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Sustainable Transport. Safe Solutions

21 Berkshire Road, Forrestfield

Proposed Child Care Centre

TRANSPORT IMPACT STATEMENT



Prepared for:

the Trustee for 21 Berkshire Road unit trust

July 2025

21 Berkshire Road, Forrestfield

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1 Introduction

This Transport Impact Statement has been prepared by **Urbii** on behalf of **the Trustee for 21 Berkshire Road unit trust** with regards to the proposed child care centre, located at 21 Berkshire Road, Forrestfield.

The subject site is situated near the intersection of Berkshire Road and Passiflora Drive, as shown in Figure 1. The site presently accommodates a dwelling and is surrounded by a mix of residential, education and commercial land uses.

It is proposed to develop the site into a child care centre catering for up to 104 children and 20 staff.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, car parking and access to the site for alternative modes of transport.



Figure 1: Subject site location



2 Proposed development

The proposal for the subject site is for a child care centre comprising:

- A child care centre with rooms allocated to different age groups;
- Outdoor play area;
- 34 onsite car parking bays, including one ACROD bay;
- Bicycle parking for six bicycles;
- End of trip facilities including lockers, a shower and change room; and
- Bin store.

Vehicle access to the site is proposed via one crossover on Berkshire Road. People walking and cycling will access the development from the external path network abutting the site.

Waste collection is proposed to be undertaken internally within the staff car park at the rear of the site.

The proposed development plans are included for reference in Appendix A.

3 Vehicle access and parking

3.1 Existing vehicle access

As detailed in Figure 2, existing vehicle access to the site is via two crossovers on Berkshire Road.

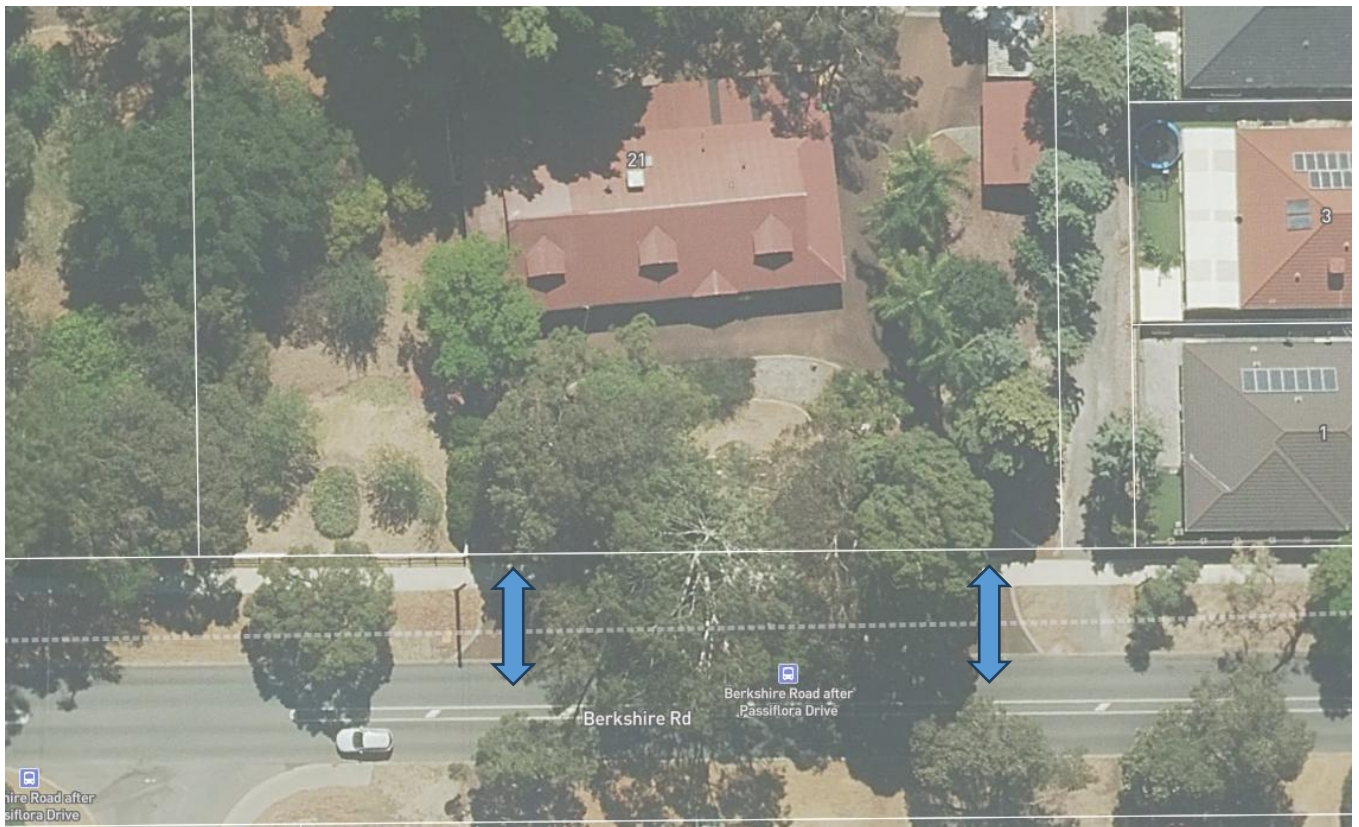


Figure 2: Existing vehicle access

3.2 Proposed vehicle access

Vehicle access for the child care centre is proposed via one crossover on Berkshire Road (Figure 3). The crossover is 6.2m wide, which is sufficient for two-way traffic flow, and provides 6m separation from the intersection of Berkshire Road / Passiflora Drive.

Existing redundant site crossovers will be closed as part of the development.

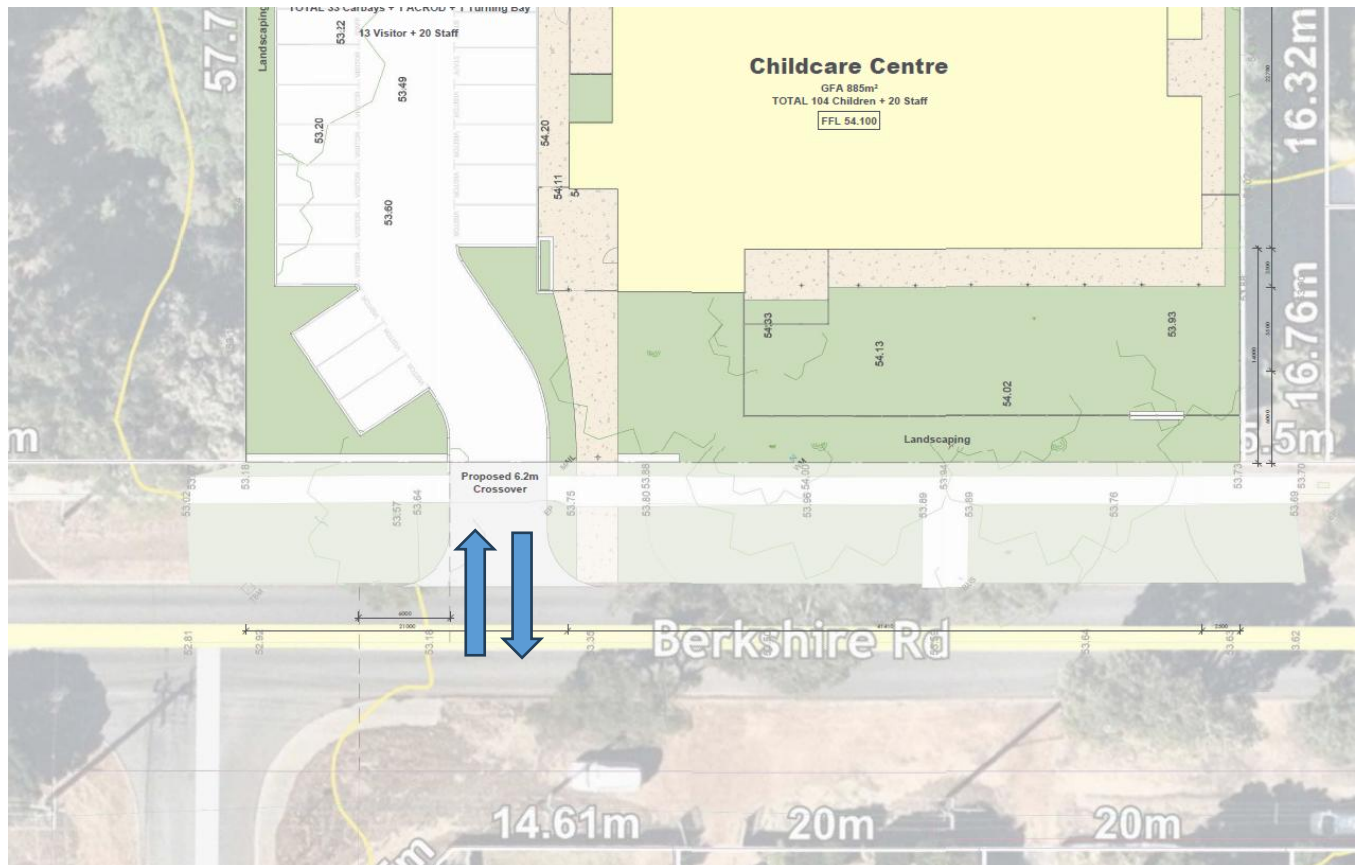


Figure 3: Proposed development vehicle access

3.3 Car parking layout

Dimensions of car parking aisles and bays are compliant with AS2890.1. Onsite visitor bays are 2.6m wide by 5.4m long and an aisle width of 6.2m has been provided. Staff parking bays are 2.4m wide. The ACROD bay is designed to AS2890.6 with a shared space and bollard. A 1m blind aisle extension is provided at the end of the car park.

A turnaround space is provided at the end of the visitor parking area.

3.4 Planning assessment of parking requirements

Based on information provided by the project architect, the following parking provision is required for the development:

- 1 bay per 8 children; plus,
- 1 bay per staff member.

Application of the above rates results in a parking requirement of **33 bays**. A total of 34 car parking bays are provided onsite, which satisfies the City's parking requirement.

3.5 Parking supply and allocation

It is proposed to provide a total of 34 car parking bays for the child care centre. This includes one ACROD bay. The following allocation is recommended, based on the parking analysis undertaken in this section of the TIS:

- 19 car bays reserved for core staff onsite;
- 8 visitor car parking bays reserved exclusively for pick-up and drop-off onsite; and,
- 7 unallocated bays for the shared use by staff and visitors (includes 1 x ACROD bay).

It is recommended that the 8 exclusive pick-up/drop-off car parking bays have time restriction signage installed "P10min" parking (10 minutes) applicable Monday to Friday between 8:00am to 9:30am and 3:00pm to 6:00pm.

The staff only bays should have "STAFF PARKING ONLY" pavement marking and signage, to prevent general vehicles from parking in those areas.

Overall, no issues are anticipated with car parking and parents can drop-off or pick-up children any time during the operating hours of the facility. The recommended parking allocation is detailed in Figure 4.



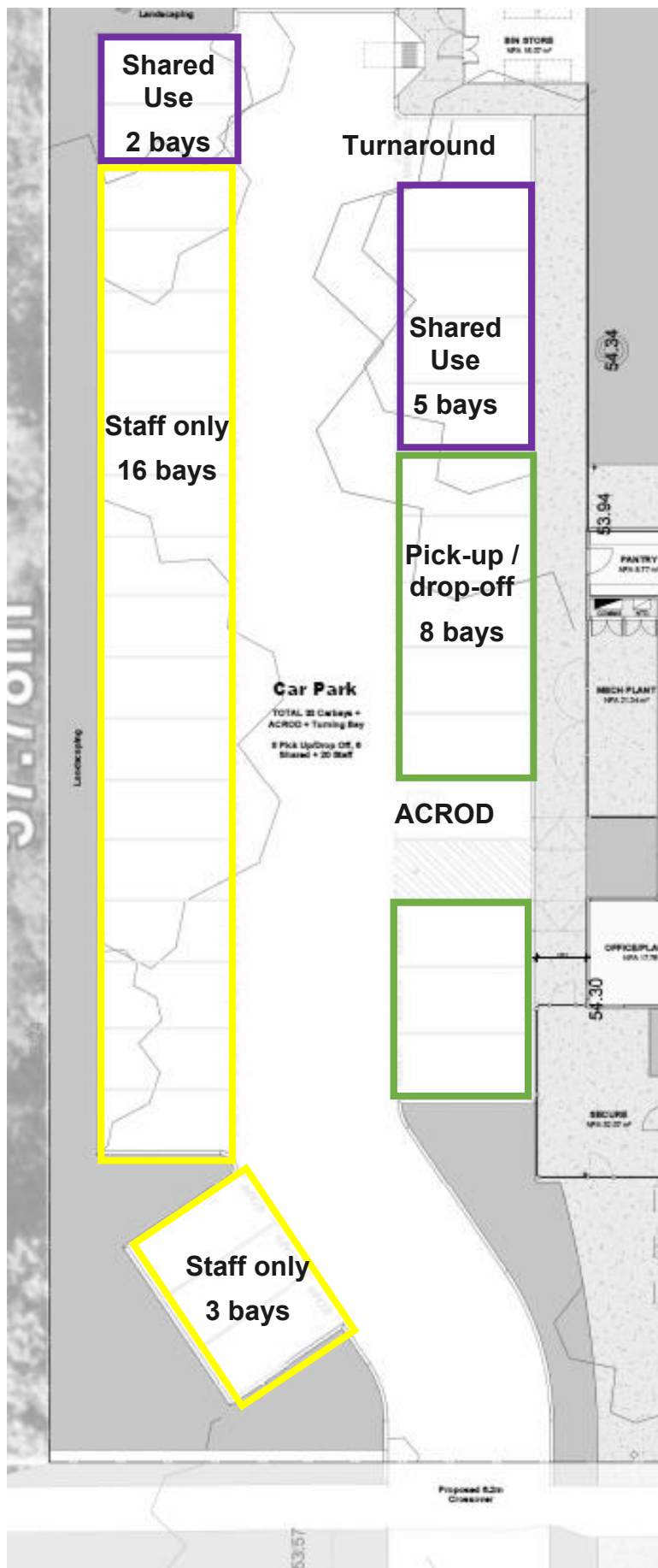


Figure 4: Recommended car parking allocation

3.6 Pick-up / drop-off parking

Modelling was undertaken to estimate the demand for children's pick-up/drop-off parking. The peak inbound traffic for children's drop-off is estimated to be 37 cars in a 60-minute period. The RTA NSW *Guide to Traffic Generating Developments* surveyed the average length of stay for drop-offs to be 6.8 minutes.

For conservative analysis, it was assumed that the average length of stay would be 7 minutes. The Poisson Distribution modelling presented in Figure 5 shows that in any 7-minute period during the peak hour, the 95th percentile number of pick-ups/drop-offs within the car park will be **8 vehicles or less**. Outside of peak hours the demand for visitor parking will be much lower.

Traffic volume	37 (vph)	0.01028 (vps)
Time period	7 (min)	420 (sec)
Mean number of vehicles	4.31667	
Probability distribution table	95th percentile:	8 vehicles

(x)	p(x)	P(x)
1	0.0576	0.07095
2	0.12433	0.19527
3	0.17889	0.37416
4	0.19305	0.56722
5	0.16667	0.73389
6	0.11991	0.8538
7	0.07394	0.92774
8	0.0399	0.96764
9	0.01914	0.98678
10	0.00826	0.99504
11	0.00324	0.99828
12	0.00117	0.99945
13	0.00039	0.99983
14	0.00012	0.99995
15	3.4E-05	0.99999
16	9.3E-06	1
17	2.4E-06	1
18	5.6E-07	1
19	1.3E-07	1
20	2.8E-08	1

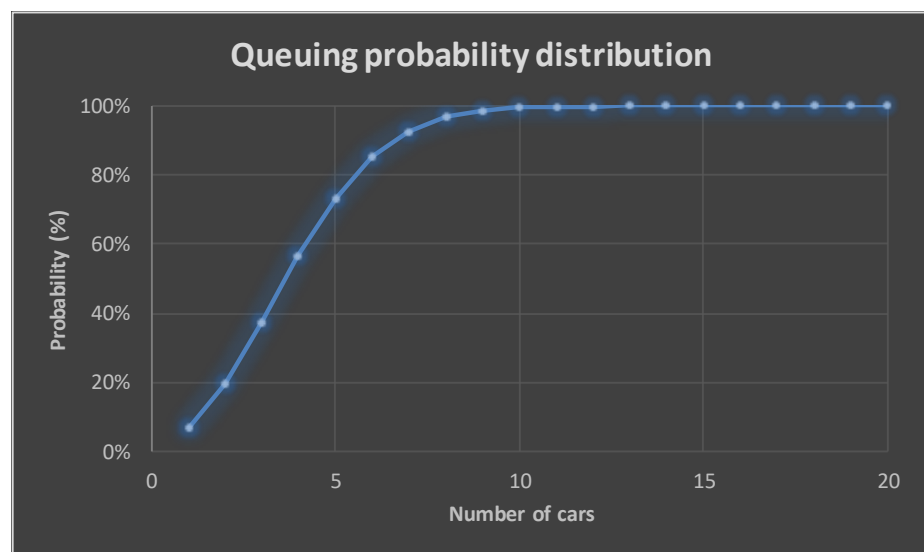


Figure 5: Probability analysis for children's drop-off/pick-up



3.7 Parking demand management

The analysis presented in this report indicates that there will be enough car parking to meet the needs of the development. However, should there be a need to manage car parking demand in the future, several strategies can be considered.

A sustainable transport network should prioritise active and sustainable modes of transport, with walking, cycling, public transport, car sharing, and then single occupancy cars ranked in order of priority (Figure 6).

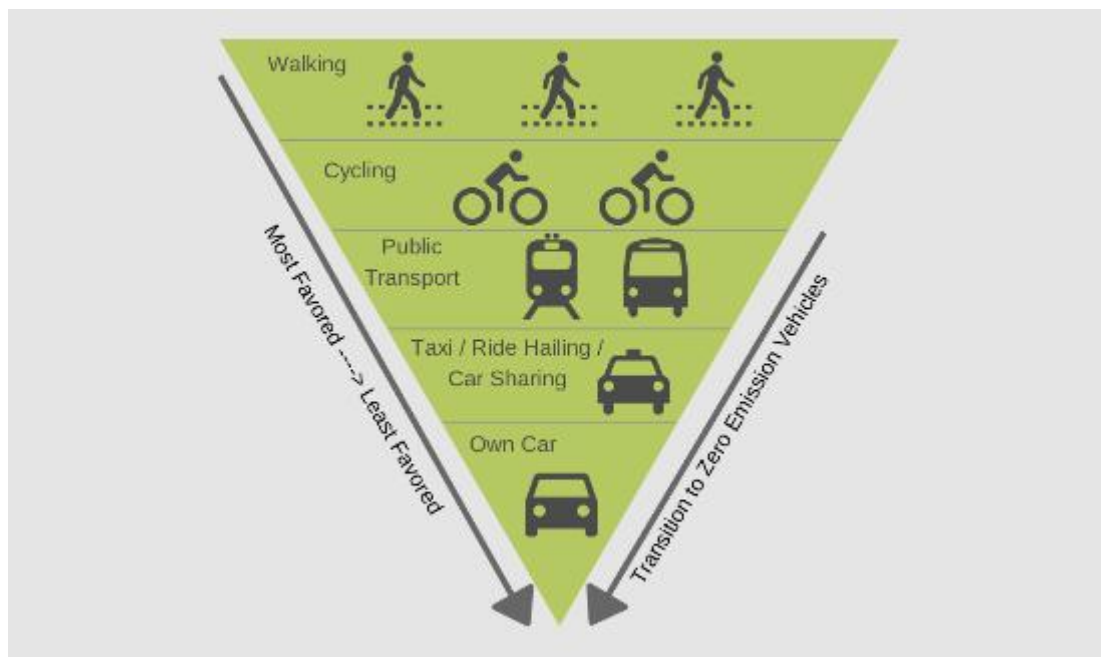


Figure 6: Sustainable transport hierarchy

Some strategies which can be considered for promoting sustainable transport and lowering demand for car parking may include, but are not limited to:

- Running healthy, active transport campaigns and promotions in the workplace. For example, tracking walking and active transport and offering prizes or other incentives for participants.
- Educating staff on public transport, walking and cycling travel options as part of training and recruitment.
- Offering subsidies or other incentives for using public transport.
- Monitoring and maintaining bicycle parking to ensure enough parking is provided and is maintained in good condition.
- Providing free charging stations for micro-mobility vehicles such as e-scooters and e-bikes.
- Implementing a car-pooling register for staff to match-up and car pool together. This can also be incentivised by issuing car-pooling badges for display on the dashboard and providing allocated priority car-pooling parking bays within the site.
- Offer tele-commuting work opportunities for staff who can complete work duties remotely, for example administrative staff.
- Staggering staff start and finish times so that peak staff numbers are rostered between 9:30am and 3:00pm, outside the peak times for drop-off and pick-up of children.

4 Provision for service vehicles

The proposed development will not generate significant service vehicle traffic. Smaller vehicles such as vans or utes will be utilised for deliveries to the site. These smaller vehicles can park in a car parking bay for a brief time during 'off-peak' periods.

Waste collection is proposed to be undertaken onsite within the child care centre car park. Waste collection will be scheduled to occur in the middle of the day, outside the morning drop-off and afternoon pick-up peak periods. A temporary reversing zone will be vacated in the car park and marked with traffic cones before the waste truck arrives on site.

Once the waste truck is parked onsite, contractors will wheel bins out of the bin store to the rear of the truck to be emptied. Empty bins will then be returned to the bin store.

Swept path analysis was undertaken for waste truck entry, circulation and exit from the site. The swept path analysis indicates that a rear loader waste truck can access the bin store. It is recommended that waste collection be scheduled during the child care centre 'off-peak' periods.

The swept path analysis was undertaken for an 8.8m Medium Rigid Vehicle (MRV) and confirms that trucks can enter and exit the site in forward gear. A copy of the swept path analysis is presented in Appendix B.



5 Hours of operation

The RTA NSW *Guide to Traffic Generating Developments* indicates that pre-school centres typically have peaks in the periods 8:00am to 9:00am and 2:30pm to 4:00pm.

The proposed child care centre operating hours will be 6:30am to 6:30pm, Monday to Friday.

6 Daily traffic volumes and vehicle types

6.1 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments* (2002).

The trip generation rates adopted are detailed in Table 1.

Table 1: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Child Care	RTA NSW	4	0.7	0.7	50%	50%	50%	50%

The RTA Guide specifies a rate of 1.4 trips per child between 7am and 9am (2 hours), so it was assumed that 0.7 trips per child would be generated in the peak hour (8am to 9am). The RTA Guide specifies 0.8 trips per child between 2:30pm and 4:00pm. For simplicity, it was conservatively assumed 0.7 trips per child would also be generated in the PM peak hour.

Child care centres have well defined peak periods in their daily traffic profiles therefore the daily trip rate would be no more than 4 trips per child.

The estimated traffic generation of the proposed development is detailed in Table 2. The proposed development is estimated to generate 416 vehicles per day (vpd), with 73 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

Table 2: Development traffic generation – Weekday AM and PM peak hour

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Child Care	104	416	73	73	37	37	37	37



6.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is moderate (Figure 7).

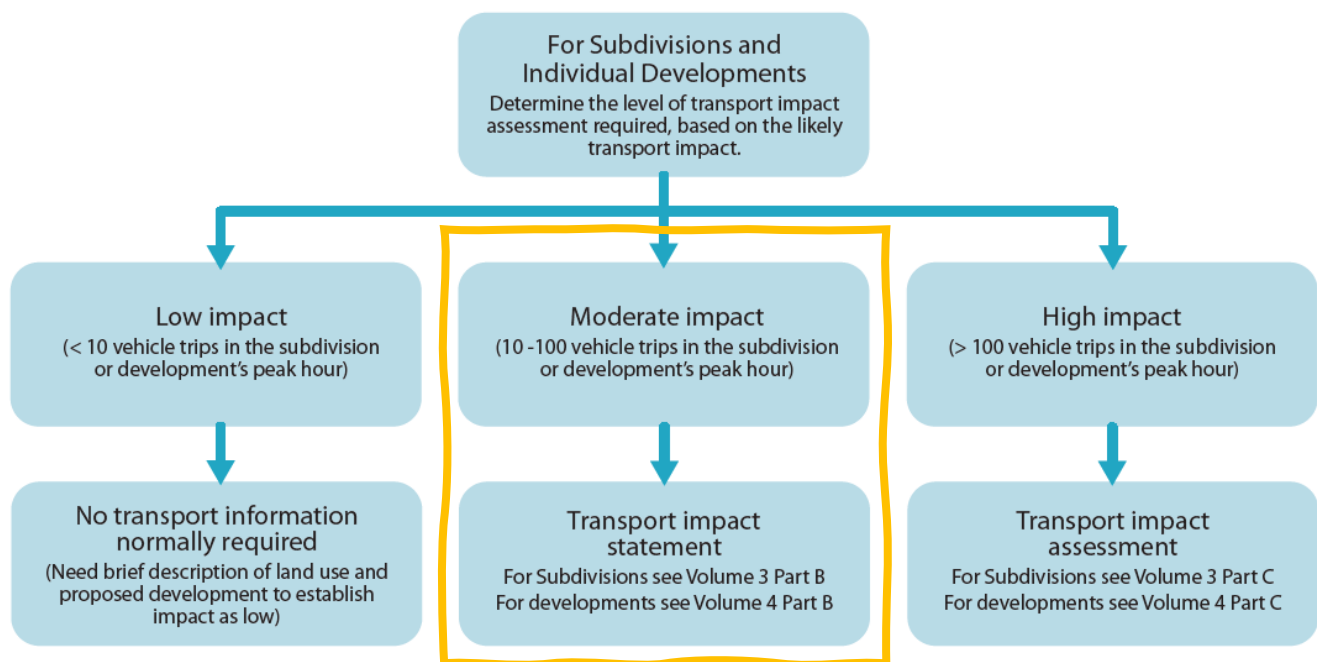


Figure 7: Level of traffic impact for subdivisions and individual developments

Source: WAPC *Transport Impact Assessment Guidelines Volume 4: Individual Developments*, August 2016

7 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

7.1.1 Berkshire Road

Berkshire Road near the subject site is an approximately 7.5m wide, two-lane divided road. A 1m wide painted median is provided on the road. A path for walking and cycling is provided on the eastern side of the road. Walk crossings are provided at nearby intersections, which include kerb ramps.

Berkshire Road is classified as a *District Distributor A* road in the Main Roads WA road hierarchy (Figure 8) and operates under a speed limit of 60km/h (Figure 9). District Distributor A roads are the responsibility of Local Government and are for high-capacity traffic movements between industrial, commercial and residential areas (Figure 10).

Traffic data obtained from the City of Kalamunda indicates that Berkshire Road carried around 5,600 vehicles per day (vpd) in 2021.



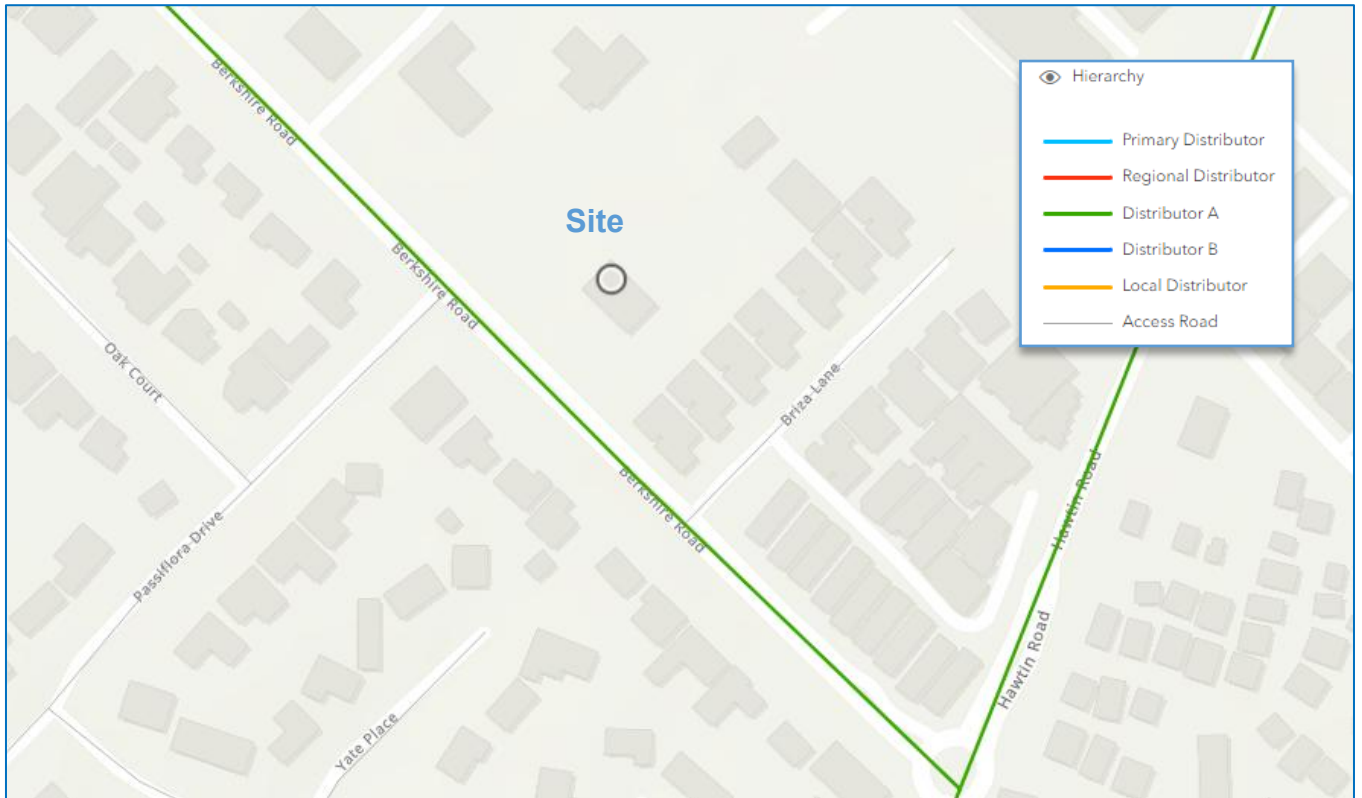


Figure 8: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)

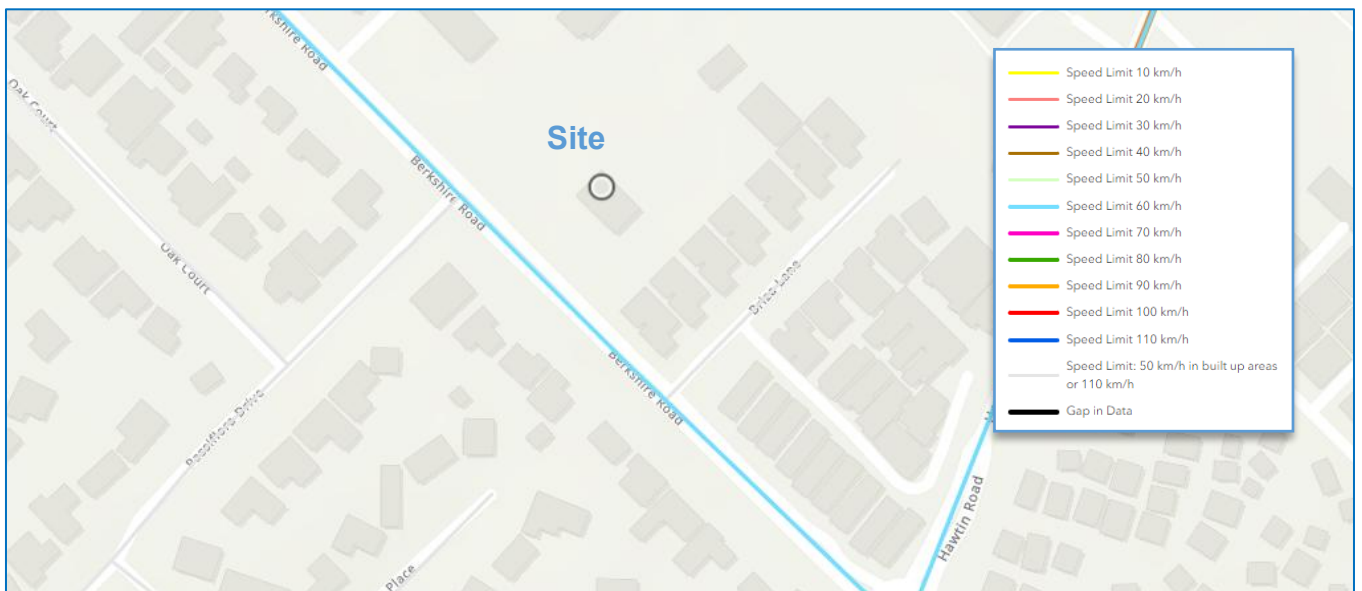


Figure 9: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' Roadside Stopping Places Policy.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 10: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992



8 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to the following bus services within walking distance:

- Bus route 270: High Wycombe Stn – Perth via Kewdale & Belmont Forum Shop Ctr.
- Bus route 280: High Wycombe Stn - Carousel Shop via Wattle Grove & Cannington Stn.
- Bus route 281: Forrestdfield – Lesmurdie via Wattle Grove.

Public transport services provide a viable alternative mode of transport for staff and visitors to the proposed development.

The closest bus stops are located on Berkshire Road and Hawtin Road, less than 300m walk from the site (Figure 11). Bus services provide excellent coverage and connectivity to the rail network.

The existing public transport network plans are shown in Figures 12 to 14.

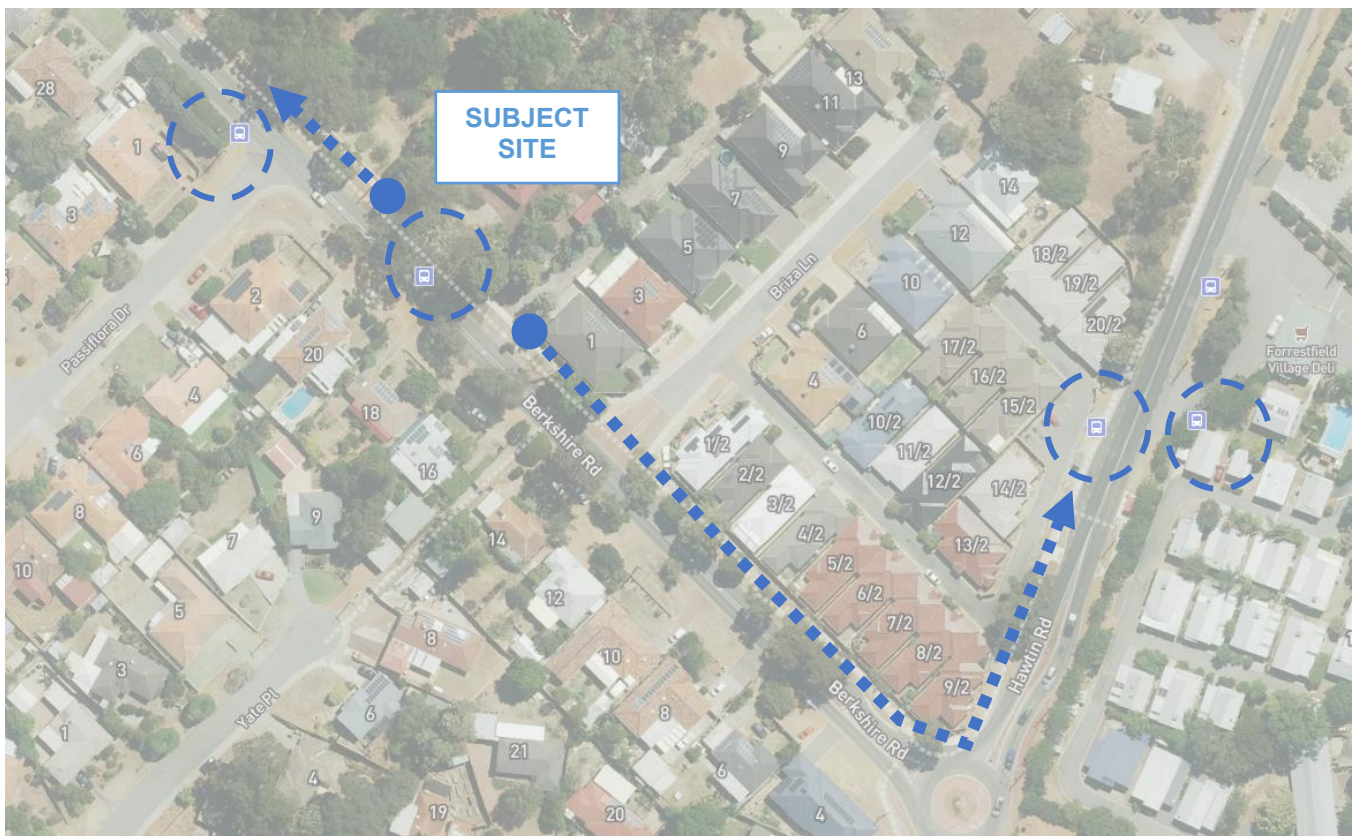


Figure 11: Closest bus stops serving the proposed development

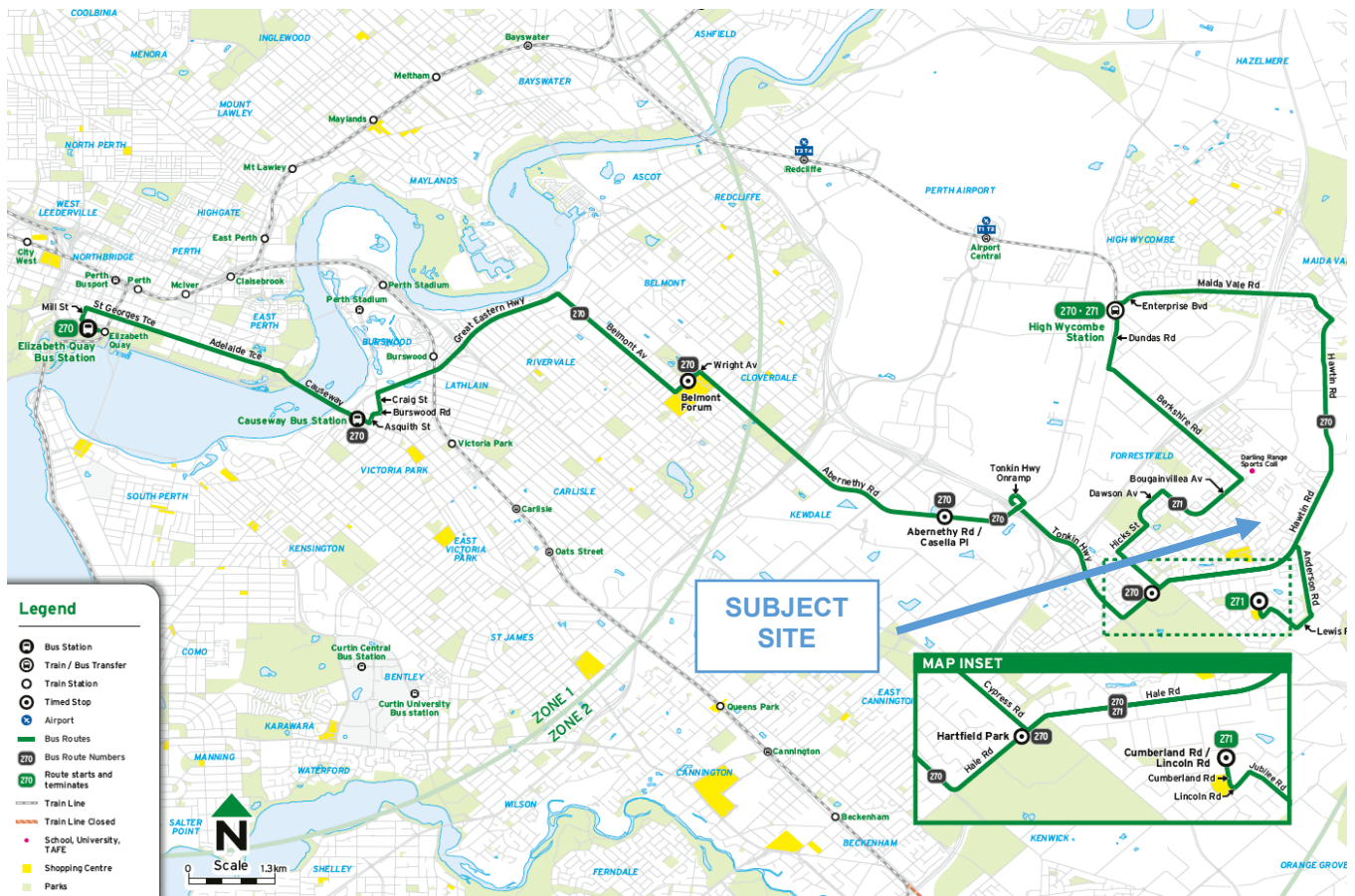


Figure 12: Transperth public transport plan (route 270)

Source: Transperth



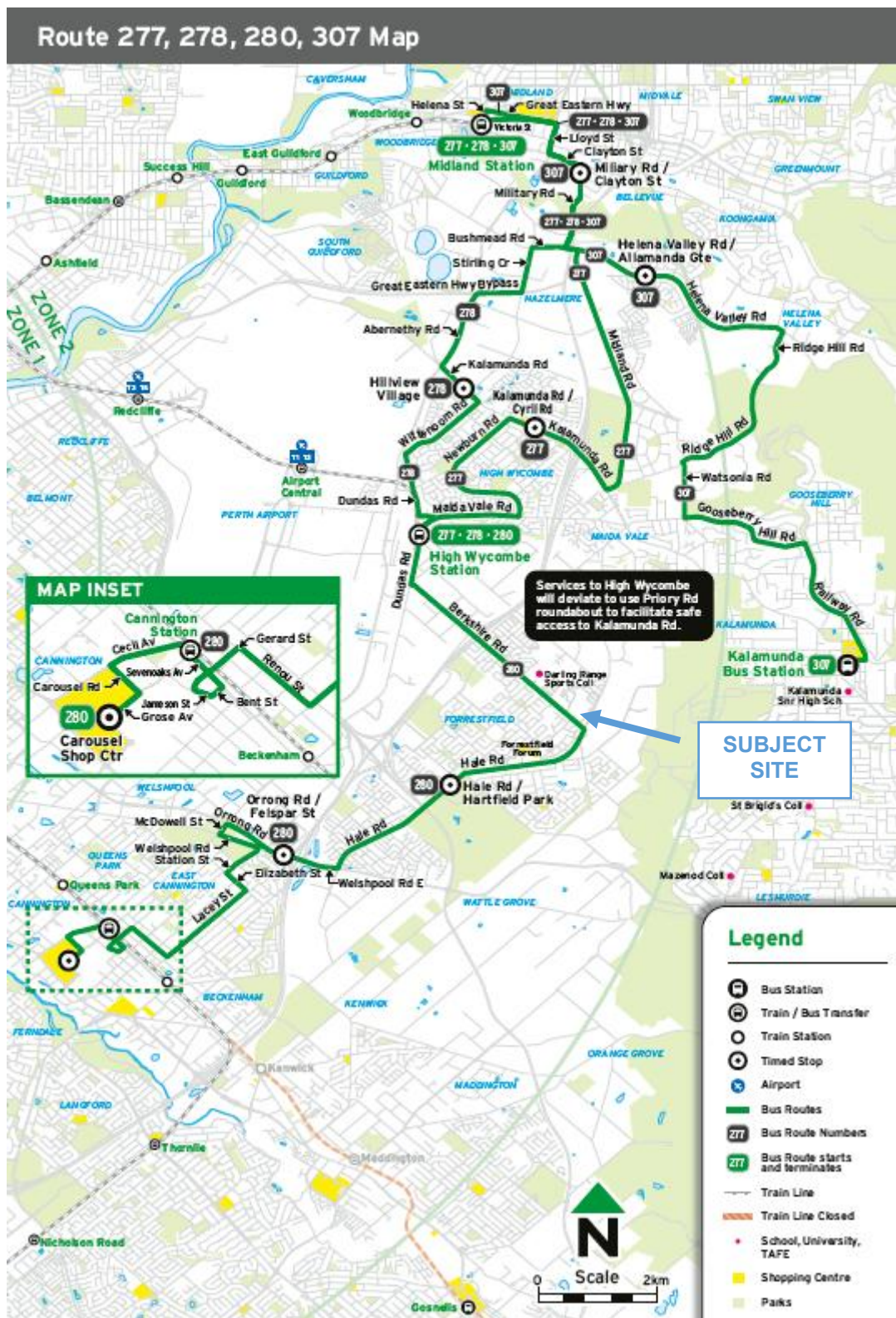
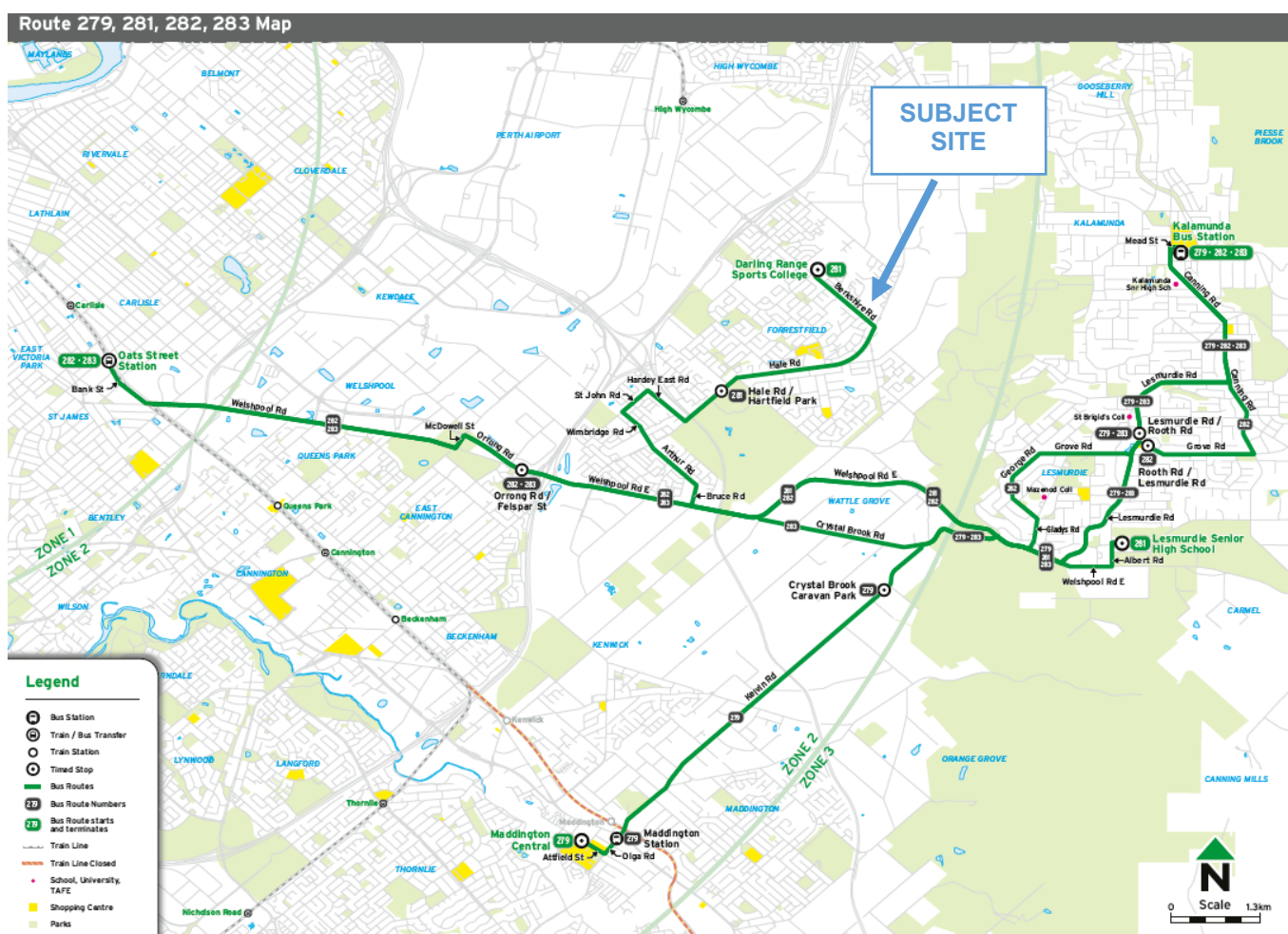


Figure 13: Transperth public transport plan (route 280)

Source: Transperth



Source: Transperth



9 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

9.1.1 Pedestrian facilities and level of service

A footpath is provided on Berkshire Road adjacent to the site. Pedestrian crossing facilities, including kerb ramps are provided at nearby intersections, which promotes improved access for bicycles, wheelchairs and prams.

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 3.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. The pedestrian crossing facilities on adjacent roads near the site are sufficient and within the traffic volume thresholds.

Table 3: Traffic volume thresholds for pedestrian crossings

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

10 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

10.1 Bicycle network

The Perth and Peel Long Term Cycle Network (LTCN) designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), and primary users. The cycling network hierarchy is described in Figure 15.

	1. PRIMARY ROUTE	2. SECONDARY ROUTE	3. LOCAL ROUTE
Function	Primary routes are high demand corridors that connect major destinations of regional importance. They form the spine of the cycle network and are often located adjacent to major roads, rail corridors, rivers and ocean foreshores. Primary routes are vital to all sorts of bike riding, including medium or long-distance commuting / utility, recreational, training and tourism trips.	Secondary routes have a moderate level of demand, providing connectivity between primary routes and major activity centres such as shopping precincts, industrial areas or major health, education, sporting and civic facilities. Secondary routes support a large proportion of commuting and utility type trips, but are used by all types of bike riders, including children and novice riders.	Local routes experience a lower level of demand than primary and secondary routes, but provide critical access to higher order routes, local amenities and recreational spaces. Predominantly located in local residential areas, local routes often support the start or end of each trip, and as such need to cater for the needs of users of all ages and abilities.
Design Philosophy	An <u>all ages and abilities</u> design philosophy is about creating places and facilities that are safe, comfortable and convenient for as many people as possible. By planning for and designing infrastructure that caters for the youngest and most vulnerable users, we create a walking and bike riding network that everyone can use. At the heart of this approach is fairness and enabling all people to use the network regardless of age, physical ability or the wheels they use.		
Form	All routes can take a number of different forms and are designed to suit the environment in which they are located. These forms include: <ul style="list-style-type: none">• Bicycle only, shared and/or separated paths;• Protected bicycle lanes (uni or bi-directional, depending on the environment); and• Safe active streets Principal Shared Paths (PSPs) are often built along primary routes. A PSP is a high quality shared path built to MRWA PSP standard which generally means the path will be 4m wide, have adequate lighting and be grade separated at intersections (where possible). In some locations, quiet residential streets incorporating signage and wayfinding may be appropriate for local routes.		

Figure 15: Western Australian Cycling Network Hierarchy

The Long-Term Cycle Network plan is detailed in Figure 16. Berkshire Road is designated as a ‘local route’. The existing infrastructure is rated as ‘needs some improvement’.

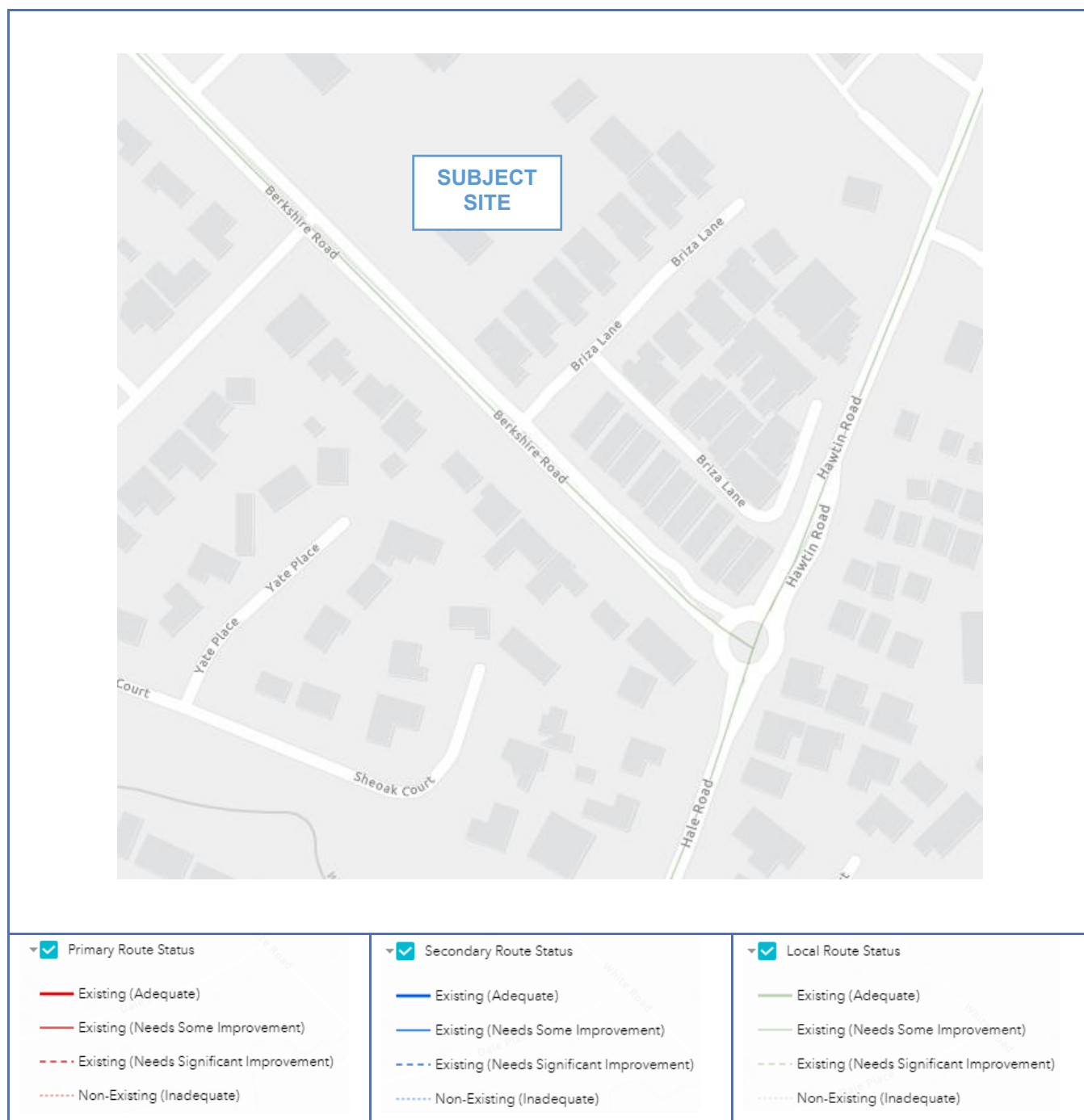


Figure 16: Perth and Peel Long Term Cycle Network (LTCN)

10.2 Bicycle parking and end of trip facilities

3 x double-sided bicycle racks are provided within the site near the main entry, providing parking for up to six bicycles. End of trip facilities including a shower, change room and lockers are provided to encourage active transport for staff.

10.3 Sustainable transport catchment

As detailed in Figure 17, the subject site is well placed for staff and visitors to travel by sustainable modes of transport. A large catchment of people exists within a comfortable 8km or 20-25min cycling or micromobility journey to the site.

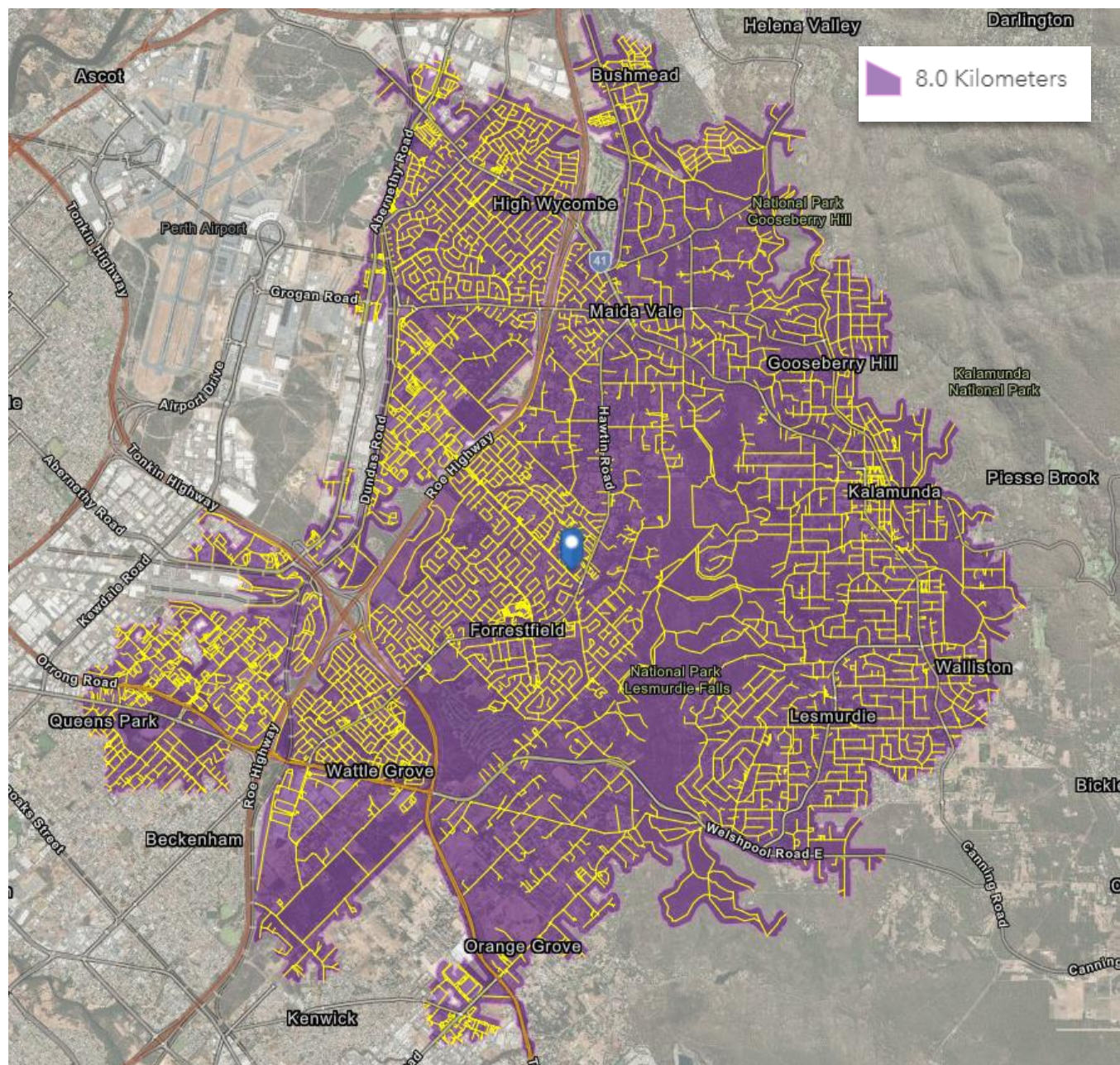


Figure 17: Cycling and micro-mobility catchment



11 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.

12 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 18, five crashes were recorded in the immediate locality in the last five years. The detailed crash history is presented in Table 4.

The low traffic generation of the proposed development is unlikely to impact traffic safety in the area.



Figure 18: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool



Table 4: 5-year crash history in the locality (2020-2024)

Severity	No.	%
Fatal	0	0
Hospital	1	20.00
Medical	1	20.00
PDO Major	1	20.00
PDO Minor	2	40.00
Year	No.	%
2020	2	40.00
2022	3	60.00
Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Rear End	2	40.00
Right Angle	3	60.00
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0
Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	1	20.00
Dawn Or Dusk	0	0
Daylight	4	80.00
Not Known	0	0
Conditions	No.	%
Dry	4	80.00
Not Known	0	0
Wet	1	20.00
Alignment	No.	%
Curve	2	40.00
Not Known	0	0
Straight	3	60.00
Total	5	

13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of the Trustee for 21 Berkshire Road unit trust with regards to the proposed child care centre, located at 21 Berkshire Road, Forrestfield.

The subject site is situated near the intersection of Berkshire Road and Passiflora Drive. The site presently accommodates a dwelling and is surrounded by a mix of residential, education and commercial land uses.

It is proposed to develop the site into a child care centre catering for up to 104 children and 20 staff.

The site features good connectivity with the existing road, cycling and walking network. There is good public transport coverage through nearby bus services and access to the rail network.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is moderate (less than 100vph on any lane) and as such would have moderate impact on the surrounding road network.

The proposed car parking provision meets the practical needs of the development.

It is concluded that the findings of this Transport Impact Statement are supportive of the proposed development.



Appendices

Appendix A: Proposed development plans



Appendix B: Swept path analysis

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

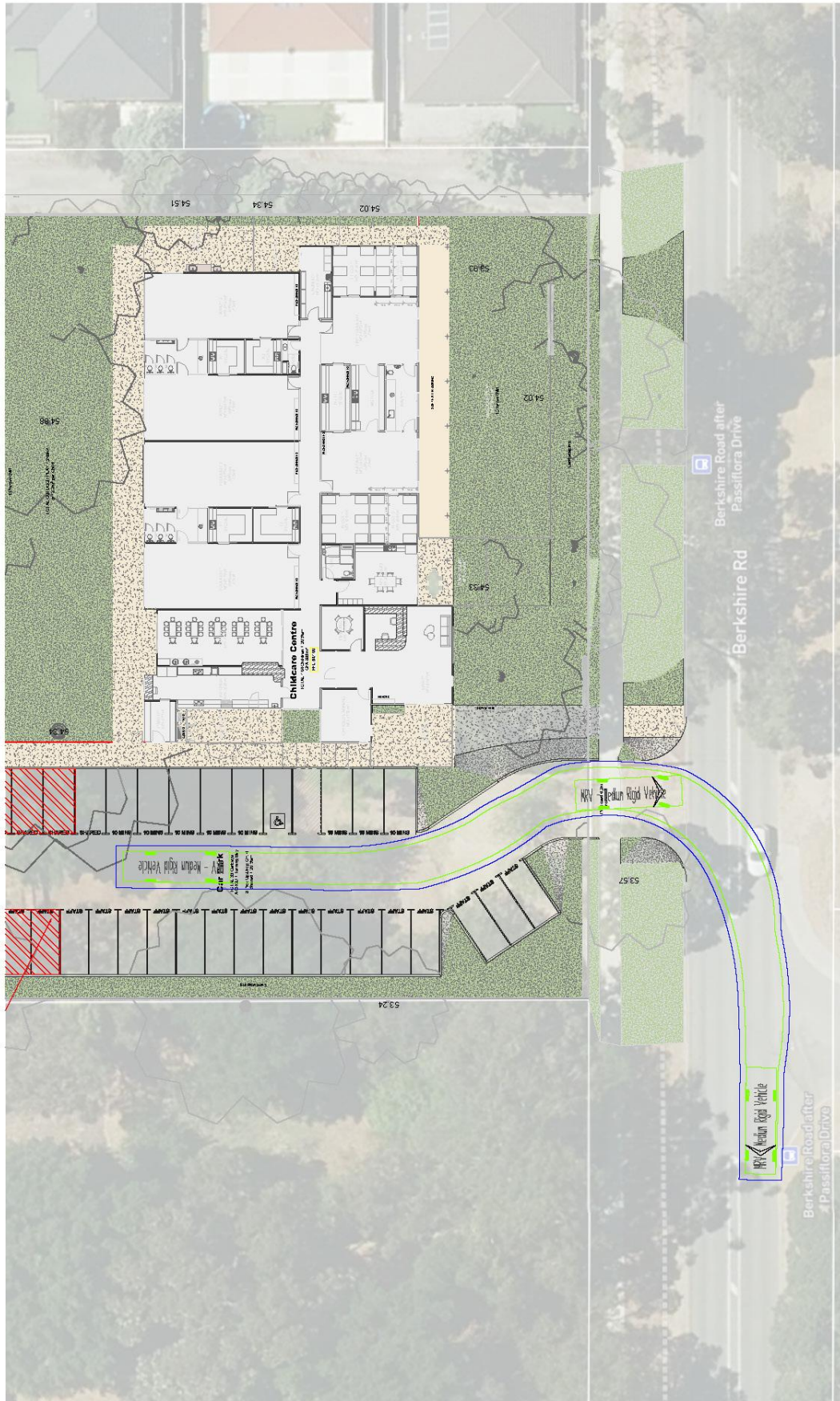
Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a 500mm safety buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.





Revision notes:		urbii	
Rev:	Date:	Sustainable Transport. Safe Solutions	
1	12/07/2025	PO Box 412, Balaclava, VIC 3107 03 9594 0000	
Note:		Date:	12/07/2025
Dark blue swept path line represents a 100mm buffer.		Scale @ A3:	1:300
Drawn by:		Project:	U05.007 - 21 Berkshire Rd, Forestfield Proposed Child Care Centre
Client:		Drawing Title:	Swept path analysis - waste truck exit ACS8002 - 5.8m Medium Right Vehicle (MRV)
The Trustee for 21 Berkshire Road Unit Trust		Revision:	#002

