119 Barton Street, Monterey
Traffic Impact Assessment

Prepared for:

Monterey Equity Pty Ltd

24 August 2021

The Transport Planning Partnership

119 Barton Street, Monterey
Traffic Impact Assessment

Client: Monterey Equity Pty Ltd

Version: V03

Date: 24 August 2021

TTPP Reference: 20329

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	11/11/20	Clinton Cheung	Oasika Faiz	Ken Hollyoak	-
V02	04/12/20	Clinton Cheung	Oasika Faiz	Ken Hollyoak	Ken Hollyoak
V03	24/08/21	Ashwini Uthishtran	Oasika Faiz	Ken Hollyoak	

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APPENDICES

1 Introduction

1.1 Overview

This report relates to the traffic and parking aspects of a proposed residential aged care facility at 119 Barton Street, Monterey.

The proposed residential aged care facility would accommodate 126 beds (121 rooms) and a basement car park with 38 car spaces, one loading space and one ambulance space. The development replaces a former bowling club (the Francis Drake Bowling Club) and includes a parking provision of some 56 at-grade spaces.

The Transport Planning Partnership (TTPP) Pty Ltd has prepared this traffic and parking assessment to accompany a Development Application (DA) to be lodged with Bayside Council (Council).

The report assesses the traffic implications associated with the proposed development

The remainder of the report is set out as follows:

- Chapter 2 discusses the existing conditions including a description of the subject site
- Chapter 3 provides a brief description of the proposed development
- Chapter 4 assesses the proposed on-site parking provision and internal layout
- Chapter 5 examines the traffic generation and resultant traffic implications arising from the proposed development
- Chapter 6 presents the conclusions of the assessment.

1.2 Reference

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

- Rockdale Development Control Plan (2011)
- Rockdale Local Environmental Plan (2011)
- State Environmental Planning Policy Senior Housing for People with Disability (2004)
- Roads and Maritime Services Guide to Traffic Generating Developments (2002), and
- Roads and Maritime Services Guide to Traffic Generating Developments – Updated Traffic Surveys TDT 2013/04a (2013).

2 Existing Conditions

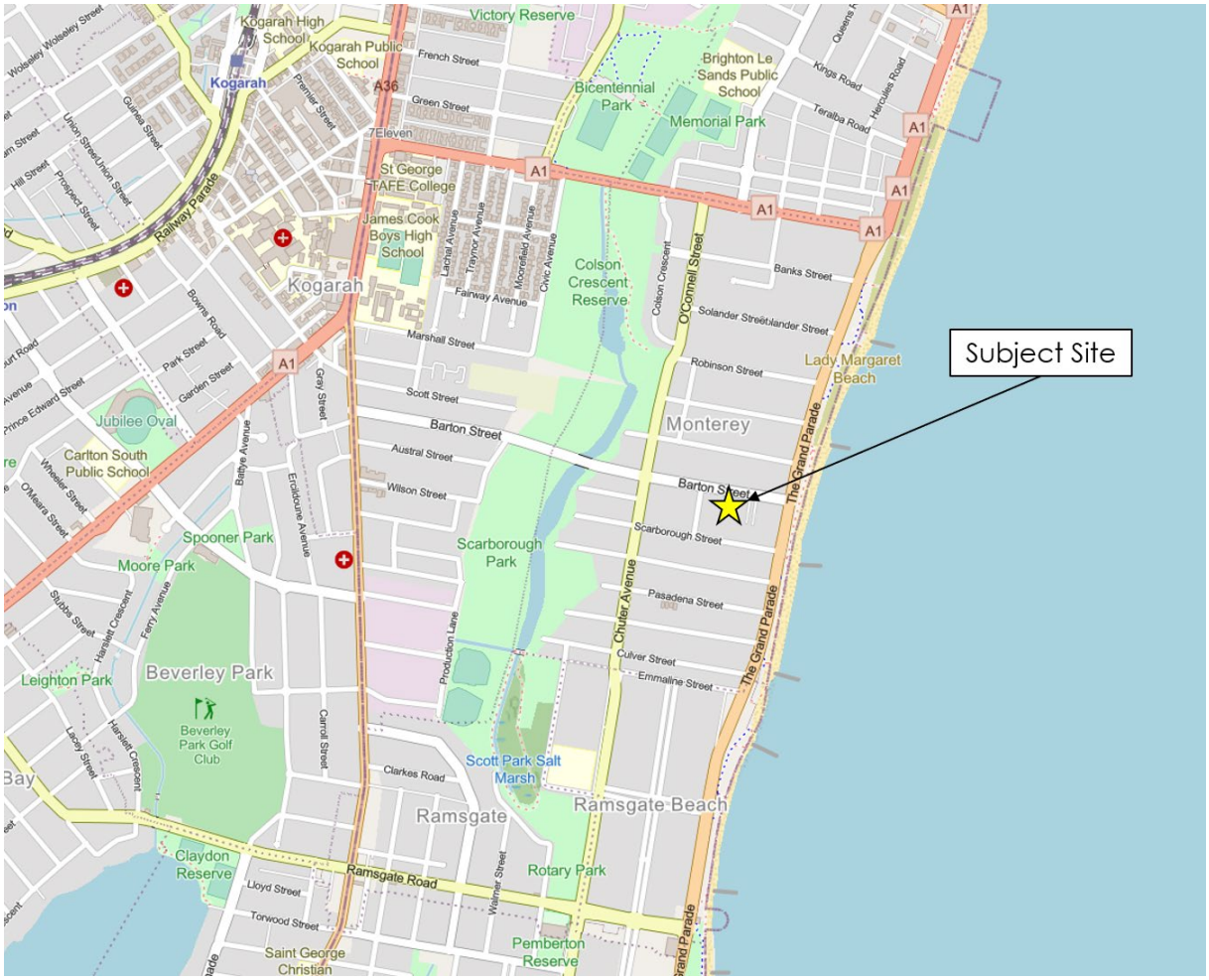
2.1 Site Description

The subject site is located at 119 Barton Street, Monterey and falls within the local government area of Bayside Council. The site has an area of 7,218.7m^2.

The site has a frontage to Barton Street to the north. The site currently accommodates some 56 at-grade car spaces, accessed via separate entry and exit driveways.

The subject site is located approximately 1.9km southeast of Kogarah town centre and Kogarah Railway Station and 1.5km northeast of Ramsgate Local Centre. The site is generally well located to public bus services provided on The Grand Parade and Chuter Avenue to the east and west respectively. The locality of the subject site is presented in Figure 2.1.

Figure 2.1: Locality Map



Source: OpenStreetMaps

2.2 Road Network

2.2.1 Barton Street

Barton Street is a local road aligned in an east-west configuration between The Grand Parade to the east and Rocky Point Road to the west. Within the vicinity of the site, Barton Street is a two-way, undivided road with two traffic lanes and unrestricted kerbside parking on both sides of the road. The posted speed limit is 50km/h. Barton Street forms the northern frontage to the subject site and provides the only vehicle access point to the site.

2.2.2 The Grand Parade

The Grand Parade is a state classified road, aligned in a north-south direction and provides connectivity to Sydney Airport to the north and San Souci to the south. Within the vicinity of the site, The Grand Parade provides two traffic lanes in each direction, separated by a solid median. No kerbside parking is permitted. The posted speed limit is 60km/h.

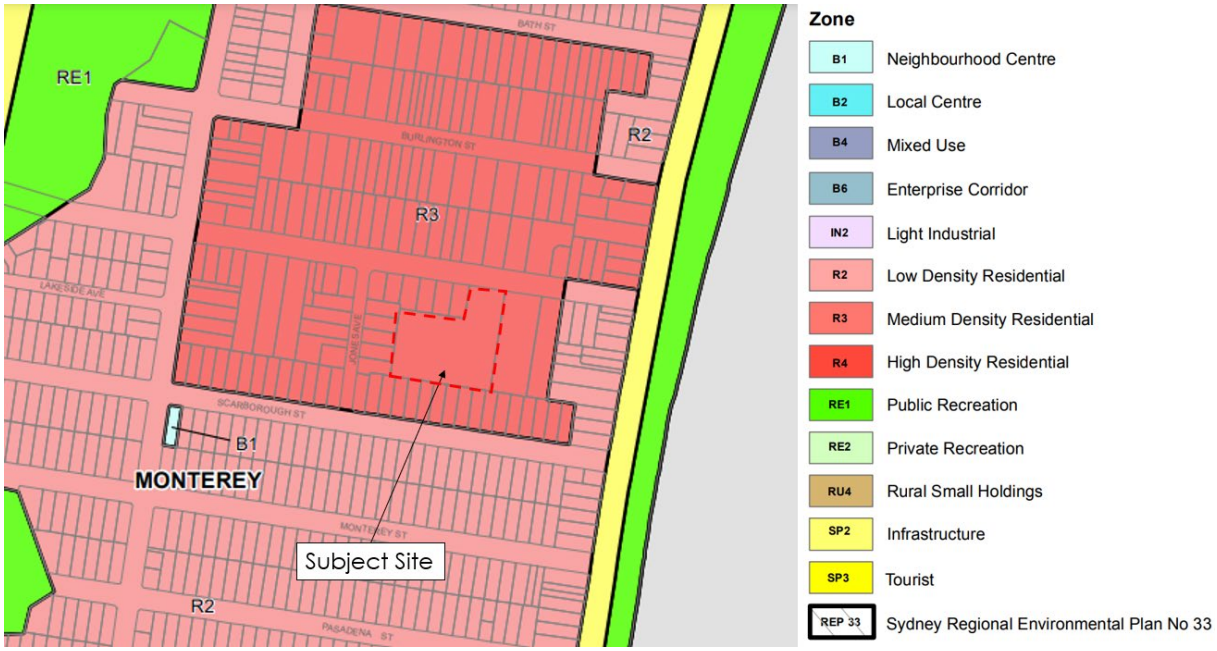
2.2.3 Chuter Avenue

Chuter Avenue is a local road aligned in a north-south direction and runs parallel to The Grand Parade west of the subject site. Within the vicinity of the site, Chuter Avenue is a two-way divided road providing one traffic lane and one unrestricted kerbside parking lane on both sides of the road. The posted speed limit is 60km/h. On-road line markings indicate an on-road shared cycle route.

2.3 Land Use

The subject site is situated within a R3 medium density residential land use under Rockdale Local Environment Plan 2011 as shown in Figure 2.2.

Figure 2.2: Land Use



Source: Rockdale LEP 2011

2.4 Public Transport Services

2.4.1 Bus Services

The site is located within 270m to 400m (or 3-5 minute walk) to a number of public bus stops located along Chuter Avenue and The Grand Parade. These bus stops service bus routes 303, 478 and 947.

Figure 2.3 illustrates the existing surrounding bus network while Table 2.1 provides a description of these routes.

Figure 2.3: Existing Bus Network

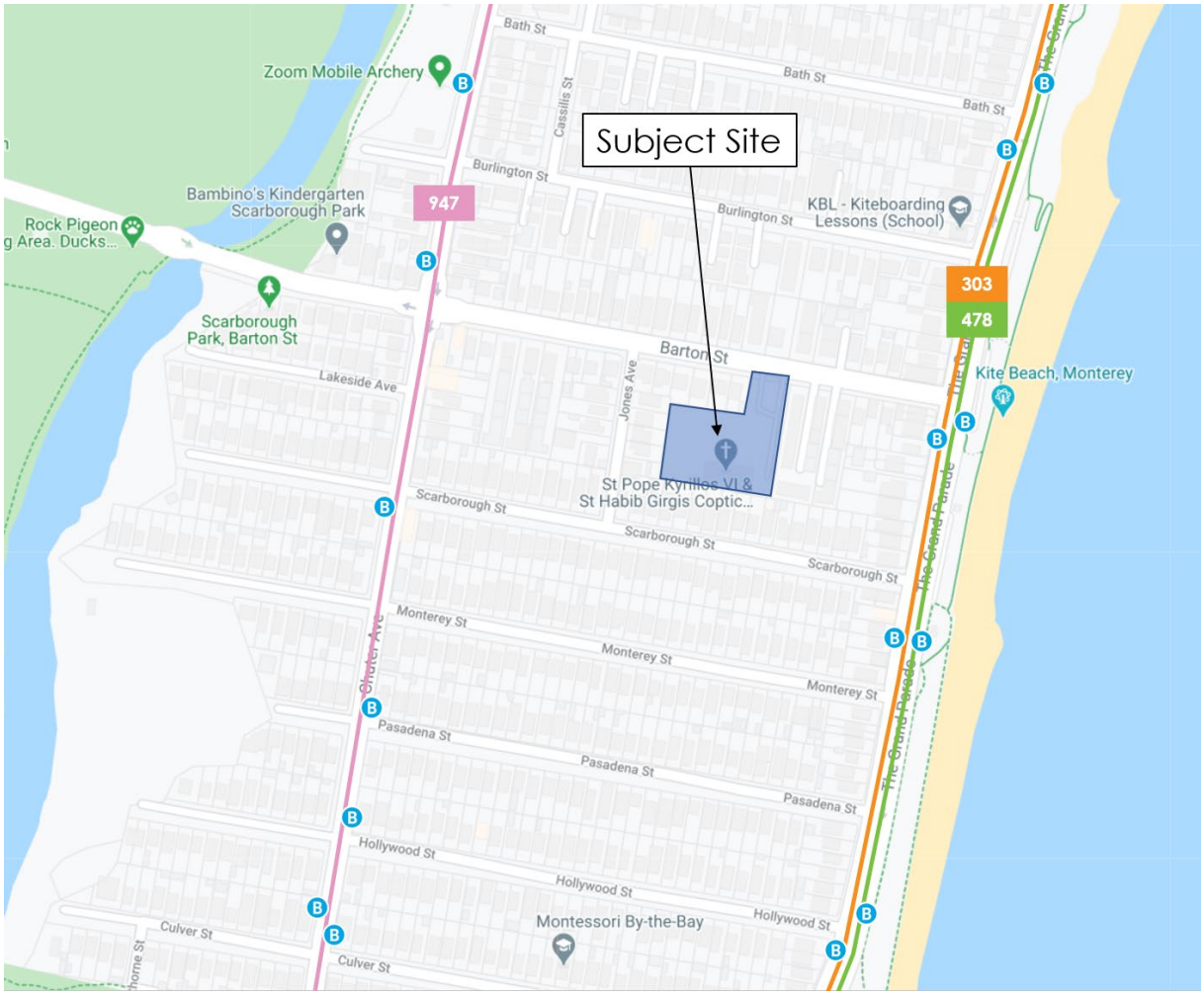


Table 2.1: Existing Bus Routes

Bus Route No.	Description	Peak Period Frequency	
		Peak	Off-Peak
303	San Souci to Redfern via Mascot	30mins	1hour
478	Miranda to Rockdale via Ramsgate	10-15mins	10-15mins
947	Kogarah to Hurstville via Dolls Pt	20mins	30mins

2.4.2 Train Services

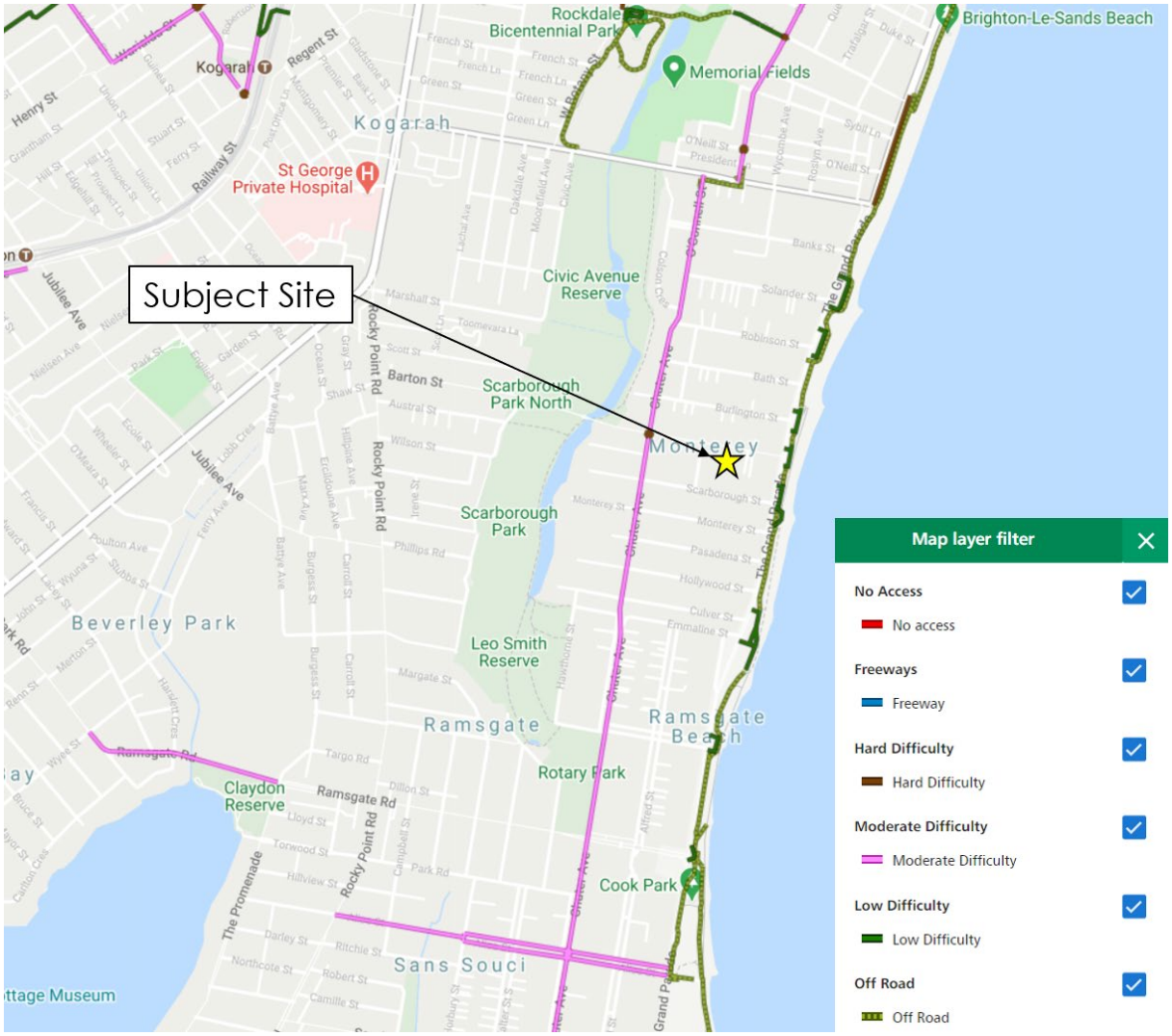
The nearest train station is located approximately 1.9km northwest of the subject site at Kogarah Railway Station. Kogarah Station services the T4 Eastern Suburbs line.

2.5 Pedestrian and Cyclist Facilities

Paved footpaths are generally provided on the surrounding road network, including along Barton Street. Signalised pedestrian crossings are provided at the signalised intersection of Barton Street-The Grand Parade and pedestrian refuge islands at the roundabout intersection of Barton Street-Chuter Avenue.

On-road and off-road cycle routes are provided in the area, including an off-road cycleway which runs parallel to The Grande Parade, along its eastern side and an on-road cycle route along Chuter Avenue. Figure 2.4 shows the existing cycleway network.

Figure 2.4: Existing Cycleway Network



Source: RMS Cycleway Finder

3 Proposed Development

3.1 Proposal Description

The proposed development includes a new high-care residential aged care facility at 119 Barton Street, Monterey. The development is to accommodate 126 beds (121 rooms) and a basement car park of 38 car spaces, one loading bay and one ambulance space.

The proposed development comprises the following:

- 126 beds (121 rooms)
  - 116 x 1-bed rooms
  - 5 x 2-bed rooms
- 54 staff members
- basement level car park providing 38 car parking spaces (including 2 accessible spaces)
- one service bay in the basement for waste collection and
- one bay for ambulance parking bay.

The full architectural layout plans are provided in Appendix A.

3.2 Access and Loading Arrangements

A new consolidated driveway is to be provided off Barton Street, which is to provide access to the basement car park. The driveway is to be 6.5m wide and generally provide two-way flow for an 8.0m private waste truck and B99 vehicle.

A loading dock is provided in the basement, which would accommodate waste collection. Figure 3.1 shows the layout of the basement parking area. Swept path analysis of the site is provided in Appendix B.

Figure 3.1: Proposed Car Park Layout

Source: Boffa Robertson group

3.3 Streetscape Analysis

The proposed access arrangements are expected to improve the character of the site, would a reduction in the number of driveways off Barton Street, thereby, improving pedestrian and cyclist safety and amenity, and increasing kerbside parking availability.

4 Parking Assessment

4.1 Car Parking Requirement

The Rockdale DCP does not stipulate car parking rates for senior housing developments.

As such, parking requirements for the proposed aged care have been assessed based on requirements set out in the State Environmental Planning Policy (Housing for Seniors or People with a Disability) (SEPP HSPD), 2004.

The proposed development would be consistent with a residential care facility development as defined in the SEPP HSPD. Based on the SEPP HSPD, a residential care facility is residential accommodation for seniors or people with a disability that includes –

- Meals and cleaning services, and
- Personal care or nursing care, or both, and
- Appropriate staffing, furniture, furnishings, and equipment for the provision of that accommodation and care

The SEPP HSPD states that a consent authority cannot refuse a residential care facility accommodation development on parking grounds if the proposed development has the following minimum parking requirements:

- 1 parking space for each 10 beds in the residential care facility
- 1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time, and
- 1 parking space suitable for an ambulance.

Table 4.1 sets out the parking requirements for the senior living development.

Table 4.1: Parking Requirement

User	Yield	Parking requirement	Parking Requirement	Parking Proposed	Compliant?
Resident	126 beds	1 space per 10 beds	13	38	Yes
Staff	48 staff	1 space per 2 persons employed	24		
Total			**37**	**38**	**Yes**
Ambulance	-	1 space for ambulance	1	1	Yes

Based on the above table, a consent authority cannot refuse a development if a minimum parking provision of 37 car spaces and one ambulance space is provided.

The development is to provide 38 car spaces, 1 ambulance space and one loading bay for waste collection and is therefore compliant with the SEPP HSPD.

4.2 Car Park Layout Review

The basement car park spaces have been designed in compliance with Australian Standards (namely, AS2890.1, AS2890.2 and AS2890.6). Key design elements included:

Vehicle access

- The site with 38 Class 1A car spaces accessed off a local road, is required a category 1 driveway, which is required to have a 3.0-5.5m combined width. The driveway complies with this requirement with a 6.5m wide driveway.

Parking Modules

- AS2890.1 requires employee and residential parking to be provided as Class 1A parking facilities which are a minimum of 2.4m wide and 5.4m long car spaces. The development has provided Class 2 parking facilities with a 2.5m width and 5.4m length.
- Accessible parking spaces have been designed in accordance with AS2890.6 with a 2.4m width and 5.4m length, and adjacent shared area of the same dimensions.
- An aisle width of 6.5m has been provided, which accords with the minimum aisle width of 5.8m based on AS2890.1.

Ramps

- The driveway and associated ramp into the basement car park permits two-way flow between opposing B99 vehicles.
- Two-way flow at the ramp is restricted while a waste vehicle is turning, however, there is passing opportunities at the straight sections of ramp is shown in the swept paths provided in Appendix B. This arrangement is acceptable and typical for residential and low traffic generating developments.
- Ramp grades are compliant with AS2890.2, for up to an 8.8 Medium Rigid Vehicle.

Headroom clearance

- A minimum clear head height of 4.2m is provided for all circulation areas within the basement car park which complies with minimum height requirements AS2890.1 for a B99 vehicle (2.2m), AS2890.6 for accessible parking (2.5m) and private contractor requirements for the waste truck (2.5m-3.4m).
- The waste truck specifications are provided in Appendix C and indicate that the waste truck is generally required a height clearance of 2.5m, except in operation when a clearance of 3.4m is required.
- The headroom would also accommodate NSW Ambulances.

Other Considerations

- Appropriate visual splays are provided in accordance with the requirements of Figure 3.3 of AS2890.1 at the access driveway.

The internal configuration of the basement car park has generally been designed in accordance with AS 2890.1 and AS 2890.6. Relevant swept paths are provided in Appendix B.

5 Traffic Assessment

5.1 Traffic Generation of the Existing Site

The DA proposes a redevelopment of the existing site at 119 Barton Street, Monterey. This site was formerly a bowling club and includes two lawns/playing fields and a parking provision of approximately 56 at-grade spaces.

The former traffic generation the site is not known, however, experience suggests that the peak traffic generation of the bowling club would have been outside of typical road network periods, with recreational activities generally undertaken outside of business hours.

Peak trips for the bowling club is expected to occur on weekends, in contrast with aged care sites which typically peak on weekdays (also outside of road network peak hours).

For the purposes of this assessment, it is conservatively assumed that the existing site does not generate traffic during the peak hours.

5.2 Proposed Traffic Generation

Typical traffic generation estimates for the proposed senior living have been sourced from the RMS (now TfNSW) *Technical Direction TDT2013/04a*. Estimates of the PM peak hour traffic generation for the proposal are based on 0.4 trips per dwelling. It is noted that the AM site peak hour does not generally coincide with the network peak hour for the seniors housing and no AM trip rates were stipulated in the RMS Guide for senior living.

As a comparison, TTPP also reviewed the RMS Trip Generation and Parking Generation Surveys Housing for Seniors (2009) which surveyed a number of sites which provided a combination of self-contained accommodation, 'low-care' hostel accommodation and 'high-care' aged care accommodation. The derived trip rate is 0.15 trips per dwelling based on the following metropolitan senior living (self-contained + hostel accommodation + high-care) developments:

- North Parramatta – 276 units (0.05 trips/dwelling)
- Richmond – 174 units (0.24 trips/dwelling)

This traffic assessment adopted the more conservative and higher trip rate for analytical purposes.

The proposed development includes a provision of 126 beds over 121 rooms/ dwellings. Based on the above rate from the RMS Technical Direction, the proposed development would generate 48 vehicle trips per hour. This equates to one vehicle every one-two minutes and considered to be a manageable volume of traffic that would not adversely impact the surrounding road network.

6 Green Travel Plan Framework

6.1 Overview

A Green Travel Plan (or also known as a workplace travel plan) is to be implemented on-site. The key role of a Green Travel Plan (GTP) is to encapsulate a strategy for managing travel demand that embraces sustainable transport principles. In its simplest form, the GTP will encourage use of transport modes with a low environmental impact such as public transport, carpooling, walking and cycling. A Travel Plan Coordinator or member of staff would be responsible for the management of the Plan.

As part of a GTP, a number of policies and procedures would be put in place at a site to encourage transport choice to and within the site, namely public transport, walking and cycling. These measures would effectively assist in managing the use of private vehicle trips and parking within the area to reduce congestion and cumulative impacts of vehicle emissions upon air quality.

This section provides a framework for the implementation of such a travel plan.

6.2 Potential Measures

The GTP would put in place measures to encourage a modal shift away from car usage. Notably, TTPP staff have been involved in a number of GTPs for an array of different land uses. At these sites, the following measures are provided, which could be considered for this site:

- Compliance with the stringent parking controls applicable to the site.
- Creation of street networks and associated cycle ways, footpaths and links to encourage cycling and walking.
- Provision of a Transport Access Guide (TAG) which would be given to all residents, staff and visitors
- Provision of public transport noticeboards to make residents, staff and visitors more aware of the alternative transport options available to them. The format would be based upon a Transport Access Guide i.e. a map or brochure detailing the transport options to the site.
- The provision of Opal cards with prepaid credits for the initial occupation of the development so that residents and staff will be encouraged to make public transport their modal choice from the day they occupy the property.
- Provision of bicycle facilities including bicycle parking for staff and visitors, and staff shower and change room facilities.
- Connect staff working at the site to carpool together by creating a Carpooling club or registry/forum on the company website.

- Implement a '10,000 steps per day initiative'. Employees who have achieved the 10,000 step goal over a set period could be rewarded.

The proposed development would benefit greatly from the implementation of the above measures to promote the use of more sustainable modes of travel, pertinently public transport, car-share, walking and cycling.

6.3 Monitoring of the GTP

Whilst there is no standard methodology for monitoring a GTP, it is recommended that the GTP be monitored on a regularly basis to ensure that the desired benefits are achieved or otherwise, suitable measures be implemented to reduce the private car usage (particularly single car occupancy trips). At this early stage, it is not possible to identify what additional modifications may be required to reach the desired outcomes of the GTP as this would be dependent upon the particular circumstances at the time.

Thus, it is recommended that the GTP be monitored on a regularly basis, e.g. yearly, through travel surveys or similar. Travel surveys would show how staff and visitors travel to/from the site and assist in identifying whether the proposed initiatives and measures outlined in the GTP are effective or are required to be replaced or modified to ensure that the best outcomes are achieved. Regular consultation with staff would also be beneficial to help understand people's reasons for travelling the way they do and help identify any potential barriers to change their travel behaviours.

In order to ensure successful implementation of the GTP, management or a Travel Plan Coordinator (TPC) should be appointed to oversee the measures and resultant impacts of the GTP.

7 Conclusion

Based on the analysis and discussions presented in the report, the following conclusions are made:

- The proposed development seeks approval for a new high care residential aged care facility 119 Barton Street, Monterey. The proposed new aged facility is anticipated to accommodate 126 beds (over 121 rooms) and a basement car park with 38 car spaces and one loading bay for waste collection and one ambulance bay.
- The new basement car park is proposed to be accessed off Barton Street, via a new two-way vehicle driveway.
- The proposed development would be consistent with a residential care facility development as defined in the State Environmental Planning Policy (Housing for Seniors or People with a Disability) (SEPP HSPD).
- The Rockdale DCP does not stipulate car parking requirements for senior housing developments.
- A consent authority cannot refuse a senior housing development on parking grounds if a minimum provision of 40 car spaces and one ambulance spaces is provided, based on the SEPP HSPD.
- The development proposes to provide 38 car parking spaces and one loading bay and one ambulance space. Therefore, the proposed car parking provision complies with SEPP HSPD.
- A loading bay is proposed on the subject site to accommodate service vehicle up to an Australian Standard 8.0m long waste vehicle. The proposed loading bay has been designed to permit the waste vehicle to enter and exit the site in a forward direction.
- Roads and Maritime Services' (RMS) Technical Direction TDT 2013/04a dated August 2013 has been used to determine the existing and future vehicle trips during peak hour at the site. The proposed development would generate 48 vehicle trips per peak hour.
- The proposed development is not expected to create any adverse traffic impacts to the local road network.

Overall, the traffic and parking aspects of the proposed development are considered to be satisfactory.

Appendix A

Site Layout Plans

BARTON STREET

DEVELOPMENT STATISTICS

SITE AREA		7,218.7 m²
	BCA FLOOR AREA	SEPP 2004 GROSS FLOOR AREA
BASEMENT.FL.	2,595.5 m²	-
GROUND FL.	3,270.2 m²	3,270.2 m²
FIRST FL.	2,758.7 m²	2,758.7 m²
SECOND FL.	1,109.7m²	1,109.7m²
TOTAL	9,734.1 m²	7,138.6 m²
FSR		0.99 : 1

CARPARKING / AMBULANCE	39+1 = 40 spaces
LANDSCAPE AREA (incl.over basement)	3,620.9 m²
LANDSCAPE AREA PER BED	28.7 m²
LANDSCAPE AREA (excl.over basement)	3,223.3 m²
LANDSCAPE AREA PER BED	25.6 m²

RESIDENT ACCOMMODATION

	1 BED	2 BED	TOTAL
GROUND FL.	57	2 x 2B	61
FIRST FL.	45	2 x 2B	49
SECOND FL.	14	1 x 2B	16
TOTAL No.of BEDS	116	10	126
TOTAL No.of ROOMS	116	5	121

PRIVATE ACTIVITIES	776.0 m²
COMMON ACTIVITIES	245.0 m²
STORAGE	323.6 m²

LEGEND

BOUNDARY	
OUTLINE OF WALL ABOVE / BELOW	
ROOF OUTLINE	
+ ex.RL.00.00	EXISTING LEVELS
RL.00.00	PROPOSED LEVELS
	PROPOSED DOOR
	PROPOSED WINDOW
	ELEVATION TAG
	SECTION / ELEVATION TAG

NCC 2019 - SECTION J REQUIREMENTS

Envelope Construction	Total System R-Value (m^2K/W)
J1.3 Roof and ceiling construction (Roof absorptance	≥ 3.20
J1.4 Roof lights	Compliant
J1.5a Total System external wall construction	≥ 2.00
J1.5b Total System internal wall construction (between conditioned & unconditioned areas)	≥ 1.40
J1.6a Floor construction (above an unconditioned zone)	≥ 2.00
J1.6b Floor construction (concrete slab on ground)	≥ 2.00

Glazing - Frame Construction (Uniform solution)	Orientation	Total System U-Value (m^2K/W)	Total System SHGC
Total window frame construction	All facades	≤ 2.10	≤ 0.18

ACOUSTIC REQUIREMENTS

Space / Activity Type	Recommended Design Sound Levels
Common Areas (e.g. foyer, lobby)	45 - 50 dB (A) Leq
Living Areas (e.g. common, lounges)	35 - 45 dB (A) Leq
Sleeping Areas (night time)	35 - 45 dB (A) Leq
Work areas (e.g. concierge, administration)	35 - 45 dB (A) Leq

Rear 25% site area
1,804 sqm

0m 2 5 10 15m
SCALE: 1:200

No.	Amendment	Date
B	Development Application Re-Issue	25.08.2021
A	Development Application Issue	09.12.2020

Project
SUMMITCARE - MONTEREY
119 Barton Street, Monterey, N.S.W 2217

Drawing
GROUND FLOOR PLAN

CENTURION GROUP
YOUR TRUSTED ADVISOR

SUMMITCARE
WARMTH WORTH WELLBEING

boffa robertson group
architecture, health and aged care planning, project management
Suite 7, Level 1 Epica, 9 Railway Street
Chatswood NSW 2067
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Email : brgroup@brgr.net

Date	JULY 2021	Job No. : Drawing
Scale	1:200 @ A1	2014 / DA05
Drawn	AL	
Amendment	B	

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0m 2 5 10 15m
SCALE: 1:200

No.	Amendment	Date
B	Development Application Re-Issue	25.08.2021
A	Development Application Issue	09.12.2020

Project
SUMMITCARE - MONTEREY
119 Barton Street, Monterey, N.S.W 2217

Drawing
BASEMENT FLOOR PLAN

CENTURION GROUP
YOUR TRUSTED ADVISOR

SUMMITCARE
WARMTH WORTH WELLBEING

boffa robertson group
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Email : brgroup@brgr.net

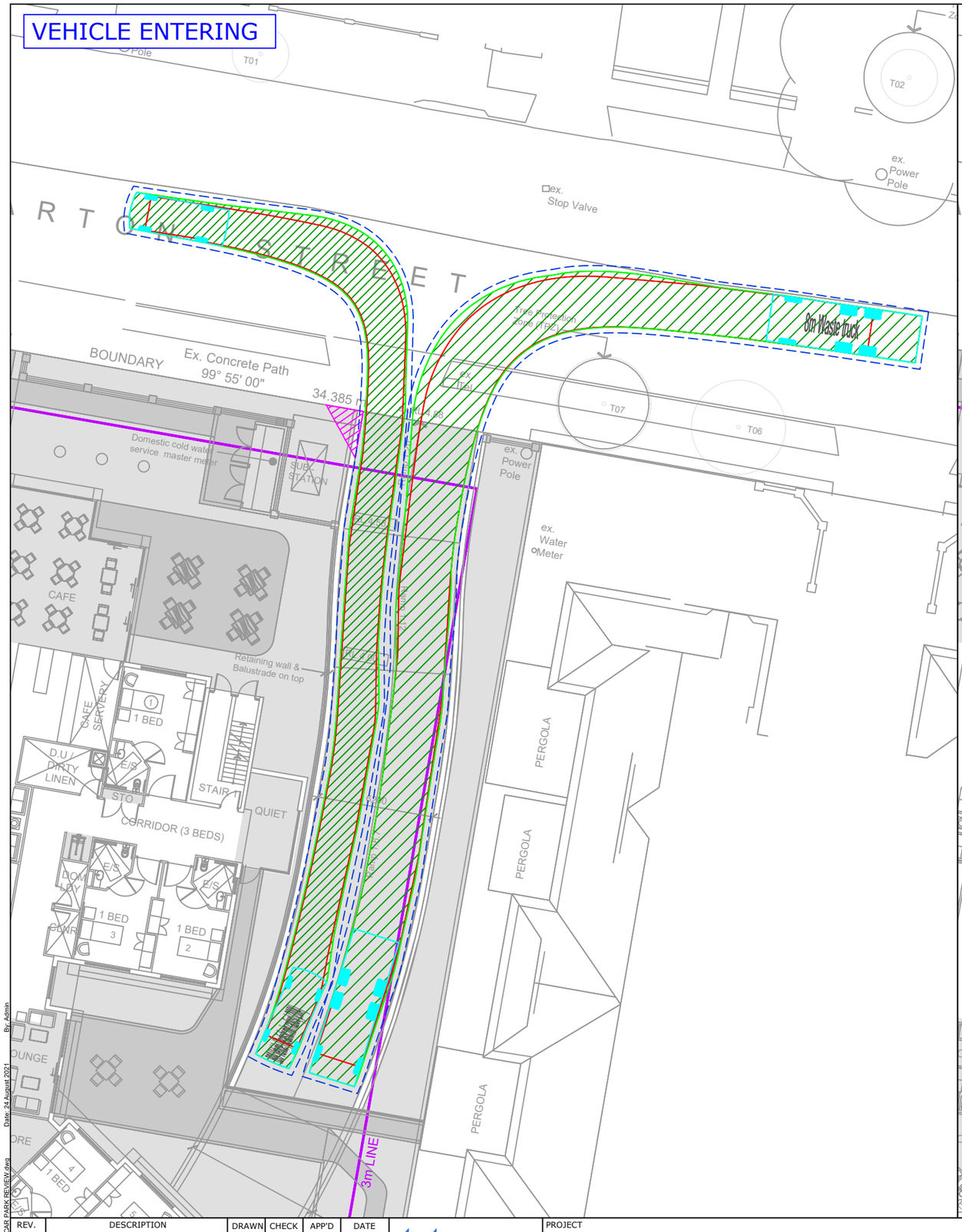
Date	JULY 2021	Job No. : Drawing
Scale	1:200 @ A1	2014 / DA04
Drawn	AL	
Amendment	B	

Appendix B

Swept Paths

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

8m Waste truck

Overall Length	8000mm
Overall Width	2500mm
Overall Body Height	3205mm
Min Body Ground Clearance	410mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	8850mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	24/08/21

ttpp transport planning

PROJECT: 119 BARTON STREET, MONTEREY

TITLE: SWEPT PATH ANALYSIS - GROUND LEVEL
8m WASTE TRUCK & AS2890.1 5.2m B99 VEHICLE

DWG No. 20329CAD005
FIGURE 1

DATE STAMP: 24 AUGUST 2021

PROJECT No. 20329 | SCALE 1:250 @A3 | REV. A

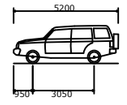
By: Admin
Date: 24 August 2021
Filename: 20329CAD005-210824-CAR PARK REVIEW.dwg

B A R T O N S T R E E T

ex. Tel
ex. Tel
Signage
ex. Stop Valve
ex. Power Pole
Tree Protection Zone (TPZ)
BOUNDARY
Ex. Concrete Path
99° 55' 00"
34.385 m
RL4.45
ex. Tel
Tree Protection Zone (TPZ)
T08
FH & FH. sprinkler booster assembly
Skylight above
Skylight above
Skylight above
Domestic cold water service master meter
SUB STATION
T07
T06
T05
T04
ex. Power Pole
T09
Tree Protection Zone (TPZ)
CAFE
RL4.55
Ramp 1:12
ex. Water Meter
T10
Tree Protection Zone (TPZ)
Retaining wall & Balustrade on top
RL4.05
ENTRY RL4.50
CAFE SERVERY
1 BED
1
D.U/ DIRTY LINEN
E/S
STO
STAIR 1
QUIET
5200
RECEPTION
WAIT
CORRIDOR (3 BEDS)
PERGOLA
PERGOLA
OFFICE
DOM TO LDY
E/S
E/S
1 BED
3
CLNR
1 BED
2
CORRIDOR
STAFF STATION
CLEAN UTILITY
LOUNGE

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	OF	KH	24/08/21

ttpp transport planning

PROJECT
119 BARTON STREET, MONTEREY

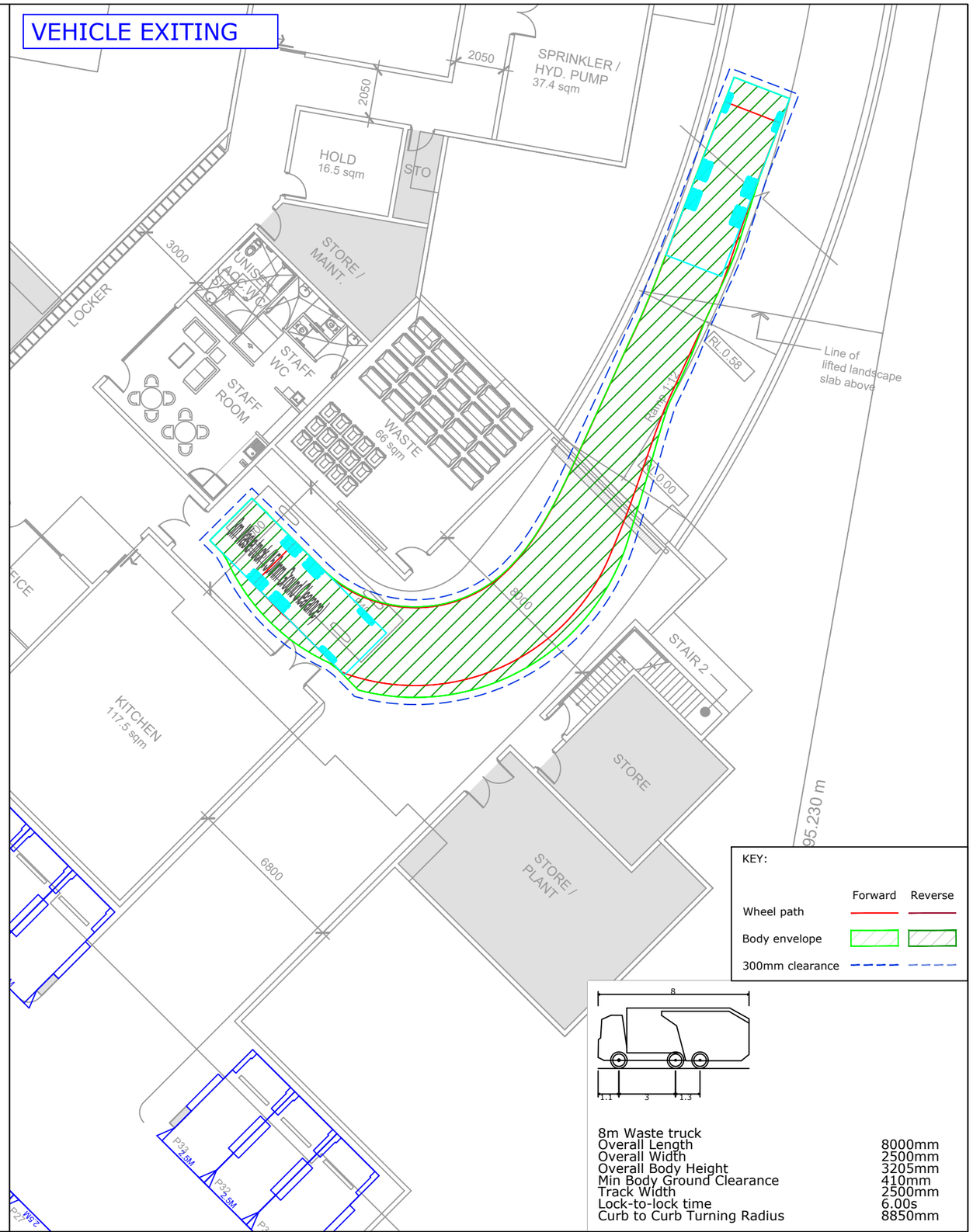
TITLE
SWEPT PATH ANALYSIS - GROUND LEVEL
AS2890.1 5.2m B99 VEHICLE

DWG No. 20329CAD005 FIGURE 2
DATE STAMP 24 AUGUST 2021
PROJECT No. 20329
SCALE 1:200 @A3
REV. A

By: Admin
Date: 24 August 2021
Filename: 20329CAD005-210824-CAR PARK REVIEW.dwg

VEHICLE ENTERING

VEHICLE EXITING



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

8m Waste truck

Overall Length	8000mm
Overall Width	2500mm
Overall Body Height	3205mm
Min Body Ground Clearance	410mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	8850mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	24/08/21

ttpp transport planning

PROJECT

119 BARTON STREET, MONTEREY

TITLE

SWEPT PATH ANALYSIS - BASEMENT LEVEL
8m WASTE TRUCK

DWG No. 20329CAD005
FIGURE 3

DATE STAMP 24 AUGUST 2021

PROJECT No.	SCALE	REV.
20329	1:200 @A3	A

Filename: 20329CAD005-210824-CAR PARK REVIEW.dwg Date: 24 August 2021 By: Admin

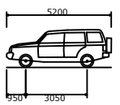
SWEPT ENCROACHES OPPOSING MOVEMENT

Outline of building above

FEMALE WC
MALE WC
UNI/ACC WC
STORE
LOCKER
EDUCATION
LIFT LOBBY
LIFT LOBBY RL:0.00
OFFICE
OFFICE
CARPARK
KITCHEN 117.5 sqm
HOLD 16.5 sqm
STO
SPRINKLER / HYD. PUMP 37.4 sqm
STORE / MAINT.
STAFF WC
STAFF ROOM
WASTE 66 sqm
Line of lifted landscape slab above
STAIR 2
STORE
STORE / PLANT
STAIR 4
STAIR 6
TURNING BAY
BOUNDARY
95.230 m
189° 55' 00"
99° 53' 05"

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



B99 Vehicle (Realistic min radius) (2004)

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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	OF	KH	24/08/21

ttpp transport planning

PROJECT
119 BARTON STREET, MONTEREY

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

DWG No. 20329CAD005 FIGURE 4
DATE STAMP 24 AUGUST 2021
PROJECT No. 20329
SCALE 1:250 @A3
REV. A

Filename: 20329CAD005-210824-CAR PARK REVIEW.dwg
Date: 24 August 2021
By: Admin

Appendix C

Waste Vehicle Specifications

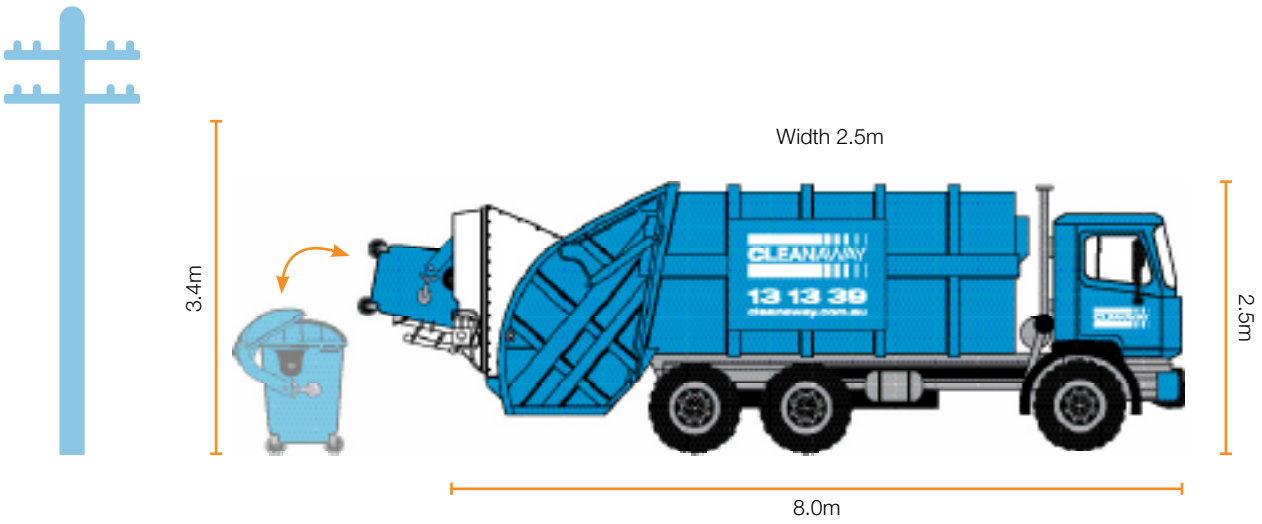
Container Measurements

Capacity	Height (m)	Width (m)	Depth (m)
120 litre	0.925	0.48	0.55
240 litre	1.08	0.58	0.74
660 litre	1.22	1.14	1.34
1,100 litre	1.47	1.28	1.36

Vehicle Specifications and Bin Safety

Consider the following dimensions to ensure the Rear Lift system is the right one for you:

Vehicle clearance (height)..... 2.5 metres
Vehicle clearance (width)..... 2.5 metres
Vehicle clearance (length)..... 8.0 metres
Vehicle height in operation ..... 3.4 metres
Vehicle turning circle ..... 17.7 metres



Options

Bin Washing Service

Colour-coded for recycling

Foot Brakes*

Lid Lock

*Standard on 660 and 1,110 Litre bins

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