

Traffic Impact Assessment Report

Addendum

St Paul's Anglican Grammar School, Drouin
Campus

McGlone Road, Longwarry North

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St Paul's Anglican Grammar School

November 2023

Document Issue Record

Project:	St Paul's Anglican Grammar School, Drouin Campus – Traffic Impact Assessment Report Addendum			
Project Number:	20013			
Client:	St Paul's Anglican Grammar School			
Filename:	20013 St Pauls AGS TIAR			
Issue	Date	Prepared by:	Checked by:	Approved by:
A	28/11/23	Matthew Lam	Michael Marsicovetere	Michael Marsicovetere
Description:	Final – Council Submission.			

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1 INTRODUCTION

1.1 Background

Transport & Traffic Solutions Pty Ltd (T&TS) was engaged by St Paul's Anglican Grammar School, to prepare a Traffic Impact Assessment Report (TIAR) dated 2 August 2021 for the development of part Lot 2, PS829788F, McGlone Road, Longwarry North into a Primary School (St Paul's Anglican Grammar School Drouin Campus).

Since the issue of the TIAR, a planning permit (permit No. PA2101304) was issued by Baw Baw Shire Council on the 14 February 2022 for the *"Use and development of the land for a primary school (including an ancillary early learning centre), associated works and native vegetation removal, in accordance with the endorsed plans."*

St Paul's Anglican Grammar School Drouin Campus (SPAGSDC) is now proposing to amend the existing permit to allow changes to the car park, waste collection area, bicycle parking, and vehicle and pedestrian access points and to respond to "Condition 1 a, b, c, f, and g Amended Plans" of the permit.

Therefore, SPAGSDC has requested that T&TS prepare an addendum to the original TIAR that provides a summary of the proposed traffic engineering changes due to the amended Masterplan.

This addendum should be read in conjunction with the SPAGSDC TIAR dated 2 August 2021 produced by T&TS.

1.2 Aim of this Report

The aim of this report is to assess what impact the amended Masterplan will have on the proposed vehicle, pedestrian, and cyclist access points and if the car parking and bicycle facilities provision meets the requirements of the Baw Baw Planning Scheme.

1.3 References

The following amended Masterplan was used to assist in the preparation of this report:

- Smith Tracey Architects, St Paul's AGS Drouin Campus, Proposed Site Plan, Drawing No. DA0500 /A, 10 November 2023.

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2 PROPOSED DEVELOPMENT

2.1 Development Plan

The proposed development consists of constructing a Primary School including an ancillary early learning centre (ELC), over six (6) stages. Details of the development follows:

- The construction of school Buildings including an early learning centre building and associated infrastructure to cater for up to 32 employees on site at any time.
- The construction of two off street car parks in two stages (Stage 1 Lower Car Park and Stage 2 Upper Car Park) with capacity of up to fifty-six (56) car parking spaces as follows:
 - Lower Car Park - Located to the east of the new ELC with capacity of up to twenty-seven (27) car parking spaces. Fourteen (14) car parking spaces are designated for staff use, eleven (11) car parking spaces are designated for visitor use, and two (2) car parking spaces are designated as accessible car parking spaces for disabled users.
 - Upper Car Park - Located south-east of the Admin Centre with capacity of up to twenty-nine (29) car parking spaces. Eighteen (18) car parking spaces are designated for staff use, five (5) car parking spaces are designated for visitor use, two (2) car parking spaces are designated as accessible car parking spaces for disabled users, and four (4) car parking spaces are designated as short-term visitor drop off/ pick up car parking spaces. A bus zone with capacity of up to two (2) bus parking spaces is also provided on the south side of the car park.
- The construction of a waste collection facility located in the north-east corner of the site.

The school site has a 250 metre long frontage to the proposed north-south aligned access street (Level 2) within the Fairways West development site.

Refer Appendix A for the Proposed Site Plan.

2.2 Access & On-Site Circulation

2.2.1 Passenger Vehicles

Vehicle access to both off-street carparks is provided from the north-south aligned access street¹ as follows:

- Lower Car Park – Access to the lower car park is provided via a 6.4 metre wide two-way access driveway. The access driveway connects to a 6.4 metre wide two-way accessway. West of car parking space no. 21, the accessway widens to 6.8 metres and changes to a one-way only accessway clockwise. Adjacent to the northern and eastern car parking spaces, the accessway is 6.5 metre wide.
- Upper Car Park – Access to the upper car park is provided via a 6.6 metre wide southern entry only access point and a 6.4metre wide northern exit only egress point. The access and egress point are interconnected by a 6.4 metre wide accessway.

Refer Figure 2.1 below for the proposed vehicle access points.

The access and egress points are to be constructed as concrete vehicle crossovers. All access points will be gated and lockable.

The proposed location of the entry and exit points are adequate from a traffic engineering perspective.

Pedestrians and cyclists are not allowed to enter the off-street car parks from the vehicle access points.

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¹ It is understood that the external road network between McGlone Road and the school entry point will be delivered prior to school opening by others.

2.2.2 Bus Access

Buses will enter the upper car park via the southern entry only access point and park at the right bus parking spaces located on the south side of the car park in a sawtooth arrangement. Buses will then exit the car park via the northern exit only egress point.

Refer to Appendix B drawing no. 20013SP_301 for the swept path assessment of a bus entering, circulating through, and exiting the upper car park.

The bus access and location of the bus parking bay is adequate from a traffic engineering perspective.

2.2.3 Waste Collection Vehicle Access

A waste collection facility is provided in the north-east corner of the site. Vehicle access to the waste collection facility is provided from the north-south aligned access street at the 90 degree bend via a 6.8 metre wide access driveway.

A front loading waste collection vehicle will drive in a forward direction to collect the waste bins. Once the bins are emptied the vehicle will reverse back to perform a three point turn to exit the site in a forward direction.

Refer to Appendix B for the swept path assessment drawing no. 20013SP_302 showing a waste collection vehicle entering and exiting the waste collection facility.

For safety reasons it is recommended that waste collection services occur anytime prior to 7:00am, or after 5:00pm weekdays, or anytime on weekends.

The waste collection service and the location of the waste collection point is adequate from a traffic engineering perspective.

2.2.4 Pedestrian & Cyclist Access

A total of three gated and lockable pedestrian/ cyclist access points are proposed into the school site to/ from the external shared path/ off-road bicycle path network as follows:

1. Northern Access Point - A 1.5 metre wide pedestrian access point is located on the south side of the lower car park vehicle access point. This access point connects to a generally east-west aligned footpath, providing convenient access to the ELC. A stairway located south of the ELC, facilitates pedestrian access to the upper car park, admin centre, and school buildings.
2. Central Access Point - A 1.5 metre wide pedestrian access point is located on the north side of the upper car park vehicle exit point. This access point connects to an internal east-west aligned footpath, and provides access to the admin centre, primary school buildings, and recreational areas.
3. Southern Access Point - A 2.5 metre wide pedestrian/ cyclist access point is located on the south side of the upper car park vehicle entry point. This access point connects to an internal east-west aligned footpath and provides access to the student bicycle parking spaces, admin centre, primary school buildings, and recreational areas.

Refer Figure 2.1 for the proposed pedestrian & cyclist access points.

All cyclists will be required to dismount their bicycles prior to entering the school site and walk their bikes to the bike shed.

A 1.5 metre wide footpath is provided around the lower car park to facilitate safe pedestrian access to the ELC.

A 1.5 metre wide footpath is provided on the north side of the upper car park drop off/ pick up zone, a 2.5 metre wide footpath is provided between the upper car park internal car parking spaces, and a 2.5 metre wide footpath is provided on the south side of the bus zone to facilitate safe pedestrian access to the ELC admin centre, primary school buildings, and recreational areas. The 2.5 metre wide central footpath connects to a zebra crossing and provides pedestrians priority when crossing the accessway.

It is recommended that a Children's Crossing is provided on the north-south aligned access street south of the southern pedestrian access point. The exact location of the children's crossing is subject to detailed engineering design and Council approval. It is recommended that the delivery of the Children's

Crossing including the provision of a supervisor be subject to meeting the warrants as set out in Section 4 of the VicRoads Supplement to the Austroads Guide to Traffic Management, Part 10.

The location of all pedestrian and cyclist access points and the internal path network is adequate from a traffic engineering perspective.

Further, the proposed path network located adjacent to the school site allows safe and convenient access to the school via walking and cycling modes for residents within the PSP area.

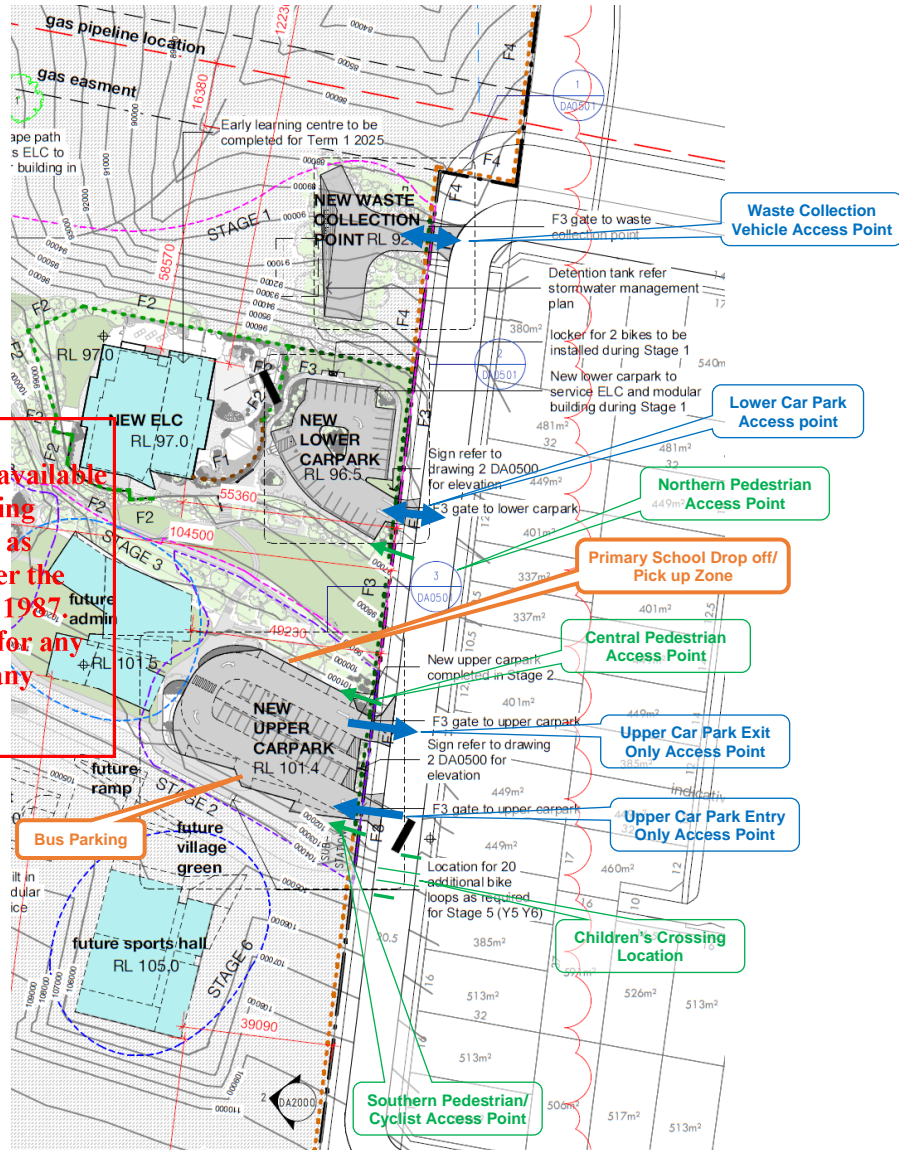


Figure 2.1: Proposed Access Points

2.3 Parking Provisions

2.3.1 Car Parking

2.3.1.1 Off-Street Car Parking

The lower car park consists of twenty-seven (27) 90 degree angled car parking spaces. Fourteen (14) car parking spaces are designated for staff use, eleven (11) car parking spaces are designated for visitor use, and two (2) car parking spaces are designated as accessible car parking spaces for disabled users.

The upper car park consists of twenty-five (25) 90 degree angled car parking and four (4) parallel car parking spaces. Of the 90 degree angled car parking spaces, eighteen (18) car parking spaces are

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designated for staff use, five (5) car parking spaces are designated for visitor use, and two (2) car parking spaces are designated as accessible car parking spaces for disabled users. The four parallel car parking spaces are designated for short-term visitor drop off/ pick up car parking.

2.3.1.2 On-Street Car Parking

Indented on-street car parking will be provided on the north-south aligned access street and northern and southern east-west aligned access streets. Details of the available car parking spaces along the school frontage (west side of the north-south aligned access street) and gas easement frontage (north side of the northern east-west aligned access street) are provided below:

- North-south aligned access street (west side only): 26 car parking spaces
- Northern east-west aligned access street (north side only): 33 car parking spaces.

Therefore, once the road network adjacent to the school site is fully developed, a total of 59 on-street car parking spaces will be available adjacent to the school site for parent/ visitor use, if required.

2.3.2 Bike Parking

Two bicycle parking areas are provided within the school site as follows:

- Staff Parking – A bicycle locker with capacity for two (2) staff bicycles is located within the lower car park north of car parking space no.3.
- Student Parking –Forty (40) student bicycle parking spaces via twenty (20) bicycle hoops are located within the upper level car park south of the bus zone.

Access to the bicycle parking areas are provided via the internal footpath network within the school site.

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3 PARKING ASSESSMENT

3.1 Car Parking Requirement

Clause 52.06 of the Baw Baw Planning Scheme details the car parking requirement in accordance with State and Local Planning Policy for a proposed new use or a proposed change in existing use within the Baw Baw Shire. Clause 52.06-5, Table 1 sets out the number of car parking spaces required for a particular use. The statutory car parking requirement for the school site for Stage 1, Stage 2 and at full development is set out in Table 3.1 below.

Table 3.1: Statutory Car Parking Requirement

Use	Rate & Measure	Quantity	No. of Spaces Required
Primary School – Stage 1	1 space to each employee	12 employees	12
Primary School – Stage 2		21 employees	21
Primary School – Stage 6		32 employees	32

As detailed in Table 3.1 above, the primary school use has a statutory car parking requirement equivalent to 12 car parking spaces for Stage 1 of the development, 21 car parking spaces for Stage 2 of the development, and 32 car parking spaces at full development. The provision of 27 car parking spaces with Stage 1 of the development and 56 car parking spaces with Stage 2 of the development exceeds the car parking requirements in accordance with the Baw Baw planning scheme.

3.2 Car Parking Controls

The thirty two (32) car parking spaces designated for staff use, the four (4) drop off/ pick up zone spaces, the four (4) accessible car parking spaces for disabled users, and the two (2) bus parking spaces should be sign posted “Staff Vehicles Only”, “Drop off / Pick Up Zone”, “Disabled Parking Only”, and “Bus Zone” respectively.

To ensure that there is ample turnover of the on-street indented car parking spaces, it is recommended that the following car parking controls be implemented:

- West side of the north-south aligned access street - 2 Minute parking control on School Days between 8:00am – 9:30am and 2:30pm – 4:00pm.
- North side of the northern east-west aligned access street - 15 Minute parking control on School Days between 8:00am – 9:30am and 2:30pm – 4:00pm.

All remaining car parking spaces can be uncontrolled.

Further “No Stopping” controls should be provided in front of the proposed vehicle crossings and at the proposed Children’s Crossing.

3.3 Design Standards for Car Parking

The car park and access layout has been assessed against the requirements of the Baw Baw Planning Scheme Clause 52.06-9, the Australian/ New Zealand Standard for off-street car parking (AS/NZS 2890.1:2004), and the Australian Standard for off-street parking for people with disabilities (AS/NZS 2890.6:2009).

All 90-degree angled car parking spaces within the lower and upper car park have a car space width of 2.6 metres and a car space length of 5.4 metres. The parallel drop off/ pick up car parking spaces have a car space width of 2.3 metres and a car space length of 6.0 metres. The accessway servicing these car parking spaces is minimum 6.4 metres wide.

The 90-degree disabled car parking spaces are 2.6 metres wide by 4.9 metres long with a 2.6 metre wide shared area located between the two disabled car parking spaces. The shared area is to be line marked as per the AS/NZS 2890.6:2009 - Parking facilities, Part 6: Off-street parking for people with disabilities, with a bollard provided adjacent to the accessway. The lengths and widths of the disabled

car space and shared area are in accordance with the Australian Standard and Baw Baw Planning Scheme. The dedicated car parking space for disabled users is to be sign posted so that it is easily identifiable upon entry into the car park.

The bus zone has a parking bay width of 2.8 metres and a length of 13 metres.

As detailed in Section 2.2 the vehicle access points from the north-south aligned access street measure 6.4 metres wide at both the lower and upper level car parks, and 6.8 metres wide at the waste collection facility.

All car parking space dimensions, accessway widths and access point widths meet the requirements of the Baw Baw Planning Scheme and the Australian Standards.

It is recommended that all access points be sign posted with "One-way" and "No-Entry" signage, and line marked accordingly. Further, "No Pedestrian/ Cyclist Access" signage should be provided at all vehicle access points to re-affirm that student, parent, and visitor access to the school buildings via the car park access points is not permitted.

If retaining walls are required within the car park and waste collection facility, it is recommended that they are provided on the south side (high side) of the car park/ waste collection facility. If retaining walls are required on the north side (low side) of the car park/ waste collection facility, then it is recommended that vehicle protection barriers be provided in front of the retaining wall to prevent a vehicle driving over.

3.4 Bicycle Facilities

Clause 52.34 of the Baw Baw Planning Scheme details the requirement for Bicycle Facilities in accordance with State and Local Planning Policy for a proposed new use or a proposed change in existing use within the Baw Baw Shire.

3.4.1 Bicycle Facilities Requirement

Clause 52.34-5, Table 1 sets out the minimum number of bicycle spaces required for a particular use. For the proposed primary school use, the statutory bicycle space requirement is 1 employee space to each 20 employees, and 1 visitor space to each 5 pupils over Year 4.

It is understood that the school will have approximately 100 students over Year 4 at Stage 5 of the development.

Therefore, based on the planning scheme, the proposed primary school will have a statutory bicycle parking requirement as follows:

- Student - Twenty (20) bicycle parking spaces at Stage 5 of the development.
- Staff - One (1) bicycle parking spaces at Stage 1 of the development and two (2) bicycle parking spaces at full development.

The provision of forty (40) bicycle parking spaces via twenty (20) bicycle hoops for use by students with Stage 2 of the development, and two (2) bicycle parking spaces within a lockable compound for use by staff at Stage 1 of the development meets the requirements of the Baw Baw Planning Scheme.

3.4.2 Design of Bicycle Spaces

In accordance with Clause 52.34-6, all proposed bicycle parking hoops are to provide a bicycle parking space equivalent to 1.8 metres long and 1.0 metre wide between the rails. Further all bicycle rails are to be:

- Securely fixed to the ground.
- Allow a cyclist to easily lock the bicycle frame and wheels.

The proposed location of the bicycle parking spaces:

- Provide convenient access to and from the main building entrance(s).
- Do not interfere with access to doorways, pedestrian paths, and car parking spaces.
- Do not cause a hazard to bicycle users and other users of the school site.

The design of the bicycle parking facilities is in accordance with the Baw Baw Planning Scheme.

4 TRAFFIC ASSESSMENT

No change. Refer to T&T's SPAGSDC TIAR dated 2 August 2021 for details.

5 SUMMARY & CONCLUSION

Based on the above review, the proposal to amend planning permit No. PA2101304 to allow changes to the car park, waste collection area, bicycle parking, and vehicle and pedestrian access points is adequate from a traffic engineering perspective due to it meeting the requirements of the Baw Baw Planning Scheme. Further, the amended site plan address's "Condition 1 a, b, c, f, and g Amended Plans" of the permit.

Therefore, if the subject site is delivered in accordance with the "Proposed Site Plan" as illustrated in Appendix A and the recommendations as detailed in this TIAR addendum, then it is of our opinion that there are no transport and traffic engineering reasons as to why the proposed permit amendment should not be approved by the responsible authority.

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APPENDIX A – PROPOSED SITE PLAN

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AREA SCHEDULE

Early Learning Centre	743 m ²
Administration and Staff Building	549 m ²
Discovery Centre	667 m ²
Prep, Year 1, Year 2 Learning	910 m ²
Year 3 and Year 4 Learning Homestead	838 m ²
Year 5 and Year 6 Learning Homestead	838 m ²
Sports Hall	1036 m ²
Waste Collection Point	392m ²
Lower Carpark	848m ²
Upper Carpark	1581m ²
Sports Courts (total for 2)	1367m ²
Total	9769 m²
Total impervious area coverage	7%
Site Area	14 ha

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STAGE AND TIMING LEGEND

Stage	Description	Construction start	Construction end
Stage 1	Early Learning Centre, temporary modular building, hardcourt, lower carpark and waste collection point	2024	2025
Stage 2	P-2 and upper carpark	2025	2026
Stage 3	Y3 & Y4 Building and Admin	2027	2028
Stage 4	Discovery Centre	2029	2030
Stage 5	Y5 & Y6	2031	2032
Stage 6	Sports Hall	2033	2034

ANTICIPATED STUDENT AND STAFF NUMBERS BY STAGE*

Stage	Students	Staff
Stage 1	176	12
Stage 2	308	21
Stage 3	316	25
Stage 4	316	28
Stage 5	416	32
Stage 6	416	32

ANTICIPATED STUDENT NUMBERS BY YEAR LEVEL

Year Level	Students per class	Number of classes	Total Students
ELC	22	4	88
Prep	22	2	44
Y1	22	2	44
Y2	22	2	44
Y3	24	2	48
Y4	24	2	48
Y5	25	2	50
Y6	25	2	50

*Number of students refers to max. number of students on site at any given time.

FENCE LEGEND

- F1 Fence 1 - 1800mm H curved timber batten fence on steel frame
- F2 Fence 2 - 1500mm H steel framed fence with steel balusters
- F3 Fence 3 - 1200mm H treated pine post with steel balusters
- F4 Fence 4 - 1200mm H treated pine post and 5 strand high tensile plain wire fence

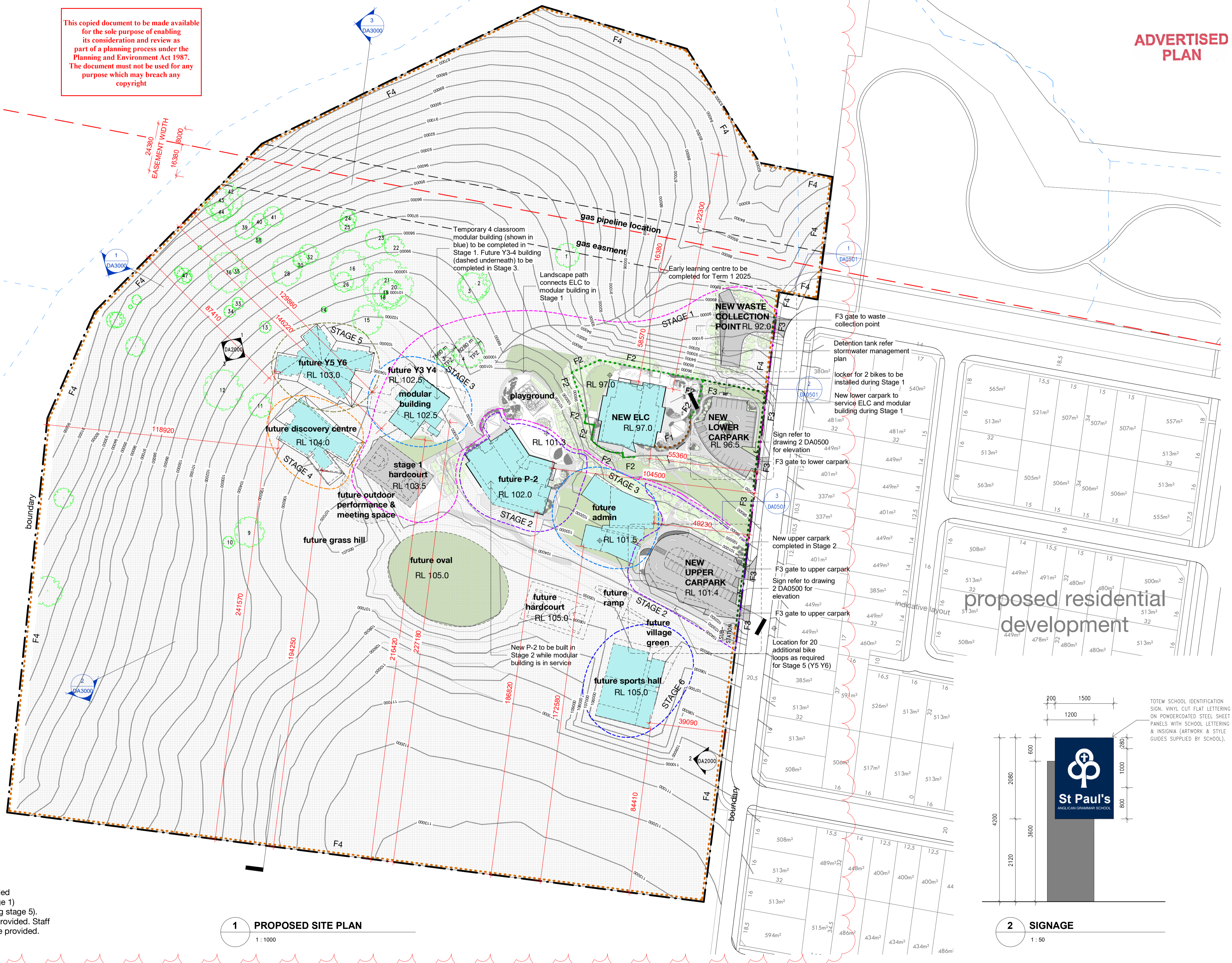
TREE LEGEND

existing tree to retain

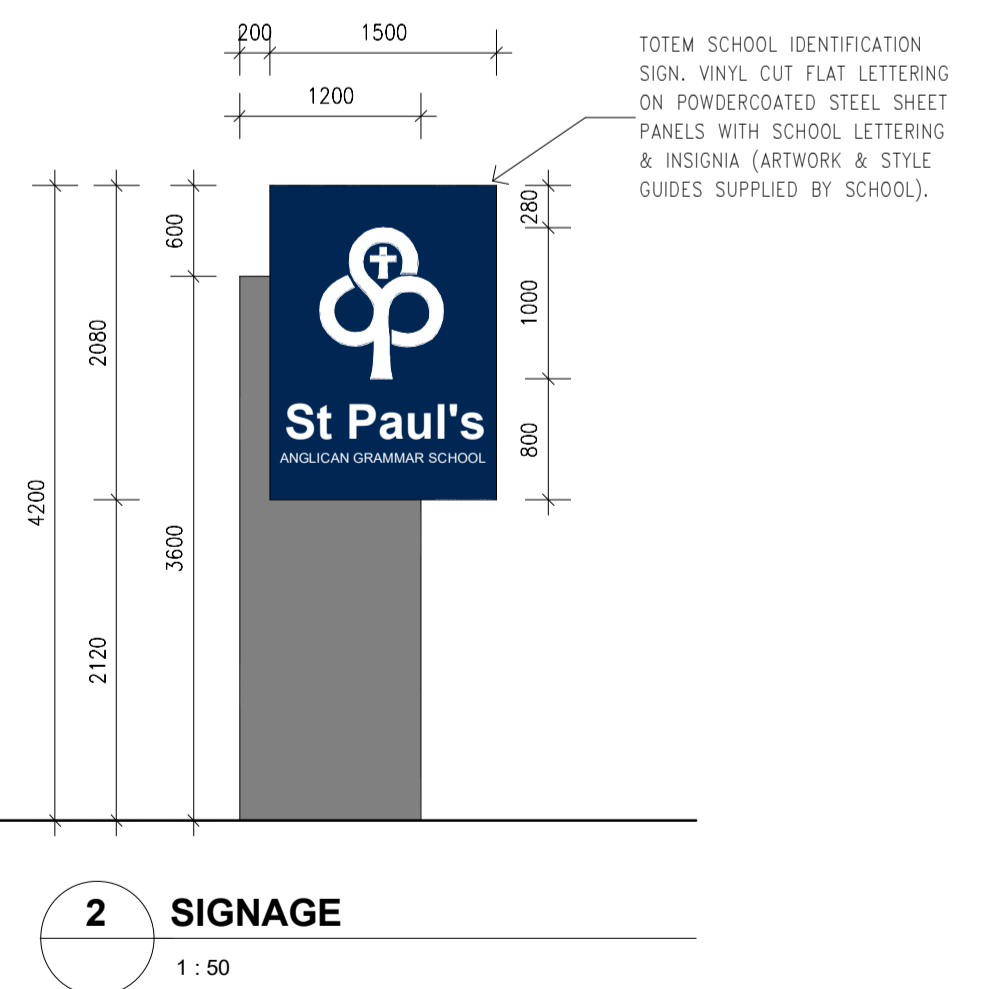
Refer to arborist's report for further details of individual trees. Numbering of trees is as per arborist's report.

BICYCLES

Total of 23 bicycle loops provided
 3 for staff (provided during stage 1)
 20 for students (provided during stage 5).
 No formal end of trip facilities provided. Staff lockers and accessible WCs are provided.



1 PROPOSED SITE PLAN
1 : 1000



2 SIGNAGE
1 : 50

No.	Date	Desc
A	17/11/23	DA AMENDMENTS

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APPENDIX B – SWEPT PATH ASSESSMENT

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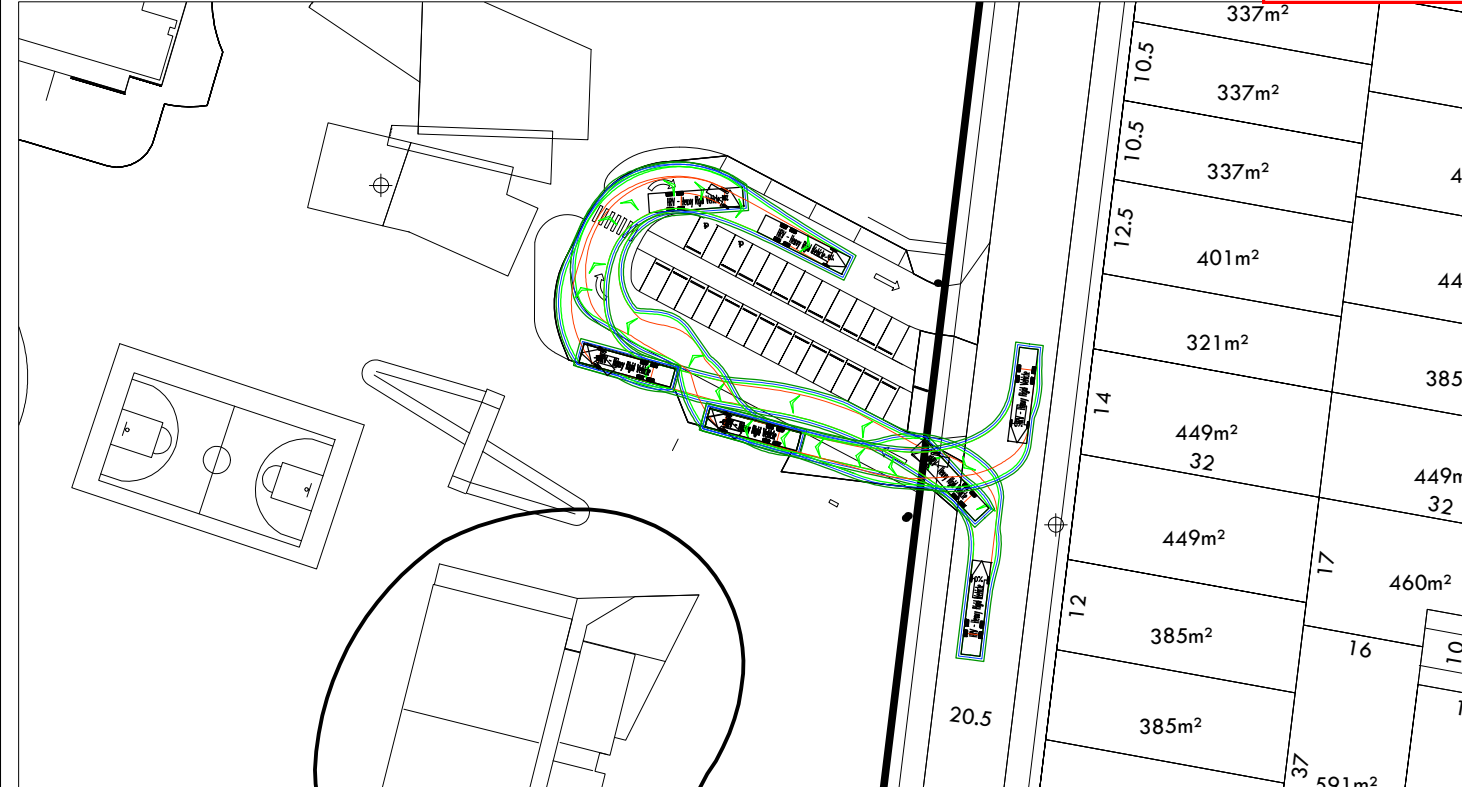
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- LEGEND**
- WHEEL PATH (FORWARD)
 - WHEEL PATH (REVERSE)
 - BODY OUTLINE (FORWARD)
 - BODY OUTLINE (REVERSE)
 - 300mm BODY CLEARANCE (FORWARD)
 - 300mm BODY CLEARANCE (REVERSE)
 - 600mm BODY CLEARANCE (FORWARD)
 - 600mm BODY CLEARANCE (REVERSE)



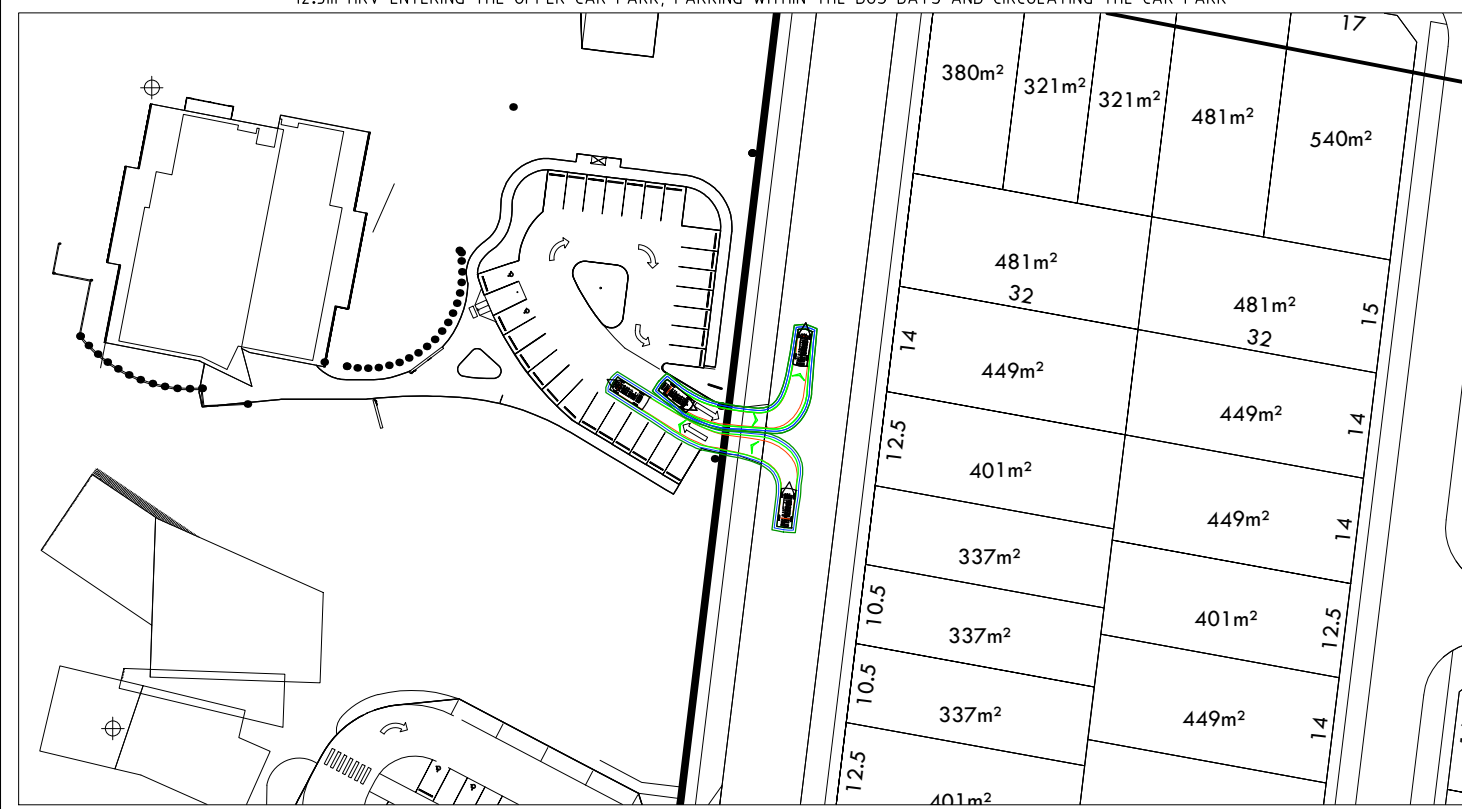
	HRV - Heavy Rigid Vehicle Overall Length: 12.500m Overall Width: 2.500m Overall Body Height: 4.300m Min Body Ground Clearance: 0.417m Track Width: 2.500m Lock-to-lock time: 6.00s Curb to Curb Turning Radius: 12.500m
	B99 Vehicle (Realistic min radius) (2004) Overall Length: 5.200m Overall Width: 1.940m Overall Body Height: 1.878m Min Body Ground Clearance: 0.272m Track Width: 1.840m Lock-to-lock time: 4.00s Curb to Curb Turning Radius: 6.250m
	B85 Vehicle (Realistic min radius) (2004) Overall Length: 4.910m Overall Width: 1.870m Overall Body Height: 1.421m Min Body Ground Clearance: 0.159m Track Width: 1.770m Lock-to-lock time: 4.00s Curb to Curb Turning Radius: 5.750m



12.5m HRV ENTERING THE UPPER CAR PARK, PARKING WITHIN THE BUS BAYS AND CIRCULATING THE CAR PARK



12.5m HRV EXITING THE UPPER CAR PARK IN A FORWARD DIRECTION



B99 VEHICLE ENTERING & B85 VEHICLE EXITING THE LOWER CARPARK



B99 VEHICLE EXITING THE ONE-WAY PARKING AISLE WHILST A B85 VEHICLE DRIVES PAST

ISSUE	APP'D	DATE	AMENDMENT
A	M.M.	27.11.23	CAR PARK AND WASTE COLLECTION FACILITY LAYOUT AMENDED.

GENERAL NOTES	

T&T TRANSPORT & TRAFFIC SOLUTIONS
 Transport & Traffic Solutions Pty Ltd | ABN 56 156 612 707
 3 Prentice Street, Brunswick, VIC, 3056
 Phone: +61 3 9862 3479 | Email: info@tatsolutions.com.au
 Transport & Traffic Studies | Parking Studies | Traffic Management
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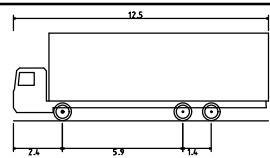
CAT: 20013
 PROJ: 20013_St Paul's AGS
 FILE: _____

DESIGNED M.LAM 27/11/2023
 APPROVED M. MARSICOVETERE 27/11/2023

ST PAUL'S ANGLICAN PS, DROUIN
 SWEEP PATH ASSESSMENT
 BAW BAW SHIRE COUNCIL

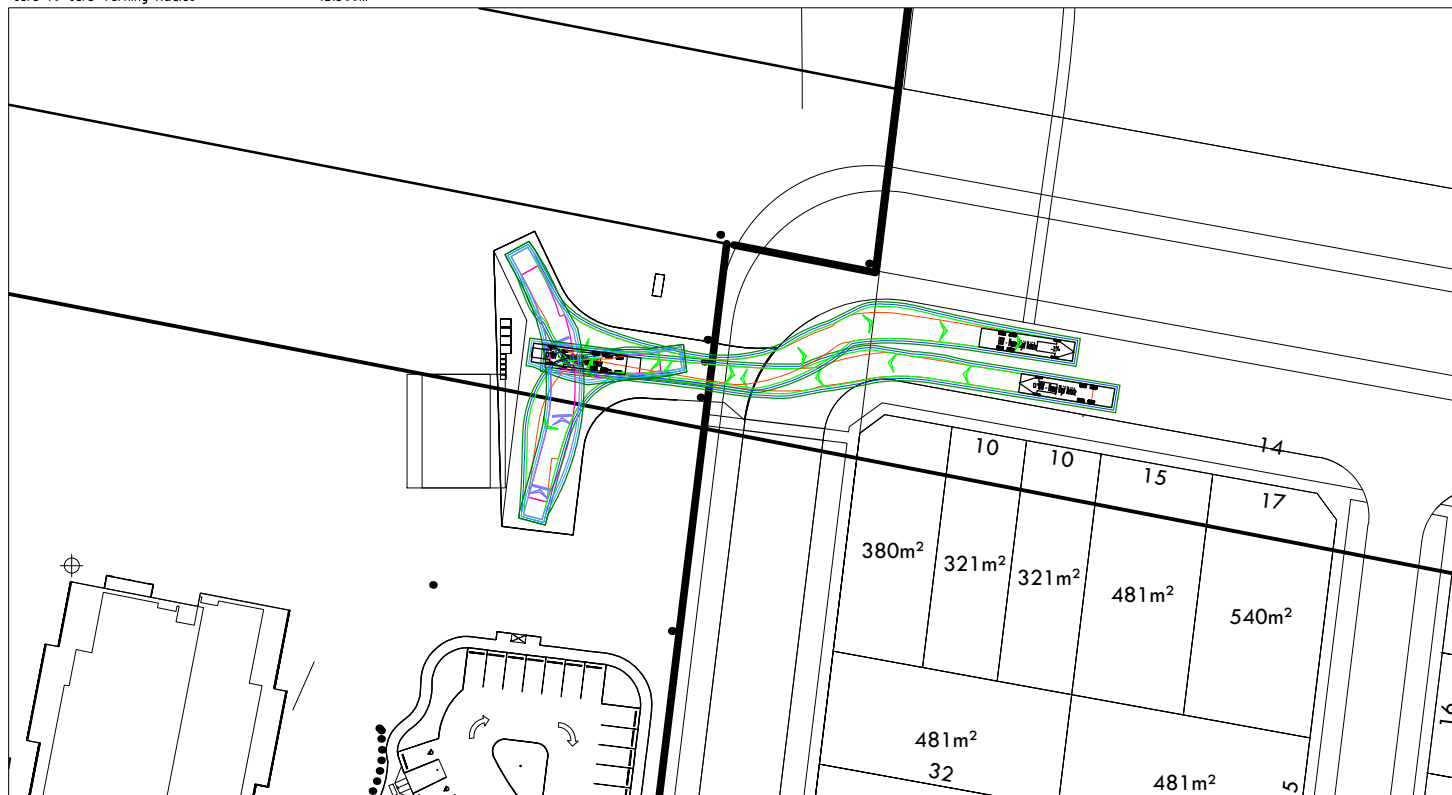
B85 & B99 VEHICLES AND 12.5m HRV
 UPPER & LOWER CAR PARK ENTRY, EXIT & CIRCULATION

FILE NO.	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
		2	20013_301	A

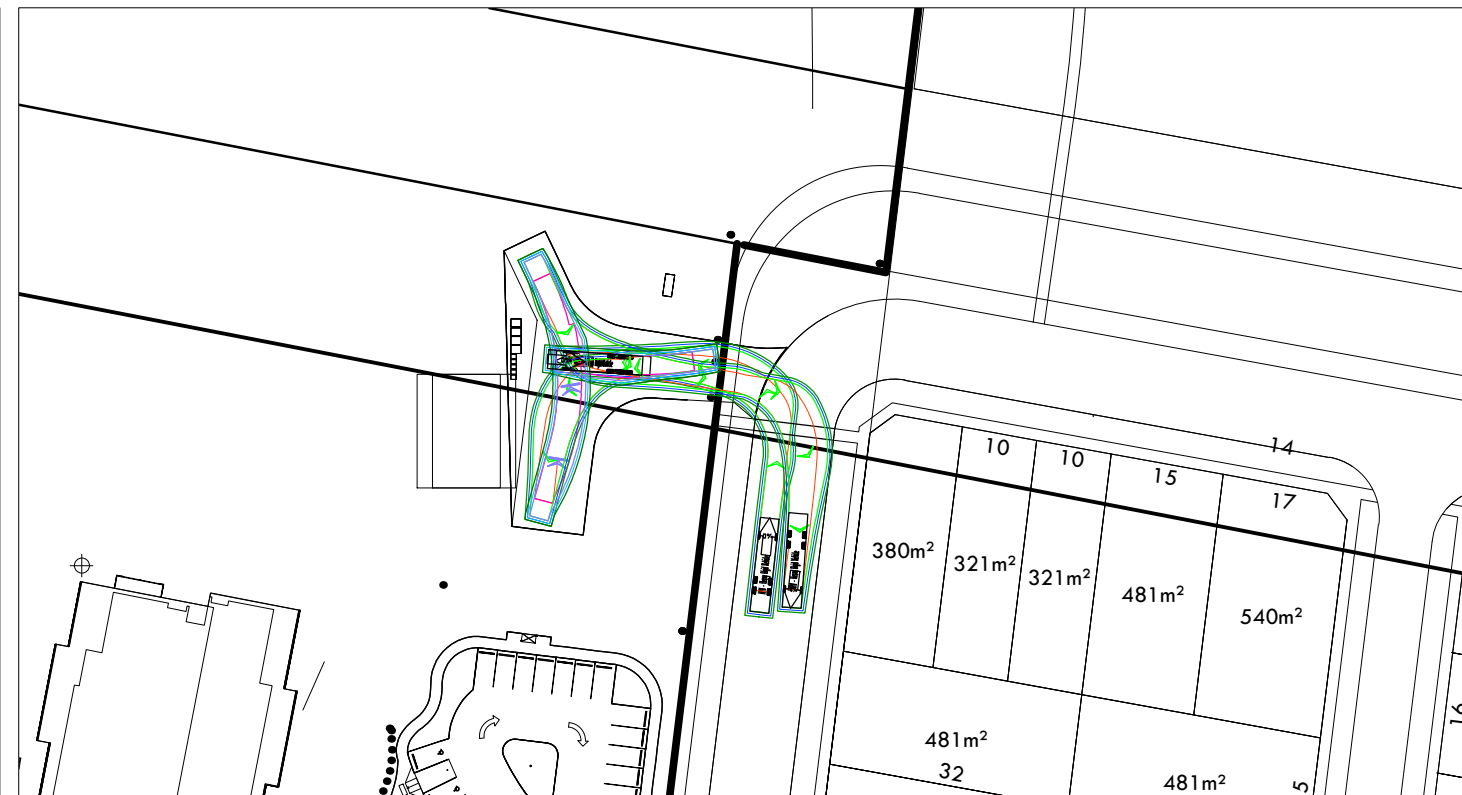


HRV - Heavy Rigid Vehicle
 Overall Length 12.500m
 Overall Width 2.500m
 Overall Body Height 4.300m
 Min Body Ground Clearance 0.417m
 Track Width 2.500m
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 12.500m

- LEGEND**
- WHEEL PATH (FORWARD)
 - WHEEL PATH (REVERSE)
 - BODY OUTLINE (FORWARD)
 - BODY OUTLINE (REVERSE)
 - 300mm BODY CLEARANCE (FORWARD)
 - 300mm BODY CLEARANCE (REVERSE)
 - 600mm BODY CLEARANCE (FORWARD)
 - 600mm BODY CLEARANCE (REVERSE)



12.5m HRV ENTERING & EXITING THE WASTE COLLECTION FACILITY AND TURNING AROUND WITHIN THE FACILITY



12.5M HRV ENTERING & EXITING THE WASTE COLLECTION FACILITY AND TURNING AROUND WITHIN THE FACILITY

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ISSUE	APP'D	DATE	AMENDMENT
A	M.M.	27.11.23	CAR PARK AND WASTE COLLECTION FACILITY LAYOUT AMENDED.

GENERAL NOTES	

T&T TRANSPORT & TRAFFIC SOLUTIONS
 Transport & Traffic Solutions Pty Ltd ABN 56 156 612 707
 3 Prestice Street, Brunswick, VIC, 3056
 Phone: +61 3 9862 3479 | Email: info@tatsolutions.com.au
 Transport & Traffic Studies | Parking Studies | Traffic Management
 Road Safety | Traffic Engineering | Civil Engineering

CAT: 20013
 PROJ: 20013_St Paul's AGS
 FILE:

DESIGNED	M.LAM	27/11/2023
APPROVED	M. MARSICOVETERE	27/11/2023

ST PAUL'S ANGLICAN PS, DROUIN SWEEP PATH ASSESSMENT BAW BAW SHIRE COUNCIL 12.5m HRV WASTE FACILITY ENTRY, EXIT & CIRCULATION				
FILE NO.	CONTRACT NO.	SHEET NO.	DRAWING NO.	ISSUE
		2	20013_302	A

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