

# ST PATRICK'S COLLEGE, BALLARAT PROPOSED MULTIPURPOSE CENTRE

## Transport Impact Assessment Report

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## PREPARED FOR

St Patrick's College

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# 1 Introduction

## 1.1 Overview

A planning permit is being sought for a proposed development of a multipurpose centre building (MPC) within the campus of St Patrick’s College (SPC), Ballarat. To assist in the consideration of the development proposal, ESR Transport Planning has been engaged to assess relevant transport implications.

## 1.2 Scope of This Report

This report documents a transport impact assessment which investigates the following:

- Existing transport conditions in the vicinity of the site.
- Campus access and movement.
- Design responses for transport facilities.
- Impacts on the surrounding road network.
- Statutory transport planning requirements.

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## 1.3 Referenced Information

### **Documents**

- Ballarat Planning Scheme.
- Australian Standards, AS2890, *Australian Standard for Parking Facilities*.
- City of Ballarat, 2019, *Municipal Road Register*.

### **Drawings / Data / Information**

- Advice from St Patrick’s College regarding operation of the campus and proposed development.
- Drawings by John Wardle Architecture, Town Planning Set, dated 25/06/21.
- Drawing by Papworth Davies, ‘*Landscape Concept Plan*’, dated 25/06/21.
- Drawings by Pitchcraft, Sports Field Upgrade Set, version received 11/06/21.
- Online maps from Google, Nearmap, VicPlan, VicEmergency and Public Transport Victoria.
- Survey data and information gathered during previous ESR studies.
- Traffic volume and accident data from the Department of Transport ([www.data.vic.gov.au](http://www.data.vic.gov.au)) and City of Ballarat.

## 1.4 Terms

- |             |                            |       |                      |
|-------------|----------------------------|-------|----------------------|
| • Clarendon | Ballarat Clarendon College | • m   | metres               |
| • DoT       | Department of Transport    | • MPC | multipurpose centre  |
| • kph       | kilometres per hour        | • SPC | St Patrick’s College |



## 2 Existing Conditions

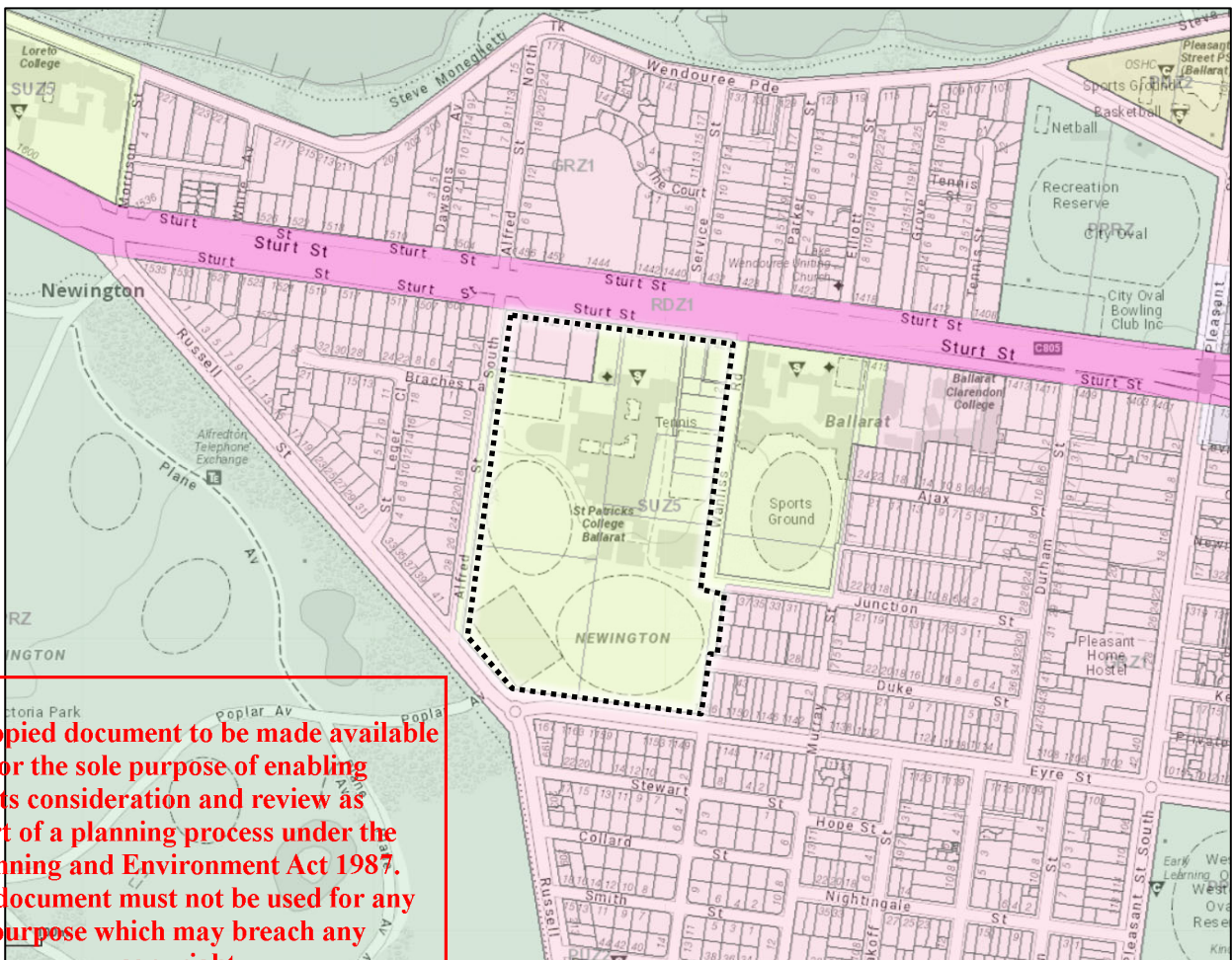
### 2.1 Campus Overview

St Patrick's College (SPC) is located approximately 2.5km west of Ballarat's city centre. It is bound by Sturt Street, Alfred Street, Wanliss Road and Eyre Street. Buildings are predominately located in the northern part of the campus and sports fields occupy the southern part of the campus. Ballarat Clarendon College senior school campus is located immediately east of SPC. A Special Use Zone encompasses the majority of SPC (and Clarendon), while part of the campus is zoned General Residential. Surrounding properties are zoned General Residential. Victoria Park (to the southwest) is within a Public Park and Recreation Zone.

The proposed multipurpose centre site is to be alongside Wanliss Road near the food technology and Kennedy House buildings. An area that includes a range of transport facilities including a vehicle crossing to Wanliss Road, a bus shelter and parking areas.

Enrolments currently total approximately 1300 students and approximately 65 students board within accommodation buildings in the northwest of the campus. SPC has a total of approximately 200 staff with 175 on-site at any one time.

Figure 2.1 Locality Map and Planning Zones



## 2.2 Campus Transport Overview

Figure 2.2 over provides an overview of campus vehicular access, pedestrian access, adjacent bus stops and car parking areas.

Vehicular access to the campus is available from Wanliss Road approximately 130m south of Sturt Street, from Wanliss Road opposite Junction Street, and from Alfred Street approximately 150m south of Sturt Street. These access locations have security gate access restrictions (card and keypad). There is also 2 vehicle crossings to Alfred Street near Sturt Street associated with boarding house car parking. As well as gates in various other locations used infrequently (such as for maintenance / emergency vehicle access) and driveways to on-site residences.

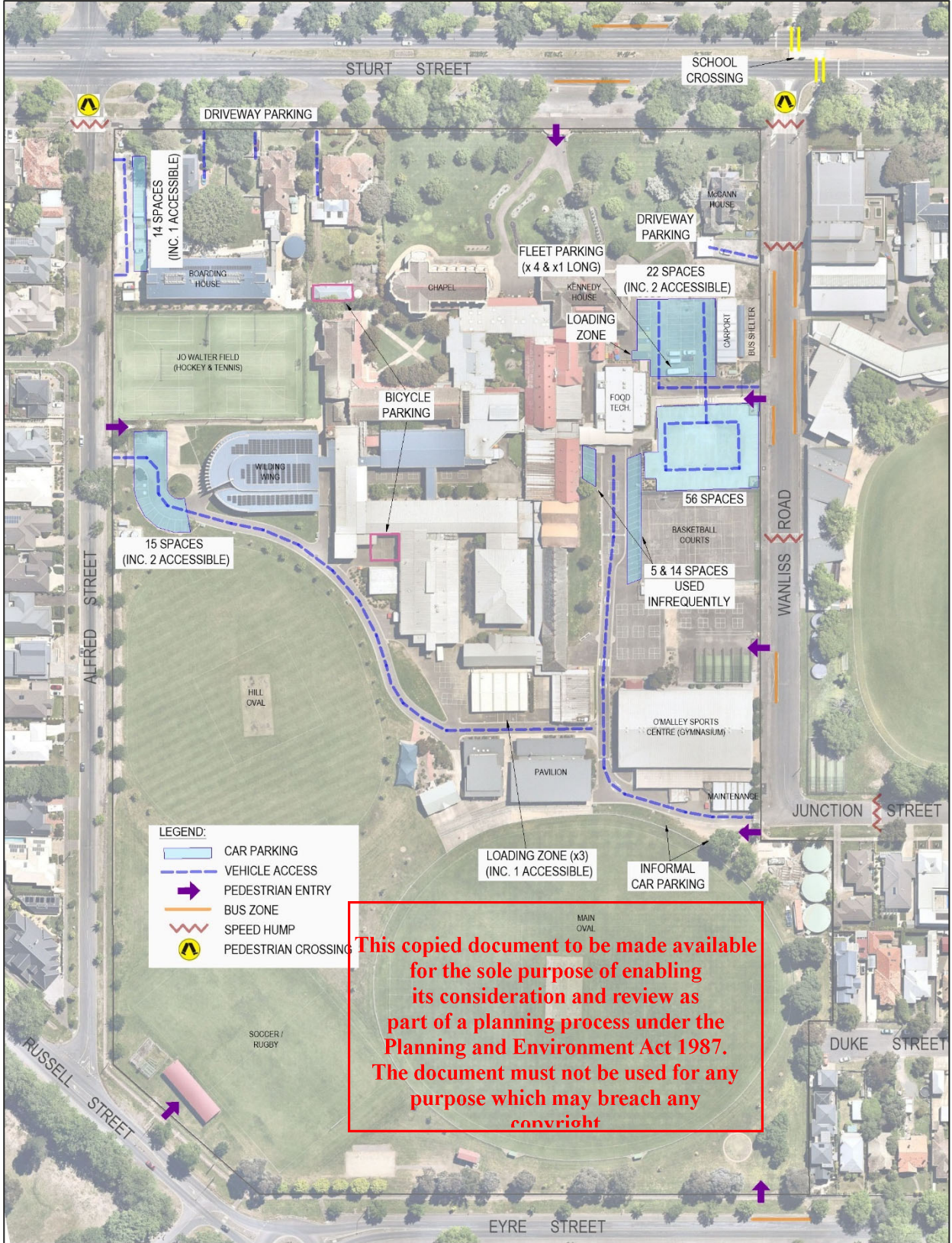
Car parking is provided in several locations within the campus. The total car parking provision is 126 spaces (formalised spaces) , including 5 accessible (disabled) spaces. Although 19 spaces located south of the food technology building (an area of high pedestrian activity) are not used on typical days due to safety concerns, meaning the typical formal supply is 107 spaces. Additional parking on campus includes driveway parking for live in staff (e.g. Principal and Boarding Masters), informal parking near sporting fields and fleet vehicle storage. On-site car parking is utilised by staff day to day. When gatherings or events occur on campus, several areas of on-site parking are made available for patron use.

Pedestrian entries to the campus are located along all road frontages. Gates provide access restrictions (card and keypad) with automatic unlocking for school start and end periods.

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Figure 2.2 Campus Transport Overview Map

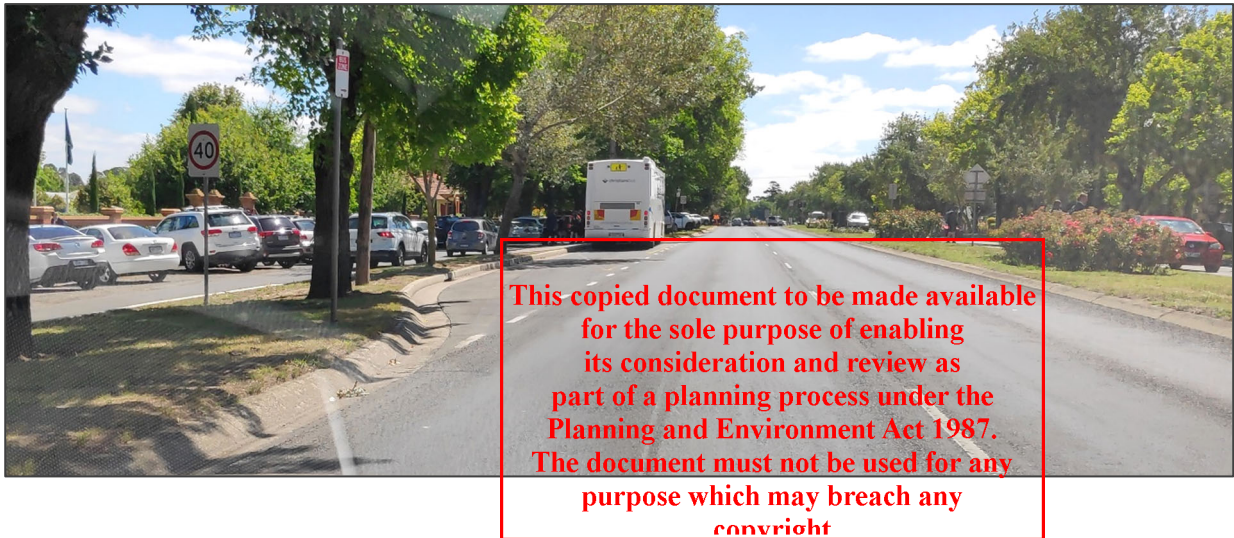




## 2.3 Road Network

Sturt Street is classified as an Arterial Road (Road Zone category 1, managed by DoT). It has a divided main carriageway of 2 traffic lanes in each direction, as well as service roads along both sides with single traffic lanes and angle kerbside parking. Established trees are situated along the service roads. The main carriageway is subject to 70kph and 40kph school zone speed limits. Service roads along school frontages are subject to permanent 40kph speed limits.

Figure 2.3 Sturt Street (facing west, SPC on left)



Wanliss Road is classified as an Access Street and is subject to a permanent 40kph speed limit with speed humps providing speed management. Its 20m road reserve<sup>1</sup> includes a 12.7m width carriageway with parallel kerbside parking both sides, including bus zones. Concrete kerb and channel exists along the Clarendon frontage. The SPC frontage has bluestone open drainage predominately, with concrete covered drains at the northern bus stops providing a level grade between carriageway and footpath. At its southern end, a 90 degree curve connects Wanliss Road to Junction Street.

Figure 2.4 Wanliss Road (facing south from Sturt Street)



<sup>1</sup> Roadway widths in this report are approximate only (+/- 0.5m).

Junction Street is classified as an Access Street and its western half is subject to a permanent 40kph speed limit with speed humps providing speed management. Its 20m road reserve includes a 9.5m width carriageway with parallel kerbside parking both sides.

Figure 2.5 Junction Street (facing west to Wanliss Road)



Alfred Street is classified as an Access Street and is subject to a permanent 40kph speed limit. Its 20m road reserve includes a 7.4m width pavement with concrete kerb and channel along the west side with parallel parking permitted. Its east side has a gravel shoulder accommodating parallel parking and bluestone kerb and channel.

Figure 2.6 Alfred Street (facing south from Braches Lane, SPC on left)



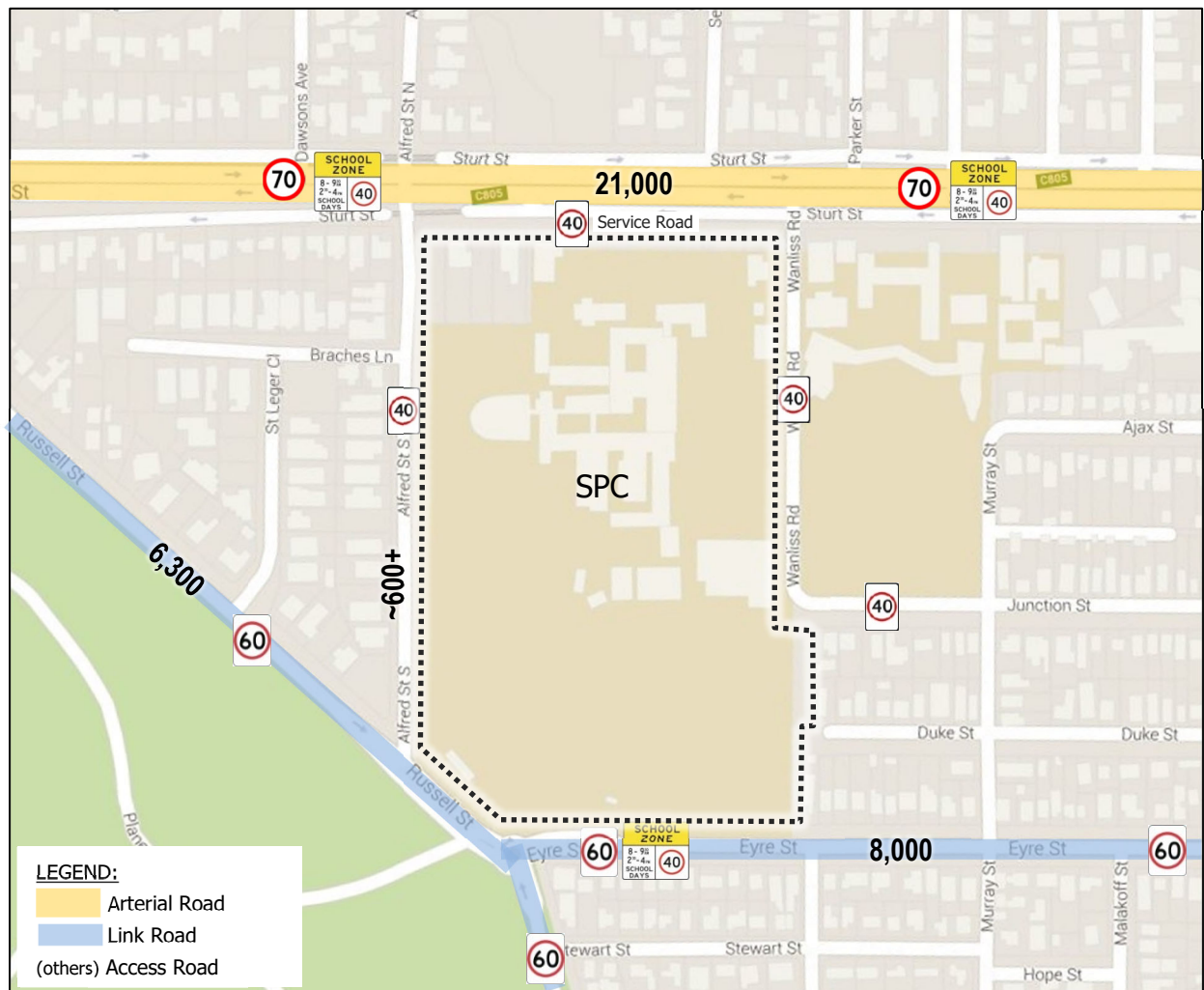
Eyre Street is classified as an Link Road and is subject to 60kph and 40kph school zone speed limits. Within a 30m road reserve, its pavement accommodates a traffic lane in each direction and kerbside parallel parking along the SPC frontage. A gravel shoulder accommodating angle parking with bluestone kerb and channel is provided along the south side.



Figure 2.7 Eyre Street (facing east, SPC on left)



Figure 2.8 Adjacent Road Network Characteristics & Existing Traffic Volumes (Indicative Daily Two-Way)



Traffic volume sources: Department of Transport and Council databases.  
 Alfred Street volume based on 2006 survey of 550 vehicle movements per day.

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## 2.4 Walking and Cycling Facilities

Footpath provision along surrounding roads is a mix of both sides, one side only, or none. The boundary of the campus has footpaths provided except for along Alfred Street and Russell Street.

Sturt Street's southern footpath is sign posted as a shared path. And raised platform pedestrian crossings (wombat crossings) are provided across both Wanliss Road and Alfred Street (constructed late 2018).

A school crossing of Sturt Street's main carriageway is located on the east side of the Wanliss Road intersection.

The Sturt Street service roads provide informal bicycle routes and to the east a shared path has recently been constructed along the Sturt Street centre median as part of the Ballarat Safer Cycling Connections project.

Numerous shared trails (pedestrian & cyclist) are provided within Victoria Park.

SPC has 2 secure areas of bicycle parking on campus.

## 2.5 Buses

School buses predominately drop-off / pickup at bus zone stops on Wanliss Road. Opposite SPC's bus zones is Clarendon's predominate school bus location also.

Other school buses drop-off / pickup from Sturt Street at the locations shown in Figure 2.2. The Sturt Street stops are within the main carriageway with boarding / alighting hardstand areas within the outer separator. School staff members oversee pick up times at both the Wanliss Road and Sturt Street bus stops.

A bus bay is linemarked adjacent SPC on Eyre Street (no sign posted restrictions), this appears to be used as a waiting area prior to entry to Wanliss Road.

The route bus service Ballarat Station - Alfredton (route 26) operates along Sturt Street using the Sturt Street stops mentioned above.

## 2.6 Car Parking

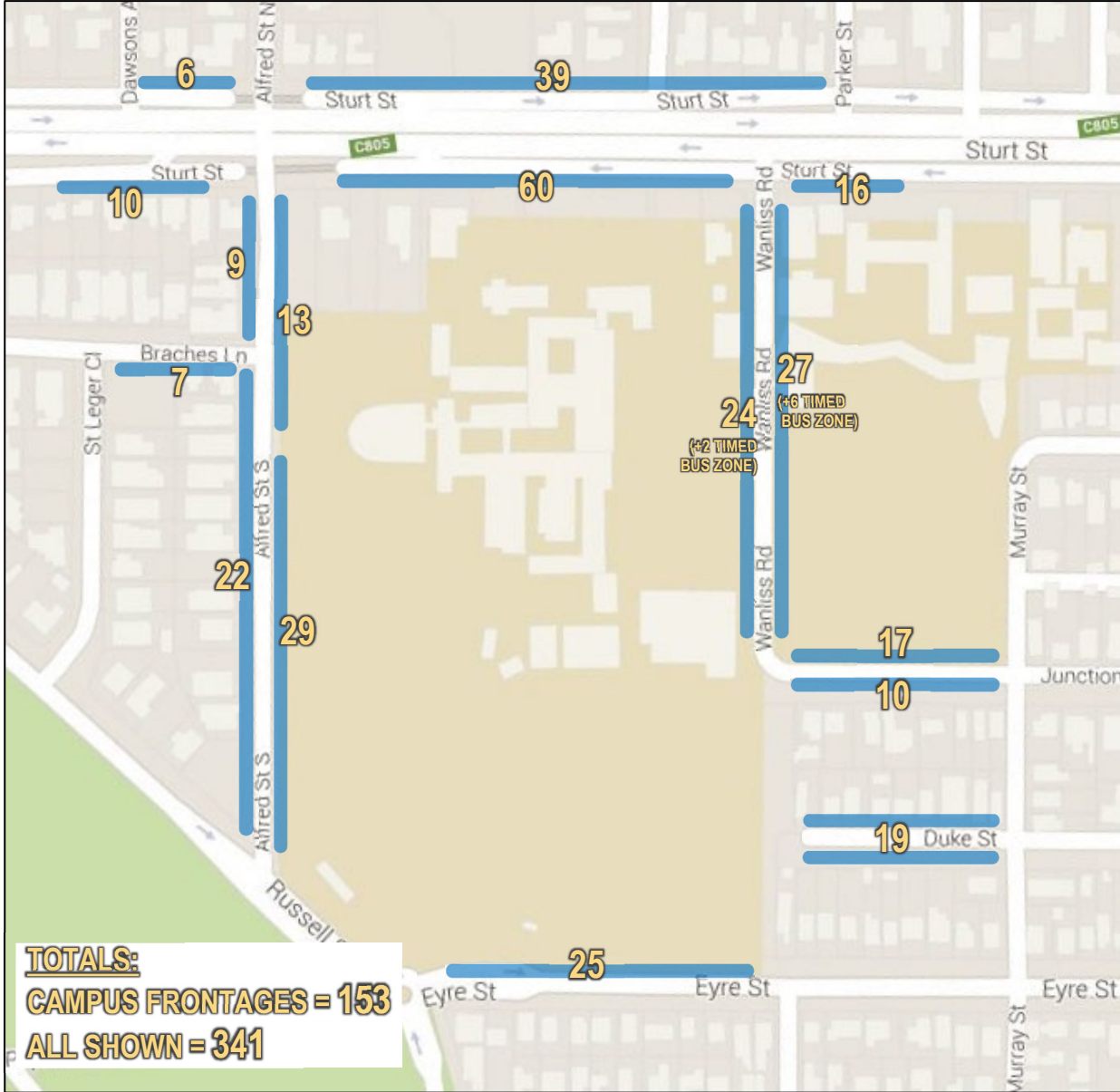
On-street car parking is available surrounding the campus, typically along both sides of roadways and unrestricted.

ESR Transport Planning has undertaken transport studies associated with past school upgrade projects. This includes car parking supply and demand surveys of both on-campus and nearby on-street parking in October 2015, together with numerous site visits in recent years. More recent data has been collated using Nearmap aerial photographs (2018-2021) and site visits February 2021. Figure 2.9 shows the number of on-street car spaces nearby that have been surveyed.

A total of 153 car parking spaces (151 when timed bus zones apply) are available along the SPC campus frontages. With the addition of BCC frontage spaces surveyed, a total of 219 spaces are available proximate to SPC buildings that are along non-residential frontages.

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Figure 2.9 Map of On-Street Car Parking Survey Area with Supply



Parking supplies are approximate as much of the nearby parking is not linemarked.

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Results of on-street parking demand surveys in October 2015 are shown in Figure 2.10.

Figure 2.10 On-Street Car Parking Demand and Vacancies - Tuesday 20/10/15

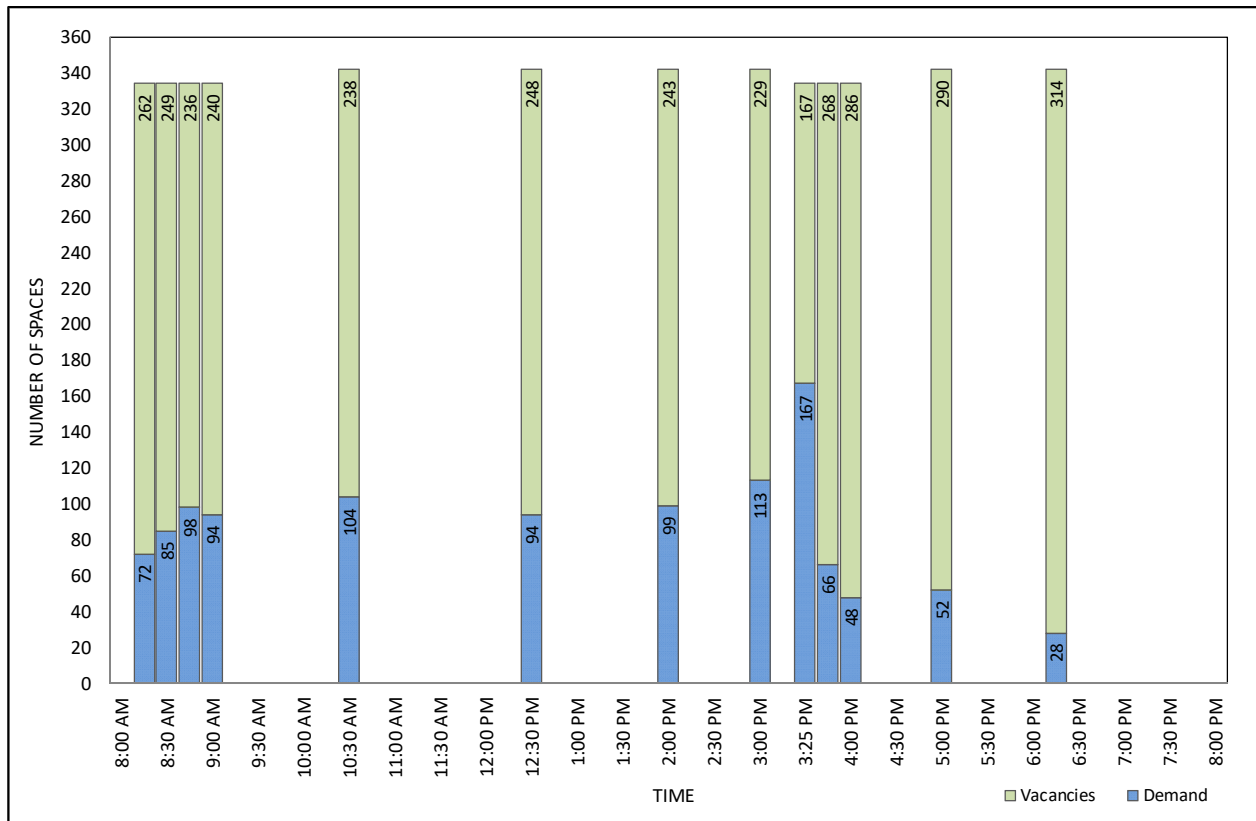


Figure 2.10 shows that throughout the day, approximately 100 vehicles were parked on-street within the survey area, rising to 167 vehicles at the peak pickup time. Very low demands were observed after 6pm.

In addition to on-street surveys, parking on SPC campus was observed. At that time (2015), SPC had approximately 1400 enrolments and 190 staff on-site at any one time. On-site car parking did not have access restrictions. Observations were that a maximum of 154 vehicles (cars and SPC fleet vehicles, including mini-buses) parked on-site, including approximately 40 within informal parking areas.

A review of Nearmap aerial images on 9 dates between 2018-2021 (excluding Covid impacted period Jan.-Oct. 2020) shows that total parking demands within formal campus parking areas varied between 81 - 104 cars during school hours.

Based on our data collection activities and various site inspections, the following are key observations of parking activity surrounding the campus.

- During school pickup times the following road segments become approximately fully occupied: Sturt Street service roads adjacent SPC and Clarendon, north side of Sturt Street in the vicinity of the school crossing, Wanliss Road entire length, Junction Street between Wanliss Road and Murray Street, and the northern half to three quarters of Alfred Street. Similar although somewhat lower parking demands occur during school drop-off times.
- Small numbers of cars park on Eyre Street in the southeast corner of the campus during drop-off and pickup times.

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- Numerous vehicles park along the Sturt Street service roads adjacent the SPC and Clarendon frontages throughout school hours, presumably mostly staff vehicles, some visitors and some students.
- Nearby on-street parking demands are very low outside of school hours.

## 2.7 Accident History

A review of road accidents in the site's vicinity has been undertaken using the Department of Transport's Road Crashes for Five Years database which includes accidents reported to police which resulted in personal injury within the last 5 years. The review investigated road lengths within approximately 250m of the campus. In that time, 4 accident records exist as follows:

- (i) Sunday, 05/01/14, 9:00am - A collision between cyclist and vehicle at the Eyre Street / Russell Street intersection (non-serious injuries).
- (ii) Thursday, 21/09/18, 5:20pm - A pedestrian struck by vehicle from left on Poplar Avenue adjacent Russell Street (non-serious injuries).
- (iii) Thursday, 21/06/18, 12noon - A right-rear collision between passenger vehicles at the Russell Street / St Leger Close intersection (non-serious injuries).
- (iv) Wednesday, 14/08/13, 7:52pm - A rear-end collision between passenger vehicles at the Sturt Street / Elliott Street intersection.

This review provides no evidence of an accident cluster or recurrent accident pattern in the site's vicinity.

## 2.8 Ballarat Clarendon College Future Transport

Ballarat Clarendon College has its bus zone spaces opposite SPC's and roads surrounding its campus are popular for school car parking activity. It is understood that as part of ongoing campus master planning, Clarendon have developed a plan for improvements to traffic and pedestrian management along Wanliss Road.

This plan incorporates a roundabout where Wanliss Road and Junction Street connect, facilitating a u-turn movement at the southern end of Wanliss Road that will enable buses to travel to / from Wanliss Road without needing to travel along Junction Street. Other improvements include a pedestrian crossing of Wanliss Road adjacent the proposed MPC, together with a pedestrian barrier along the centre of Wanliss Road to discourage uncontrolled pedestrian crossings nearby.

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### 3 Proposed Development

The proposed development involves construction of a multipurpose centre building in the campus area between Wanliss Road and the food technology building. The building is associated with performing arts education and will have an auditorium together with various spaces for student learning.

The building will predominately cater for school use and it is understood it may be defined as an 'education centre' land use. Like several other buildings on campus, the building provides a gatherings space and may be used for events, functions, gatherings, etc.

The auditorium will have a total of 804 seats and will be a flexible space in terms of its use with retractable seating at ground floor level. It is anticipated to accommodate partial school assemblies and performances with its seating arrangement, or as a flat floor space (at ground floor) for uses such as exams or table seated events. In flat floor banquet mode, the ground floor may accommodate in the order of 300 seats for a table seated event.

Various student learning rooms include an ensemble room, as well as a black box studio, band room and percussion studio.

Student and staff numbers will not alter as a result of the proposed building.

The project incorporates landscaping treatments surrounding the building incorporating new pedestrian pathways to / from Wanliss Road.

There is a range of transport facilities within the project site area including pedestrian pathways, car parking and bus stop infrastructure. Alternative locations or arrangements for these facilities are proposed. A description of the design response for these facilities is set out in the following Section of this report.

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## 4 Proposed Transport Facilities and Arrangements

The transport facilities within the project site area requiring an alternative arrangement include pedestrian pathways, car parking areas (total of 78 spaces, including 2 accessible spaces), fleet vehicle parking (5 spaces, including 1 long space), a loading bay, a waste bin collection area, carport, vehicle crossing to Wanliss Road and a bus stop shelter.

Figure 4.1 Transport Facilities Within Project Site Area



Alternative locations or arrangements for most of these facilities are proposed and ESR Transport Planning has assisted in the design development of much of the relocated facilities. A description of the design response for these facilities is set out below.

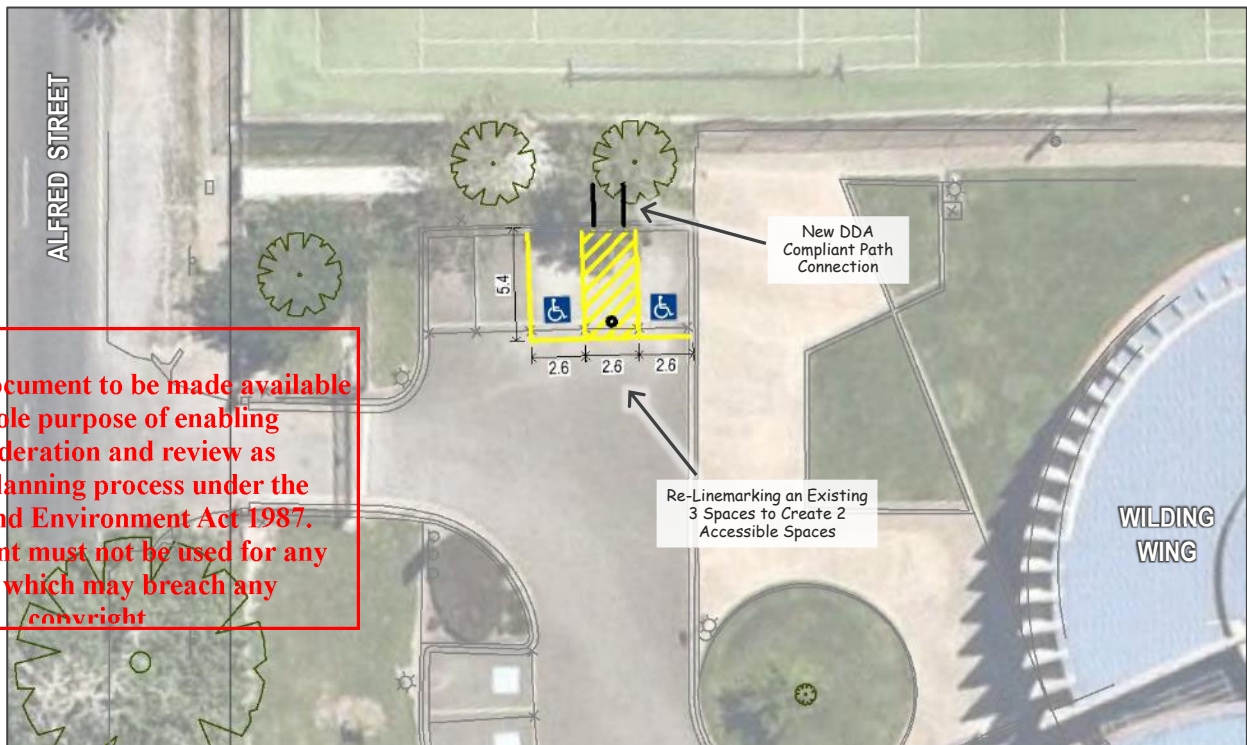


It is noted that the project has provided the impetus for developing new parking and access arrangements that respond to SPC’s master planning objective of reducing, and better managing, pedestrian and vehicle interactions on campus.

**Car Parking (78 spaces, including 2 accessible)**

For accessible parking, it has been decided to relocate the 2 accessible spaces to the Wilding Wing carpark, such that their distance to campus buildings are minimised. The Wilding Wing carpark, accessed from Alfred Street, is to be modified such that 3 standard car parking spaces be converted to 2 accessible spaces and shared area, as shown in Figure 4.2. Note this creates a net loss of 1 space at this location.

Figure 4.2 Wilding Wing Carpark Modification to Provide 2 Accessible Parking Spaces



To offset all lost car parking spaces, a new car parking area is proposed between a realigned main oval and eastern boundary of the campus. Vehicular access will be available from the existing campus vehicle accessway that connects to Wanliss Road opposite Junction Street.

A layout plan indicates a total car parking provision of 79 spaces can be accommodated in the proposed carpark. A copy of the layout plan is provided in Appendix A. ESR Transport Planning has prepared this layout plan with dimensions in accordance with Planning Scheme Clause 52.06-9.

The above changes will see the total on campus car parking provision equate to 126 spaces post development, same as the existing supply.

**Fleet Vehicle Parking**

Existing fleet vehicle parking is redundant for the school’s future needs and will not be replaced.

**Bus Zones and Waiting Area**

It is proposed to relocate bus zones and associated waiting area, including a shelter, to the south of their existing location. A waiting area and shelter is proposed to the north side of the O'Malley Sports Centre. Bus zone bays are proposed along the adjacent kerbside, extending from just north of Junction Street.

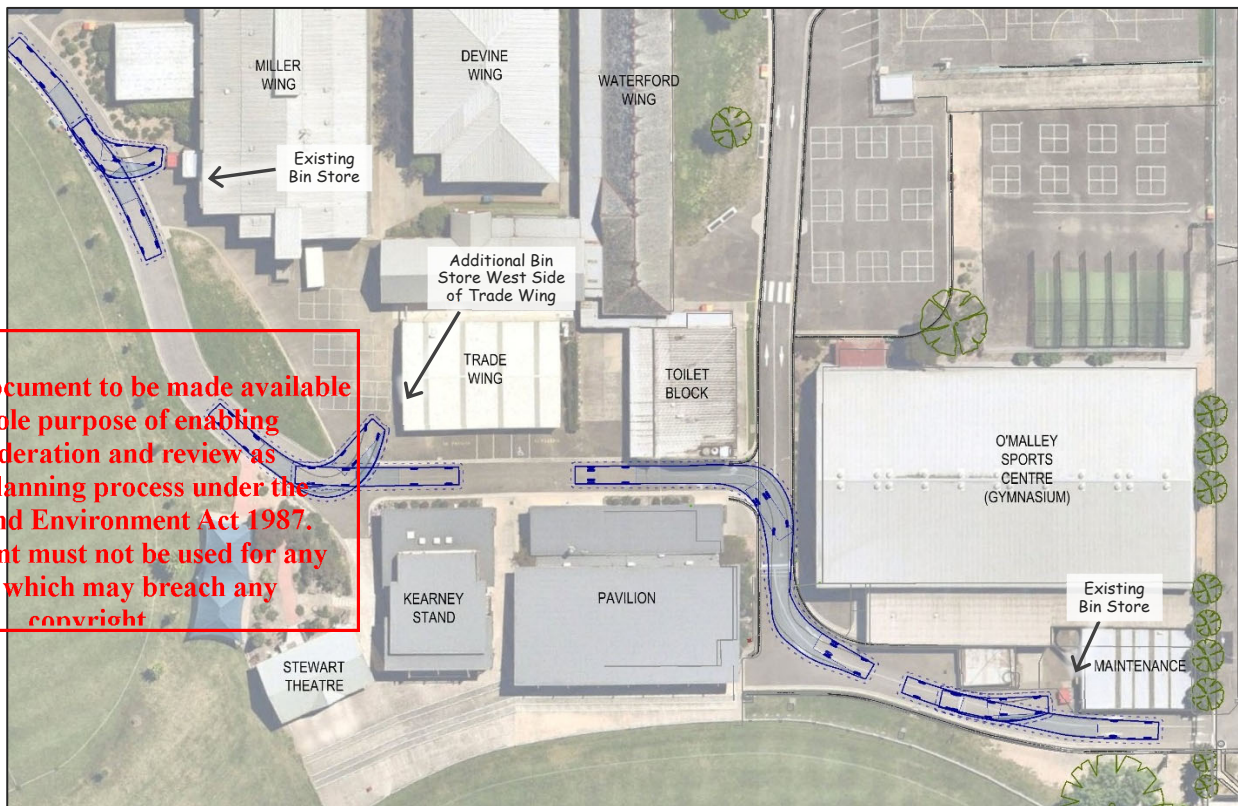
ESR Transport Planning has prepared a drawing showing all proposed changes along Wanliss Road associated with the proposal, which is provided within Appendix B.

A drawing of proposed bus stop relocations was provided to the Department of Transport and City of Ballarat with feedback correspondence provided March 2021. No major concerns were raised by these agencies, while there was feedback of a concern of vehicle swept path access to the first (southern) bay. The layout drawing has since been revised to address this concern.

**Waste Bin Store and Collection**

In addition to the bin store that will require relocation due to the proposal, SPC have other bin stores beside the accessway that extends between Alfred Street and Wanliss Road (along the southern side of campus buildings). The bins relocated due to the proposal will be relocated to these areas and another location along the same vehicle pathway. SPC manage waste collection to occur during early morning hours when the campus is free of student activity. Swept path analysis has been used to confirm a waste collection vehicle can successfully negotiate the accessway to access intended waste bin store locations.

Figure 4.4 Bin Store Locations and Waste Collection Vehicle Swept Path



Swept path shown for an Australian Standard (AS2890.2) 8.8m Medium Rigid Vehicle (MRV).

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### **Loading Zone**

The loading bay that needs relocation is used by small commercial vehicles, predominately associated with deliveries to the adjacent food technology building and nearby canteen. These deliveries occur daily, at various times of the day.

For the purpose of these types of deliveries to the school, it is proposed that a loading zone be provided on Wanliss Road, nearby where the project provides a new pedestrian access to the campus. This proposal ensures that regular service vehicles do not mix with students on campus.

Refer Appendix B for a drawing showing all proposed changes along Wanliss Road.

### **MPC Loading Bay**

The MPC building incorporates a loading dock south of its stage area, and doors to a service vehicle parking space (loading bay). This loading bay is intended for occasional use, such as event set up / set down. Access to the loading bay from Wanliss Road is to be gated. SPC will manage vehicle access such that it does not coincide with peak drop-off or pickup times, noting that SPC currently manage campus vehicle access, and times of access, with gates and key card security.

Vehicles accessing the loading bay will be required to reverse into the area, or reverse out, to / from Wanliss Road. These arrangements have been favoured over the alternative of providing a forwards in and out loading bay given the expansive area that would be required, and therefore it needing to accommodate both service vehicle and pedestrian activity.

With infrequent use, access outside of peak school times, and gateway management by SPC, the proposed loading bay access is considered suitable arrangements that reasonably address pedestrian conflict management issues.

Swept path analysis of loading bay vehicle access has been undertaken and results are presented in Appendix C. The analysis demonstrates that the loading bay will be accessible by vehicles up to the size of a medium rigid truck.

### **MPC Accessible Parking**

On-street will be the most convenient option for accessible parking for the MPC building. It is proposed to provide 2 accessible parking spaces on-street nearest the pedestrian access to the MPC north foyer.

Refer Appendix B for a drawing showing all proposed changes along Wanliss Road.

### **Emergency Vehicle Access**

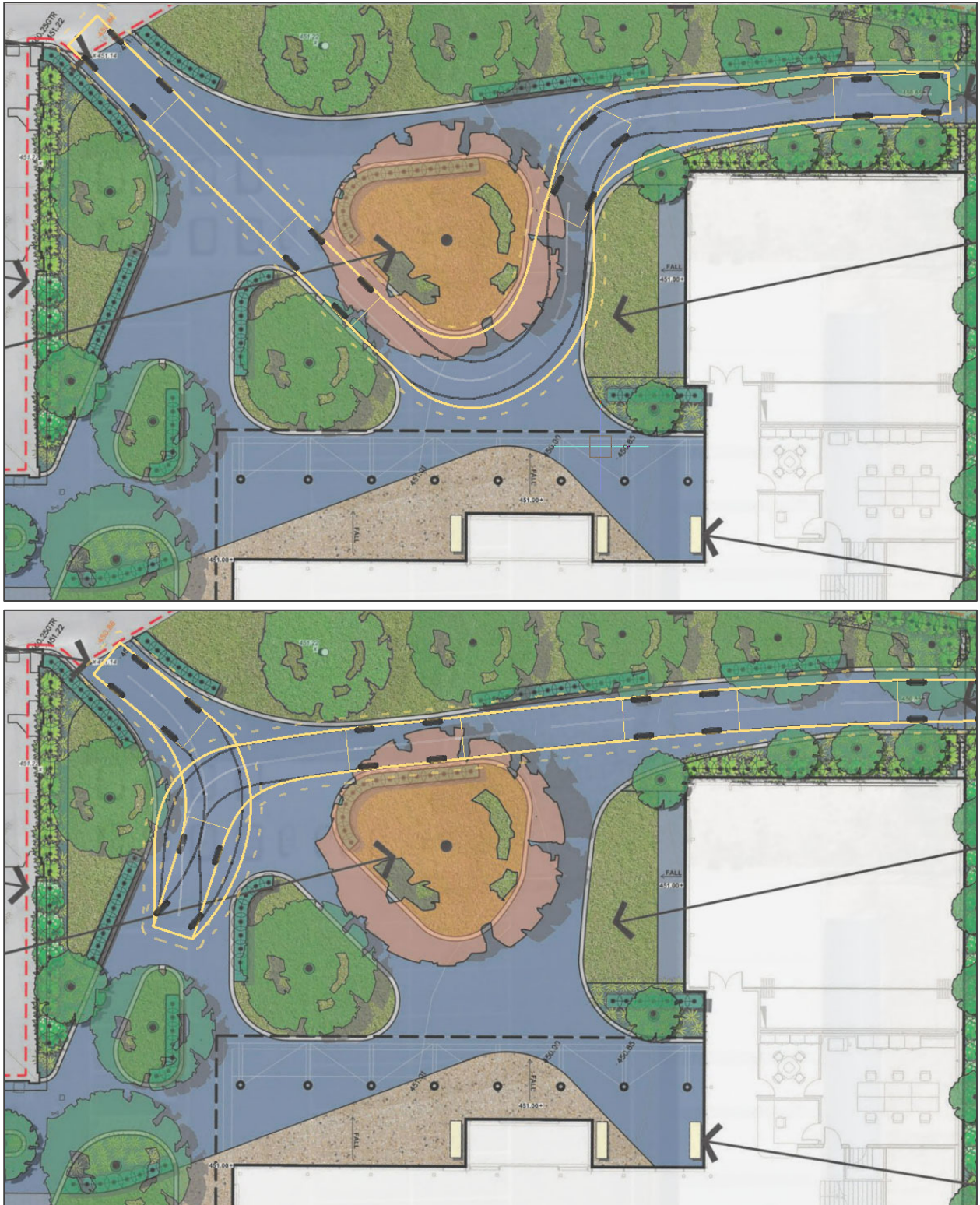
In addition to vehicular accessways, the campus is currently accessible by ambulances along paved pedestrian pathways between the Sturt Street service road and campus buildings. The proposed development includes paved pedestrian pathways north of the MPC building that will connect with these existing pathways, enabling convenient ambulance access to the MPC.

Swept path analysis has been undertaken for the intended ambulance access path, as shown in Figure 4.5. This analysis demonstrates ambulance vehicles will have access paths available to park near the northern foyer of the proposed MPC.

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Figure 4.5 Swept Path Diagrams of Potential Ambulance Paths to North Side of MPC



Swept path shown for an Australian Standard (AS2890.2) 6.4m Small Rigid Vehicle (SRV).

For fire truck access, an on-street parking area is proposed on Wanliss Road adjacent the northeast corner of the MPC building.

Refer Appendix B for a drawing showing all proposed changes along Wanliss Road.

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## 5 Traffic and Parking Assessment

### **Standard Car Parking Provision Requirements**

Clause 52.06 (Car Parking) of the Ballarat Planning Scheme sets out planning controls with respect to car parking and Table 1 to Clause 52.06-5 specifies parking provision rates for various land uses.

For an 'education centre' land use, the minimum provision rate specified is 0.4 spaces per student (maximum on site at any time). Given the proposed development does not increase student numbers, it does not have any statutory parking requirement under the Planning Scheme.

### **Car Parking Assessment**

Notwithstanding the above, further information relating to the car parking implications of the proposed development are discussed below.

Day to day, the proposed MPC building will be utilised by existing students and staff. Examples of its use include performing arts education (e.g. music, drama), school assembly, seminars and exams (flat floor layout). The buildings day to day use is not expected to substantially alter existing car parking activity in and around the campus.

The MPC building provides a gathering space that may be used for school events and functions. SPC currently hold a range of events and functions throughout each year attended by parents and friends. Examples include Mother's & Father's Day breakfasts, careers expo, student concert, debating competition and drama performance. These gatherings occur infrequently at various times of day, some during school hours and some outside of school hours.

SPC has a major events car parking map utilised to encourage patrons to park in accordance with SPC wishes, being along school frontages and within some on site car parking. A copy is provided in Appendix D.

The proposed changes to campus car parking sees the relocation of car parking to an area east side of the main oval. This carpark will provide convenient parking for patrons to MPC events, together with on-street parking areas such as Wanliss Road and Sturt Street service road. Other on campus parking such as the Wilding Wing carpark and boarding house car park are typically managed as staff parking during events. The combination of on campus parking (126 spaces), and on-street parking along SPC and BCC frontages shown in Figure 2.9 (219 spaces), provides a total of 345 car parking spaces.

A commonly adopted car parking generation rate for a place of assembly / function centre is 0.3 spaces per patron. A seated event of 804 patrons may therefore generate parking demands in the order of 240 spaces. A table seated event (ground floor banquet mode) of approximately 300 seated patrons may generate parking demands in the order of 90 spaces.

Given all of the above, changes to local car parking conditions due to the proposed development are considered to be relatively minor. And car parking demands generated by the MPC's use for events could be expected to be catered for adequately within on campus and nearby on-street parking along non-residential frontages.

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### **Standard Bicycle Parking Provision Requirements**

Clause 52.34 (Bicycle Facilities) of the Ballarat Planning Scheme sets out planning controls with respect to the provision of bicycle facilities such as parking and change room facilities. Table 1 to Clause 52.34-3 specifies provision rates for various land uses.

For an 'education centre' land use, minimum provision rates are specified against the measures of employees and students. Given the proposed development does not increase employee or student numbers, it therefore does not have a statutory bicycle parking requirement under the Planning Scheme.

### **Traffic Assessment**

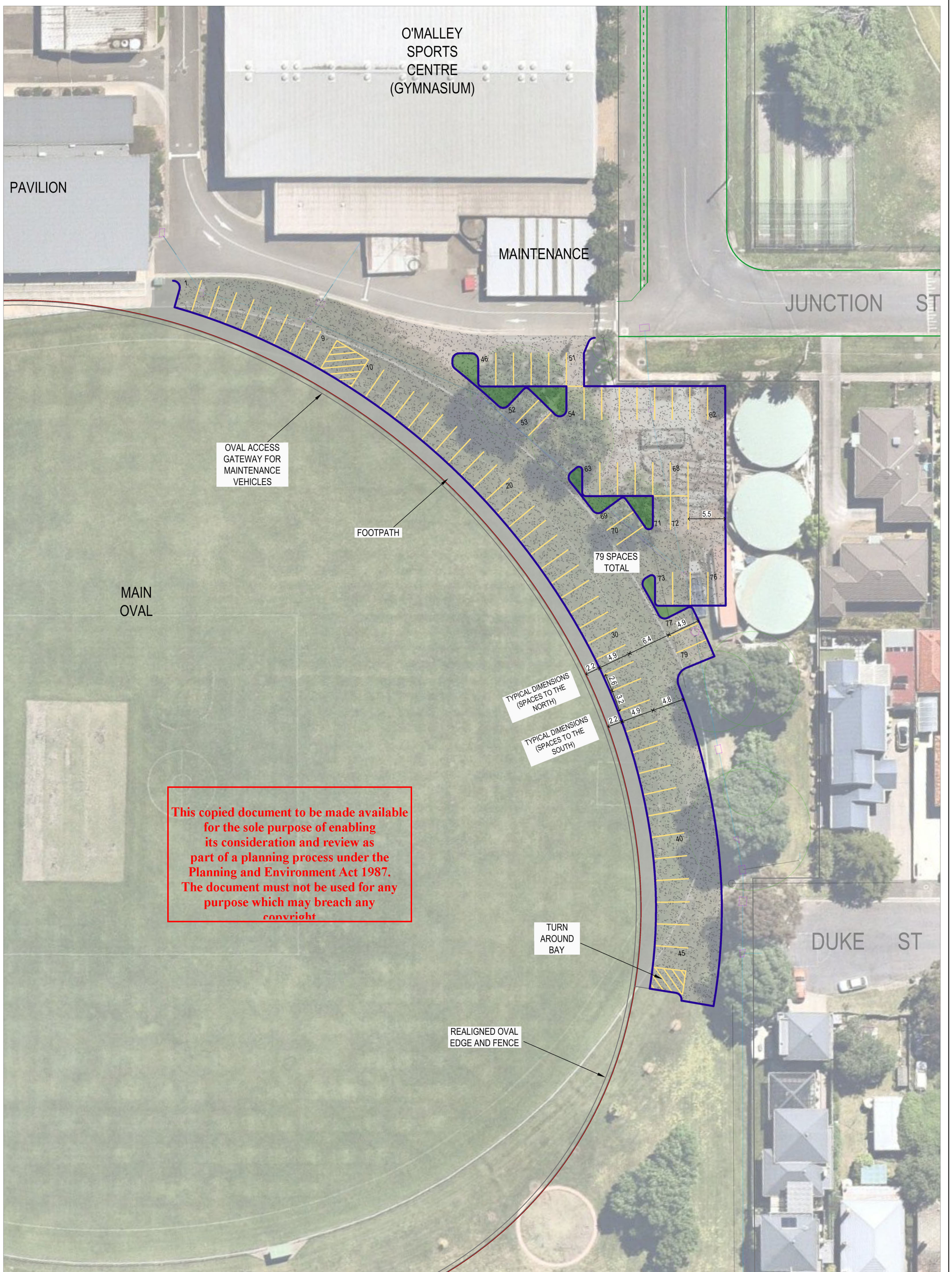
As set out in the car parking assessment above, use of the proposed MPC will be predominately during school hours as part of student learning activities, and this use is not expected to lead to any significant change in existing traffic volumes to / from SPC. The building is likely to also be used for school gatherings attended by parents and friends, although these types of events already occur as part of SPC operations, and therefore are also not expected to lead to any significant change in existing traffic volumes to / from SPC. The road network surrounding SPC caters for very high intensity traffic activity each school day, and could also be expected to cater for traffic associated with the buildings use.

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## Appendix A Oval Carpark Drawing

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O'MALLEY  
SPORTS  
CENTRE  
(GYMNASIUM)

PAVILION

MAINTENANCE

JUNCTION ST

OVAL ACCESS  
GATEWAY FOR  
MAINTENANCE  
VEHICLES

FOOTPATH

MAIN  
OVAL

79 SPACES  
TOTAL

TYPICAL DIMENSIONS  
(SPACES TO THE  
NORTH)

TYPICAL DIMENSIONS  
(SPACES TO THE  
SOUTH)

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TURN  
AROUND  
BAY

REALIGNED OVAL  
EDGE AND FENCE

DUKE ST

ST PATRICK'S COLLEGE, BALLARAT  
MAIN OVAL CARPARK LAYOUT PLAN

SCALE: 1:500  
21 JUNE 2021

- NOTES:
1. BASE PLAN: NEARMAP AERIAL PHOTO 08/11/20.
  2. FEATURE LOCATIONS AS PER TGM CARDNO SURVEY PLAN, 05/10/16.
  3. OVAL REALIGNMENT AND FEATURE LOCATIONS AS PER PITCHCRAFT 'GENERAL LAYOUT PLAN' 26/05/21

- LEGEND:
- KERB
  - LINEMARKINGS
  - FENCE

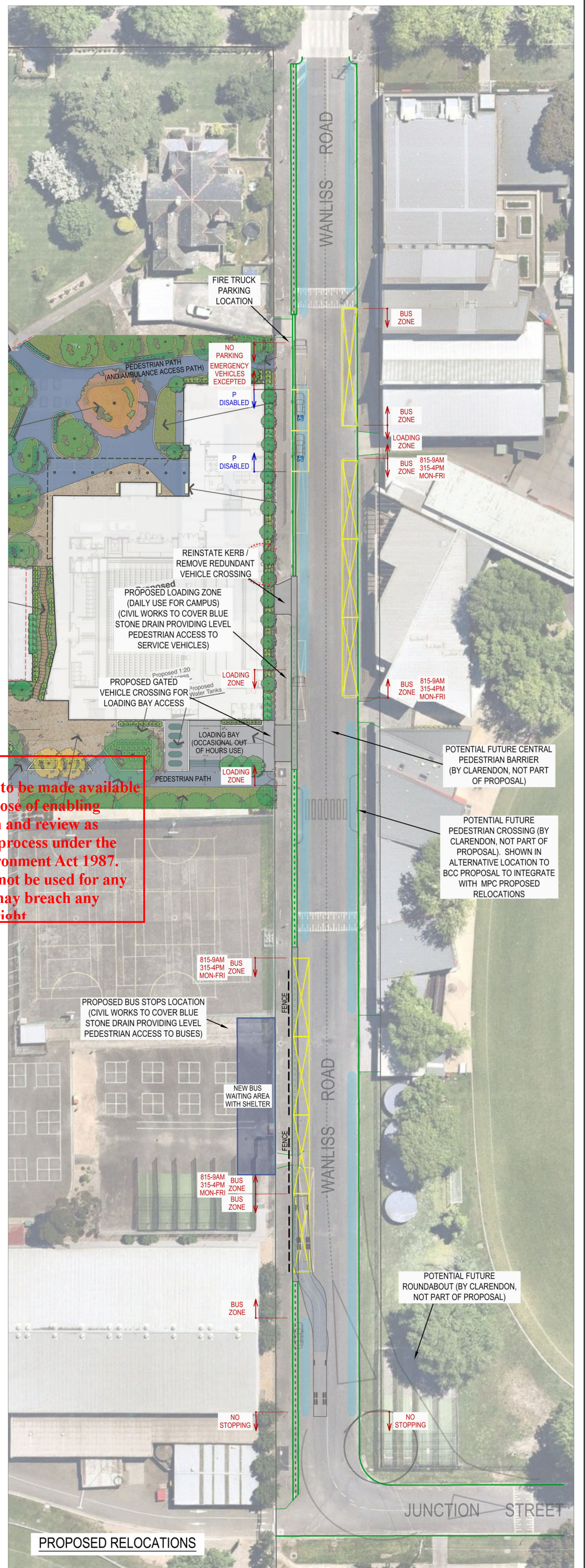
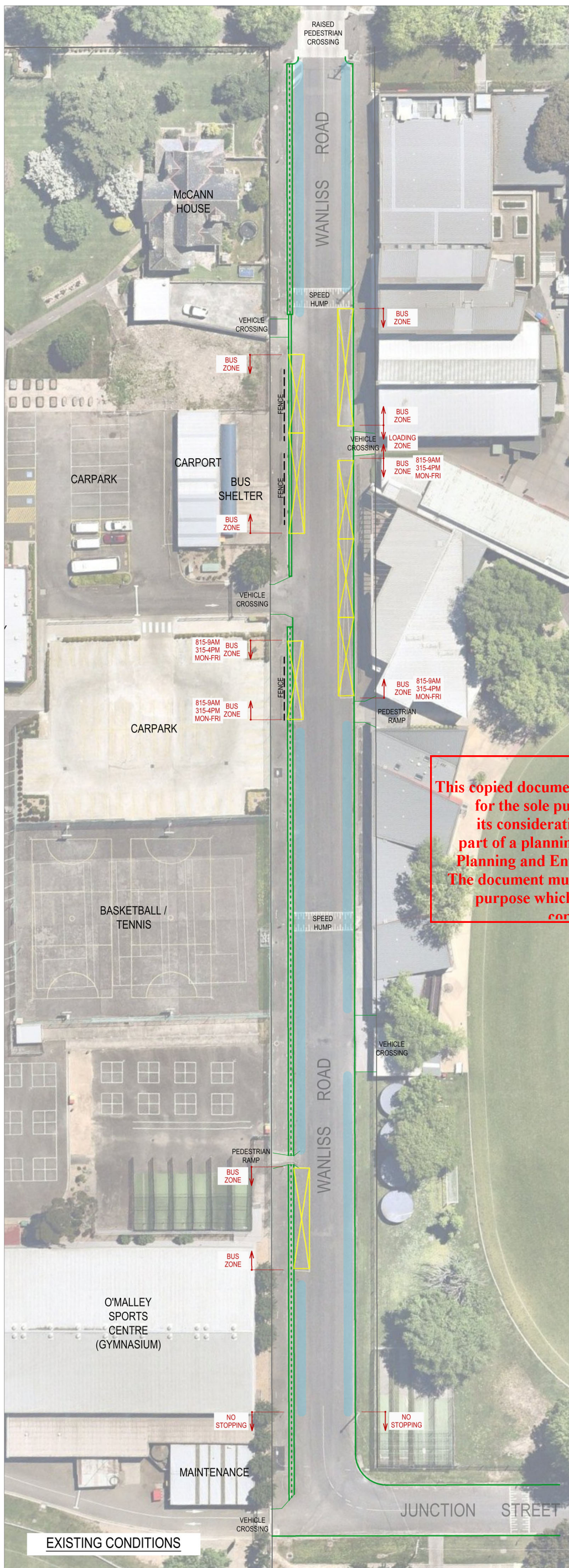
**esr** Transport  
Planning  
PO Box 146, Smythesdale VIC 3351  
P: 0427 044 324  
E: drewm@esrtp.com.au  
www.esrtp.com.au



## Appendix B Wanliss Road Drawings

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ST PATRICK'S COLLEGE, BALLARAT  
WANLISS ROAD - TRANSPORT RELOCATION LAYOUT PLAN

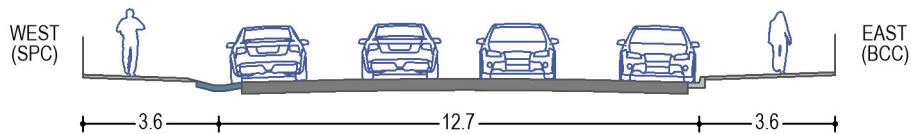
SCALE: 1:800  
29 JUNE 2021

- NOTES:
1. BASE PLAN: NEARMAP AERIAL PHOTO 08/11/20.
  2. FEATURE LOCATIONS AS PER TGM CARDNO SURVEY PLAN, RECEIVED 28/01/21.
  3. MULTIPURPOSE BUILDING PROJECT SHOWN WITH EXTRACT OF PAPWORTH DAVIES LANDSCAPE CONCEPT PLAN, 25/06/21.
  4. REDUNDANT EXISTING BUS STOP LINE MARKINGS AND FENCING TO BE REMOVED.

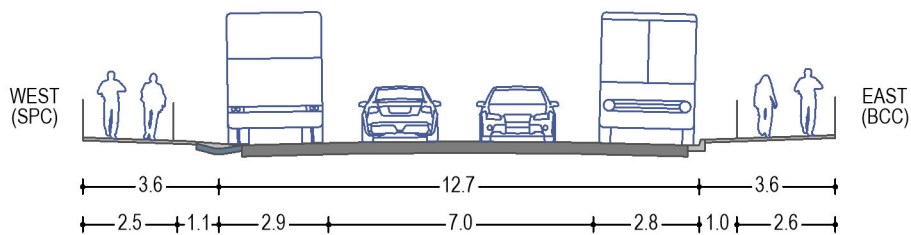
- LEGEND:
- CONCRETE KERB & CHANNEL
  - BLUE STONE DRAIN
  - CONCRETE DRAINAGE COVER
  - CAR PARKING

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NORTH & SOUTH OF BUS ZONES



AT BUS ZONES

NOTE: DIMENSIONS IN METRES ARE INDICATIVE (APPROX.), AND VARY ALONG THE ROADWAY LENGTH.

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## Appendix C Loading Bay Swept Path Analysis

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Proposed Purpose Centre (Architect's Drawings)

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Proposed 1:20 Ramp Access

Proposed Water Tanks

LOADING ZONE

BUS ZONE 815-9 315-4 MON

LOADING ZONE

Proposed Purpose Centre (Architect's Drawings)

Proposed 1:20 Ramp Access

Proposed Water Tanks

LOADING ZONE

BUS ZONE 815-9 315-4 MON

LOADING ZONE

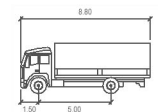
MEDIUM RIGID VEHICLE (MRV)

SMALL RIGID VEHICLE (SRV)

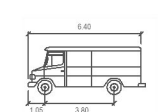
ST PATRICK'S COLLEGE, BALLARAT  
LOADING BAY SWEEP PATH ANALYSIS



SCALE: 1:400  
29 JUNE 2021



MEDIUM RIGID DESIGN VEHICLE (AS2890.2)  
L=8.8m, R=10m, clearance=0.6m



SMALL RIGID DESIGN VEHICLE (AS2890.2)  
L=6.4m, R=7.1m, clearance=0.6m



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www.esrtp.com.au

## Appendix D SPC Major Events Car Parking Map

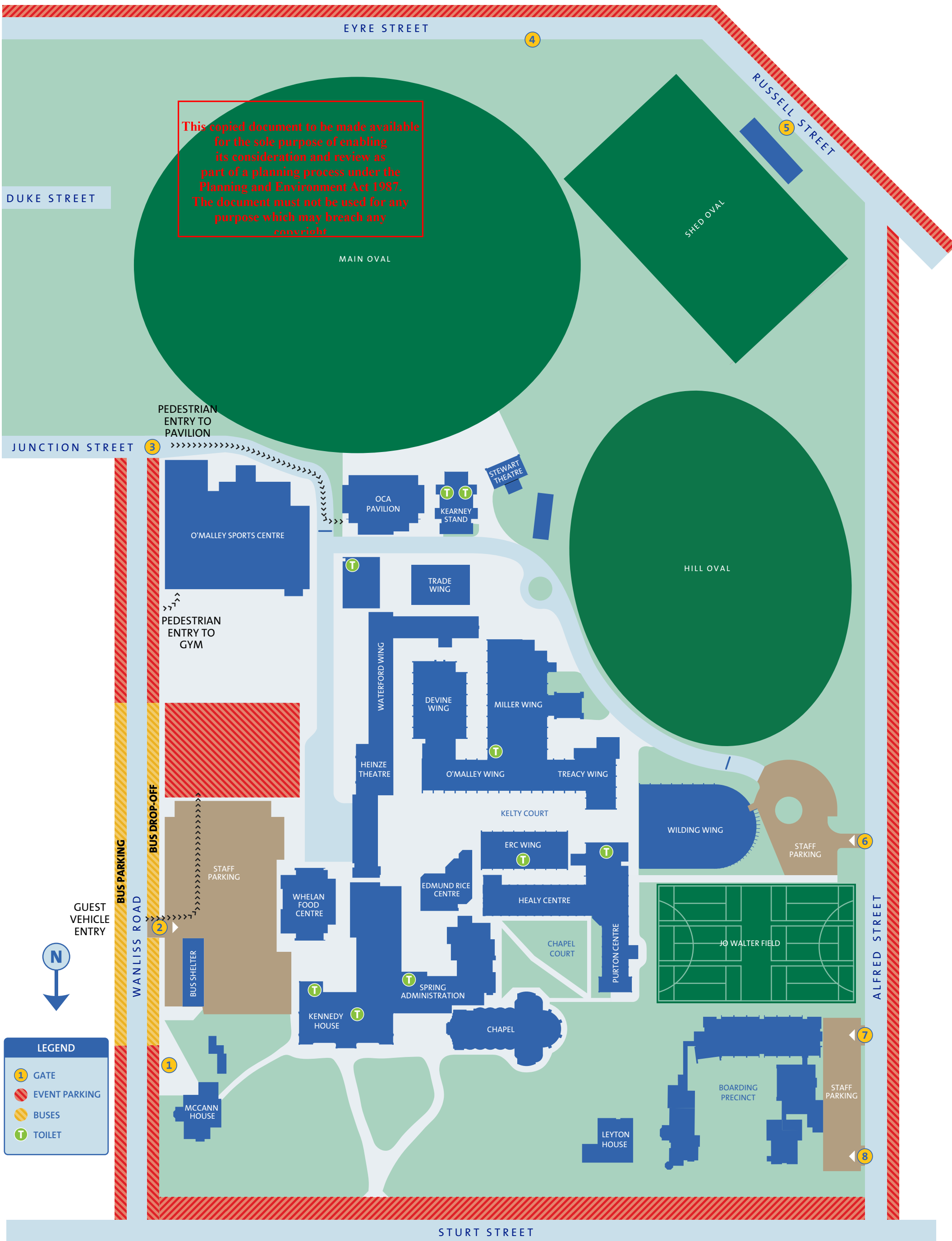
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# Major Events (School Day)

Please park in the allocated areas marked

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**LEGEND**

- GATE
- EVENT PARKING
- BUSES
- TOILET