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Abideen College, Rockbank

Transport Impact Assessment

220899TIA001D-F.docx

20 December 2023

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Carbon Neutral ORGANISATION

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Prepared by	JJB	**Reviewed by**	VPG

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1 INTRODUCTION

onemile**grid** has been requested by Law Architects to undertake a Transport Impact Assessment of the proposed school development at 77 Viola Drive, Rockbank and 26 Innovation Avenue, Rockbank.

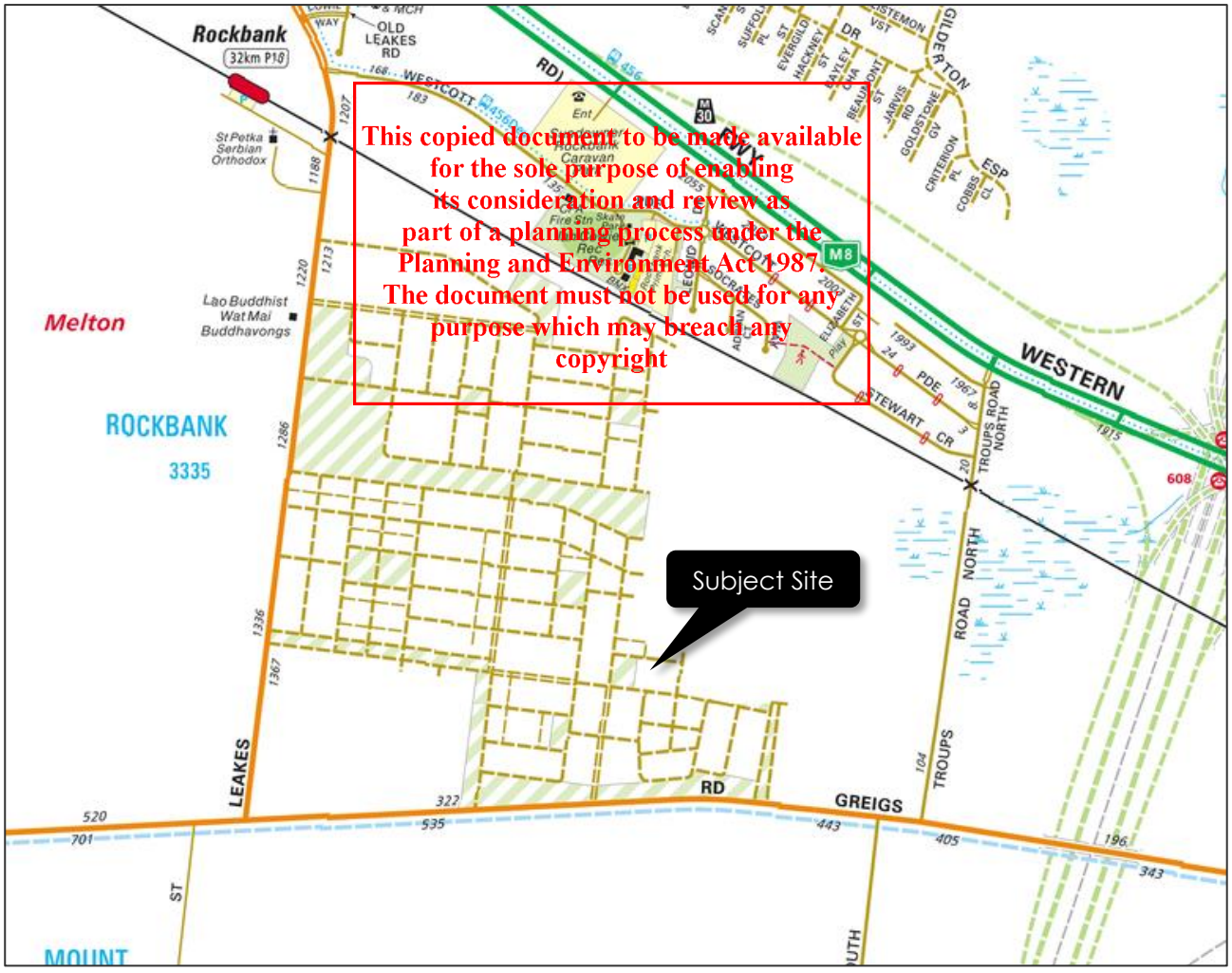
As part of this assessment the subject site has been reviewed with due consideration of the development proposal, and relevant background information has been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site is addressed as 77 Viola Drive, Rockbank and 26 Innovation Avenue, Rockbank and is bound by Viola Drove to the west, Fuchsia Drive to the south and Innovation Avenue to the east, as shown in Figure 1.

Figure 1 Site Location



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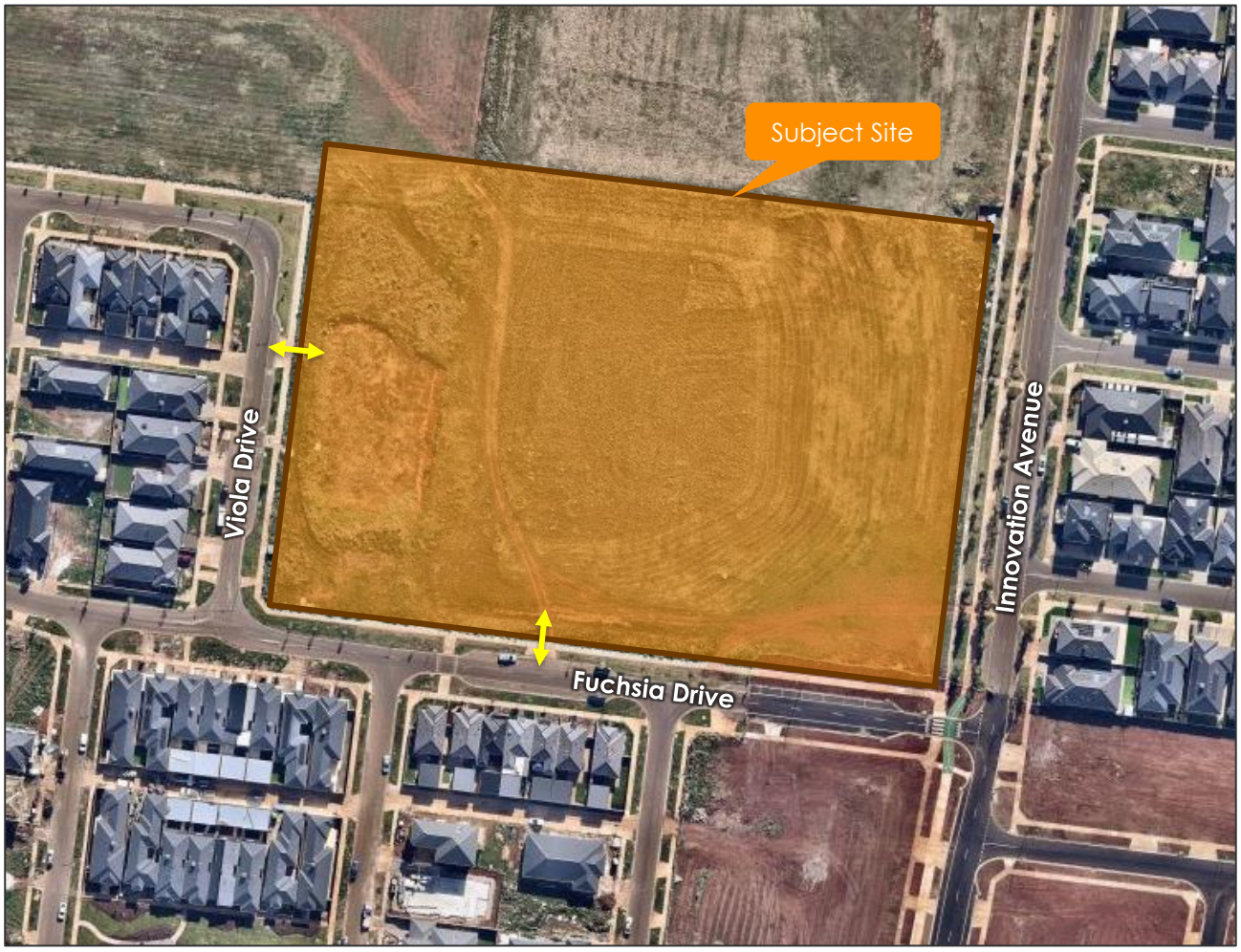
The site is currently vacant and includes vehicle access through existing crossovers located along the sites frontage to Viola Drive and Fuchsia Drive.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (20 July 2023)



Copyright Nearmap

Land use in the immediate vicinity of the site is predominantly comprised of residential dwellings and vacant land which has been earmarked for future residential development.

Development of the site and land in the immediate vicinity is governed by the Rockbank Precinct Structure Plan.

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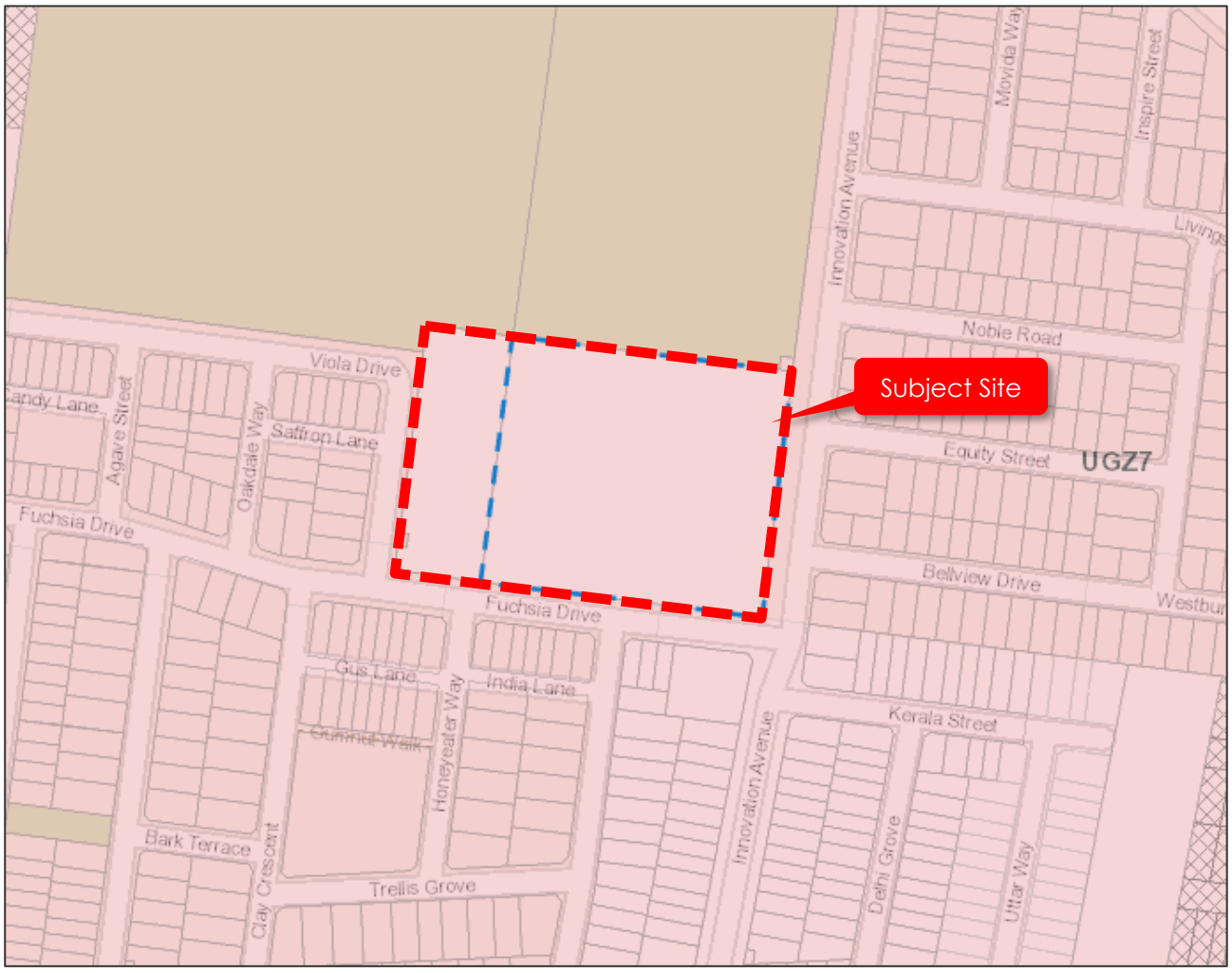
2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within an Urban Growth Zone (UGZ7).

Figure 3 Planning Scheme Zones



Additionally, the site is within Rockbank Development Contributions Plan Overlay (DCPO7), which specifies a development infrastructure levy payable per net developable hectare.

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2.3 Road Network

2.3.1 Viola Drive

Viola Drive is a local road, generally aligned north-south adjacent to the site, connecting to Fuchsia Drive in the south, before changing direction at the northwest corner of the site, and connecting through to Carnation Drive in the west. Viola Drive provides a single traffic lane in each direction adjacent to the site with an indented parking lane on both sides.

Unrestricted indented kerbside parking is intermittently provided on both sides of the road.

The cross-section of Viola Drive at the frontage of the site is shown in Figure 4.

Figure 4 Viola Drive, looking north from adjacent to the subject site

The default 50km/h speed limit applies to Viola Drive in the vicinity of the site.

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2.3.2 Fuchsia Drive

Fuchsia Drive is a local road generally aligned east-west, running between Leakes Road in the west and Innovation Avenue in the east. Fuchsia Drive provides a single traffic lane in each direction adjacent to the site with an indented parking lane on both sides.

Unrestricted indented kerbside parking is provided on both sides of the road.

The cross-section of Fuchsia Drive at the frontage of the site is shown in Figure 5.

Figure 5 Fuchsia Drive, looking west from adjacent to the subject site

The default 50km/h speed limit applies to Fuchsia Drive in the vicinity of the site.

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2.3.3 Innovation Avenue

Innovation Avenue is a local road generally aligned north-south, running between Lightsview Boulevard in the north and terminating at a dead-end to the south, just prior to Greigs Road, with a future connection to Greigs Road planned via a new signalised intersection in accordance with the Rockbank PSP.

Innovation Avenue provides a single traffic lane in each direction adjacent to the site, an indented parking lane on both sides and an off-road two-way bicycle path on the western side of the road.

Unrestricted indented kerbside parking is intermittently provided on both sides of the road.

The cross-section of Innovation Avenue at the frontage of the site is shown in Figure 6.

Figure 6 Innovation Avenue, looking north from adjacent to the subject site

The default 50km/h speed limit applies to Innovation Avenue in the vicinity of the site.

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3 ROCKBANK PRECINCT STRUCTURE PLAN (PSP)

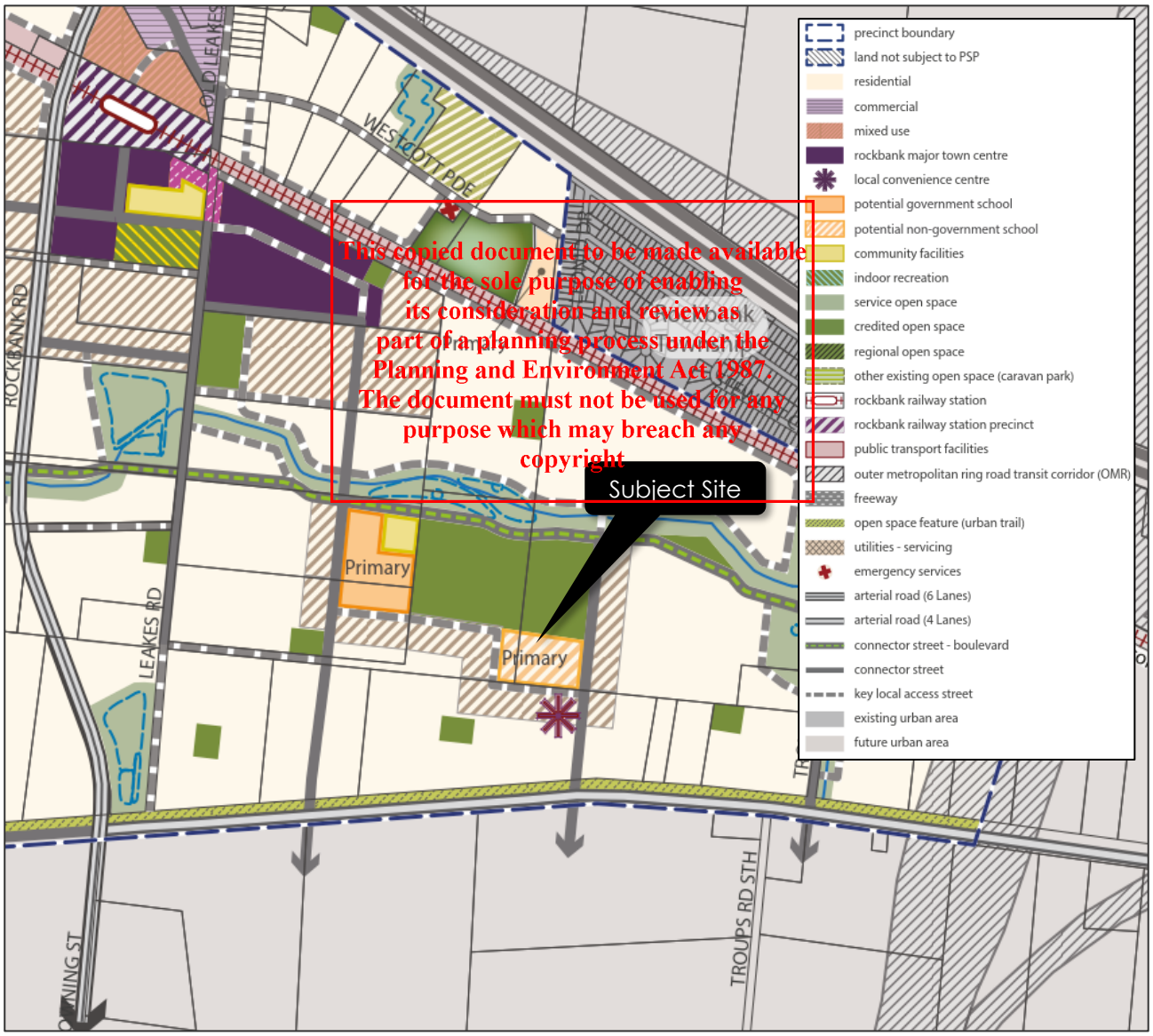
3.1 General

The subject site is located within the Rockbank Precinct Structure Plan (PSP). The PSP was prepared by the Metropolitan Planning Authority (MPA – now known as the Victorian Planning Authority), in consultation with Melton City Council and with the assistance of Government agencies, service authorities and major stake holders.

The PSP is a long-term plan for how the land is to be developed, and how and when services are planned to support development.

The subject site is located towards the south eastern end of the PSP area and is earmarked for a 'potential non-government school' as shown in Figure 7.

Figure 7 Rockbank PSP – Future Urban Structure



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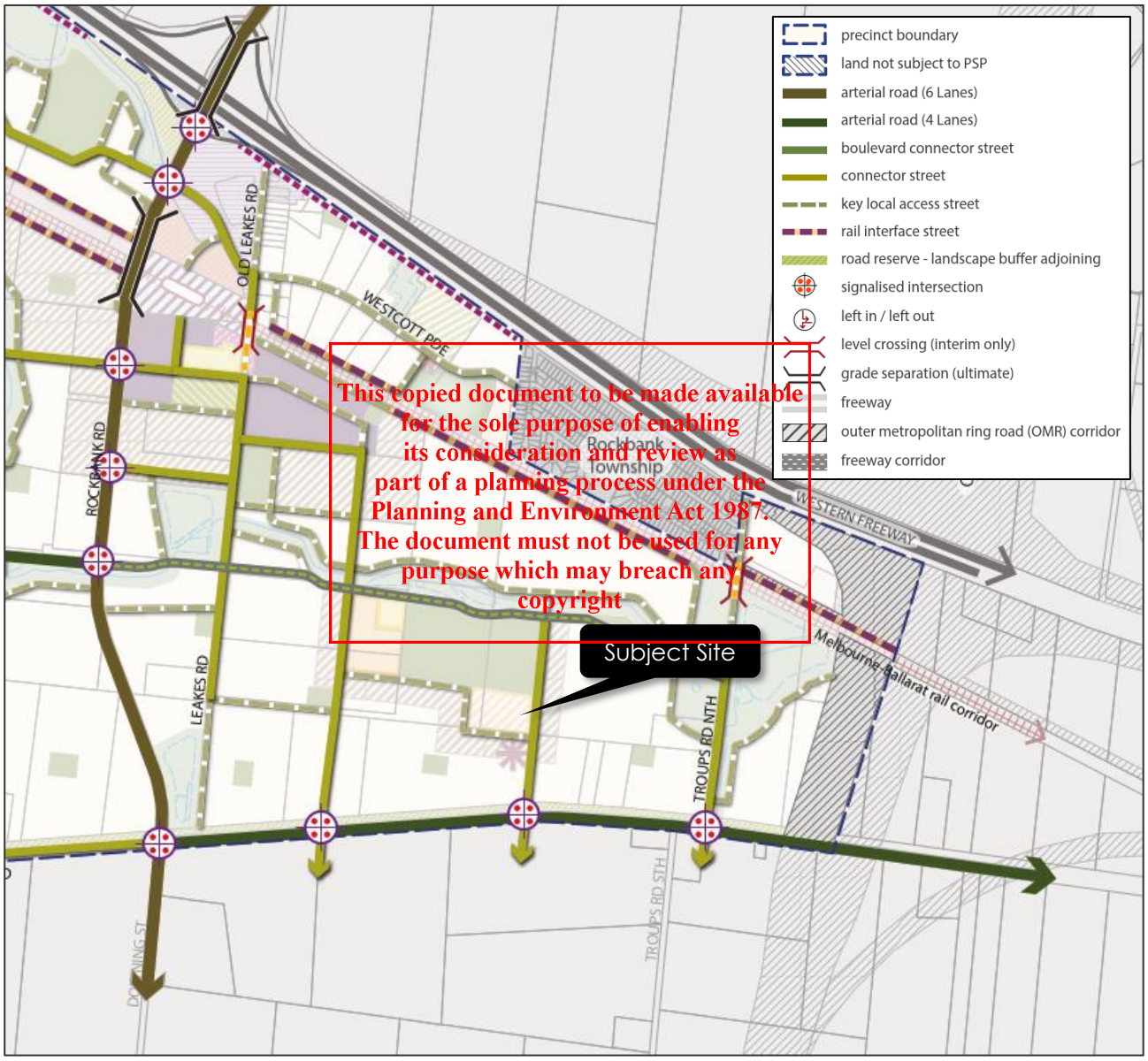
3.2 Road Network, Public Transport, Walking and Cycling

Extracts of the PSP are shown below, indicating the road network, public transport, walking and cycling network proposed in the vicinity of the site.

The PSP Road Network Plan identifies Viola Drive and Fuchsia Drive between Viola Drive and Innovation Avenue as key local access streets, while Innovation Avenue is identified as connector street.

A signalised intersection is shown to connect Innovation Avenue to Greigs Road.

Figure 8 PSP Road Network



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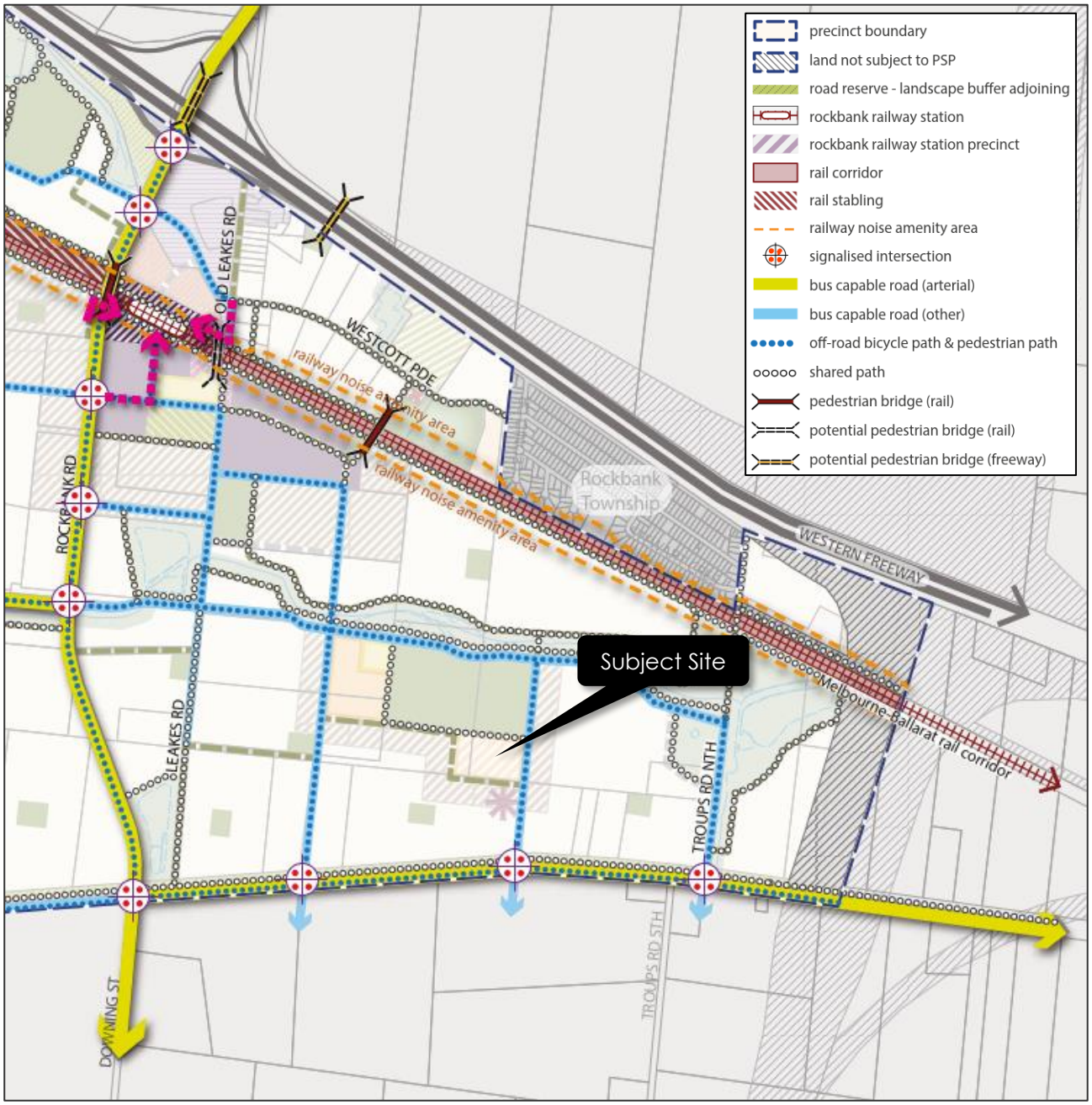
The PSP Public Transport and Path Network identifies that Innovation Avenue is a bus capable road with an off-road bicycle path and pedestrian path on the western side of the road.

A shared path is also proposed to run east-west between Innovation Avenue and Viola Drive, abutting the northern boundary of the site.

Figure 9 PSP Public Transport and Path Network



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3.3 Road Hierarchy

The Rockbank PSP includes road cross sections for the various roads within the PSP. The road cross sections for Innovation Avenue, Viola Drive and Fuchsia Drive in the vicinity of the site are shown below. It is noted that each road has been constructed in line with these cross sections.

Figure 10 Connector Street (25 m) – Innovation Avenue

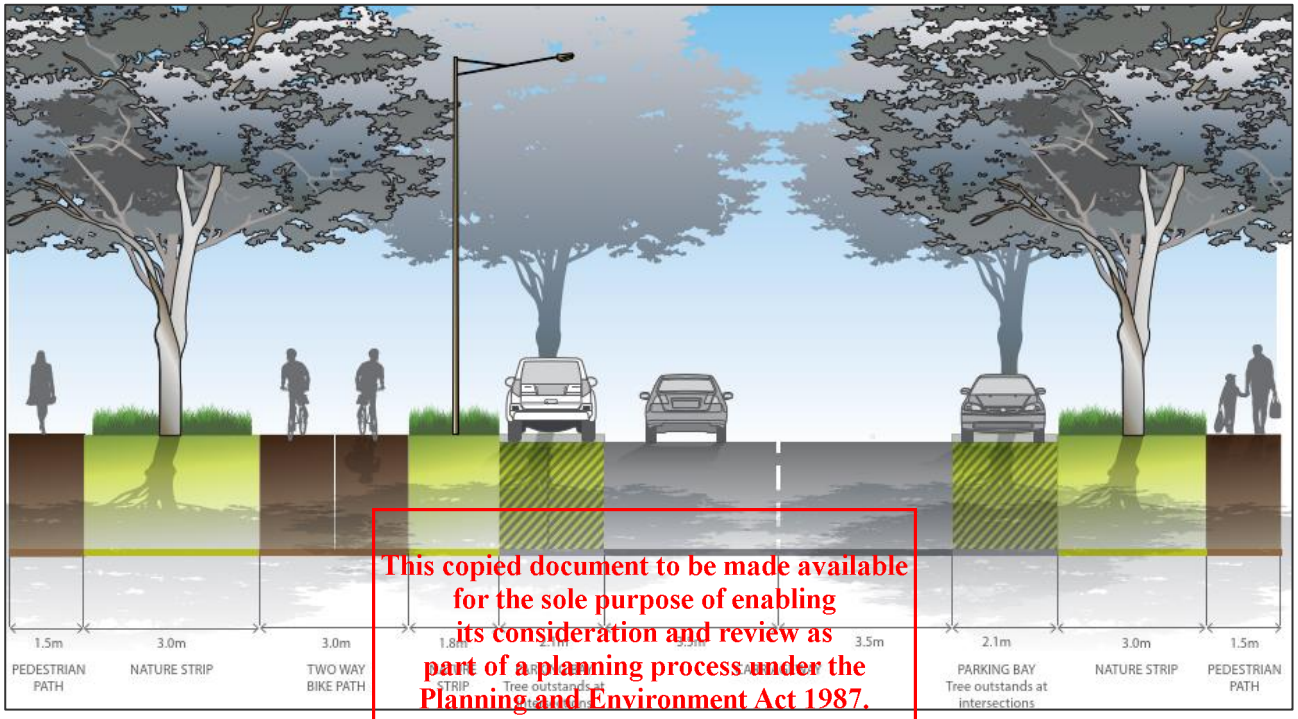

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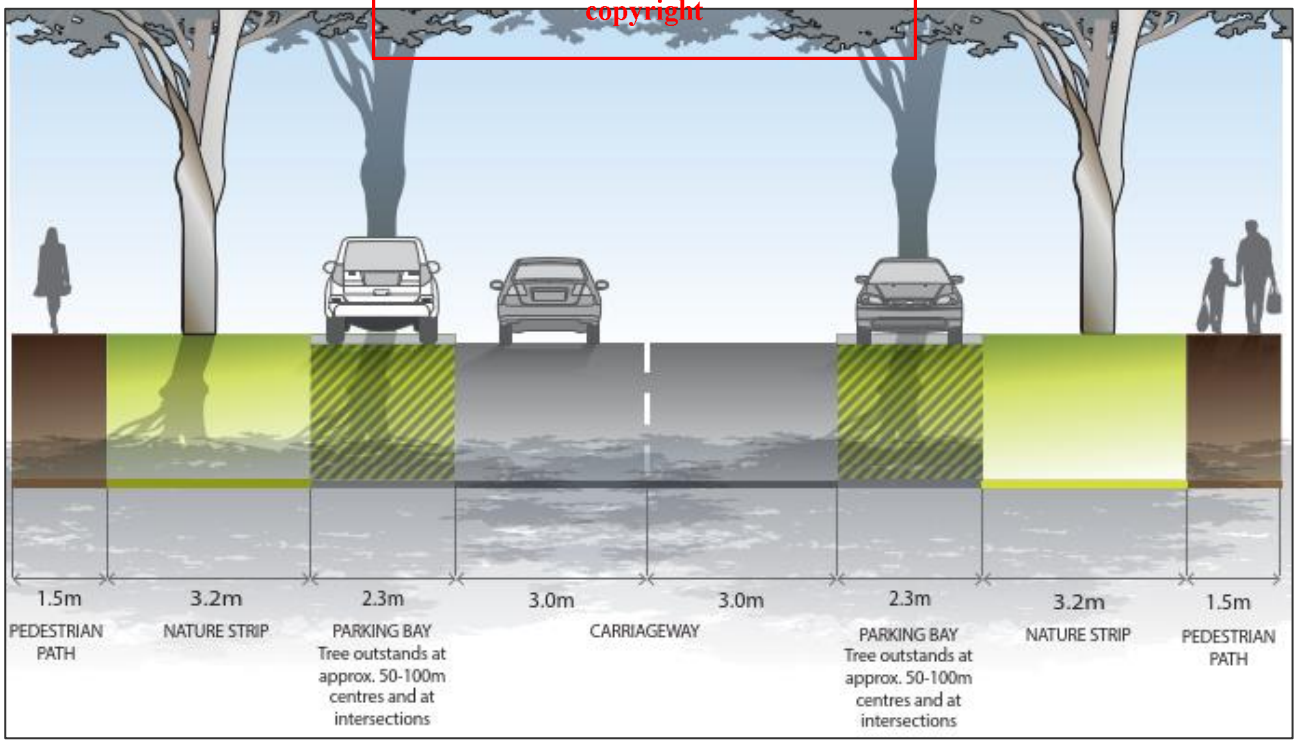
Figure 11 Local Access Street Level 2 (20 m) – Viola Drive and Fuchsia Drive



4 ROCKBANK DEVELOPMENT CONTRIBUTIONS PLAN (DCP)

The subject site is located within the Rockbank Development Contributions Plan which has been prepared by the MPA in partnership with the City of Melton. The DCP has been prepared to outline the projects, framework and financial contribution required to deliver the infrastructure projects necessary for future residents. It includes the land and cost to fund road network upgrades, intersection construction and community facilities.

An extract of the Transport Projects Map from the DCP is provided in Figure 12.

Figure 12 Transport Projects Map – Rockbank DCP

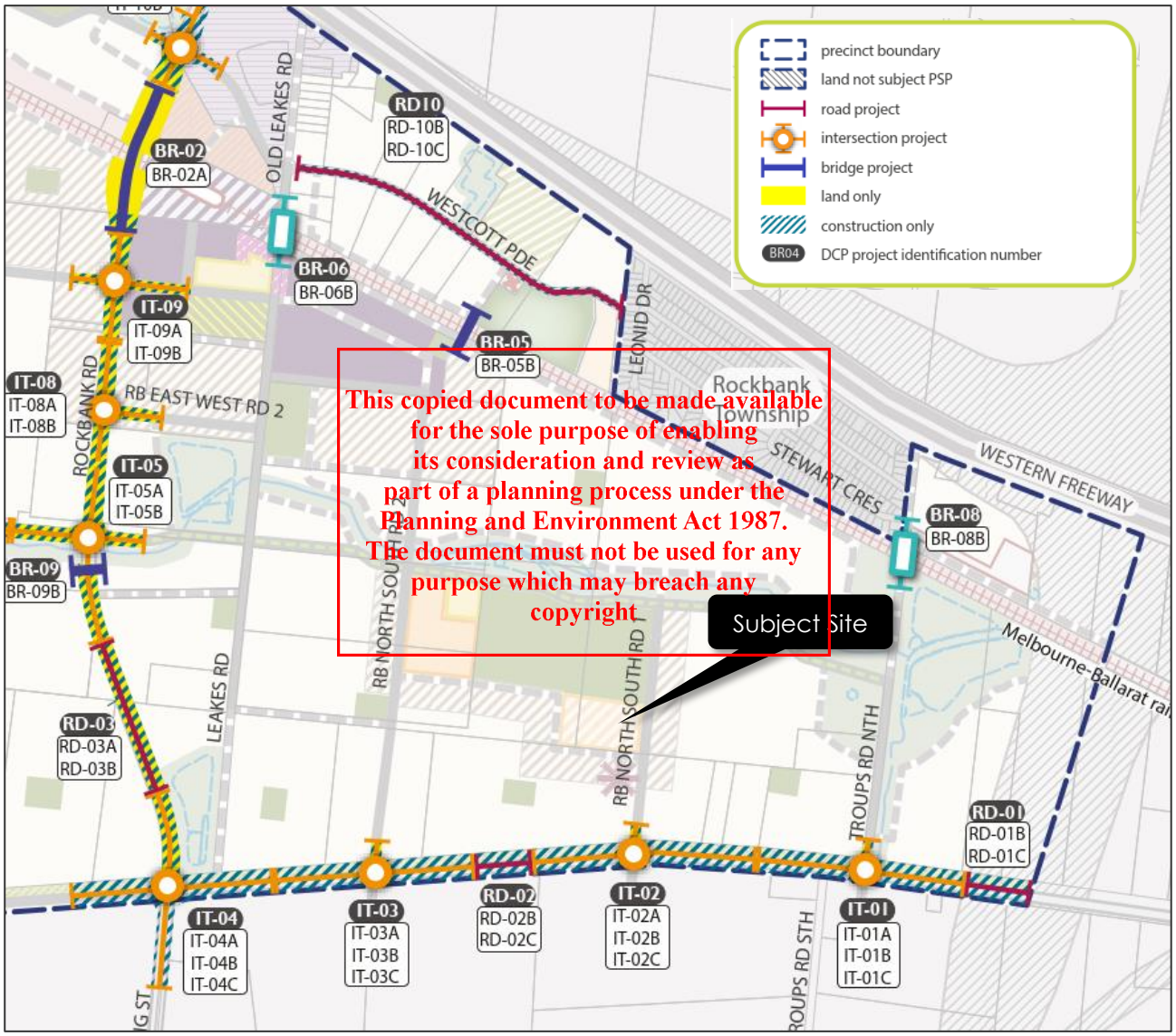


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Figure 12 indicates that there are no DCP projects in the immediate vicinity of the site.

Of note, DCP Item IT-02 includes the construction of a signalised T-intersection at the intersection of Greigs Road and Innovation Avenue.

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5 DEVELOPMENT PROPOSAL

5.1 Site Master Plan

5.1.1 General

It is proposed to develop the subject site for the purposes of a school associated with Abideen College. The school will include kindergarten through to Year 12 students and is proposed to be developed across a number of stages.

Overall, the Abideen College Masterplan is proposed to accommodate 50 kindergarten students, 525 primary school students, and 420 high school students. A summary of the staged student yield is provided below in Table 1, and the overall site Masterplan is shown in Figure 13.

Approval is sought for the full development of the school in stages, with Stage 1 being detailed below.

Table 1 Staged Student Yield

Stage	Component	No. of Students	No. of Staff
Stage 1	Primary School	200	14
Stage 2	Primary School	325	22
Stage 3	Kindergarten	50	11
	High School	210	14
Stage 4	High School	210	14

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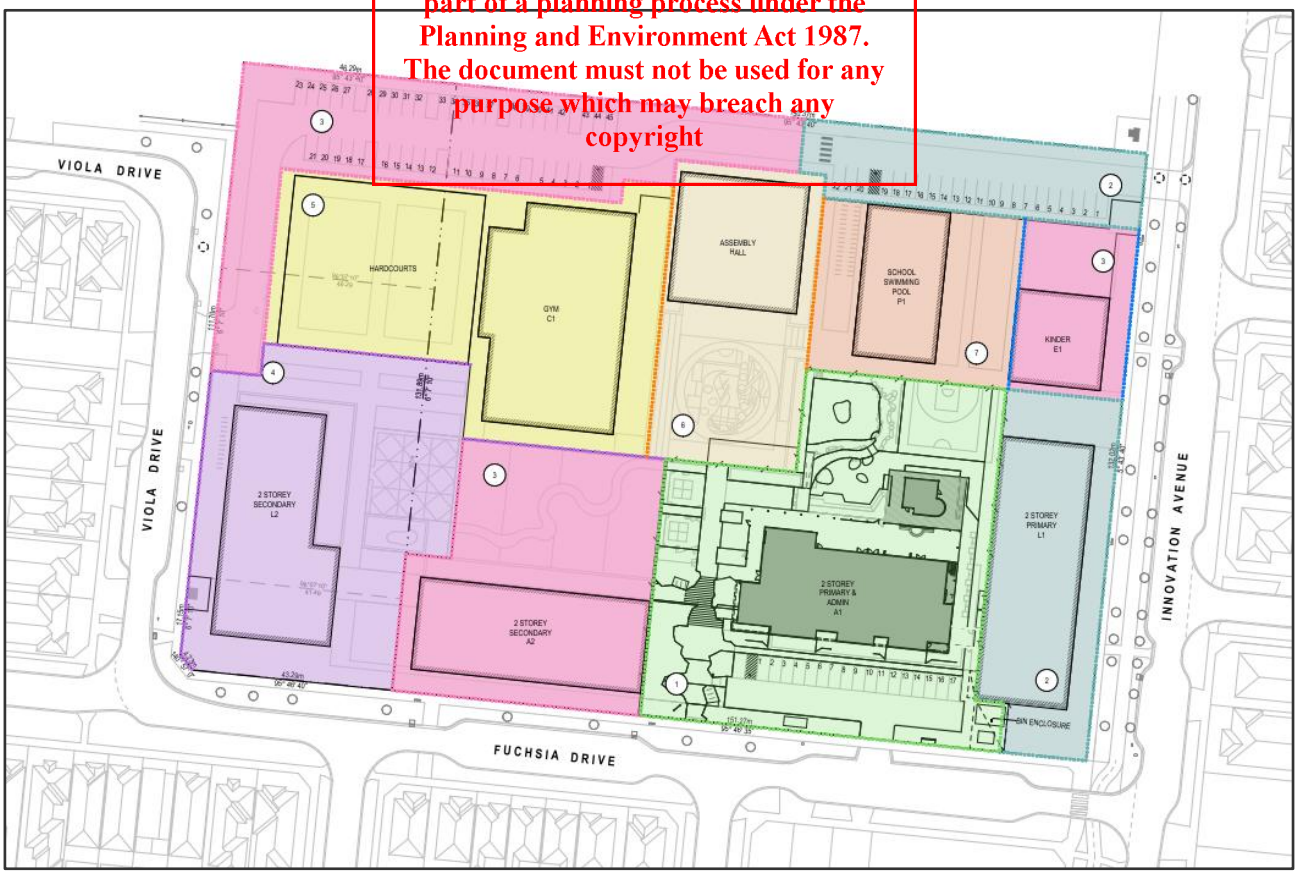
Figure 13 Proposed Site Master Plan



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5.1.2 Car Parking and Vehicular Access

Vehicle access is proposed to be provided from Fuchsia Drive leading to an at-grade car park, and from Viola Drive and Innovation Avenue which links through to provide a two-way internal accessway, allowing access to further car parking.

The masterplan proposes a total of 84 parking spaces, including 17 spaces during Stage 1, a further 22 spaces during Stage 2, and an extra 45 spaces during Stage 3. It is proposed that in the ultimate arrangement, staff parking will be accommodated along the northern accessway, with the car park located in the south-eastern corner of the site used for student pick-up/drop-off.

Bus access is ultimately proposed to be provided via the accessway along the northern boundary of the site and will be capable of accommodating coach sized buses. Bus movements will be managed with access provided from Viola Avenue and buses to exit the site onto innovation Drive.

5.2 Proposed Development – Stage 1

5.2.1 General

The first stage of development is the area towards the southeast corner of the site for the purposes of a primary school accommodating 200 students (prep – 6) and 14 staff, in accordance with Stage 1 of the proposed Masterplan mentioned in Section 5.1. The layout of the proposed Stage 1 development is shown below in Figure 14.

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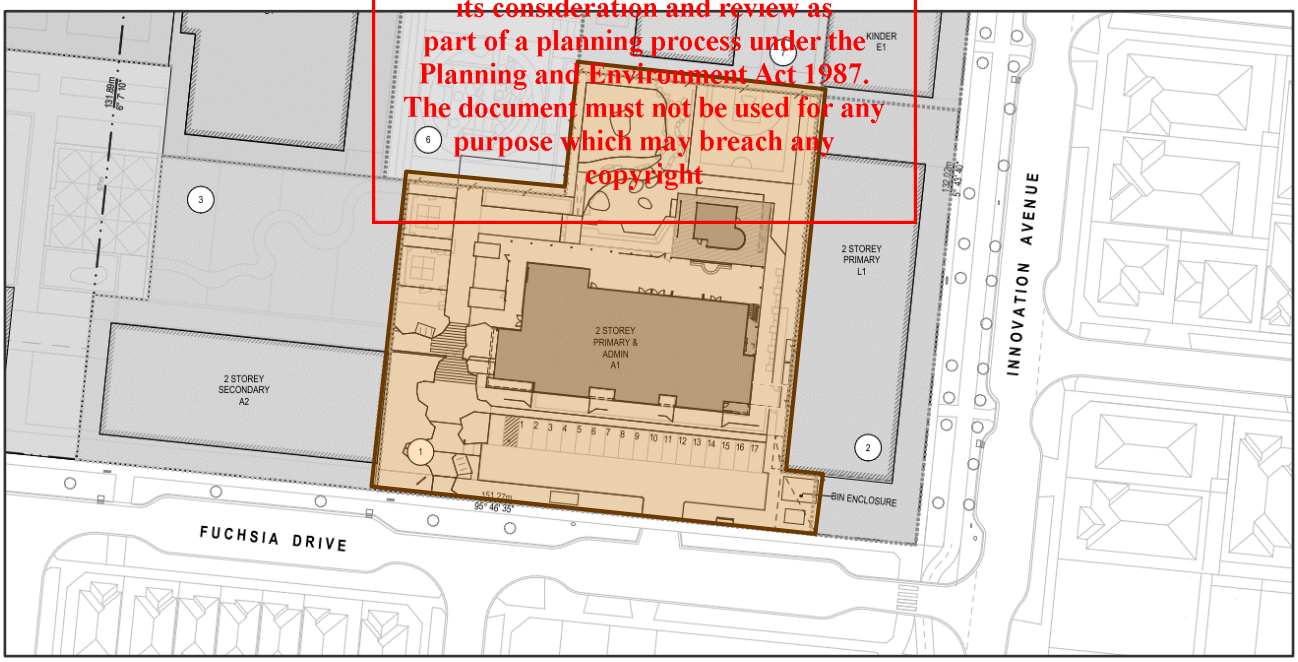
Figure 14 Proposed Development – Stage 1 Primary School



5.2.2 Pedestrian Facilities

Pedestrian access to the site is proposed to be provided through a connection to Fuchsia Drive, linking through the main entrance of the building and also extending through to the north to provide further connections to the future stages of the school.

5.2.3 Bicycle Parking and End-of-Trip Facilities

A total of 12 bicycle spaces are proposed towards the western end of the on-site car park, adjacent to the footpath entrance from Fuchsia Drive.

Bicycle parking is provided in the form of ground mounted bicycle hoops and is located within an area with good passive surveillance.

5.2.4 Car Parking and Vehicular Access

Vehicle access to the site is proposed to be provided via a new connection to Fuchsia Drive, leading to an at-grade car park. The existing crossover to Fuchsia Drive will be removed, with kerb, channel, and nature strip fully reinstated.

The on-site car park is proposed to include a total of 17 spaces, including 1 accessible space and associated shared area. During Stage 1, three of the proposed spaces at the eastern end of the car park will be used for bus parking, therefore reducing the provision to 14 for cars.

A turn-around bay is provided towards the western end of the car park, to allow vehicles to turn around and exit the site, in the scenario that all spaces are occupied at the western end of the car park.

Furthermore, as indicated in Figure 15 below, there is a total of 30 on-street parking spaces provided along the site's overall frontage to Innovation Avenue, Fuchsia Drive, and Viola Drive, which could additionally be utilised for student pick-up/drop-off, without impacting on the neighbouring residential uses. Additionally, when including the existing provision of on-street parking on the opposite side of the boundary roads, a further 20 spaces are provided, for a total of 50 spaces.

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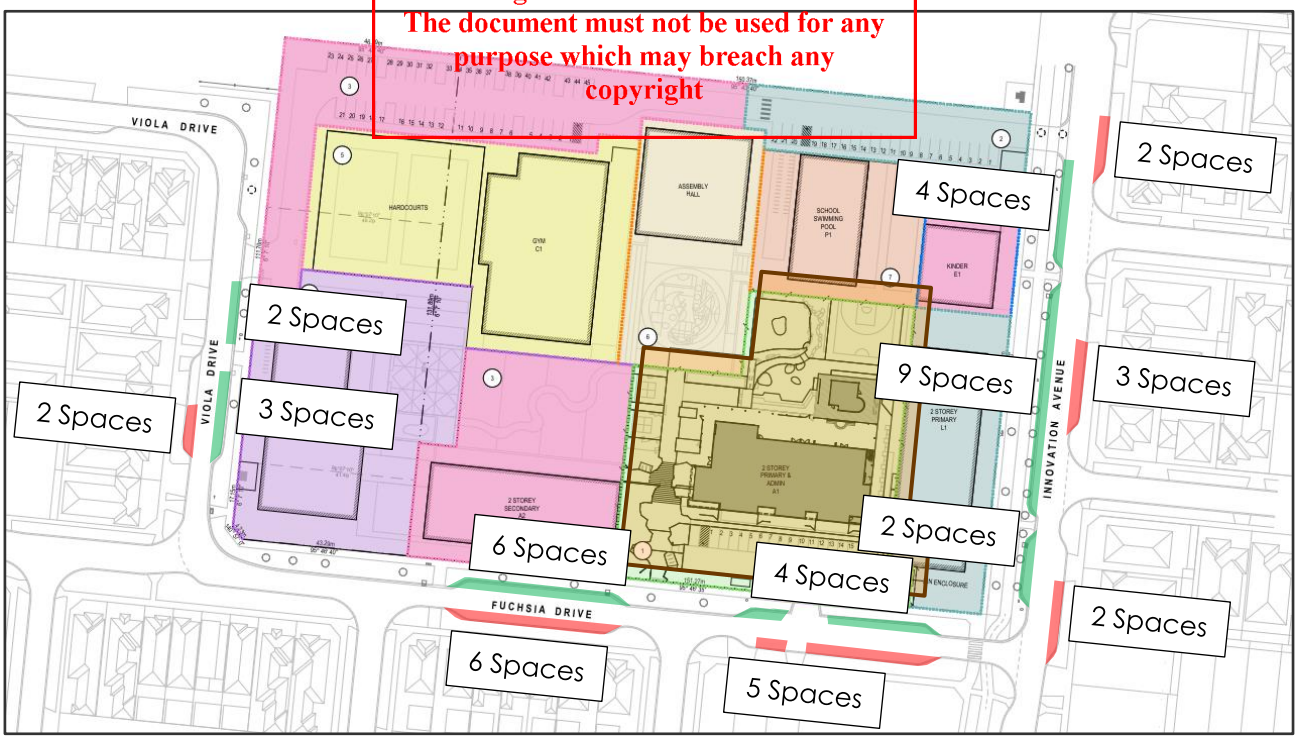
Figure 15 On-street Parking Provision



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5.2.5 Bus Parking

As indicated above, it is proposed that 3 spaces within the on-site car park will be used to accommodate parking for up to 2 minibuses (12 seaters), which will be to for student pick-up/drop-off.

5.2.6 Waste Collection

A bin enclosure is located at the eastern end of the car park.

Waste collection will occur on-site, outside of the peak pick-up/drop-off periods, with the collection vehicle to access the site via the proposed crossover to Fuchsia Drive.

Upon completion of Stage 3, it has been advised that the bin enclosure will be relocated adjacent to the proposed two-way internal accessway to the north, which will link between Viola Drive and Innovation Avenue.

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6 DESIGN ASSESSMENT

6.1 Melton Planning Scheme – Clause 52.06

onemile**grid** has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

6.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 2.

Table 2 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide.	Satisfied – Minimum width of accessway is 6.4 metres.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied – Changes of direction are between accessways of more than 4.2m wide.
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.	Satisfied – Appropriate aisle extension are provided.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	N/A – No overhead obstructions
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied – Car park designed to allow all vehicles to exit in a forward direction.
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 Transport Zone 2 or Transport Zone 3.	N/A – Does not connect to a Transport Zone, however, the accessway is a minimum 7.0 metres wide at the entrance to the site.
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.	Satisfied – No visual obstructions proposed at the site access.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	N/A – does not connect to a Transport Zone

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6.1.2 Design Standard 2: Car Parking Spaces

A summary of the assessment for Design Standard 2 is provided in Table 3.

Table 3 Clause 52.06-9 Design Assessment – Design Standard 2

Requirement	*Comments*
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2.	Satisfied - Car parking spaces are dimensioned in accordance with Table 2.
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 of Design Standard 2, 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. - A structure, which may project into the space if it is at least 2.1m above the space.	Satisfied - The car park is designed in accordance with Diagram 1.
Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	N/A – Spaces are within a car park.
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	N/A – No tandem spaces are provided
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	N/A – No residential parking is provided
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 of Design Standard 2 by 500mm.	Satisfied – an accessible space is provided with a length of 5.4m

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The car parking spaces are dimensioned at 2.6 metres wide by 5.4 metre long and are accessed from an aisle with a minimum with of 6.4 metres. The proposed accessible space has the same dimensions, and is provided with an adjacent shared area

6.1.2.1 Dead-End Aisles

The dead-end access aisles greater than 6 car spaces in length have been provided with an aisle extension of at least 1 metre and a dedicated turn around bay in accordance with the Australian Standard for Off-street Parking.

6.2 Waste Collection

A bin storage area is located to the eastern side of the proposed on-site car park. Waste collection will occur on-site, with the collection vehicle accessing the storage area via the car parking aisle. Swept path diagrams demonstrating access by a typical waste collection vehicle are attached in Appendix A.

Waste collection will be managed by a private contractor and will occur outside of school hours.

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6.3 Bicycle Parking

The bicycle hoops have been designed in accordance with the Australian Standard; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.

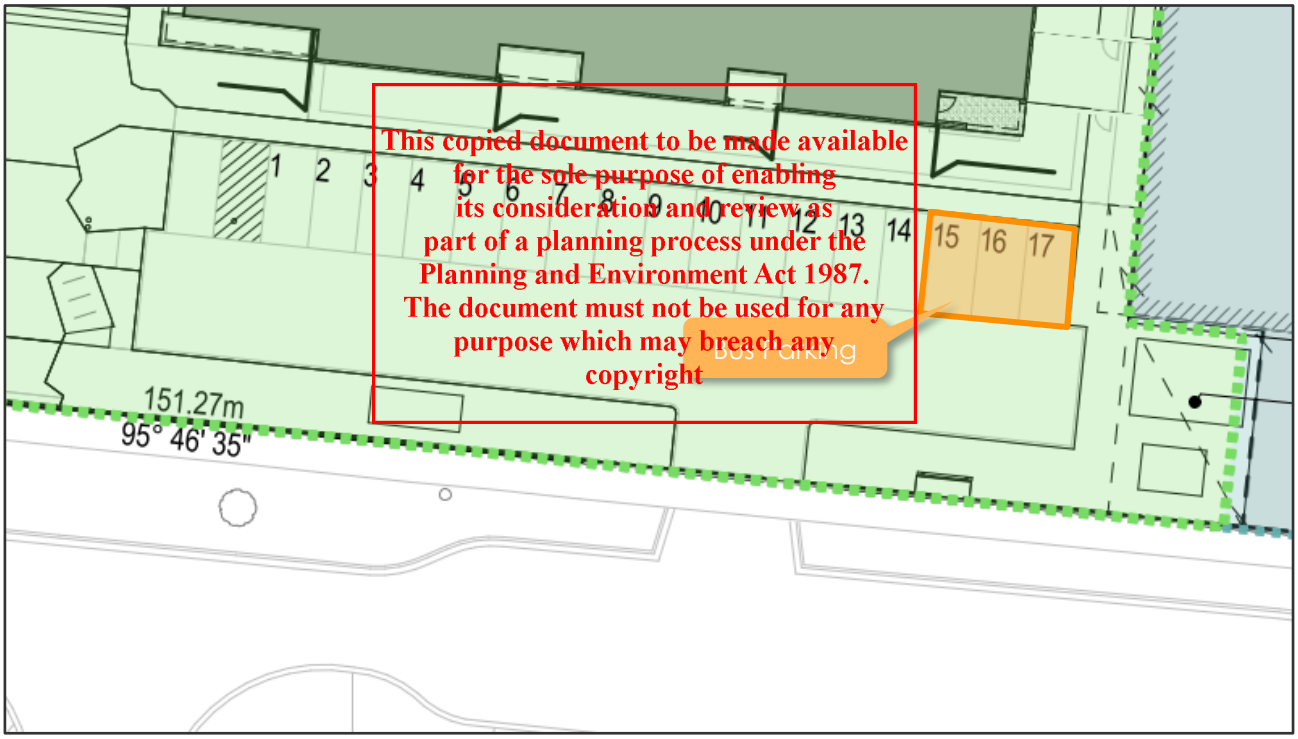
6.4 Bus Parking & Access

6.4.1 Stage 1

It is proposed to provide parking for two mini buses on the eastern side of the proposed on-site car park, to accommodate the 12 seater buses used to pick-up/drop-off students.

The bus spaces will temporarily utilise three car parking space, with an overall dimension of 7.8 metres in width by 5.4 metres in length, and is accessed from a 6.4 metre wide aisle, as indicated in Figure 16 below. These spaces will be line marked appropriately, to distinguish them from the other parking spaces and ensure they remain available for use by the mini buses.

Figure 16 Proposed Bus Parking (Stage 1)



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It is noted that 12 seater mini buses typically comprise of passenger vans (e.g. Toyota HiAce), therefore swept path diagrams have been prepared demonstrating a passenger van accessing the site and bus parking spaces, and are attached in Appendix A.

It is advised that ultimately the bus parking will be relocated to the proposed accessway that will run along the northern boundary of the site, with capacity to accommodate larger buses (i.e. coaches). Therefore, upon completion of Stage 3, the bus parking spaces above, will be converted into three car parking spaces.

As such, further swept path diagrams have prepared demonstrating access and circulation of the site by a coach bus and can also be seen attached in Appendix A.

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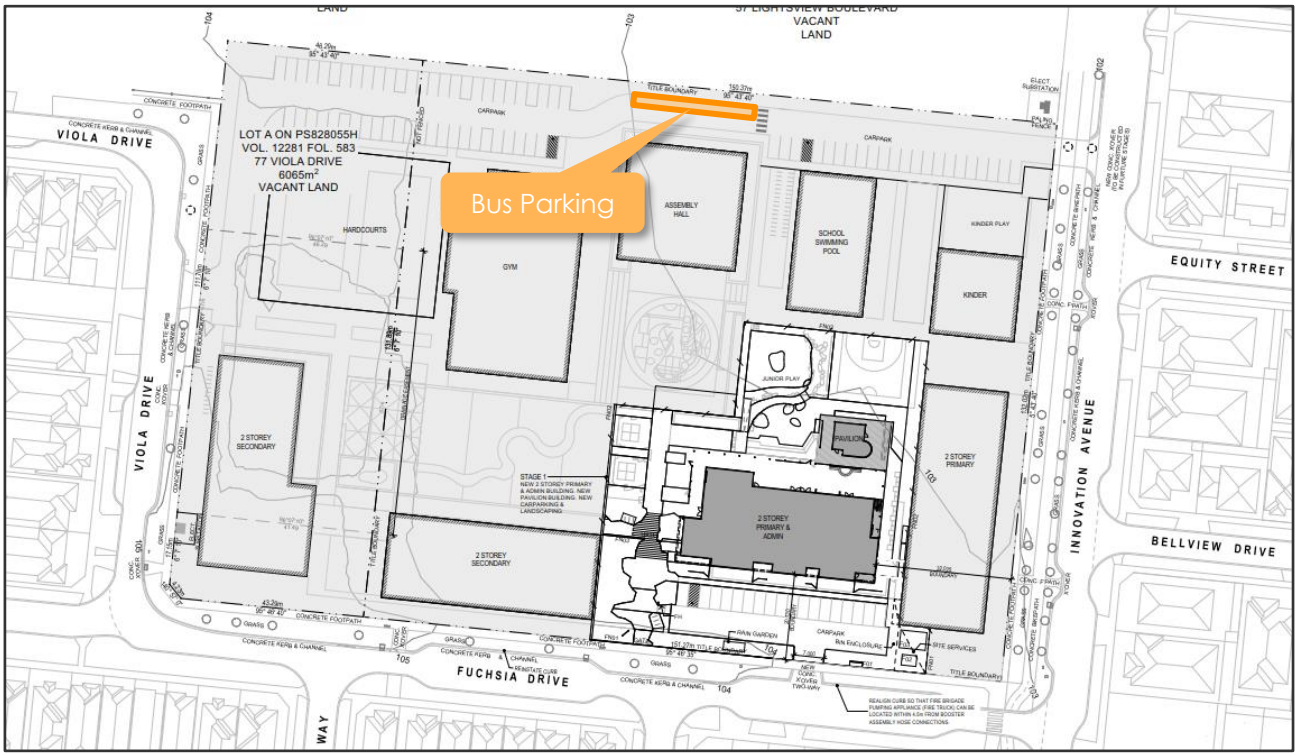
6.4.2 Ultimate

For the proposed Masterplan, all buses will be accommodated by the proposed internal accessway that runs along the northern boundary of the subject site.

Bus movements will be managed by the school, with access to be provided to the site from Viola Drive along the eastern boundary. A pick-up/drop-off area proposed between the two car parks, as shown below in Figure 17 below, with buses to exit the site onto Investigator Avenue on the eastern side of the site.

Furthermore, it has been advised that mini buses (up to 22 seater) will be used for school pick-up/drop-off, however, the school may require infrequent access by larger buses for other activities, such as excursions.

Figure 17 Ultimate Bus Parking Location



Swept path diagrams have been prepared demonstrating access and circulation for both a mini bus (22 seater) and a larger bus (coach) and are attached in Appendix A.

The preceding design assessment has considered the full development of the site as well as Stage 1.

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7 LOADING

Clause 65 (Decision Guidelines) of the Melton Planning Scheme identifies that "*Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*"

Given the proposed use of the site as a school, it is not considered practical or necessary to provide an on-site loading bay. It is expected that the majority of deliveries will occur via small vans and utility vehicles, which can utilise the on-site parking provided, or the on-street parking in the immediate vicinity.

The provision for loading is therefore considered appropriate for the full development of the site as well as Stage 1.

8 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Melton Planning Scheme, which specifies the following requirements for the proposed Stage 1 development. It is noted that students are expected to be even spread across the year levels, therefore 57 students are expected over year 4.

Table 4 Clause 52.34 – Bicycle Parking Requirements

Component	*No/Area*	*Requirement*	*Total*
Stage 1 (Primary school)	14 staff 57 students	1 space per 20 employees 1 space per 5 pupils (over year 4)	1 11
Total		**Staff** **Students**	**1** **11**

It is proposed to provide a total of 12 bicycle parking spaces within the on-site car park, available for both staff and student use.

Considering the above, the proposed provision of staff and student bicycle parking meets the requirements of the Planning Scheme and is therefore considered appropriate.

Furthermore, it is noted that no additional provision has been indicated for the overall site, however it is considered that there is sufficient room to provide additional bicycle parking on-site, in order to meet the statutory requirements for each stage of the masterplan as they are rolled out.

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9 CAR PARKING

9.1 Statutory Car Parking Requirements

9.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the Stage 1 development, in addition to the following stages of the Masterplan, are identified in Clause 52.06 of the Melton Planning Scheme, which specifies the following requirements for each of the stages of the proposed development.

Table 5 Clause 52.06 – Car Parking Requirements

Stage	Use	No.	Rate	Car Parking Measure	Total
Stage 1	Primary school	14	1	to each employee that is part of the maximum number of employees on the site at any time	14
Stage 2	Primary school	22	1	to each employee that is part of the maximum number of employees on the site at any time	22
Stage 3	Child care centre	50	0.22	to each child	11
	Secondary school	14	1.2	to each employee that is part of the maximum number of employees on the site at any time	16
Stage 4	Secondary school	14	1.2	to each employee that is part of the maximum number of employees on the site at any time	16
Total					**79**

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Based on the above calculations, 14 car parking spaces are required for the Stage 1 development, and a total of 79 parking spaces are required for overall Masterplan.

9.1.2 Proposed Car Parking Provision

It is proposed to provide a total of 14 car parking spaces to service the proposed Stage 1 development, which meets the Planning Scheme requirements outlined above.

Additionally, a total of 84 car parking spaces are also proposed for the overall Masterplan, which again meets the Planning Scheme requirements outlined above.

The provision of car parking is therefore considered to be appropriate to satisfy the parking demands generated by the development.

9.2 Accessible Car Parking

The National Construction Code specifies the minimum requirements for provision of accessible car parking. The proposed school, classified as a Class 9B building, requires provision of one accessible car space for every 100 car parking spaces or part thereof.

Noting the overall proposed provision of 84 car spaces on-site, the National Construction Code (NCC) requires at least one accessible car space on-site.

The proposed provision of one spaces during the Stage 1 development thus satisfies the NCC requirements.

9.3 Car Parking Review

A total of 14 car spaces are proposed to be provided during Stage 1, which as indicated above meets the Planning Scheme requirements for parking. However, for a more robust assessment of the parking, including the provision for the overall Masterplan, the following review of parking is provided.

The ultimate layout includes provision for 84 spaces, including 67 spaces located along the northern access road and 17 spaces within the car park in the south eastern corner of the site. It has been advised that in the ultimate arrangement, staff parking will be accommodated along the northern car park, and that the south-eastern car park will be available for student pick-up/drop-off.

However, it is expected that the majority of student pick-up/drop-off requirements will be accommodated along the school's frontage to Viola Drive, Fuchsia Drive, and Innovation Avenue, especially during Stage 1 of the proposed development.

Studies undertaken by **one**mile**grid** at other education facilities suggest a peak parking demand for 3.3% of student numbers during the AM drop off peak period, and a demand for 6.4% of the student numbers during the more critical PM pick up peak period. For Stage 1 of the development, this equates to an anticipated peak demand for 7 spaces during the AM peak, and 13 spaces during the PM peak. For the overall masterplan, the anticipated peak demand increases to 33 spaces during the AM peak, and 64 spaces during the PM peak.

It is noted that lower demands during the AM peak are reflective of shorter duration of parking, with students typically departing the vehicle in a matter of seconds once parked, combined with a greater spread of arrivals across the hour preceding the start of the school day. This contributes to a higher turnover for parking, and a lower demand for parking. During the PM peak, more parents/guardians will arrive before the end of the school day or will need to wait longer until the student arrives, resulting in a longer duration of stay, and a higher total demand for parking.

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As indicated in Figure 15, a total of 50 on-street parking spaces are provided on both sides of Innovation Avenue, Fuchsia Drive, and Viola Drive, along the overall site's frontage, which should comfortably accommodate the demand generated by student pick-up/drop-off during Stage 1. Furthermore, with the provision of an additional 17 spaces on-site for student pick-up/drop-off in the ultimate arrangement, an overall supply of 67 spaces will be provided, which should comfortably accommodate student pick-up/drop-off demand.

Additionally, considerations could be made to implement 5-minute parking restrictions along the site's frontages to Viola Drive, Fuchsia Drive and Innovation Avenue, between 8:30am-9:00am and 3:00pm-4:00pm, to assist with the turnover of parking of parking during the peak student pick-up/drop-off periods.

10 TRAFFIC

A detailed traffic model was prepared by Jacobs to inform the overall PSP road network planning. The modelling determined the level of traffic generated by the entire PSP area and subsequently determined the required road cross sections and intersection treatments throughout.

As the proposed development is generally consistent with the PSP, the level of traffic generated by the proposed development has already been considered and taken into account.

As such, it is expected that the traffic generated by the non-government school will be readily accommodated by the surrounding road network.

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11 CONCLUSIONS

It is proposed to develop the site for a school across a number of stages. The first stage is for the primary school component accommodating 200 students (prep – 6) and 14 staff, in accordance with Stage 1 of the proposed Masterplan, which also includes an expansion of the primary school, a secondary school and a kindergarten, and will accommodate a total of 995 students and 75 staff.

Considering the analysis presented above, it is concluded that:

- The car parking layout and access for Stage 1 and the overall masterplan have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- Bicycle parking is proposed in accordance with the Planning Scheme requirements, with sufficient room to provide additional parking to meet the statutory requirements for each stage of the masterplan
- Access for buses during Stage 1 and for the overall masterplan is considered appropriate;
- The proposed provision of car parking meets the statutory requirements and is considered acceptable;
- The overall provision of car parking for the proposed Masterplan also meets the statutory requirements;
- As the proposal is generally consistent with the PSP, it is expected that the traffic generated by the non-government school will be readily accommodated by the surrounding road network.
- There are no traffic engineering reasons which would preclude a permit from being issued for this proposal.

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Appendix A Swept Path Diagrams

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PROPOSED LINE MARKING

PASSENGER–VAN
AUSTROADS 2013 (AU)

FUCHSIA DRIVE

HONEYEATER DRIVE

CAD File: \\auvtsvr01\Company\Projects\2022\220899\Drawings\220899SPA100.dgn

Date Plotted: 19-12-2023 17:05:59

5.20
0.95 3.05
PASSENGER-VAN

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	6.0
Steering Angle	: 33.6

SWEPT PATH LEGEND
— — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
- - - - - - - - - 300mm CLEARANCE ENVELOPE SHOWN DOTTED

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Scale 1:200 @ A3 (0 1 2 4)

Drawing Title
26 INNOVATION AVENUE, ROCKBANK
VEHICLE SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

Designed	Approved	Melway Ref
DA	VG	222 J1

Project Number	Drawing Number	Revision
220899	SPA100	A

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AUSTROADS 2013 (AU)

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STANDARD DRAWING EDCM 501

PROPOSED LINE MARKING

FUCHSIA DRIVE

HONEYEATER DRIVE

5.20

0.95 3.05

PASSENGER-VAN

meters

Width	: 1.94
Track	: 1.84
Lock to Lock Time	6.0
Steering Angle	: 33.6

SWEPT PATH LEGEND

- — — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED
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Drawing Title
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PASSENGER – VAN
AUSTROADS 2013 (AU)

PASSENGER – VAN
AUSTROADS 2013 (AU)

BCC Garbage 9.8m
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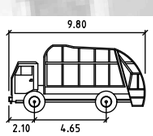
PROPOSED LINE MARKING

FUCHSIA DRIVE

HONEYEATER DRIVE

CAD File: \\auvlsvr01\Company\Projects\2022\220899\Drawings\220899SPA102.dgn

Date Plotted: 19-12-2023 17:06:40



BCC GARBAGE 9.8m	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 4.0
Steering Angle	: 35.8

SWEPT PATH LEGEND

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SWEPT PATH ANALYSIS

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VIOLA DRIVE

INNOVATION AVENUE

FUCHSIA DRIVE

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PROPOSED LINE MARKING

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BUS	meters	B99	meters
Width	: 2.50	Width	: 1.94
Track	: 2.50	Track	: 1.84
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 36.6	Steering Angle	: 33.9

SWEPT PATH LEGEND

— — — — DESIGN VEHICLE SWEPT PATHS SHOWN DASHED

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Scale
1:750 @ A3

0 3.75 7.5 15

Drawing Title
26 INNOVATION AVENUE, ROCKBANK
SITE ACCESS AND CIRCULATION
SWEPT PATH ANALYSIS

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VIOLA DRIVE

INNOVATION AVENUE

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STANDARD DRAWING EDCM 501

PROPOSED LINE MARKING

FUCHSIA DRIVE

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Date Plotted: 19-12-2023 17:07:19

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COASTER	meters	B99	meters
Width	: 2.30	Width	: 1.94
Track	: 1.90	Track	: 1.84
Lock to Lock Time	: 6.0	Lock to Lock Time	: 6.0
Steering Angle	: 37.8	Steering Angle	: 33.9

SWEPT PATH LEGEND

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