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## **ParkTransit**

### **TRAFFIC IMPACT ASSESSMENT - SENIORS HOUSING**

**20-22 Raymond Street**

**12<sup>th</sup> October 2023**

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**ParkTransit Pty Ltd**  
**Marrickville NSW 2525**  
**ABN: 16 627 168 290**



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Traffic Impact Assessment Report for  
Seniors Housing  
20-22 Raymond Street, Eastwood  
For: DTA Architects  
Date: 12<sup>th</sup> October 2023

Version No.	Author	Reviewed by:	Date:
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## **Abbreviations**

Proposal: Construction of a Seniors Housing Development

RMS: Road and Maritime Services

DCP: Ryde Council Development Control Plan– 2014

SEPP (Housing): State Environmental Planning Policy (Housing) 2021

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 have been engaged by DTA Architects to assist with the Part 5 Activity Application process for the construction of a Seniors Housing development located at 20-22 Raymond Street, Eastwood, within the Ryde Council LGA.

The proposed development will accommodate a total of 10 residential units with associated parking provided within the at-grade level car park within the site boundary.

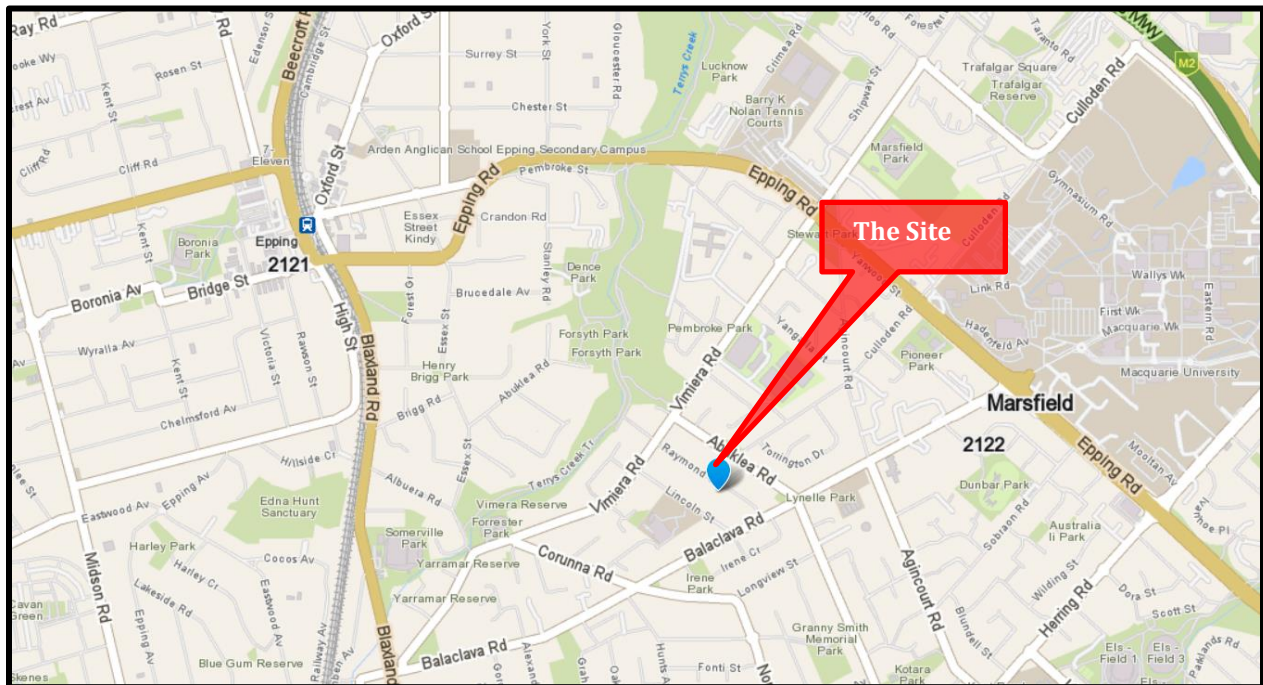


Figure 1-Site Location (Source Whereis Maps)

The purpose of this report is to present the traffic and parking assessment associated with the proposal, and to determine the implications 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:

- Ryde Council Development Control Plan (DCP 2014);
- The Road and Maritime Services 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 (AS2890.6-2009).



## 2. Site Description

The site is located at 20-22 Raymond Street, Eastwood in a predominantly residential area and forms part of the Ryde Council LGA. The site is located on the southern side of Raymond Street. It occupies an area of 1448m<sup>2</sup>.

The site occupies Lot 34, 35 of DP35375 and has a sole frontage located along Raymond Street. The site is bordered by residential development except to the north which is bordered by Raymond Street. It has a frontage measuring 38m frontage on Raymond Street.

The site is occupied by two single storey dwelling houses. Each of the dwelling houses is serviced by a dedicated driveway resulting in a total of two driveways servicing the subject site.



Figure 2-The Site (Source NSW Imagery-Six Maps)

A site visit was undertaken to observe the operation of the existing road network and the site photographs are presented below:





Photo taken looking towards the Driveways Servicing 20 Raymond Street



Photo taken on Raymond Street (left of Desmond Street) looking to the east

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

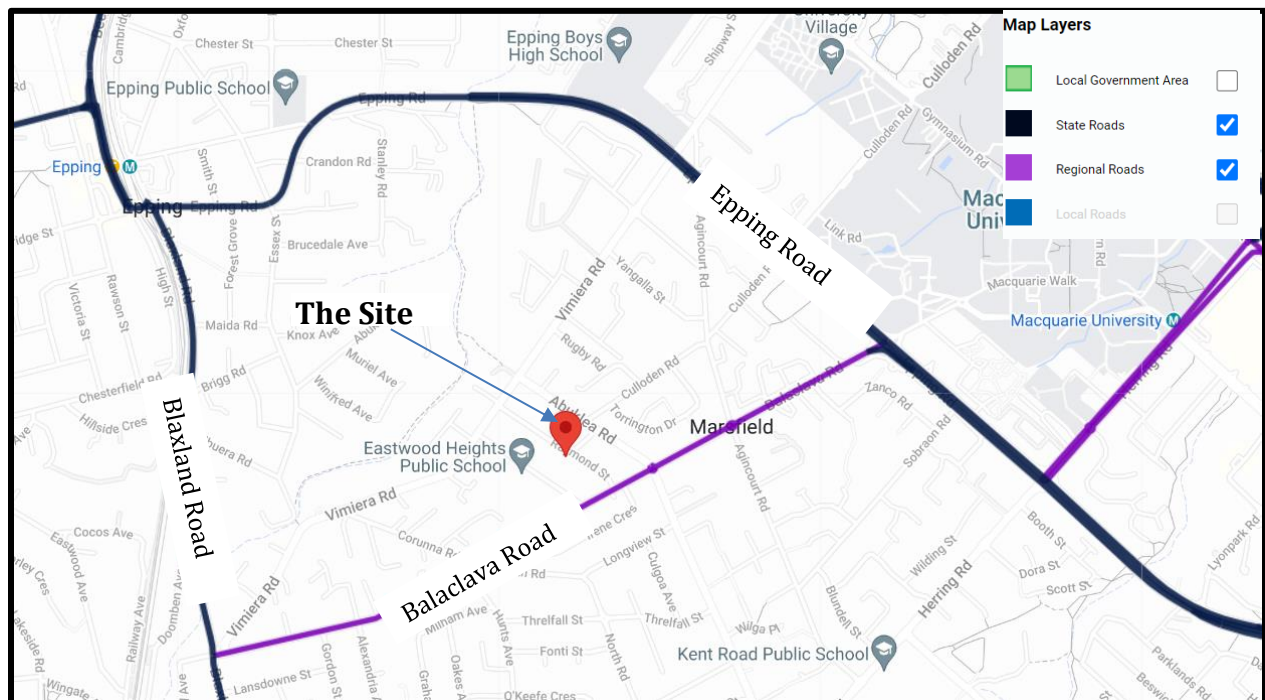


Figure 3-Surrounding Road Network (Source Transport for NSW Website)



### **3. Overview of the Existing Traffic Conditions**

#### **3.1. Description of Road Environment**

Epping Road is classified as a State Road and follows an East-West alignment. The carriageway is divided and comprises three traffic lanes in each direction with no on-street parking permitted. A paved footpath is available on both sides and Epping Road has a posted speed limit of 70kph. The intersection of Balaclava Road with Epping Road operates as a signalised intersection and includes pedestrian crossing on all the approaches.

Balaclava Road is classified as a Regional Road and connects Epping Road with Blaxland Road. It follows an East-West alignment, and the carriageway is divided and comprises one traffic lane in each direction with on-street parking permitted. A paved footpath is available on both sides and Balaclava Road has a posted speed limit of 60kph. A number of residential properties have their frontages located along the Balaclava Road and these properties are accessible via the driveways located along the Balaclava Road.

Raymond Street is classified as a Local Road and follows an East-West alignment. The carriageway is undivided and comprises one traffic lane in each direction with on-street parking permitted. The intersection of Balaclava Road with Raymond Street operates as a priority-controlled intersection with motorists on Balaclava Road having priority over vehicles on Raymond Street.

#### **3.2. Public Transport**

The site is serviced by buses. The nearest bus stop is on Balaclava Road (east of Abuklea Road)– located approximately 350m southwest of the subject site.

Route No 545 is a regular bus service operating daily between Macquarie Park and Parramatta. It operates from 05:00am to 12:00am (mid night), with a frequency of one service every 10 minutes (during the morning and evening commuter peak period).



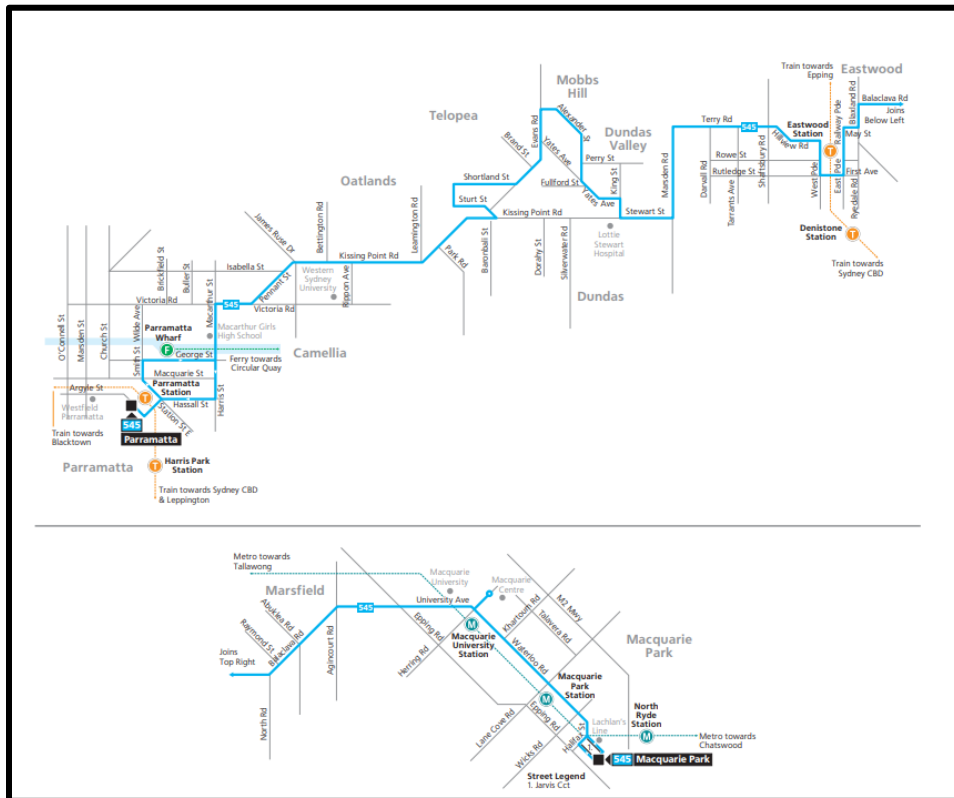


Figure 4- Route Map –Bus Route 545 (Source NSW Transport Info Website)

### 3.3. Pedestrian Access to the Bus Stop

Bus services are accessible via the bus stops located along Balaclava Road (approx 3500m South west of the subject site). The location of the existing bus stops are shown in the figure below.

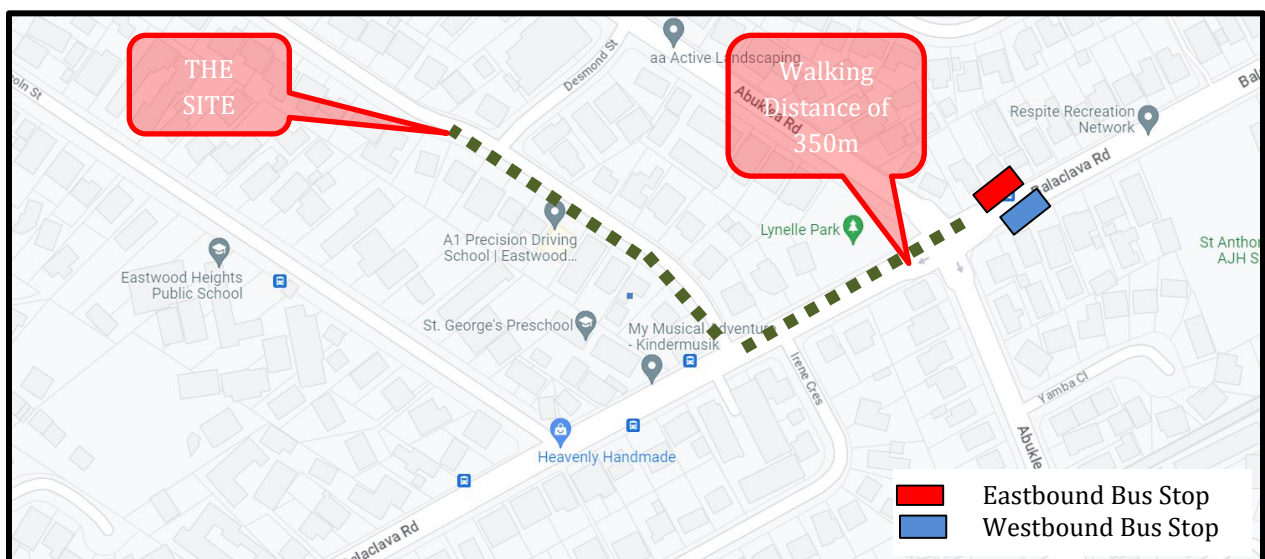


Figure 5- Bus Stop Location Plan (Source Google Maps)



In relation to accessibility to/from The Site, clause 93(4) of Part 5 of the SEPP (Housing 2021) identifies public transport as the preferred means of transport and recommends any bus stops or rail stations should be located at a maximum distance of 400m from The Site. Additionally, in relation to the topography along the access route to any public transport, the SEPP recommends the gradient along the pedestrian route (connecting the bus stop with the Seniors Housing development) should be flat or even.

The review further indicated that the pedestrian access to/from the subject site to the above bus stops, suggests these bus stops are located within the recommended 400 metre walking distance - therefore, are considered suitable to be used by the residents of the proposed Seniors Housing.

### 3.4. Existing Traffic Generation of the Site

The subject site is located within a predominantly residential area and is currently occupied by two 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 (2) existing dwelling houses results in the 1.7 (say 2) vehicle trip per hour during peak period.

### 3.5. Crash Data

The NSW Centre for Road Safety collects crash and casualty data on a periodic basis which is publicly available. A review of the latest crash data from 2017-2021 indicates, a limited number of crashes, predominantly non-casualty in nature, were recorded in the surround road network - indicates the local road is operating relatively safely. The Figure below provides the crash location and severity of these crashes recorded in the area.



Figure 6- Crash data (Source NSW Centre for Road Safety)



## 4. Description of the Proposed Development

The development proposal involves the construction of a double storey Seniors Housing that will accommodate a total of 10 residential units comprising the following:

- 5 x one-bedroom units; and
- 5 x two-bedroom units.

As part of the proposal, an on-site parking provision of five (5) car spaces, including two (2) disabled car spaces. All vehicular access will be provided via a combined entry and exit driveway located on the Raymond Street frontage. The proposed Seniors Housing development is being constructed by a social housing provider.

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



Figure 7– Proposed Ground Floor Plan (Source DTA Architects)



## **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 10 residential units.

In relation to the residential component, the RMS has recently published a Technical Direction for traffic, safety and transport practitioners. This document serves to update the existing Section 3 of the RMS Guide which was 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 4.4 (say 5) 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 2.0 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 5 vehicle trips- representing a trip every twelve 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 post development 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 5.0 vehicle trips an hour - which represents an increase of 3.0 vehicle trip 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 the 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 10 units comprising of the following:

- 5 x one bedroom units; and
- 5 x two bedroom units.

Application of the above on-site parking provision rate to the proposed development would results in two(2) car spaces.

### 6.2. Proposed Parking Provision

The proposed on-site provision of five (5) car spaces, including two (2) 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.



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## 7. Access Arrangements

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
- Shared Space (disabled bays) – 2.4 metres

The proposed car park accommodates a total of five (5) parking spaces, including two (2) the disabled car spaces are located with 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.

Furthermore, the disabled car spaces were measured at a minimum of 2.4 metres wide and 5.4 metres long, with an associated shared space of 2.4 metres wide and 5.4 metres long, thereby meeting the minimum requirements stipulated by AS2890.6.

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

### 7.1. Driveway Arrangement

As part of the proposal, all vehicular access to the site will be provided via the driveway located along Raymond Street frontage. The at-grade car park accommodating five (5) spaces. 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 the proposed driveway is located on Raymond Street (which is classified as a Local Road) and the car park has a capacity of 5 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**.

The swept path assessment concluded the driveway arrangement is suitable to service the Seniors Housing facility.



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## 7.2. Vehicle Access

The proposal involves provision of a new driveway to service the development. The width of the proposed driveway was measured to be 3.2 metres wide which is suitable to accommodate one-way flow.

During the morning peak hour, the proposal is likely to generate a total of 5 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 80% of the total traffic generated from the residential development will exit the site and the remaining 20% arrives at the site. Application of the above to the projected traffic activity associated with the subject development will result in 4 vehicles exiting the site and 1 vehicle 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 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 on to Raymond Street.

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

## 7.3. Sight Distance

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 a driveway located along the Raymond Street 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 Raymond Street with unobstructed visibility. In this regard, the driveway arrangement is considered safe and appropriate to service the proposed residential development.

## 7.4. Driveway Location

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



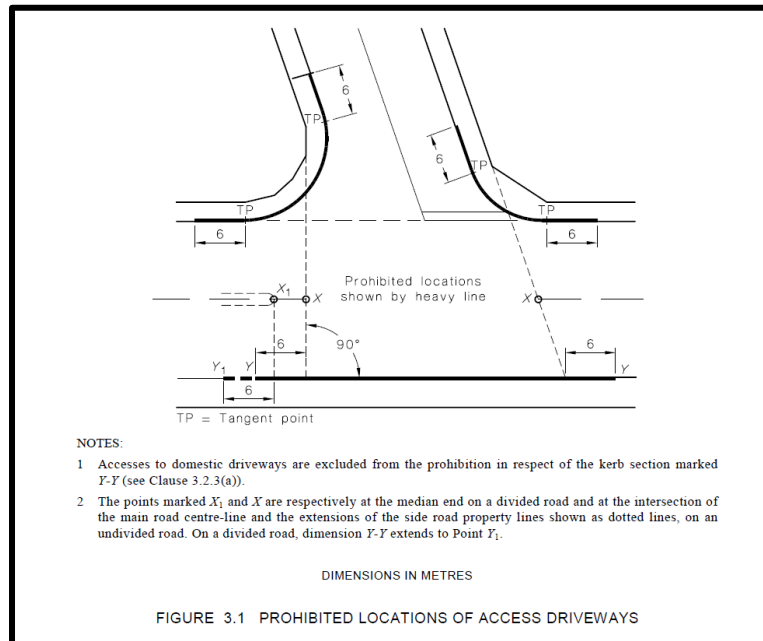


Figure 8- Prohibited Locations of Access Driveway (Source AS2890.1-2004)

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

## 7.5. Servicing

As part of the proposal, all deliveries (including furniture removalist) 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.



## 8. Conclusions and Recommendations

- The provision of five (5) car parking spaces, including two (2) disabled spaces, for the proposed senior residential 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 the current traffic conditions; and
- An assessment of the car park layout, including the proposed parking spaces and associated aisle width, indicate the car park layout is compliant with the relevant applicable Standards (AS2890.1-2004).

## 9. Attachments

**Attachment A - Architectural Plan indicating Access and Car Park Arrangement**

**Attachment B - Copy of the Survey Plans**

**Attachment C- Swept Path Assessment Demonstrating a Standard B85th Vehicle Type Accessing the Car Park**



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SCALE FOR PRINTING

PURPOSE ONLY

1. DO NOT SCALE FROM DRAWINGS. USE WRITTEN DIMENSIONS ONLY.
2. BUILDER TO CHECK & VERIFY ALL DIMENSIONS & LEVELS PRIOR TO COMMENCEMENT OF WORK.
3. IT IS THE OWNER'S RESPONSIBILITY TO ENSURE THAT THE ENGINEER HAS INVESTIGATED SUBSOIL CONDITIONS & DESIGNED ALL STRUCTURAL ELEMENTS TO SUIT.
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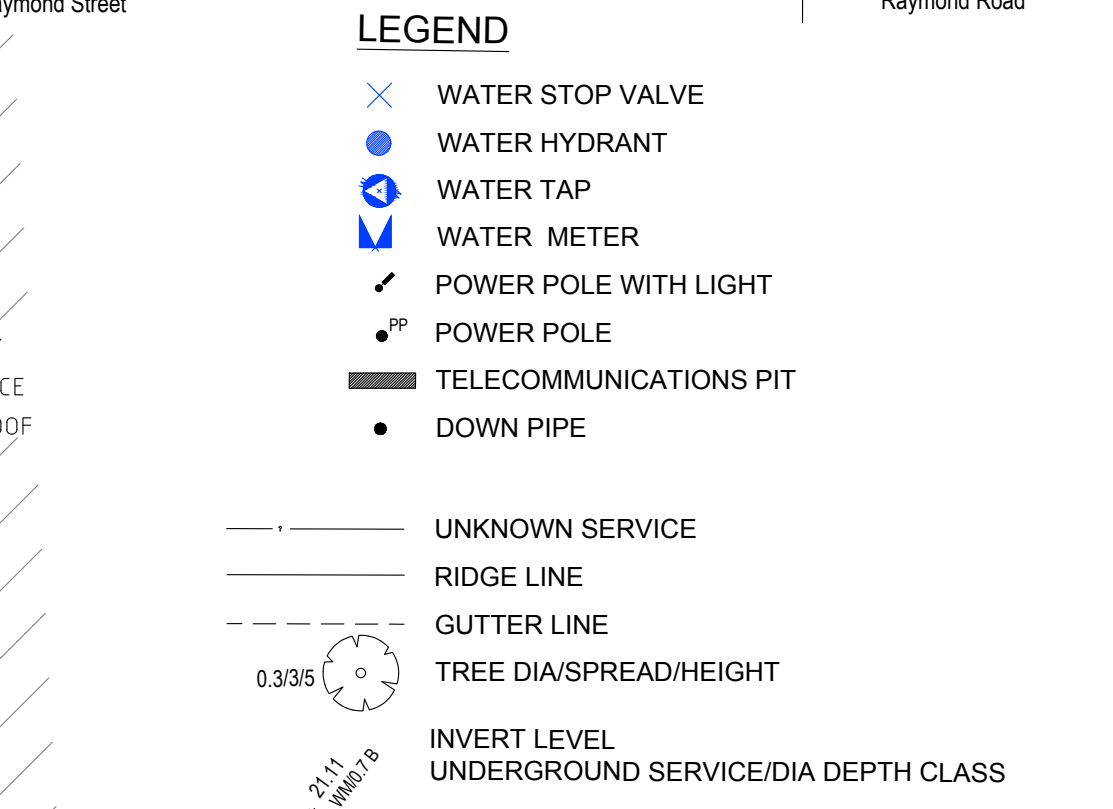
SITE LEGEND	
	1 BED
	2 BED
	PRIVATE OPEN SPACE (POS)
	LANDSCAPE AREA
	DRIVEWAY, FOOT PATH & PAVED AREA
	DEEP SOIL ZONE
	CERAMIC TILE (NS-CT)
	BRICK RETAINING WALL
	EX. TREES TO BE RETAINED
	EX. TREES TO BE REMOVED
	OVERHEAD POWERLINE
	UNDERGROUND SEWER

LEGEND	
AB	ARMCO BARRIER
ABH	ARMCO BARRIER WITH HANDRAIL
ANG	CONTINUOUS 100 x 100 x 6 GALVANISED STEEL
ANG-1	PROTECTIVE ANGLE TO WALL LINE, REFER TO DETAILS
B	CONTINUOUS 100 x 100 x 6 GALVANISED STEEL
B-1	PROTECTIVE ANGLE TO WALL LINE, REFER TO DETAILS
B-2	STEEL PROTECTIVE BOLLARDS REFER TO DETAILS
B-3	VANITY BASIN
BC	WALL HUNG BASIN - DISABLE COMPLIANT
BF	WALL HUNG BASIN
BFC	BATTERY CHARGE
CF	BACK FLASHING
CF1	BROOM FINISHED CONCRETE
CF2	CARPET AS SPECIFIED
CF3	CEILING ACCESS PANEL
CH	COLORBOND FENCE
CH1	CLOTHES HOOK
CH2	CERMENT RENDERED FINISH
CS	CLEANERS SHELF
CT	CERAMIC TILES
CW	COMPLETE WITH
DB	ELECTRICAL DISTRIBUTION BOARD
DP	DOWNPIPE - COLORBOND
DPS	DOWNPIPE & SPREADER - COLORBOND
DT	DOOR THRESHOLD REFER TO DETAIL
DW	DISHWASHER AS SPEC.
EAC	EXPOSED AGGREGATE CONCRETE
EDB	ELECT. DISTRIBUTION BOARD, REFER TO ELECT. DOCUMENTS
EF	EXHAUST FAN
EG	EAVES GUTTER
EW	EYE WASH
FG	FRIDGE AS SPEC.
FHR	FIXED GLASS
FHR1	FIRE HOSE REEL REFER TO HYDRAULIC ENGINEERS DETAILS
FIP	FIR INDICATOR PANEL (LOCATED MAIN ENTRY)
FM	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 DRYER
HTH	HEATED THRESHOLD
HWU	HOT WATER UNIT
HYD	HYDRANT REFER TO HYDRAULIC ENGINEERS DETAILS
LC	LAMINATED BENCH TOP & CUPBOARDS
LK	LOCKERS
MT	MIRROR
MSB	METAL FENCE
MW	ELECTRICAL MAIN SWITCH BOARD
MSB	MICROWAVE OVEN AS SPEC.
NS-CT	NON-SLIP CERAMIC TILE
OF	OVERFLOW
OF1	PLASTERBOARD LINING
PTD	PAPER TOWEL DISPENSER
RH	RANGE HOOD
RM	RECESSED ENTRY MAT
SCR	SHOWER CURTAIN RAIL
SC	COLUMN TO STRUCTURAL ENGINEERS DETAILS
SD	SOAP DISPENSER
SF	SLAT FENCE
SH	WALL SHELF
SK	SEWER STACK REFER TO HYDRAULIC ENGINEERS DETAILS
SK-1	STAINLESS STEEL SINK
SK-2	CLEANER SINK
SWP	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 - KITCHEN
TS-2	TAP SET - WASHROOMS
TS-3	TAP SET - DISABLE COMPLIANT
TS-4	TAP SET - KITCHEN
TS-5	TAP SET - CLEANERS
US	MOP & BROOM SHELF
V	VINYL
VP	VENT PIPE
VTY	REFER TO HYDRAULIC DOCUMENTS
WB	VANITY UNIT
WC-1	WORK BENCH
WC-2	TOILET PAN / SUITE
WC-3	TOILET PAN / SUITE
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WC-409	TOILET PAN / SUITE









**Quality Levels**  
This Standard provides a framework for the classification of subsurface utility location and attributed information in terms of qualified quality levels. The objective of this Standard is to provide utility owners, operators and locators with a framework for the consistent classification of information concerning subsurface utilities. Project risks related to underground utilities can then be properly managed.

Quality level describes the amount and accuracy of information that is collected or held on a subsurface utility. There are four quality levels: D, C, B, C and A.

**Quality Level D (QL-D)** is the lowest of these four quality levels. The attribute information and metadata of a subsurface utility can be compiled from any, or a combination of, the following:

- (a) Existing records
- (b) cursory site inspection;
- (c) Anecdotal evidence

**Quality Level C (QL-C)** is described as a surface feature correlation or an interpretation of the approximate location of subsurface utility asset using a combination of existing records (and/or anecdotal evidence) and a site survey of visible evidence. The minimum requirement for Quality Level C is relative spatial position. Information is collected by correlating the survey of visible utility surface features such as marker plates or water hydrants and acquired dual-before-you-dig plans to "draw" a string which shows the approximate position of the asset.

**Quality Level B (QL-B)** provides relative subsurface feature location in three dimensions. The minimum requirement for Quality Level B is relative spatial information. Information is collected by designating the horizontal and vertical location of underground utilities by using electromagnetic pipe and cable locators, sondes or ground penetrating radar and accurate surveying equipment.

**Quality Level A (QL-A)** is the highest quality level and consists of the positive identification of the attribute and location of a subsurface utility at a point to an absolute spatial position in three dimensions. It is the only quality level that can be used as a basis for design. The location of the asset can be verified by line of sight, quality level A shall not be attributed to the line segment between validated points. The verified information for this locating method is the top or shallowest part of the located service.

THIS SURVEY MODEL INCLUDES INFORMATION DESCRIBING THE LOCATION OF SUBTERRANEAN FEATURES WHICH WERE PURPORTED TO EXIST AT THE TIME OF SURVEY.

THIS INFORMATION WAS COMPILED FROM A COMBINATION OF FIELD TECHNIQUES AND AVAILABLE DATA FROM COOPERATING UTILITY AUTHORITIES. WHILST ALL CARE HAS BEEN TAKEN IN THE PREPARATION OF THIS SURVEY MODEL, RPS CANNOT GUARANTEE THAT THE SURVEY MODEL IS WITHOUT FLAW OR OMISSIONS. RPS CANNOT TAKE RESPONSIBILITY OF ANY KIND WHATSOEVER FOR ANY LOSS, DAMAGE OR OTHER CONSEQUENCES WHICH MAY ARISE FROM ANY PERSON RELYING ON ANY THING STATED ON THIS PLAN.

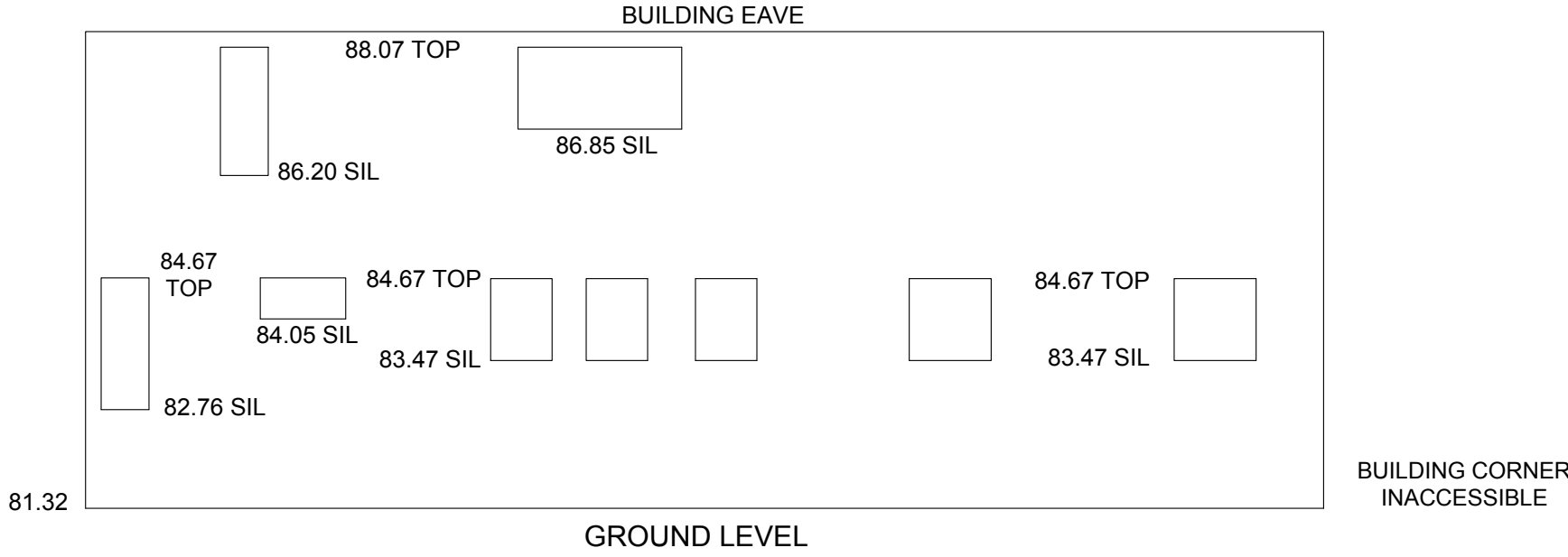
IN PARTICULAR, IT IS RECOMMENDED THAT USERS SATISFY THEMSELVES AS TO THE LOCATION OF SUBTERRANEAN FEATURES SUCH AS UTILITIES WHICH MAY OR MAY NOT BE SHOWN ON THE PLAN.

REFER TO SHEET 3 FOR LONGSECTION  
OF PEDESTRIAN ACCESS TO BUS STOPS

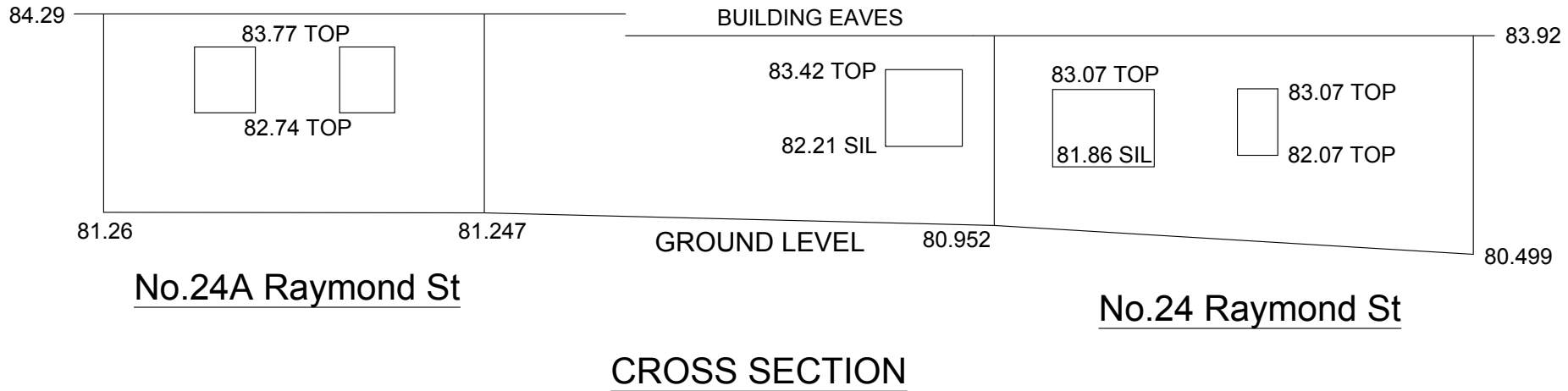
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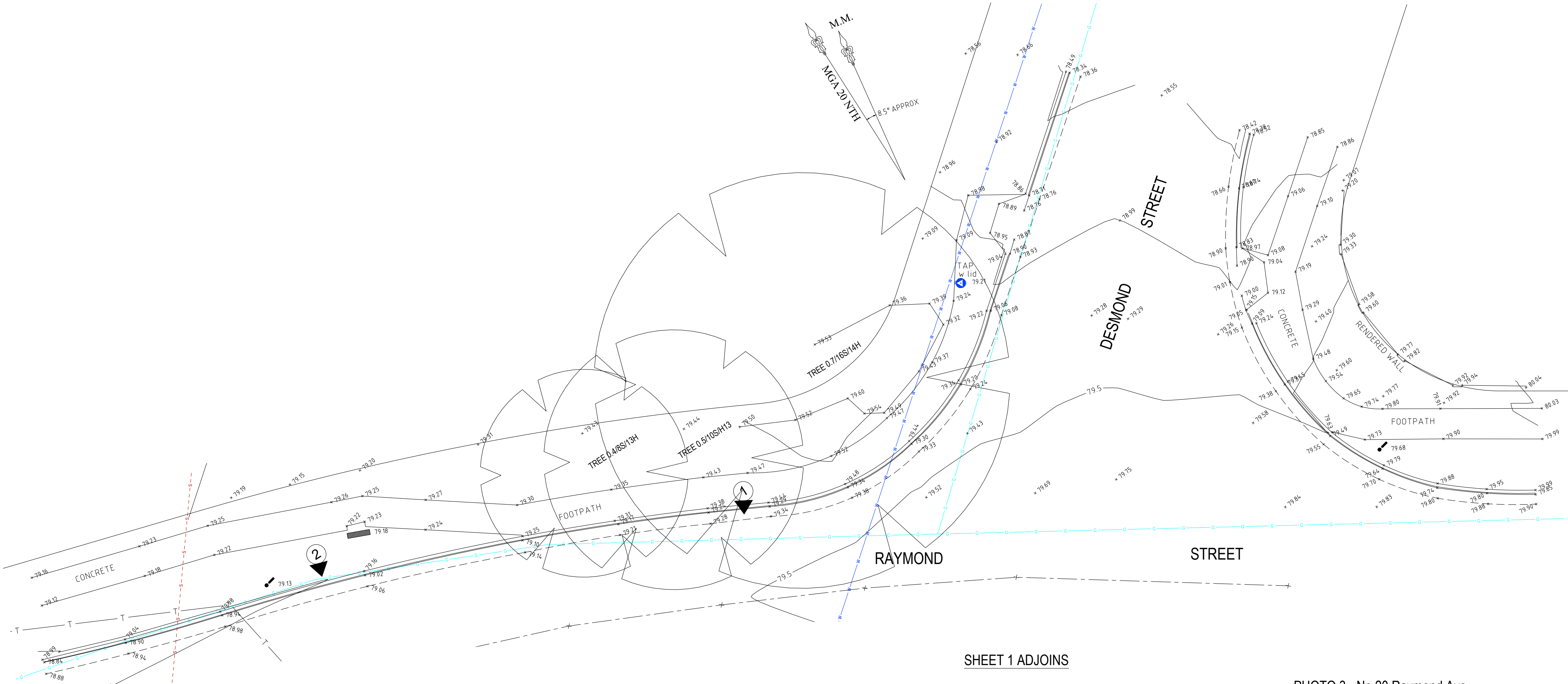
## CROSS SECTIONS - No.18 & 24/A RAYMOND STREET



No. 18 Raymond Street  
CROSS SECTION



## CROSS SECTION



SHEET 1 ADJOINS

PHOTO 2 - No.22 Raymond Av

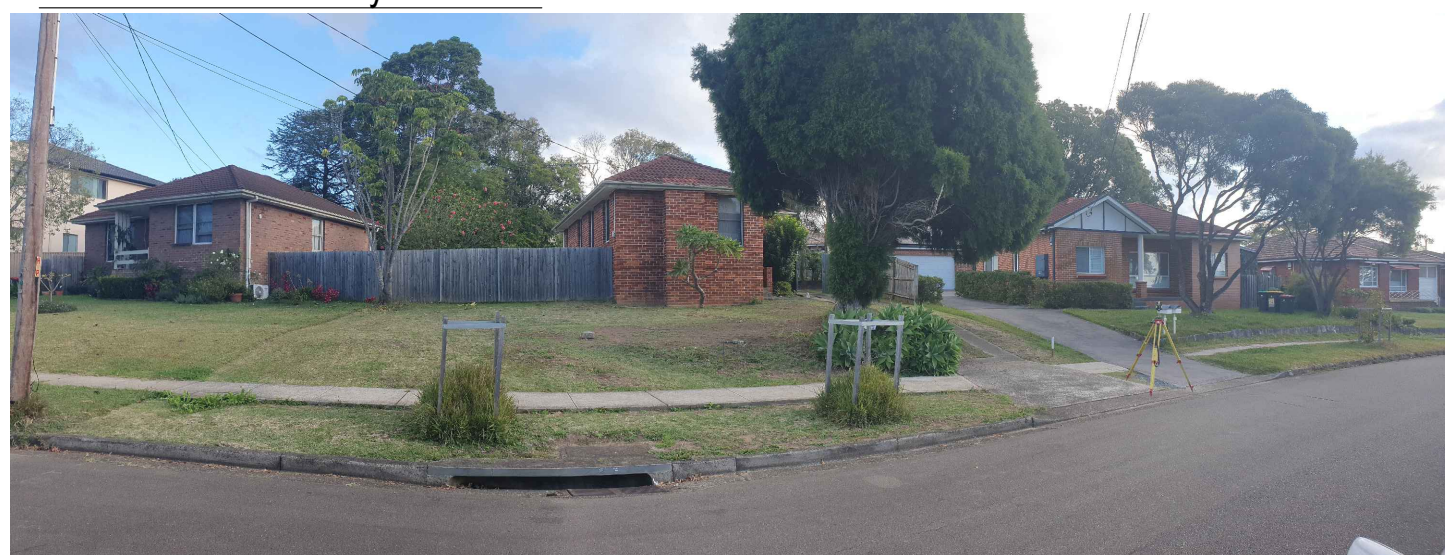


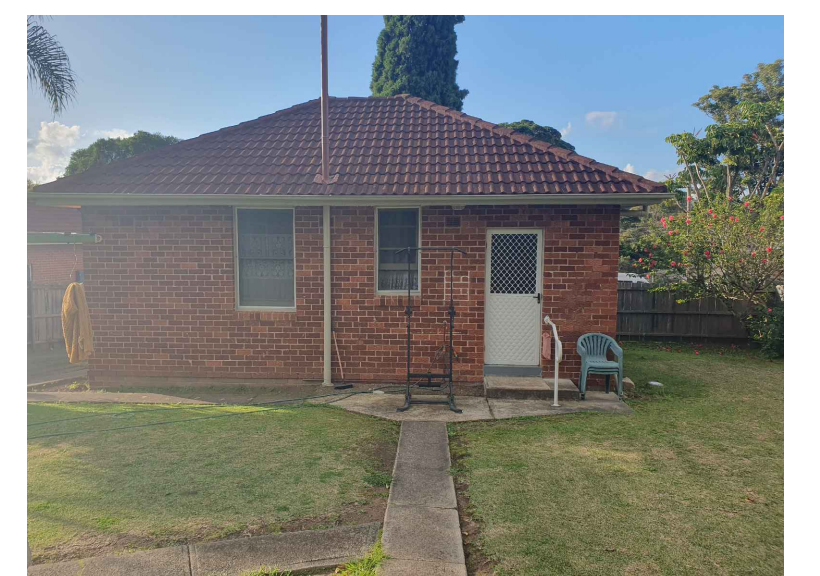
PHOTO 1 - No.20 Raymond Av



PHOTO 3 - No.20 Raymond Av



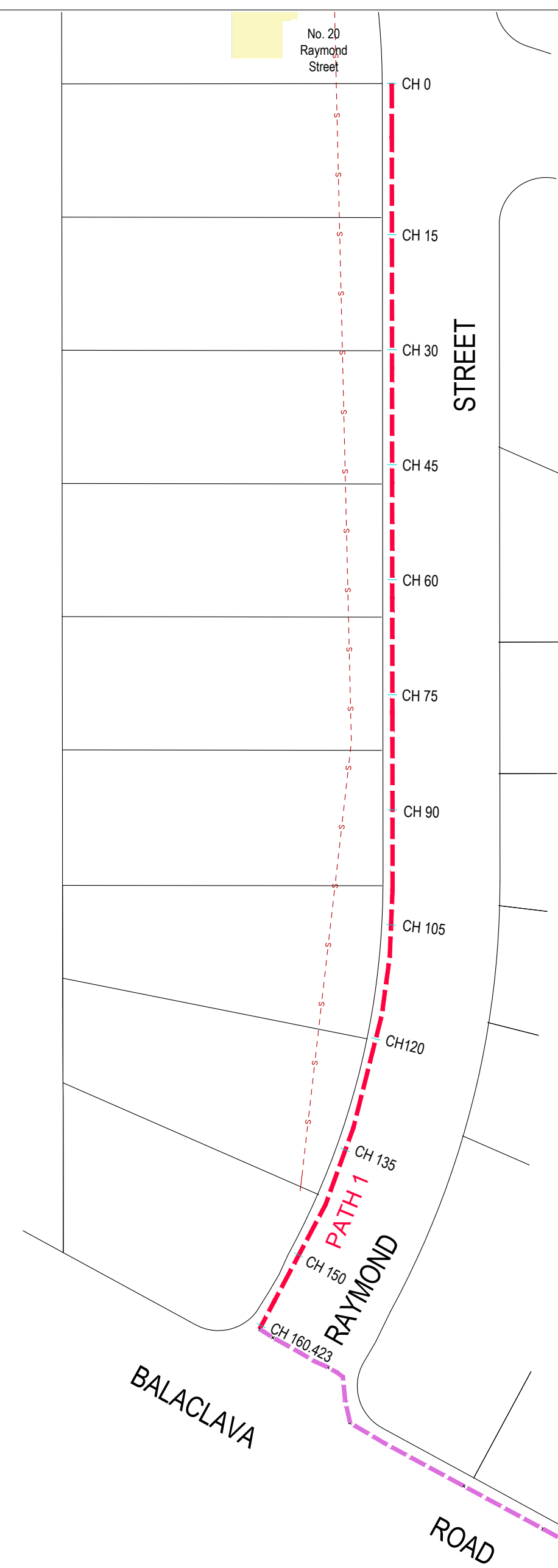
PHOTO 4 - No.22 Raymond Ave



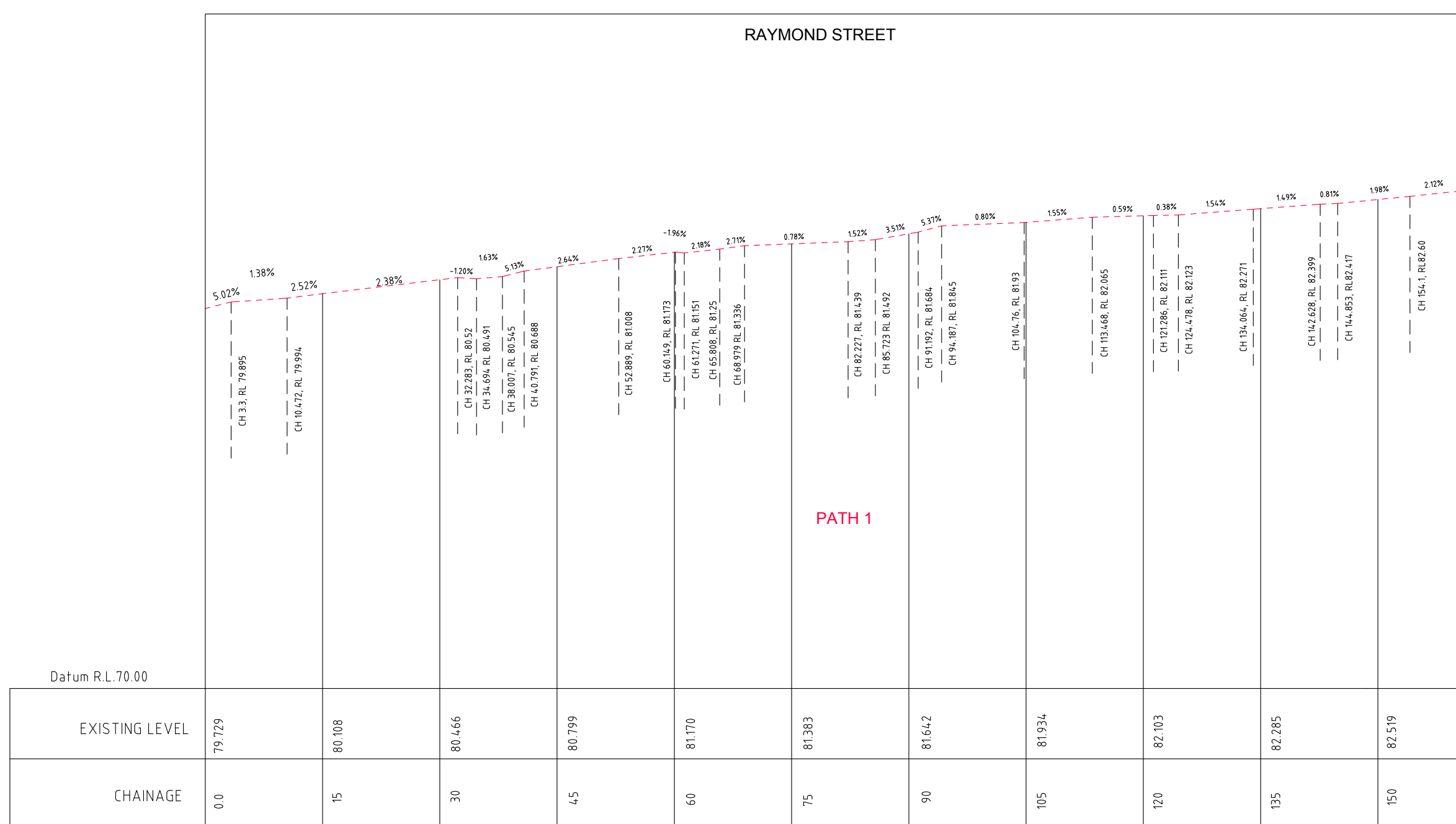
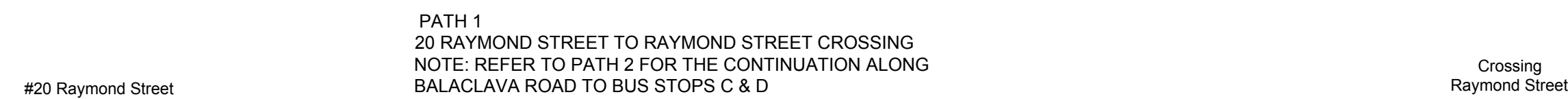
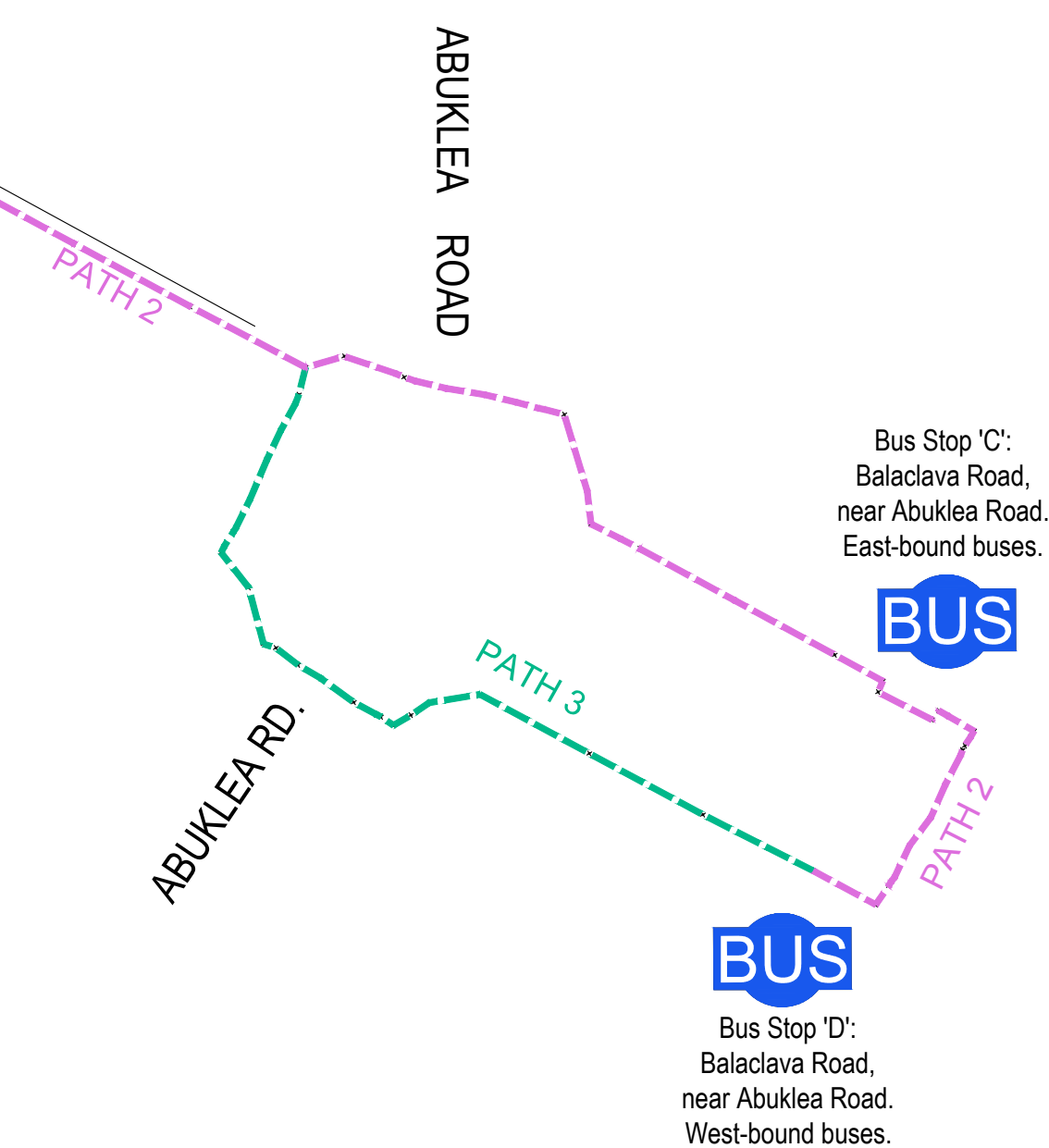
No.	DATE	NOTATION/AMENDMENT	No.	DATE	NOTATION/AMENDMENT	<p>CONTOUR INTERVAL: 0.5m</p> <p>DATUM: AHD</p> <p>ORIGIN OF DATUM: PM 33973</p> <p>100 YEAR FLOOD RL:</p> <p>RECOMMENDED MINIMUM FLOOR RL:</p> <p>SOURCE OF FLOOD INFO:</p>			<p>REDUCTION RATIO 1 : 100</p> <p>0</p> <p>LAND TITLE INFORMATION</p> <p>LOTS: 34&amp;35</p> <p>PLAN NOS : DP 35375</p> <p>OTHER:</p> <p>AREA: EASTWOOD</p>	<p>DATE OF SURVEY: 15 / 05 / 2023</p> <p>SURVEY CONSULTANT:</p> <p>   <small>MARKING COMPLEX EASY</small> </p> <p>   <small>Registered Surveyor</small> </p> <p>SURVEYORS REF: 141958-10</p>	<p>   <small>Division of the Department of Family &amp; Community Services</small> </p> <p>DRAWING TITLE</p> <p>PARTIAL DETAIL AND CONTOUR SURVEY OF 20-22 RAYMOND STREET EASTWOOD</p>	<p>LOCATION</p> <p>EASTWOOD</p> <p>STREET ADDRESS</p> <p>20-22 RAYMOND ST</p> <p>SITE LAYOUT JOB</p> <p>/ /</p>	<p>TYPE</p> <p>S</p> <p>SHT. 2 OF 3</p>
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## LONGITUDINAL SECTIONS TO NEAREST BUS STOPS



LONGITUDINAL SECTIONS PATH 2 & 3 SEE SHEET 4



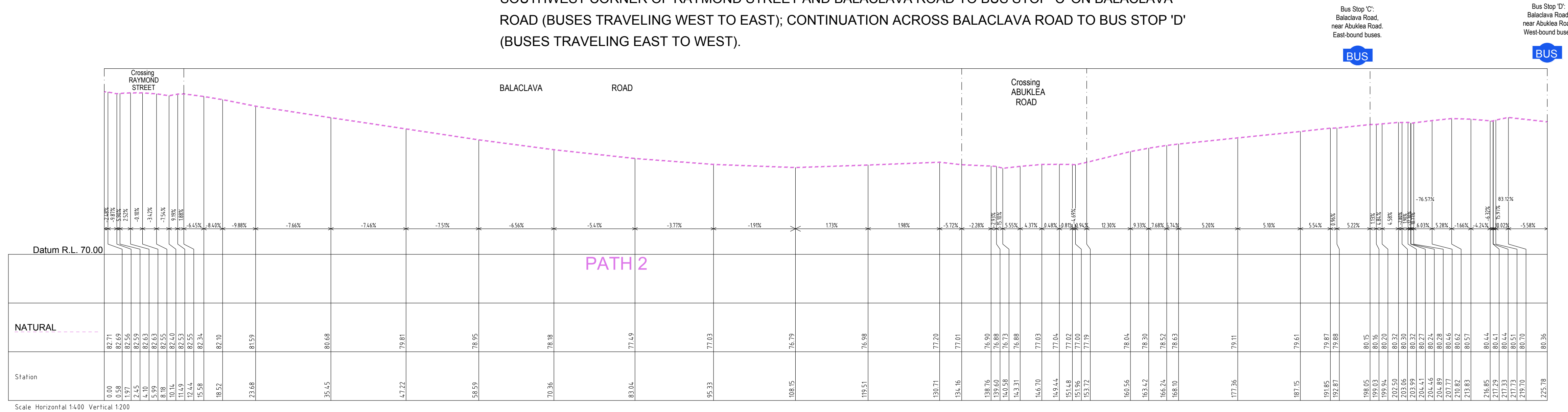
No.	DATE	NOTATION/AMENDMENT	No.	DATE	NOTATION/AMENDMENT	CONTOUR INTERVAL: 0.5m		LEGEND OF COMMONLY USED SYMBOLS		REDUCTION RATIO 1 : 100		DATE OF SURVEY: 15 / 05 / 2023		<div><div><div><div></div><div>NSW</div></div><div>Land &amp; Housing Corporation</div><div>Division of the Department of Family &amp; Community Services</div></div><div><div><div><div></div><div>Partial Detail and Contour Survey of 20-22 Raymond Street Eastwood</div></div><div><div><div><div></div><div>20-22 RAYMOND STREET EASTWOOD</div></div><div><div><div></div><div>SITE LAYOUT JOB</div></div></div><div><div><div></div><div>SHT. 3 OF 4</div></div></div></div></div></div></div></div>		LOCATION EASTWOOD
D	4-8-23	RESURVEY OF BUS ROUTES 2 & 3 AND UPDATE PLAN				DATUM: AHD			<div><div><div><div><div></div><div>WATER</div></div><div><div><div></div><div>SEWER</div></div></div><div><div><div></div><div>ELECTRICITY</div></div><div><div><div></div><div>TELECOM</div></div></div><div><div><div></div><div>GAS</div></div><div><div><div></div><div>DRAINAGE</div></div></div><div><div><div></div><div>BENCH MARK</div></div><div><div><div></div><div>SURVEY CONTROL MARK</div></div></div></div><div><div><div><div></div><div>PM SSM</div></div></div></div></div><div><div><div><div></div><div>0</div></div><div><div><div></div><div>100</div></div></div></div></div><div><div><div><div></div><div>MAKING COMPLEX EASY</div></div><div><div><div></div><div>Registered Surveyor</div></div></div></div></div><div><div><div><div></div><div>NSW</div></div><div>Land &amp; Housing Corporation</div><div>Division of the Department of Family &amp; Community Services</div></div><div><div><div><div></div><div>Partial Detail and Contour Survey of 20-22 Raymond Street Eastwood</div></div><div><div><div></div><div>20-22 RAYMOND STREET EASTWOOD</div></div></div><div><div><div></div><div>SITE LAYOUT JOB</div></div></div><div><div><div></div><div>SHT. 3 OF 4</div></div></div></div></div></div></div></div></div></div>	STREET ADDRESS 20-22 RAYMOND ST	TYPE S					
						ORIGIN OF DATUM: PM 33973										
						100 YEAR FLOOD RL:										
						RECOMMENDED MINIMUM FLOOR RL:										
						SOURCE OF FLOOD INFO:										



## LONGITUDINAL SECTIONS TO NEAREST BUS STOPS

PATH 2

SOUTHWEST CORNER OF RAYMOND STREET AND BALACLAVA ROAD TO BUS STOP 'C' ON BALACLAVA ROAD (BUSES TRAVELING WEST TO EAST); CONTINUATION ACROSS BALACLAVA ROAD TO BUS STOP 'D' (BUSES TRAVELING EAST TO WEST).

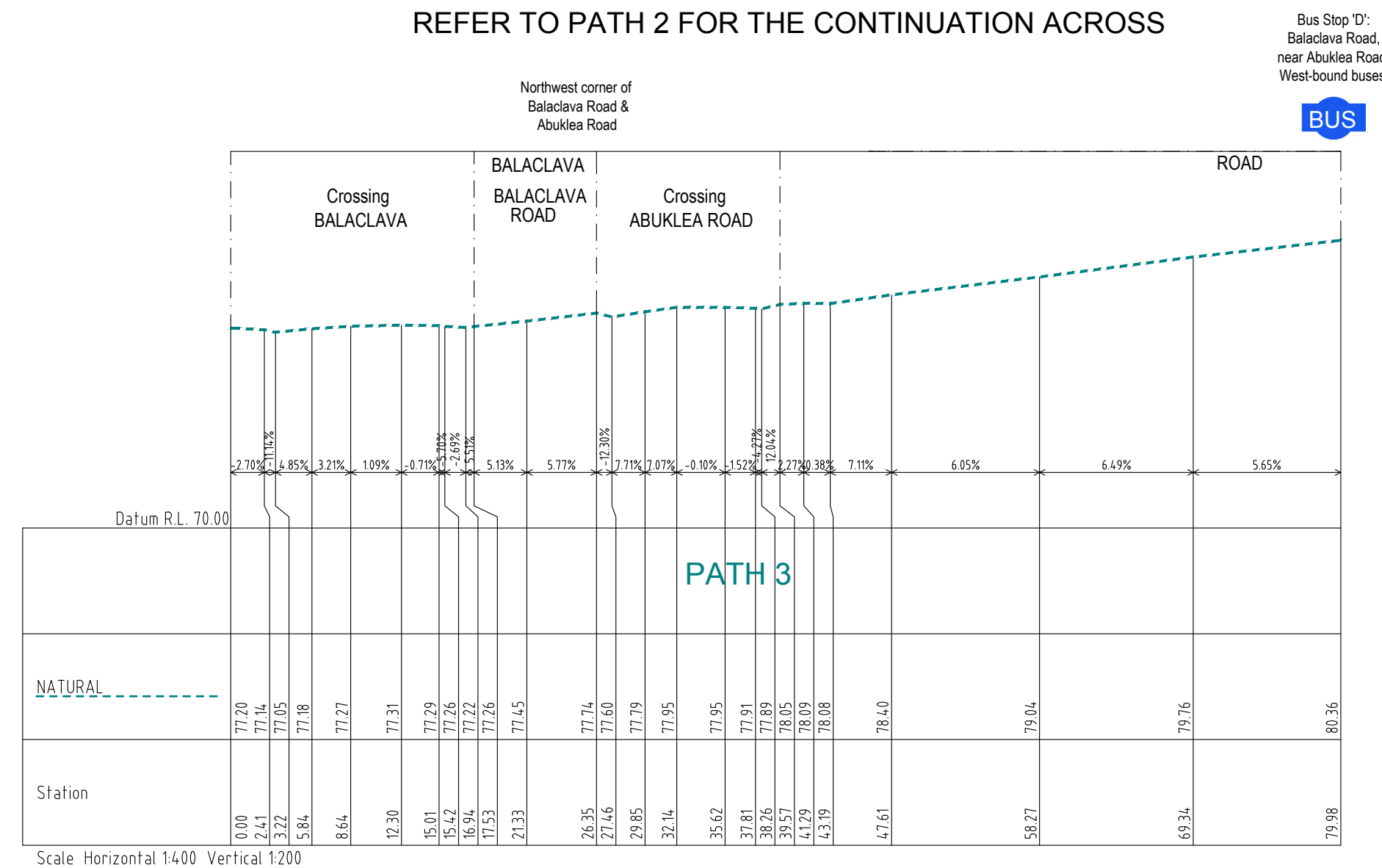




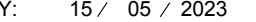


PATH 3 - ALTERNATE ROUTE TO BUS STOP 'D'

SOUTHWEST CORNER OF ABUKLEA ROAD; CONTINUATION  
ACROSS BALACLAVA ROAD; CONTINUATION ACROSS ABUKLEA  
ROAD TO BUS STOP 'D' ON BALACLAVA ROAD (BUSES  
TRAVELING EAST TO WEST).

NOTE:

BALACLAVA ROAD TO BUS STOP 'C'.  
REFER TO PATH 2 FOR THE CONTINUATION ACROSS

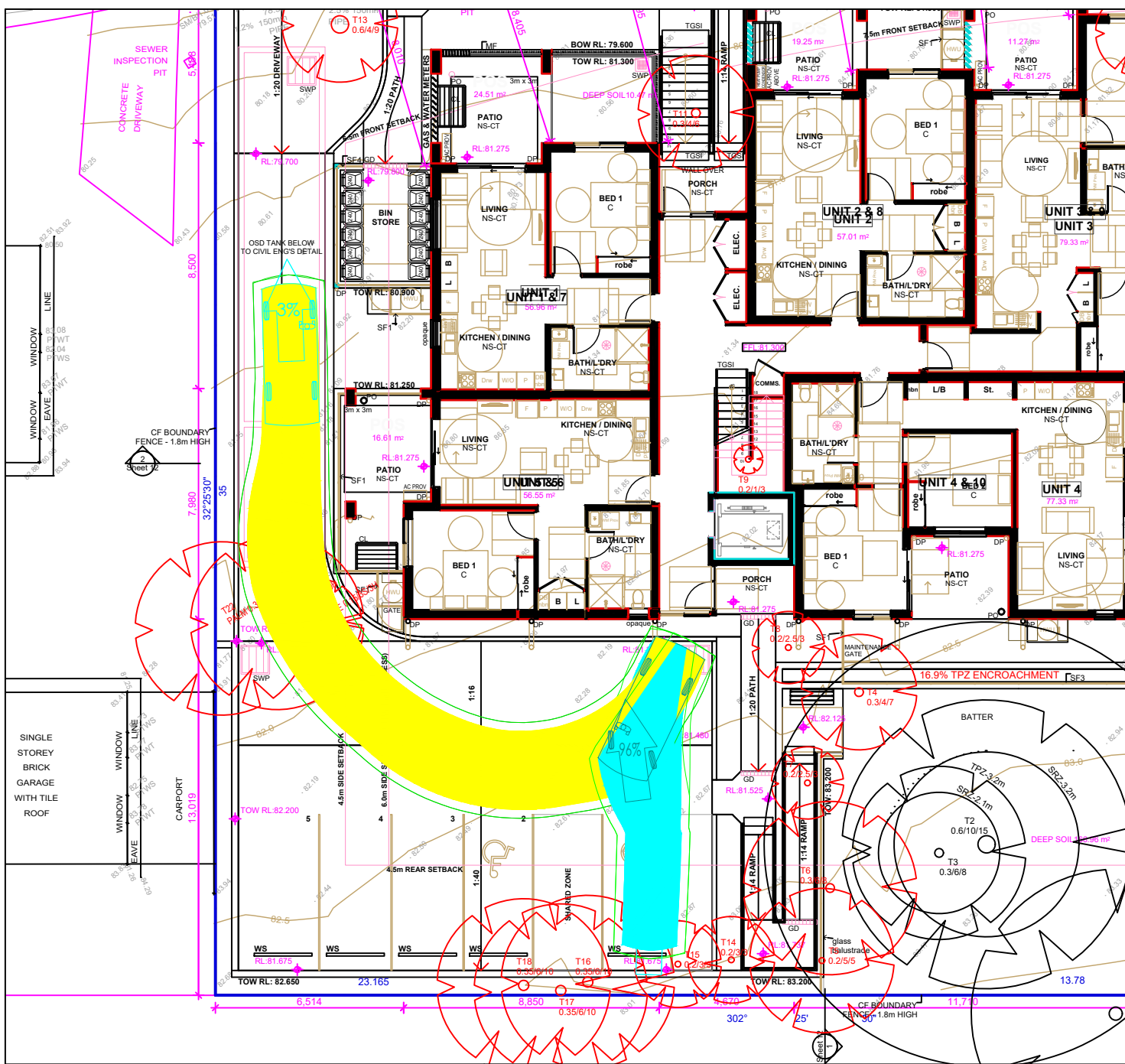


No.	DATE	NOTATION/AMENDMENT	No.	DATE	NOTATION/AMENDMENT	CONTOUR INTERVAL: 0.5m DATUM: AHD ORIGIN OF DATUM: PM 33973  100 YEAR FLOOD RL:  RECOMMENDED MINIMUM FLOOR RL:  SOURCE OF FLOOD INFO:		REDUCTION RATIO 1 : 100   LAND TITLE INFORMATION  LOTS: 34&35  PLAN NOS : DP 35375  OTHER:  AREA: EASTWOOD	DATE OF SURVEY: 15 / 05 / 2023 SURVEY CONSULTANT:  LHP 1-16, Level 1-4, Columbia Court Baulkham Hills, NSW 2153 PO BOX 6943 Baulkham Hills, NSW 2153 t: 02 8884 6900 ppg@rps.com   Registered Surveyor  SURVEYORS REF : 141958-10	 Division of the Department of Family & Community Services  DRAWING TITLE  PARTIAL DETAIL AND CONTOUR SURVEY OF 20-22 RAYMOND STREET EASTWOOD	LOCATION  EASTWOOD  STREET ADDRESS  20-22 RAYMOND ST  SITE LAYOUT JOB / /	TYPE  S  SHT. 4 OF 4
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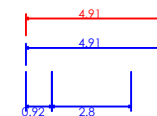








# DESIGN VEHICLE SPECIFICATIONS



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- B85th VEHICLE TYPE EXITING CAR SPACE 1

CLIENT- DTA ARCHITECTS

PROJECT ADDRESS - 22 RAYMOND STREET EASTWOOD

PROJECT NO - PT 22RSR01

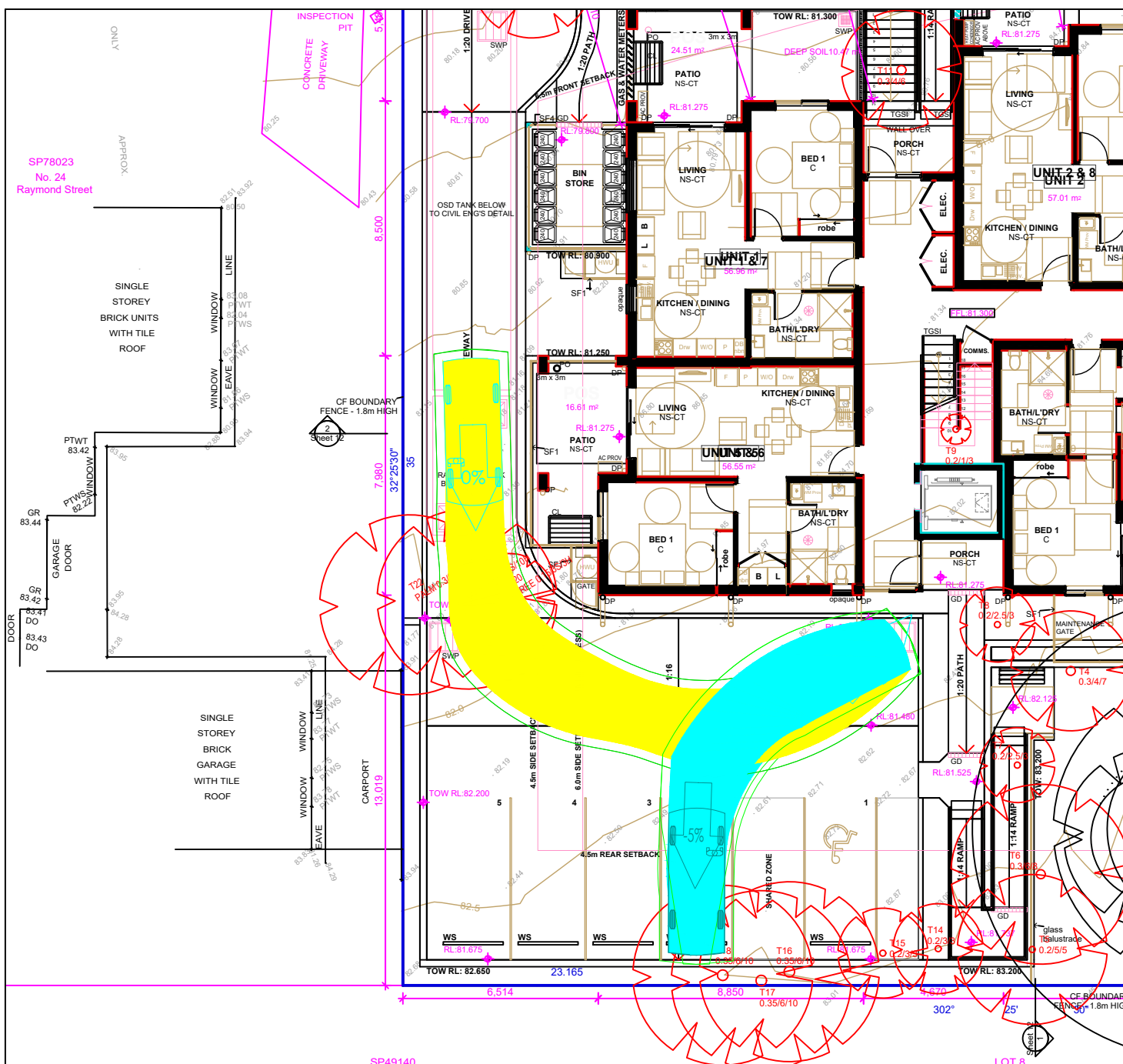
DRAWING NO - PT 22RSV02

NOTES -

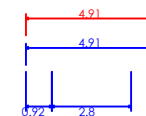
SCALE - NTS

DATE - 26/10/2023





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- B85th VEHICLE TYPE ENTERING SPACE 2

CLIENT- DTA ARCHITECTS

PROJECT ADDRESS - 22 RAYMOND STREET EASTWOOD

PROJECT NO - PT 22RSR01

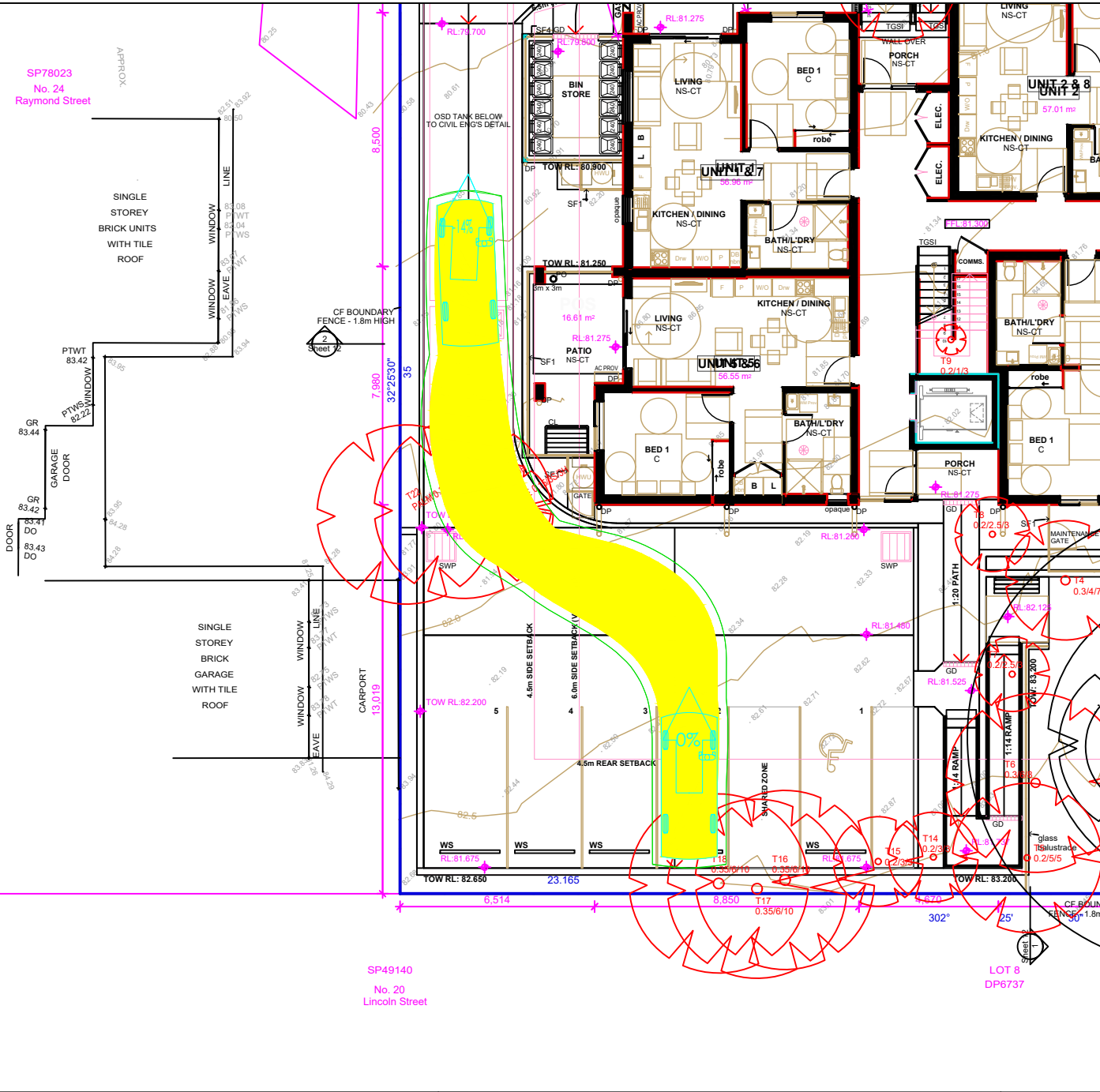
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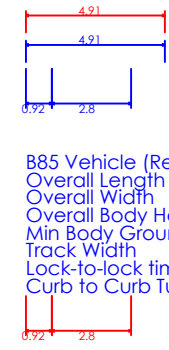
SCALE - NTS

DATE - 26/10/2023





### 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



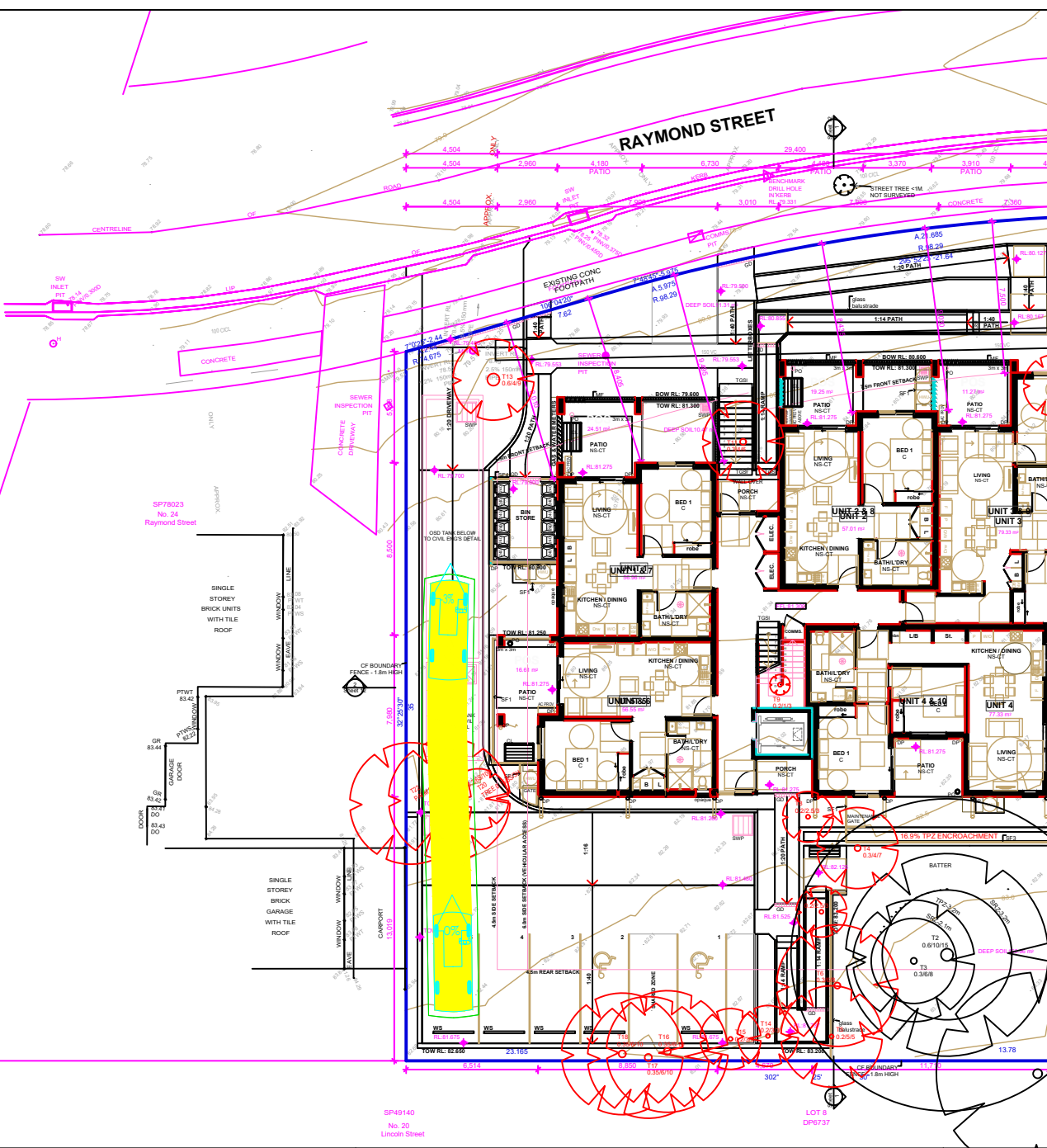
**ParkTransit**  
Parking & Traffic Design

DRAWING TITLE- B85th VEHICLE TYPE EXITING SPACE 2	PROJECT NO - PT 22RSR01	SCALE - NTS
CLIENT- DTA ARCHITECTS	DRAWING NO - PT 22RSV04	DATE - 26/10/2023
PROJECT ADDRESS - 22 RAYMOND STREET EASTWOOD	NOTES -	

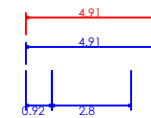








# DESIGN VEHICLE SPECIFICATIONS



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- B85th VEHICLE TYPE EXITING SPACE 5

CLIENT- DTA ARCHITECTS

PROJECT ADDRESS - 22 RAYMOND STREET EASTWOOD

PROJECT NO - PT 22RSR01

DRAWING NO - PT 22RSV06

NOTES -

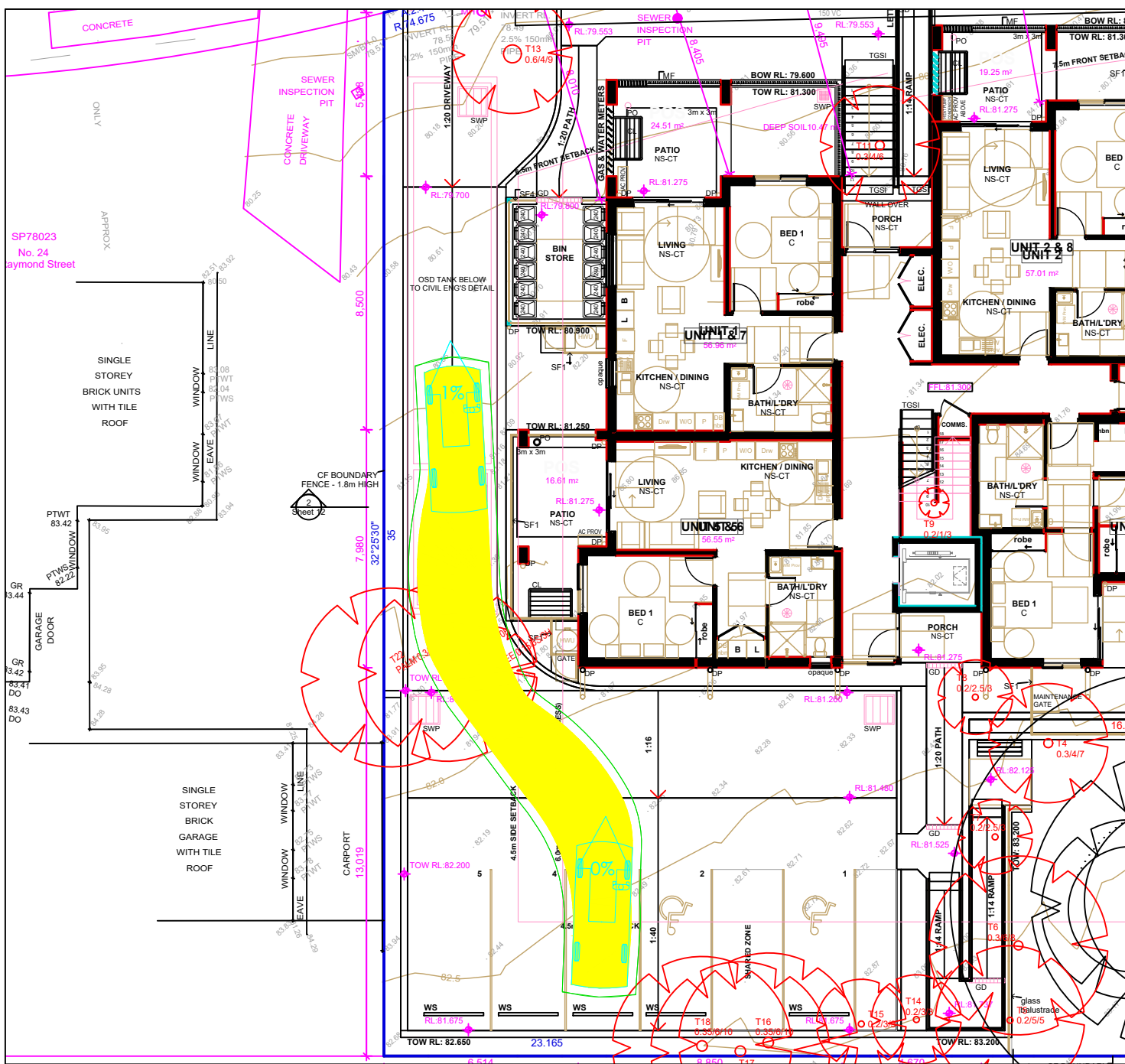
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DATE - 26/10/2023

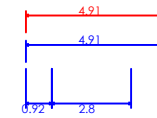








# DESIGN VEHICLE SPECIFICATIONS



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- B85th VEHICLE TYPE ENTERING SPACE 3

CLIENT- DTA ARCHITECTS

PROJECT ADDRESS - 22 RAYMOND STREET EASTWOOD

PROJECT NO - PT 22RSR01

DRAWING NO - PT 22RSV08

NOTES -

SCALE - NTS

DATE - 26/10/2023