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Your reference:

**9 April 2020**

Catholic Education Diocese of Wollongong  
C/- JDH Architects  
44 Little Oxford Street  
DARLINGHURST NSW 2010

Attention: **Jason Tan**Sent via email: [jason@jdharchitects.com.au](mailto:jason@jdharchitects.com.au)

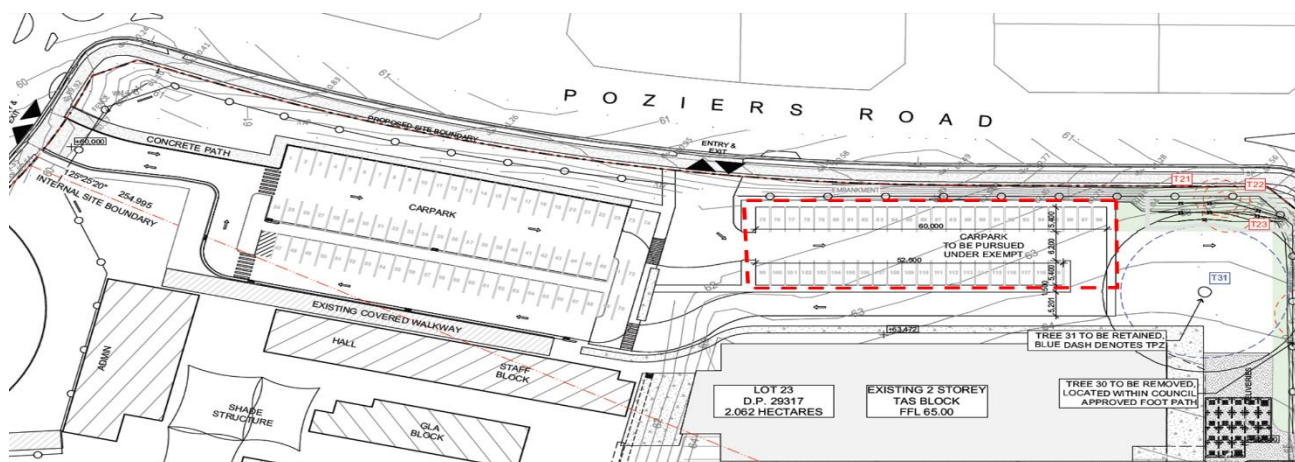
Dear Jason,

**RE: ST FRANCIS COLLEGE MASTERPLAN – REVISED QUEUING ASSESSMENT****1.0 INTRODUCTION**

Bitzios Consulting has been engaged by the Catholic Education Diocese of Wollongong (CEDoW) to undertake traffic engineering services for the St Francis College Masterplan development. The previous queuing assessment (detailed in Bitzios Consulting's *P2662.002R Edmondson Park Traffic Modelling Report*) has been revised to reflect the amended car park design. Amended development plans prepared by JDH Architects are provided in **Attachment A**.

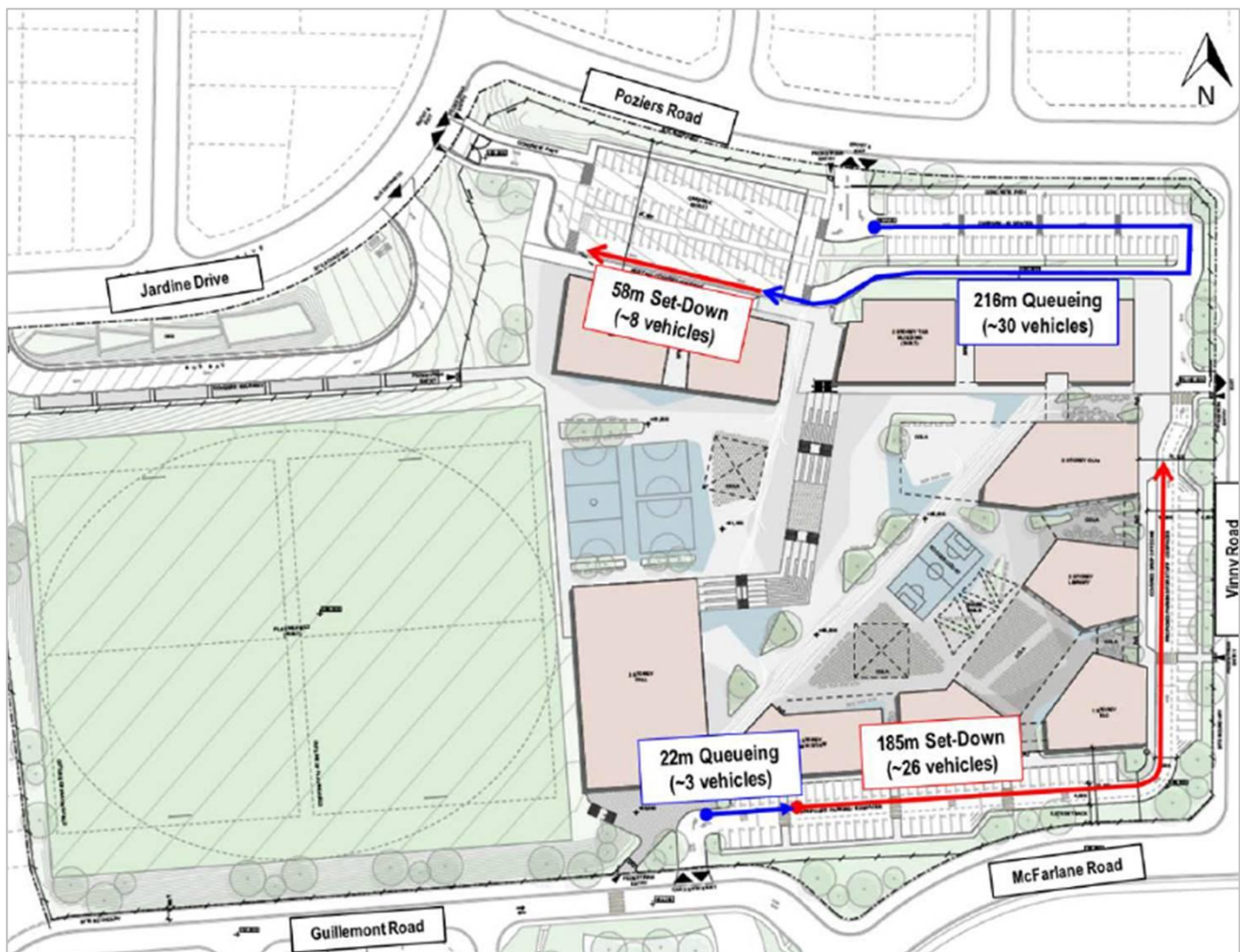
**2.0 QUEUING ASSESSMENT**

The Paramics AM Peak model indicates that under the previous car parking arrangement, approximately 48 cars were exiting the northern car park onto Vinny Road. Given the arrangement of the northern car park and its access points, it is reasonable to expect that the majority of the 48 vehicles previously exiting onto Vinny Road originate from the 44 car spaces highlighted in Figure 2.1. Under the proposed car parking layout arrangement, it is expected that the majority of the 48 vehicles will now exit onto Jardine Drive.

**Figure 2.1: Proposed Car Parking Layout**

Allocating these 44 spaces to staff may provide some benefit, by reducing conflicts between drop-off/pick-up zone queues and vehicles performing parking manoeuvres. This would also encourage parents/careers to use the western portion of the northern car park, entering via Jardine Drive and exiting via Poziers Road.

Figure 2.2 has been extracted from Bitzios Consulting's *P2662.002R Edmondson Park Traffic Modelling Report*. It demonstrates the queuing capacity as per the previous arrangement.



**Figure 2.2:** Existing Car Parking Layout

The queuing length to the drop-off/pick-up zone in the northern car park is shorter by seven (7) vehicles, and the overall on-site queuing provision is 60 vehicles, resulting in a capacity of 1,800 vehicles per hour. Noting the maximum peak hour traffic is calculated to be 1,174 vehicles per hour, the proposed development is expected to have sufficient queuing capacity.

Yours faithfully



**Adrian Bitzios**

***Principal Traffic Engineer / Transport Planner***

**BITZIOS CONSULTING**

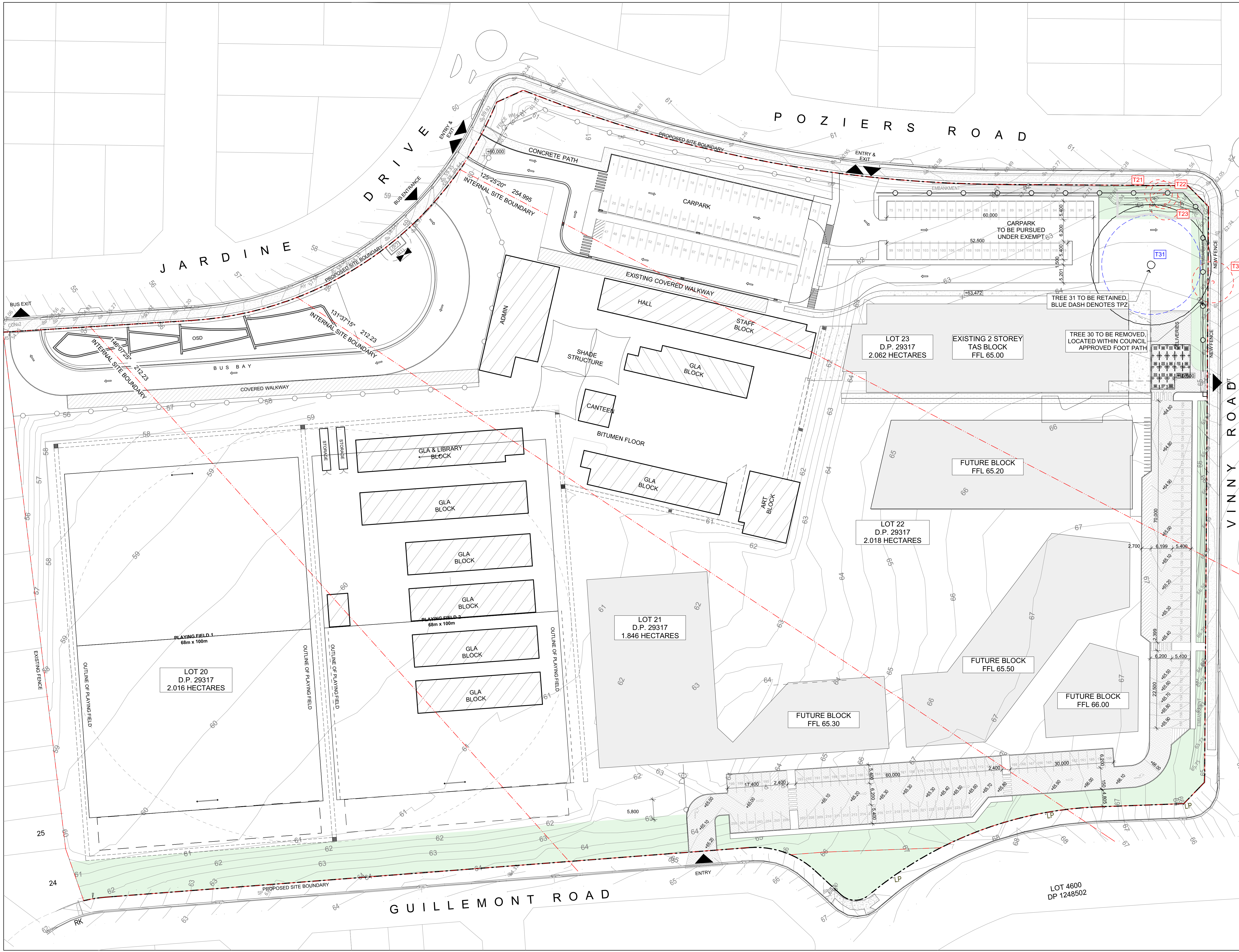
Attachments:

A: Development Plans

## **Attachment A**

### **Development Plans**





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THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND VERIFY ALL ERRORS AND OMISSIONS TO THE ARCHITECT. USE FIGURATIVE DIMENSIONS. DO NOT SCALE THE DRAWINGS. DRAWINGS SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL ISSUED BY THE ARCHITECT FOR CONSTRUCTION.

Rev	Date	By	Issue Name	CK
01	11/02/2020	GL	ISSUED FOR INFORMATION	JT

### SITE LEGEND

EXISTING BUILDING

EXISTING DEMOUNTABLE BUILDING

PROPOSED LANDSCAPE

EXISTING FENCE

EXISTING SITE BOUNDARY

NEIGHBOURING BOUNDARY

TREE TO BE RETAINED

TREE PROTECTION ZONE

TREE TO BE REMOVED

ENTRY

EXISTING SITE LEVEL

Town Planner

CITY PLAN SERVICES  
Suite 602, 120 Sussex St  
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02 8270 9800

Landscape

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02 9417 9403

Electrical Engineering Consultant

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**CATHOLIC EDUCATION DIOCESE OF WOLLONGONG MARIAN CENTRE**  
86-88 Market St  
Wollongong, NSW 2500  
www.dow.catholic.edu.au

Project Name

**EDMONDSON PARK MASTER PLAN**  
130-160 JARDINE DRIVE  
EDMONDSON PARK NSW,  
2174

Drawing Title

**PROPOSED SITE PLAN**

Scale : 1:500 @A1

Date : 11/02/2020

Drawn : GL

Checked : JT

Project No.

Drawing No.

Rev.

1130

SSD11

01

QUALITY CERTIFIED ISO 9001

INITIALLYING THE 'DRAWN AND THE CHECK' BOXES CONFIRMS THAT THIS DRAWING HAS BEEN PREPARED IN CONFORMANCE WITH JDH ARCHITECTS Q.M.S. PROCEDURES.

Status:

**SSD APPLICATION**