ttpp
transport planning

Our Ref: 20516

11 August 2021

Mike & Shan Pty Ltd
C/- Avenues Early Learning Centres

By email mike@avchildcare.com.au

Attention: Mr Mike Wu

Dear Mike,

RE: DRUMMOYNE RESERVOIR LEARNING CENTRE – (LEC CASE NO. 2020/00306306)
REVIEW OF ALTERNATIVE ACCESS OPTIONS

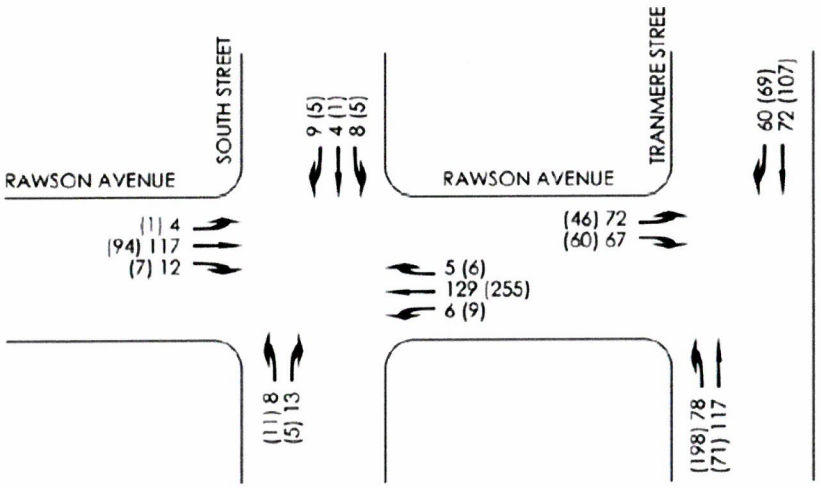
1. I have, as requested, looked into how access might or not be gained into the above site using an access other than on Rawson Avenue in order to mitigate a perceived heritage impact.

2. I would, first of all, point out that as far as I am aware, there is no traffic objection to the use of the continued use of existing driveway (albeit widened slightly) on Rawson Avenue, the ramps into the basement and the basement parking layout itself. My review of the layout is contained at **Attachment 1** to this letter. In my view, it is acceptable.

3. As far as I am aware, the heritage issue relates to the visual impact of the ramp "opening" into the basement car park adjacent to the heritage structure. Consequently, we have been requested to look at alternative access from the other site frontages namely Reservoir Lane and South Street.

4. Prior to undertaking this exercise, we have noted that the traffic report indicates that the two way traffic flows on South Street are currently 27 trips in the AM peak and 17 trips in the PM peak. The two way flow on Rawson Avenue is around 270 in the AM peak) and around 382 in the PM peak. We do not have any traffic flows on Reservoir Lane but I would expect that they would be much lower than South Street (probably no more than a handful of vehicle trips per hour). Similarly, we do not have any traffic flows on Polding Lane but I would expect that they would be comparable to, but probably lower than, South Street.

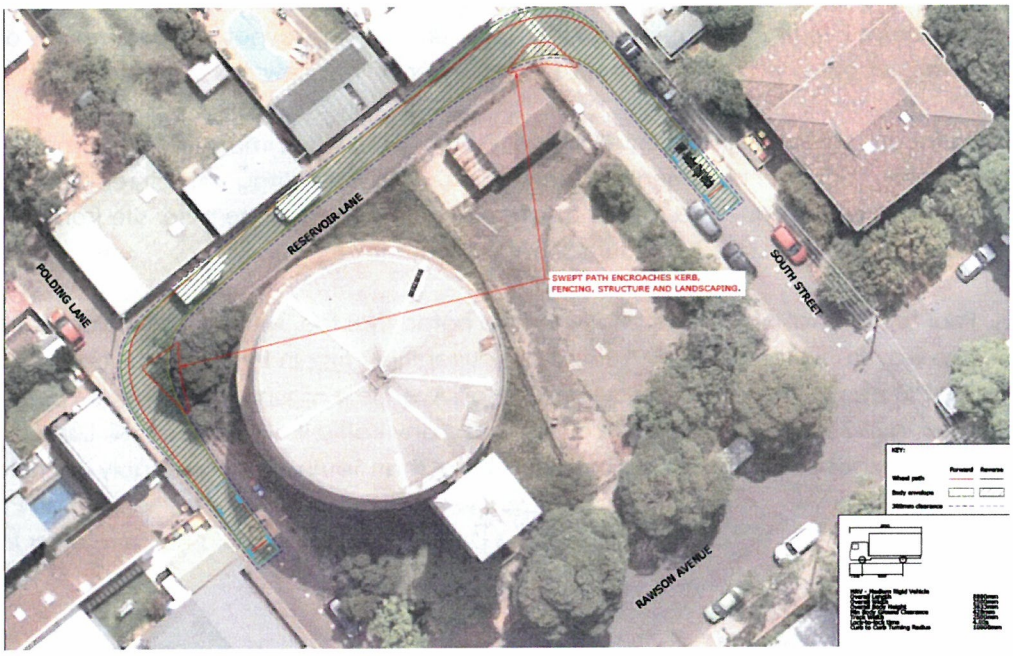
The Transport Planning Partnership
Suite 402, 22 Atchison Street
ST LEONARDS NSW 2065

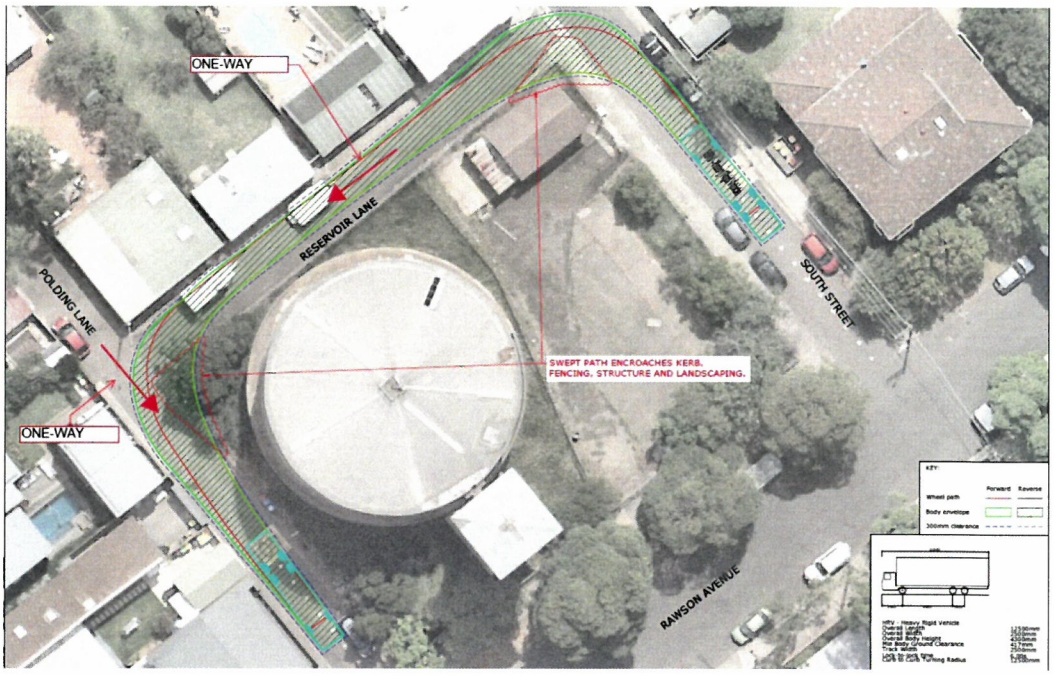


Access from Reservoir Lane

5. In order to consider access from Reservoir Lane, we need to consider what vehicles would need to use the lane. Clearly cars already use the lane (albeit generally as a single lane operation with vehicles parked along it) and swept paths confirm that this single file traffic can still physically pass along it.

6. The proposed site may however be visited by larger vehicles for garbage collection etc. We have done swept paths for both 8.8m medium rigid vehicles (MRV) and 12.5m Heavy rigid vehicles (HRV). The swept paths show that the turns from South Street into Reservoir Lane and from Reservoir Lane into Polding Lane would require the corner radii be significantly amended.



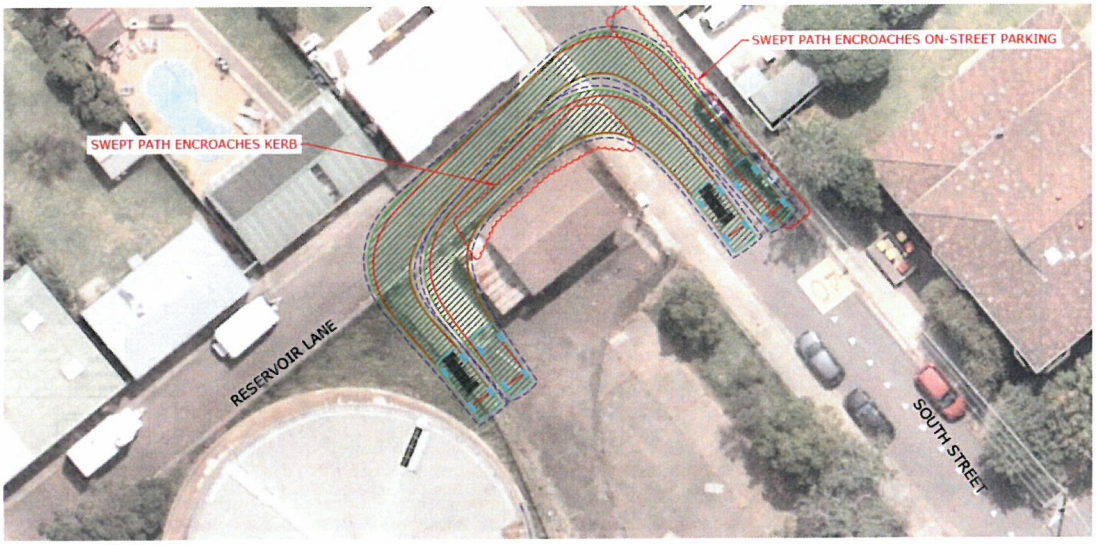


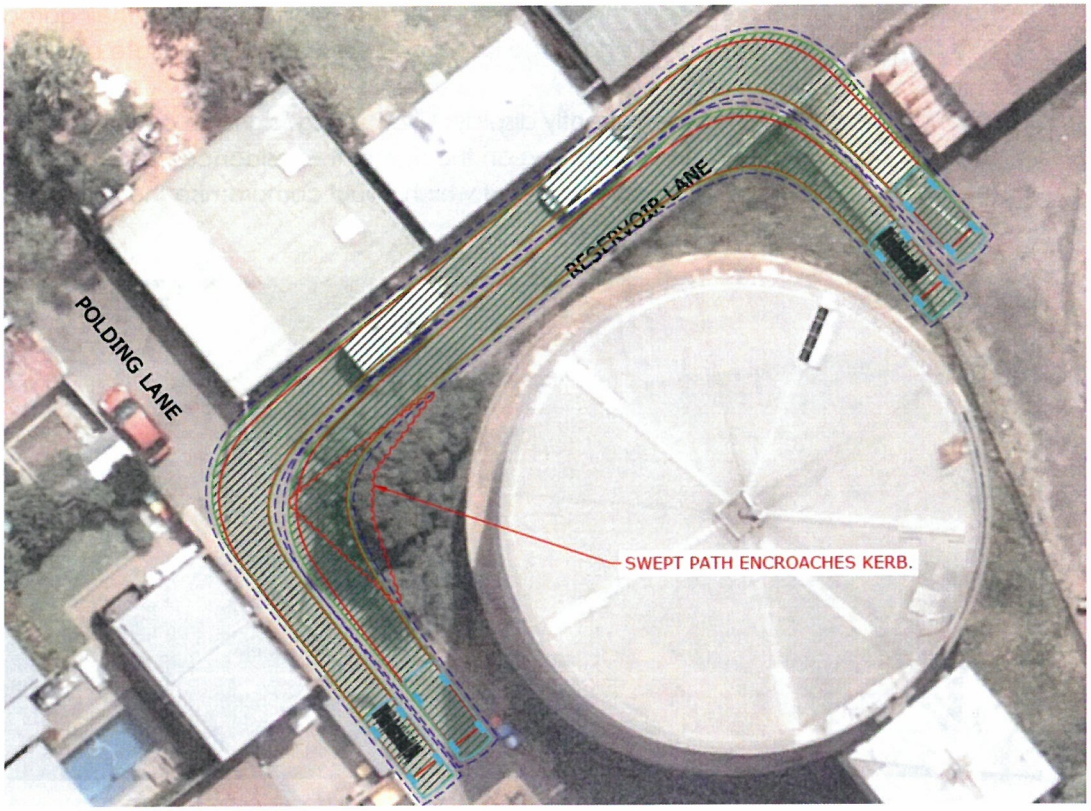
7. Having said this, we are aware that residents along Reservoir Lane leave their garbage bins along the lane so Council's garbage trucks can presumably negotiate along it.

8. We further note that the lane currently displays "No Parking" signage on the site side of the lane but there is unrestricted parking on the side of the residences. As such, the laneway can have vehicles parked along it which could compromise the movement of vehicles.

9. I would have concerns about letting childcare vehicles enter and leave the basement car park in both directions on Reservoir Lane.

10. The swept paths indicate that cars would not be able to leave at the same time as vehicles are entering either at Reservoir Lane / South Street or Reservoir Lane / Polding Street.





11. The effect of introducing such an arrangement would be that, not only would the corners of the intersections need to be widened but parking restrictions would need to be imposed along South Street.

12. At present, parking is permitted on both sides of South Street which allow a single lane to operate accommodating two way traffic with opposing vehicles having to give way to each other. Bearing in mind the low traffic flows that currently prevail (i.e., about 1 vehicles every 2 to 4 minutes) this operates satisfactorily. Should the subject proposal allow all vehicles to access the site from either South Street or Polding Lane rather than Rawson Avenue, two way traffic flow would be necessary due to the increase in traffic.

13. Operationally the better alternative would be to have a left in / left out on Reservoir Lane which would permit vehicles to turn left into the lane from South Street and turn left from Reservoir Road onto Polding Lane. This would allow much better traffic control to occur.

14. The traffic impact assessment reports that the development would generate up to 127 peak hour vehicle trips (i.e., about 64 in and 63 out) in the AM peak and up to 111 in the PM peak hour.

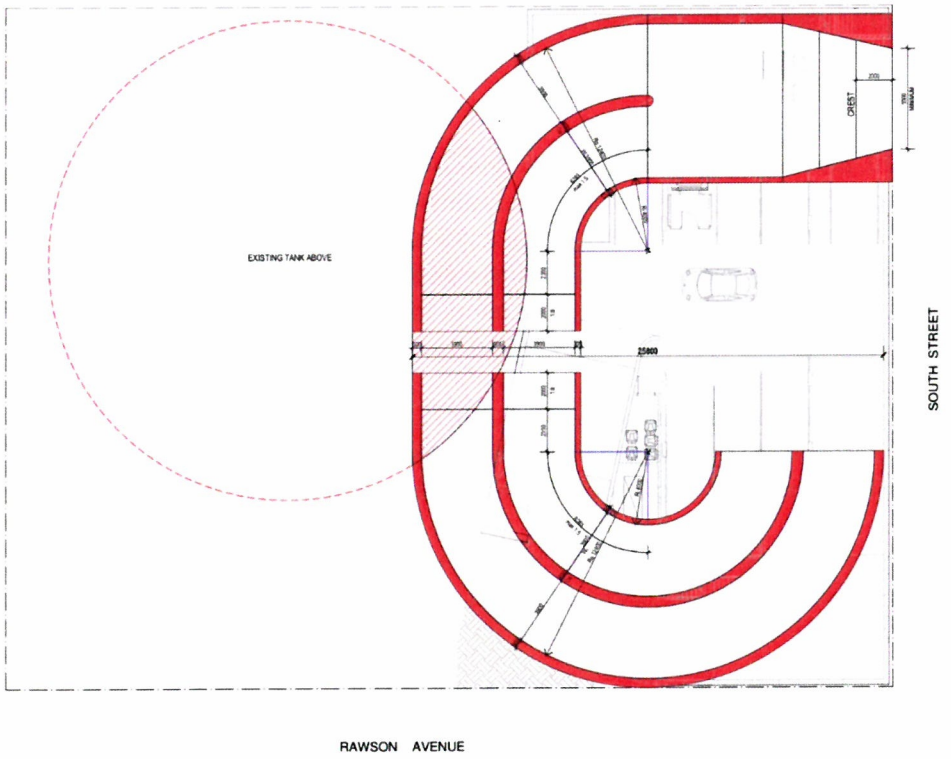
15. Consequently, with a one way system. both South Street and Polding Lane could experience an increase in traffic of up to 64 vehicles in the AM peak hour which is an additional one vehicle per minute. This represents a 237% increase on existing traffic flows. This is likely to result in a significant amenity impact on the residents of both streets.

16. In addition, the increased volumes of traffic may require the removal of parking from Reservoir Lane and possibly South Street / Polding Lane.

Access from South Street

17. The advantage of achieving access from Rawson Avenue (and Reservoir Lane) is that it is possible to use the 45m length of the site (which is greater than the 17m width) to achieve the necessary gradients to reach the basement levels of the car park.

18. A driveway from South Street would need to provide a flat level platform of 6m within the site before it could commence a two way ramp. Because of the tightness of the radii which would be necessary to allow vehicles to pass each other, the car park ramps would extend beneath the existing heritage structure which is clearly not acceptable (as shown below).



19. In addition to provide this driveway, it would be necessary to remove parking on South Street, and similar to the Reservoir Lane option, residential on properties would have the negative impact of 127 vehicle movements in the AM peak hour occurring which is significantly more than they currently experience (i.e., 27 vehicle trips).

Summary

20. It is my view that

    a) Access from South Street would not be possible due to its effects on the heritage structure. It would also necessitate the loss of on-street car parking and the additional traffic would have an effect on the amenity impacts on South Street residents.
    b) Access from Reservoir Lane may be possible but it would require the imposition of a left in/left out system into / out of the car park, the imposition of parking controls on Reservoir Lane, the possible amendment of radii at the corners of South Street/Reservoir Lane and Reservoir Lane/Polding Lane, the possible introduction of additional parking controls in South Street and Polding Lane and an adverse impact on the amenity of residents on both South Street and Polding Lane.

21. Finally, and to provide additional clarity, I have attached the larger versions of the swept path drawings, extracts of which are included in the text, as **Attachment 2.**

We trust the above is clear but should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

Ken Hollyoak
Director

Attachment One – Review of car park layout

Attachment One – Larger Size Swept Path Drawings

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Attachment One

Review of car park layout

NOTE:
- ALL REDUNDANT DRIVEWAYS SHALL BE REMOVED AND THE LAYBACK IS TO BE REPLACED WITH UPRIGHT KERB & GUTTER. ANY REDUNDANT STORMWATER OUTLETS SHALL BE REMOVED

7m2
FOYER
entry
reception
RL 33.400
4650
UP
1010
RL 34.200
LIFT 1
RL 34.200
1.2M WIDE STONE PAVED ACCESSIBLE PATH
2410
9800
3050
3050
RL32.250
6100
2000
RL32.570
RL32.570
RL32.570
4930
4955
4320
6100
610
5500
6100
2500mm
2000mm
RL32.847
RL32.763
RL32.810
RL32.726
RL32.770
RL32.686
5060
5200
3100
600
600
450 wide 90 HT kerb layback
450
SLEEP
17.1m2
BOTTLE PREP
0-24MTHS(8)
34.4m2
ENSURE SIGHT TRIANGLE IS CLEAR OF ANY OBSTRUCTION TO ENSURE PEDESTRIAN SAFETY.
EMERGENCY EXIT
MINIMUM 1m HT ACOUSTIC BARRIER (SHADED YELLOW)
GATEHOUSE
R (SHADED YELLOW)
33.25
33.25BW
33.42
33.28BW
33.17BW
33.58
33.07
33.15
33.76TW
33.21BW
PROPERTY BOUNDARY
0°56'40"
48.59
PATH
TREE
S4.0
2xØ
0.20
H6
32.95PR
32.92PR
32.91PR
32.92PR
PR
33.11FP
33.07EB
33.05EB
33.00
33.00
BITUMEN
32.98EB
32.98EB
32.99EB
TREE
S12.0
Ø
0.80
H11
32.86FP
32.76TK
32.63G
33.19
32.91TK
32.72G
32.74TK
32.60G
32.52G
32.73TK
32.72TK
&
32.50TK
32.30G
32.63
32.81FP
32.81TK
32.66G
32.66PR
TREE
S10.0
Ø
0.70
H10
NO EXCAVATION TO HATCHED AREA
EXISTING CROSSOVER (SHOWN AS CROSS-HATCHED)
33.32TW
32.66BW
CONC.
PR
32.61FP
32.53
32.47
PATH
33.15TW
32.43BW
32.37PR
32.37PR
32.44FP
TREE
S10.0
Ø
0.70
H10
32.34PR
32.19G
32.36FP
GUTTER
32.34TK
2
A03.01
1
A03.01
2
A04.01
STONE
KERB
PROPERTY BOUNDARY
140°57'45"
37.27
33.13
32.35
32.18LP
32.31TK
32.16G
33.16TW
32.35BW
32.37
32.35
KERB
CONC.
CONC.
32.32PR
32.18G
32.2
32.1
32.18
32.2
32.2
32.2
32.24L
32.19C
32.34T

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: CAR PARK COMPLIANCE REVIEW
GROUND LEVEL

DWG No. 20516CAD009
FIGURE 1

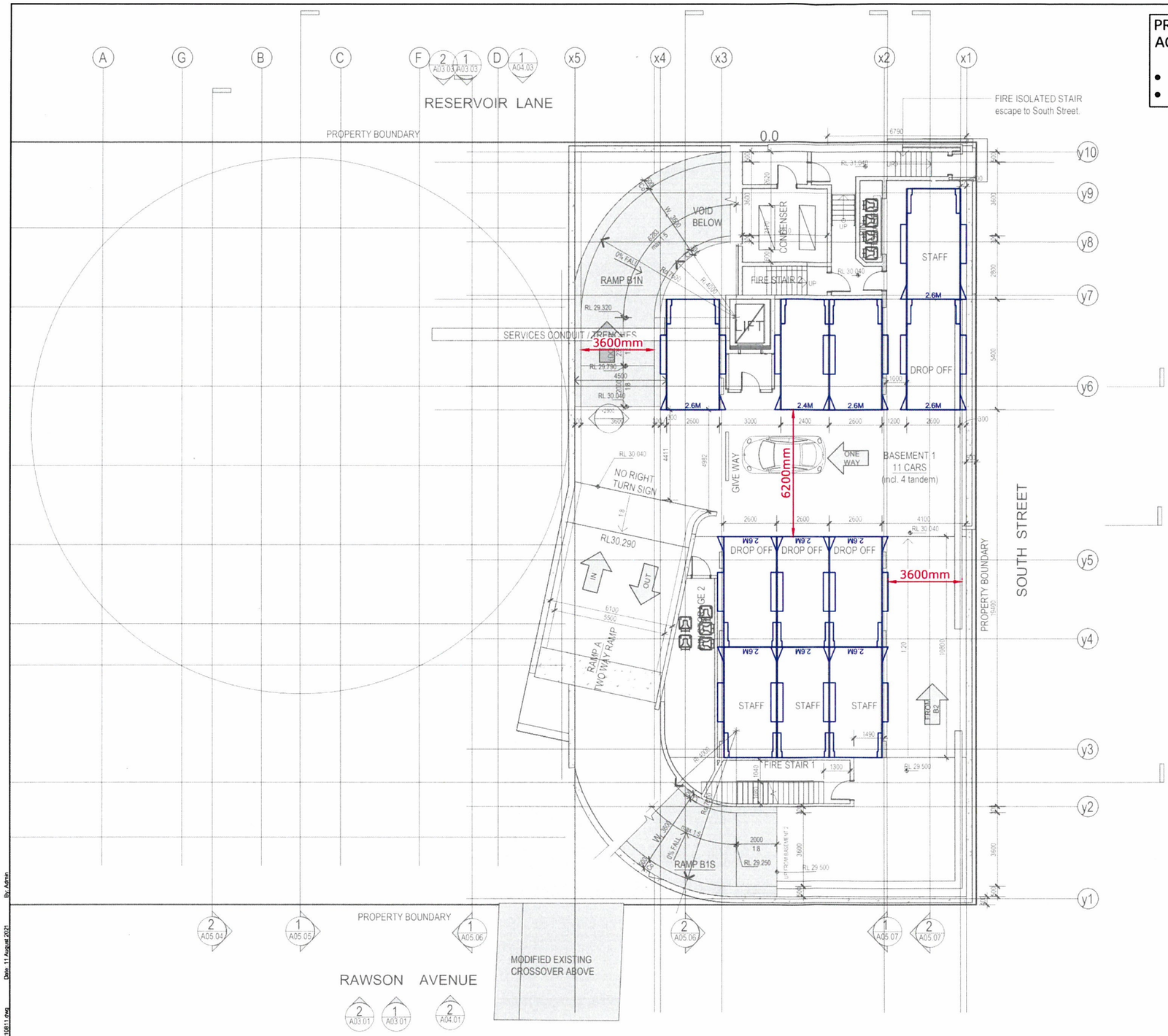
DATE STAMP 11 AUGUST 2021

PROJECT No. 20516 | SCALE 1:100 @A3 | REV. A

By: Admin
Date: 11 August 2021
Filename: 20516CAD009-CAR PARK REVIEW-210811.dwg

PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1 AND AS2890.6:

- ABOVE DISABLED CAR SPACES AND SHARED AREAS - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: CAR PARK COMPLIANCE REVIEW
BASEMENT LEVEL 1

DWG No. 20516CAD009
FIGURE 2

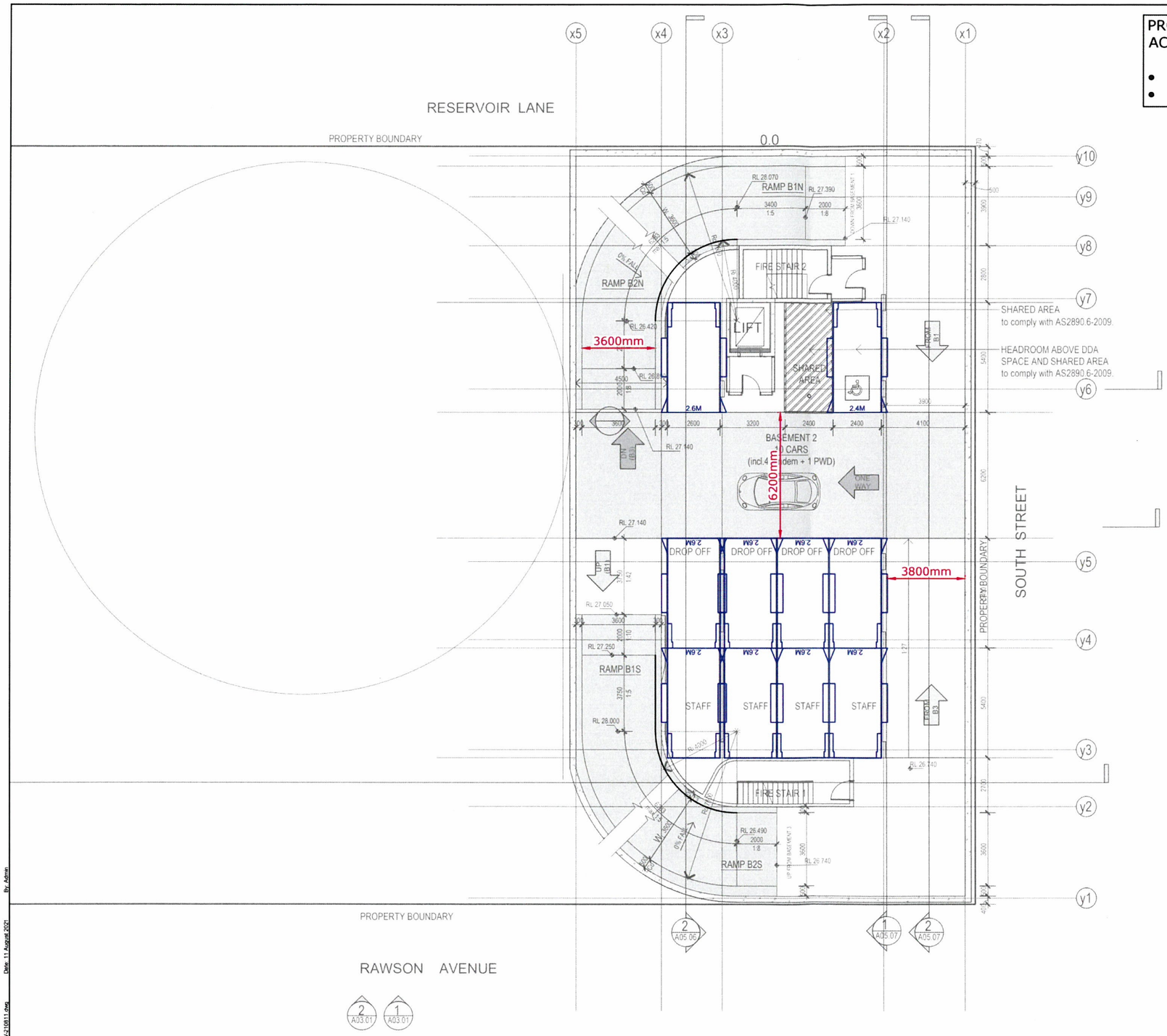
DATE STAMP 11 AUGUST 2021

PROJECT No. 20516 | SCALE 1:200 @A3 | REV. A

Filename: 20516-A3DWG-CAR PARK REVIEW-210811.dwg Date: 11 August 2021 By: Admin

PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1 AND AS2890.6:

- ABOVE DISABLED CAR SPACES AND SHARED AREAS - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: CAR PARK COMPLIANCE REVIEW
BASEMENT LEVEL 2

DWG No. 20516CAD009
FIGURE 3

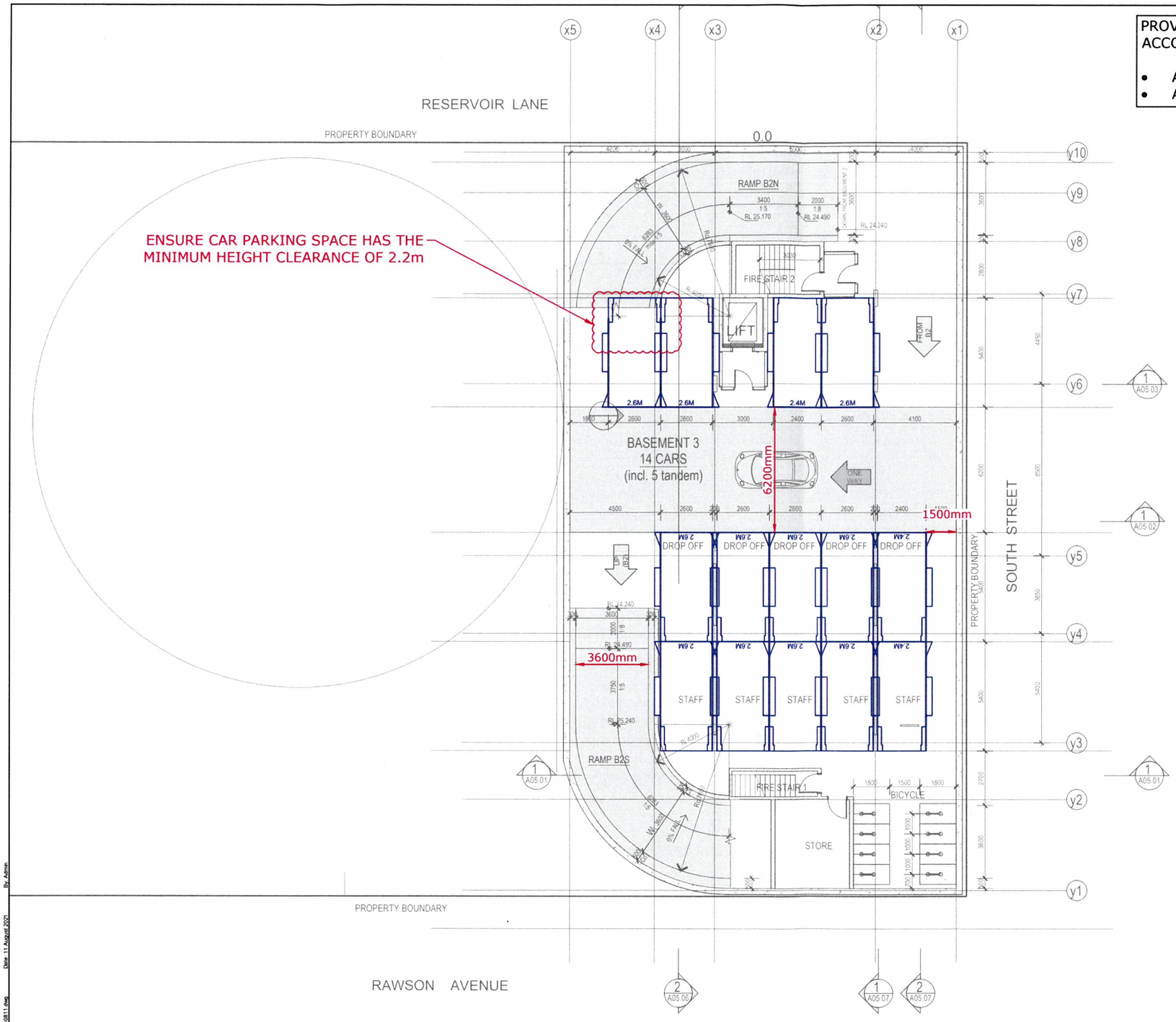
DATE STAMP 11 AUGUST 2021

PROJECT No. 20516 | SCALE 1:200 @A3 | REV. A

Filename: 20516-A009-CAR PARK REVIEW-210811.dwg Date: 11 August 2021 By: Admin

PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1 AND AS2890.6:

- ABOVE DISABLED CAR SPACES AND SHARED AREAS - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: CAR PARK COMPLIANCE REVIEW
BASEMENT LEVEL 3

DWG No. 20516CAD009
FIGURE 4

DATE STAMP 11 AUGUST 2021

PROJECT No. 20516 | SCALE 1:200 @A3 | REV. A

Filename: 20516CAD009-CAR PARK REVIEW-210811.dwg Date: 11 August 2021 By: Admin

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: SWEPT PATH ANALYSIS - GROUND LEVEL
AS2890.1 5.2m B99 VEHICLE

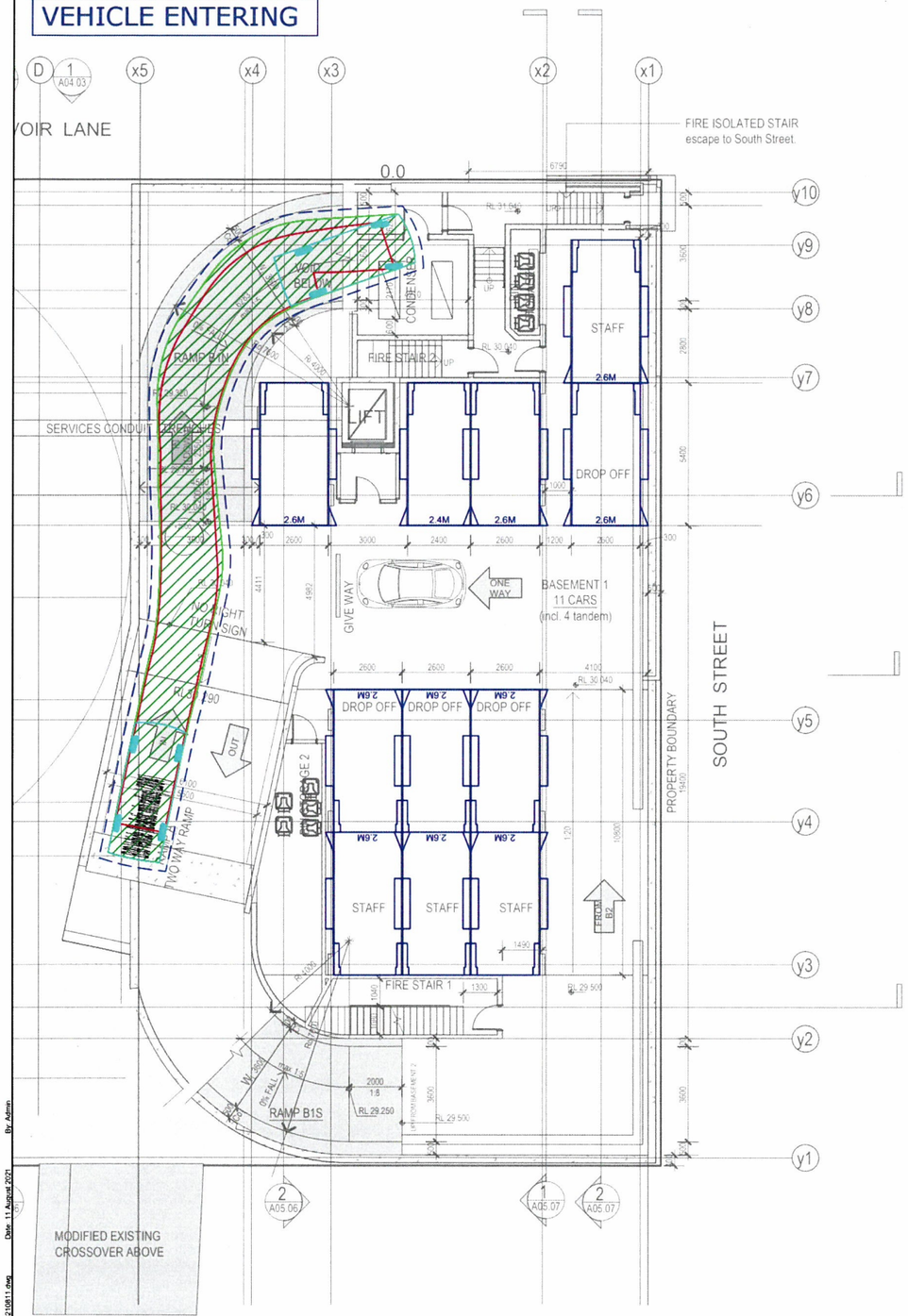
DWG No. 20516CAD009
FIGURE 5

DATE STAMP 11 AUGUST 2021

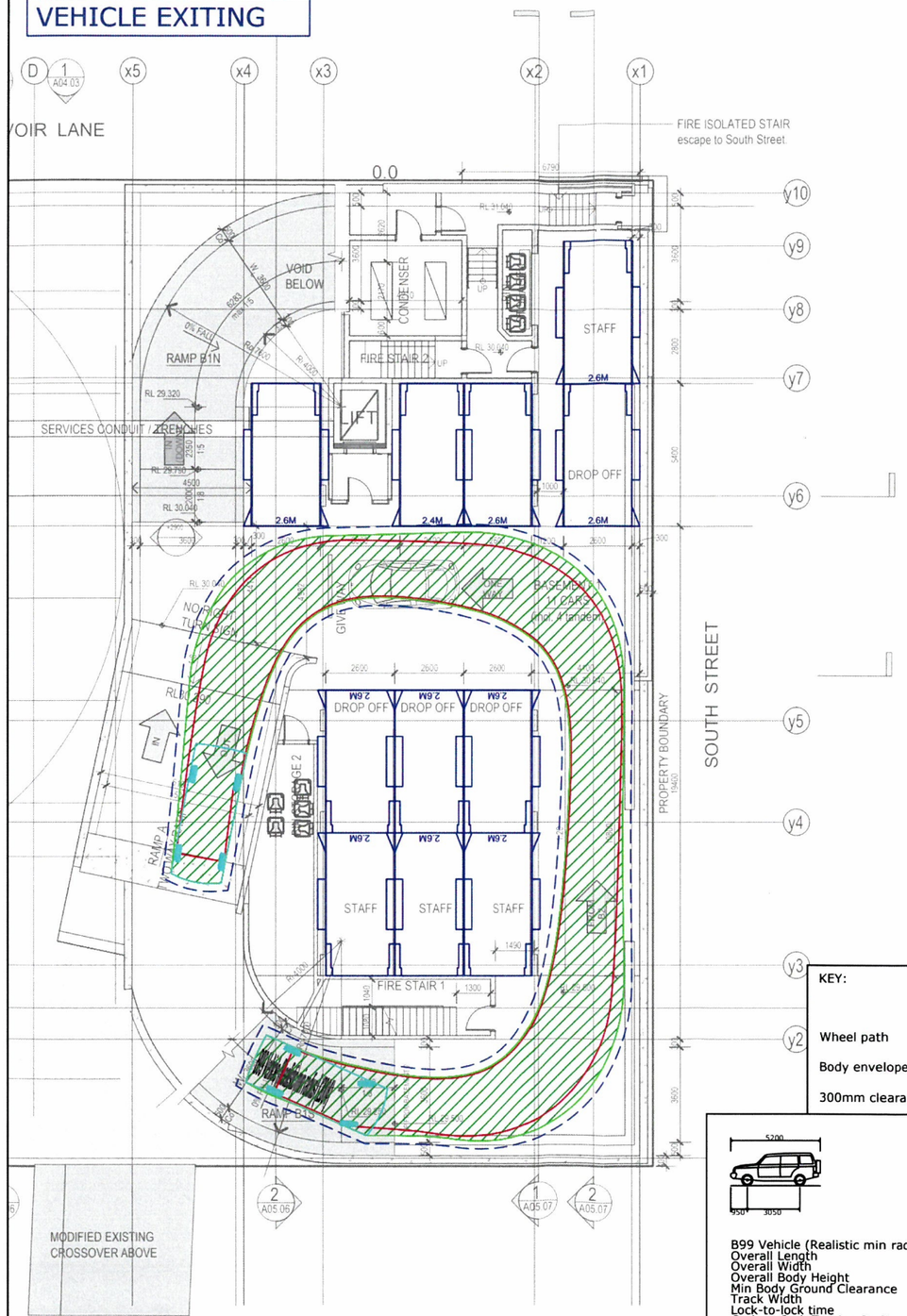
PROJECT No. 20516 | SCALE 1:200 @A3 | REV. A

Filename: 20516CAD009-CAR PARK REVIEW-210811.dwg
Date: 11 August 2021
By: Admin

VEHICLE ENTERING



VEHICLE EXITING



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: SWEPT PATH ANALYSIS - BASEMENT LEVEL 1
AS2890.1 5.2m B99 VEHICLE

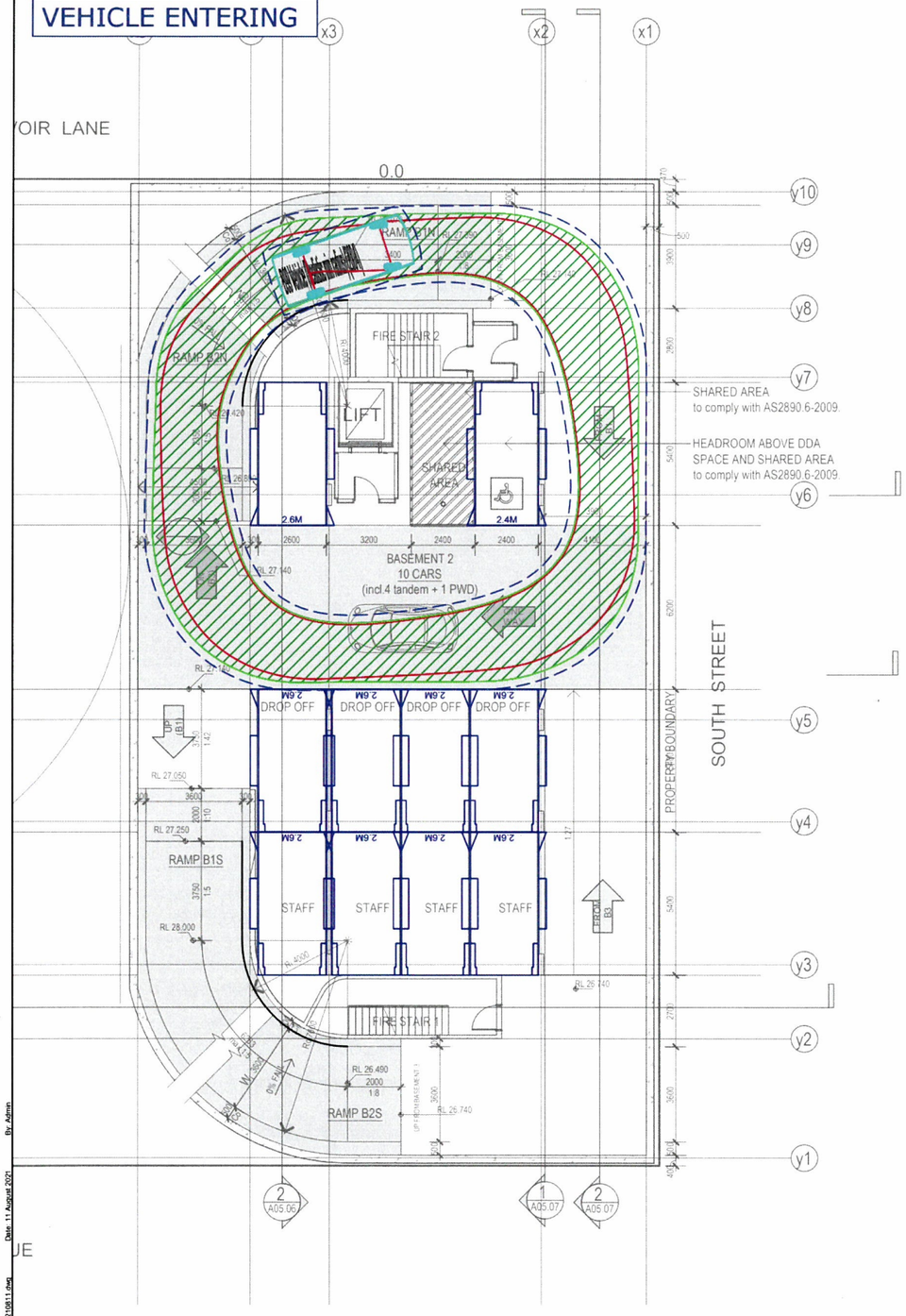
DWG No. 20516CAD009
FIGURE 6

DATE STAMP 11 AUGUST 2021

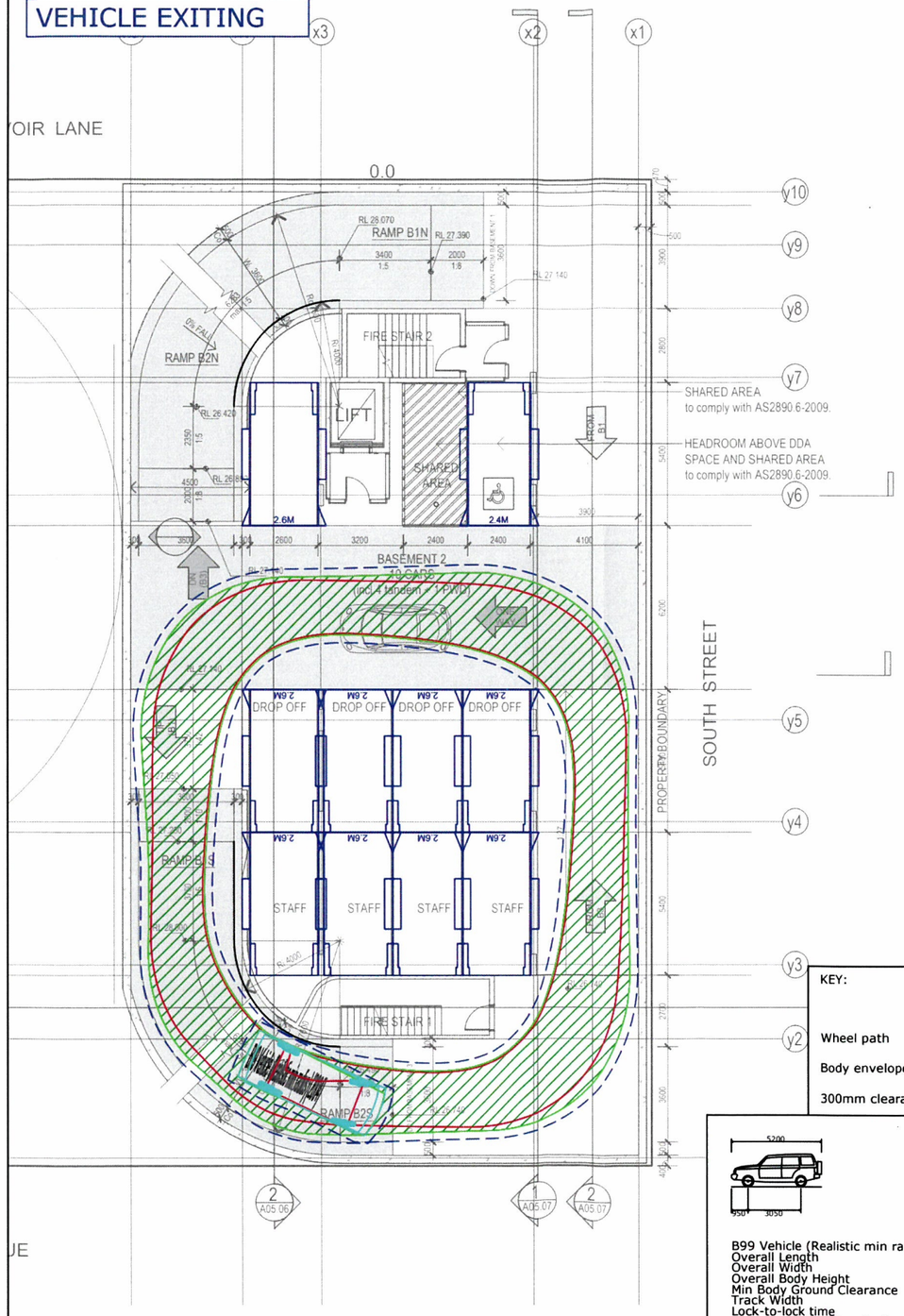
PROJECT No.	SCALE	REV.
20516	1:200 @A3	A

Filename: 20516-CAD005-CAR PARK REVIEW-210811.dwg Date: 11 August 2021 By: Admin

VEHICLE ENTERING



VEHICLE EXITING



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: SWEPT PATH ANALYSIS - BASEMENT LEVEL 2
AS2890.1 5.2m B99 VEHICLE

DWG No. 20516CAD009
FIGURE 7

DATE STAMP 11 AUGUST 2021

PROJECT No.	SCALE	REV.
20516	1:200 @A3	A

Filename: 20516CAD009-CAR PARK REVIEW-210811.dwg
Date: 11 August 2021
By: Admin

RESERVOIR LANE

PROPERTY BOUNDARY

0.0

x5 x4 x3 x2 x1

y10 y9 y8 y7 y6 y5 y4 y3 y2 y1

RAMP B2N

FIRE STAIR 2

LIFT

2.6M 2.6M 2.4M 2.6M

BASEMENT 3
14 CARS
(incl 5 tandem)

2.6M DROP OFF | 2.6M DROP OFF | 2.6M DROP OFF | 2.6M DROP OFF | 2.4M DROP OFF

STAFF STAFF STAFF STAFF STAFF

RAMP B3S

FIRE STAIR 1

BICYCLE

STORE

SOUTH STREET

PROPERTY BOUNDARY

1 A05.01

1 A05.03

1 A05.02

1 A05.01

PROPERTY BOUNDARY

RAWSON AVENUE

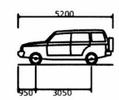
2 A05.06

1 A05.07

2 A05.07

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JN	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: SWEPT PATH ANALYSIS - BASEMENT LEVEL 3
AS2890.1 5.2m B99 VEHICLE

DWG No. 20516CAD009
FIGURE 8

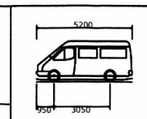
DATE STAMP 11 AUGUST 2021

PROJECT No. 20516 | SCALE 1:200 @A3 | REV. A

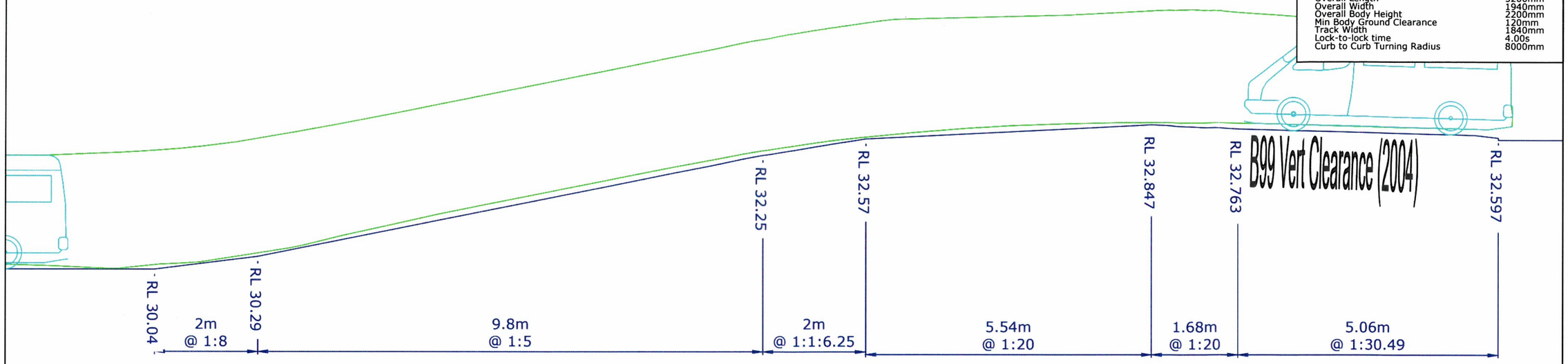
By: Admin
Date: 11 August 2021
Filename: 20516CAD009-CAR PARK REVIEW-210811.dwg

VEHICLE ENTERING

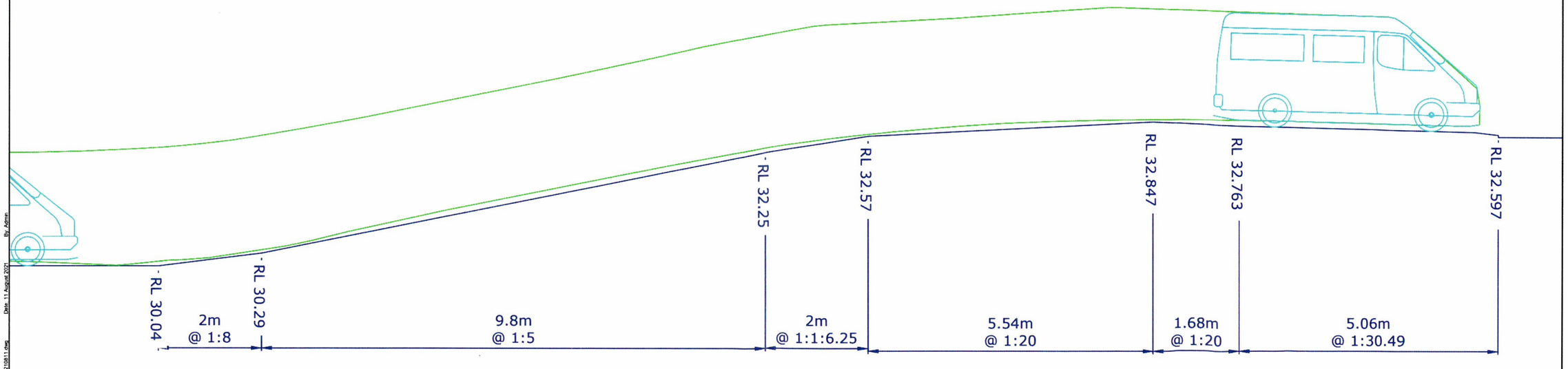
KEY:
- Vertical Clearance
- Driveway / Ramp Profile



B99 Vert Clearance (2004)	
Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	2200mm
Min Body Ground Clearance	120mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	8000mm



VEHICLE EXITING



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: GROUND CLEARANCE ASSESSMENT - GROUND TO BASEMENT LEVEL 1 RAMP - LEFT HAND SIDE
AS2890.1 5.2m B99 VEHICLE

DWG No. 20516CAD009 FIGURE 9

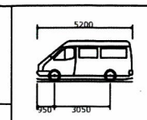
DATE STAMP 11 AUGUST 2021

PROJECT No. 20516 | SCALE 1:75 @A3 | REV. A

By: Admin
Date: 11 August 2021
Filename: 20516CAD009-CAR PARK REVIEW-210811.dwg

VEHICLE ENTERING

KEY:
- Vertical Clearance
- Driveway / Ramp Profile



B99 Vert Clearance (2004)	
Overall Length	5200mm
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Overall Body Height	2200mm
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Lock-to-lock time	4.00s
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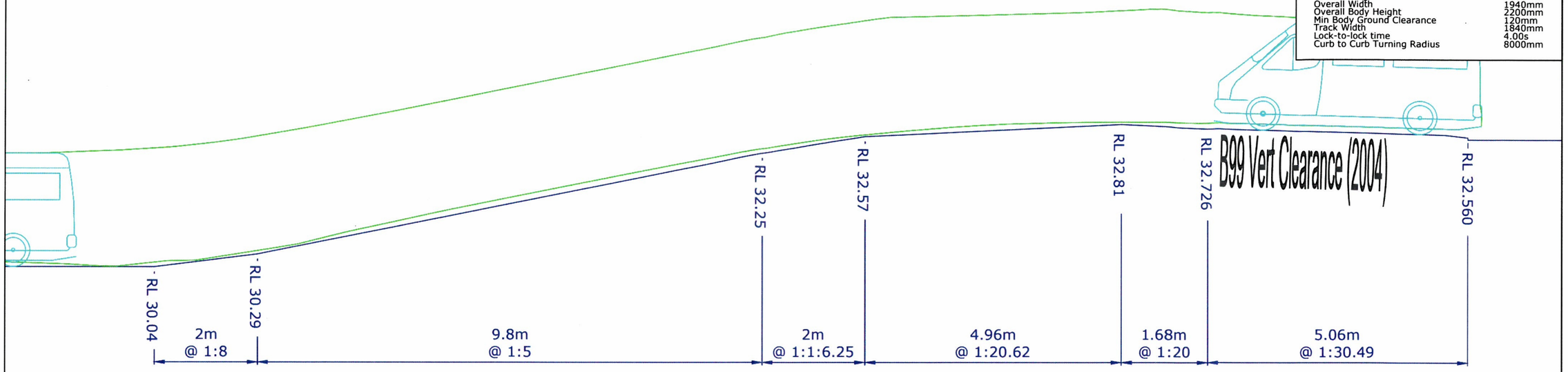
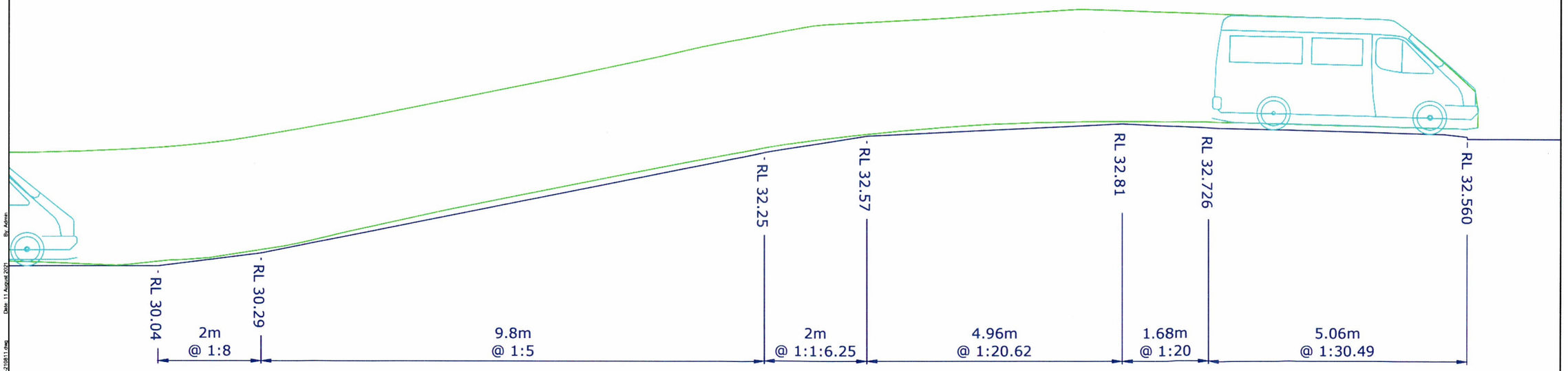


VEHICLE EXITING



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: GROUND CLEARANCE ASSESSMENT - GROUND TO BASEMENT LEVEL 1 RAMP - CENTRE
AS2890.1 5.2m B99 VEHICLE

DWG No. 20516CAD009 FIGURE 10

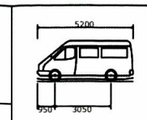
DATE STAMP 11 AUGUST 2021

PROJECT No.	SCALE	REV.
20516	1:75 @A3	A

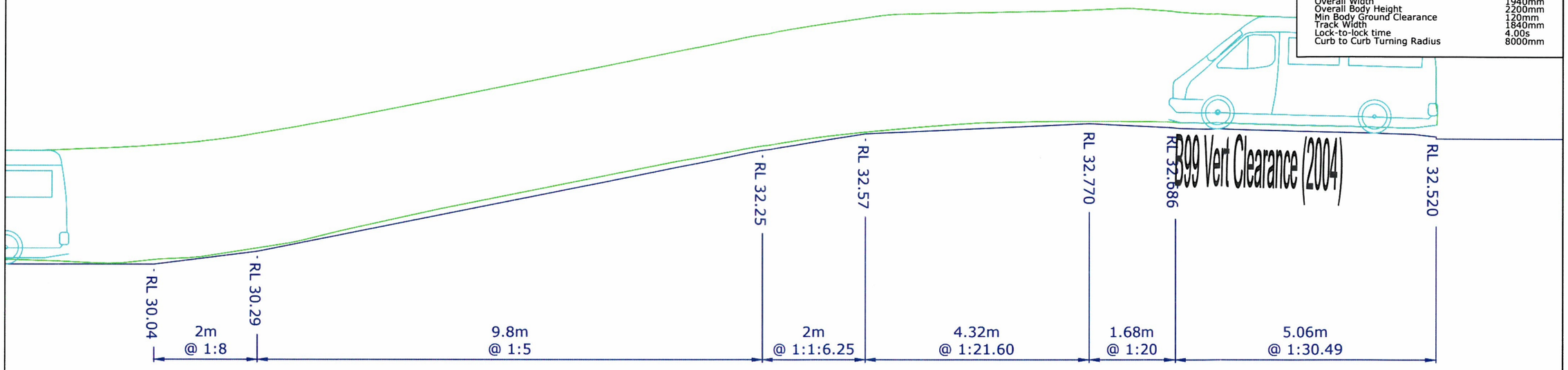
Filename: 20516-CAD009-CAR PARK REVIEW-210811.dwg Date: 11 August 2021 By: Admin

VEHICLE ENTERING

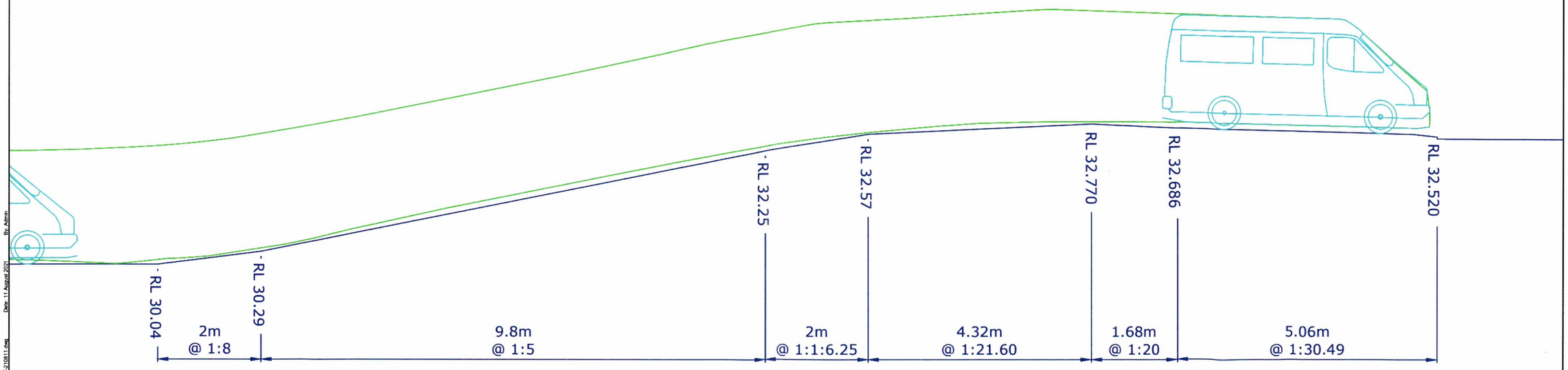
KEY:
- Vertical Clearance
- Driveway / Ramp Profile



B99 Vert Clearance (2004)	
Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	2200mm
Min Body Ground Clearance	120mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	8000mm



VEHICLE EXITING



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: GROUND CLEARANCE ASSESSMENT - GROUND TO BASEMENT LEVEL 1 RAMP - RIGHT HAND SIDE
AS2890.1 5.2m B99 VEHICLE

DWG No. 20516CAD009 FIGURE 11

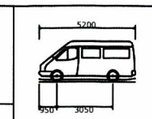
DATE STAMP 11 AUGUST 2021

PROJECT No.	SCALE	REV.
20516	1:75 @A3	A

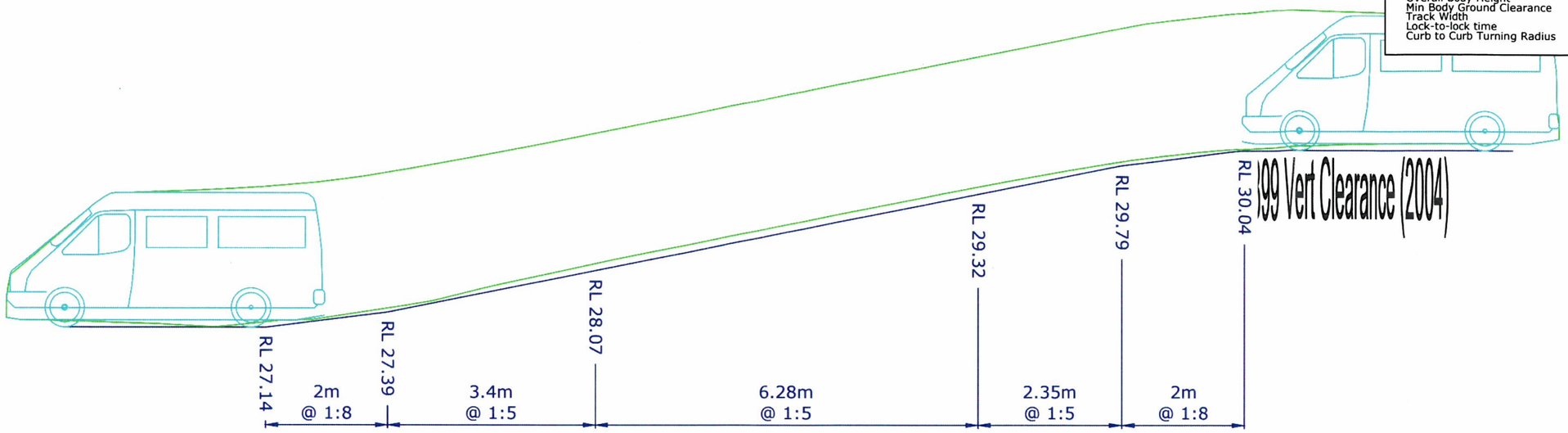
Filename: 20516CAD009-CAR PARK REVIEW-210811.dwg
Date: 11 August 2021
By: Admin

VEHICLE ENTERING

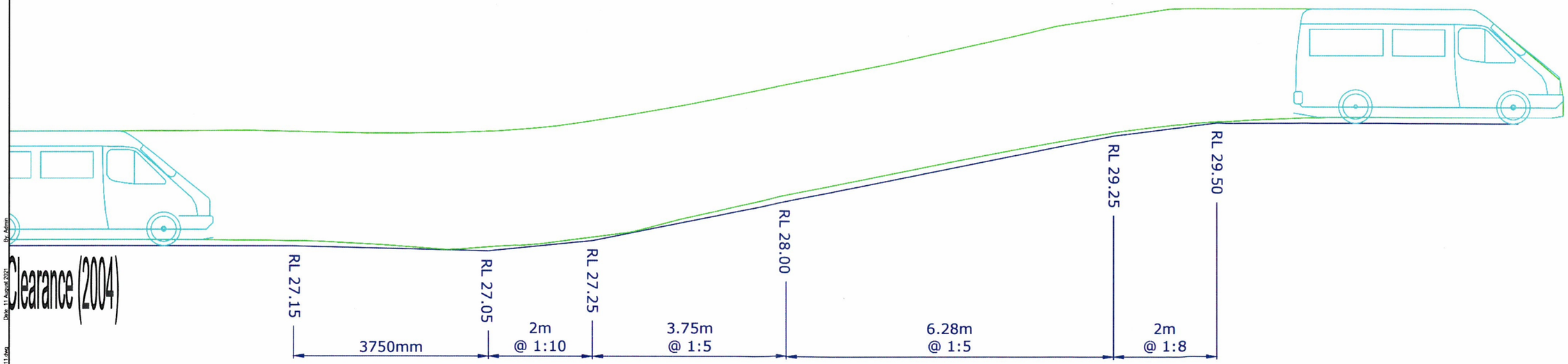
KEY:
- Vertical Clearance
- Driveway / Ramp Profile



B99 Vert Clearance (2004)	
Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	2200mm
Min Body Ground Clearance	120mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	8000mm



VEHICLE EXITING



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

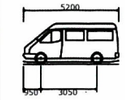
TITLE: GROUND CLEARANCE ASSESSMENT- BASEMENT 1 TO BASEMENT 2
AS2890.1 5.2m B99 VEHICLE

DWG No.	
20516CAD009 FIGURE 12	
DATE STAMP	
11 AUGUST 2021	
PROJECT No.	SCALE / REV.
20516	1:75 @A3 / A

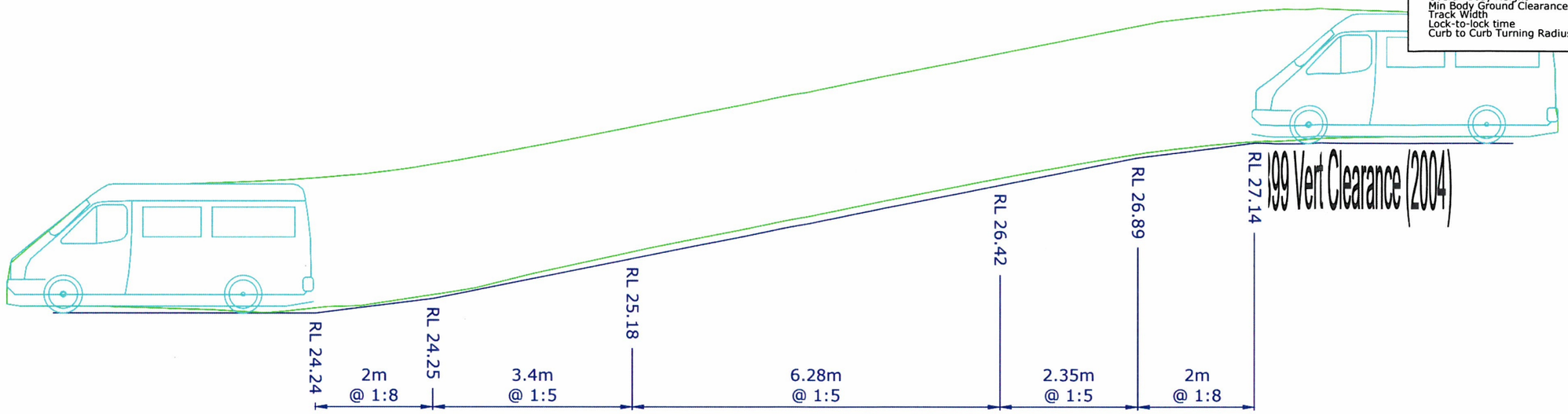
Filename: 20516CAD009-CAR PARK REVIEW-210811.dwg
Date: 11 August 2021
By: Admin

VEHICLE ENTERING

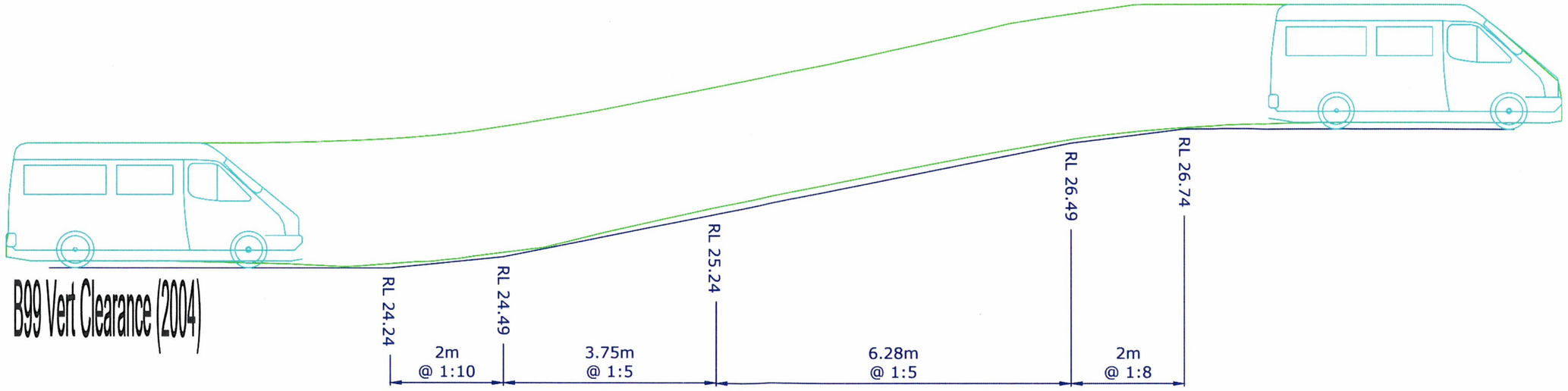
KEY:
- Vertical Clearance
- Driveway / Ramp Profile



B99 Vert Clearance (2004)	
Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	2200mm
Min Body Ground Clearance	120mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	8000mm



VEHICLE EXITING



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	11/08/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: GROUND CLEARANCE ASSESSMENT- BASEMENT 2 TO BASEMENT 3
AS2890.1 5.2m B99 VEHICLE

DWG No. 20516CAD009 FIGURE 13

DATE STAMP 11 AUGUST 2021

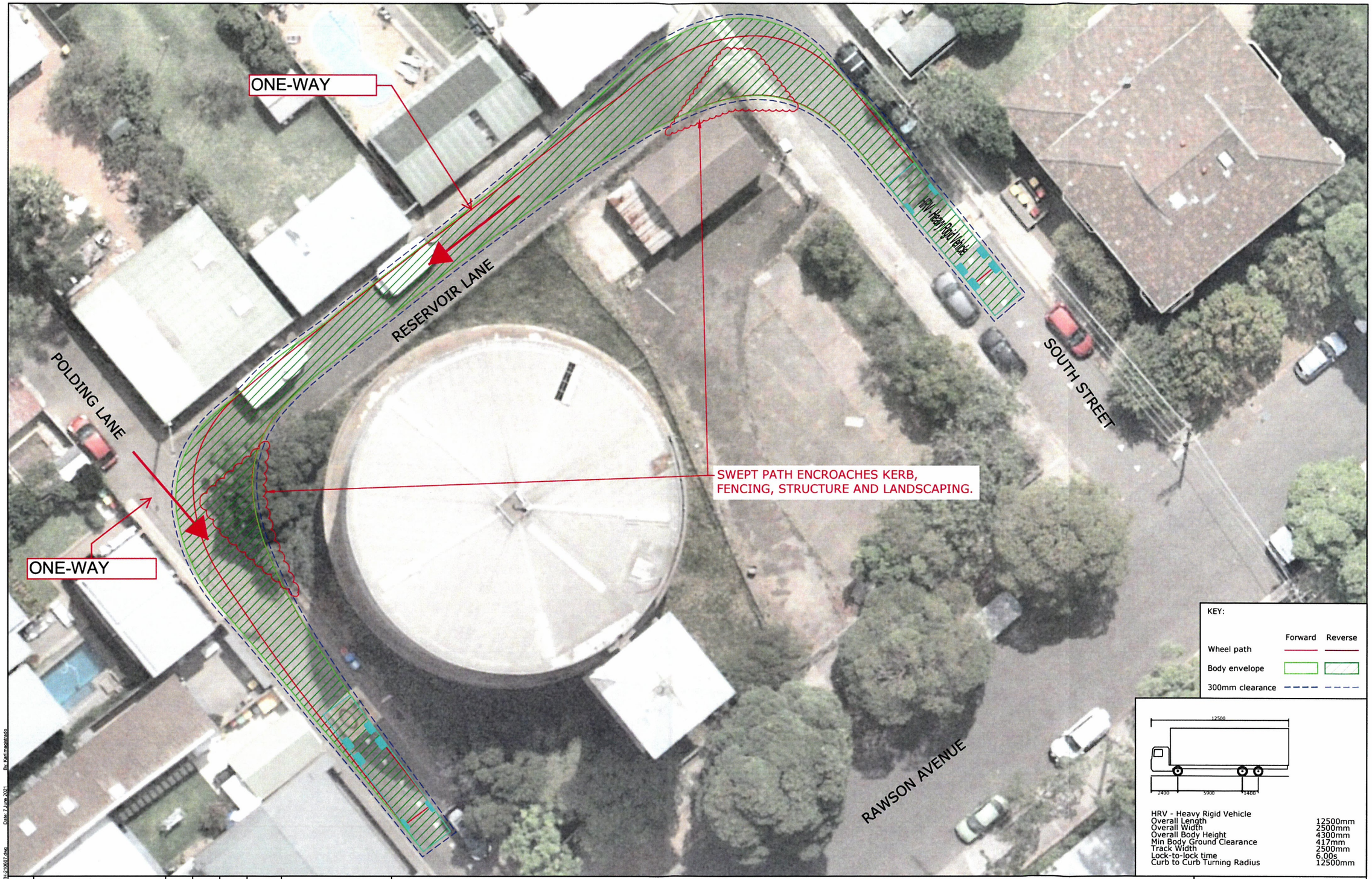
PROJECT No.	SCALE	REV.
20516	1:75 @A3	A

Filename: 20516-ADD05-04R PARK REVIEW-210811.dwg Date: 11 August 2021 By: Admin

ttpp
transport planning

Attachment Two

Larger Scale Swept Path Drawings



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	07/06/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: SWEPT PATH ANALYSIS
AS2890.2 12.5m HEAVY RIGID VEHICLE

DWG No. 20516CAD006 FIGURE 1

DATE STAMP 07 JUNE 2021

PROJECT No.	SCALE	REV.
20516	1:250 @A3	A

Filename: 20516CAD006-SWEPT PATH-210607.dwg Date: 7 June 2021 By: Karl Inopattado

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	07/06/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: SWEPT PATH ANALYSIS
AS2890.2 8.8m MEDIUM RIGID VEHICLE

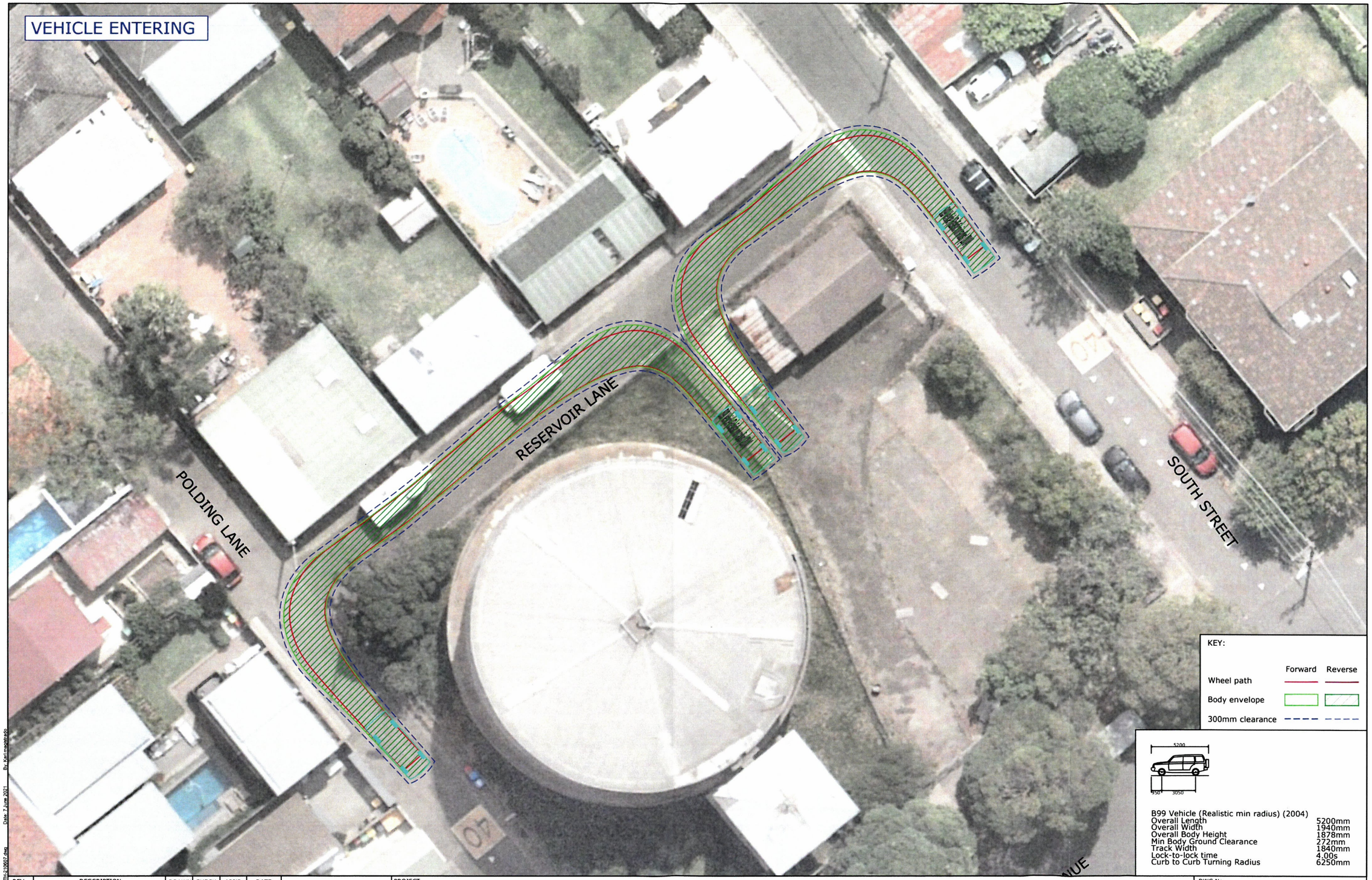
DWG No. 20516CAD006
FIGURE 2

DATE STAMP 07 JUNE 2021

PROJECT No.	SCALE	REV.
20516	1:250 @A3	A

Filename: 20516CAD006-SWEPT PATH-210607.dwg Date: 7 June 2021 By: Karl.magallo@o

VEHICLE ENTERING



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	07/06/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

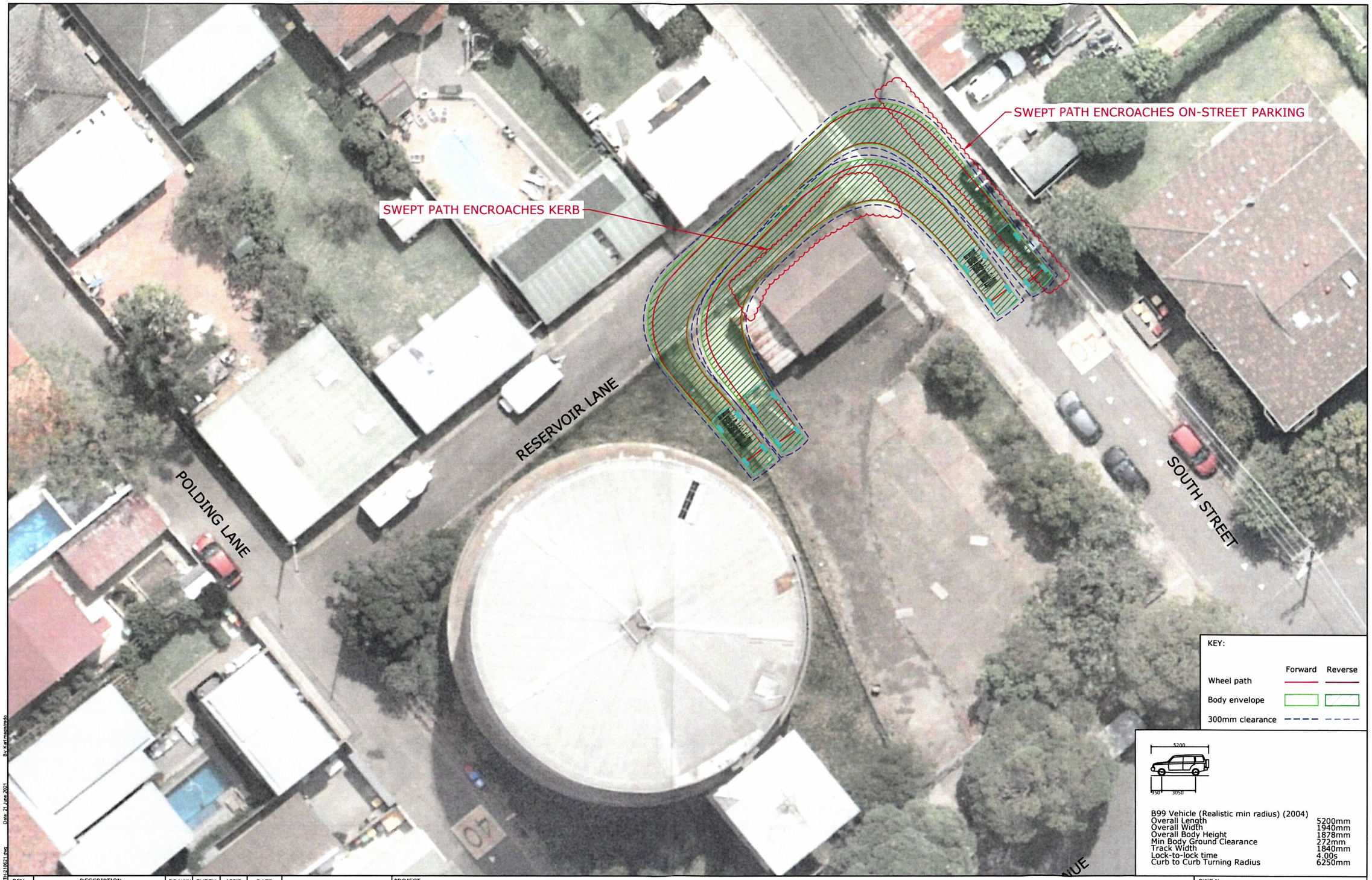
TITLE: SWEPT PATH ANALYSIS
AS2890.1 5.2m B99 VEHICLE

DWG No. 20516CAD006 FIGURE 3

DATE STAMP: 07 JUNE 2021

PROJECT No.	SCALE	REV.
20516	1:250 @A3	A

Filename: 20516CAD006-SWEPT PATH-210607.dwg
Date: 7 June 2021
By: Karl Ingegerikis



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	21/06/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

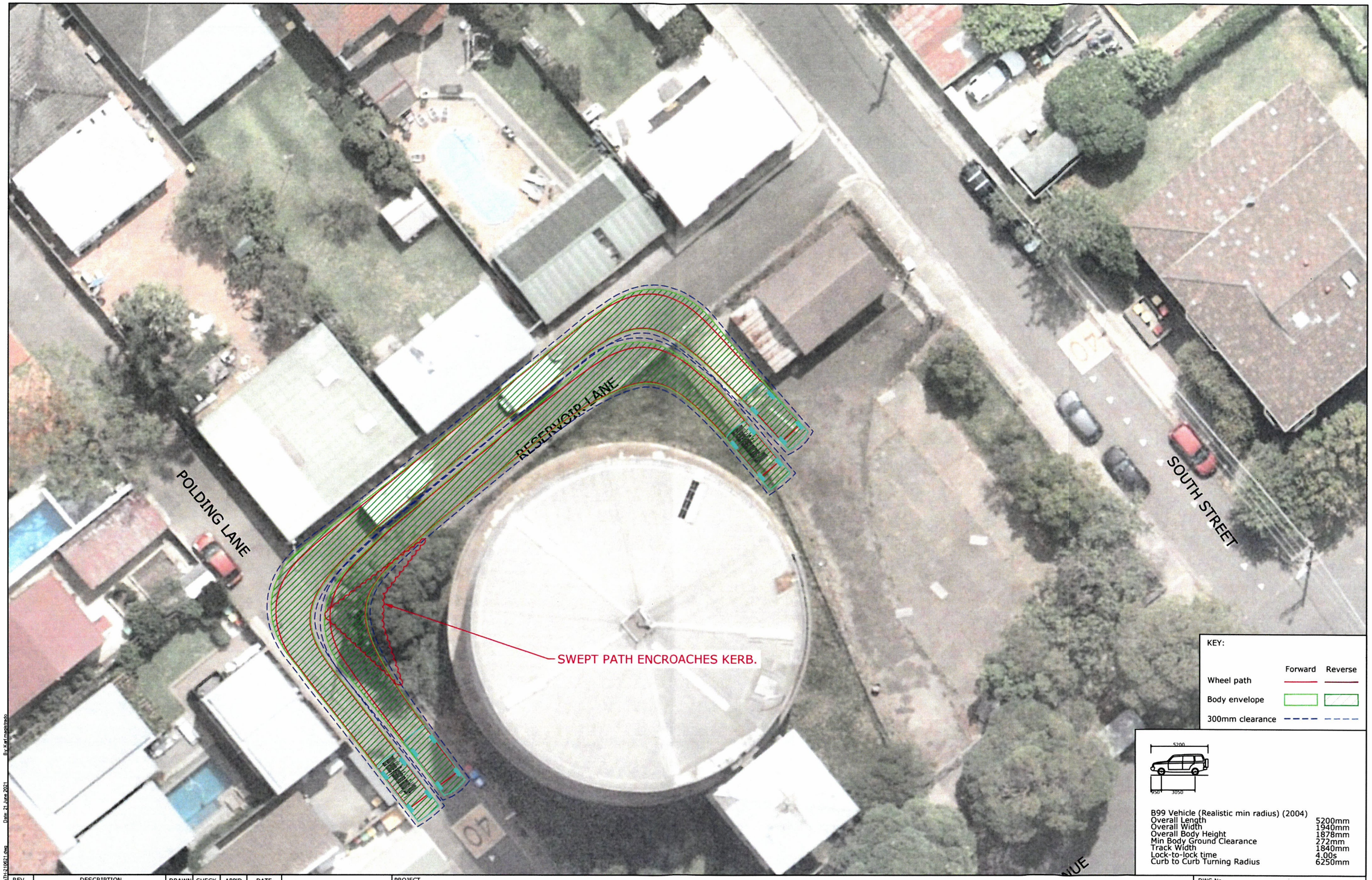
TITLE: SWEPT PATH ANALYSIS
AS2890.1 5.2m B99 VEHICLE

DWG No. 20516CAD007
FIGURE 1

DATE STAMP 21 JUNE 2021

PROJECT No.	SCALE	REV.
20516	1:250 @A3	A

Filename: 20516CAD007-SWEPT PATH-210621.dwg Date: 21 June 2021 By: Karl Hagelstaas



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	KY	KH	21/06/21

ttpp transport planning

PROJECT: DRUMMOYNE RESERVOIR LEARNING CENTRE

TITLE: SWEPT PATH ANALYSIS
AS2890.1 5.2m B99 VEHICLE

DWG No. 20516CAD007
FIGURE 2

DATE STAMP 21 JUNE 2021

PROJECT No.	SCALE	REV.
20516	1:250 @A3	A

Filename: 20516CAD007-SWEPT PATH-210621.dwg
Date: 21 June 2021
By: Karl Hagelthorn