

Proposed Edward Millen Redevelopment

TRANSPORT IMPACT ASSESSMENT FOR
DEVELOPMENT APPLICATION

TABLE OF CONTENTS

	<u>Page</u>
1. INTRODUCTION	1
2. STUDY FINDINGS AND CONCLUSIONS	1
2.1 Existing Situation	1
2.2 Existing Parking Provision and Surveyed Parking Demands	2
2.3 Proposed Development	2
2.4 Child Care Centre	3
2.5 Overall Parking Requirements and Shared Parking Analysis	4
2.6 Overall Future Traffic Flows and Traffic Impacts	4
2.7 Swept Path Analysis	5
3. OVERALL CONCLUSIONS AND RECOMMENDATIONS	6
TECHNICAL APPENDIX	
A.1 EXISTING ROADS AND INTERSECTIONS	A-1
A.2 EXISTING PEDESTRIANS/CYCLISTS FACILITIES	A-2
A.3 EXISTING PARKING SURVEYS	A-3
A.4 OVERALL MASTERPLAN AND PROPOSED DEVELOPMENT	A-4
A.5 SHARED PARKING ANALYSIS	A-7
A.6 DEVELOPMENT TRAFFIC FLOWS	A-8
A.7 SERVICE VEHICLE SWEPT PATHS	A-10
	A-11

LIST OF TABLES

	<u>Page</u>	
TECHNICAL APPENDIX		
A.1	Surveyed Parking Demands – Thursday 21 September 2023 (2 ³⁰ to 5 ³⁰ pm) Baillie Avenue and Albany Highway (Adjacent to Edward Millen Park)	A-5
A.2	Surveyed Parking Demands – Saturday 23 September 2023 (11 ⁰⁰ to 2 ⁰⁰ pm) Baillie Avenue and Albany Highway (Adjacent to Edward Millen Park)	A-6
A.3	Planning Scheme Parking Requirements – Proposed Edward Millen Redevelopment	A-8
A.4	Shared Parking Analysis – Edward Millen Redevelopment	A-9
A.5	Proposed Land Use and Estimated Trip Generation Edward Millen Redevelopment	A-10

LIST OF FIGURES

	<u>Follows Page</u>	
1.	Locality Plan - Edward Millen Park Lot 9000 (No.15) Hill View Terrace, East Victoria Park	1

TECHNICAL APPENDIX

A.1	Existing Roads and Intersections – In the Vicinity of Proposed Development	A-2
A.2	Existing Situation – Lot 9000 (No. 15) Hillview Terrace, East Victoria Park	A-2
A.3	Existing Weekday Daily Traffic Flows – In the Vicinity of Proposed Development	A-2
A.4	Existing Pedestrian/Cyclist Facilities – In the Vicinity of Proposed Development	A-3
A.5	Existing Public Parking Provision – Adjacent To Overall Development Site	A-4
A.6	Street View Photos 1 & 2 – Baillie Avenue - Eastern End	A-4
A.7	Street View Photos 3 & 4 – Baillie Avenue - Western End	A-4
A.8	Surveyed Street Sections – Baillie Avenue and Albany Highway	A-6
A.9	Edward Millen Master Plan	A-7

(Cont'd...)

LIST OF FIGURES (CONT'D)

	<u>Follows</u> <u>Page</u>
A.10 Edward Millen Landscape Plan - Sheet 1	A-7
A.11 Edward Millen Landscape Plan - Sheet 2	A-7
A.12 Proposed Site Plan – Edward Millen Home	A-7
A.13 Proposed Ground Floor Plan – Edward Millen Home	A-7
A.14 Composite Development Plan – For Overall Edward Millen Redevelopment	A-7
A.15 Overall Development Zones – For Shared Parking Analysis	A-9
A.16 Detailed Public/Seating Areas – For Shared Parking Analysis	A-9
A.17 Future Weekday Development Traffic – For Proposed Edward Millen Redevelopment	A-10
A.18 Swept Paths for Rubbish Truck (10.0m) Entering Proposed Child Care Centre off Baillie Avenue	A-11
A.19 Swept Paths for Rubbish Truck (10.0m) Exiting Proposed Child Care Centre off Baillie Avenue	A-11
A.20 Swept Paths for Rubbish Truck (10.0m) Entering Proposed Service Yard off Hill View Terrace	A-11
A.21 Swept Paths for Rubbish Truck (10.0m) Exiting Proposed Service Yard off Hill View Terrace	A-11
A.22 Swept Paths for DFES Fire Truck (10.0m) Accessing Proposed Hardstand Area off Hill View Terrace	A-11

1. INTRODUCTION

Blackoak Capital is proposing a redevelopment of several historical buildings within Edward Millen Park at Lot 9000 (No. 15) Hill View Terrace in East Victoria Park, which is located on the northern side of Hill View Terrace, west of Albany Highway, as shown in the Locality Plan in Figure 1.

The proposed mixed-use redevelopment includes commercial and specialty retail, various food & beverage eateries, a garden pavilion, an outdoor Market site and a Child Care Centre.

Development plans have been prepared by Benson Studios, and Uloth and Associates has been commissioned to prepare a Transport Impact Assessment report in support of the proposed Development Application.

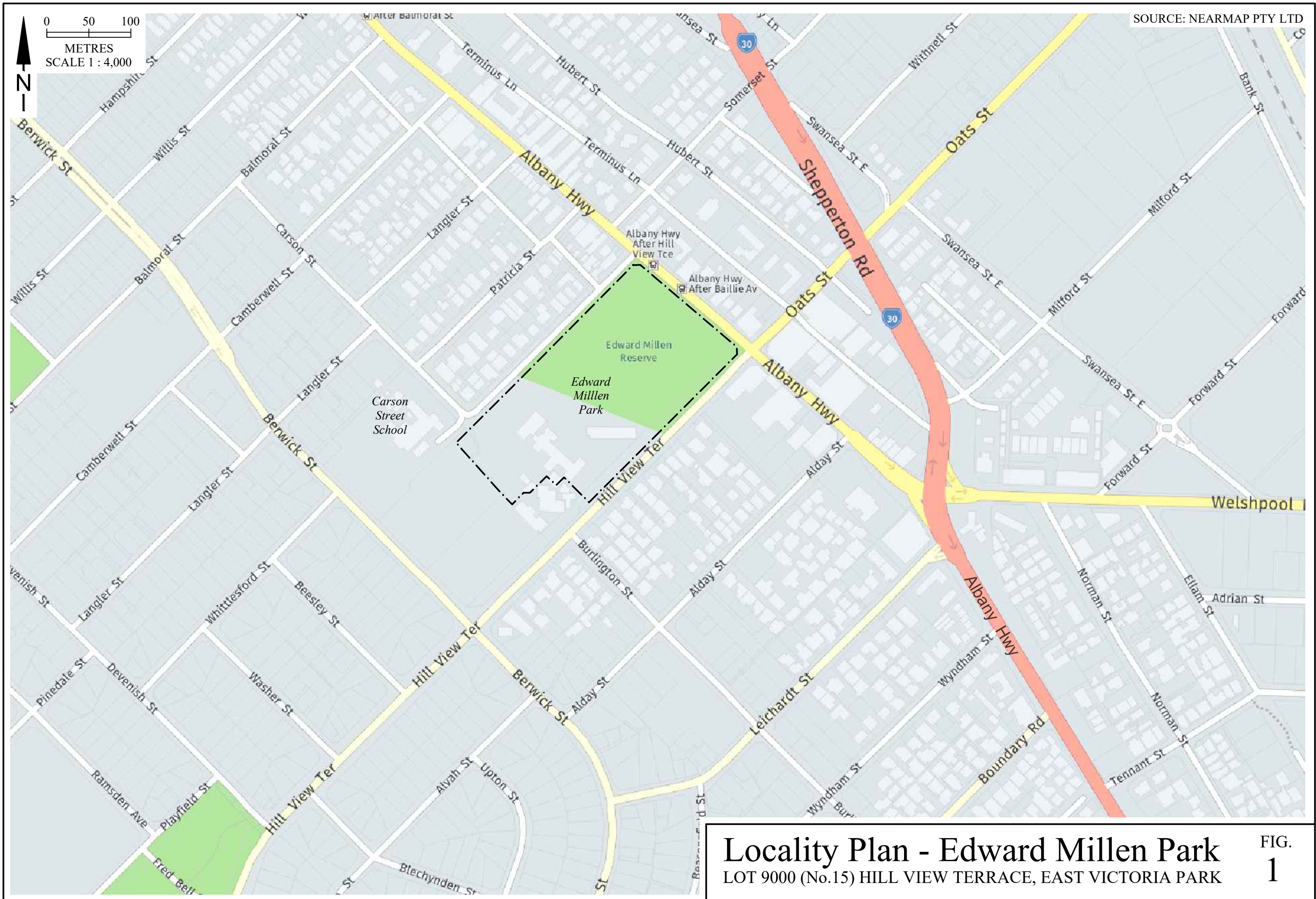
2. STUDY FINDINGS AND CONCLUSIONS

The study findings and conclusions regarding the proposed Edward Millen redevelopment are presented and discussed in this chapter, with reference to more detailed information documented in the Technical Appendix.

2.1 EXISTING SITUATION

The existing roads and intersections in the vicinity of the proposed development site are shown in the aerial photograph in Figure A.1 in Chapter A.1 in the Technical Appendix, while the existing situation is shown in more detail in Figure A.2.

- It can be seen in Figure A.1 that Edward Millen Park is located west of Albany Highway between Baillie Avenue and Hill View Terrace, with the proposed development site located at the westernmost end of the park. It can also be seen that there are currently 3 access driveways to/from the overall site, including Driveway 1 off Baillie Avenue, Driveway 2 off Hill View Terrace, and Driveway 3 off Albany Highway.
- Hill View Terrace and Berwick Street are both 2-lane divided roads with painted medians, identified as a Distributor A roads under the Main Roads WA Functional Road Hierarchy, and with a posted speed limit of 60 kilometres per hour. Albany Highway is also a 2-lane divided road with a painted median, but is identified as a Distributor B road and has a posted speed limit of 40 kilometres per hour.
- Baillie Avenue, Langer Street, Carson Street and other local roads in the vicinity of the proposed development site are all 2-lane undivided roads, identified as Access Roads, and operating under the default urban speed limit of 50 kilometres per hour. A school speed zone (of 40 kilometres per hour) also operates during school days (from 7.30am to 9am and from 2.30pm to 4pm), at the western end of Baillie Avenue and southern end of Carson Street, respectively, adjacent to Carson Street School.
- Figure A.2 in Chapter A.1 shows that there are several existing (historical) buildings on the proposed development site, including the 'Rotunda' and 'Mildred Creak' buildings, an 'Operating Theatre' building, and three other 'Out-buildings'. It can also be seen that there is an existing 'Department of Communities' building adjacent to the proposed development site, accessed via Driveway 2 off Hill View Terrace; however, this building has recently been demolished.



Locality Plan - Edward Millen Park
 LOT 9000 (No.15) HILL VIEW TERRACE, EAST VICTORIA PARK

FIG.
1

- Existing weekday traffic flows in vicinity of the proposed development site are shown in Figure A.3 in Chapter A.1 in the Technical Appendix, based on data available from the Main Roads WA Trafficmap website plus additional traffic surveys carried out by Uloth and Associates. It can be seen in Figure A.3 that Berwick Street south of Langler Street carries approximately 15,200 vehicles per average weekday (2021/22), while Albany Highway north of Hill View Terrace carries approximately 14,400 vehicles per weekday (Sept 2023) and Hill View Terrace east of Berwick Street carries 12,800 vehicles per average weekday (2020/21). It can also be seen that Baillie Avenue, Carson Street and Langler Street all currently carry between just 400 to 800 vehicles per day.
- The proposed development site is well serviced by public transport with bus stops nearby in Albany Highway, Berwick Street and Oats Street, as shown in Figure A.4 in Chapter A.2 in the Technical Appendix, and with Routes 177 to 179, 220 and 998/999 providing connections to/from Perth, Armadale Station, Cannington Station and Bull Creek Station.
- Figure A.4 also shows the existing pedestrian/cyclist facilities along Albany Highway, Hill View Terrace and Berwick Street, as well as along local roads in the vicinity of the proposed development site. This includes footpaths along every street and controlled crossings at the 2 signalised intersections, as well as on-street bicycle lanes on both sides of Hill View Terrace.
- It is also important to note that Baillie Avenue, Carson Street and Burlington Street (off Hill View Terrace) have been identified as Bicycle Boulevards within Department of Transport's Perth Active Transport maps, and Albany Highway adjacent to Edward Millen Park has been identified as part of the Tram Stop walking trail, indicating that good pedestrian and cycling facilities are available in the vicinity of the proposed development site.
- Historical crash data was also obtained from Main Roads WA, for the roads immediately adjacent to the proposed development site. A total of 4 crashes were recorded on Hill View Terrace over the past 5 years to December 2022, which included a rear-end collision, a collision due to a reversing vehicle from the driveway, a vehicle collision with a fence and a right-angle crash at the Burlington Street intersection.

2.2 EXISTING PARKING PROVISION AND SURVEYED PARKING DEMANDS

Figures A.5 to A.7 in Chapter A.3 in the Technical Appendix identify the existing public parking provision in the vicinity of the proposed development, while Tables A.1 and A.2 show the existing parking demands (as surveyed by Uloth and Associates on Thursday 21 September and Saturday 23 September 2023), based on the surveyed street sections in Figure A.8.

- It can be seen in Figure A.5 to A.7 that public parking is currently available for approximately 90 vehicles immediately adjacent to the overall development site, comprising marked on-street spaces on both sides of Albany Highway (for 9 vehicles), unmarked on-street parking along the northern side of Baillie Avenue (for 21 vehicles), on-street parking along the southern side of Baillie Avenue (for 6 vehicles, at the eastern end), and informal verge parking along the southern side of Baillie Avenue (for 54 vehicles).
- Tables A.1 and A.2 then show that the surveyed overall peak parking demands were approximately 25 vehicles, during school pick-up time (2³⁰pm) on the Thursday, reducing to approximately 20 vehicles (at 12pm) on the Saturday. This indicates an existing spare capacity for approximately 65 vehicles in close proximity of the proposed development.

2.3 PROPOSED DEVELOPMENT

Figure A.9 in Chapter A.4 in the Technical Appendix shows the previously proposed Edward Millen Park Masterplan (January 2020), while Figures A.10 and A.11 show the latest overall site plans for the redevelopment of the Park, ready for construction. Figures A.12 and A.13 then show the currently

proposed development site plan and ground floor plan, respectively, as prepared by Benson Studio architects.

- It can be seen in Figures A.9 to A.11 that the proposed masterplan includes a new car park mid-way along Hill View Terrace, together with new toilets/change rooms, in place of the recently demolished 'Department of Communities' building and existing private car park.
- Figure A.12 then shows that that same car park (for construction by Town of Victoria Park) will provide 37 car spaces, but will now merge with new on-site parking for the proposed redevelopment. The new car park is shown to provide an additional 51 spaces (plus 4 motorcycle spaces), bringing the total parking provision within the combined car park to 88 car spaces (plus 4 motorcycle spaces).
- Figure A.12 also shows a second new car park, accessed off Baillie Avenue, to service the proposed Child Care Centre. The plan currently shows a total of 30 spaces (including 1 Accessible space); there is also a turn-around bay at the end of the dead-end parking aisle.
- The total on-site parking provision for the proposed development site is therefore 81 spaces, increasing to 118 spaces on the overall Edward Millen Park site. With an existing spare capacity for up to 65 vehicles on the street or verge along Albany Highway and Baillie Avenue (as identified above in Section 2.1), the overall parking provision available for use by the proposed development is therefore 183 spaces.
- Figure A.13 shows a ground floor plan of the proposed redevelopment which includes the 'Rotunda' and 'Mildred Creak' buildings (with indoor and outdoor seating), ancillary buildings (stables, garden pavilion, gelato/servery, greenhouses and art studios) and a Child Care Centre.
- The 'Rotunda' building proposes and a Cafe, Retail tenancy and a Bakery (on the ground floor) plus Offices (on the first floor), while the 'Mildred Creak' building will provide a Bar & Bistro and a Micro-brewery, plus a Museum/Gallery, additional Retail, and a Community Events Space. A 'pop up' Market site (which is expected to be used only at weekends) is also shown adjacent to the 'Rotunda' Building, while gardens and additional seating are proposed between the main buildings and the Child Care Centre and Gelato/Servery.
- It can also be seen in Figure A.13 that there is a service yard proposed behind the 'Mildred Creak' building, with access via the proposed new car park (off Hill View Terrace). There is also a bitumen hardstand area in the south-eastern corner of the site (adjacent to the fire tanks and fire pump room), to be accessed by DFES Fire Service Appliances via an existing paved accessway off Hill View Terrace.
- Figure A.14 then shows a composite development plan for the overall proposed redevelopment in the context of the adjacent roads and intersections.

2.4 CHILD CARE CENTRE

- The development plan for the proposed Child Care Centre is shown on the proposed overall ground floor plan in Figure A.13 in Chapter A.4 in the Technical Appendix, as well as in the composite development plan in Figure A.14. The proposal includes the construction of a purpose-built Child Care Centre (for up to 104 children plus 20 staff), with a gross floor area of 950 square metres plus outdoor play areas of approximately 1,030 square metres.
- It can be seen in Figure A.14 that the proposed car park is located at the western end of the proposed development site, with 2-way access proposed off Baillie Avenue. As also noted above, the car park provides an overall parking provision of 30 spaces (including 1 Accessible space) together with a turn-around bay at the end of the dead-end aisle to ensure that all vehicles accessing the car park can exit the site in forward gear if all parking spaces are full.

- Rubbish collection for the Centre is proposed to occur within the car park, with trucks turning towards the left of the access driveway (when entering) to reverse back into the parking aisle, and with bins to be wheeled out from the bin enclosure into the car park.
- Car parking requirements are specified in Town of Victoria Park’s Local Planning Policy No. 23 with a requirement for ‘Child Care facilities’ to provide 1 space per 5 children. The proposed Child Care Centre (with 104 children) should therefore provide a minimum of 21 car parking spaces. The currently proposed plan therefore results in a parking surplus of 9 spaces.
- On the basis of previous surveys and available data, it is estimated that the proposed Child Care Centre will generate a total of 4 vehicle trips per child per day, with peak hour flows of 0.69 trips per child during the morning peak hour and 0.76 trips per child during the afternoon peak hour. The Child Care Centre is therefore estimated to generate a total of 420 vehicle trips per day, with 72 vehicle trips and 79 vehicle trips, respectively, during the AM and PM peak hours.
- With a trip generation of less than 100 vehicle trips during both the AM and PM peak hours, the proposed Child Care development is therefore expected to have only minimal impact on the overall road network.

2.5 OVERALL PARKING REQUIREMENTS AND SHARED PARKING ANALYSIS

- Overall development zones for the proposed redevelopment are shown in Figure A.15 in Chapter A.5 in the Technical Appendix, while Figure A.16 then shows a detailed plan of the public/seating areas for the overall site.
- Planning Scheme parking requirements for the proposed development are then shown in Table A.3 in Chapter A.5, based on Town of Victoria Park Local Planning Policy No. 23, while Table A.4 shows a ‘Shared Parking’ analysis for the proposed development.
- It can be seen in Table A.3 that the overall planning scheme parking requirement calculates to a total of 291 spaces. However, with different peak times for different parts of the development, Table A.4 shows that the overall shared parking demands combine for a reduced total of 162 vehicles during a Weekday lunchtime, and 221 vehicles during a Weekend evening (if the Market is running), or 192 vehicles during a Weekend lunchtime (without the proposed Market).
- It is suggested, however, that parking demand on proposed Market days could be managed under a special event parking management plan. The overall peak parking demand for ‘normal operations’ is therefore 162 vehicles on a weekday, or 192 vehicles on a weekend.
- As noted above in Section 2.3, the overall parking provision available for use by the proposed development (within or immediately adjacent to the overall development site) is 183 spaces. The calculated parking demands therefore translate to an overall parking surplus of 21 spaces during the Weekday peak, and a parking shortfall of 9 spaces during the Weekend peak. However, this just means that parking during the Weekend peak period would simply extend further north along Albany Highway.

2.6 OVERALL FUTURE TRAFFIC FLOWS AND TRAFFIC IMPACTS

- Future traffic generation for the proposed redevelopment (including the Child Care Centre) is calculated in Table A.5 in Chapter A.6 in the Technical Appendix. It can be seen in Table A.5 that the proposed redevelopment is estimated to generate a total of 3,420 vehicle trips per average weekday, with 203 and 402 trips during the weekday AM and PM peak hours, respectively.
- Taking into account the surrounding residential areas and available approach routes, it is estimated that 35 percent of development traffic will travel via the Albany Highway - Oats Street intersection

to/from the east and south-east, while 30 percent is expected to travel via Berwick Street to/from the north-west. This leaves 20 percent of development traffic via the Berwick Street - Hill View Terrace intersection to/from the south and south-east, and 15 percent to/from Albany Highway north.

- The resulting overall travel routes for the Weekday AM peak hour, PM peak hour and Daily traffic flows accessing the proposed development are therefore as shown in Figure A.17 in Chapter A.6.
- With parking opportunities available on both Hill View Terrace and Baillie Boulevard, and with multiple approach routes also available, it is clear that development traffic flows will be spread out (rather than being focussed on any one location). The development is therefore not expected to have a significant traffic impact on any single intersection.
- It can also be seen in Figure A.17 that Driveway 2 (off Hillview Terrace) is expected to carry 2,470 vehicles per day (to/from the main on-site parking areas), followed by 530 vehicles per day using the on-street and verge parking along Baillie Avenue, and 420 vehicles per day using Driveway 1 (off Baillie Avenue) to access the Child Care Centre.
- Intersection operational (SIDRA) analysis has been carried out for the Hill View Terrace - Driveway 2 junction during the weekday PM peak hour, confirming that the critical right-turn movement out of Driveway 2 will operate at an acceptable Level of Service C (indicating satisfactory operating conditions with average traffic delays).
- Additional analysis was also carried out to reflect the corresponding Saturday peak hour operations, with conservative traffic assumptions adopted, as a sensitivity test. The additional analysis suggests that the right-turn movement out of Driveway 2 could fall to a poor but manageable Level of Service D; however, the resulting delay is still well-below the maximum permitted under the WAPC Transport Assessment Guidelines.

2.7 SWEPT PATH ANALYSIS

As discussed in Section 2.4, rubbish collection for the proposed Child Care Centre is planned to occur within the adjacent car park. Figure A.18 in Chapter A.7 in the Technical Appendix therefore shows the swept path for a 10.0-metre rubbish truck entering the proposed Child Car Centre car park, and reversing back into the parking aisle, while Figure A.19 shows the swept path for the rubbish truck exiting.

- All other general servicing will occur within the proposed service yard, to be accessed via the new car park off Hill View Terrace, with swept path for a 10-metre Rubbish Truck as shown in Figures A.20 and A21, noting that the proposed swept paths require a minor modification to one traffic island within the Town of Victoria Park car park, as indicated in Figures A.18 and A.19.
- Figure A.22 then shows the swept paths for a DFES Fire Truck accessing the proposed hardstand area adjacent to the fire tanks and pump room, via the existing accessway off Hill View Terrace.

3. OVERALL CONCLUSIONS AND RECOMMENDATIONS

The overall conclusions and recommendations regarding the proposed Edward Millen redevelopment are drawn from the study findings and conclusions presented above in Chapter 2, and the additional information documented in the Technical Appendix, as follows:

Parking and Access

- The existing situation provides a total parking capacity for 90 vehicles within Albany Highway and Baillie Avenue, immediately adjacent to the overall Edward Millen Park. With a surveyed peak parking demand of 25 vehicles (at school pick-up time on a weekday), this leaves a spare parking capacity of at least 65 spaces for use during the peak parking periods of the proposed development.
- The currently proposed plans for the overall redevelopment provide a total of 118 off-street parking spaces (including 37 spaces to be constructed by Town of Victoria Park). The total parking capacity available for use by the proposed redevelopment is therefore 183 spaces.
- Planning Scheme parking requirements for the proposed overall development calculate to a total provision of 291 spaces, including 21 spaces for the proposed Child Care Centre. However, the 'Shared Parking' analysis (in Table A.4 in the Technical Appendix) shows that with different peak times for different parts of the development, the actual peak parking demands will be 162 vehicles on a Weekday and 192 vehicles on a Weekend (excluding the pop-up Markets, which should be dealt with separately under a 'special event parking management plan').
- The proposed development therefore provides an overall parking surplus of 21 spaces during the Weekday peak period, but a parking shortfall of 9 spaces during the Weekend peak period. Parking demand during the Weekend peak period will therefore extend further north along Albany Highway.
- However, it is important to note that these overall calculations already assume that when the Child Care Centre is not operating, the car park will be made available as alternative parking for other developments on the overall site.

Development Traffic Flows

- The proposed Child Care Centre trip generation during both the AM and PM peak hours is less than 100 vehicle trips; it is therefore expected to have only minimal impact on the overall road network.
- The overall proposed redevelopment (including the Child Care Centre) is expected to generate 3,420 vehicle trips per average weekday, with 203 trips in the AM peak hour and 402 trips in the weekday PM peak hour. However, with traffic well spread-out on multiple approach routes, the development is not expected to have a significant impact on any single intersection.
- Analysis shows that the critical right-turn-out movement at the Hill View Terrace - Driveway 2 junction will operate at an acceptable Level of Service C during the weekday PM peak hour, indicating satisfactory operating conditions with average traffic delays, while additional analysis also confirms acceptable operations during the weekend peak period.

Service Vehicles

- Rubbish collection for the Child Care Centre is proposed to occur within the car park accessed off Baillie Avenue, while all other general servicing will occur within the proposed service yard, to be accessed via the proposed car parks off Hill View Terrace.
- Swept path diagrams in Figures A.18 to A.21 in the Technical Appendix confirm suitable access for a 10-metre Rubbish Truck in both locations.
- A swept path diagram is also provided, in Figure A.22 in the Technical Appendix, for a DFES Fire Truck accessing the proposed fire tanks and pump room.

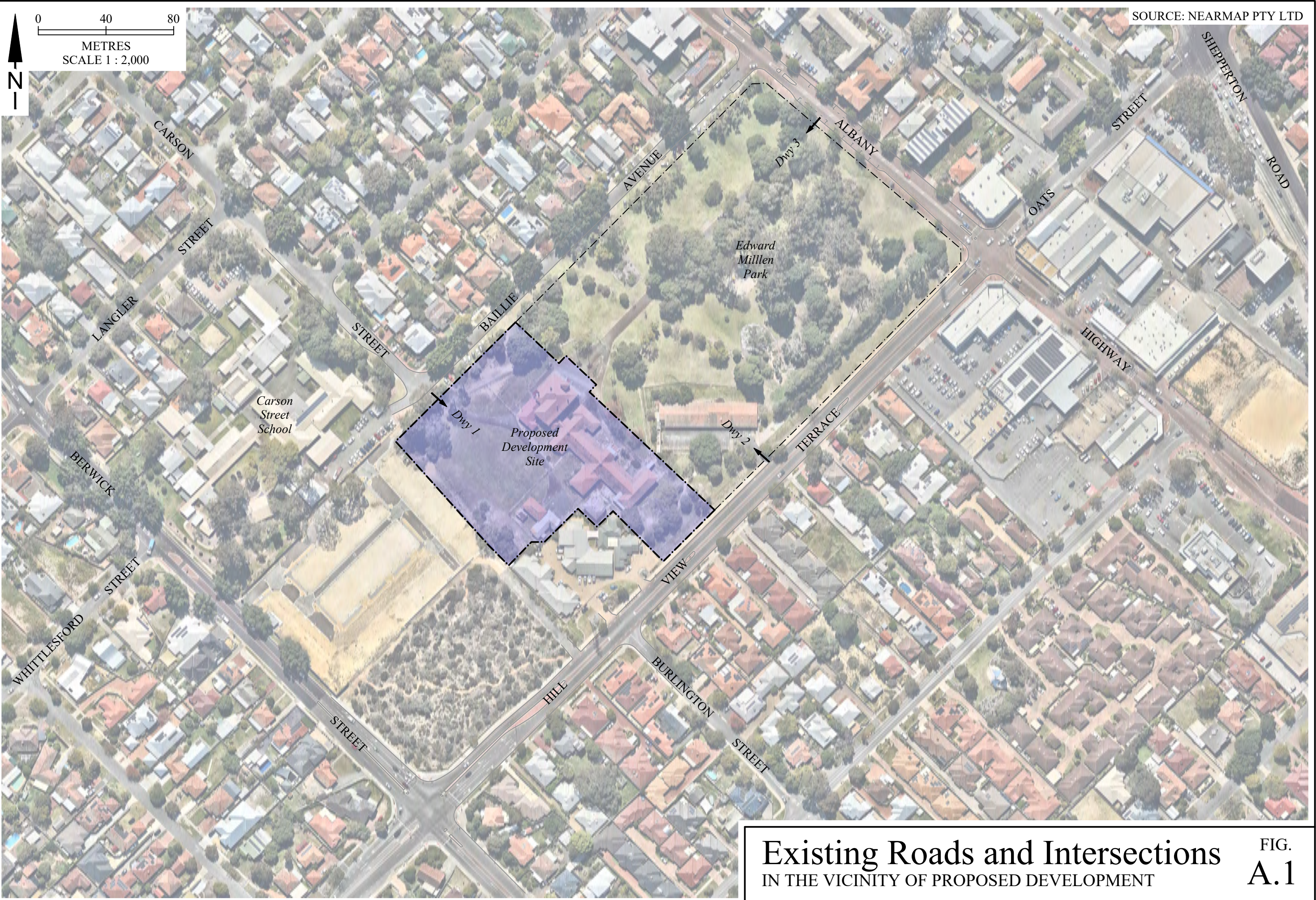
TECHNICAL APPENDIX

The Technical Appendix documents the existing situation, including existing traffic flows and existing parking demands, together with the proposed development plans, development traffic flows, and swept paths for service vehicles.

A.1 EXISTING ROADS AND INTERSECTIONS

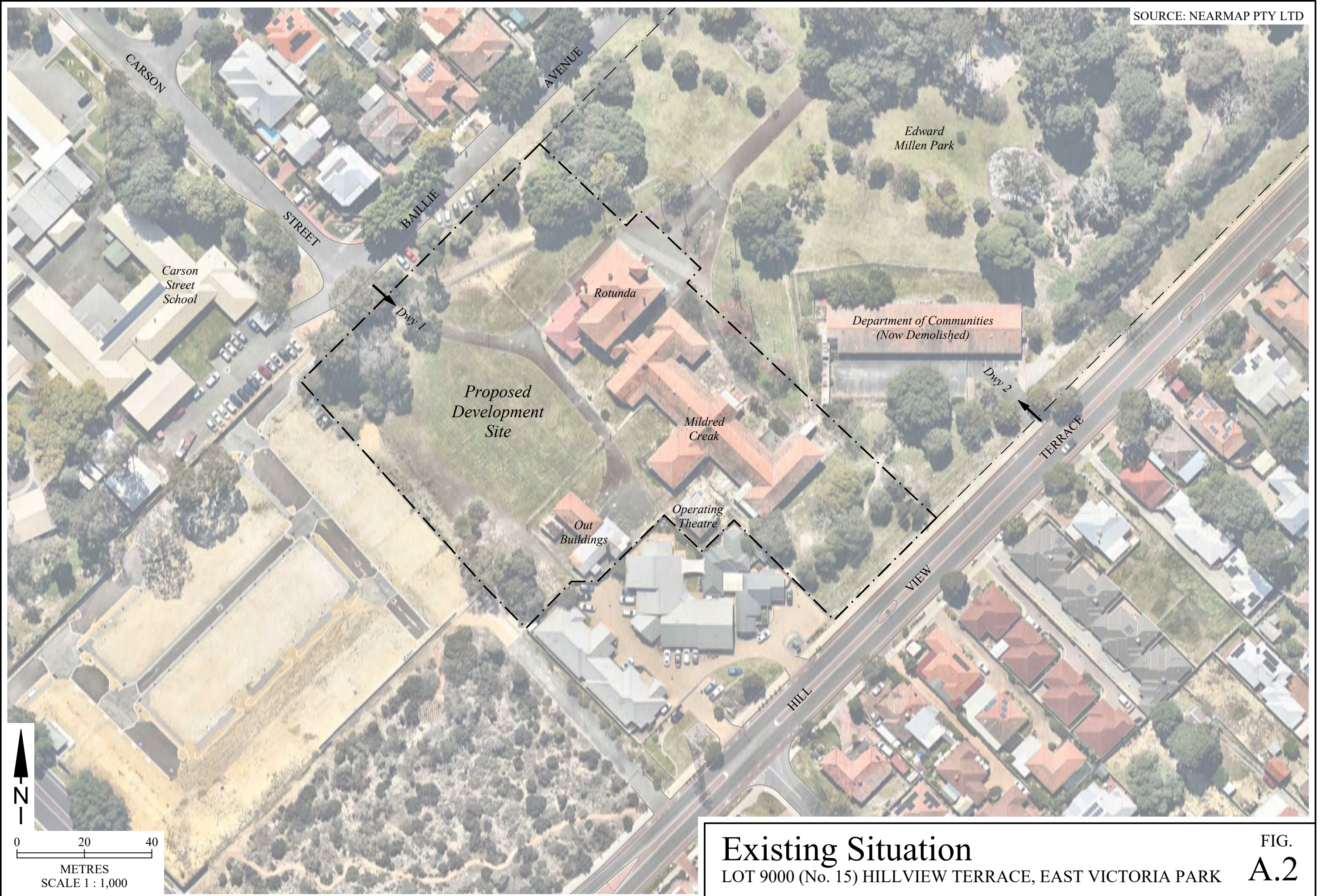
Figure A.1 shows the existing roads and intersections in the vicinity of the proposed development site, while the existing situation within and immediately adjacent to the site is shown in more detail in Figure A.2.

Figure A.3 shows existing weekday traffic flows in the vicinity of the proposed development site.



Existing Roads and Intersections
IN THE VICINITY OF PROPOSED DEVELOPMENT

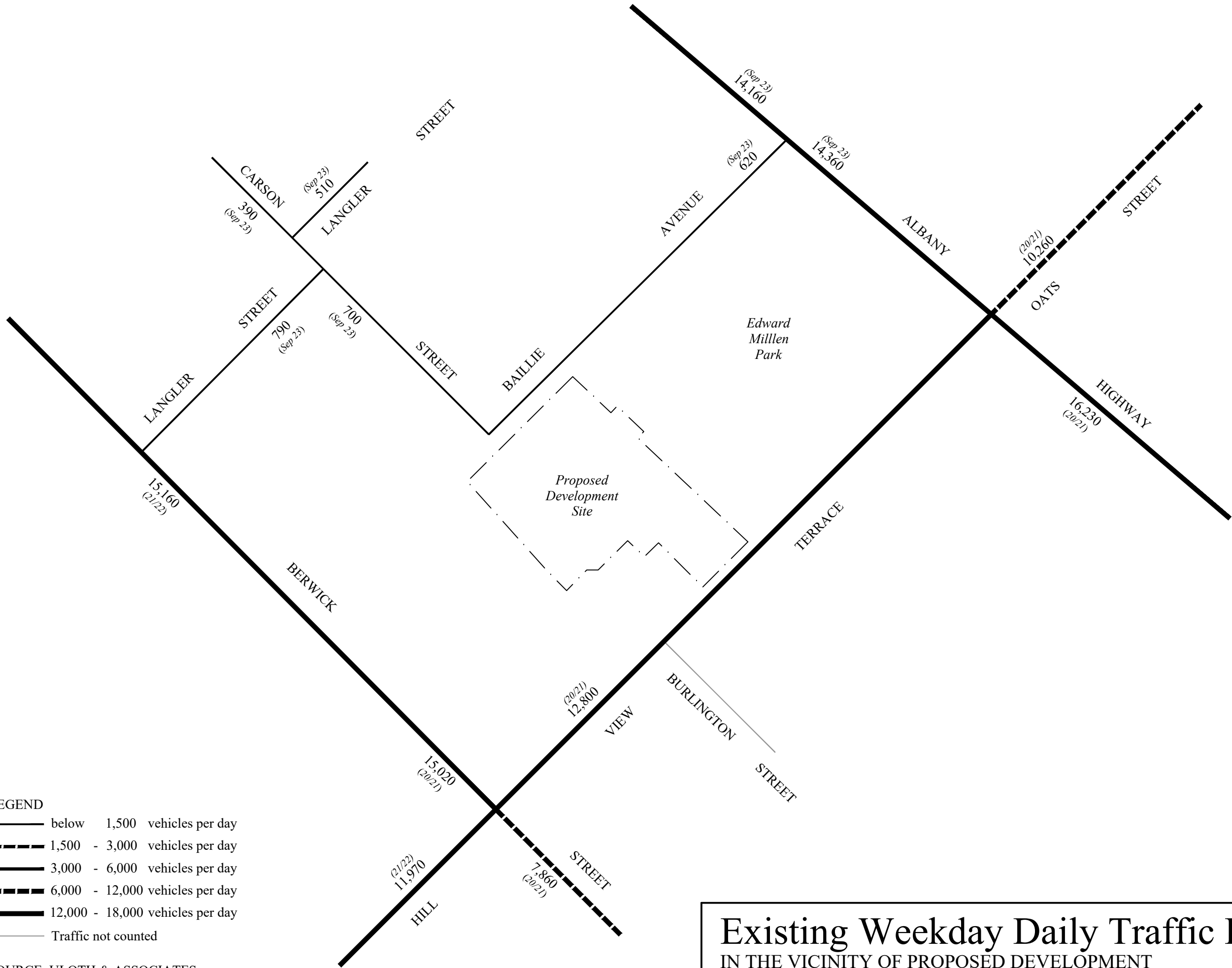
FIG.
A.1



Existing Situation

LOT 9000 (No. 15) HILLVIEW TERRACE, EAST VICTORIA PARK

FIG. A.2



LEGEND

- below 1,500 vehicles per day
- - - 1,500 - 3,000 vehicles per day
- 3,000 - 6,000 vehicles per day
- 6,000 - 12,000 vehicles per day
- 12,000 - 18,000 vehicles per day
- Traffic not counted

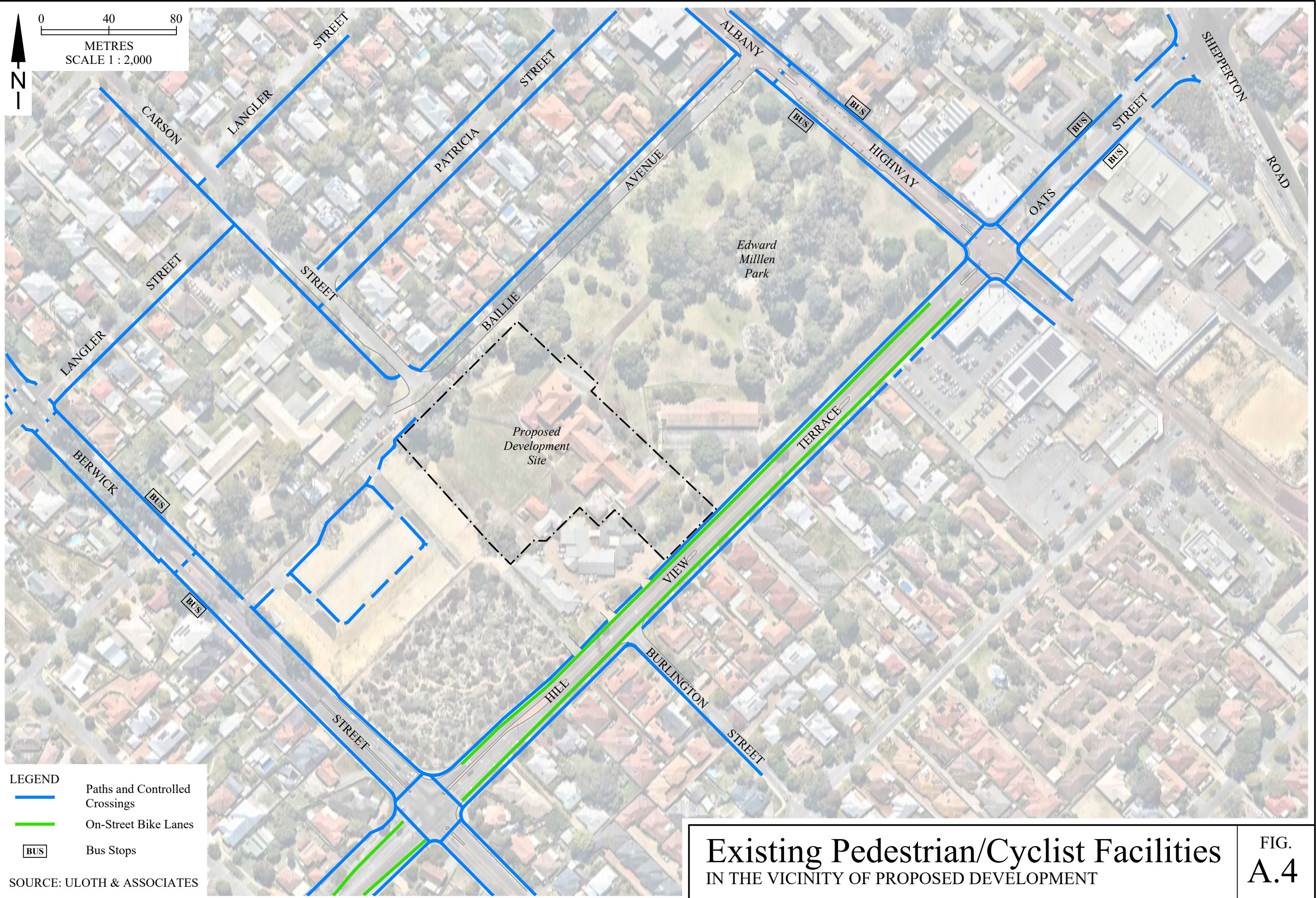
SOURCE: ULOTH & ASSOCIATES

Existing Weekday Daily Traffic Flows
IN THE VICINITY OF PROPOSED DEVELOPMENT

FIG.
A.3

A.2 EXISTING PEDESTRIANS/CYCLISTS FACILITIES

Figure A.4 shows the existing pedestrian/cyclist facilities in the vicinity of the proposed development site including existing footpaths and controlled crossings, on-street bike lanes, and Bus Stops.



- LEGEND**
- Paths and Controlled Crossings
 - On-Street Bike Lanes
 - BUS Bus Stops

SOURCE: ULOTH & ASSOCIATES

Existing Pedestrian/Cyclist Facilities
 IN THE VICINITY OF PROPOSED DEVELOPMENT

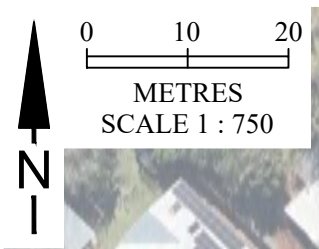
FIG.
A.4

A.3 EXISTING PARKING SURVEYS

Figure A.5 shows the existing public parking provision currently available adjacent to the overall development site, including the assumed capacity for casual parking on the verge along the southern side of Baillie Avenue.

Figures A.6 and A.7 then show a series of photographs (from Google Street View) to show the clear areas available for parking between street lights, sign posts and trees, noting that a minimum spacing of 3 metres has been adopted to ensure that the overall parking capacity calculation is conservative.

Tables A.1 and A.2 then show the results of parking demand surveys carried out by Uloth and Associates on Thursday 21 September and Saturday 23 September 2023, based on the Surveyed Street Sections identified in Figure A.8.



Existing Public Parking Provision
ADJACENT TO OVERALL DEVELOPMENT SITE

FIG.
A.5



PHOTO 1



PHOTO 2

Street View Photos 1 & 2

BAILLIE AVENUE - EASTERN END



PHOTO 3



PHOTO 4

Street View Photos 3 & 4

BAILLIE AVENUE - WESTERN END

TABLE A.1

SURVEYED PARKING DEMANDS – THURSDAY 21 SEPTEMBER 2023 (2³⁰ to 5³⁰pm)
 BAILLIE AVENUE AND ALBANY HIGHWAY (ADJACENT TO EDWARD MILLEN PARK)

STREET SECTION ¹⁾	PARKING CAPACITY (SPACES)	SURVEYED PARKING DEMAND (VEHICLES)												
		2 ³⁰	2 ⁴⁵	3 ⁰⁰	3 ¹⁵	3 ³⁰	3 ⁴⁵	4 ⁰⁰	4 ¹⁵	4 ³⁰	4 ⁴⁵	4 ⁰⁰	5 ¹⁵	5 ³⁰
• Baillie Avenue, western end														
- South Side (Section 1) <i>(+verge) ²⁾</i>	0 <i>(+31)</i>	0 <i>(+11)</i>	0 <i>(+10)</i>	0 <i>(+8)</i>	0 <i>(+7)</i>	0 <i>(+5)</i>	0 <i>(+4)</i>	0 <i>(+1)</i>	0 <i>(+1)</i>	0 <i>(+0)</i>	0 <i>(+0)</i>	0 <i>(+0)</i>	1 <i>(+0)</i>	1 <i>(+0)</i>
- North Side (Section 2)	10	0	0	0	0	0	0	0	0	0	0	0	0	0
• Baillie Avenue, eastern end														
- South Side (Section 3) <i>(+verge) ²⁾</i>	6 <i>(+23)</i>	1 <i>(+7)</i>	1 <i>(+9)</i>	1 <i>(+8)</i>	1 <i>(+9)</i>	0 <i>(+9)</i>	0 <i>(+10)</i>	0 <i>(+10)</i>	0 <i>(+10)</i>	0 <i>(+9)</i>	0 <i>(+8)</i>	0 <i>(+7)</i>	0 <i>(+6)</i>	0 <i>(+5)</i>
- North Side (Section 4) ³⁾	11	4	4	2	2	2	2	2	2	5	5	3	5	3
• Albany Highway, south of Baillie Ave														
- West Side (Section 5)	6	2	1	3	4	2	0	1	1	5	3	2	2	1
- East Side (Section 6)	3	0	0	0	0	0	0	0	1	0	0	0	0	0
• Total	90	25	25	22	23	18	16	14	15	19	16	12	14	10

Notes: 1) Street Sections as shown in attached Figure A.8.
 2) Informal parking on verge shown separately in italics.
 3) Includes parking on verge.
 Bold figures denote peak parking demand.

Source: Uloth and Associates

TABLE A.2

SURVEYED PARKING DEMANDS – SATURDAY 23 SEPTEMBER 2023 (11 am to 2 pm)
 BAILLIE AVENUE AND ALBANY HIGHWAY (ADJACENT TO EDWARD MILLEN PARK)

STREET SECTION ¹⁾	PARKING CAPACITY (SPACES)	SURVEYED PARKING DEMAND (VEHICLES)												
		11 ⁰⁰	11 ¹⁵	11 ³⁰	11 ⁴⁵	12 ⁰⁰	12 ¹⁵	12 ³⁰	12 ⁴⁵	1 ⁰⁰	1 ¹⁵	1 ³⁰	1 ⁴⁵	2 ⁰⁰
<ul style="list-style-type: none"> • Baillie Avenue, western end - South Side (Section 1) <i>(+verge) ²⁾</i> - North Side (Section 2) ³⁾ 	0 <i>(+31)</i> 10	0 <i>(+0)</i> 1	0 <i>(+0)</i> 1	0 <i>(+0)</i> 1	0 <i>(+0)</i> 1	0 <i>(+0)</i> 1	0 <i>(+0)</i> 2	0 <i>(+0)</i> 0	0 <i>(+0)</i> 0	0 <i>(+0)</i> 0	0 <i>(+0)</i> 0	0 <i>(+1)</i> 0	0 <i>(+1)</i> 0	0 <i>(+0)</i> 0
<ul style="list-style-type: none"> • Baillie Avenue, eastern end - South Side (Section 3) <i>(+verge) ²⁾</i> - North Side (Section 4) ³⁾ 	6 <i>(+23)</i> 11	0 <i>(+5)</i> 2	0 <i>(+7)</i> 2	0 <i>(+9)</i> 2	0 <i>(+10)</i> 2	0 <i>(+12)</i> 4	1 <i>(+11)</i> 4	1 <i>(+8)</i> 4	1 <i>(+9)</i> 4	1 <i>(+6)</i> 4	1 <i>(+4)</i> 5	2 <i>(+3)</i> 5	2 <i>(+3)</i> 7	2 <i>(+3)</i> 5
<ul style="list-style-type: none"> • Albany Highway, south of Baillie Ave - West Side (Section 5) - East Side (Section 6) ³⁾ 	6 3	0 1	1 1	2 1	4 1	2 1	2 0	3 0	1 2	2 1	0 0	2 1	2 0	0 0
• Total	90	9	12	15	18	20	20	16	17	14	10	14	15	10

Notes: 1) Street Sections as shown in attached Figure A.8.
 2) Informal parking on verge shown separately in italics.
 3) Includes parking on verge.
 Bold figures denote peak parking demand.

Source: Uloth and Associates



Surveyed Street Sections
 BAILLIE AVENUE AND ALBANY HIGHWAY

FIG. A.8

A.4 OVERALL MASTERPLAN AND PROPOSED DEVELOPMENT

Figure A.9 shows the Edward Millen Park Masterplan prepared for Town of Victoria Park (in January 2020), while Figures A.10 and A.11 show the latest overall site plans, ready for construction.

Figures A.12 and A.13 show the proposed site plan and corresponding ground floor plan for the currently proposed redevelopment, as prepared by Benson Studio architects.

Figure A.14 then shows the various proposals for the overall development site as a composite development plan (including the proposed car park accessed off Hill View Terrace), in the context of the adjacent roads and intersections.

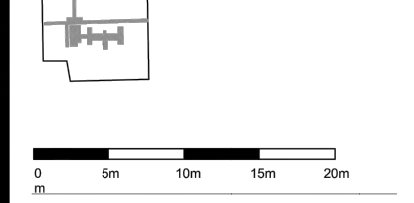
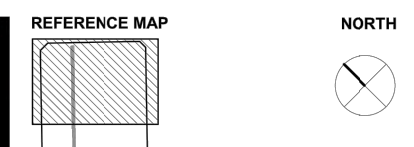
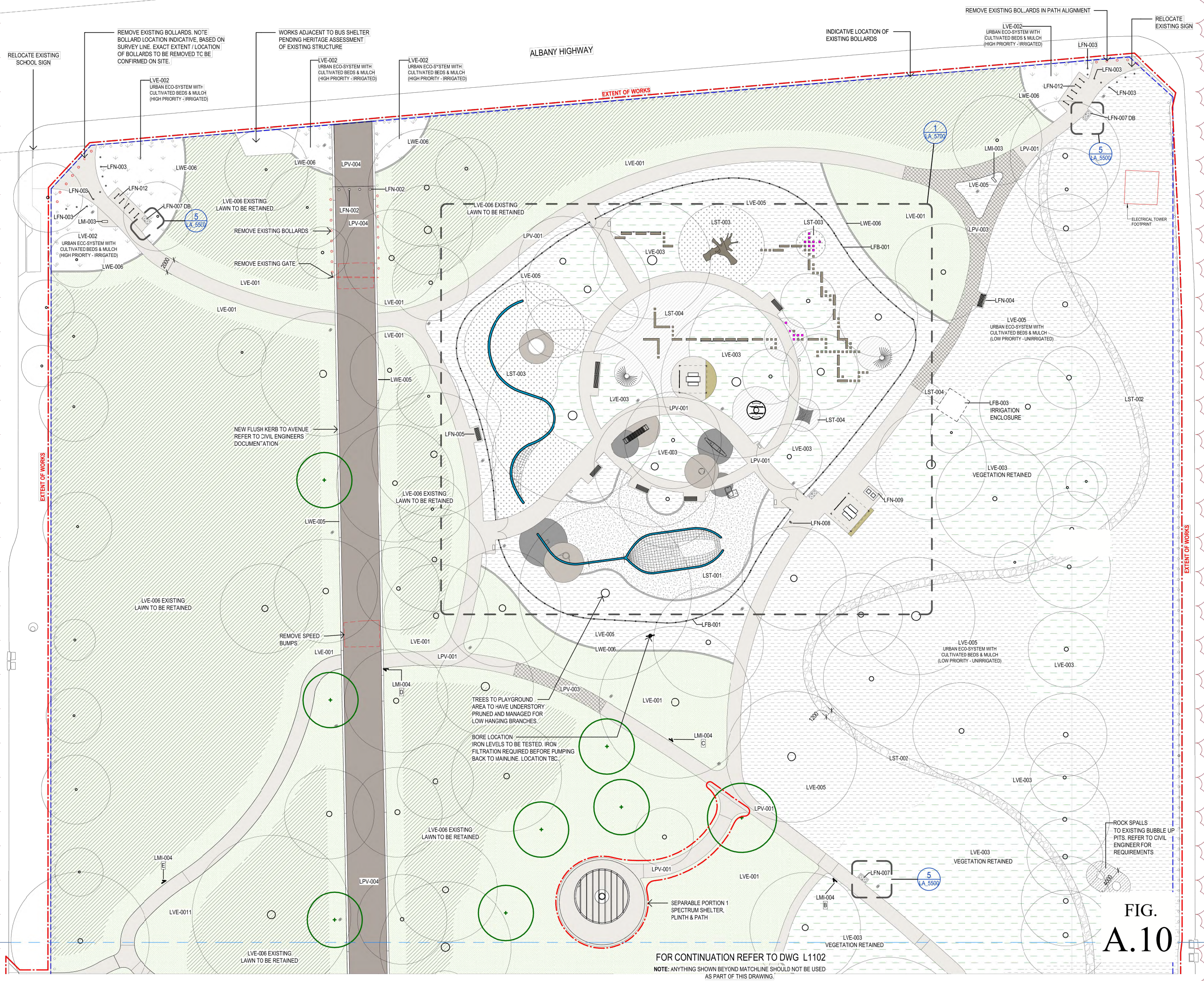
Master Plan

LEGEND

- 1 Heritage avenue retained and re-surfaced with kerb upstands removed. Avenue reinforced with supplementary tree planting
- 2 Rotunda building entry space re-paved with high quality natural stone
- 3 Activated Rotunda space including alfresco seating/tables and lawn with seating positioned underneath the large tree
- 4 Future development zone
- 5 New paved axis connecting the Mildred Creek and Rotunda buildings to the edge streets
- 6 Generously proportioned landscaped terracing, edged with seat height walls
- 7 Circulation path graded to ensure universal access
- 8 Family shelters with lighting and BBQ's surrounded by planting
- 9 Park edge eco-zone planting including water-wise native species
- 10 New car park (approx. 49 spaces)
- 11 Cafe and 'changing places' toilet and change room facility
- 12 Cafe alfresco space
- 13 Feature seating node under landmark tree
- 14 Central focal point including space for performance, as well shade/rain shelter structure
- 15 New Trees
- 16 Nature play zone utilising bespoke play elements within expanses of native planting and tracks. Play features to include all abilities play, tree houses, cubbies, exercise and balancing elements, rope play, swings and benches. This area has a particular opportunity to integrate unique art pieces to double up as play
- 17 Expansive lawn spaces for ball play and dog walking
- 18 New entry point
- 19 Wayfinding node
- 20 Bicycle racks
- 21 Passive recreation area with picnic tables to serve as break-out space from heritage buildings
- 22 Proposed trees to create ecological connection to Hillview Terrace bushland



FIG. A.9



NOTES

- Do not scale drawing. Written dimensions govern
- All dimensions are in millimeters unless noted otherwise
- All dimensions shall be verified on site before proceeding with the work. Hassell shall be notified in writing of any discrepancies.
- This drawing must be read in conjunction with all relevant contracts, specifications and drawings

ANY REPRODUCTION OF THIS DOCUMENTATION IS TO BE PRINTED IN COLOUR TO MATCH ORIGINAL DRAWING.

This drawing is an uncontrolled copy. Unless noted otherwise
© Copyright of this drawing is vested in Hassell Ltd.

REV	DESCRIPTION	DATE
A	ISSUE FOR INFORMATION	30/03/2022
B	ISSUE FOR APPROVAL	19/04/2023
C	ISSUE FOR TENDER	16/08/2023

REVISION B - VM UPDATES:

- ALL TREES CHANGED TO 45L
- SOFT EARTH PATH ADDED
- RETAINED TURF AREA INCREASED
- GARDEN BEDS CHANGED TO URBAN ECO-SYSTEM
- REMOVED STAIRS FROM TOILET BLOCK & IN FRONT OF MILDRED CREAK ENTRANCE
- SEPARABLE PORTION 2
- SPECTRUM SHELTER, PLINTH & PATH
- ARTWORK PANELS REMOVED FROM SHELTERS
- TEXT REMOVED FROM TOILET BLOCK PAVING
- RETAINING WALLS REMOVED FROM TOILET BLOCK
- CARPPARK AMENDED TO SUIT EXISTING FIG TREE
- SOUTH OF CARPPARK REMOVED FROM SCOPE
- RAMPS AND LANDINGS ADDED TO PATH NEAR TOILET BLOCK TO AID FUTURE TIE IN TO EXISTING WORKS ADJACENT HERITAGE BUILDINGS
- FLUSH CONCRETE EDGING ADDED TO GARDENTURF EDGES
- STETHOSCOPE ENDS REMOVED

REVISION C - VM UPDATES:

- SPINNER TABLE ADDED
- SEATING RELOCATED TO AVOID SRZ
- PATHS IN NORTHERN CORNER AND CONNECTION PATH TO BALLIE AV REALIGNED TO AVOID EXISTING TREES
- GARDEN BED AMENDED TO NORTH CORNER TO TIE IN WITH EXISTING PATH
- SHELTER FRENCH DRAINS ADDED TO PLANS
- CLIMBING TUBE REDESIGNED FOR FALL ZONES TO AVOID SRZ
- GRADING AMENDED AROUND SPECTRUM SHELTER
- SHELTERS, SEATING, BBQS, BINS, DRINKING FOUNTAIN, FENCING, GARDEN BEDS, SIGNAGE, FOOTPATHS, PLAY EQUIPMENT MOVED
- TRAFFICABLE CONCRETE ADDED

CONSULTANT
Hassell
 Hassell LTD ABN 24 007 711 435
 Level 1
 Commonwealth Bank Building
 242 Murray Street
 Perth WA 6000 Australia
 T +61 8 6477 8000
 perth@hassellstudio.com

CLIENT
 TOWN OF VICTORIA PARK
PROJECT
 EDWARD MILLEN RESERVE
 HILLVIEW TERRACE VICTORIA PARK

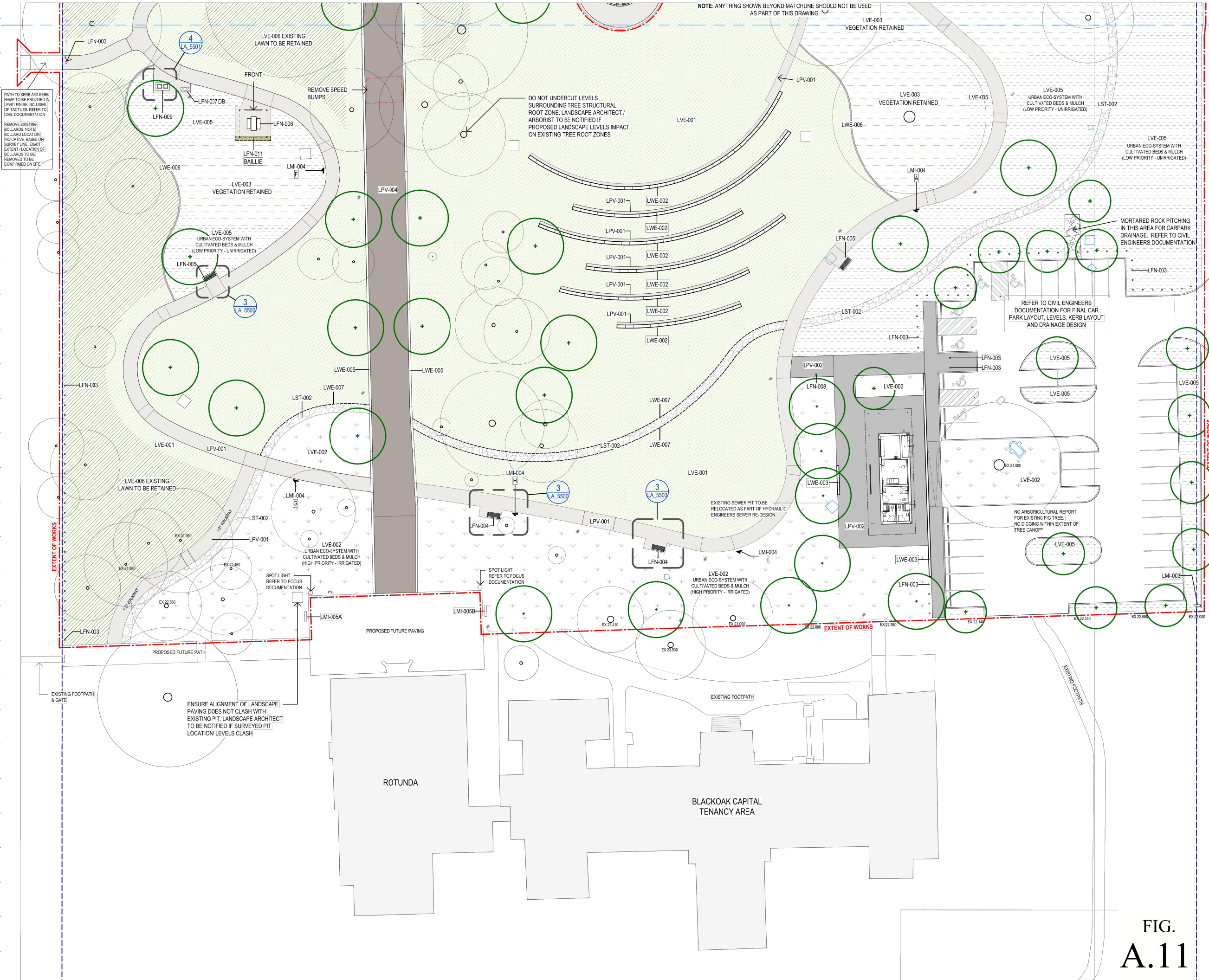
STATUS
 TENDER
DRAWING TITLE
 GENERAL ARRANGEMENT AND SET-OUT

REVIEWED	SCALE @ A1
AJ/HG	1 : 250
APPROVED	PROJECT NO.
AB	014131
DRAWING NO.	REV NO.
LA_1101	C

FIG. A.10

FOR CONTINUATION REFER TO DWG L1102
 NOTE: ANYTHING SHOWN BEYOND MATCHLINE SHOULD NOT BE USED AS PART OF THIS DRAWING.

NOTE: ANYTHING SHOWN BEYOND MATCHLINE SHOULD NOT BE USED AS PART OF THIS DRAWING.



REMOVE EXISTING BOLLARDS. NOTE BOLLARD LOCATION INDICATIVE. BASED ON SURVEY LINE EXACT EXTENT LOCATION OF BOLLARDS TO BE REMOVED TO BE CONFIRMED ON SITE.

REMOVE SPEED BUMPS

DO NOT UNDERCUT LEVELS SURROUNDING TREE STRUCTURAL ROOT ZONE. LANDSCAPE ARCHITECT / ARBORIST TO BE NOTIFIED IF PROPOSED LANDSCAPE LEVELS IMPACT ON EXISTING TREE ROOT ZONES

MORTARED ROCK PITCHING IN THIS AREA FOR CARPARK DRAINAGE. REFER TO CIVIL ENGINEERS DOCUMENTATION

REFER TO CIVIL ENGINEERS DOCUMENTATION FOR FINAL CARPARK LAYOUT, LEVELS, KERB LAYOUT AND DRAINAGE DESIGN

EXISTING SEWER PIT TO BE RELOCATED AS PART OF HYDRAULIC ENGINEERS SEWER RE-DESIGN

NO ARBORICULTURAL REPORT FOR EXISTING FIG TREE. NO DIGGING WITHIN EXTENT OF TREE CANOPY

ENSURE ALIGNMENT OF LANDSCAPE PAVING DOES NOT CLASH WITH EXISTING PIT. LANDSCAPE ARCHITECT TO BE NOTIFIED IF SURVEYED PIT LOCATION LEVELS CLASH

REFERENCE MAP

NORTH

0 5m 10m 15m 20m

- NOTES**
1. Do not scale drawing. Written dimensions govern
 2. All dimensions are in millimeters unless noted otherwise
 3. All dimensions shall be verified on site before proceeding with the work. Hassell shall be notified in writing of any discrepancies.
 4. This drawing must be read in conjunction with all relevant contracts, specifications and drawings
- ANY REPRODUCTION OF THIS DOCUMENTATION IS TO BE PRINTED IN COLOUR TO MATCH ORIGINAL DRAWING.
- This drawing is an uncontrolled copy. Unless noted otherwise
© Copyright of this drawing is vested in Hassell Ltd.

REV	DESCRIPTION	DATE
A	ISSUE FOR INFORMATION	30/03/2022
B	ISSUE FOR APPROVAL	19/04/2023
C	ISSUE FOR TENDER	16/06/2023

- REVISION B - JM UPDATES:**
- ALL TREES CHANGED TO 45L
 - SOFT EARTH PATH ADDED
 - RETAINED TURF AREA INCREASED
 - GARDEN BEDS CHANGED TO URBAN ECO-SYSTEM
 - REMOVED STAIRS FROM TOILET BLOCK & IN FRONT OF MILDRED CREEK ENTRANCE
 - SEPARABLE PORTION 2
 - SPECTRUM SHELTER, PLINTH & PATH
 - ARTWORK PANELS REMOVED FROM SHELTERS
 - TEXT REMOVED FROM TOILET BLOCK PAVING
 - RETAINING WALLS REMOVED FROM TOILET BLOCK
 - CARPARK AMENDED TO SUIT EXISTING FIG TREE
 - SOUTH OF CARPARK REMOVED FROM SCOPE
 - RAMPS AND LANDINGS ADDED TO PATH NEAR TOILET BLOCK TO AID FUTURE TIE IN TO EXISTING WORKS ADJACENT
 - HERITAGE BUILDINGS
 - FLUSH CONCRETE EDGING ADDED TO GARDENTURF EDGES
 - STETHOSCOPE ENDS REMOVED

- REVISION C - JM UPDATES:**
- SPINNER TABLE ADDED
 - SEATING RELOCATED TO AVOID SRZ
 - PATHS IN NORTHERN CORNER AND CONNECTION PATH TO BAILLIE AV REALIGNED TO AVOID EXISTING TREES
 - GARDEN BED AMENDED TO NORTH CORNER TO TIE IN WITH EXISTING PATH
 - SHELTER FRENCH DRAINS ADDED TO PLANTS
 - CLIMBING TUBE REDESIGNED FOR FALL ZONES TO AVOID SRZ
 - GRADING AMENDED AROUND SPECTRUM SHELTER
 - SHELTERS, SEATING, BBQS, BINS, DRINKING FOUNTAIN, FENCING, GARDEN BEDS, SIGNAGE, FOOTPATHS, PLAY EQUIPMENT MOVED.
 - TRAFFICABLE CONCRETE ADDED

CONSULTANT

Hassell

Hassell LTD ABN 24 007 711 435
Level 1
Commonwealth Bank Building
242 Murray Street
Perth WA 6000 Australia
T +61 8 6477 6000
perth@hassellstudio.com

CLIENT
TOWN OF VICTORIA PARK

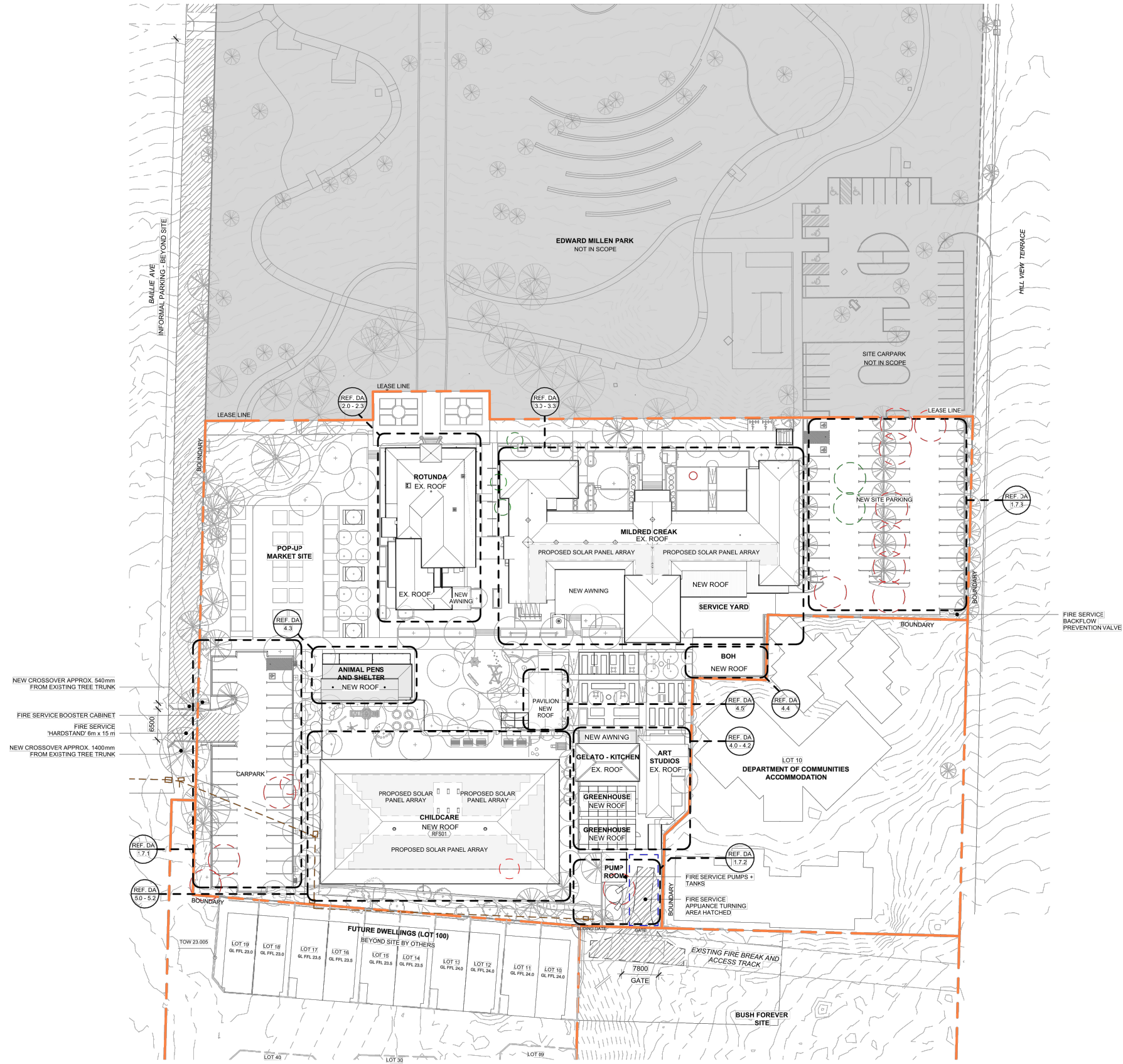
PROJECT
EDWARD MILLEN RESERVE
HILLVIEW TERRACE VICTORIA PARK

STATUS
TENDER

DRAWING TITLE
GENERAL ARRANGEMENT AND SET-OUT

REVIEWED	SCALE @ A1
AJ/HG	1 : 250
APPROVED	PROJECT NO.
AB	014131
DRAWING NO.	REV NO.
LA_1102	C

FIG.
A.11



NEW CROSSOVER APPROX. 540mm FROM EXISTING TREE TRUNK

FIRE SERVICE BOOSTER CABINET
FIRE SERVICE HARDSTAND 6m x 15m

NEW CROSSOVER APPROX. 1400mm FROM EXISTING TREE TRUNK

FIG. A.12

SITE PLAN
EDWARD MILLEN HOME
 REVISED DEVELOPMENT APPLICATION

BENSON STUDIO

1 : 500 @ A1
 PPA20224
 01.02.24

REV-K
DA1.1

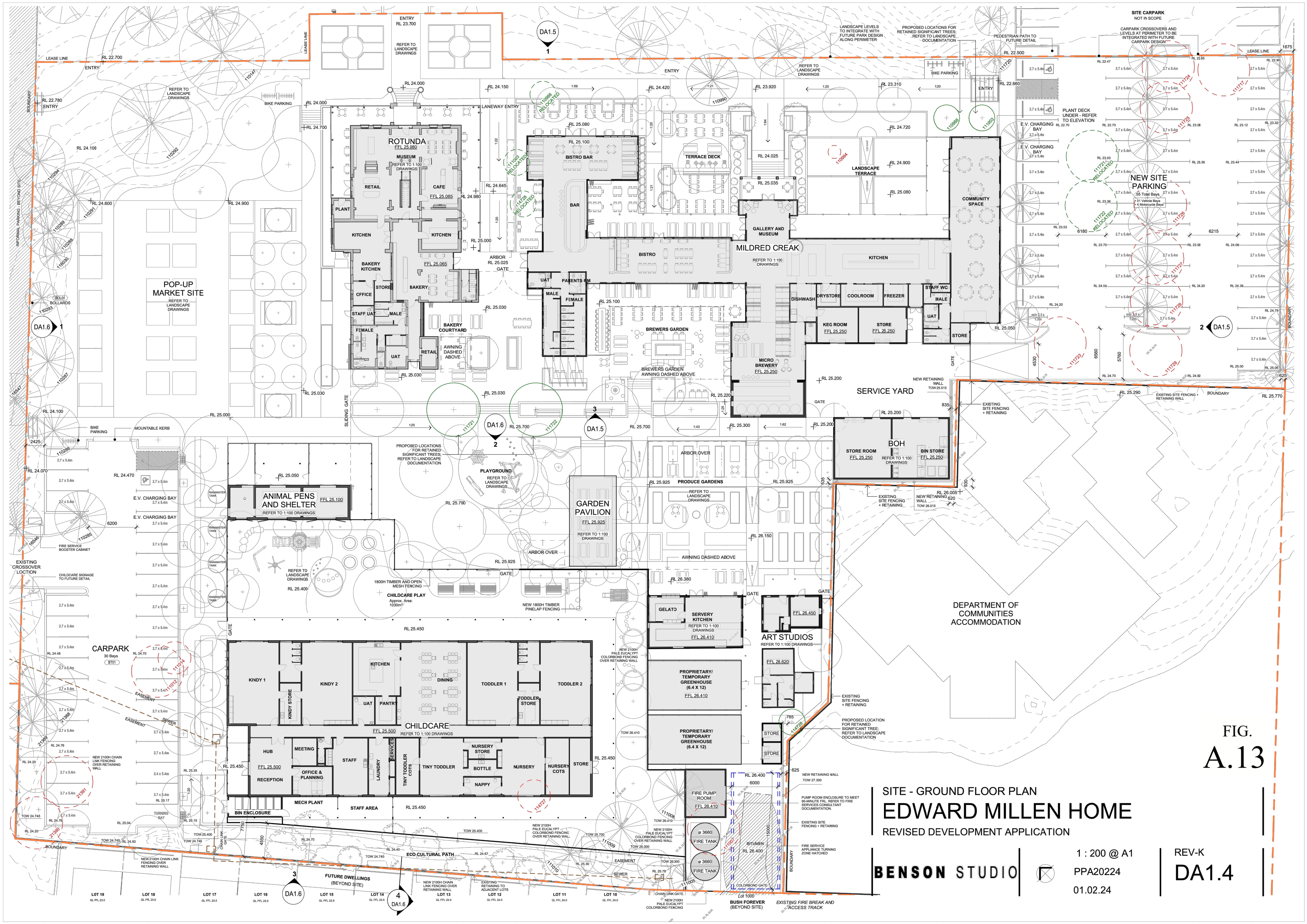


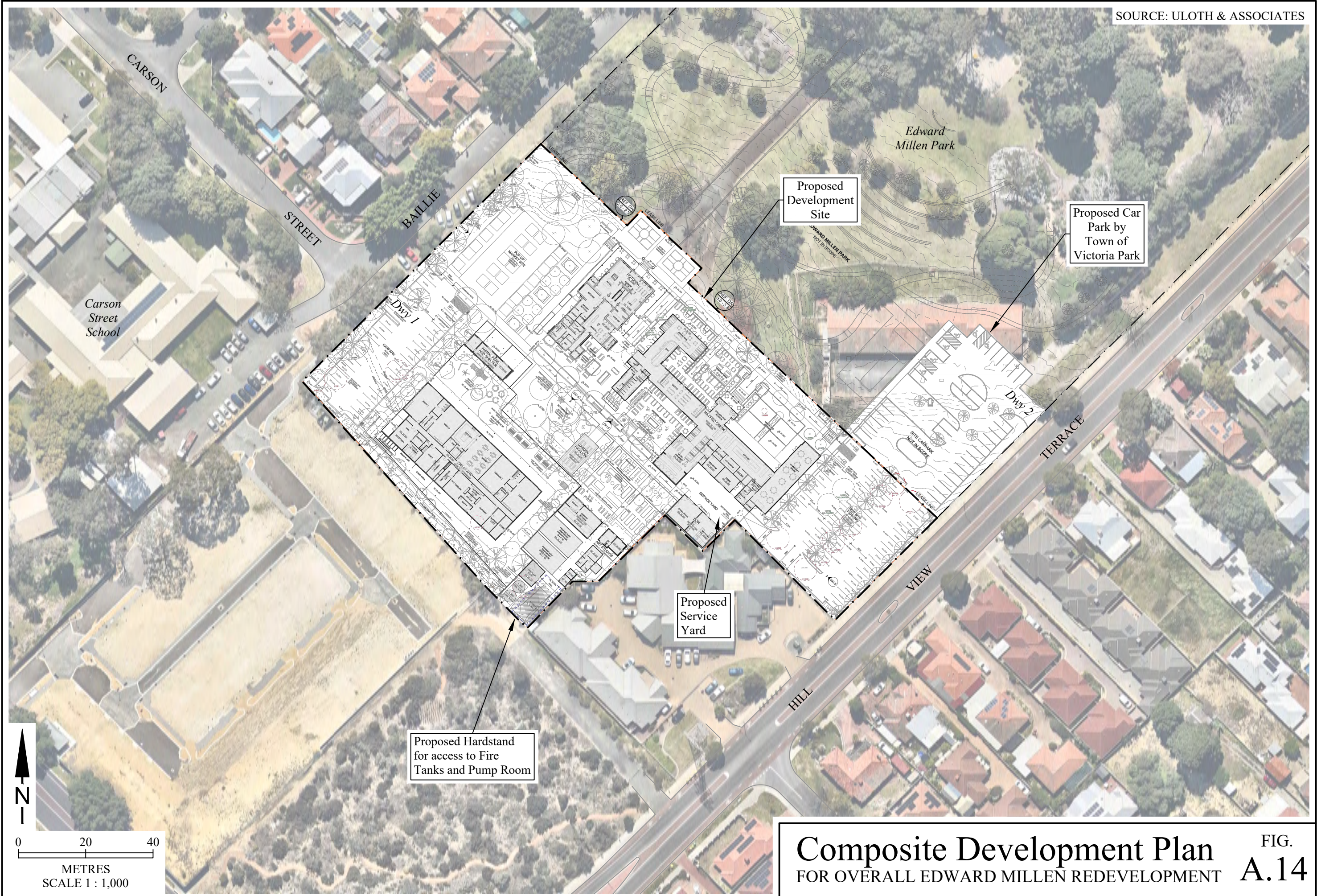
FIG. A.13

SITE - GROUND FLOOR PLAN
EDWARD MILLEN HOME
 REVISED DEVELOPMENT APPLICATION

BENSON STUDIO

1 : 200 @ A1
 PPA20224
 01.02.24

REV-K
DA1.4



Composite Development Plan FIG. A.14
FOR OVERALL EDWARD MILLEN REDEVELOPMENT

A.5 SHARED PARKING ANALYSIS

Figure A.15 shows the overall development zones for the proposed Edward Millen redevelopment site, while Table A.3 shows the Local Planning Scheme parking requirements for the proposed redevelopment, based on the detailed public/seating areas shown in Figure A.16.

Table A.4 then shows the ‘Shared Parking’ analysis for the proposed redevelopment, taking into account the different peak parking periods for each different part of the overall development.

TABLE A.3
PLANNING SCHEME PARKING REQUIREMENTS
PROPOSED EDWARD MILLEN REDEVELOPMENT

LAND USE/ACTIVITY	SEATING AREA (m ²)	NO. OF SEATS/PEOPLE ¹⁾	REQUIRED PARKING ²⁾ (SPACES)
<ul style="list-style-type: none"> • Mildred Creak Building - Bar & Bistro/Brewery - Community Events Space - Museum/Gallery 	858 150 -	568 seats 72 seats -	142 18 0 ³⁾
<ul style="list-style-type: none"> • Rotunda Building - Bakery - Cafe - Retail - Office 	214 204 52 155	60 seats 60 seats - -	15 15 5 ⁴⁾ 4 ⁵⁾
<ul style="list-style-type: none"> • Garden Pavilion 	58	46 seats ⁶⁾	11
<ul style="list-style-type: none"> • Gelato/Servery 	84	39 seats ⁷⁾	10
<ul style="list-style-type: none"> • Pop Up Market ⁸⁾ 	644	200 people	50
<ul style="list-style-type: none"> • Child Care Centre 	-	104 children	21 ⁹⁾
<ul style="list-style-type: none"> • Total 			291

- Notes:
- 1) Seat numbers as provided by Benson Studio, for the various seating areas identified in Figure A.16, unless otherwise stated.
 - 2) Where number of seats/people are provided, a parking rate of 1 car space per 4 seats/people is assumed, unless otherwise stated.
 - 3) Incidental use only, therefore no specific parking requirement.
 - 4) Based on Town of Victoria Local Planning Policy 23 parking rate of 1 per 10m² for ‘Shop’ land use.
 - 5) Based on Town of Victoria Local Planning Policy 23 parking rate of 1 per 40m² for ‘Office’ land use.
 - 6) Garden Pavilion seats are calculated based on an assumed 4 seats per 5 square metres.
 - 7) Based on 24 seats for the Gelato and 15 seats for Servery, with Servery seats calculated using a seating area of 19m² and an assumed 4 seats per 5 square metres.
 - 8) Assumed maximum 200 people in attendance.
 - 9) Based on Town of Victoria Local Planning Policy 23 parking rate of 1 per 5 children for ‘Child Care’ land use.

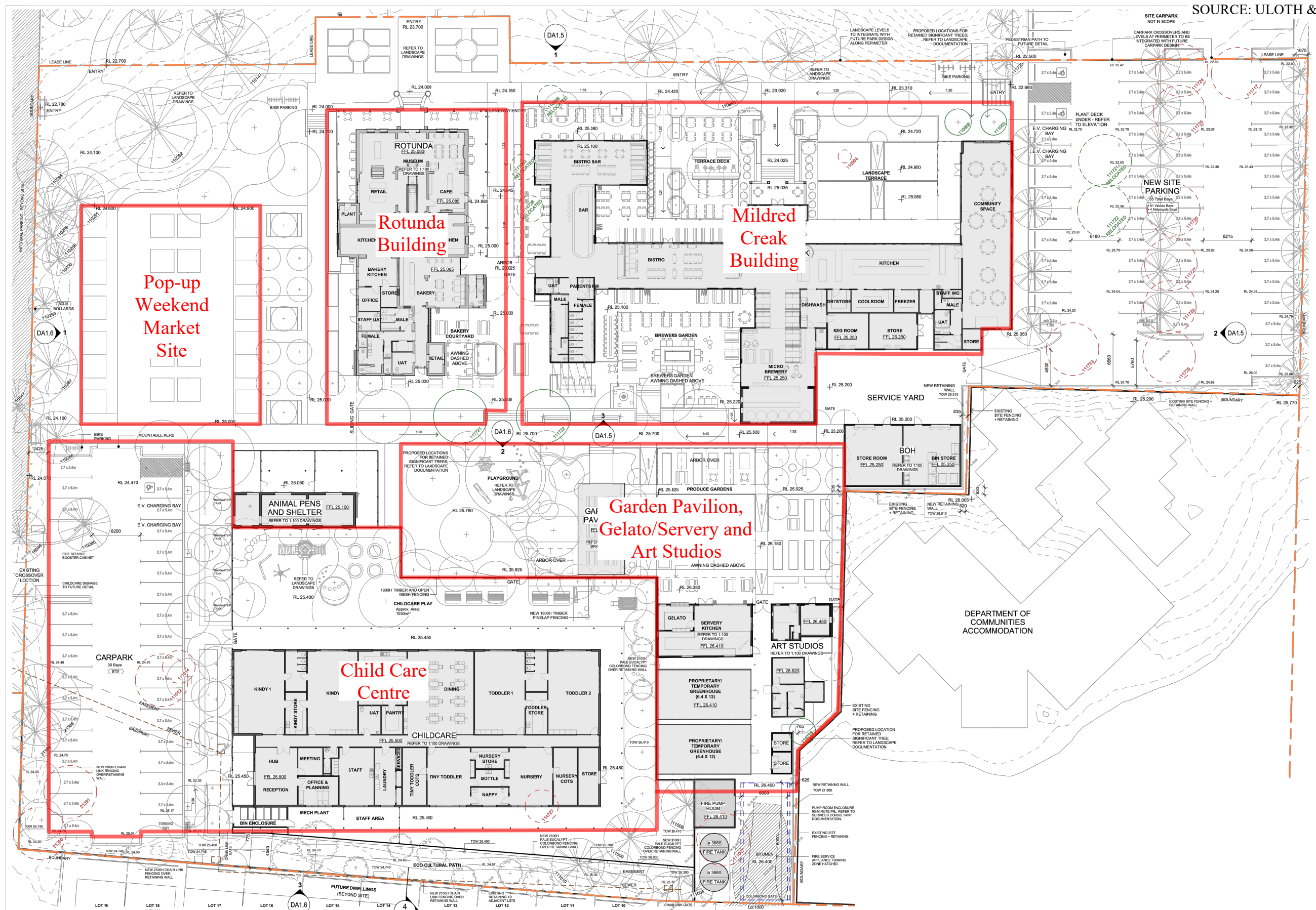
Source: Uloth and Associates

TABLE A.4
SHARED PARKING ANALYSIS
EDWARD MILLEN REDEVELOPMENT

LAND USE/ACTIVITY	INITIAL PARKING ¹⁾ REQUIREMENT (SPACES)	PARKING FLUCTUATIONS AND RESULTING SHARED PARKING REQUIREMENTS ²⁾					
		Weekday			Weekend		
		Morning	Lunch/Afternoon	Evening	Morning	Lunch/Afternoon	Evening
• Mildred Creak Building							
- Bar & Bistro/Brewery	142	-	85 (60 percent)	114 (80 percent)	-	128 (90 percent)	142 (100 percent)
- Community Events Space	18	11 (60 percent)	14 (80 percent)	18 (100 percent)	13 (70 percent)	18 (100 percent)	18 (100 percent)
• Rotunda Building							
- Bakery	15	12 (80 percent)	11 (70 percent)	-	15 (100 percent)	12 (80 percent)	-
- Café	15	12 (80 percent)	11 (70 percent)	-	15 (100 percent)	12 (80 percent)	-
- Retail	5	2 (55 percent)	5 (95 percent)	-	2 (55 percent)	5 (100 percent)	-
- Office	4	4 (95 percent)	4 (100 percent)	-	-	-	-
• Garden Pavilion	11	-	4 (40 percent)	7 (60 percent)	-	9 (80 percent)	11 (100 percent)
• Gelato/Servery	10	8 (80 percent)	7 (70 percent)	-	10 (100 percent)	8 (80 percent)	-
• Pop-up Market Site ³⁾	50	-	-	-	50 (100 percent)	-	50 (100 percent)
• Child Care Centre	21	19 (90 percent)	21 (100 percent)	-	-	-	-
• Grand Total	291	68	162	138	105	192	221
• Alternative Total (Excl. Pop-up Market)	241	68	162	138	55	192	171

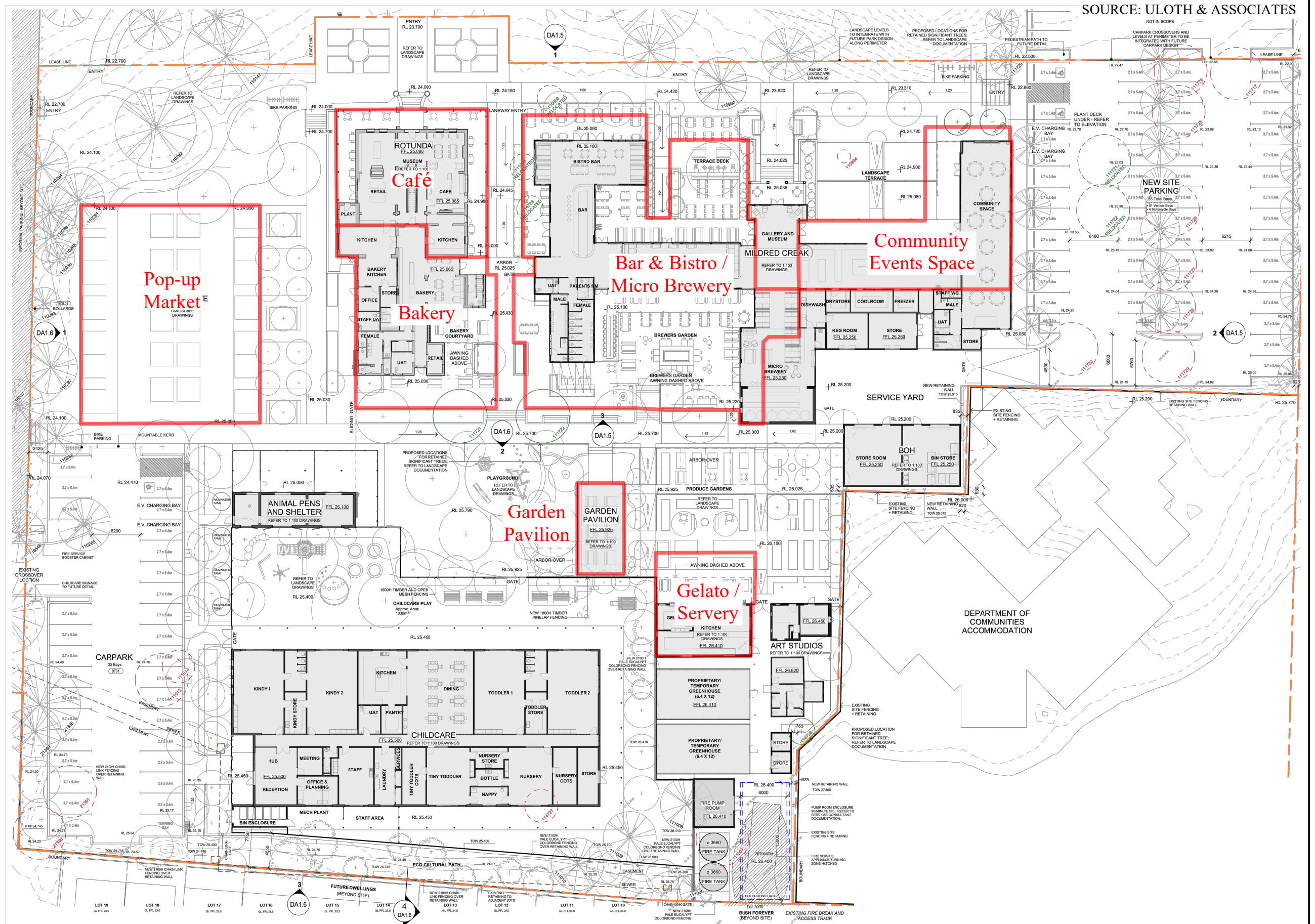
Notes: 1) Initial parking requirements as shown in Table A.3.
2) Parking fluctuations initially based on percentage fluctuations published in 'Shared Parking', by the Urban Land Institute, refined based on professional experience where considered appropriate.
3) Assumes Market events are only held on weekends, but could be either morning or evening.
Bold figures denote peak parking demands.

Source: Uloth and Associates



Overall Development Zones
FOR SHARED PARKING ANALYSIS

FIG.
A.15



Detailed Public/Seating Areas FOR SHARED PARKING ANALYSIS

A.6 DEVELOPMENT TRAFFIC FLOWS

Table A.5 shows the land use and trip generation calculations for the proposed development, based on industry standard trip generation rates within the NSW RMS 'Guide to Traffic Generating Developments' handbook and the ITE 'Trip Generation' manual - 11th Edition.

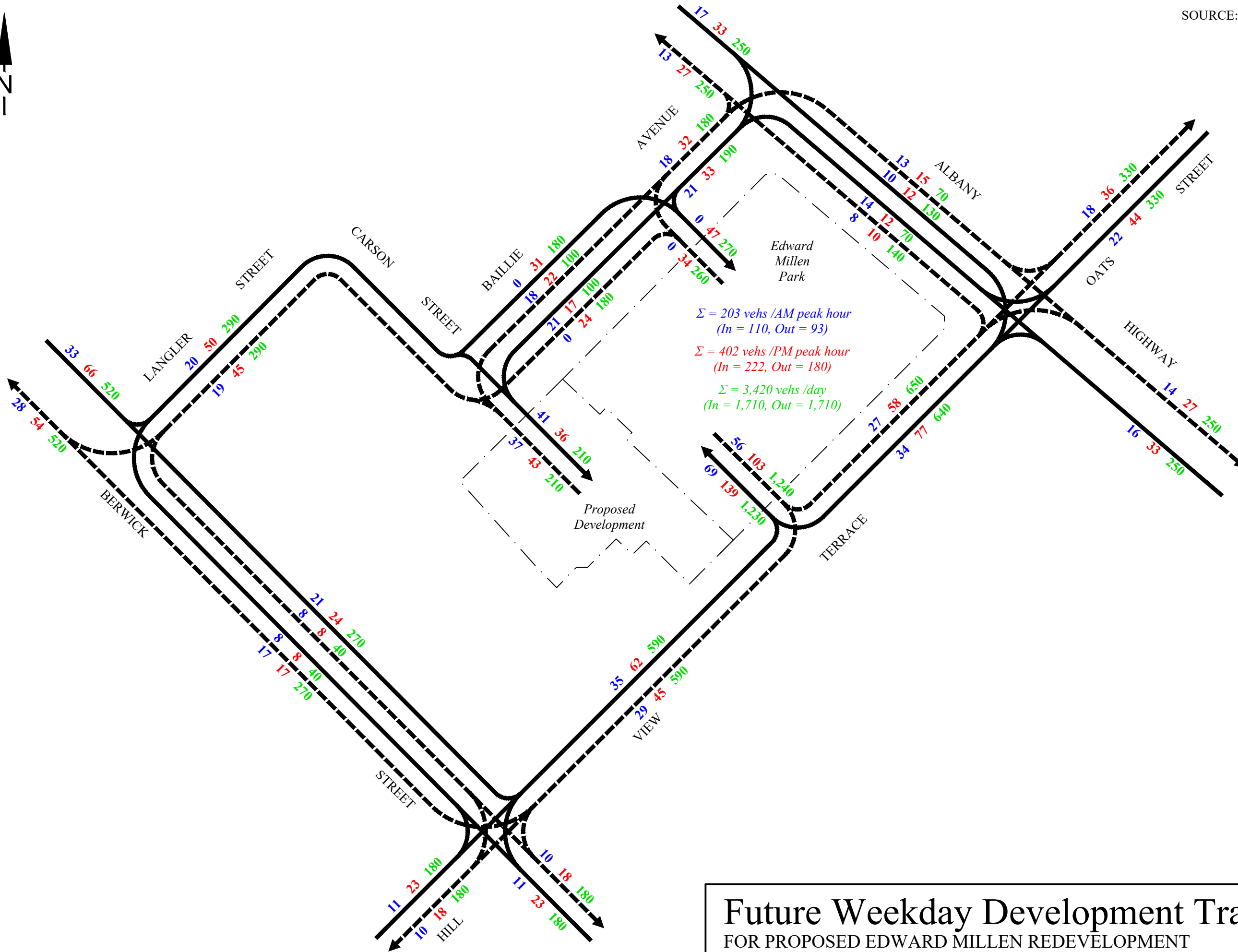
Figure A.17 shows the assignment of weekday AM peak hour, PM peak hour and Daily traffic flows generated by the proposed overall development.

TABLE A.5
PROPOSED LAND USE AND ESTIMATED TRIP GENERATION
EDWARD MILLEN REDEVELOPMENT

LAND USE	TRIP GENERATION						Daily (vpd)
	AM Peak Hour (vph)			PM Peak Hour (vph)			
	In	Out	Total	In	Out	Total	
<ul style="list-style-type: none"> • Mildred Creak Building - Bar & Bistro/Brewery (1,115m²) ¹⁾ - Community Events Space (496m²) ²⁾ - Museum/Gallery & Retail (59m²) ³⁾ 	0	0	0	90	46	136	1,100
	4	4	8	37	30	67	520
	1	0	1	1	1	2	40
<ul style="list-style-type: none"> • Rotunda Building - Bakery (381m²) ⁴⁾ - Café (227m²) ⁴⁾ - Retail (52m²) ³⁾ - Office (273m²) ⁵⁾ 	28	27	55	26	26	52	600
	17	16	33	15	15	30	360
	1	0	1	1	1	2	20
	3	1	4	2	4	6	20
<ul style="list-style-type: none"> • Other - Garden Pavilion (58m²) ⁴⁾ - Gelato/Servery (149m²) ⁴⁾ - Market Garden Site (644m²) ⁶⁾ - Child Care Centre (104 children) ⁷⁾ 	4	4	8	4	4	8	100
	11	10	21	10	10	20	240
	0	0	0	0	0	0	0
	41	31	72	36	43	79	420
• Total Trip Generation	110	93	203	222	180	402	3,420

- Notes:
- 1) Based on ITE Trip Generation for 'Drinking Place' (#975) - 11th Edition. Daily estimated to be 8 times PM peak.
 - 2) Based on ITE Trip Generation for 'Fast Casual Restaurant' (#930) - 11th Edition.
 - 3) Based on NSW RMS rate for 'Specialty Shops', with AM peak assumed to be 40 percent of PM peak.
 - 4) Based on ITE Trip Generation for 'High Turnover (sit-down) Restaurant' (#932) - 11th Edition, but increased by 40 percent to reflect 'Fast Casual Restaurant' (#930).
 - 5) Based on NSW RMS rate for 'Office and Commercial', with AM peak assumed to be 80 percent of PM peak.
 - 6) Assumed to only run on weekends.
 - 7) Based on previous surveys and available research.

Source: Uloth and Associates



Future Weekday Development Traffic
 FOR PROPOSED EDWARD MILLEN REDEVELOPMENT

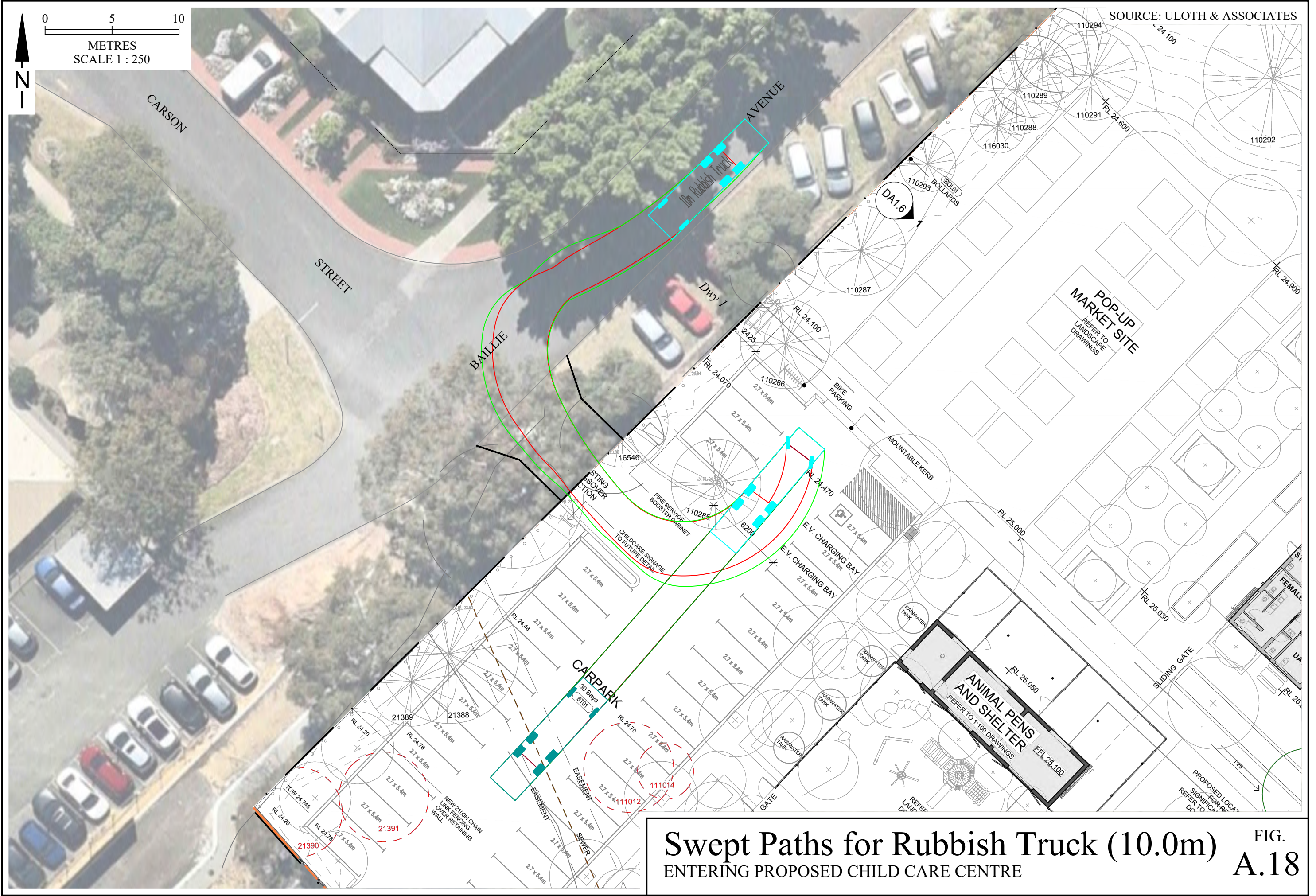
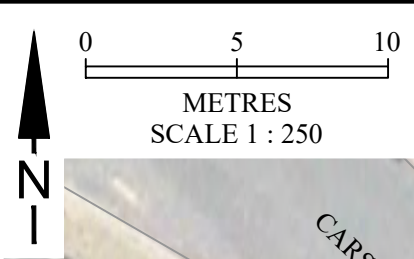
FIG. A.17

A.7 SERVICE VEHICLE SWEEP PATHS

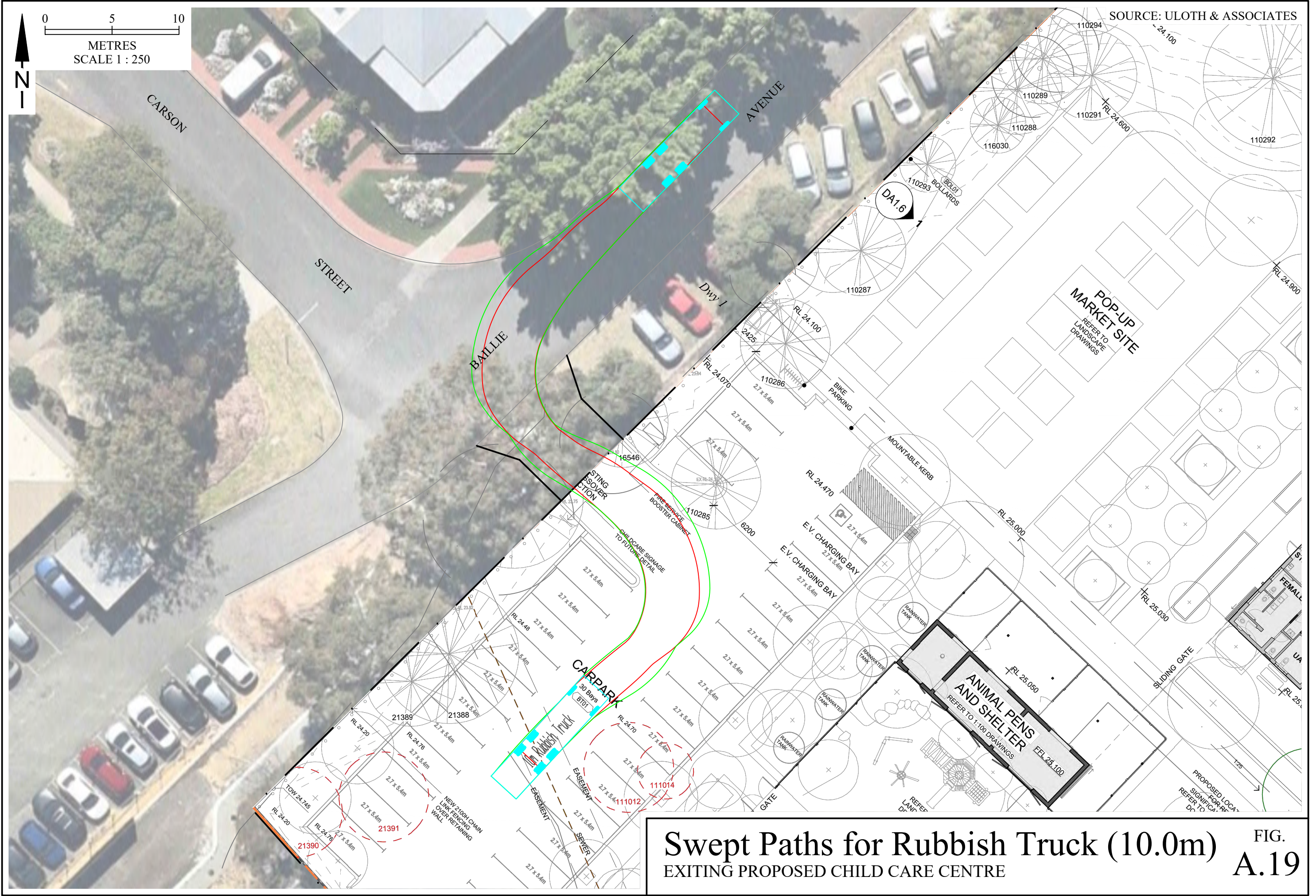
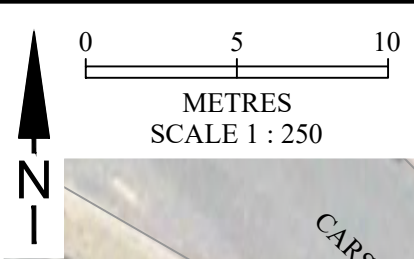
Figures A.18 and A.19 show the swept path diagrams for a 10-metre Rubbish Truck accessing the proposed Child Care Centre car park, off Baillie Avenue.

Figures A.20 and A.21 show the swept path diagrams for a 10-metre Rubbish Truck accessing the proposed service yard off Hill View Terrace, via the proposed Town of Victoria Park car park, noting that a minor modification is required to one of the traffic islands within the Town's car park.

Figure A.22 shows the swept path diagram for a DFES Fire Truck accessing the hardstand area adjacent to the proposed fire tanks and pump room, via the existing accessway off Hill View Terrace.



Swept Paths for Rubbish Truck (10.0m) FIG. A.18
 ENTERING PROPOSED CHILD CARE CENTRE



Swept Paths for Rubbish Truck (10.0m)
 EXITING PROPOSED CHILD CARE CENTRE

FIG. A.19

0 5 10
METRES
SCALE 1 : 400

Car Park island
to be modified,
as shown.

SITE CARPARK
NOT IN SCOPE

LEASE LINE

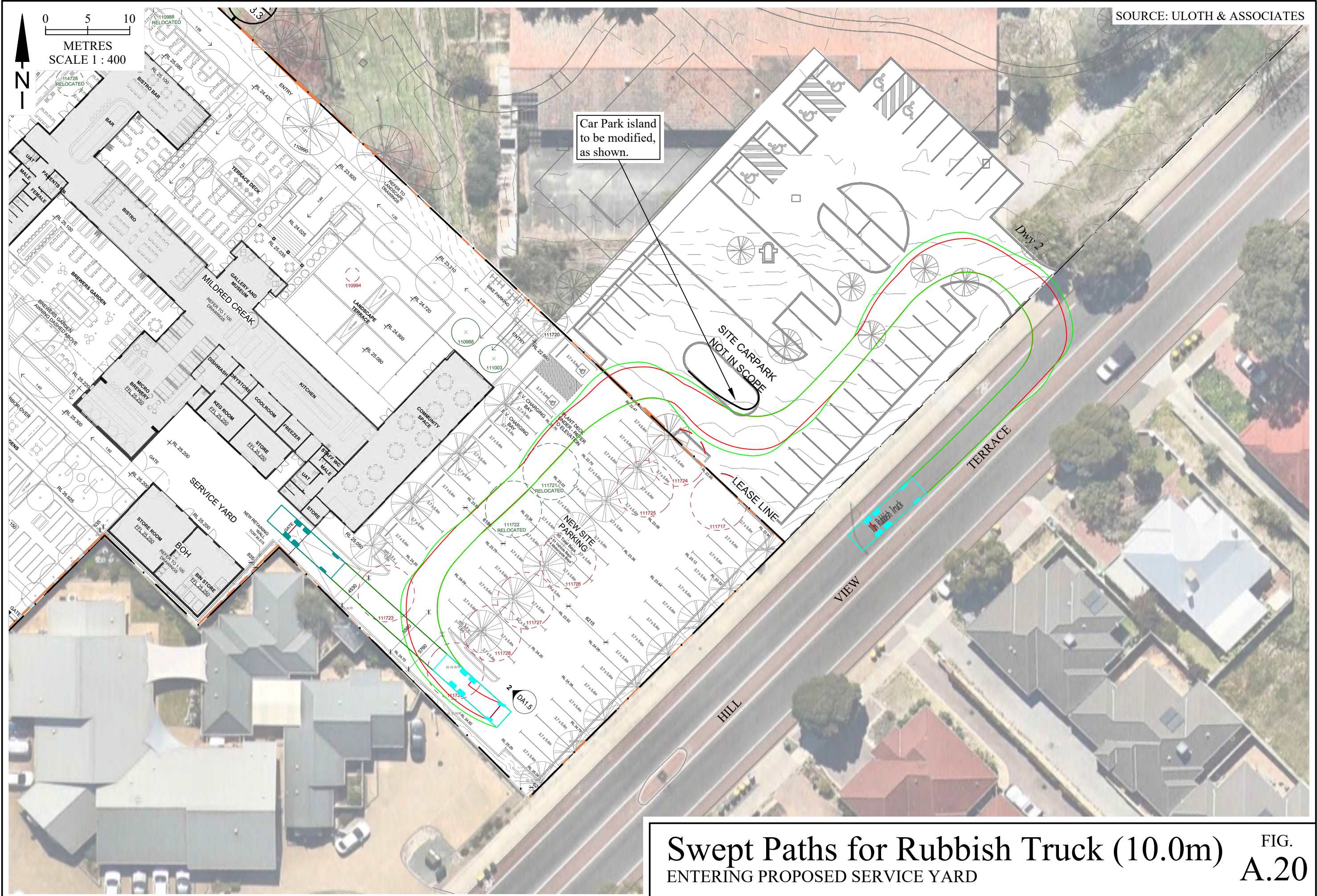
VIEW

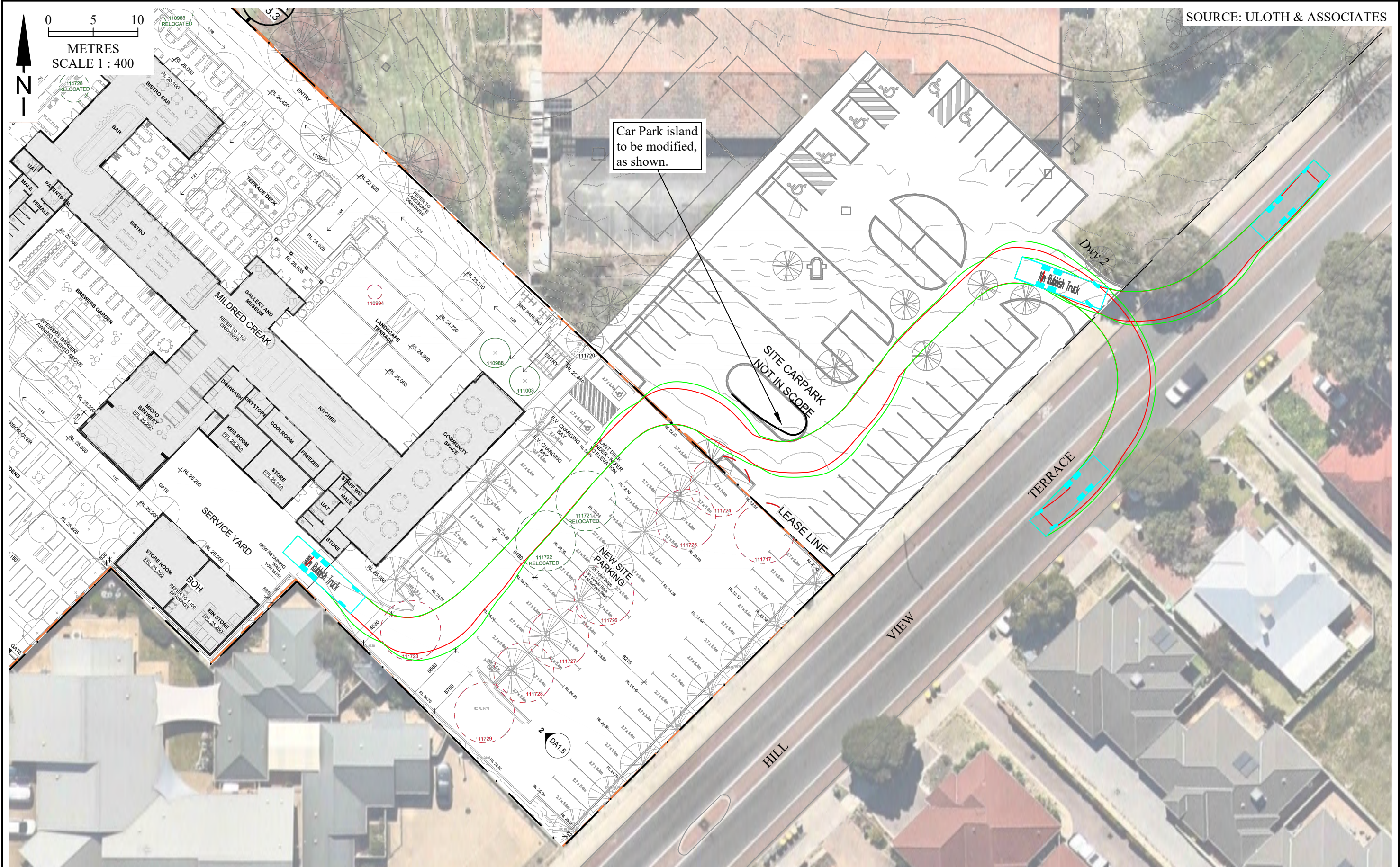
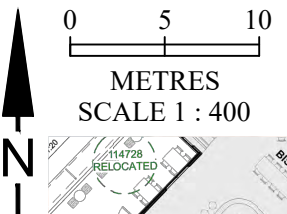
TERRACE

HILL

Swept Paths for Rubbish Truck (10.0m)
ENTERING PROPOSED SERVICE YARD

FIG.
A.20





Car Park island
to be modified,
as shown.

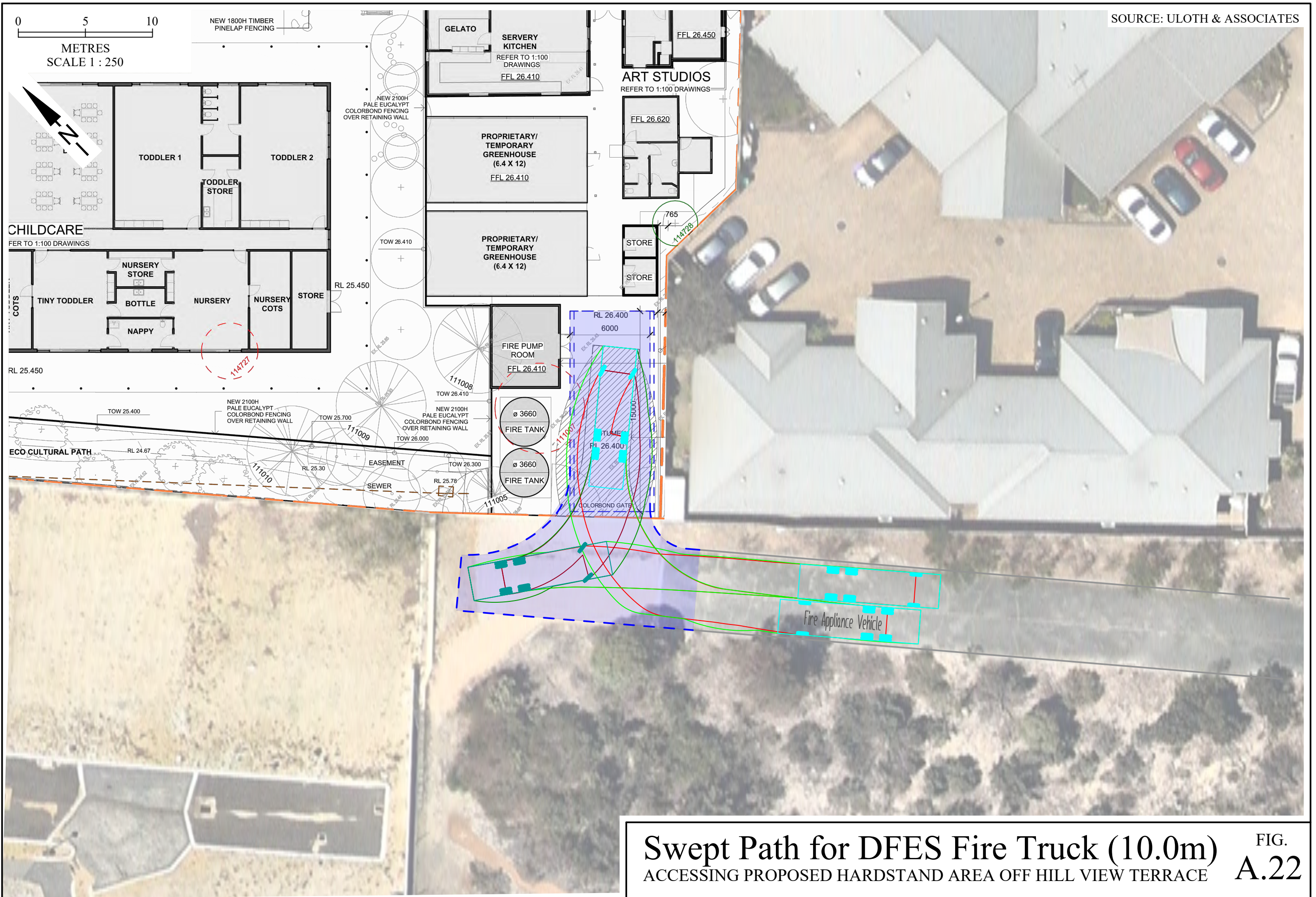
SITE CARPARK
NOT IN SCOPE

LEASE LINE

TERRACE

Swept Paths for Rubbish Truck (10.0m)
EXITING PROPOSED SERVICE YARD

FIG. A.21



Swept Path for DFES Fire Truck (10.0m)
ACCESSING PROPOSED HARDSTAND AREA OFF HILL VIEW TERRACE

FIG. A.22