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Transport Assessment

Proposed Sports and Wellness Building
517-519 Orrong Road, Armadale

Prepared for
King David School

December, 2021

G30911R-01C

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Document Control

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1. Introduction

Traffix Group has been engaged by King David School to undertake a Transport Assessment for the proposed sports and wellness building at 517-519 Orrong Road, Armadale.

2. Proposal

The proposal is to build a two-storey sports and wellness building with an indoor multi-purpose court and viewing platform, along with a rooftop court and play area.

The sports and wellness building will replace an existing outdoor court, play area, storage shed, and result in changes to the on-site carpark. The sports and wellness building will be used in association with the existing education centre. The works will not result in any increase to the number of students or staff on-site.

Following the re-design of the on-site carpark, there will be no net change to car parking (i.e. 35 car spaces will remain post-development).

The carpark to the west of the sports stadium will reduce from 25 spaces to 13 spaces (i.e. loss of 12 spaces), and one of the existing angle spaces on the east side of the existing (synthetic) grass playing field will also be removed to allow for circulation around the corner when considering the new sports centre structure.

A new car parking area to the south of the existing grass playing field will be created, which will accommodate 13 new spaces, including one DDA space. Given 13 spaces are being lost, this represents no net change to overall car parking numbers.

Figure 1 shows the post-development site layout, including the updated car parking arrangements.

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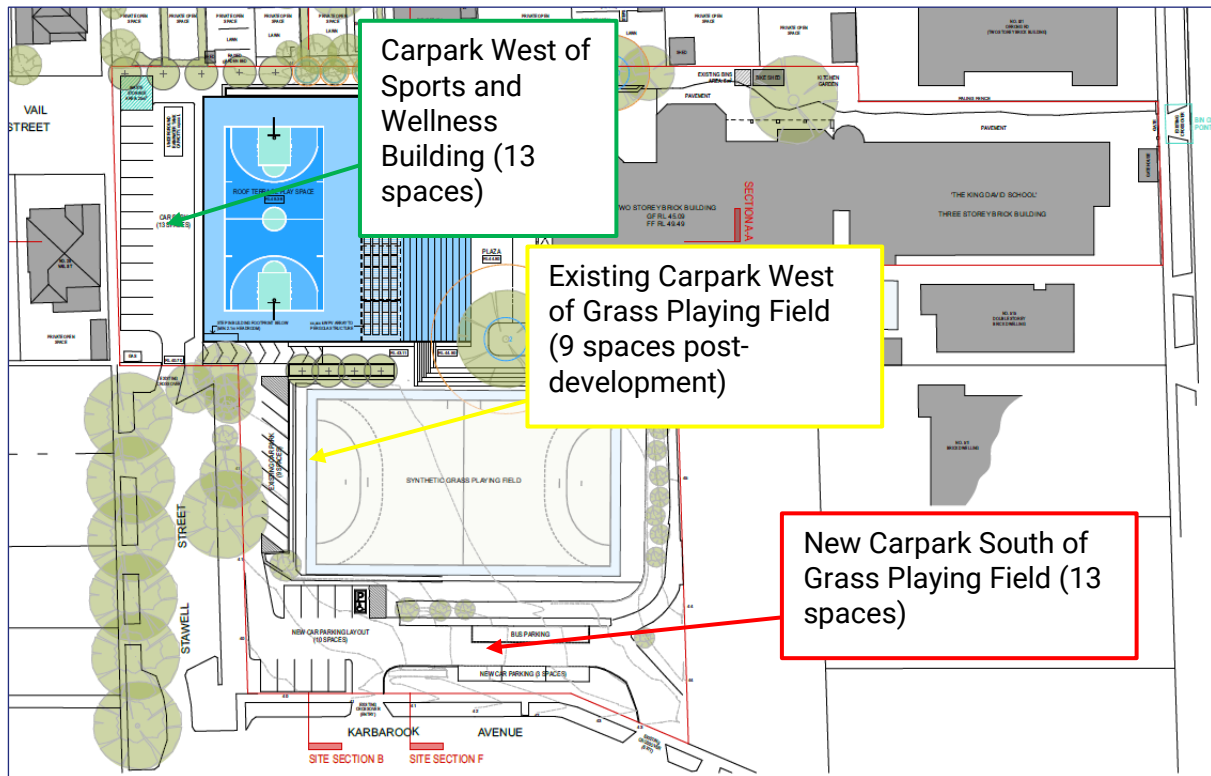


Figure 1: Site layout

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3. Existing Conditions

3.1. Subject Site

The subject site is 517-519 Orrong Road, Armadale. The table below summarises the key characteristics of the subject site.

Table 1: Subject Site Description

Characteristic	Description
Address	517-519 Orrong Road, Armadale
Area	9,600m ²
Frontages	15m to Vale Street 18m to Stawell Street 68m to Karbarook Avenue 25m to Orrong Road
Zoning	Neighbourhood Residential Zone – Schedule 3 (NRZ3) General Residential – Schedule 3 & 12 (GRZ 3 & GRZ 12)
Current use of site	King David School – Senior Campus
Existing car parking and loading provision	25 car spaces on-site to the west of the outdoor sports ground 10 angled car spaces on-site to the south of the outdoor sports ground Bus bay at the south-west corner of the site
Vehicle access	Single width crossover to Stawell Street 2 x single width crossovers to Karbarook Avenue (one entry, one exit), which operate in a clockwise loop Single width crossover to Orrong Road
On-street parking along site frontage	8 unrestricted spaces along Karbarook Avenue 13 unrestricted spaces along Stawell Street No parking (due to 'No Stopping' restrictions) along Orrong Road

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A locality plan, overall aerial photograph, aerial of the sports and wellness building location, and land use zoning map is provided at Figure 2 to Figure 5. Significant nearby land uses include:

- **King David School – Primary Campus** located 400m south-east.
- **Toorak Park** located 550m north.
- **St Kilda Cemetery** located 650m south-west.

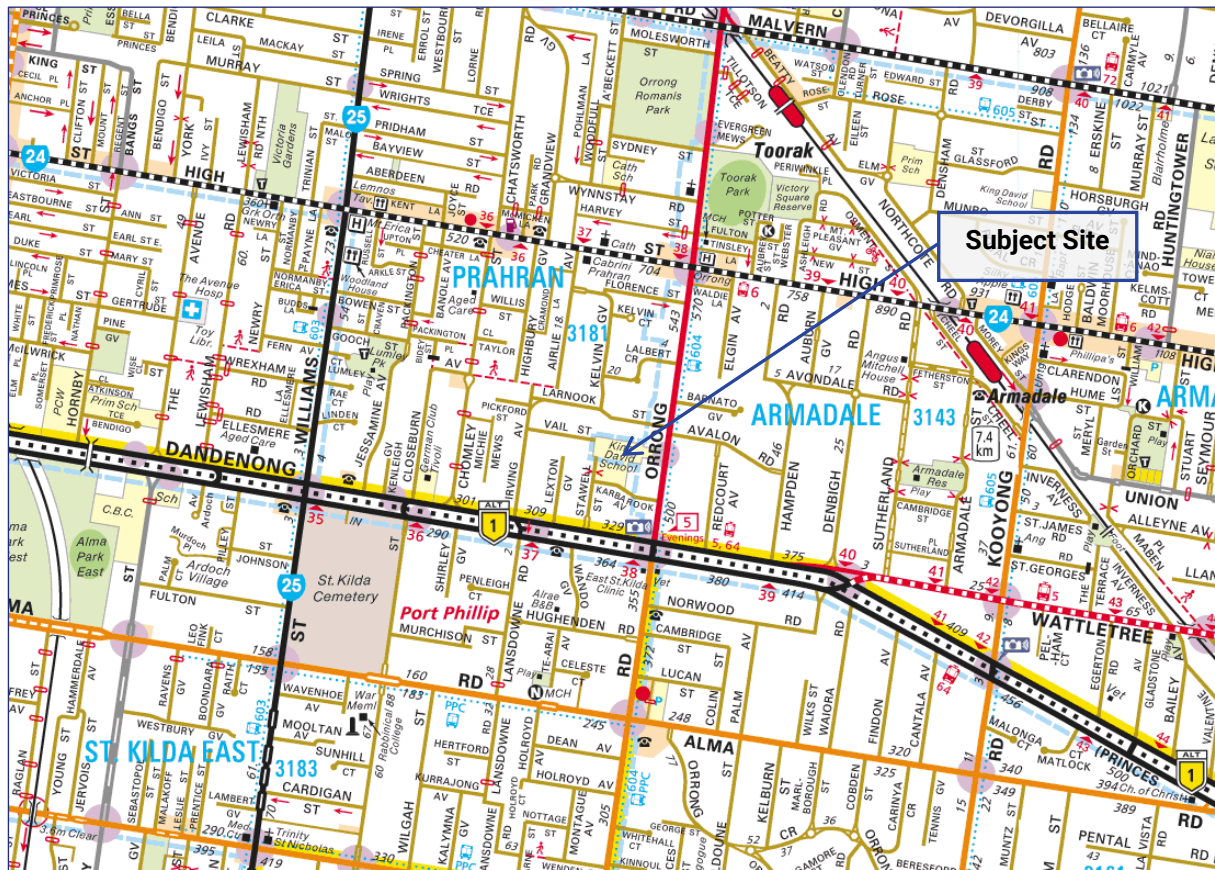


Figure 2: Locality Plan (Source: Melway Online)

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Figure 3: Aerial Photograph of Site (Source: Nearmap)

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Figure 4: Aerial Photograph of Sports and Wellness Building Location (Source: Nearmap)

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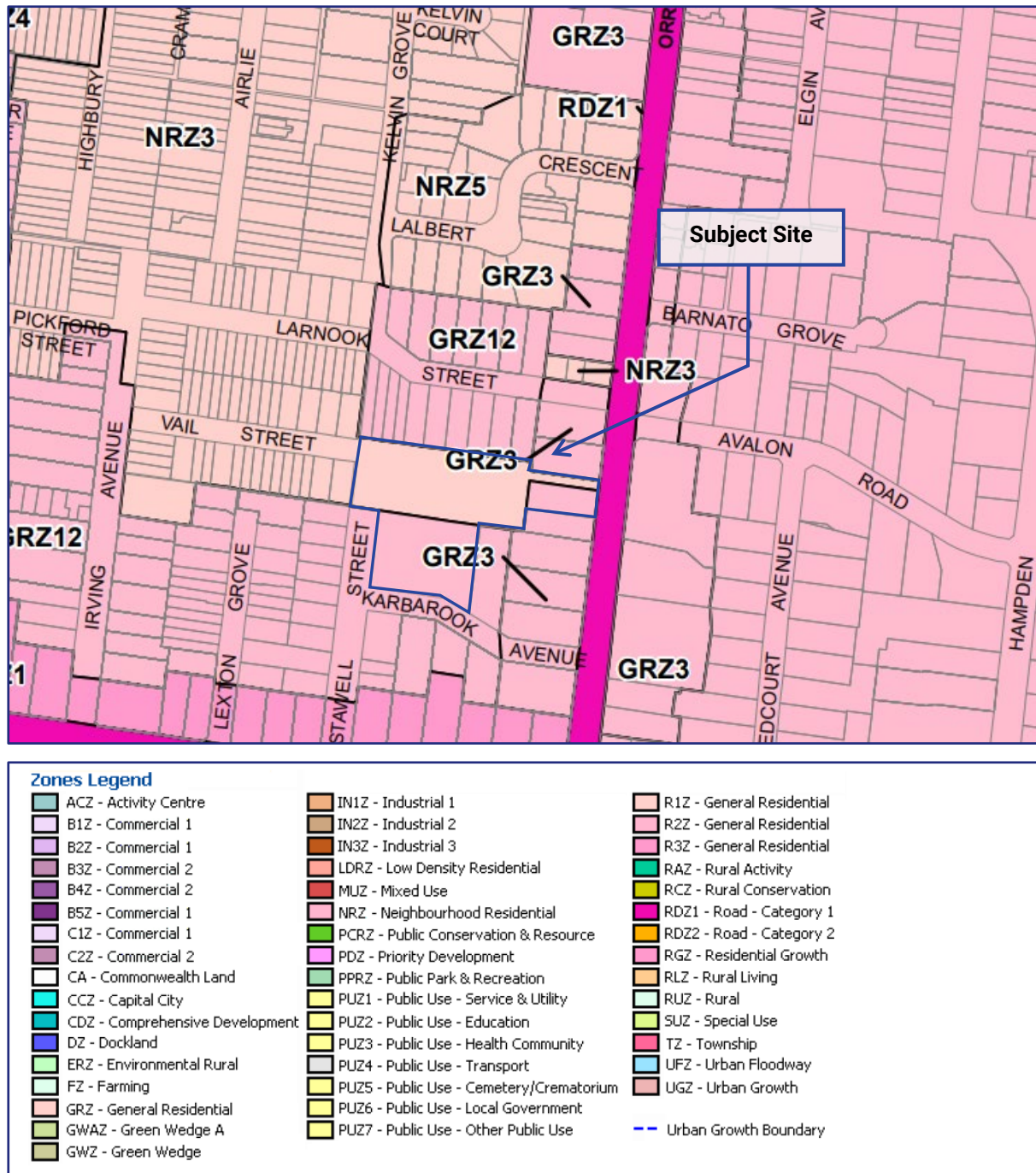


Figure 5: Land Use Zoning Map (Source: Planning Schemes Online)

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3.2. Transport Network

3.2.1. Road Network

The subject site directly abuts Orrong Road, Stawell Street and Karbarook Street. A summary of the local road network is provided in the table below.

Table 2: Local Road Network

Road Name	Agency	Classification	Road Zone	Configuration	Speed Limit	Parking
Orrong Road	DoT	Arterial Road	Cat. 1	Single carriageway with traffic and parking lane in each direction	40km/h 8am-9:30am, 2:30pm-4pm School Days, 60km/h all other times	Both sides Clearway Mon-Fri 7-9am west side, 4-6pm east side Otherwise, unrestricted
Stawell Street ¹	Council	Local Road	No	12.4m carriageway	40km/h	Unrestricted both sides
Karbarook Street	Council	Local Road	No	8.0m carriageway	40km/h	Unrestricted both sides ²

Notes:

1. At Dandenong Road, access is limited to left-in/out only
2. Due to the carriageway width, the road can accommodate parking on one side of the road, and simultaneous two way traffic flow, or parking on both sides of the road, and a single shared lane for traffic

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Transport Assessment

517-519 Orrong Road, Armadale

3.2.2. Car Parking Conditions

Traffic Group completed an inventory of on-street parking during the site inspection on Tuesday 9th November, 2021 at 10am.

The purpose of the inventory was to ascertain the supply and management of car parking in the area, not the demand. As set out at Section 4.1, the development satisfies its statutory requirements. Accordingly, the demand for on-street car parking is not a strong consideration for this proposal.

The detailed parking inventory is presented at Appendix B. The survey area is presented in the figure below.

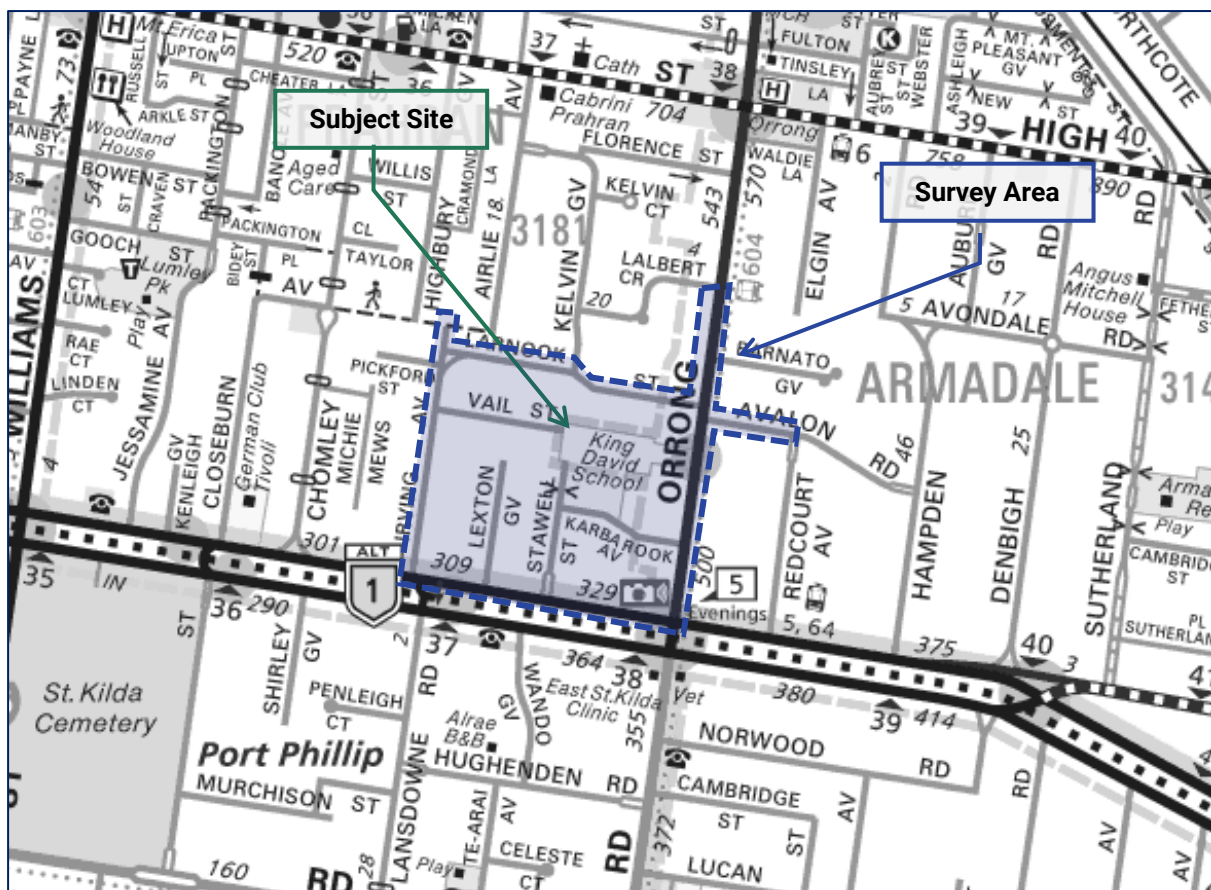


Figure 6: Parking Survey Inventory (Source: Melway Online)

The key findings of the inventory were:

- There are 375 on-street car spaces within approximately 200m of the subject site.
- Parking is mostly unrestricted, with a small amount of short-term (2P) parking.
- Clearways apply to Orrong Road in the peak direction (7-9am on the west side and 4:30-6:30pm on west side, Mon-Fri only).
- There are a total of 21 car spaces along the site's combined frontages including:
 - 8 unrestricted spaces along Karbarook Avenue

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- 13 unrestricted spaces along Stawell Street
- No parking (due to 'No Stopping' restrictions) along Orrong Road

3.2.3. Public Transport

The site is well served by public transport services, with train, tram and bus services available in the nearby area. The site is located within the Principal Public Transport Network area (PPTN).

The diagram below illustrates the location of the nearest public transport service and the walking distance/time to these stops. A summary of services is provided at Table 3.

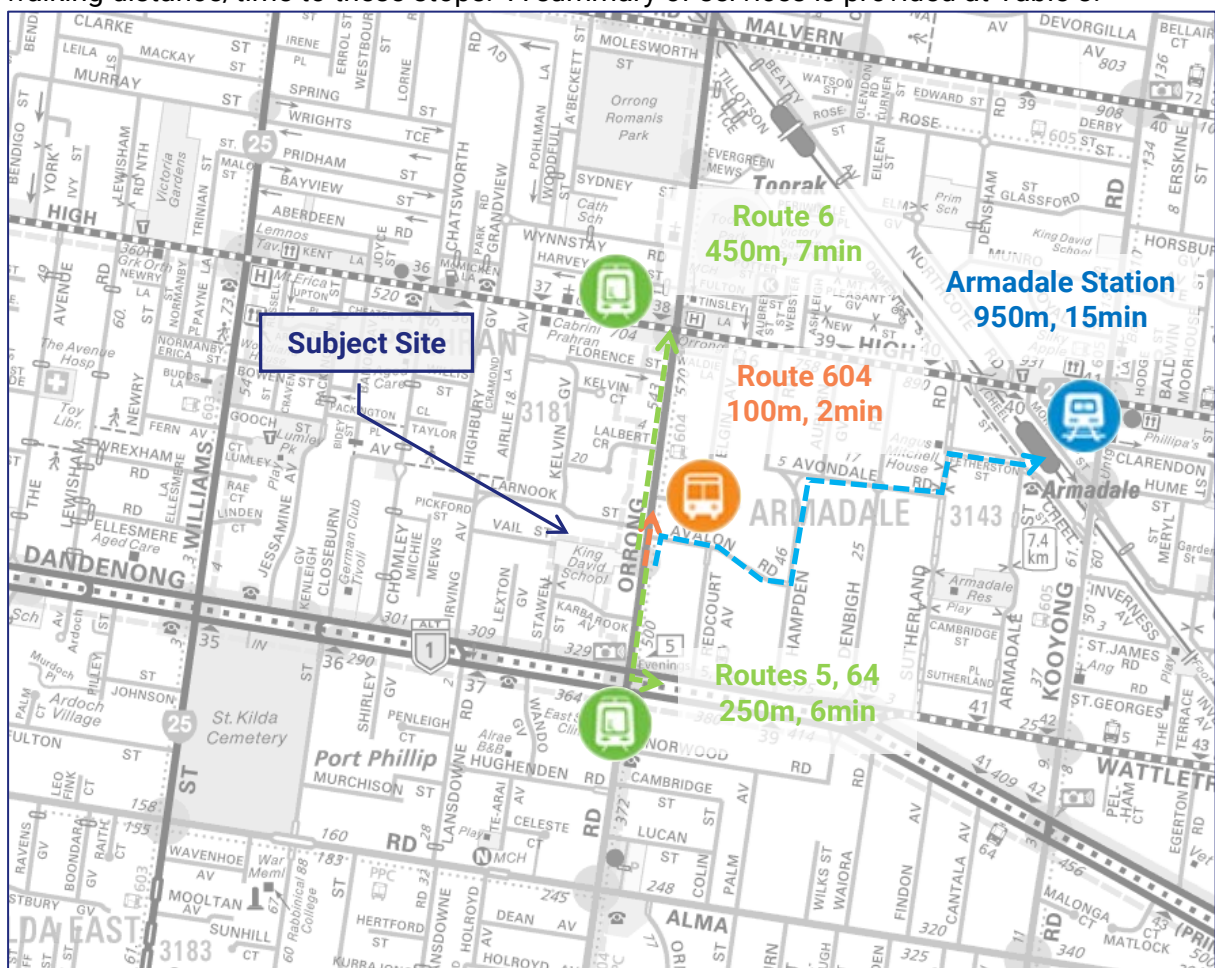


Figure 7: Walking Distance to Nearest Public Transport Stops (Source: Melway Online & PTV)

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Transport Assessment

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Table 3: Summary of Public Transport Services

Service	Between	Via
Tram Route 5	Melbourne Uni & Malvern	City, Windsor & Armadale
Tram Route 6	Moreland & Glen Iris	Brunswick, City & Armadale
Tram Route 64	Melbourne Uni & East Brighton	City, Windsor & Caulfield South
Bus Route 604	Gardenvale & Alfred Hospital	Toorak
Armadale Station	Frankston Line	Richmond, South Yarra & Caulfield

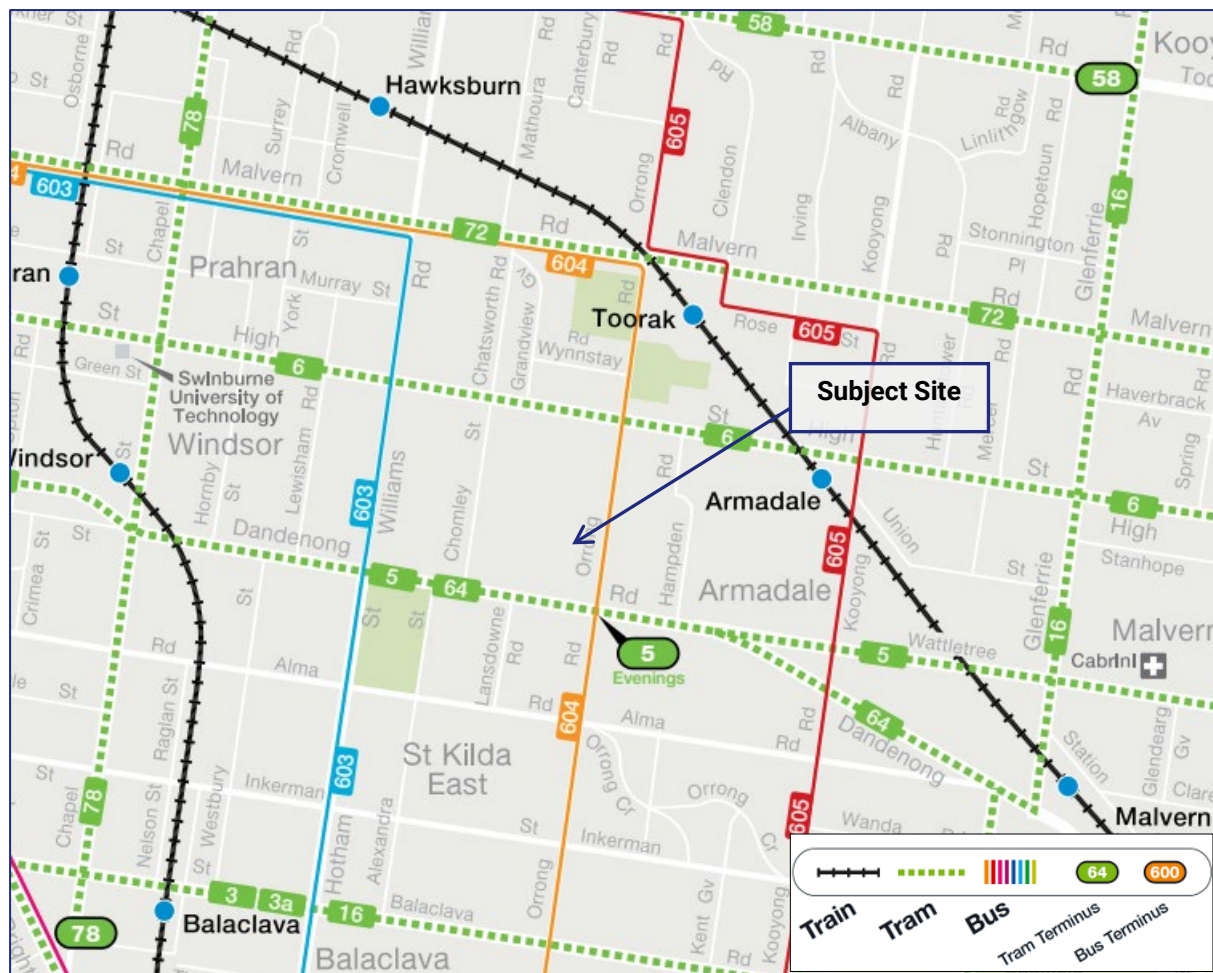


Figure 8: Public Transport Map (Source: PTV)

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4. Traffic Engineering Assessment

4.1. Statutory Car Parking Assessment

The sports and wellness building is intended for use in association with the existing education centre on-site (which falls under the land-use category of 'secondary school' under Clause 73.03 of the Planning Scheme). The Planning Scheme sets out the parking requirements for new developments under Clause 52.06.

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

Clause 52.06-3 of the Planning Scheme states that a permit is not required under the following circumstances:

- *The number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the new use is less than or equal to the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay for the existing use of the land.*
- *The number of car parking spaces currently provided in connection with the existing use is not reduced after the new use commences.*

The statutory parking requirements are set out at Clause 52.06-5 of the Planning Scheme. The site is located within the Principal Public Transport Network area and accordingly the Column B parking rates apply.

The car parking rate for secondary school is 1.2 car spaces to each employee that is part of the maximum number of employees on the site at any one time.

The proposed sports and wellness building will not result in an increase in the number of staff on-site, and accordingly, there is no requirement to provide any new car spaces under Clause 52.06-5.

No car parking is being lost and post-development 35 car spaces will remain on-site.

Accordingly, a permit is not required under Clause 52.06-3.

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Transport Assessment

517-519 Orrong Road, Armadale

4.2. Bicycle Parking Provision

Clause 52.34 of the Planning Scheme specifies bicycle parking requirements for new developments. The purpose of Clause 52.34 is to:

- *To encourage cycling as a mode of transport.*
- *To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.*

Clause 52.34-1 states the following in regard to the requirement to provide bicycle parking:

A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.

Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.

For secondary schools, the number of car spaces is based on the number of employees and number of students (1 per 20 staff member, and 1 per 5 students).

Both the number of staff and number of students is not increasing as a result of proposed sports and wellness building.

Accordingly, there is no trigger under Clause 52.34 to provide any further bicycle parking.

4.3. Review of Carpark Layout and Vehicle Access Arrangements

Traffix Group has provided design advice to the project architect to achieve a satisfactory carpark layout. The proposed parking layout has been assessed under Clause 52.06-9 and AS2890.1-2004 – Part 1: Off-Street Car Parking, where relevant.

The overall number of spaces at the school will be maintained, with the main difference being that the carpark west of the west of the sports hall will be reconstructed, and an additional 13 car spaces will be provided to the south of the existing grass playing field.

Design Standard 1 - Accessways

Access to the on-site carpark will continue to be via the existing crossover to Stawell Street, with the main change being the internal car parking layout.

To navigate the around the new sports centre, vehicles accessing the existing angled parking on the west side of the outdoor sports field will need to be undertake a corrective manoeuvre. Swept path diagrams are attached at Appendix C demonstrating this manoeuvre. The presence of this pinch point is due to the constraints of the sports hall (given that indoor basketball/netball courts have standard sizing that cannot be varied for regulatory reasons), this corrective manoeuvre is unavoidable.

Given that this movement will only be undertaken by staff of the school who will be familiar with the arrangements, and will be infrequently undertaken (i.e. only at the start of the day as staff arrive), we are satisfied that these arrangements are acceptable. Allowing this manoeuvre allows the existing angled parking on the west side of the outdoor sports field to be maintained.

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Vehicles will pass beneath a cut out in the sports centre, which will have a minimum headroom clearance of 2.1m, in accordance with Clause 52.06-9.

Design Standard 2 – Car Parking Spaces

Post-development, there will be three carparks:

- The carpark to the west of the new indoor sports and wellness building (new carpark)
- The carpark to the west of the existing outdoor playing field (existing carpark)
- The carpark to the south of the existing outdoor playing field (new carpark)

The carpark to the west of the new indoor sports and wellness building will replace the existing carpark in the same location, with the layout modified to accommodate the building structure. All car parking spaces within this carpark will be 2.6m wide and 4.9m long, and access via a 6.4m crossover, in accordance with Clause 52.06-9.

The carpark to the west of the existing outdoor playing field will remain mostly unchanged, with the only modification being the removal of the northmost space to facilitate the turning manoeuvre around the corner (as described above).

Although these car spaces do not technically comply with the current requirements of Clause 52.06-9, there is no requirement under Clause 52.06 to re-assess the dimensions of existing car spaces. Our site visit found that these car spaces are functional and it is reasonable to leave these spaces unchanged.

The carpark to the south of the existing outdoor playing field will be a newly constructed area and will include 9 standard car spaces (i.e. 90° spaces), 1 DDA space and 3 parallel spaces.

- The standard car spaces will be 2.6m wide and 4.9m long, and access via a 6.4m crossover, in accordance with Clause 52.06-9.
- The one proposed DDA space will also be constructed in accordance with AS2890.6-2009.
- The 3 parallel spaces will be 6.7m long, 2.3m wide and be accessed via a 3.6m wide aisle, in accordance with Clause 52.06-9.

Accordingly, this new carpark area fully complies with the Planning Scheme and Australian Standard requirements (where necessary).

This carpark will also include a bus parking area, which effectively shifts the existing bus parking area slightly east from its existing location.

Design Standard 3 – Gradients

Grades within the site generally flat and all car parking areas and accessways will accord with the gradient requirements of Clause 52.06-9.

Based on the above, we are satisfied that the design and layout of the carpark and vehicle accessways complies with the objectives of Clause 52.06 and the Australian Standards, where relevant.

4.4. Loading and Waste Collection Arrangements

4.4.1. Loading

Clause 65.01 of the Planning Scheme states that the Responsible Authority must consider a number of matters as appropriate including:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*

Loading arrangements associated with the school will be largely unchanged, and will mostly be related to bus trips to/from the school. Buses use the existing porte-cochere arrangement accessed via Karbarook Avenue, which will not be modified.

4.4.2. Waste Collection

A Waste Management Plan has been prepared by Leigh Design (dated December, 2021), which sets out that waste collection is to occur along the site's frontage to Orrong Road by Council's existing services. Bins will be transferred to and from the site's Orrong Road frontage on the day of collection, which represents a continuation of the existing waste collection arrangements.

Accordingly, we satisfied that the waste collection arrangements are acceptable.

4.5. Traffic Impact Assessment

Given that it is not proposed to increase the number of students or staff on-site, we do not consider that there will be an increase in traffic as a result of the proposed indoor sports and wellness building.

There will be 13 spaces at the south of the site that drivers are expected to access directly from Karbarook Street (rather than the Stawell Street access under the current site layout). These do not represent new vehicle trips, and would only fractionally increase the level of traffic along Karbarook Street (noting that some staff may already utilise Karbarook Street to access the Stawell Street access). Accordingly, we are satisfied that there would be no perceivable change to traffic conditions in the surrounding local road network.

Based on the above, we do not consider that the traffic impacts to be a significant issue for the development.

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5. Conclusions

Having undertaken a detailed traffic engineering assessment of the proposed sports and wellness building, we are of the opinion that:

- a) the proposed construction of an indoor sports and wellness building for the secondary school does not trigger a permit requirement for car parking under Clause 52.06, as the number of staff and students is not increasing, and no car parking is lost,
- b) the proposed carpark layout and vehicle access arrangements accord with the requirements of the Planning Scheme, Australian Standards (where relevant) and current practice,
- c) no further bicycle parking is required under Clause 52.34 of the Planning Scheme,
- d) the continuation of the existing loading and waste collection arrangements are appropriate,
- e) we do not anticipate the proposed sports and wellness building to increase the level of traffic generated by the site, and
- f) there are no traffic engineering reasons why a planning permit for the proposed sports and wellness building at 517-519 Orrong Road, Armadale should be refused.

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Appendix A

Development Plans

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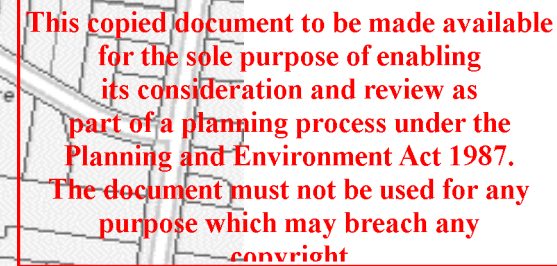


Appendix B

Parking Survey

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Surveyed By: James Young

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Tuesday 9th Nov, 2021
				10am
ON-STREET CARPARKING				
Map Ref.	KARBAROOK AVENUE			
	North Side			
A	Stawell Street to EB #517-519 (Subject Site)	No Stopping	-	0
		Unrestricted	8	5
		No Stopping	-	0
	EB #517-519 to Orrong Road	No Stopping	-	0
		Unrestricted	9	9
		No Stopping	-	0
South Side				
B	Orrong Road to EB #4	No Stopping	-	0
		Unrestricted	8	7
	EB #4 to Stawell Street	Unrestricted	9	4
		No Stopping	-	0
KARBAROOK AVENUE		Capacity	34 - 34	34
		Total Number of Cars Parked		25
		Total Number of Vacant Spaces		9
		Percentage Occupancy		74%
Map Ref.	STAWELL STREET			
	West Side			
C	END to Narrow Section	No Stopping	-	0
		Unrestricted	5	4
	Narrow Section to Dandenong Road	Unrestricted	11	6
		No Stopping	-	0
East Side				
D	Dandenong Road to Karbarook Avenue	No Stopping	-	0
		Unrestricted	13	7
		No Stopping	-	0
E	Karbarook Avenue to END (Subject Site)	No Stopping	-	0
		Unrestricted	13	8
		No Stopping	-	0
STAWELL STREET		Capacity	42 - 42	42
		Total Number of Cars Parked		25
		Total Number of Vacant Spaces		17
		Percentage Occupancy		60%

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Surveyed By: James Young

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Tuesday 9th Nov, 2021	
				10am	
Map Ref.	ORRONG ROAD				
	West Side	Clearway 7am-9am Mon-Fri			
F	Lalbert Court to Larnook Street	No Stopping	-	0	
		Unrestricted all other times	3	1	
		Bus Zone 6pm-11pm	2	0	
		Unrestricted all other times	2	1	
		No Stopping	-	0	
G	Larnook Street to NB #517-519	No Stopping	-	0	
		Unrestricted all other times	2	1	
		No Stopping	-	0	
	NB #517-519 to Pedestrian Signals (Subject Site)		No Stopping	-	0
	Pedestrian Signal to Karbarook Avenue	No Stopping	-	0	
		Unrestricted all other times	6	4	
No Stopping		-	0		
H	Karbarook Avenue to Dandenong Road	No Stopping	-	0	
		Unrestricted all other times	5	1	
		No Stopping	-	0	
	East Side	Clearway 4:30am-6:30pm Mon-Fri			
I	Dandenong Road to Pedestrian Signals	No Stopping	-	0	
		Bus Zone	-	0	
		Unrestricted all other times	20	8	
		No Stopping	-	0	
	Pedestrian Signals to Avalon Road	No Stopping	-	0	
		Unrestricted all other times	2	1	
No Stopping		-	0		
J	Avalon Road to Barnato Grove	No Stopping	-	0	
		Unrestricted all other times	3	1	
		No Stopping	-	0	
ORRONG ROAD		Capacity	45 - 45	45	
		Total Number of Cars Parked		18	
		Total Number of Vacant Spaces		27	
		Percentage Occupancy		40%	

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Surveyed By: James Young

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Tuesday 9th Nov, 2021
				10am
Map Ref.	LARNOOK STREET			
	North Side			
K	Irving Avenue to WB #11	No Stopping	-	0
		Unrestricted	12	5
	WB #11 to Kelvin Grove	Unrestricted	8	7
		No Stopping	-	0
L	Kelvin Grove to Orrong Road	No Stopping	-	0
		Unrestricted	13	8
		No Stopping	-	0
South Side				
M	Orrong Road to EB #46	No Stopping	-	0
		Unrestricted	19	11
		No Stopping	-	0
	EB #46 to EB #32	No Stopping	-	0
	EB #32 to EB #8	Unrestricted	14	7
	EB #8 to Irving Avenue	No Stopping	-	0
LARNOOK STREET		Capacity	66 - 66	66
		Total Number of Cars Parked		38
		Total Number of Vacant Spaces		28
		Percentage Occupancy		58%
Map Ref.	VAIL STREET			
	North Side			
N	Irving Avenue to WB #21	No Stopping	-	0
		Unrestricted	14	11
	WB #21 to END	Unrestricted	4	3
		No Stopping	-	0
South Side				
O	END to WB #8	No Stopping	-	0
		Unrestricted	10	7
	WB #8 to Irving Avenue	Unrestricted	6	2
		No Stopping	-	0
VAIL STREET		Capacity	34 - 34	34
		Total Number of Cars Parked		23
		Total Number of Vacant Spaces		11
		Percentage Occupancy		68%
Map Ref.	AVALON ROAD			
	North Side			
P	Orrong Road to MB #5	No Stopping	-	0
		2P 9am-6pm Mon-Fri	1	1
		No Stopping	-	0
		2P 9am-6pm Mon-Fri	6	4
South Side				
Q	Redcourt Avenue	No Stopping	-	0
		Unrestricted	8	8
		No Stopping	-	0
AVALON ROAD		Capacity	28 - 28	28
		Total Number of Cars Parked		13
		Total Number of Vacant Spaces		15
		Percentage Occupancy		46%

Surveyed By: James Young

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Tuesday 9th Nov, 2021
				10am
Map Ref.	DANDENONG ROAD			
	North Side	Clearway 4pm-6:30pm Mon-Fri		
R	Orrong Road to Stawell Street	No Stopping	-	0
		Unrestricted all other times	15	1
		No Stopping	-	0
S	Stawell Street to Lexton Grove	No Stopping	-	0
		Unrestricted all other times	4	0
		No Stopping	-	0
T	Lexton Grove to Irving Avenue	No Stopping	-	0
		Unrestricted	3	1
		No Stopping	-	0
DANDENONG ROAD		Capacity	22 - 22	22
		Total Number of Cars Parked		2
		Total Number of Vacant Spaces		20
		Percentage Occupancy		9%
Map Ref.	IRVING AVENUE			
	West Side			
U	Dandenong Road to NB #5	No Stopping	-	0
		Unrestricted	10	10
	NB #5 to NB #17	Unrestricted	16	10
	NB #17 to Pickford Street	Unrestricted	4	2
		No Stopping	-	0
V	Pickford Street to END	No Stopping	-	0
		Unrestricted	7	5
		No Stopping	-	0
East Side				
W	END to Larnook Street	No Stopping	-	0
		Unrestricted	5	3
		No Stopping	-	0
X	Larnook Street to Vail Street	No Stopping	-	0
		Unrestricted	8	6
		No Stopping	-	0
Y	Vail Street to NB #10	No Stopping	-	0
		Unrestricted	12	11
	NB #10 to Dandenong Road	Unrestricted	14	10
		No Stopping	-	0
IRVING AVENUE		Capacity	76 - 76	76
		Total Number of Cars Parked		57
		Total Number of Vacant Spaces		19
		Percentage Occupancy		75%

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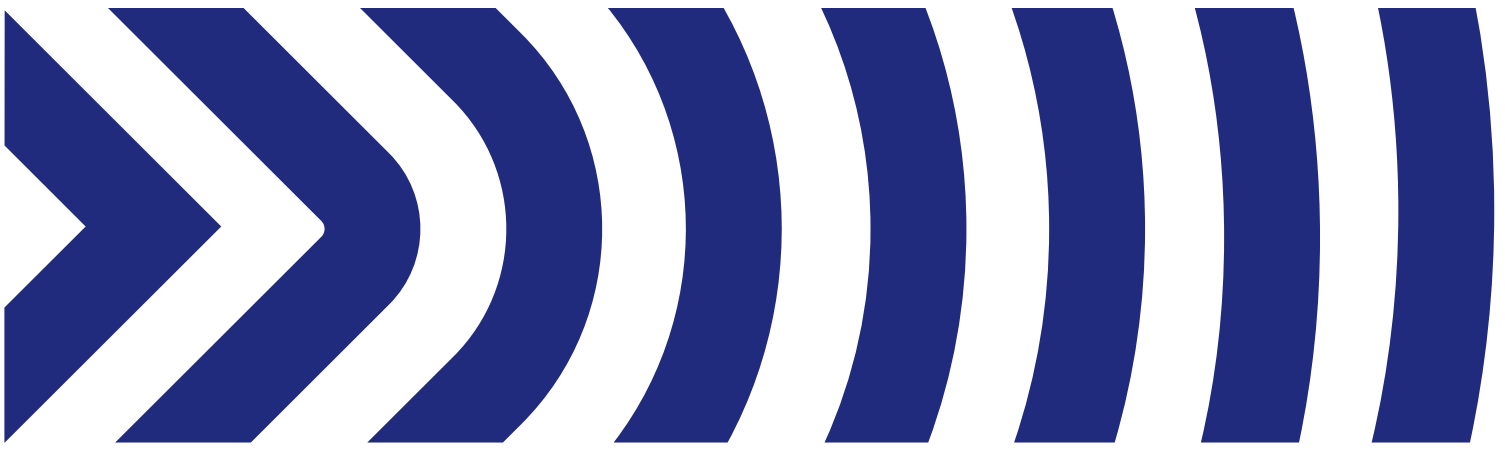
Surveyed By: James Young

Survey Dates & Times: See below

Location		Restriction	Capacity Min - Max	Tuesday 9th Nov, 2021 10am
Map Ref.	LEXTON GROVE			
	West Side			
Z	Dandenong Road to END	No Stopping	-	0
		Unrestricted	7	4
		No Stopping	-	0
		Unrestricted	6	6
		No Stopping	-	0
East Side				
AA	END to Dandenong Road	No Stopping	-	0
		Unrestricted	15	11
		No Stopping	-	0
LEXTON GROVE		Capacity	28 - 28	28
		Total Number of Cars Parked		21
		Total Number of Vacant Spaces		7
		Percentage Occupancy		75%
SUMMARY ==> ON-STREET CARPARKING				
Car Parking Supply			375 - 375	375
Total Number of Cars Parked				222
Total Number of Vacant Spaces				153
Percentage Occupancy				59%
Note: Public parking includes spaces that are available to the general public and excludes 'No Stopping', 'Loading Zones' and 'No Parking' areas, etc., during the relevant enforcement periods				
LEGEND: Public Parking				
Not available to the general public				
Not Available, illegally parked cars included in analysis				
No Stopping/ Other No Parking				

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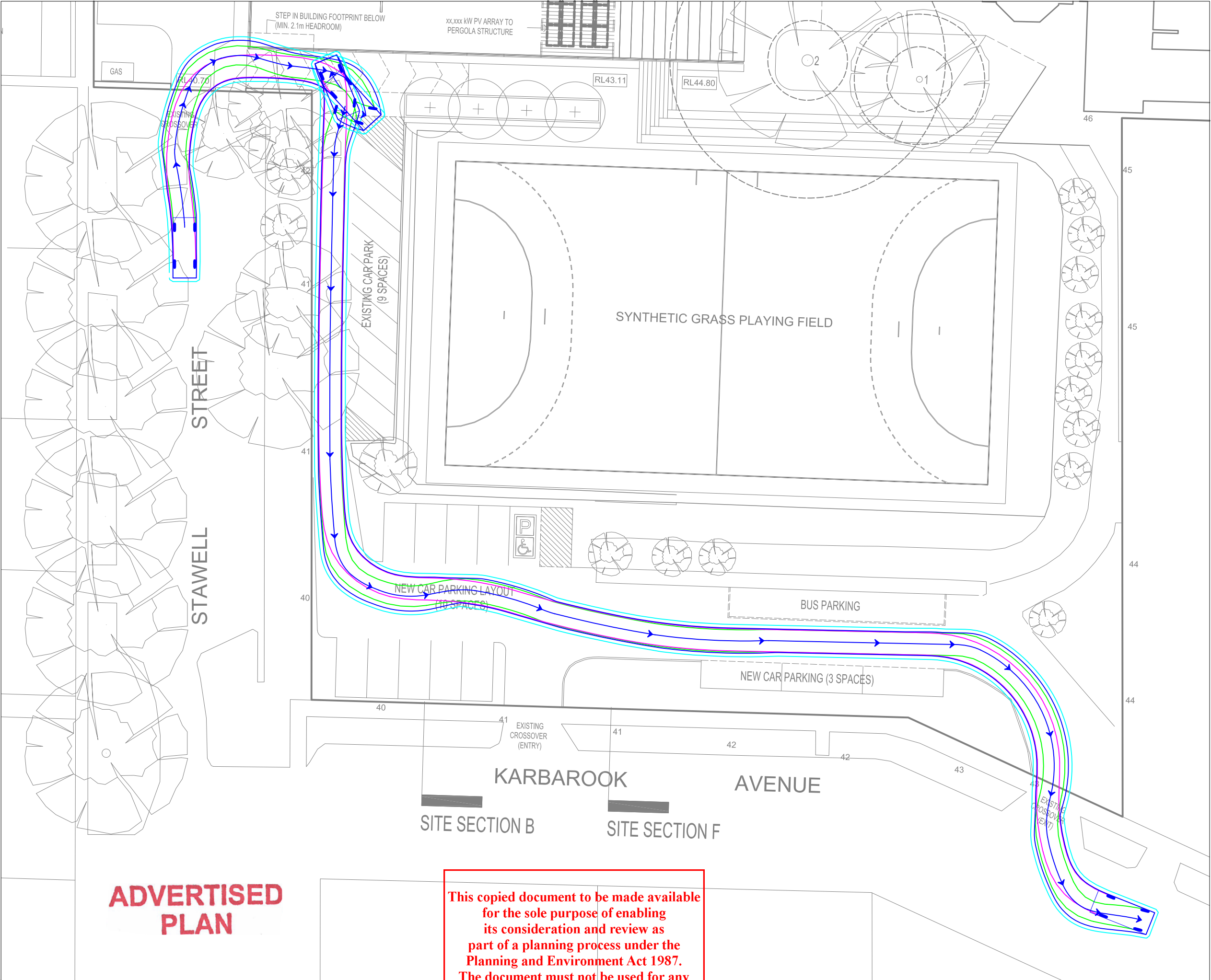


Appendix C

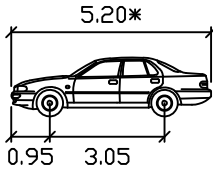
Swept Path Diagrams

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VEHICLE USED IN SIMULATION
(VEHICLE SPEED - 5KM/H)



99th percentile
(AS/NZS 2890.1:2004)

Width : 1.94
Track : 1.84
Kerb to Kerb Radius 12.5m

* actual template based on 'relevant longitudinal dimensions that affect swept path' as set out in Section B2.1 of AS/NZS 2890.1:2004

LEGEND

- REAR WHEELS
- FRONT WHEELS
- VEHICLE BODY
- BODY CLEARANCE

**517-519 ORRONG ROAD,
ARMADALE**
PROPOSED SPORTS FACILITY

GENERAL NOTES:

BASE INFORMATION FROM:
19-107_211209_PROPOSED SITE PLAN.dwg
PREPARED BY Jackson Clements Burrows Architects

DESIGNED BY
J. YOUNG

CHECKED BY
L. FURNESS

REV DATE
A 09/12/2021

NOTES
TOWN PLANNING

FILE NAME: G30911-01
SHEET NO.: 01



SCALE: 1:300 (A3)

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