

ParkTransit

**Traffic Impact Assessment of Seniors Housing Development on
29-35 Lochinvar Road, Revesby, NSW 2212.**

For DTA Architects

18th February 2025

ParkTransit Australia Pty Ltd
MOB: 0431 084 571
ABN: 16 627 168 290

Traffic Impact Assessment Report for Seniors Housing Development
29-35 Lochinvar Road, Revesby NSW.
For: DTA Architects

Version No.	Author	Reviewed by:	Date:
1	A.M.	G Caldwell	06.08.2024
2	A.M.	Client	11.10.2024
3	A.M.	Final	18.02.2025

© ParkTransit Australia Pty Ltd 2024 ABN: 16 627 168 290

The information contained in this document is confidential and intended solely for the use of the client for the purpose for which it has been prepared.

Contents

1.	Introduction	5
2.	Site Description	7
3.	Overview of the Existing Traffic Conditions	10
3.1.	Description of Road Environment.....	10
3.2.	Public Transport.....	12
3.3.	Crash Data.....	14
3.4.	Existing Traffic Conditions.....	14
4.	Description of the Proposed Development	15
5.	Traffic Impact Assessment	16
5.1.	Trip Generation.....	16
5.2.	Impact Assessment	16
6.	Parking Provision.....	17
6.1.	Planning Requirements.....	17
6.2.	Proposed Parking Provision	17
7.	Access Arrangements.....	18
7.1.	Car Parking Arrangement.....	18
7.2.	Blind Aisle Extension and Turning Bay	19
7.3.	Driveway Configuration	19
7.4.	Vehicle Access.....	19
7.5.	Servicing.....	20
7.6.	Driveway Location	20
7.7.	Sight Distance at the Driveway	21
7.8.	Sight distance for pedestrians	22
8.	Conclusions and Recommendations	23
9.	Attachments.....	23

Table of Figures

Figure 1	- Site Location (source- Whereis Maps)	5
Figure 2	- The Site (source- NSW Imagery Website Six Maps)	7
Figure 3	Surrounding Road Network (Source TfNSW Website)	9
Figure 4	Street view of Lochinvar Road on approach site access (Source Google Maps Street View)	10
Figure 5	Street view of The River Road on approach site access (Source Google Maps Street View)	11
Figure 6	Street view of Tower Street (Source Google Maps Street View)	12
Figure 7.	Bus Route 923 (Source: https://transportnsw.info)	13
Figure 8	Crash data (Source NSW Centre for Road Safety)	14
Figure 9	Proposed Site Plan (Source DTA Architects)	15
Figure 10	Prohibited Locations of Access Driveway (Source AS2890.1-2004)	21
Figure 11	Minimum Sight Lines for Pedestrian Safety (Source AS2890.1-2004)	22

ATTACHMENTS

Architectural Plan indicating Access and Car Park Arrangement

Swept Path Assessment Demonstrating a Standard B85th Vehicle Type Accessing the Car Park

ABBREVIATIONS

DA:	Development Application
Council:	Canterbury-Bankstown Council, NSW
Proposal:	Seniors Housing Development
DCP:	Canterbury-Bankstown Council Development Control Plan 2023
GFA:	Gross Floor Area
RMS Guide:	RMS Guide to Traffic Generating Development 2002
AS2890.1:	Australian Standard for Off-Street Parking Facilities AS2890.1-2004
AS2890.6:	Australian Standard for Off-Street Parking for People with Disabilities AS2890.6

1. Introduction

ParkTransit Australia (PT) was engaged by DTA Architects to assist with the Part 5 Activity Application process for the construction of a Seniors Housing development located at 29-35 Lochinvar Road, Revesby, NSW, within Canterbury-Bankstown Council LGA. The proposed development will be developed by Homes NSW.

The proposal involves the construction of a Seniors Housing Development suitable to accommodate 19 units. The proposal includes an on-site parking provision of nine (9) car spaces, including four (4) accessible spaces within the at-grade level car park. Vehicular access will be provided via a new combined entry and exit driveway located on the Lochinvar Road frontage.

The figure below shows the site's location.

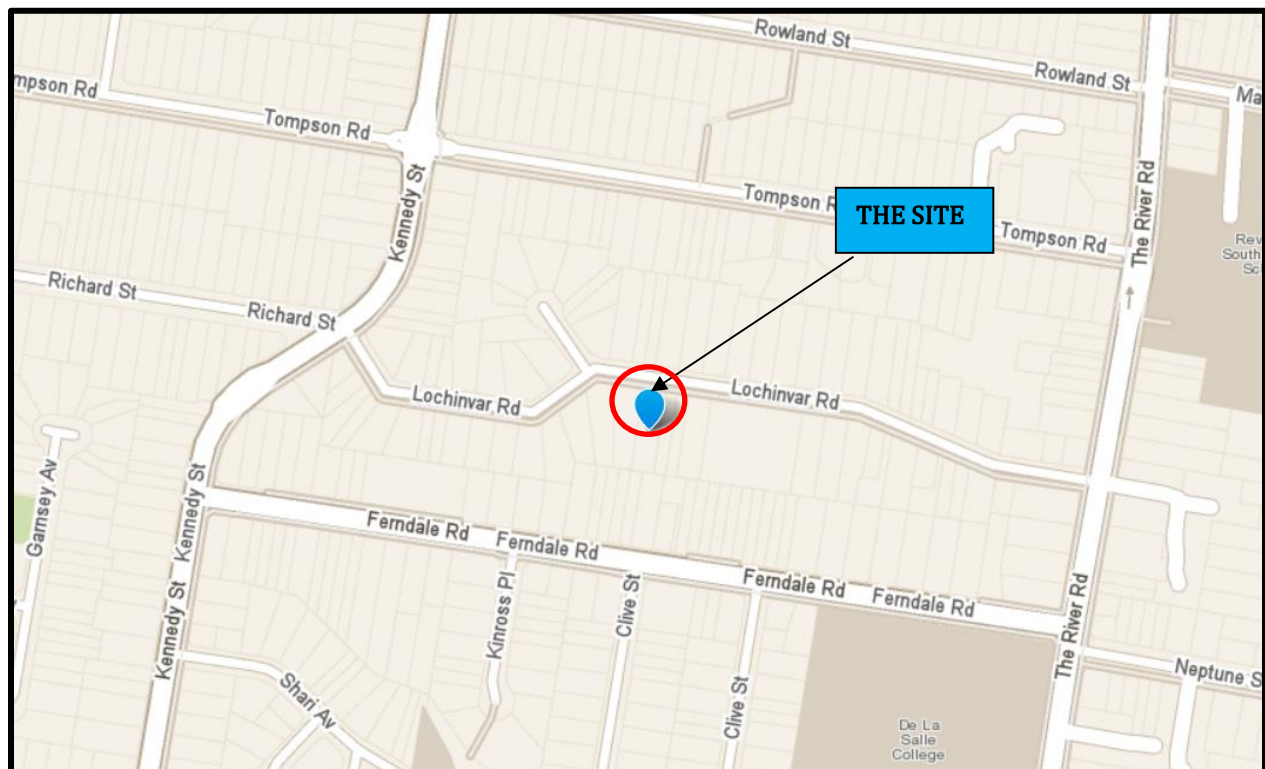


Figure 1 - Site Location (source- Whereis Maps)

The purpose of this report is to present the traffic and parking assessment associated with the proposal and to determine the implication of the projected change in traffic activity on the surrounding road network. The report is structured as follows:

- Section 2: Site Description
- Section 3: Overview of Existing Traffic Conditions
- Section 4: Description of the Proposed Development

Section 5:	Traffic Impact Assessment
Section 6:	Parking Provision
Section 7:	Access Arrangements
Section 8:	Conclusions and Recommendations
Section 9:	Attachments

The following documents were referenced for the preparation of this report:

- Canterbury-Bankstown Council Development Control Plan (DCP 2023);
- Transport for New South Wales Guide to Traffic Generating Development;
- NSW State Environmental Planning Policy (Housing) 2021;
- Australian Standard for Parking Facilities Part 1: Off-Street Car Parking (AS2890.1-2004); and
- Australian Standard for Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS2890.6-2022).

2. Site Description

The subject site is located at 29-35 Lochinvar Road, Revesby and is part of Canterbury Bankstown Council LGA. The site is legally referred to as Lot No. 52, 53, 54 and 55 of DP36467 and has a sole frontage along Lochinvar Road.

The site occupies an area of 3,365.5 sqm and is located on the southern side of Lochinvar Road. The site is irregular in shape and is surrounded by residential developments on all sides except on the north, which is bordered by Lochinvar Road.



Figure 2 - The Site (source- NSW Imagery Website Six Maps)

The site is occupied by four (4) single storey dwelling houses. Each dwelling house is serviced by a dedicated driveway, resulting in a total of four driveways servicing the subject site.

A site visit was undertaken on 10th May 2024 to observe the operation of the existing road network, and the site photographs are presented in the figure overleaf:



The photo was taken on Lochinvar Road, looking at the driveway servicing 35 Lochinvar Road.



The photo was taken on Lochinvar Road, looking at the driveway servicing 29 Lochinvar Road.



Photo taken on Lochinvar Road



Photo taken on Lochinvar Road

The following map shows the hierarchy of the surrounding road network as classified by Transport for New South Wales (TfNSW).

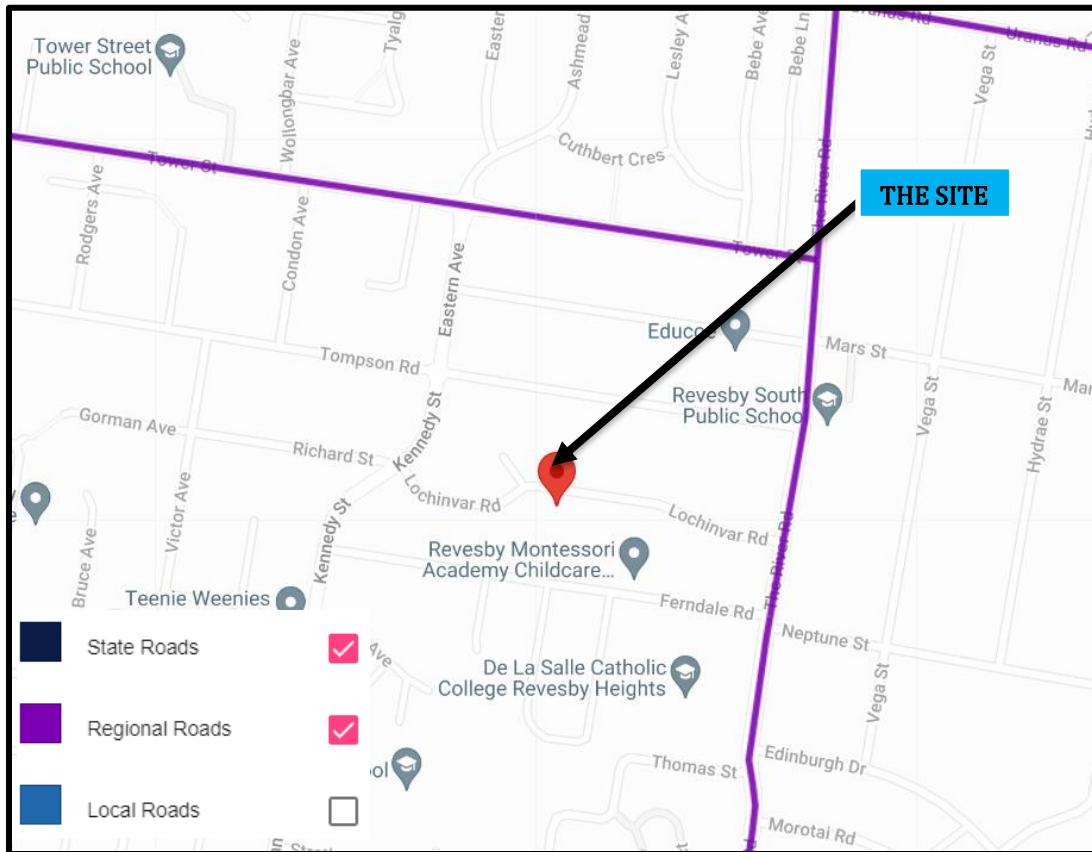


Figure 3 Surrounding Road Network (Source TfNSW Website)

3. Overview of the Existing Traffic Conditions

3.1. Description of Road Environment

Lochinvar Road is classified as a Local Road that runs in an east-west direction. The carriageway connects The River Road on the eastern side to Kennedy Street on the western side. Generally, the carriageway on Lochinvar Road is undivided and comprises one traffic lane in each direction, with on-street parking permitted. Lochinvar Road has a posted speed limit of 50kmph and a paved footpath on the southern side of the carriageway. Below is the street view image of Lochinvar Road.



Figure 4 Street view of Lochinvar Road on approach site access (Source Google Maps Street View)

The River Road is classified as a Regional Road connecting Milperra Road in the north with Henry Lawson Drive in the south. The River Road follows a north-south alignment. Within the vicinity of the subject site, the carriageway on The River Road is undivided and comprises one traffic lane in each direction, with on-street parking permitted. It has a posted speed limit of 60 kmph with a provision of a paved footpath located on both sides of the carriageway.



Figure 5 Street view of The River Road on approach site access (Source Google Maps Street View)

Tower Street is classified as a Regional Road and follows an east-west alignment. The carriageway comprises one traffic lane in each direction. The carriageway connects Lucas Road to the west with The River Road to the east. Within the suburb of Revesby, the carriageway is undivided and comprises one traffic lane in each direction, with on-street parking permitted. It has a posted speed limit of 60 kmph and includes a paved footpath on either side of the carriageway.

Below is the street view image of Tower Street on approach to the intersection of Eastern Avenue.



Figure 6 Street view of Tower Street (Source Google Maps Street View)

3.2. Public Transport

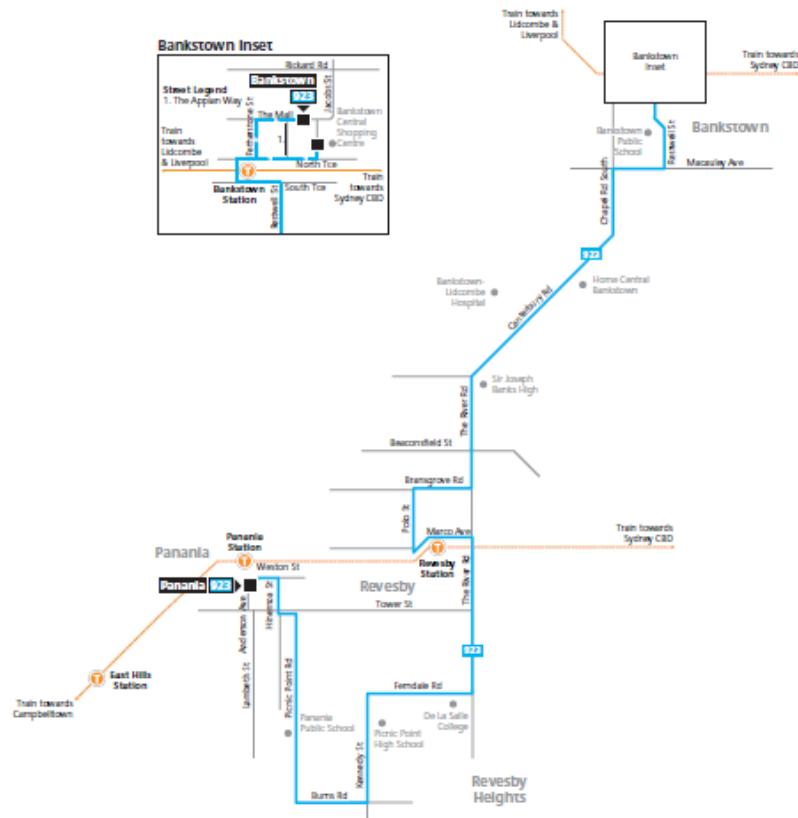
Public transport in the area is available via buses and trains. The nearest Train Station is Revesby Station, which is 1.5 km away from the subject site. Train services are operated by Sydney Trains Network, and route T8 operates from Macarthur to City via Airport or Sydenham.

Bus services within the vicinity of the development site are operated by “U-Go Mobility”. They are accessible via the bus stop located at a distance of 343 m west of the site, on Ferndale Road.

Bus Route 923 operate from Panania to Bankstown via Picnic Point and is accessible via the bus stop located on Ferndale Road. On weekdays, it operates at a frequency of one service every 30 minutes. However, on weekends and public holidays, the frequency is reduced to one service every hour.

The bus route map is presented in Figure 7 overleaf:

Route 923



Legend

- Bus route Bus route start/finish
 Bus route number  Train infestation

Diagrammatic Map
Not to Scale



transportnsw.info

Figure 7. Bus Route 923 (Source: <https://transportnsw.info>)

3.3. Crash Data

The NSW Centre for Road Safety collects crash and casualty data periodically which is publicly available. A review of the latest crash data from 2018-2022 indicates, that a limited number of crashes, predominantly non-casualty in nature, were recorded in the surrounding road network - indicating the local road is operating relatively safely. The Figure below provides the crash location and severity of these crashes recorded in the area.

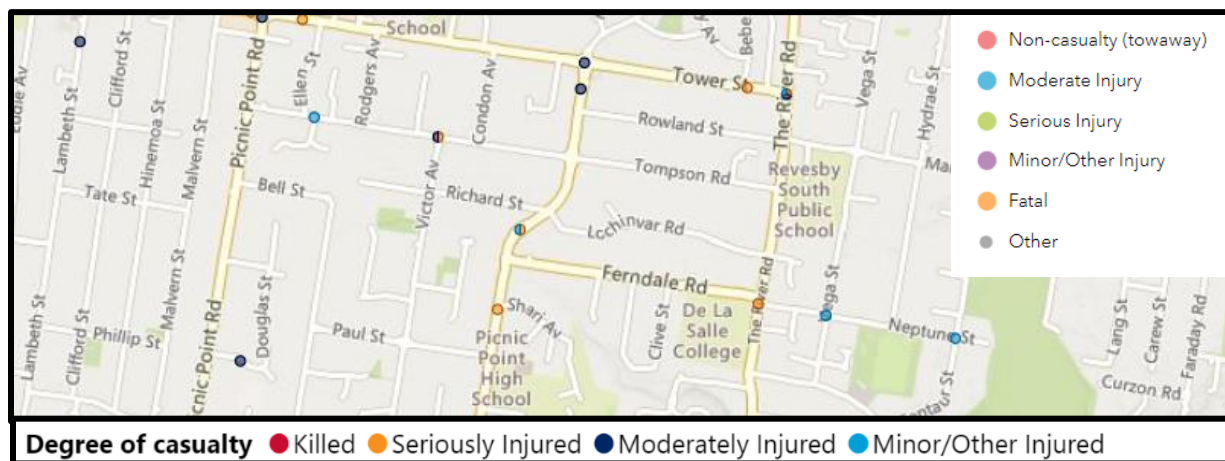


Figure 8 - Crash data (Source NSW Centre for Road Safety)

3.4. Existing Traffic Conditions

The subject site is located within a predominantly residential area and is currently occupied by four single-storey residential buildings. The traffic activity associated with the existing development was determined with reference to the RMS Guide to Traffic Generating Development (The Guide). In relation to the existing uses, the Guide classifies the existing residential use as a "Dwelling House" and recommends the following trip generation rates:

Weekday peak hour vehicle trips = 0.85 per dwelling

Application of the above trip generation rate to the four (4) existing dwelling houses results in the 3.4 (say 4) vehicle trip per hour during peak period.

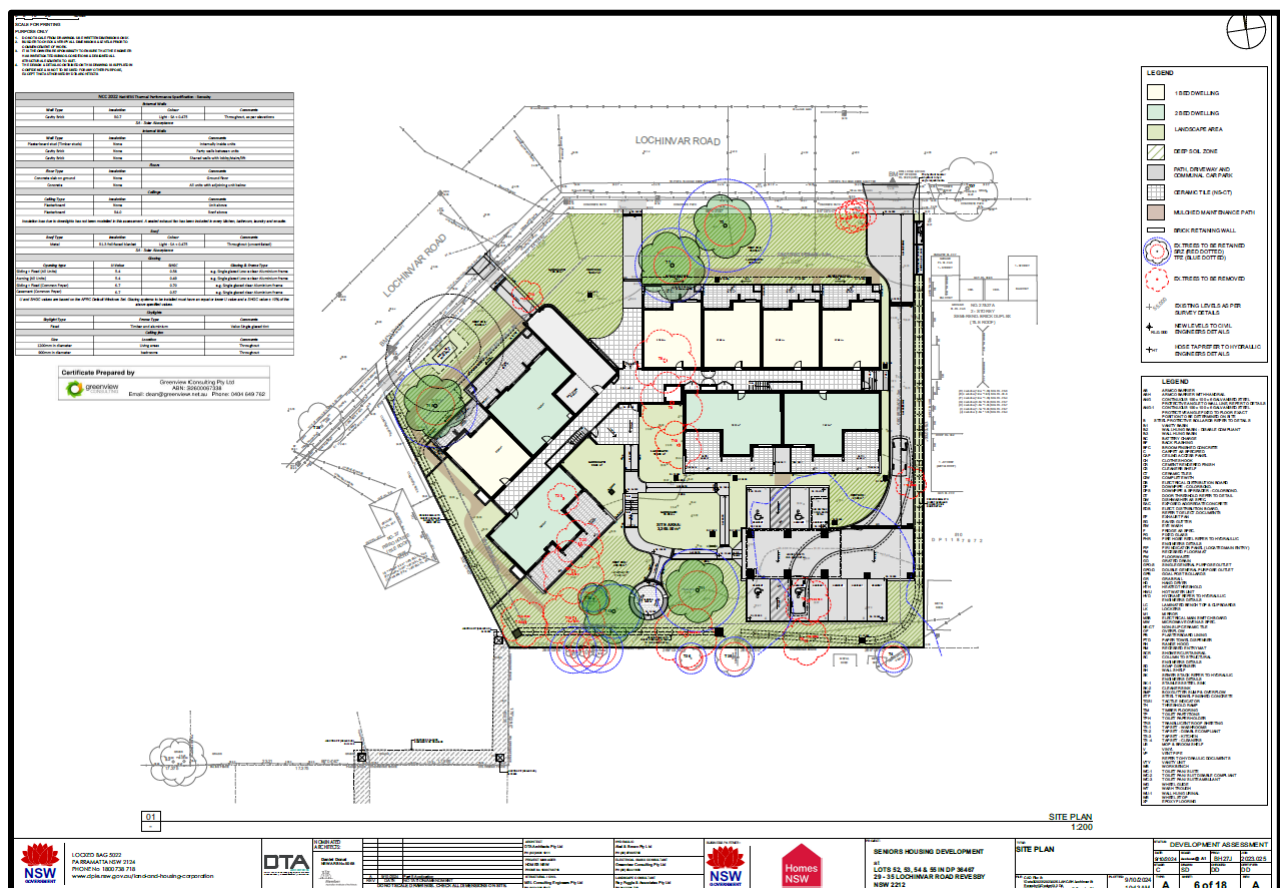
4. Description of the Proposed Development

The development proposal involves the construction of a double storey Seniors Housing that will accommodate a total of 19 residential units comprising the following:

- 11 x one-bedroom units; and
- 8 x two-bedroom units.

As part of the proposal, an on-site parking provision of nine (9) car spaces, including four (4) disabled car spaces will be located within the at-grade level car park. All vehicular access will be provided via the combined entry and exit driveway located on the Lochinvar Road frontages. The proposed Seniors Housing development is being constructed by a social housing provider (Homes NSW).

Architectural plans associated with the proposal have been prepared by DTA Architects and the plans indicating the car park are presented as **Attachment A**.



5. Traffic Impact Assessment

5.1. Trip Generation

The traffic activity associated with the proposal has been calculated with reference to the 'RMS Guide to Traffic Generation Developments'. The proposal involves the construction of a double-storey Seniors Housing that will accommodate a total of 19 residential units.

In relation to the residential component, the RMS has recently published a Technical Direction for traffic, safety and transport practitioners. This document updates the existing Section 3 of the RMS Guide, originally published in October 2002. The TDT classifies Seniors Housing as Housing for aged and disabled persons and specifies the following traffic generation rates:

Daily vehicle trips = 2.1 per dwelling

Peak hour vehicle trips = 0.4 per dwelling

Application of the above trip generation rates to the proposed development results in approximately 7.6 (say 8) vehicle trips, during both morning and evening peak hour.

5.2. Impact Assessment

The development is proposed on a site that currently has a peak hour traffic generation of 4.0 vehicle trips (please refer to Section 3.4 of this report for further details).

The projected traffic activity associated with the proposal indicates the site is likely to generate a peak hour traffic flow of 8 vehicle trips- representing a trip every seven and half minutes or so. A comparison of the existing traffic activity with the projected traffic activity indicates that the new development will result in a negligible increase in traffic activity within the surrounding road network.

The minimal increase in traffic activity is likely to be less than the typical daily variation, which is usually 10% of the peak hourly flow. Additionally, the minimal increased traffic activity will not impact existing, and intersection modelling. Therefore, no formal Sidra intersection analysis has been undertaken as part of this project.

In conclusion, the proposal is likely to generate a maximum of 8.0 vehicle trips an hour - which represents an increase of 4.0 vehicle trips an hour. This increase is highly unlikely to have any detrimental impact on the operation of the surrounding road network.

6. Parking Provision

6.1. Planning Requirements

Typically, the on-site parking provision is calculated with reference to the Council's planning controls (i.e., Development Control Plan and Local Environmental Plan). However, in this instance, the proposed development represents a Seniors Housing project and therefore, the on-site parking requirements are determined with reference to the NSW State Environmental Planning Policy (SEPP) (SEPP Housing 2021).

In relation to Self-contained dwellings, Clause 108(j) of the SEPP (Housing 2021) specifies the following parking provision rates (for sites developed by a social housing provider):

Table 1 – SEPP Recommended On-Site Parking Provision

Description	Car Park Provision
Dwellings	1 car space for each 5 dwelling

The proposed development will accommodate 19 units comprising the following:

- 11 x one-bedroom units; and
- 8 x two-bedroom units.

Application of the above on-site parking provision rate to the proposed development would result in four (4) car spaces.

6.2. Proposed Parking Provision

The proposed on-site provision of nine (9) car spaces, including four (4) disabled spaces, is compliant with the requirement recommended within the SEPP (housing 2021). Therefore, the proposed on-site parking provision is considered suitable to service the proposed development and is unlikely to result in increased on-street parking.

7. Access Arrangements

7.1. Car Parking Arrangement

The proposed car parking arrangement has been assessed according to the requirements listed in AS2890.1 (2004). Table 1.1 of AS2890.1 provides a classification of the off-street parking facilities based on various land uses, which is essential in determining the associated parking space dimensions. The development is proposed to be occupied by residential use. Therefore, the proposed parking provision has been assessed against the 'Type 1A' user class with a 90-degree parking space configuration (which is associated with Residential and Employee Parking). In relation to the Type 1A user class, Figure 2.2 of the AS2890.1 specifies the following parking dimensions:

- Space width – 2.4 metres
- Space length – 5.4 metres
- Aisle width – 5.8 metres

The proposed car park accommodates a total of nine(9) parking spaces, including four (4) disabled spaces located within the at-grade car park. The space dimensions were measured at a minimum of 2.4 metres wide and 5.4 metres long, with an associated aisle width exceeding 5.8 metres, thereby meeting the minimum requirements stipulated by AS2890.1.

In relation to disabled car spaces, the Australian Standard for Off-street Parking for People with Disabilities – AS2890.6 -2009. The standard recommends disabled bays should be accompanied by a shared zone (same dimensions as a standard space). The dimensions of a standard space are the following:

- Space width – 2.4 metres
- Space length – 5.4 metres

The disabled space dimensions were measured at a minimum of 2.4 metres wide and 5.4 metres long, with an associated shared zone of 2.4 metres wide and 5.4 metres, thereby meeting the minimum requirements stipulated by AS2890.6-2009.

In this regard, the proposed car parking arrangement has been designed in accordance with the Australian Standard.

Additionally, to access the car parking spaces, we have undertaken Swept Path Analysis utilising the Auto Track simulation software. The Swept Path Analysis was undertaken utilising the recommended vehicle type and is presented as **Attachment B**. The swept path assessment concluded that the motorists will enter and exit in the forward direction.

7.2. Blind Aisle Extension and Turning Bay

The proposed car park includes a blind aisle. In relation to the car park including a blind aisle, Clause 2.4.2(C) stipulates the following:

Blind aisles At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.

In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.

The review of the proposed car park layout shows that the parking aisle has been extended by 1300mm in total. This extension includes an additional 600mm allocated for the last parking space, which is designated as a disabled space and an additional 700mm for the aisle width beyond the last parking space.

The proposed car park is a residential car park with no visitor parking, and the length of the car park is six x 90-degree car spaces. Therefore, in accordance with the standard, the design includes a 1.0m blind extension, which is considered suitable for the proposed development.

In this regard, the proposed car park layout is considered compliant with the AS2890.1-2004.

7.3. Driveway Configuration

As part of the proposal, all vehicular access to the site will be provided via the driveway located along the Lochinvar Road frontage: Table 3.1 & Table 3.2 of AS2890.1 specifies the width of the access driveway, which is directly proportional to the on-site parking provision and also the type of frontage road.

Taking into account that the proposed driveway is located on Lochinvar Road (which is classified as a Local Road) and the car park has a capacity of 9 parking spaces, Table 3.1 classifies the proposed driveway as 'Category 1'. Table 3.2 subsequently recommends the driveway width should be within a range of 3.0-5.5 metres, as a combined entry and exit. The width of the proposed driveway is in excess of 3.0 metres and is therefore considered compliant with the Standard.

In order to access the driveway configuration, ParkTransit have undertaken Swept Path Analysis utilising the AutoTrack simulation software. The Swept Path Analysis was undertaken utilising the recommended vehicle type and is presented as **Attachment B**.

7.4. Vehicle Access

The proposal involves the provision of a new combined entry/exit driveway to service the development. The width of the proposed driveway was measured to be 3.0 metres wide, which is suitable for accommodating one-way flow.

During the morning peak hour, the proposal is likely to generate a total of 8 vehicle movements (for details please refer to Section 5.1 of this report) and would involve most of the commuting drivers exiting the site. Typically, during the morning peak period, it is standard engineering practice to assume that 80% of the total traffic generated from the proposed development will exit the site and the remaining 20% will arrive at the site. Application of the above to the projected traffic activity associated with the subject development will result in 6 vehicles exiting the site and 2 vehicles entering the site and vice versa during the evening peak period.

In this regard, the driveway generally operates as a one-way driveway and therefore in accordance with the Australian Standard (Section 3.2 of AS2890.1), a recommended minimum width of 3.0 metres is required to accommodate a one-way driveway. The proposal includes the provision of a passing bay at the site entry and exit to the car park - thus minimising the need for motorists to reverse onto Lochinvar Road.

In this regard, the proposed accessway configuration is considered adequate to service the proposed Seniors Housing development.

7.5. Servicing

As part of the proposal, all deliveries (including furniture removalists) will utilize the existing on-street parking provision available along the site frontage. This procedure is considered typical for a development of this size. The subject site is located within a predominantly residential area where on-street parking is permitted along all the local streets servicing the site. Therefore, the occasional delivery vehicle utilising on-street parking to service the development is highly unlikely to result in any detrimental impact on the overall on-street parking provision.

7.6. Driveway Location

Figure 3.1 of the Standard shown below, specifies the prohibited location for the introduction of a Category 1 driveway.

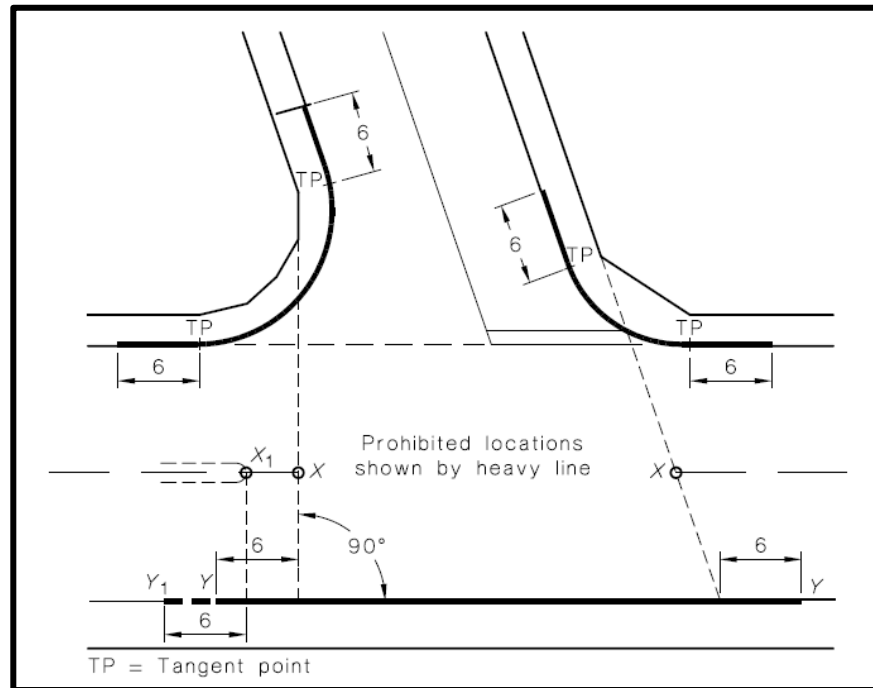


Figure 10 Prohibited Locations of Access Driveway (Source AS2890.1-2004)

A review of the proposed driveway indicates the driveway is located well outside the prohibition zone and therefore, the proposal is considered compliant with the Standard.

7.7. Sight Distance at the Driveway

Section 3.2 of AS2890.1 specifies the recommended sight distance associated with the driveway. The sight distance requirement is prescribed in accordance with the posted speed limit along the frontage road.

The proposed residential development will be accessible via the driveway located along the Lochinvar Road frontage which has a posted speed limit of 50kph.

Section 3.2 of the Standard specifies a desirable visibility distance of 69 metres, and a minimum distance of 45 metres for streets having a posted speed limit of 50kph. The proposed driveway is located on a straight section of local road with unobstructed visibility. In this regard, the driveway arrangement is considered safe and appropriate to service the proposed senior development.

7.8. Sight distance for pedestrians

Figure 3.3 of AS2890.1 specifies the recommended sight lines for pedestrian safety at the driveway.

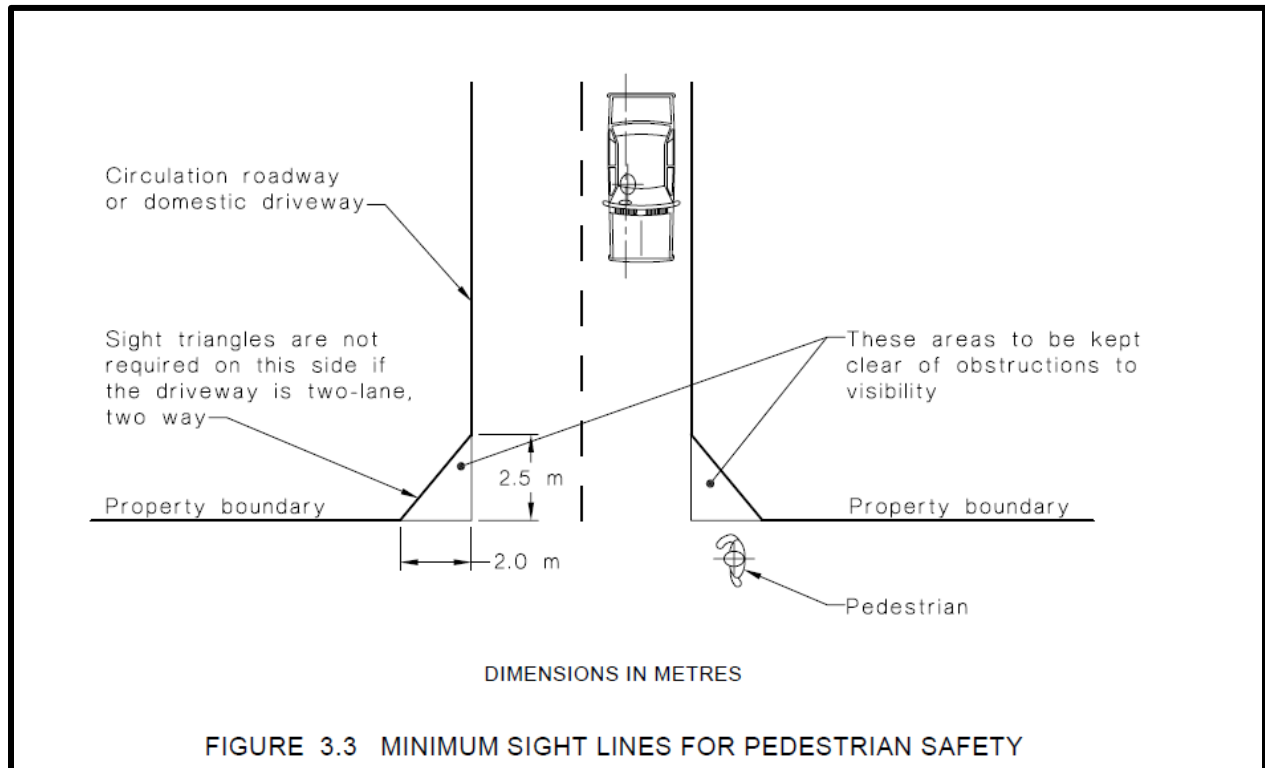


Figure 11 Minimum Sight Lines for Pedestrian Safety (Source AS2890.1-2004)

The proposed driveway design encompasses two lanes at the entrance, thereby necessitating the incorporation of pedestrian sight lines on the exit side, as illustrated in the figure above.

A review of the proposed driveway reveals that the minimum sight lines required to ensure pedestrian safety are adequately provided on the exit. Therefore, the proposal is deemed compliant with the Standard.

8. Conclusions and Recommendations

- The provision of 9 car parking spaces for the proposed development is considered sufficient to handle the project parking demand;
- Based on the information provided, the proposal does not generate any increase in safety risk to pedestrians or drivers as a result of the access and parking configuration;
- The proposed development will not negatively impact current traffic conditions including local intersection capacity; and
- An assessment of the car park layout, including the parking spaces and associated aisle width, indicates the car park layout is compliant with the relevant applicable Standards (AS2890.1, &AS2890.6).

9. Attachments

Attachment A - Architectural Plan indicating Access and Car Park Arrangement

Attachment B - Turning Path Assessments

0 5 10 20 40MM

SCALE FOR PRINTING

PURPOSE ONLY

- DO NOT SCALE FROM DRAWINGS. USE WRITTEN DIMENSIONS ONLY.
- BUILDER TO CHECK & VERIFY ALL DIMENSIONS & LEVELS PRIOR TO COMMENCEMENT OF WORK.
- IT IS THE OWNERS RESPONSIBILITY TO ENSURE THAT THE ENGINEER HAS INVESTIGATED SUBSOIL CONDITIONS & DESIGNED ALL STRUCTURAL ELEMENTS TO SUIT.
- THE DESIGN & DETAILS CONTAINED ON THIS DRAWING IS SUPPLIED IN CONFIDENCE & IS NOT TO BE USED FOR ANY OTHER PURPOSE, EXCEPT THAT AUTHORISED BY DTAARCHITECTS

NCC 2022 NATHERS Thermal Performance Specification - Revesby			
External Walls			
Wall Type	Insulation	Colour	Comments
Cavity Brick	R0.7	Light - SA < 0.475	Throughout, as per elevations
SA - Solar Absorbance			
Internal Walls			
Wall Type	Insulation	Comments	
Plasterboard stud (Timber studs)	None	Internally inside units	
Cavity Brick	None	Party walls between units	
Cavity Brick	None	Shared walls with lobby/stairs/lift	
Floors			
Floor Type	Insulation	Comments	
Concrete slab on ground	None	Ground floor	
Concrete	None	All units with adjoining unit below	
Ceilings			
Ceiling Type	Insulation	Comments	
Plasterboard	None	Unit above	
Plasterboard	R4.0	Roof above	
Insulation loss due to downlights has not been modelled in this assessment. A sealed exhaust fan has been included in every kitchen, bathroom, laundry and ensuite.			
Roof			
Roof Type	Insulation	Colour	Comments
Metal	R1.3 foil-faced blanket	Light - SA < 0.475	Throughout (unventilated)
SA - Solar Absorbance			
Glazing			
Opening type	U-Value	SHGC	Glazing & Frame Type
Sliding + Fixed (All Units)	5.4	0.58	e.g. Single glazed Low-e clear Aluminium frame
Awning (All Units)	5.4	0.49	e.g. Single glazed Low-e clear Aluminium frame
Sliding + Fixed (Common Foyer)	6.7	0.70	e.g. Single glazed clear Aluminium frame
Casement (Common Foyer)	6.7	0.57	e.g. Single glazed clear Aluminium frame
U and SHGC values are based on the AFRC Default Windows Set. Glazing systems to be installed must have an equal or lower U value and a SHGC value ± 10% of the above specified values.			
Skylights			
Skylight Type	Frame Type	Comments	
Fixed	Timber and aluminium	Velux Single glazed tint	
Ceiling fan			
Size	Location	Comments	
1200mm in diameter	Living areas	Throughout	
900mm in diameter	bedrooms	Throughout	

Certificate Prepared by



Greenview Consulting Pty Ltd
ABN: 32600067338
Email: dean@greenview.net.au Phone: 0404 649 762

01



LOCKED BAG 5022
PARRAMATTA NSW 2124
PHONE No 1800 738 718
www.dpie.nsw.gov.au/land-and-housing-corporation



NOMINATED ARCHITECTS:

Daniel Donal
NSW ARB No.9068

Member
Architects' Institute of Australia

REV	DATE	NOTATION/REMARKS
A	9/10/2024	Part 5 Application
REV	DATE	NOTATION/REMARKS
DO NOT SCALE DRAWINGS. CHECK ALL DIMENSIONS ON SITE. FIGURED DIMENSIONS TAKE PRECEDENCE.		

ARCHITECT
Abel & Brown Pty Ltd
PH (02) 9601 1011
PROJECT MANAGER
HOMES NSW
PHONE No 1800 738 718

STRUCTURAL / CIVIL
MSL Consulting Engineers Pty Ltd
PH (02) 4228 5247

HYDRAULIC
Abel & Brown Pty Ltd
PH (02) 9709 5705
ELECTRICAL / BASIX CONSULTANT
Greenview Consulting Pty Ltd
PH (02) 8544 1683

LANDSCAPE CONSULTANT
Ray Fuggle & Associates Pty Ltd
PH 0412 294 712



PROJECT:
SENIORS HOUSING DEVELOPMENT
at
LOTS 52, 53, 54 & 55 IN DP 36467
29 - 35 LOCHINVAR ROAD REVESBY NSW 2212

TITLE
SITE PLAN

FILE: CAD File: S:
D:\as32023\2023 025 LAHC SH Lochinvar St
Revesby\3 Design\3.2 DA
12023 025 LAHC SH Lochinvar St Revesby DA -
12023025

PLOTTED: 9/10/2024
10:43 AM

STATUS: DEVELOPMENT ASSESSMENT			
DATE	SCALE	PROJ	JOB
9/10/2024	As shown @ A1	BH27J	2023.025
STAGE	DRAWN	CHECKED	CERTIFIER
C	SD	DD	DD
TYPE	SHEET	REV:	
A	6 of 18	A	



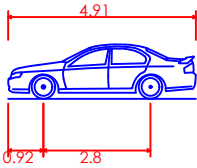
LEGEND

- 1 BED DWELLING
- 2 BED DWELLING
- LANDSCAPE AREA
- DEEP SOIL ZONE
- PATH, DRIVEWAY AND COMMUNAL CAR PARK
- CERAMIC TILE (NS-CT)
- MULCHED MAINTENANCE PATH
- BRICK RETAINING WALL
- EX.TREES TO BE RETAINED SRZ (RED DOTTED) TPZ (BLUE DOTTED)
- EX.TREES TO BE REMOVED
- EXISTING LEVELS AS PER SURVEY DETAILS
- NEW LEVELS TO CIVIL ENGINEERS DETAILS
- HOSE TAP REFER TO HYDRAULIC ENGINEERS DETAILS

LEGEND

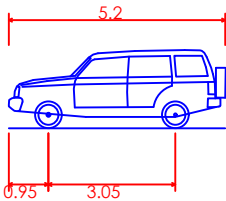
- AB ARMO BARRIER
- ABH ARMO BARRIER WITH HANDRAIL
- ANG CONTINUOUS 100 x 100 x 6 GALVANISED STEEL PROTECTIVE ANGLE TO WALL LINE. REFER TO DETAILS
- ANG-1 CONTINUOUS 100 x 100 x 6 GALVANISED STEEL PROTECTIVE ANGLE FIXED TO FLOOR EXACT POSITION TO BE DETERMINED ON SITE
- B STEEL PROTECTIVE BOLLARDS REFER TO DETAILS
- B-1 VANITY BASIN
- B-2 WALL HUNG BASIN - DISABLE COMPLIANT
- B-3 WALL HUNG BASIN
- BC BATTERY CHARGE
- BF BACK FLASHING
- BFC BROOM FINISHED CONCRETE
- C CARPET AS SPECIFIED
- CH CLOTHES HOOK
- CR CEMENT RENDERED FINISH
- CS CLEANERS SHELF
- CT CERAMIC TILES
- CW COMPLETE WITH
- DB ELECTRICAL DISTRIBUTION BOARD
- DP DOWNPIPE - COLORBOND
- DPB DOWNPIPE & SPREADER - COLORBOND
- DT DOOR THRESHOLD REFER TO DETAIL
- DW DISHWASHER AS SPEC
- EAC EXPOSED AGGREGATE CONCRETE
- EDB ELECT. DISTRIBUTION BOARD
- EF REFER TO ELECT. DOCUMENTS
- EG EAVES GUTTER
- EW EYE WASH
- F FRIDGE AS SPEC
- FG FIXED GLASS
- FHR FIRE HOSE REEL REFER TO HYDRAULIC ENGINEERS DETAILS
- FM FIRE INDICATOR PANEL (LOCATED MAIN ENTRY)
- FW RECESSED FLOOR MAT
- FW FLOOR WASTE
- GD GRATED DRAIN
- GPO-S SINGLE GENERAL PURPOSE OUTLET
- GPO-D DOUBLE GENERAL PURPOSE OUTLET
- GPB GOAL POST BOLLARDS
- GR GRAB RAIL
- HD HAND DRIVER
- HTH HEATED THRESHOLD
- HWU HOT WATER UNIT
- HYD HYDRANT REFER TO HYDRAULIC ENGINEERS DETAILS
- LC LAMINATED BENCH TOP & CUPBOARDS
- LK LOCKERS
- M1 MIRROR
- MSB ELECTRICAL MAIN SWITCH BOARD
- MW MICROWAVE OVEN AS SPEC.
- NS-CT NON-SLIP CERAMIC TILE
- OF OVERFLOW
- PB PLASTERBOARD LINING
- PD PAPER TOWEL DISPENSER
- PH RANGE HOOD
- PTD RECESSED ENTRY MAT
- SCR SHOWER CURTAIN RAIL
- SC COLUMN TO STRUCTURAL ENGINEERS DETAILS
- SD SOAP DISPENSER
- SH WALL SHELF
- SK SEWER STACK REFER TO HYDRAULIC ENGINEERS DETAILS
- SK-1 STAINLESS STEEL SINK
- SK-2 CLEANER SINK
- SMP BOX GUTTER SUMP & OVERFLOW
- STF STEEL TROWEL FINISHED CONCRETE
- TGSI TACTILE INDICATOR
- TH THRESHOLD RAMP
- TIM TIMBER FLOORING
- TP TOILET PARTITIONS
- TPH TOILET PAPER HOLDER
- TRS TRANSLUCENT ROOF SHEETING
- TS-1 TAP SET - WASHROOMS
- TS-2 TAP SET - DISABLE COMPLIANT
- TS-3 TAP SET - KITCHEN
- TS-4 TAP SET - CLEANERS
- US MOP & BROOM SHELF
- V VENT PIPE
- VP REFER TO HYDRAULIC DOCUMENTS
- VTY VANITY UNIT
- WB WORK BENCH
- WC-1 TOILET PAN / SUITE
- WC-2 TOILET PAN / SUIT DISABLE COMPLIANT
- WC-3 TOILET PAN / SUITE AMBULANT
- WG WHEEL GUIDE
- WT WASH TROUGH
- WU-1 WALL HUNG URINAL
- WS WHEEL STOP
- XP EPOXY FLOORING

DESIGN VEHICLE SPECIFICATIONS



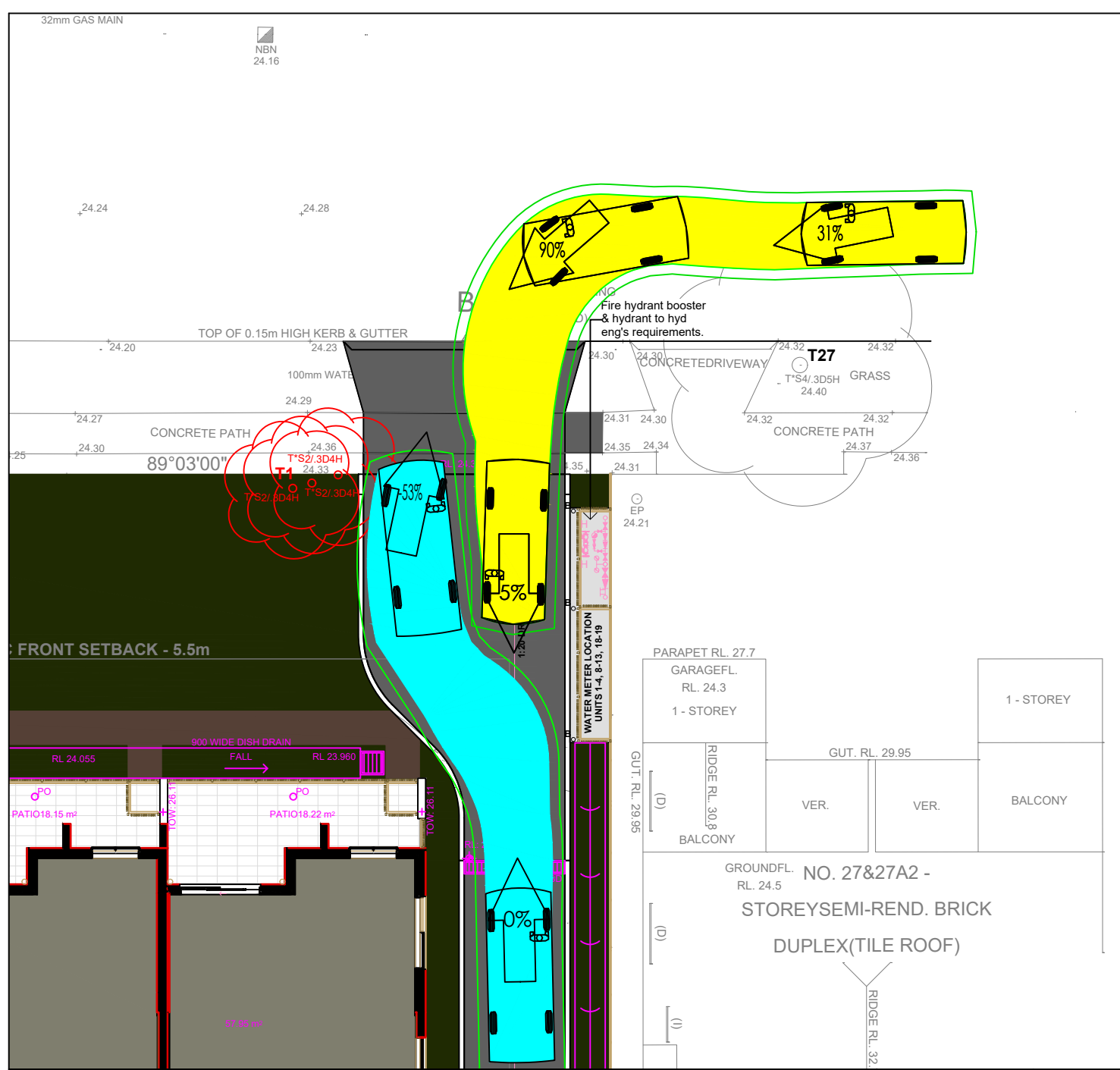
B85 Vehicle (Realistic min radius) (2004)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

4.910m
1.870m
1.421m
0.159m
1.770m
4.00s
5.750m



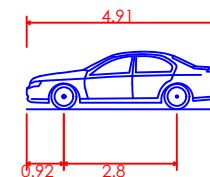
B99 Vehicle (Realistic min radius) (2004)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

5.200m
1.940m
1.878m
0.272m
1.840m
4.00s
6.250m





DESIGN VEHICLE SPECIFICATIONS





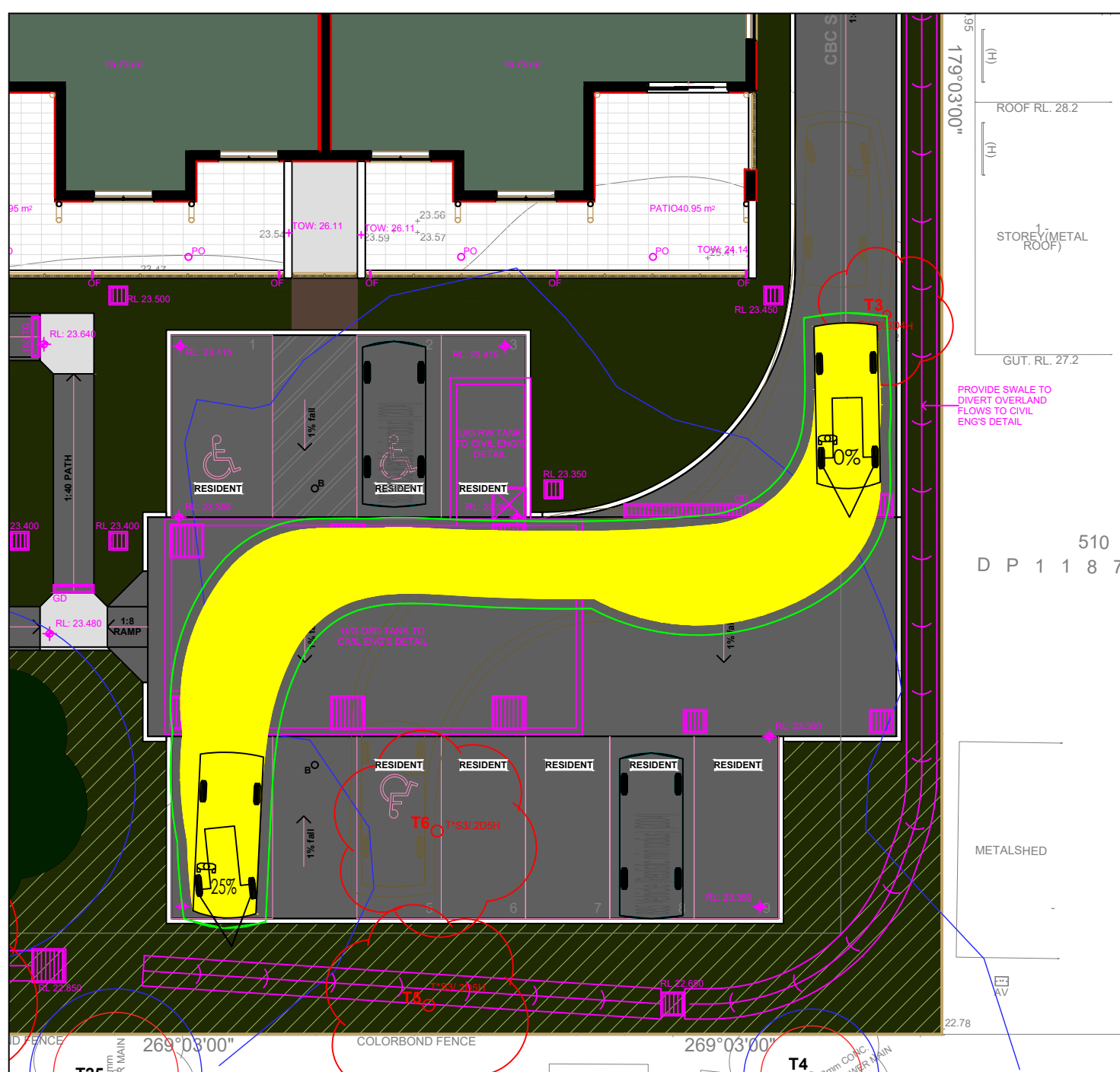
B85 Vehicle (Realistic min radius) (2004)

- Overall Length 4.910m
- Overall Width 1.870m
- Overall Body Height 1.421m
- Min Body Ground Clearance 0.159m
- Track Width 1.770m
- Lock-to-lock time 4.00s
- Curb to Curb Turning Radius 5.750m

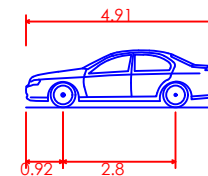
510
D P 1 1 8 7

METALSHED

 	DRAWING TITLE- B85 VEHICLE TYPE ENTERING PARKING SPACE 3		PROJECT NO - PT29_35LRRBR01	SCALE - NTS
	CLIENT- DTA ARCHITECTS		DRAWING NO -PT29_35LRRBV03	DATE - 10-10-2024
	PROJECT ADDRESS - 29-35 LOCHINVAR ROAD, REVESBY NSW 2212		NOTES -	



DESIGN VEHICLE SPECIFICATIONS



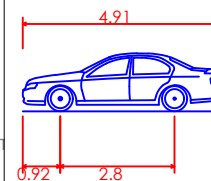
B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

	DRAWING TITLE- B85 VEHICLE TYPE ENTERING PARKING SPACE 4	PROJECT NO - PT29_35LRRBR01	SCALE - NTS
	CLIENT- DTA ARCHITECTS	DRAWING NO -PT29_35LRRBV04	DATE - 10-10-2024
	PROJECT ADDRESS - 29-35 LOCHINVAR ROAD, REVESBY NSW 2212	NOTES -	



DESIGN VEHICLE SPECIFICATIONS



B85 Vehicle (Realistic min radius) (2004)

Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



ParkTransit
Parking & Traffic Design

DRAWING TITLE- B85 VEHICLE TYPE EXITING PARKING SPACE 3

CLIENT- DTA ARCHITECTS

PROJECT ADDRESS - 29-35 LOCHINVAR ROAD, REVESBY NSW 2212

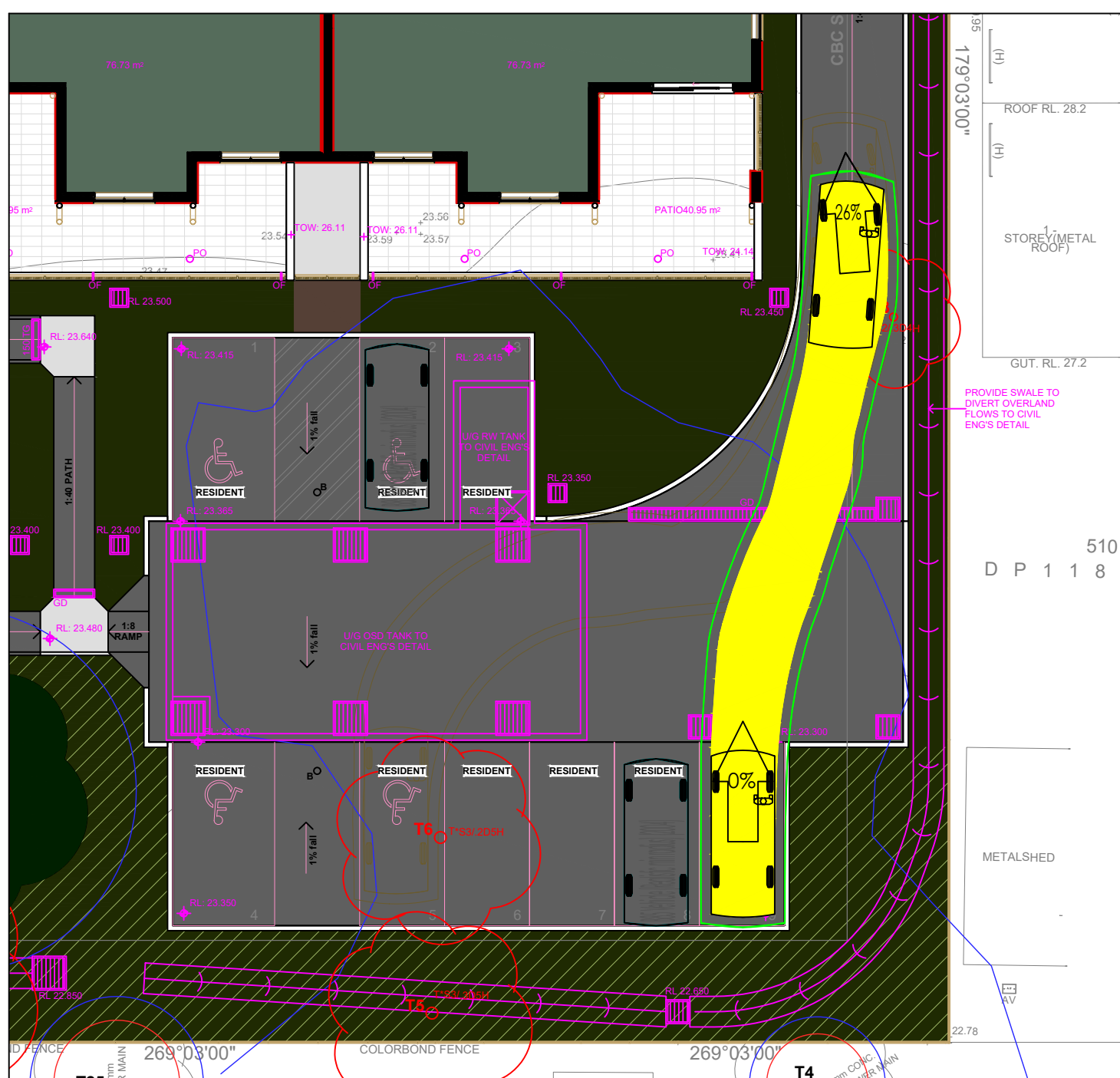
PROJECT NO - PT29_35LRRBR01

DRAWING NO -PT29_35LRRBV09

NOTES -

SCALE - NTS

DATE - 10-10-2024



DESIGN VEHICLE SPECIFICATIONS

B85 Vehicle (Realistic min radius) (2004)

Overall Length 4.910m

Overall Width 1.870m

Overall Body Height 1.421m

Min Body Ground Clearance 0.159m

Track Width 1.770m

Lock-to-lock time 4.00s

Curb to Curb Turning Radius 5.750m

	DRAWING TITLE- B85 VEHICLE TYPE EXITING PARKING SPACE 8		PROJECT NO - PT29_35LRRBR01	SCALE - NTS
	CLIENT- DTA ARCHITECTS		DRAWING NO -PT29_35LRRBV13	DATE - 10-10-2024
	PROJECT ADDRESS - 29-35 LOCHINVAR ROAD, REVESBY NSW 2212		NOTES -	