford Avenue, there is anticipated to be relatively minor changes to traffic volumes within Wellington Street as a result of the Development Plan.</p> <p>The Development Plan is not anticipated to result in a material change to traffic volumes utilising Stratford Avenue and therefore the performance of the Stratford Avenue / Wellington Street intersection.</p>
Increases to foot traffic in front of properties fronting Wellington Street.	<p>The increase in student/staff numbers could reasonably be assumed to result in a proportional increase to pedestrian volumes along Wellington Street.</p> <p>The use of Wellington Street by pedestrians, including school students of Xavier and surrounding schools, is considered entirely appropriate.</p>




Table 5: Gellibrand Street Matters

Third Party Submission	Traffix Group Response
Increased traffic congestion.	Gellibrand Street is to be limited to loading and maintenance vehicle movements only. This will represent a significant reduction in site generated traffic utilising Gellibrand Street, compared with existing conditions.
Increased waste truck movements within street.	<p>Waste collection vehicles are not proposed to utilise Gellibrand Street, however, these arrangements would need to be confirmed via a Waste Management Plan which would accompany planning permit application(s) for the site.</p> <p>For reference we understand that waste collection vehicles currently use Gellibrand Street 3-4 times per week in exiting the School.</p>

We trust this is of assistance. Please contact David Trotter or Henry Turnbull at Traffix Group if you require any further information.

Yours faithfully,

TRAFFIX GROUP PTY LTD



HENRY TURNBULL
Principal Consultant

