

Transport Impact Assessment

Proposed Childcare Centre

63 Lignum Road & 44 Falcon
Rise, Moama

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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Introduction

A planning permit is currently being sought to develop the land parcels addressed as 63 Lignum Road and 44 Falcon Rise in Moama for the purpose of a proposed childcare centre.

Following the submission of the development application, Council issued an Additional Information request (dated 09 September 2024) which requested (amongst other items) that a Traffic Impact Assessment Report be provided as part of the application.

Ratio Consultants has been engaged by the permit applicant to undertake a Transport Impact Assessment of the development proposal.

1.2. Purpose of this Report

This report sets out an assessment of the anticipated transport engineering implications of the development proposal, including consideration of the:

- Existing conditions in vicinity of the site;
- Parking demand likely to be generated by the proposed development;
- Suitability of the proposed car parking in terms of supply and layout;
- Adequacy of the proposed access arrangements for typical vehicular traffic, loading and waste collection vehicles; and
- Traffic generating characteristics of the proposed development and impact on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- Architectural plans prepared for the development application by Projected Designs, Rev B, dated 28 October 2024 (provided at Appendix A of this report);
- Murray Development Control Plan 2012;
- Australian / New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS/NZS 2890.1:2004);
- Australian / New Zealand Standard, Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities (AS/NZS 2890.2:2018);
- Australian / New Zealand Standard, Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS/NZS 2890.6:2022);
- A desktop inspection of the subject site location and its surrounds; and
- Other documents as nominated.

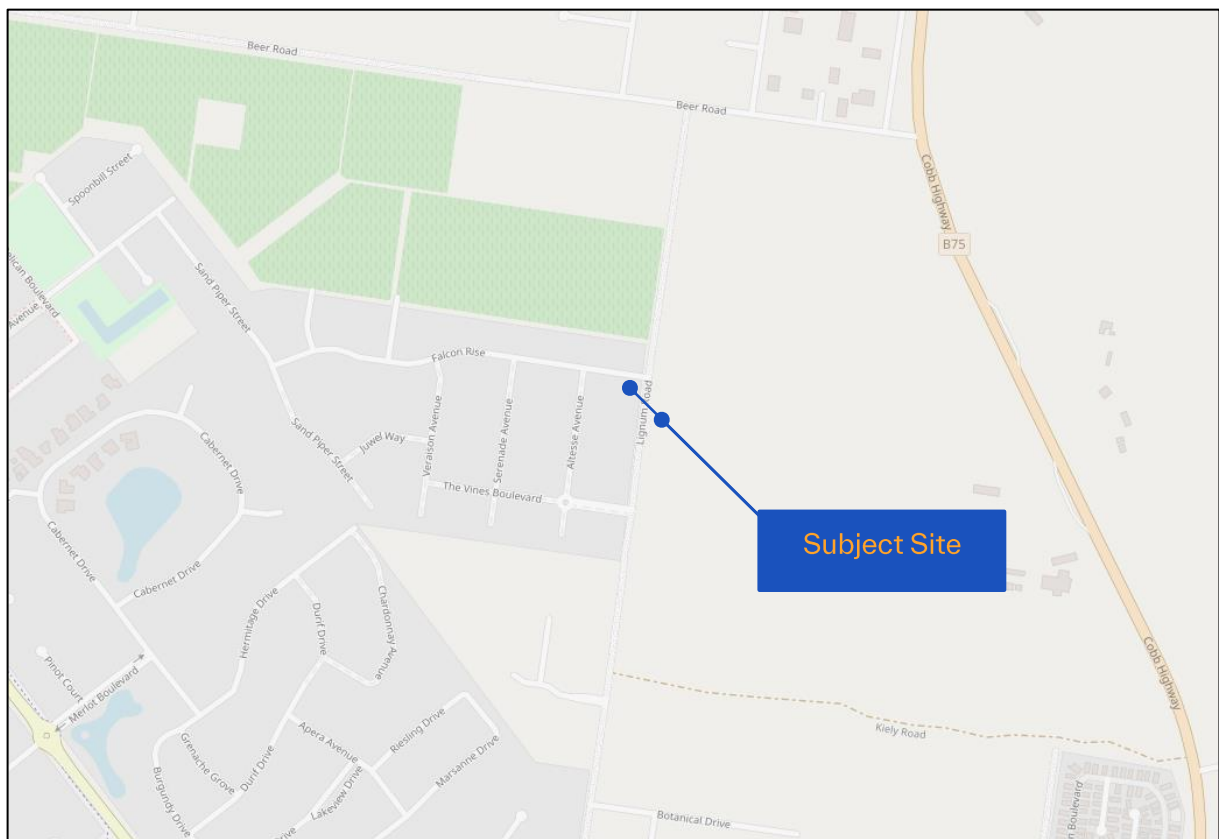
2. Existing Conditions

2.1. Site Location

The site is located at the corner of Lignum Road and Falcon Rise in Moama. Specifically, the subject site comprises the two (2) land parcels addressed as 63 Lignum Road and 44 Falcon Rise in Moama.

The location of the subject site relative to the surrounding area is shown in Figure 2.1.

Figure 2.1: Subject Site and Surrounds



Source: Google Maps

The subject site is situated within the wider 'Dungala Rise Estate' which is currently being delivered as part of the Moama North West Master Plan.

The subject site is currently located within Zone RU1 – Primary Production and is proposed to be within a 'Residential Standard' area as per the Moama North West Master Plan. The subject site is also conveniently located within proximity of the Moama Township Centre, within a growing the residential estate.

An aerial view of the subject site is shown in Figure 2.2.

Figure 2.2: Aerial View of Subject Site



Source: Landchecker (image dated 20/02/2024)

2.2. Road Network

Lignum Road is a Collector Road which runs in a north-south alignment between Martin Road to the north and Perricoota Road to the south.

At the time of preparing this report, Lignum Road in the immediate vicinity of the subject site is provided with an unsealed carriageway width of approximately 7.0 metres.

However, as per the Moama North West Masterplan, a Collector Road (such as Lignum Road) is expected to have a total road reserve width of 22.0 metres consisting of a carriageway width of 7.0 metres with indented parking bays, a pedestrian footpath to be provided on both sides and a cycling linkage as identified within the Movement Network Plan.

Falcon Rise is a Local Road which runs in an east-west alignment between Sand Piper Street to the west and its termination at Lignum Road.

Proximate to the subject site, Falcon Rise currently has a road carriageway width of approximately 8.8 metres which accommodate for one (1) lane of traffic in each direction and parallel kerbside parking on both sides of the road. Falcon Rise currently has a pedestrian footpath provided along the southern side of the road.

3. Development Proposal

3.1. Development Overview

The application seeks to develop the land parcels addressed as 63 Lignum Road & 44 Falcon Rise in Moama for the purpose of a proposed childcare centre.

The key characteristics of the childcare centre are described as follows:

- Six (6) rooms with capacity for up to 106 children;
- Outdoor play area;
- Operational hours from 6:30am to 6:30pm on weekdays;
- A total of 23 at-grade car parking spaces including one (1) accessible parking space;
- 11 parking spaces will be allocated to staff within the overall car parking provision;
- Vehicle access to/from the site is proposed via a 6.2-metre-wide crossover along Falcon Rise at the northwest corner of the site;
- Pedestrian access to/from the childcare centre will be provided via the entry / reception area at the northern side of the building. A pedestrian walkway is proposed between the building entrance and Lignum Road; and
- A service yard is proposed adjacent to the northwest corner of the building. Waste bins will be stored within the service yard.

The proposed site layout is shown overleaf in Figure 3.1.

PROPOSED SITE PLAN
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ratio: 21914T-REP01-F01 63 Lignum Road & 44 Falcon Rise, Moama

4. Car Parking Assessment

4.1. Car Parking Requirements

Car parking requirements for new developments are set out under the Murray Shire Development Control Plan 2012 (DCP).

Chapter 4 of the Murray Shire DCP applies to all forms of commercial development for which a development application is required.

Chapter 4.6 specifies that car parking is to be at the rate required in Chapter 5 of the NSW RMS Guide to Traffic Generating Developments (2002). The applicable car parking rates are provided within Table 4.1 of the Murray Shire DCP.

It is noted that Table 4.1 within the Murray Shire DCP does not provide a car parking rate for childcare centres.

For situations where a car parking rate is not specified within the DCP, the NSW RMS Guide to Traffic Generating Developments (2002) is used as a proxy in order to estimate an appropriate car parking provision.

With regard to the above, Section 5.12.3 of the RMS Guide specifies the following car parking provision rate for childcare centres:

“Off-street parking must be provided at the rate of one space for every four children in attendance.”

By applying the above rate to the proposed childcare centre (106 children), it is concluded that the site has a requirement to provide 27 car parking spaces on-site.

The application is seeking provide 23 car spaces on-site. The proposed car parking provision represents a shortfall of four (4) spaces against the car parking requirement.

4.2. Car Parking Demand Assessment

To determine the adequacy of the proposed car parking provision, an assessment of the anticipated car parking demand has been undertaken.

The Variation of Car Parking Demand Over Time

Peak car parking demands for childcare centres are typically observed during the weekday AM and PM peak hours, corresponding with parent pick-up / drop-off activity.

Staff car parking demands vary throughout the day in line with staffing numbers. Peak staff parking demands are typically observed during the middle of the day when more staff are required on-site. Lower demands are observed during the AM and PM peak hours as less staff are required at these times.

The proposed use will not operate on weekends and therefore will not generate any car parking demand at these times.

Short-Stay and Long-Stay Car Parking Demand

The childcare centre is expected to generate both short-stay and long-stay car parking demands.

Staff are expected to park at the site throughout the duration of their shift and accordingly are considered long-stay demands.

Parent pick-up / drop-off activity is typically short stay in nature. Indeed, from our office's experience of other childcare centre developments, the typical duration of stay for parents to pick up / drop off their child(ren) is approximately six (6) minutes.

The Availability of Alternative Car Parking in the Locality

As described within Section 2.2 of this report, both Lignum Road and Falcon Rise will be provided with parallel kerbside parking along both sides of the carriageway.

As such, off-site car parking opportunities will be available along both site frontages.

Anticipated Car Parking Demand

For the purpose of this assessment, it is assumed that the peak car parking demand generated by the childcare centre will be equivalent to the car parking requirement (i.e. 27 spaces).

As described above, the car parking demand generated by childcare centres will comprise a staff parking and parent / guardian parking component.

From our office's experience of other childcare centre developments, the peak staff parking demand is typically generated at a rate of 0.1 spaces per child. By applying this rate to the proposed number of children (106 children), it is estimated that the site will generate a peak staff parking demand of 11 spaces.

The balance of car parking demand (i.e. 16 spaces) will be associated with parent pick up / drop off activity.

4.3. Adequacy of Proposed Car Parking Provision

As described in the preceding section, the site is expected to generate a peak staff parking demand of 11 spaces. The proposed allocation of 11 staff spaces on-site will be sufficient to accommodate this demand.

On balance there will be 12 spaces available on-site to accommodate parent pick up / drop off parking demand. Noting that parent pick up / drop off activity is expected to generate a peak parking demand of 16 spaces, the site will have a reliance on up to four (4) off-site parking spaces.

Having regard for the foregoing discussion, this arrangement is considered acceptable for the following reasons:

- On-street parking opportunities are expected to be available along both site frontages;
- Peak parent pick up / drop off activity occurs during the weekday AM and PM peak hours;
- The Moama North West Masterplan envisions that all land in the immediate surrounds of the subject site will comprise residential development. Residential sites typically generate a very low level of visitor parking demand during the weekday AM and PM peak hours. As such, it can be assumed that the majority of nearby on-street spaces will be available at these times;

- Parent pick up / drop off trips typically have a short duration of stay (approx. six (6) mins). Therefore, the on-street spaces will only be occupied for a short period of time;
- Minimal parent pick up / drop off activity occurs outside of the AM and PM peak hours, implying that the overall car parking demand will be able to be accommodated on-site outside of these times; and
- The NSW RMS commissioned an Analysis Report in September 2015 titled '*Validation Trip Generation Surveys Child Care Centres*'. Amongst other findings, this report noted that parents were observed to typically preference parking on-street as it presented a more convenient option.

4.4. DDA Car Parking Requirements

Requirements around the provision of car parking for people with disabilities is set out within the National Construction Code (NCC).

Childcare centres are classified as a Class 9b building within the NCC, which is subject to the following rate:

'1 accessible space to every 50 car parking spaces or part thereof'.

Application of this rate to the proposed on-site provision indicates that the site has a requirement to provide one (1) accessible parking space on-site.

The proposed provision of one (1) accessible parking space on-site therefore satisfies this requirement.

5. Bicycle Parking Assessment

5.1. Bicycle Parking Requirements

The Murray Shire Development Control Plan 2012 (DCP) does not provide any specific requirements for the provision of bicycle parking.

Accordingly, no formal bicycle parking spaces are proposed on-site.

6. Access Arrangements & Car Park Layout

6.1. Design Requirements

Chapter 4.6 within the Murray Shire DCP specifies that *'parking spaces should be designed in accordance with Australian Standard AS2890.1 and 2890.2.'*

Accordingly, the proposed vehicle access arrangements and car park layout have been assessed against the design requirements of the relevant Australian Standards.

6.2. Australian Standards Assessment

An assessment of the proposed vehicle access arrangements and car park layout against the design requirements of the relevant Australian Standards has been undertaken, with a summary provided below:

- The vehicle access point has been designed with a two-way width of 6.2 metres, in exceedance of the requirements set out within Section 2.5.2 of AS/NZS 2890.1:2004;
- Visitor parking spaces have been designed to be 5.4 metres long by 2.7 metres wide and accessible via an access aisle of 6.2 metres wide, in accordance with the dimensional requirements set out in Figure 2.2 for User Class 3A;
- Staff parking spaces have been designed to be 5.4 metres long by 2.4 metres wide and accessible via an access aisle of 6.2 metres wide, in accordance with the dimensional requirements set out in Figure 2.2 for User Class 1A;
- The accessible parking space has been designed to be 2.4 metres wide by 5.4 metres long with an adjacent shared area of the same dimensions, in accordance with the dimensional requirements set out in Section 2.2.1 within AS/NZS 2890.6:2022;
- An aisle extension of 1.0 metre is proposed beyond the end parking spaces of the east-west car park aisle, in accordance with the requirements of Section 2.4.2 within AS/NZS 2890.1:2004;
- A turnaround bay measuring 3.7 metres in width is proposed as the end parking space at the closed end of the north-south car parking aisle, thereby satisfying the requirement that a 1.0 metre aisle extension be provided; and
- A pedestrian sight triangle measuring 2.0 metres along the frontage road and 2.5 metres into the site is proposed on both sides of the vehicle access point, as per the requirements of Section 3.2.4 within AS/NZS 2890.1:2004.

6.3. Swept Path Assessment

In addition to the above, an assessment of site access and circulation has been undertaken using the 'Autodesk Vehicle Tracking' software program.

A swept path assessment has been undertaken for the largest vehicle anticipated to access the site, that being a 6.4-metre-long SRV. The swept path demonstrates that the SRV is able to turn left into the site from Falcon Rise, use the T-junction within the car park to undertake a three-point turn and then depart the site to Falcon Rise in a forward direction.

A swept path assessment has also been undertaken which demonstrates that a 6.4-metre-long mini-rear loader is able to satisfactorily complete each of the abovementioned vehicle movements.

Additionally, a swept path assessment has also been completed which demonstrates that two (2) B99's (99.8th percentile passenger vehicle, as defined within AS/NZS 2890.1:2004) are able to concurrently enter & exit the site at the proposed vehicle access point.

Finally, a swept path assessment has been undertaken which demonstrates that a B85 (85th percentile passenger vehicle, as defined within AS/NZS 2890.1:2004) is able to utilise the turnaround bay proposed at the southern end of the carpark to undertake a three-point turn and depart the site in a forward direction.

For reference, each of the abovementioned swept paths are provided at Appendix B of this report.

6.4. Adequacy of Access Arrangements & Car Park Layout

Based on the preceding assessment, the proposed access arrangements and car park layout are considered to have been designed generally in accordance with the design requirements set out within the relevant Australian Standards, thereby satisfying the requirements outlined in Chapter 4.6 of the Murray Shire DCP.

7. Loading & Waste Collection Arrangements

7.1. DCP Requirement

Chapter 4.6 of the Murray Shire DCP specifies the following requirement in relation to loading:

“Loading facilities are to be located at the rear or side of the building and not adjacent to any residential property”

The proposal does not seek to provide any dedicated loading facilities on-site and therefore is technically compliant with the requirements of the Murray Shire DCP.

Notwithstanding, it is acknowledged that despite this, the site will still generate a demand for loading and waste collection activities.

As such, an assessment of the proposed loading and waste collection arrangements has been undertaken.

7.2. Loading Arrangements

Based on our office’s experience of similar developments, the childcare centre is expected to generate loading and unloading activities associated with food deliveries to the centre. Some other low-level deliveries are also expected; however these are likely to be undertaken on an ad-hoc basis.

Food deliveries are expected to be completed by a supermarket home delivery vehicle (equivalent in size to a 6.4-metre-long SRV (small rigid vehicle, as defined within AS/NZS 2890.2:2018).

Other low-level deliveries are anticipated to be completed by a van or courier vehicle. The B99 is typically considered to be representative of these types of vehicles.

Deliveries to the site are expected to occur outside of the AM and PM peak periods, when there is minimal parent pick up / drop off activity occurring and the majority of visitor parking spaces are vacant.

In this regard, the following arrangements are expected when loading vehicles visit the site:

- Low level loading vehicles will utilise a vacant parking space within the on-site car park; and
- Food delivery vehicles will park within the north-south car park aisle, in close proximity to the building entrance.

As discussed in Section 6.3 of this report, a swept path has been completed which demonstrates that a 6.4-metre-long SRV is able to enter the site, undertake a three-point turn at the T-junction within the car park and park within the north-south car park aisle. Once loading is complete, the SRV truck is able to depart the site in a forward direction in a suitable manner.

7.3. Waste Collection

Our office is not aware of a Waste Management Plan (WMP) that has been prepared as part of the development application.

Based on our experience of similar developments, it is expected that waste bins will be collected on-site via a private contractor. In this regard, it is noted that waste bins will be stored within a service yard that is proposed adjacent to the northwest corner of the building.

As discussed in Section 6.3 of this report, a swept path has been completed which demonstrates that a 6.4-metre-long mini-rear loader is able to enter the site, undertake a three-point turn at the T-junction within the car park and park within the north-south car park aisle. Once loading is complete, the mini rear loader is able to depart the site in a forward direction in a suitable manner.

7.4. Adequacy of Loading & Waste Collection Arrangements

Based on the preceding discussion, the proposed loading and waste collection arrangements for the site are considered to be acceptable.

For reference, each of the abovementioned swept paths are provided at Appendix B of this report.

8. Traffic Assessment

8.1. Traffic Generation

In order to estimate the likely traffic generation associated with the operation of the site, reference is made to the NSW RMS Guide to Traffic Generating Developments (2002).

The RMS Guide specifies the following traffic generation rates for childcare centres:

- Weekday AM Peak Hour: 0.8 vehicle movements per child; and
- Weekday PM Peak Hour: 0.7 vehicle movements per child.

The above RMS rates represent the total vehicle movements to/from the site and therefore comprise both staff and parent movements.

The majority of vehicle trips during the peak hours will be short-stay trips associated with parents picking up / dropping off their child(ren) at the centre, which will comprise an inbound and outbound vehicle movement.

However it is also acknowledged that there will also be some level of staff movements during the peak hours, comprising inbound movements in the AM peak hour and outbound movements during the PM peak hour.

For assessment purposes, the following directional distributions have been assumed:

- AM Peak Hour – 60% inbound movements / 40% outbound movements; and
- PM Peak Hour – 40% inbound movements / 60% outbound movements.

The above assumptions have been applied to the proposed childcare centre, with the anticipated peak hour traffic generation presented in Table 8.1.

Table 8.1: Anticipated Traffic Generation

	AM Peak Hour	PM Peak Hour
Inbound	51 vph	30 vph
Outbound	34 vph	44 vph
Total	85 vph	74 vph

8.2. Traffic Distribution

As described previously throughout this report, the subject site is situated within the wider 'Dungala Rise Estate' and accordingly, the majority of land in the nearby vicinity is zoned to allow for residential development.

This residential development is expected to serve as the primary catchment for the childcare centre.

In this regard, the majority of vehicle movements to/from the site are expected to travel via Lignum Road, noting that this road affords north-south permeability through the surrounding estate. Therefore, the majority of site generated traffic will utilise the Lignum Road / Falcon Rise intersection to access the subject site.

8.3. Traffic Impact

The estimated traffic generation represents an average of 1.42 and 1.23 vehicle movements per minute through the site access point during the AM and PM peak hours respectively. As noted above, the majority of these movements are expected to travel via the Lignum Road / Falcon Rise intersection.

The abovementioned traffic generation values are considered a moderate increase in traffic volumes from a transport engineering perspective.

However, when considering the future function of the surrounding road network, it is evident that the primary function of the surrounding roads will be to accommodate traffic movements to/from the surrounding residential estate.

On this basis, the traffic volumes using the frontage roads during the AM and PM peak hours is not expected to be well below the theoretical capacity of these roads.

Accordingly, it is expected that there will be ample capacity within the surrounding road network to accommodate the traffic generation associated with the operation of the subject site.

9. Conclusion

The application seeks to develop the land parcels addressed as 63 Lignum Road and 44 Falcon Rise in Moama for the purpose of a childcare centre.

Based on the foregoing assessment, the following conclusions are drawn:

- The application has a requirement to provide 27 car parking spaces on-site;
- The proposed provision of 23 car parking spaces on-site is considered appropriate when considering:
 - The proposed allocation of staff parking spaces (11 spaces) will be sufficient to accommodate the anticipated staff parking demand;
 - On-street parking opportunities are expected to be available along both site frontages which will be able to accommodate the overflow car parking demand at times of peak parent pick up / drop off activity; and
 - The overflow parking demand will be concentrated during the AM and PM peak hours and solely comprise short-stay trips that will be approx. six (6) minutes in duration. Outside of these times, the overall parking demand generated by the site is expected to be accommodated on-site.
- The proposed provision of one (1) accessible parking space on-site is consistent with the requirements of the NCC;
- The proposed vehicle access and car park layout have been designed in accordance with the design requirements set out within the relevant sections of the Australian Standards (AS/NZS 2890 series);
- The proposed loading and waste collection arrangements for the application are considered to be acceptable;
- The site is expected to generate in the order of 85 and 74 vehicle movements during the AM and PM peak hours respectively; and
- It is expected that this level of traffic can be comfortably accommodated by the surrounding road network.

On the basis of the assessment within this report, the development proposal is considered to be acceptable from a transport engineering perspective.

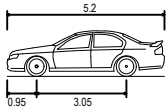
Appendix A Proposed Architectural Plans

Appendix B Swept Path Assessment



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B99 Vehicle (AS/NZS2890.1:2004)



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

5.200m
1.940m
2.200m
0.312m
1.840m
4.00 sec
6.30m

Proposed Childcare Centre 63 Lignum Road & 44 Falcon Rise, Moama Swept Path Assessment

NOTE:
1) Maximum Design Speed 10km/h
2) Base Plan Supplied by projected designs

RATIO REFERENCE
21914T-SK001-B

SHEET No.
1 of 4

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C.D.

SCALE
1:200@A3

DATE
01/11/2024

NOT

FENCED

6°56' 38.395"

LOT 71
VACANT LAND

PROPOSED 2.1mH TIMBER ACOUSTIC FENCE

01
2.7 x 5.4
VISITOR

02
2.7 x 5.4
VISITOR

03
2.7 x 5.4
VISITOR

04
2.7 x 5.4
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08
2.7 x 5.4
VISITOR

09
2.7 x 5.4
VISITOR

TURN AROUND BAY
NO PARKING

44
LOT 72
1139m
PROPOSED CONCRETEOR BITUMEN DRIVEWAY & PARKING AREA638.00 m

WHEEL STOPS MUST BE
100mm HIGH AND OFFSET
820mm FROM END OF
CAR SPACE

PAVEMENT OF ODA/SHARED
CAR SPACE MUST BE NO
GREATER THAN 1:40 FRONT
- BACK

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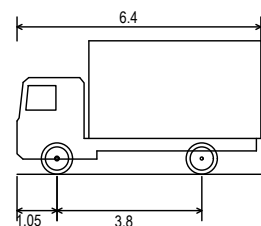
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ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5, 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

SRV - Small Rigid Vehicle (AS/NZS2890.2:2002)



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length
Overall Width
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

6.400m
2.330m
2.330m
4.00 sec
7.100m

Proposed Childcare Centre 63 Lignum Road & 44 Falcon Rise, Moama Swept Path Assessment

NOTE:
1) Maximum Design Speed 10km/h
2) Base Plan Supplied by projected designs

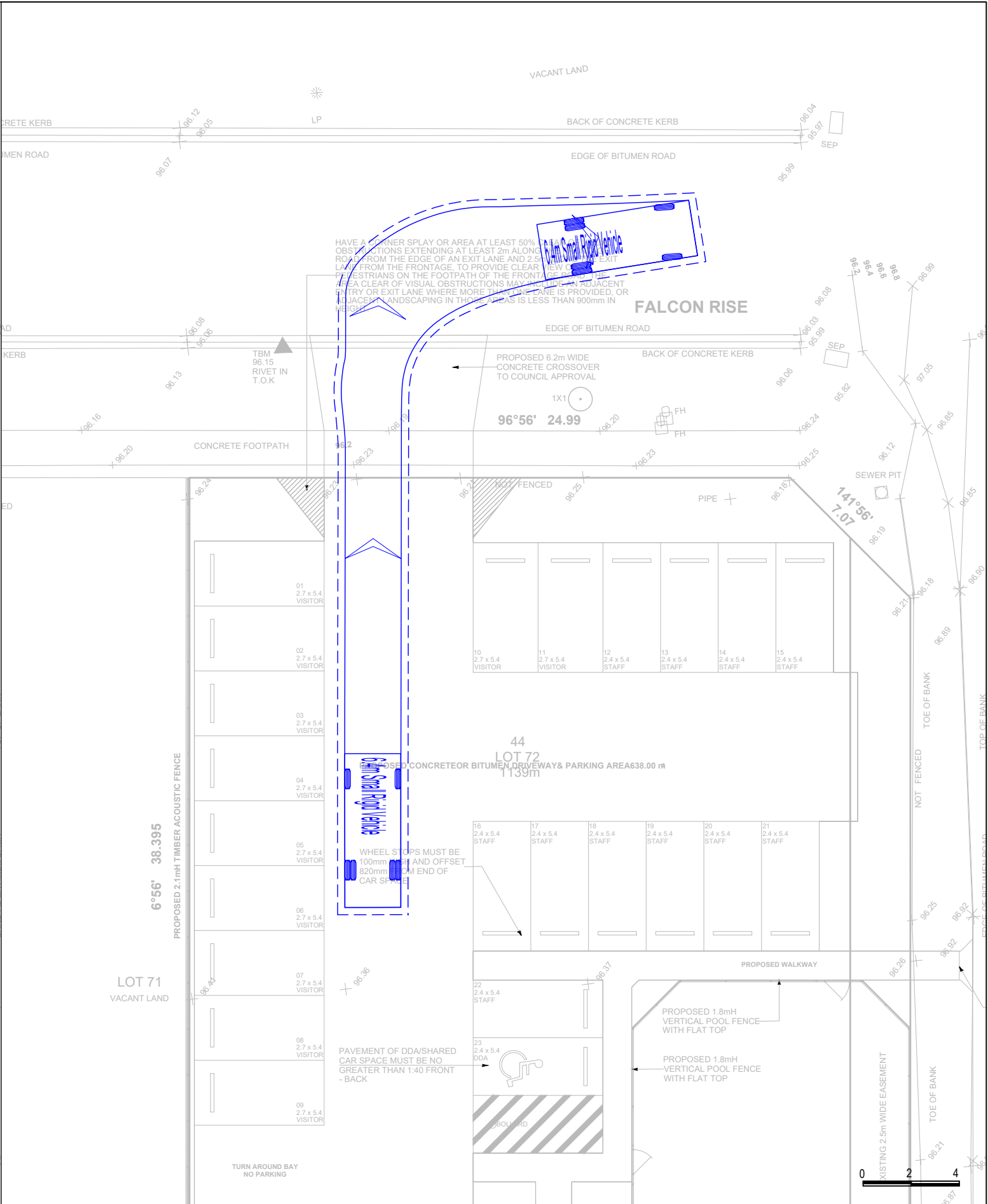
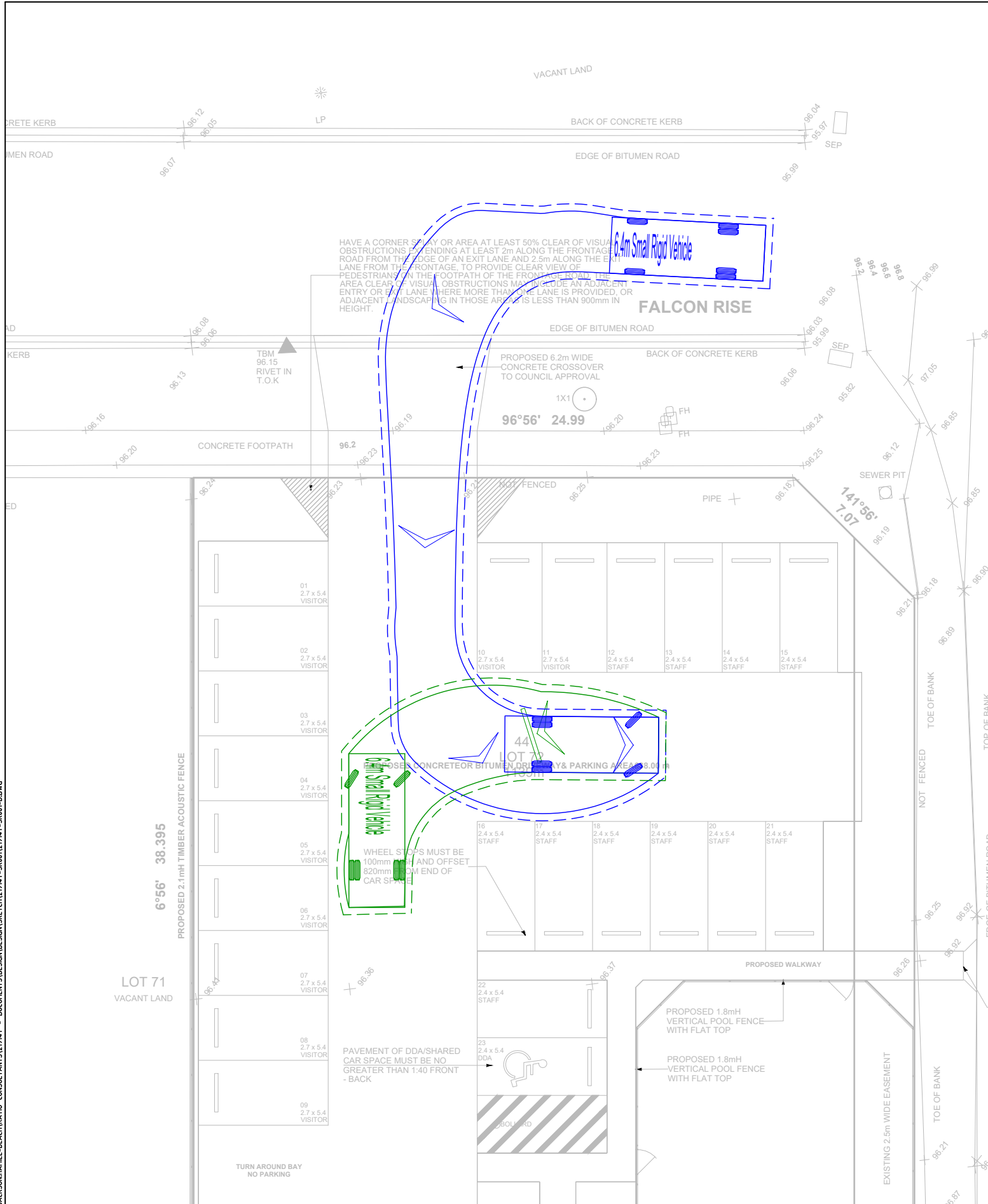
RATIO REFERENCE
21914T-SK001-B

SHEET No.
2 of 4

PREPARED BY
C.D.

SCALE
1:200@A3

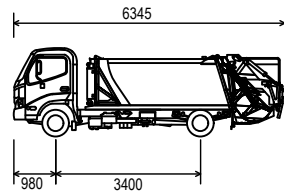
DATE
01/11/2024



ratio:

RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5, 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length 6.345m
Body Width 1.700m
Overall Body Height 2.080m
Min Body Ground Clearance 0.205m
Track Width 1.670m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.450m

Proposed Childcare Centre 63 Lignum Road & 44 Falcon Rise, Moama Swept Path Assessment

NOTE:
1) Maximum Design Speed 10km/h
2) Base Plan Supplied by projected designs

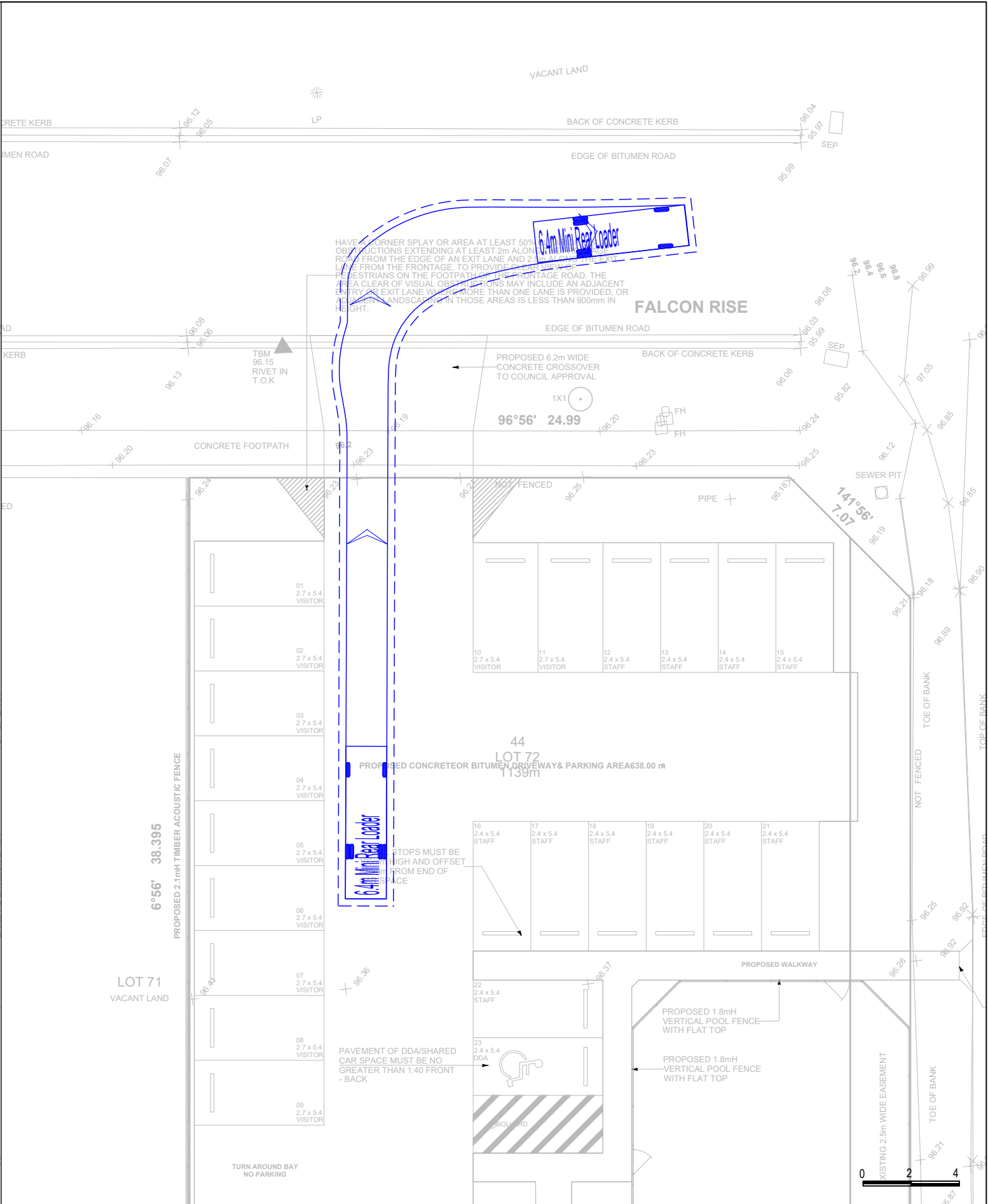
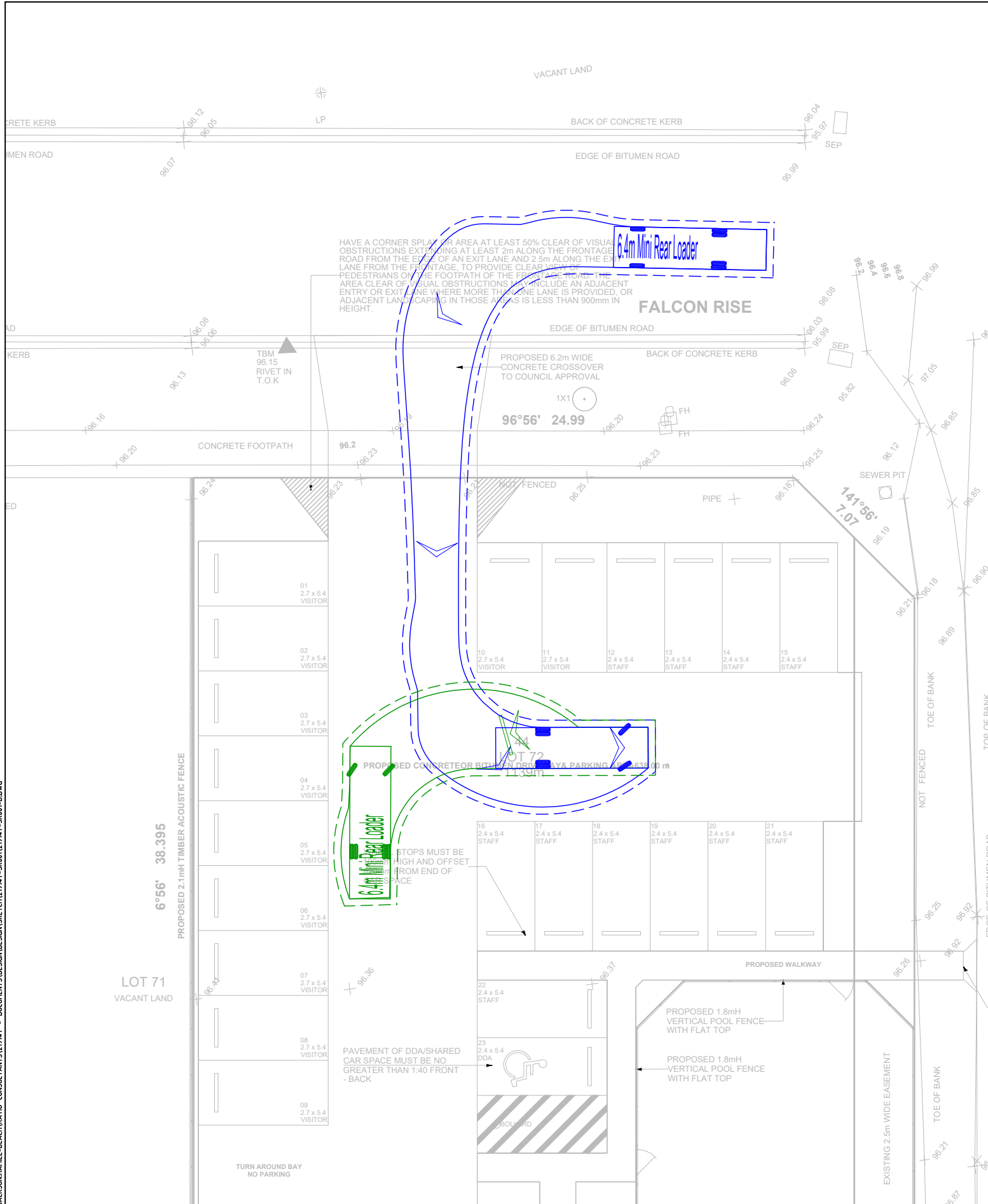
RATIO REFERENCE
21914T-SK001-B

SHEET No.
3 of 4

PREPARED BY
C.D.

SCALE
1:200@A3

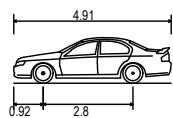
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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
LEVEL 5, 65 DOVER STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1:2004)



Overall Length 4.91m
Overall Width 2.8m
Overall Body Height 1.421m
Min Body Ground Clearance 0.159m
Track Width 1.770m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 5.80m

VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Proposed Childcare Centre 63 Lignum Road & 44 Falcon Rise, Moama Swept Path Assessment

NOTE:
1) Maximum Design Speed 10km/h
2) Base Plan Supplied by projected designs

RATIO REFERENCE
21914T-SK001-B

SHEET No.
4 of 4

PREPARED BY
C.D.

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DATE
01/11/2024

