

# Traffic Impact Statement

Proposed Service Apartments - 998  
Albany Highway

CW1200379 / 304900779



Prepared for  
Mahesh Amritlal Ramchand Pty Ltd

25 January 2023



now



### Contact Information

**Stantec Australia Pty Ltd**

Cardno BEC

11 Harvest Terrace  
West Perth WA 6005  
PO BOX 447

www.cardno.com  
Phone +61 8 9472 4224  
Fax +61 8 9486 8664

### Document Information

Prepared for	Mahesh Amritlal Ramchand Pty Ltd
Project Name	Proposed Service Apartments - 998 Albany Highway
File Reference	CW1200379- 304900779_TR_RP_001_B_ 998 Albany Highway TIS.docx
Job Reference	CW1200379 / 304900779
Date	25 January 2023
Version Number	B

Author(s):

Lina Restrepo  
Traffic Engineer

Approved By:

Desmond Ho  
Senior Traffic Engineer

Effective Date 25/01/2023

Date Approved 25/01/2023

### Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
A	28/07/2022	For Issue	LL / LR	DH/RJC
B	25/01/2023	Update	LR	DH

## Table of Contents

---

1	Introduction	1
	1.1 Background	1
2	Existing Site Situation	2
	2.1 Site Location	2
	2.2 Zoning	2
	2.3 Existing Road Network	3
	2.4 Existing Traffic Volumes	5
	2.5 Future Road Network	5
	2.6 Existing Intersections	6
	2.7 Crash Assessment	7
3	Public Transport Facilities	10
	3.1 Existing Public Transport Facilities	10
	3.2 Future Public Transport Facilities	12
4	Pedestrian/Cycle Networks and Facilities	13
	4.1 Existing Pedestrian/Cycle Network Facilities	13
	4.2 Future Pedestrian/Cycle Network Facilities	13
5	Proposed Development	16
	5.1 Proposed Land Uses	16
	5.2 Access Arrangements	17
	5.3 Traffic Generation	20
	5.4 Parking Requirements and Provision	21
6	Summary	23

## Appendices

---

**Appendix A** WAPC Checklist

**Appendix B** Site Plans

**Appendix C** Swept Paths

## Tables

---

Table 2-1	Road Network Classification	5
Table 2-2	Existing Traffic Volumes	5
Table 2-3	Total Crashes	8
Table 2-4	Intersection crashes	8
Table 2-5	Midblock crashes	8
Table 3-1	Public Transport Service and Frequency	11

Table 5-1	Trip Generation Rates	20
Table 5-2	Directional Distribution	20
Table 5-3	Total Trip Generation	20
Table 5-4	Car Parking Requirements	21

## Figures

---

Figure 2-1	Site Location	2
Figure 2-2	Existing Zoning	3
Figure 2-3	Existing Road Network	4
Figure 2-4	Study Area – Shape Albany Highway	6
Figure 2-5	Albany Highway / Hill View Terrace-Oats Street Intersection	6
Figure 2-6	Hill View Terrace-Oats Street / Lane 125a Intersection	7
Figure 2-7	Summary of Crash Locations	9
Figure 3-1	Location of Nearby Public Transport Facilities	10
Figure 3-2	Bus Routes in the vicinity of the Site	11
Figure 4-1	Perth/Fremantle Bike Map	13
Figure 4-2	Proposed Networks for Cycle Routes	14
Figure 4-3	Proposed Bridge Construction	15
Figure 5-1	Ground floor Level Plan	16
Figure 5-2	Access Arrangements	17
Figure 5-3	10m Waste truck Swept Path – Residential and Commercial waste collection	18
Figure 5-4	Swept Path Vehicle B85 – Ground Floor	18
Figure 5-5	Swept Path Vehicles B85 and B99 – Car park access	19
Figure 5-6	Swept Path Ground Floor exiting the car park	20
Figure 5-7	On-street parking location in the vicinities of the site	22



# 1 Introduction

---

## 1.1 Background

Cardno now Stantec has been commissioned by Mahesh Amritlal Ramchand Pty Ltd ('the Client') to prepare a Transport Impact Statement (TIS) for the proposed service apartments ('the Site') located at 998 Albany Highway, under the jurisdiction of the Town of Victoria Park.

This report aims to assess the impact of the development upon the adjacent road network. The report will focus on traffic operations, circulation and car parking requirements.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the checklist is included in **Appendix A**.

## 2 Existing Site Situation

### 2.1 Site Location

The Site is located near Albany Highway in East Victoria Park. The Site is bounded by Albany Highway to the south, commercial/retail land uses to the west and east and residential units to the north. **Figure 2-1** shows the location of the proposed development.

Figure 2-1 Site Location



Source: Metromap (2022)

### 2.2 Zoning

The Town of Victoria Park Local Planning Scheme No. 1, zoned the Site as “Residential / Commercial” as shown in **Figure 2-2**. The land uses in the area comprises a mix of residential dwellings, parks and recreation and commercial land uses within the surrounding area.

Figure 2-2 Existing Zoning



Source: Town of Victoria Park, Local Planning Scheme No:1

### 2.3 Existing Road Network

The Road classifications are defined in the Main Roads Functional Hierarchy as follows:

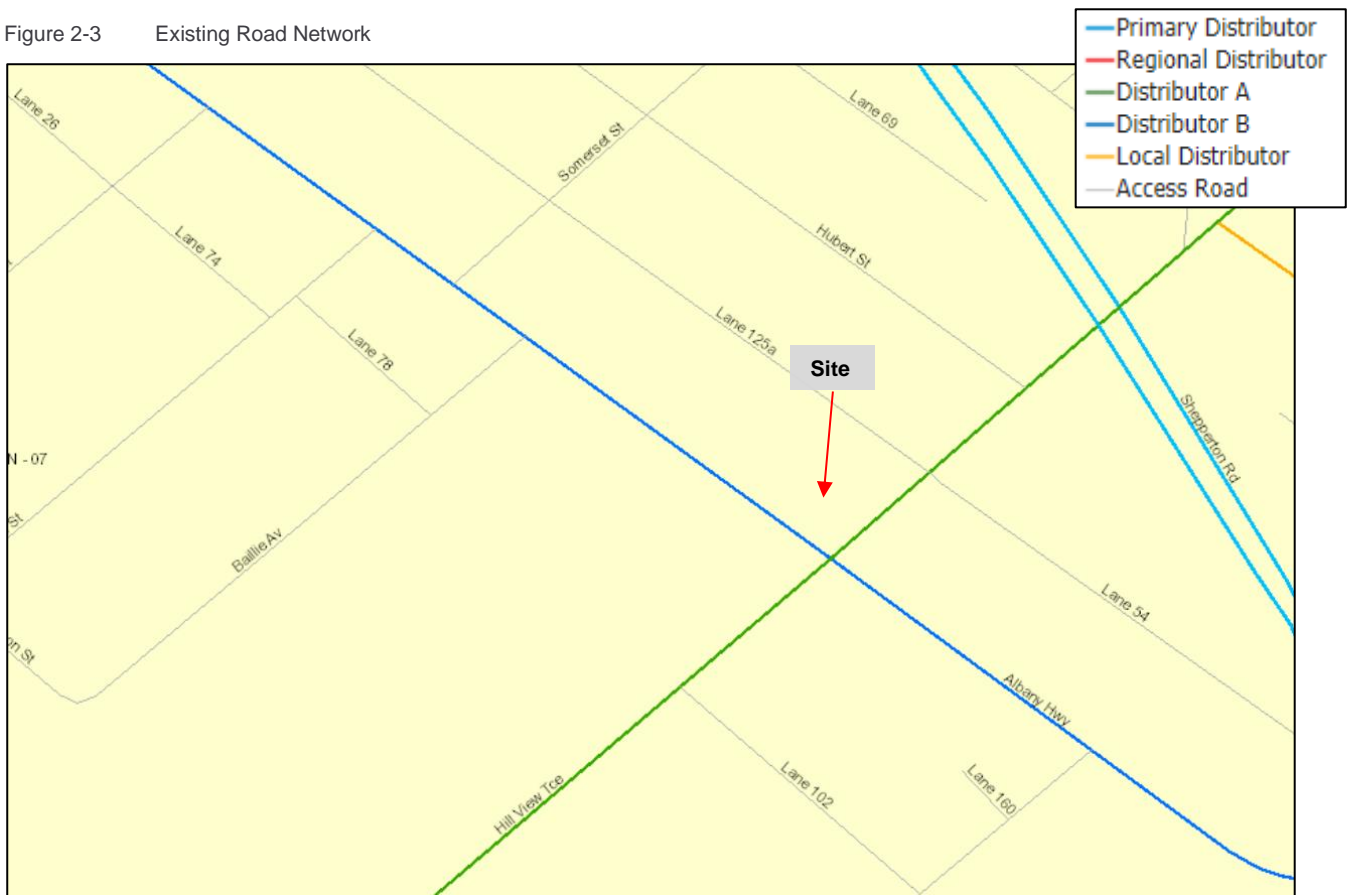
- > **Primary Distributors (light blue):** Form the regional and inter-regional grid of Main Roads WA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes and all are National or State Roads WA.
- > **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.



- > **District Distributor A (green):** These carry traffic between industrial, commercial, and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- > **District Distributor B (dark blue):** Perform a similar function to “District Distributor A” but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- > **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local government.
- > **Access Roads (grey):** Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local government.

The site is bounded by Albany Highway to the south, Lane 125a to the north and Hill View Terrace/Oats Street to the east. **Figure 2-3** shows the surrounding area road hierarchy and the characteristics of the surrounding road network are summarised in **Table 2-1**.

Figure 2-3 Existing Road Network



Source: MRWA, Road Information Mapping System

Table 2-1 Road Network Classification

Road Name	Road Hierarchy	Jurisdiction	No. Lanes	No. of Footpaths	Pavement Width (m)	Posted Speed Limit (km/h)
Albany Highway	Distributor B	Local Government	2	2	Approximately 12.0m	40
Hill View Terrace	Distributor A	Local Government	2	2	Approximately 14.0m includes on-road bike lanes both directions	60
Oats Street	Distributor A	Local Government	2	2	Approximately 12.0m	50
Lane 125a	Access Road / Laneway	Local Government	2	0	5.0	50

## 2.4 Existing Traffic Volumes

Existing traffic volumes were sourced from Main Roads WA (MRWA) Traffic map and are summarised in **Table 2-2**.

Table 2-2 Existing Traffic Volumes

Road Name	Date	Average Weekday Traffic Volume	AM Peak Hour	PM Peak Hour
Albany Highway – North of Hill View Terrace. Counting station 3885	2020/21	13,318	808	971
Oats Street – North of Albany Highway. Counting station 0245	2020/21	10,261	763	897
Hill View Terrace - Hill View Terrace & Albany Highway & Oats Street. Counting station LM00147	21/02/2022-27/02/2022	25,291	8,955	9,485

## 2.5 Future Road Network

Cardno now Stantec contacted the Town of Victoria Park and was advised that the Town is updating the land use/planning framework through the Albany Highway Precinct Structure Plan, nevertheless, this will not result in any changes to the planning scheme for another 12-18 months. At the time of preparing this report, future changes are not known.

The study area of these upgrades is shown in **Figure 2-4**.

Figure 2-4 Study Area – Shape Albany Highway



Source: Town of Victoria Park. Shape Albany Highway

## 2.6 Existing Intersections

The following section describes the intersections in the vicinity of the site:

- > **Albany Highway / Hill View Terrace-Oats Street Intersection** is a signalised 4-way intersection as illustrated in **Figure 2-5** and is located to the south-east of the site.

Figure 2-5 Albany Highway / Hill View Terrace-Oats Street Intersection



Source: Metromap (2022)

- > **Hill View Terrace-Oats Street / Lane 125a Intersection** is a give way control T-junction with priority given to Hill View Terrace and Oats Street as shown in > and located to the east of the proposed site.



Figure 2-6 Hill View Terrace-Oats Street / Lane 125a Intersection



Source: Metromap (2022)

## 2.7 Crash Assessment

A crash assessment for the surrounding road network of the site has been completed using the Main Roads WA Reporting centre. The assessment covers all the recorded accidents for the 5-year period between 1 January 2017 to 31 December 2021 for the following sections of roads and intersections.

- > Albany Highway between Baillie Avenue and Hill View Terrace-Oats Road;
- > Hill View Terrace-Oats Road between Albany Highway and lane 125a.

The crashes recorded at identified intersections and midblock are summarised in **Table 2-3** to **Table 2-5** and **Figure 2-7** shows the locations of the crashes and their severity.

Table 2-3 Total Crashes

TOTAL CRASHES						
Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	-	9	6	15
Right Turn Thru	-	2	2	15	1	20
Right Angle	-	2	-	2	-	4
Sideswipe Same Direction	-	-	-	1	1	2
Unspecified	-	1	-	2	2	5
<b>Total</b>	-	5	2	29	10	46

Table 2-4 Intersection crashes

INTERSECTION CRASHES						
Intersection Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Albany Hwy - Hill View Tce & Oats St	-	4	2	26	9	41
<b>Total</b>	-	4	2	26	9	41

Table 2-5 Midblock crashes

MIDBLOCK CRASHES						
Road Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Albany Hwy	-	1	-	2	1	4
Oats St	-	-	-	1	-	1
<b>Total</b>	-	1	-	3	1	5



Figure 2-7 Summary of Crash Locations



Source: Crash map Main Roads WA

From the crash assessment conducted, the following is concluded:

- > A total of 46 crashes were recorded on the surrounding road network of the site;
- > No fatalities were recorded;
- > 20 crashes were associated with Right turn thru, followed by 15 rear end collisions;
- > Out of the total crashes 63% were classified as PDO Major, 23% PDO Minor, 10% Hospital and 4% Medical;
- > 60% of the crashes took place during daytime; and
- > 71% occurred on dry surface, while 17% of the collisions occurred on wet surface.

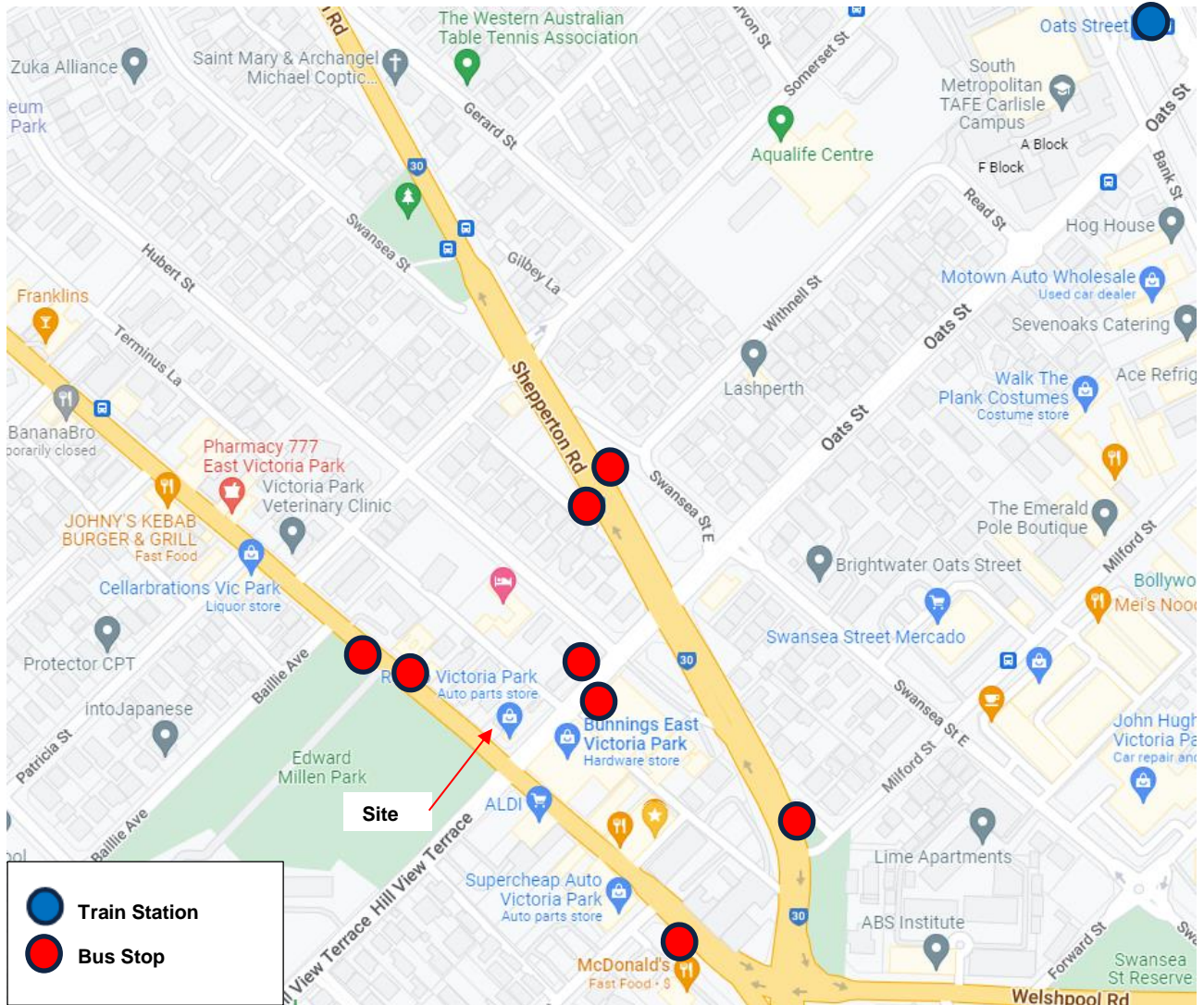
Overall, it is expected that the proposed development is unlikely to worsen safety in the area due to its small scale.

### 3 Public Transport Facilities

#### 3.1 Existing Public Transport Facilities

Figure 3-1 indicates the bus stops located within 400m and train stations located within 800m from the Site. Table 3-1 summarises the public transport routes and frequencies that could potentially service the Site.

Figure 3-1 Location of Nearby Public Transport Facilities



Source: Google Maps (2022)

Table 3-1 Public Transport Service and Frequency

Public Transport Service	Route / Name	Weekday	Saturday	Sunday & Public Holiday
Bus	220	30-60min	60min	2hr
Bus	930	10-20min	15-30min	15-30 min
Bus	282	30-60min	2hr	No service
Bus	283	30-60min	2hr	2hr
Train Station – Armadale/Thornlie Line	Oats Street	5-10min	6-15min	8-15min

Figure 3-2 Bus Routes in the vicinity of the Site



Source: Transperth

The site is included within Zone 1 as per Transperth zone Map and there are 4 bus routes serving this site: Route 220, 930, 282, and 283; and the Armadale & Thornlie train lines.

The site has good access to public transport facilities, with four bus routes that connect the Perth CBD with Armadale, Thornlie, and Kalamunda and two train lines that connects the CBD with Thornlie and Armadale.

### 3.2 Future Public Transport Facilities

Cardno now Stantec contacted Transperth Service Development and was advised that short term changes will occur along Shepperton Road and Oats Street as a result of the 18-month temporary closure of the Armadale Line which will start in early 2023. This closure is associated with the Inner Armadale Line Level Crossing Removal Program (LXR).

Details regarding LXR are still yet to be finalised, however they will likely lead to a significant increase in bus frequency along Shepperton Road. Until LXR commences and post LXR there are unlikely to be any material changes to the network currently operating. Albany Highway is expected to remain largely unchanged.



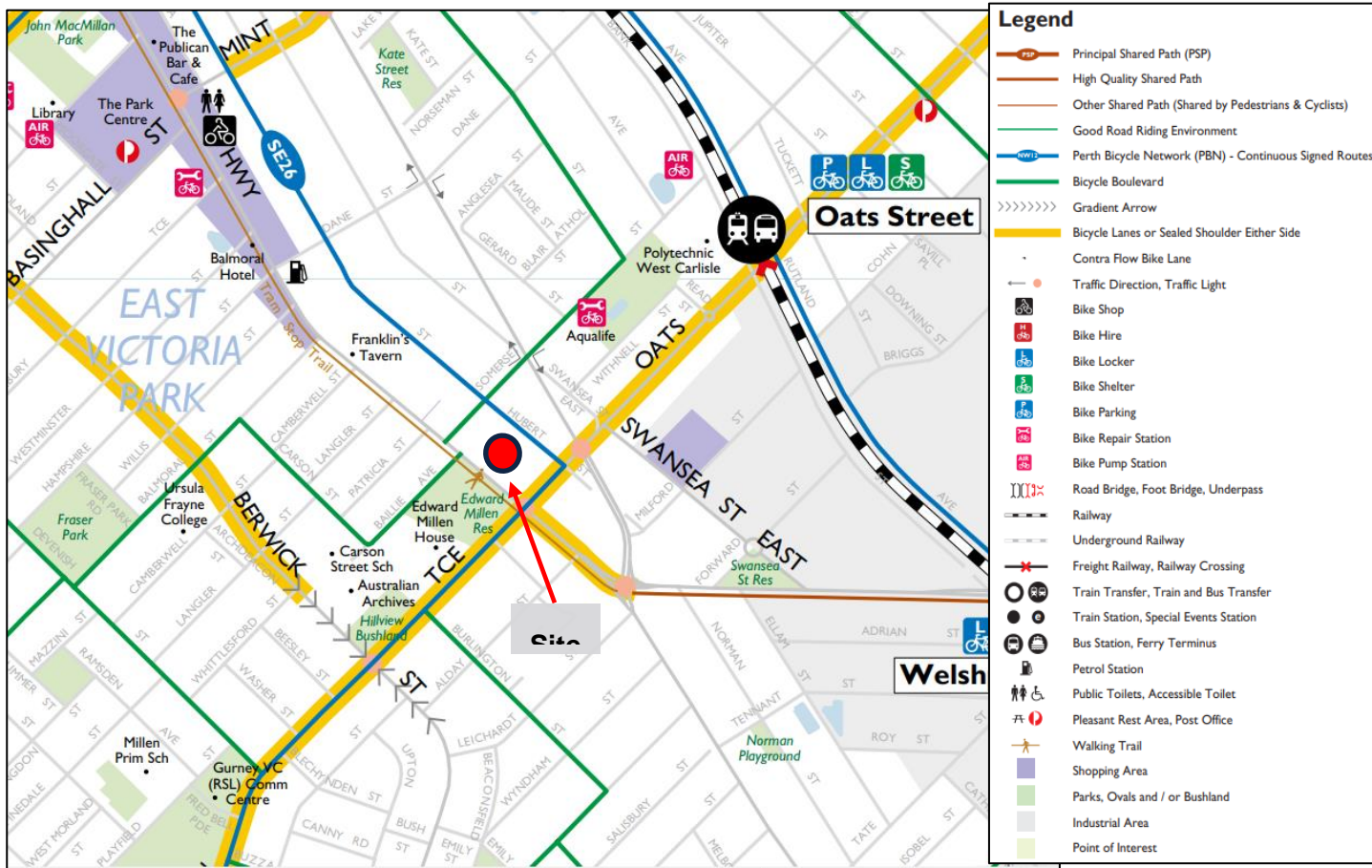
## 4 Pedestrian/Cycle Networks and Facilities

### 4.1 Existing Pedestrian/Cycle Network Facilities

According to the Department of Transport, the site is within the Perth and Fremantle Bike Map; and includes shared paths along Albany Highway, a good riding environment along Baillie Avenue and Somerset Street and bicycle lanes or sealed shoulders along High View Terrace-Oats Street.

Overall, the walking and cycling network in the surroundings of the site is considered to be excellent, with numerous pedestrian/cycling links within close proximity to the Site. **Figure 4-1** shows the bicycle network within the surrounding area of the site.

Figure 4-1 Perth/Fremantle Bike Map



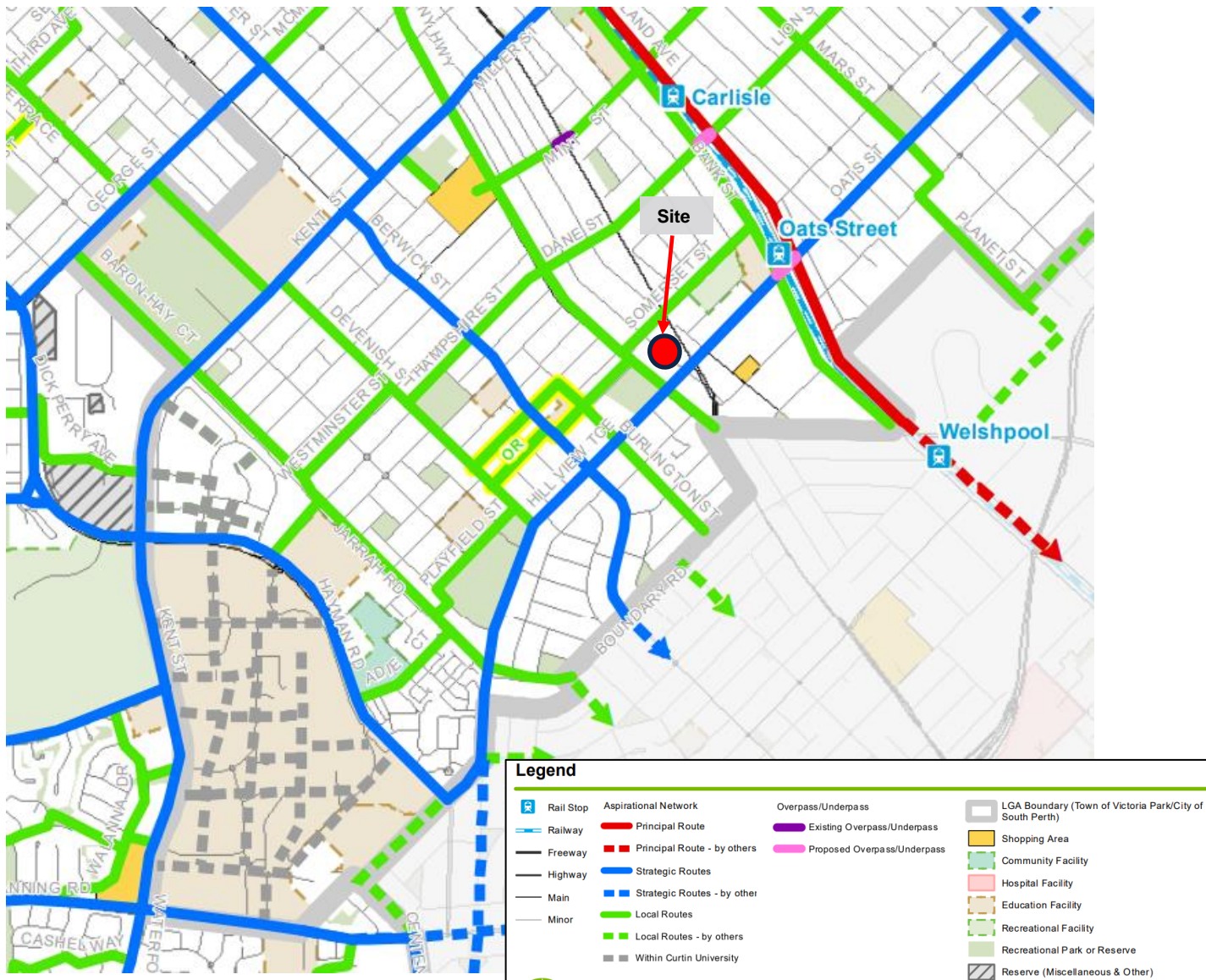
Source: Department of Transport WA - Metropolitan Cycle Maps

### 4.2 Future Pedestrian/Cycle Network Facilities

#### 4.2.1 Joint Bike Plan

The Town of Victoria Park and the City of South Perth have developed a joint bike plan which aims to set out the long-term vision for a strategic cycling network covering both local government areas. The bike plan outlines a five-year action plan for specific improvements to the cycle network and environment. The proposals aim to provide new cycling and pedestrian friendly networks which would be beneficial for the walkability and accessibility to the subject site. **Figure 4-2** shows the proposed cycle routes.

Figure 4-2 Proposed Networks for Cycle Routes



Source: Town of Victoria Park – Joint Bike Plan- August 2018

### 4.2.2 Causeway Pedestrian and Cyclist Bridge

Main Roads is also in the process of creating a causeway pedestrian and cyclist bridge, which would allow travel from Victoria Park to Perth CBD. The new bridge is anticipated to be six metres wide, with dedicated pedestrian and cyclist lanes, **Figure 4-3** shows an image of the proposed bridge. It will be connected from Victoria Park foreshore with Heirisson Island and Perth’s CBD. The project is currently under construction and is expected to be completed by 2024.



Figure 4-3 Proposed Bridge Construction



Source: Main Roads WA

# 5 Proposed Development

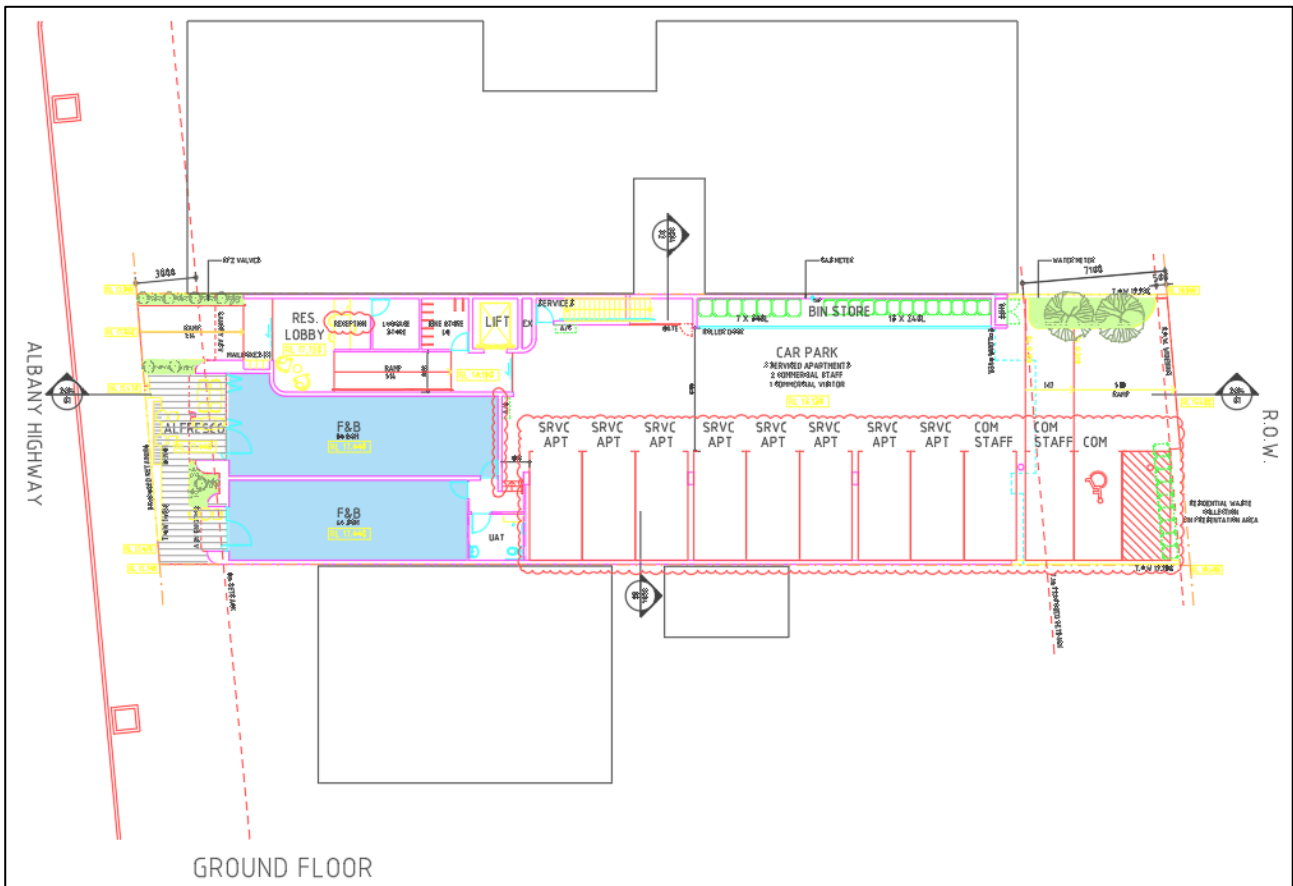
## 5.1 Proposed Land Uses

The proposed development will comprise a 3-storey service apartment building consisting of the following:

- > 8 two-bedroom apartments;
- > Two commercial tenancies with alfresco dining on the ground floor- 56m<sup>2</sup> and 46m<sup>2</sup> respectively;
- > 11 car bays distributed as listed below:
  - 8 car bays for service apartments;
  - 2 car bays for commercial-staff; and
  - 1 ACROD commercial bay.
- > Enclosure bike store with capacity for 8 bicycles.

Figure 5-1 presents the ground floor level of the development. Larger scale site layout plans are included in Appendix B .

Figure 5-1 Ground floor Level Plan



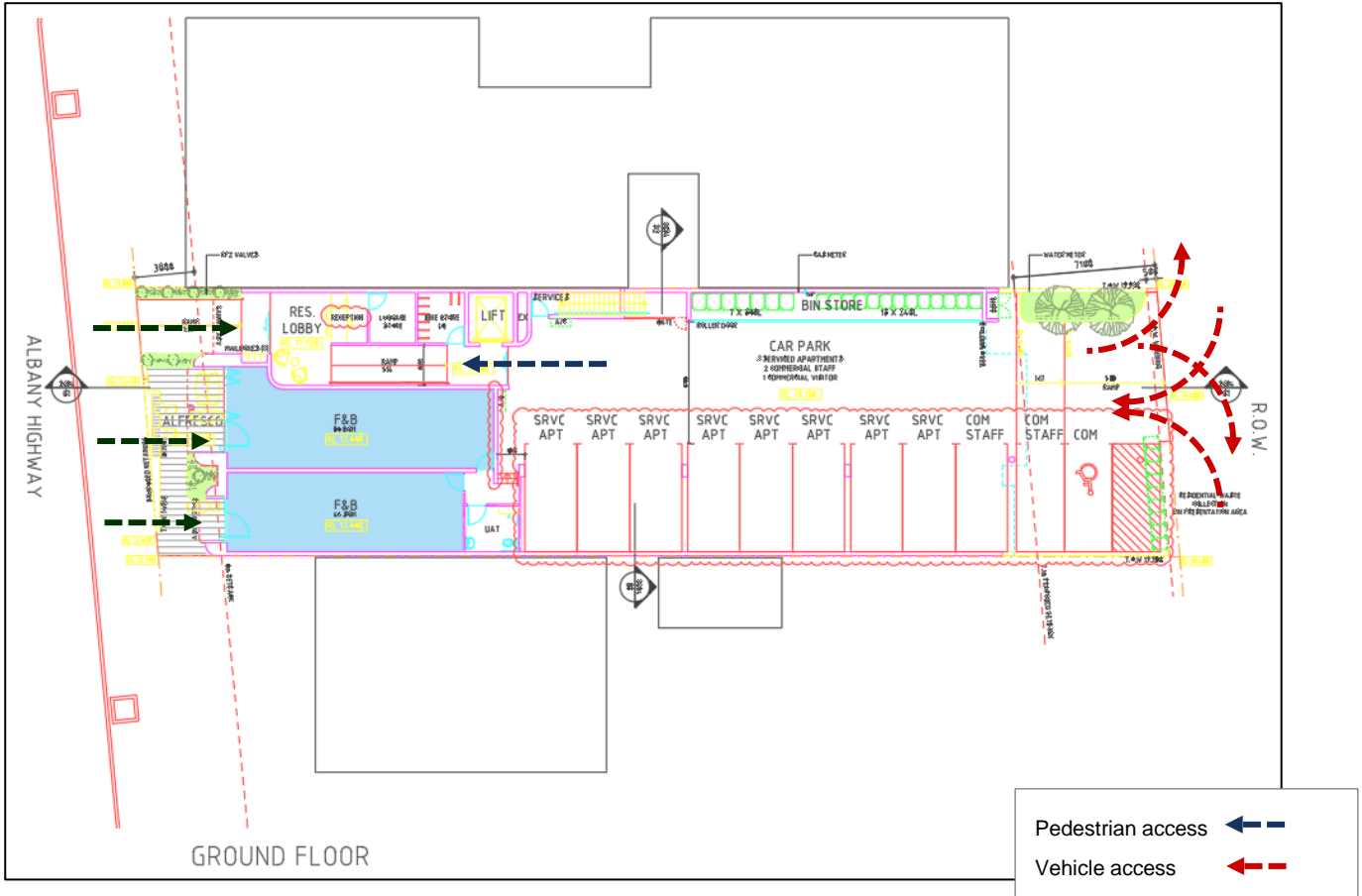
Source: Space collective Architects – 18 January 2023



## 5.2 Access Arrangements

As illustrated in **Figure 5-2**, pedestrian access to the residential and commercial tenancies is provided along Albany Highway. A full movement vehicle access to the site is proposed along Lane 125a as shown in **Figure 5-2**.

Figure 5-2 Access Arrangements



Source: Space Collective Architects – January 2023

### 5.2.2 Provision for Service /Waste Vehicles

The waste collection for the proposed service apartments and the commercial tenancy is proposed to be conducted on Lane 125a and the caretaker will ferry the bins to the verge presentation area either the evening before or on the waste collection days.

A swept path assessment has been completed with a 10.0m waste truck as shown in **Figure 5-3**.

Figure 5-3 10m Waste truck Swept Path – Residential and Commercial waste collection



### 5.2.3 Car Parking and Circulation Swept Paths

#### 5.2.3.1 B85 and B99 Passenger Cars

The swept path analysis was conducted using the B85 and B99 design vehicles as illustrated in **Figure 5-4** to **Figure 5-5**. Larger scaled swept path diagrams are included in **Appendix C**.

Figure 5-4 Swept Path Vehicle B85 – Ground Floor



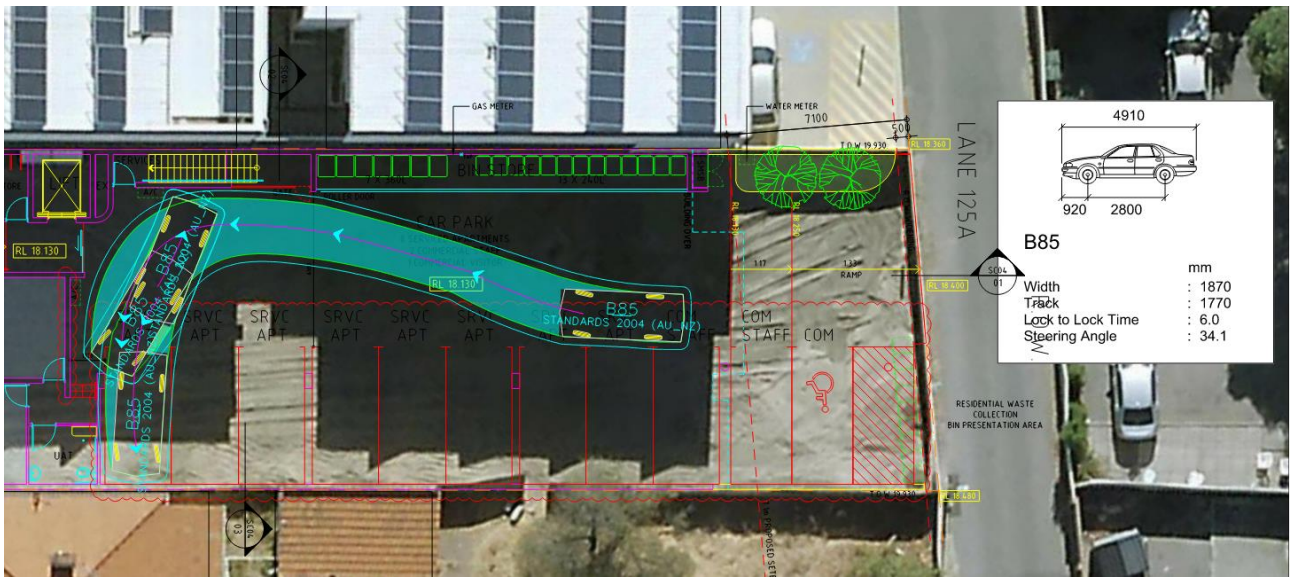
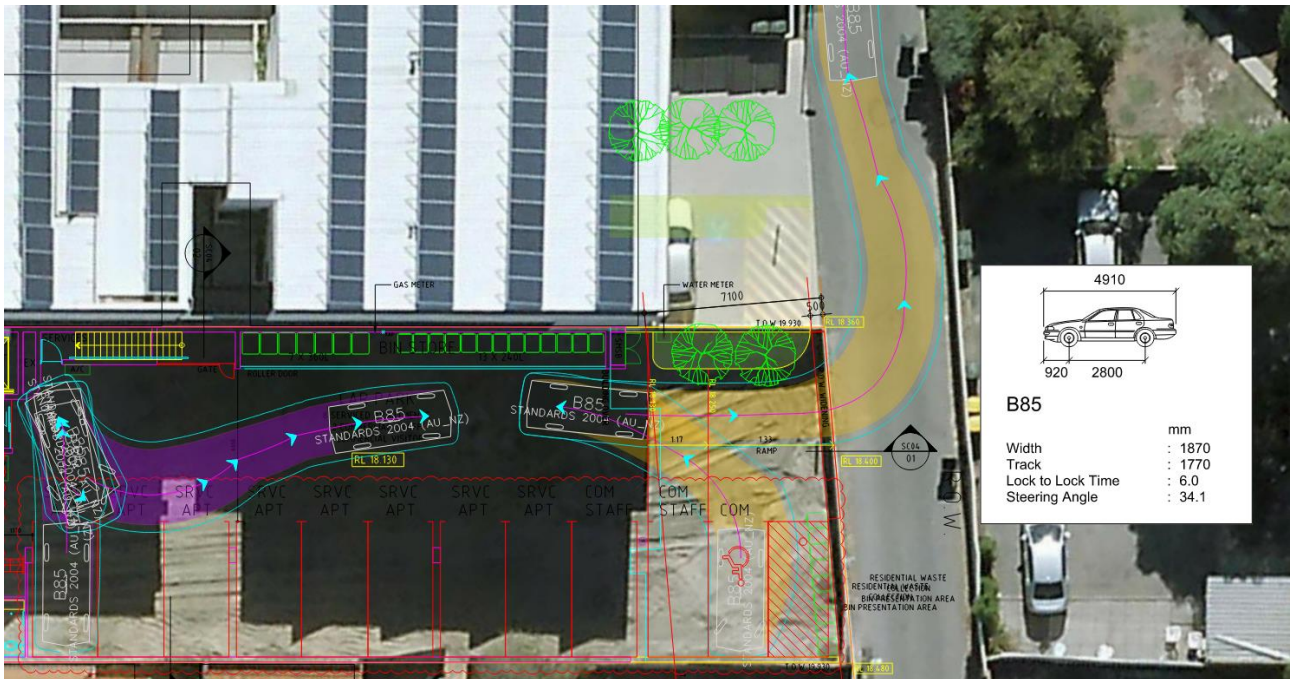


Figure 5-5 Swept Path Vehicles B85 and B99 – Car park access



Figure 5-6 Swept Path Ground Floor exiting the car park



The swept paths show that B85 and B99 vehicles would appear to be able to safely and adequately enter and exit the parking bays in the proposed car park.

In the event where a B85 and B99 vehicle enter and exit the site simultaneously, it is suggested that priority to be given to vehicles entering the site to avoid vehicles queuing along Lane 125a.

### 5.3 Traffic Generation

Trip generation has been calculated for the proposed development utilising trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation" 10th Ed and the Western Australia Planning Commission WAPC. The following tables summarise the directional distribution and the estimated total trips to be generated by the proposed development.

**Table 5-1** provides the trip generation rates during the AM and PM peak hour periods. **Table 5-2** outlines the directional distribution and **Table 5-3** summarises the total estimated trips to be generated by the proposed development.

Table 5-1 Trip Generation Rates

Land Use	Source	AM Peak	PM Peak
Service Apartment (based on All suites Hotel)	ITE Code 231	0.37 trips per room	0.38 trips per room
Retail (Food)	WAPC	2.5 trips per 100m <sup>2</sup> GFA	10.0 trips per 100m <sup>2</sup> GFA

Table 5-2 Directional Distribution

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Service Apartment	52%	48%	47%	53%
Retail (Food)	75%	25%	50%	50%

Table 5-3 Total Trip Generation

Land Use	AM Peak		PM Peak	
	In	Out	In	Out
Service Apartment	3	3	3	3

Retail (Food)	2	1	5	5
<b>Total</b>	<b>9</b>		<b>16</b>	

The proposed development is expected to generate approximately 9 vehicles during the AM peak hour and 16 vehicles during the PM peak hour period.

It should be noted that the site is accessible to a wide range of public transport services and cycling facilities and the estimated trips may potentially be reduced.

According to WAPC Transport Impact Assessment Guidelines, developments generating between 10-100 vehicle trips are considered as 'moderate impact' category. The site is expected to generate a maximum of 16 vehicle trips and is considered to have minimal impact on the surrounding road network.

### 5.4 Parking Requirements and Provision

The statutory parking requirements, in accordance with the Town of Victoria Park Local Planning Policy 23 – Parking (LPP23) have been considered in the context of the proposed development and are summarised in **Table 5-4**.

Table 5-4 Car Parking Requirements

Land Use	Source	Number of parking bays	Bays Required	Bays Provided
Shop	LPP23	1 for every 10m <sup>2</sup> of retail floor area	11	3
Commercial accommodation (e.g. hotel, motel. Private hotel, lodging house, hostel, serviced apartments)	LPP23	1 for every bedroom or 1 for every 3 beds provided whichever is the greater	16	8
<b>Total car bays</b>			<b>27</b>	<b>11</b>

The development proposes to provide a total of 11 car bays, consisting of:

- > 2 bays for staff - commercial;
- > 1 ACROD commercial bay; and
- > 8 bays for the proposed serviced apartments.

A shortfall of 16 bays is noted - 8 for the proposed serviced apartments and 8 for the commercial tenancy.

There are currently 9 on-street bays along Albany Highway with 2-hour parking allowed and on-street parking permitted along Baillie Avenue as illustrated in the diagram below which would be able to accommodate the subject site's parking shortfall for the commercial tenancy.



Figure 5-7 On-street parking location in the vicinities of the site



Source: Metromap (2022)

The development proposes to provide 1 parking bay per service apartment. To minimise parking impacts, it is proposed that a booking system be implemented, whereby apartment rooms and parking bays are booked simultaneously to manage the on-site parking supply. This approach would allow guests to determine the availability of parking spaces upon making a booking, which would have an influence on the decision to drive a vehicle or not. As a result of this booking system, it is anticipated that no parking shortage should arise in the proposed car park for the proposed service apartment development.

## 6 Summary

---

This Transport Impact Statement outlines the transport aspects of the proposed development focusing on traffic operations, access and provision of car parking. Included are discussion regarding pedestrian, cycle, and public transport considerations.

This statement has been prepared in accordance with the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following are concluded:

- > The proposal is for service apartments located at 998 Albany Highway. The proposed development includes 8 two-bedroom apartments and two commercial areas of 56m<sup>2</sup> and 46m<sup>2</sup> respectively;
- > The Site has good access to public transport facilities with several bus routes serving the area and a train station located within 800m from the site, which provides connection to Armadale and Thornlie Lines;
- > Walking and cycling facilities within the surrounding area of the Site is considered to be excellent with many high-quality paths available which provides good connectivity and accessibility;
- > The development is expected to generate approximately 9 vehicles trips in the AM peak hour and 16 vehicle trips in the PM peak hour. According to WAPC Transport Impact Assessment Guidelines, developments generating between 10 and 100 trips during the peak hour falls under the 'moderate impact' category. As the subject site is expected to generate a maximum of 16 vehicle trips, it is considered to have a minimal impact on the surrounding road network;
- > It is unlikely that the proposed development would increase the number of crashes in the surrounding road network due to the low traffic volumes expected to be generated and the vehicle access to the site being provided along Lane 125a;
- > Based on the Town of Victoria Park LPP23, there is a shortfall of 8 parking bays for the proposed serviced apartments and 8 bays for the commercial tenancy. To minimise any parking impacts, it is suggested that consideration be given to implementing a booking system where apartment rooms and parking bays are booked simultaneously to effectively manage the parking on-site. Adequate on-street public parking in the proximity of the site is available which would potentially satisfy the anticipated parking shortfall for the commercial tenancy; and
- > Commercial and residential waste collection is expected to be conducted on the verge along Lane 125a and a caretaker will ferry the bins to the verge before collection times.

Overall, it is considered unlikely that the development will result in any material impact to the traffic operations and safety of the surrounding road network.

APPENDIX

A

WAPC CHECKLIST



now





Item	Status	Comments/proposals
<b>Proposed development</b>		
Proposed land use	Section 2	
Existing land uses	Section 2	
Context with surrounds	Section 2	
<b>Vehicular access and parking</b>		
Access arrangements	Section 5	
Public, private, disabled parking set down / pick up	N/a	
<b>Service vehicles (non-residential)</b>		
Access arrangements	Section 5	
On/off-site loading facilities	N/a	
<b>Service vehicles (residential)</b>		
Rubbish collection and emergency vehicle access	Section 5	
<b>Hours of operation (non-residential only)</b>		
	N/a	
<b>Traffic volumes</b>		
Daily or peak traffic volumes	Section 2	
Type of vehicles (e.g. Cars, trucks)	Section 2	
<b>Traffic management on frontage streets</b>		
	N/a	
<b>Public transport access</b>		
Nearest bus/train routes	Section 3	
Nearest bus stops/train stations	Section 3	
Pedestrian/cycle links to bus stops/train station	Section 3	
<b>Pedestrian access/facilities</b>		
Existing pedestrian facilities within the development (if any)	Section 4	
Proposed pedestrian facilities within development	Section 4	
Existing pedestrian facilities on surrounding roads	Section 4	
Proposals to improve pedestrian access	N/a	
<b>Cycle access/facilities</b>		
Existing cycle facilities within the development (if any)	Section 4	
Proposed cycle facilities within the development	N/a	
Existing cycle facilities on surrounding roads	Section 4	
Proposals to improve cycle access	Section 4	
<b>Site specific issues</b>		
	N/a	
<b>Safety issues</b>		
Identify issues	N/a	
Remedial measures	N/a	

APPENDIX

# B

SITE PLANS

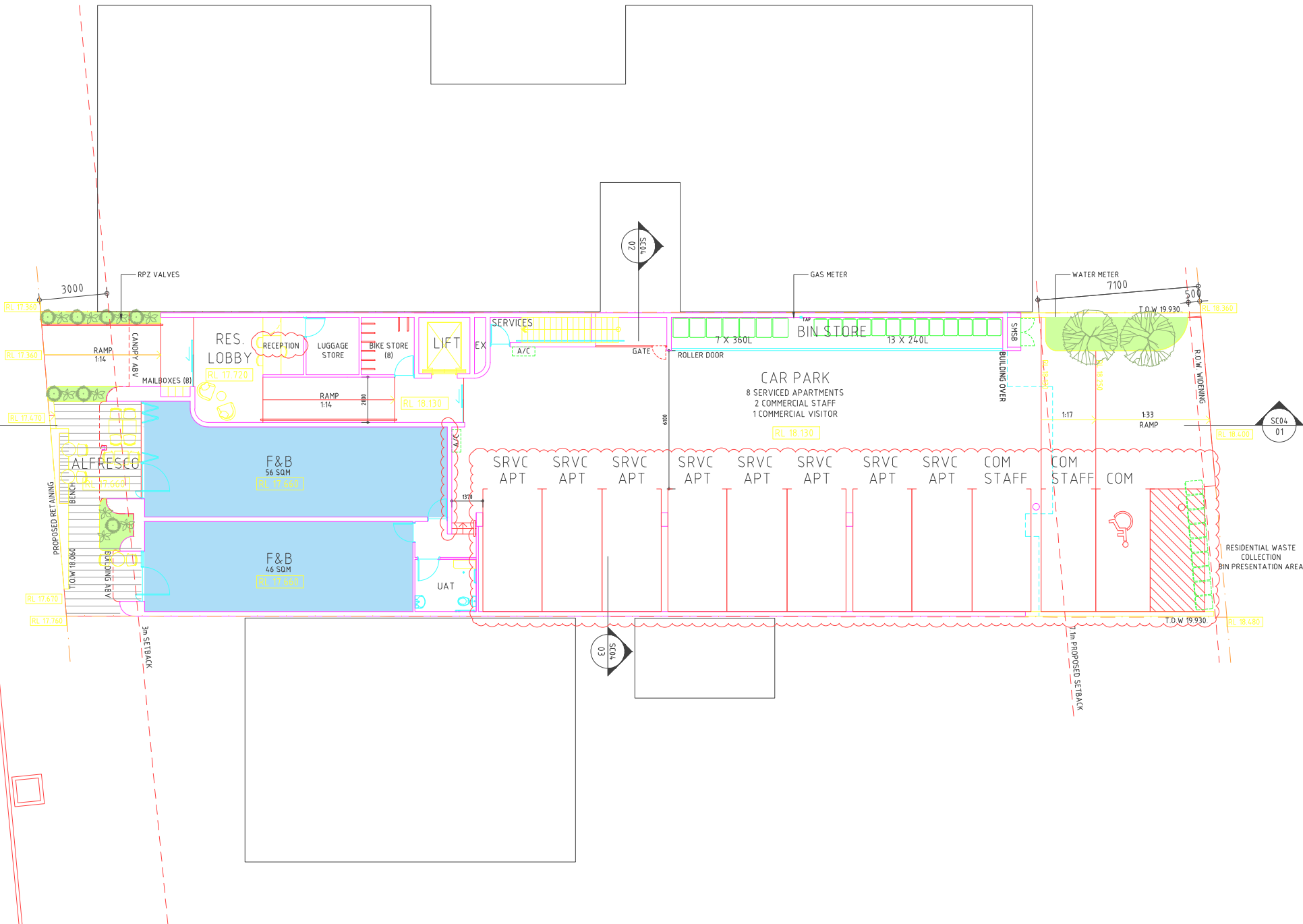


now



ALBANY HIGHWAY

R.O.W.



GROUND FLOOR

APPENDIX

# C

SWEPT PATHS



now

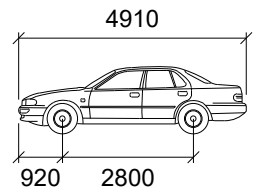












B85		mm
Width	:	1870
Track	:	1770
Lock to Lock Time	:	6.0
Steering Angle	:	34.1

RESIDENTIAL WASTE  
 RESIDENTIAL WASTE  
 BIN PRESENTATION AREA  
 BIN PRESENTATION AREA





**Skip Bin**

Width	: 2500
Track	: 2500
Lock to Lock Time	: 6.0
Steering Angle	: 35.5

**B85**

Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

GROUND FLOOR

ALBANY HIGHWAY

CAR PARK

COM STAFF

COM

COM

COM

COM

COM

COM

COM

COM

COM

COM

COM

COM

COM

COM

COM

COM

COM