

Traffic Impact Assessment

64-70 Stapleton Avenue, Casino

Proposed Residential Development

GT22053

Prepared for
Land & Housing Corporation

10 November 2023





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Document Information

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| Report | Traffic Impact Assessment |
| Client | Land & Housing Corporation |
| Proposal | Proposed Residential Development |
| Architects | Brewster Murray Pty Ltd |
| Project Location | 64-70 Stapleton Avenue, Casino |
| Council | Richmond Valley Council |
| Job Number | GT22053 |

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1 Introduction

1.1 Background

This report has been prepared to the Richmond Valley Council for a proposed residential development scheme by LAHC at 64-70 Stapleton Avenue, Casino (Figure 1-1).

Figure 1-1 Site



Source: Mecone

The proposal involves 18 residential units with an associated at-grade carpark.

1.2 Scope of Works

The purpose of this report is to:

- describe the site and the proposed development scheme
- describe the road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements.



1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- AS2890.1 (Australian/NZ Standards, 2004)
- Development Control Plan (Richmond Valley Council, 2009)
- RMS Guide to Traffic Generating Developments, RTA, 2002





2 Existing Conditions

2.1 Site and Surrounding Context

The site (Figure 2-1) is a consolidation of Lots 8, 9, 10 and 11 in DP31850, located at 64-70 Stapleton Avenue, Casino. It occupies a rectangular-shaped area of 3,558m² with a frontage of some 80m to Stapleton Avenue.

Figure 2-1 Site Context



Source: Sixmap (modified by Genesis Traffic)

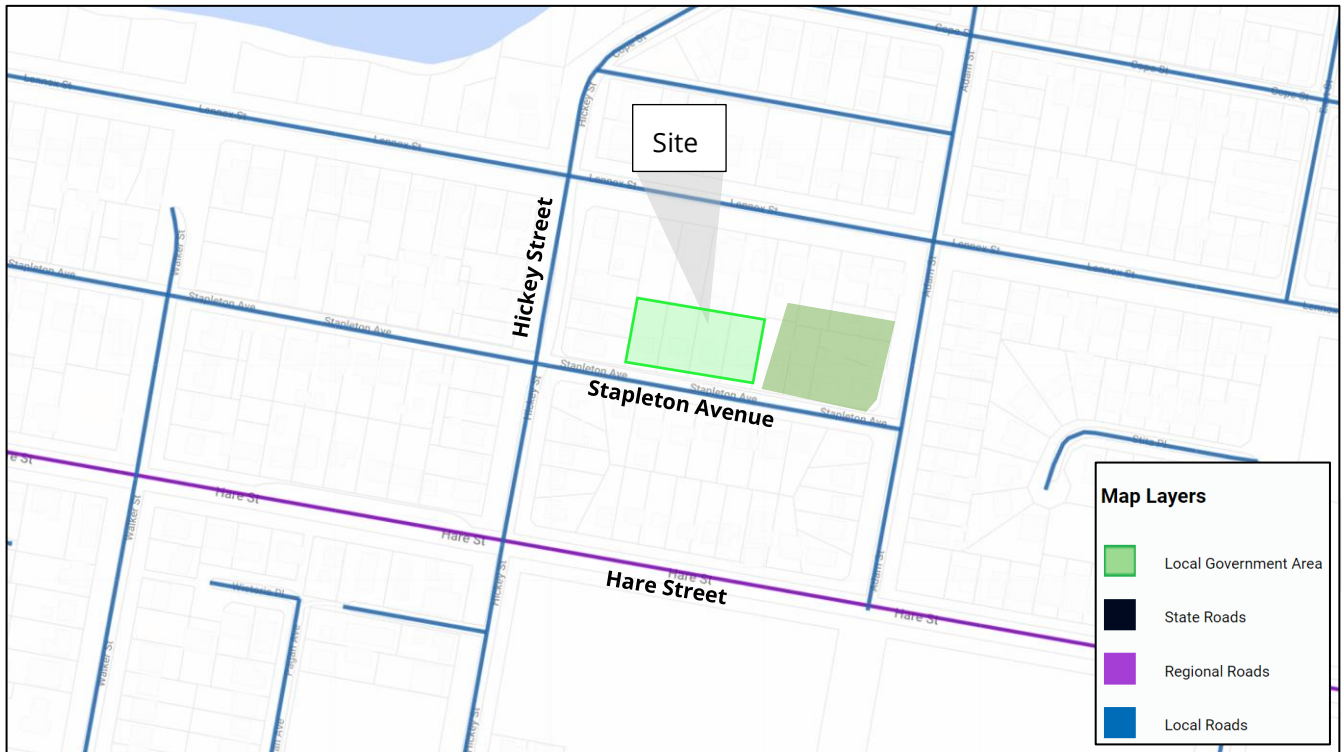
Four (4) single residential dwellings currently occupy the site, with vehicle access located at Stapleton Avenue. The site is surrounded by low-density residential development. The local airport is located approximately 1.5km southeast. Further afield, the Casino town centre is located north of the Richmond River.



2.2 Road Network

The road network serving the local area (Figure 2-2) comprises:

Figure 2-2 Local Road Network



Source: TfNSW (modified by Genesis Traffic)

- Hare Street – A Regional Road that connects Woodburn in the east and Casino in the west. It is subject to a 50 km/h speed limit near the site and comprises one traffic lane in each direction.
- Hickey Street – A local road traverses north-south between Cope Street in the north and Light Street in the south. It comprises one traffic lane in each direction and has a carriageway width of 6.5m.
- Stapleton Avenue – A local road traverses east-west between Adam Street in the east and Hickey Street in the west. It comprises one traffic lane in each direction and has a carriageway width of 6.5m.

2.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise:

- A Give Way priority control at the intersection of
 - Stapleton Avenue and Hickey Street
 - Hare Street and Hickey Street



2.4 Public Transport Services

The site is conveniently served by buses operating on Hickey Street (Table 2-1). The nearest bus stops for these services are located at Hare Street (600m, No. 674) and Hickey Street (300m, No.671).

Table 2-1 Bus services in the site's vicinity

| Bus no. | Route |
|---------|--|
| 671 | Connecting service to/from the Casino centre |

2.5 Existing Traffic Conditions

Traffic movements on Stapleton Avenue are predominantly local. There is no apparent capacity constraint in the surrounding road network during peak periods.





3 Proposed Development

It is proposed to demolish the existing buildings and outbuildings on the site, undertake earthworks to provide a level building platform and construct a two-storey building comprising:

- 18 apartments in the following composition:
 - 9 x two-bedroom units
 - 9 x three-bedroom units
- 23 x at-grade car parking spaces (including two (2) accessible car parking spaces)

Three new vehicle access points will be provided at Stapleton Avenue for the development.

Details of the proposed development are provided on the plans prepared by Brewster Murray Pty Ltd and are reproduced in part in **Attachment 1**.





4 Parking Assessment

4.1 Car Parking Requirements

SEPP Housing 2021 provides the relevant car parking criteria for this type of development. Reference is made to the non-discretionary development standards provided in Division 6, Part 2 (Development for affordable housing) as follows:

(e) for development on land that is not in an accessible area—the development will result in at least the following parking spaces—

- (i) for each dwelling containing 1 bedroom—0.5 parking spaces,*
- (ii) for each dwelling containing 2 bedrooms—1 parking space,*
- (iii) for each dwelling containing at least 3 bedrooms—1.5 parking spaces.*

Having regard to the above, the proposal of 18 units indicates a minimum requirement of 23 parking spaces. Accordingly, the proposal to provide 23 parking spaces satisfies the SEPP criteria.



5 Access and Circulation Design

5.1 Access Location

A new 5.5m wide driveway will be established centrally on Stapleton Avenue to provide access to the new at-grade car park. The access driveway has been designed in accordance with the AS2890.1 criteria (Table 5-1).

5.2 Access, Carpark and Circulation

Table 5-1 shows the minimum parking dimension in parking modules and access driveway requirements in accordance with AS2890.1 and AS2890.6.

Table 5-1 Compliance Check against Off-street Car Parking (AS2890.1:2004)

| Features | Requirement | Provision | Compliance | Notes |
|--------------------------------------|---|-----------------------------|------------|-------|
| Access Driveways (Category 1) | | | | |
| Access Width | (Category 1) 3.0m - 5.5m | 3.0m (single space) 5.5m | Yes | |
| Passing Provision | 1 per 30m | Provided | Yes | |
| Sight Triangle (Pedestrian) | 2.5m long x 2.0m wide | Provided | Yes | |
| First 6m Ramp Grade | Max 5% (1 in 20) | Provided | Yes | |
| Circulation Roadways / Ramp | | | | |
| Ramp Grade | Max 25% (1 in 4) | 1 in 20 | Yes | |
| Transitions | Min 2.0m | >2.0m | Yes | |
| Grade Transitions | Max 12.5% (1 in 8) | < 1 in 8 | Yes | |
| Roadways Width (single lane) | Min 3.0m | 3.0m | Yes | |
| Headroom Clearance | Min 2.2m | N/A | Yes | |
| Parking Modules | | | | |
| Car Space Dimension | User Class 1A 5.4m long x 2.4m wide | 5.4m long x 2.4m wide | Yes | |
| Aisle Width | User Class 1A 5.8m | 6.1m | Yes | |
| Door Clearance | 300mm | Provided | Yes | |
| Blind Aisle | Min 1.0m | Provided | Yes | |



| | | | | |
|------------------|------------------|---------|-----|--|
| Height Clearance | Min 2.2m | N/A | Yes | |
| Gradient | Max 5% (1 in 20) | 1 in 20 | Yes | |

Table 5-2 Compliance Check against Accessible Parking (AS2890.6:2022)

| Features | Requirement | Provision | Yes | Notes |
|------------------------------|--------------------------|--------------------------|-----|-------|
| DDA Space Dimension | 5.4m long x 2.4m wide | 5.4m long x 2.4m wide | Yes | |
| DDA Shared Zone + Bollard | 5.4m long x 2.4m wide | 5.4m long x 2.4m wide | Yes | |
| Height Clearance | 2.5m | N/A | Yes | |
| Parking Space Gradient | Max 2.5% (1 in 40) | 1 in 40 | Yes | |

The assessment confirms the design provisions in relation to the access points, parking circulation, and arrangement generally comply with AS2890.1 and AS2890.6. Vehicle movements to/from the car park will be entirely forwards however cars will need to reverse out of the single lane access driveways on the western and eastern parts of the site. These single lane driveways operate with a 'domestic' nature (i.e. serving one dwelling each) and it is common for reverse manoeuvres to occur infrequently in this type of driveway.

A swept path analysis has been provided to demonstrate the satisfactory vehicle manoeuvres and circulation within the carpark. Details of a swept path analysis are provided in **Attachment 2**.

5.3 Servicing Arrangement

Refuse collection will occur on-street along Stapleton Avenue. All loading activities related to deliveries, courier activity, maintenance etc., will rely on the ample on-street parking near the site.



6 Traffic Assessment

6.1 Existing Traffic Generation

The updated Technical Direction TDT 2013/04a¹ provides revised trip generation rates for low-density residential dwellings in regional areas. The relevant trip rates are as follows:

- 0.78 vtpd per dwelling during the morning peak hour
- 0.71 vtpd per dwelling during the evening peak hour

Application of these rates to the four (4) single dwellings indicates an existing traffic outcome of four (4) vtpd during AM and PM peak.

6.2 Development Traffic Generation

The RMS Guide to Traffic Generating Development provides a peak hour traffic generation rate of 0.4-0.5 vtpd per dwelling for medium-density residential development. Application of this rate to 18 units would indicate a traffic outcome of nine (9) vtpd during peak hours.

6.3 Overall Traffic Generation and Distribution

Having regard to the above, the additional traffic generation outcome is calculated as follows:

$$\begin{aligned}\text{Additional Traffic Generation} &= \text{Development Traffic Generation} - \text{Existing Traffic Generation} \\ &= 9 \text{ vtpd} - 4 \text{ vtpd} \\ &= 5 \text{ vtpd}\end{aligned}$$

Based on the above, the proposal will likely result in the addition of five (5) vehicle movements per hour during peak periods. Traffic generation of this order of magnitude (being an addition of one vehicle every some 12 minutes) will not be adverse to the existing road network.

The assessment concludes on this basis that the resulting development traffic will not unduly impact the surrounding road network.

¹ NSW Government Roads and Maritime Services 2013, Guide to Traffic Generating Developments: Updated traffic surveys



7 Conclusion

The Traffic and Parking assessment undertaken in respect of the proposed residential development at 64-70 Stapleton Avenue, Casino has concluded that:

- the traffic generation of the proposed development will not present any adverse traffic implications
- the proposed parking provision will comply with the SEPP criteria and will adequately serve the development
- the proposed accesses, internal circulation and parking arrangements will be appropriate to AS design criteria.





Attachment 1

Architectural Plans

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- LEGEND:**
- 2 BEDROOM UNIT
 - 3 BEDROOM UNIT
 - BALCONY / PATIO
 - LANDSCAPE AREA
 - DEEP SOIL AREA
 - CONCRETE / PATHWAY
 - DRIVEWAY
 - BALCONY OVER
 - EXISTING BUILDING TO BE DEMOLISHED
 - CIRCULATION CLEARANCE
 - 200MM GRATE DRAIN
 - P.O.S. PRIVATE OPEN SPACE
 - PP POWER POLE
 - T TELSTRA PIT
 - H HYDRANT
 - SW STORMWATER
 - RL INDICATIVE RELATIVE LEVEL
 - C.O.S. COMMON OPEN SPACE
 - G GARBAGE BINS
- EXISTING TREE TO BE RETAINED MEDIUM RETENTION VALUE (WITH TPZ DASHED)
 - EXISTING TREE TO BE RETAINED LOW RETENTION VALUE (WITH TPZ DASHED)
 - EXISTING TREE - TO BE DEMOLISHED
 - NEW PROPOSED TREES
 - NEW PROPOSED LANDSCAPING - REFER TO LANDSCAPE PLAN

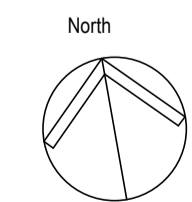
- GENERAL NOTES:**
- REFER TO CIVIL ENGINEERS DOCUMENTATION FOR PROPOSED STORMWATER
 - REFER TO SURVEY FOR ALL EXISTING SERVICES
 - REFER TO LANDSCAPE PLAN FOR PLANTING TYPES
 - ALL SLOPE ARROWS SHOW SLOPE UP UNLESS ANNOTATED 'FALL'
 - READ IN CONJUNCTION WITH CUT & FILL PLAN AND RETAINING WALLS SECTIONS
 - FENCE FEN-1 TYPICAL HEIGHT 1.2m AT FRONT, 1.8m AT REAR & WHERE PRIVACY REQUIRED
 - FENCE FEN-2 TYPICAL HEIGHT 1.8m (BOUNDARY FENCE)
 - FENCE FEN-3 TYPICAL HEIGHT 1.2m AT FRONT, 1.8m AT REAR, EXCEPT AS NOTED
 - FENCE FEN-4 TYPICAL HEIGHT 1.4m (GARBAGE BIN AREA BRICK WALLS)

DEEP SOIL ZONES CALCULATION:

| | |
|--------------|-----------------------------|
| DSZ-1 | 70m ² |
| DSZ-2 | 39m ² |
| DSZ-3 | 41m ² |
| DSZ-4 | 114m ² |
| DSZ-5 | 39m ² |
| DSZ-6 | 60m ² (AT REAR) |
| DSZ-7 | 38m ² (AT REAR) |
| DSZ-8 | 155m ² (AT REAR) |
| DSZ-9 | 107m ² (AT REAR) |
| TOTAL | 660m² |



1 | SITE PLAN
SCALE 1 : 200



LOCKED BAG 5022
PARRAMATTA NSW 2124
Ph 1800 738 718
www.dpie.nsw.gov.au/land-and-housing-corporation

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| NOMINATED ARCHITECT: | SIGNATURE: | D 17/10/23 FOR REVIEW |
| MICHAEL BULLEN | | C 19/09/23 FOR REVIEW |
| | | B 03/07/23 FOR REVIEW |
| | | A 23/06/23 FOR REVIEW |
| REV | DATE | NOTATION/AMENDMENT |
| DO NOT SCALE DRAWINGS. CHECK ALL DIMENSIONS ON SITE. FIGURED DIMENSIONS TAKE PRECEDENCE. | | |

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| ARCHITECT | BREWSTER MURRAY PTY LTD PH (02) 9259 0988 |
| BCA CONSULTANT | |

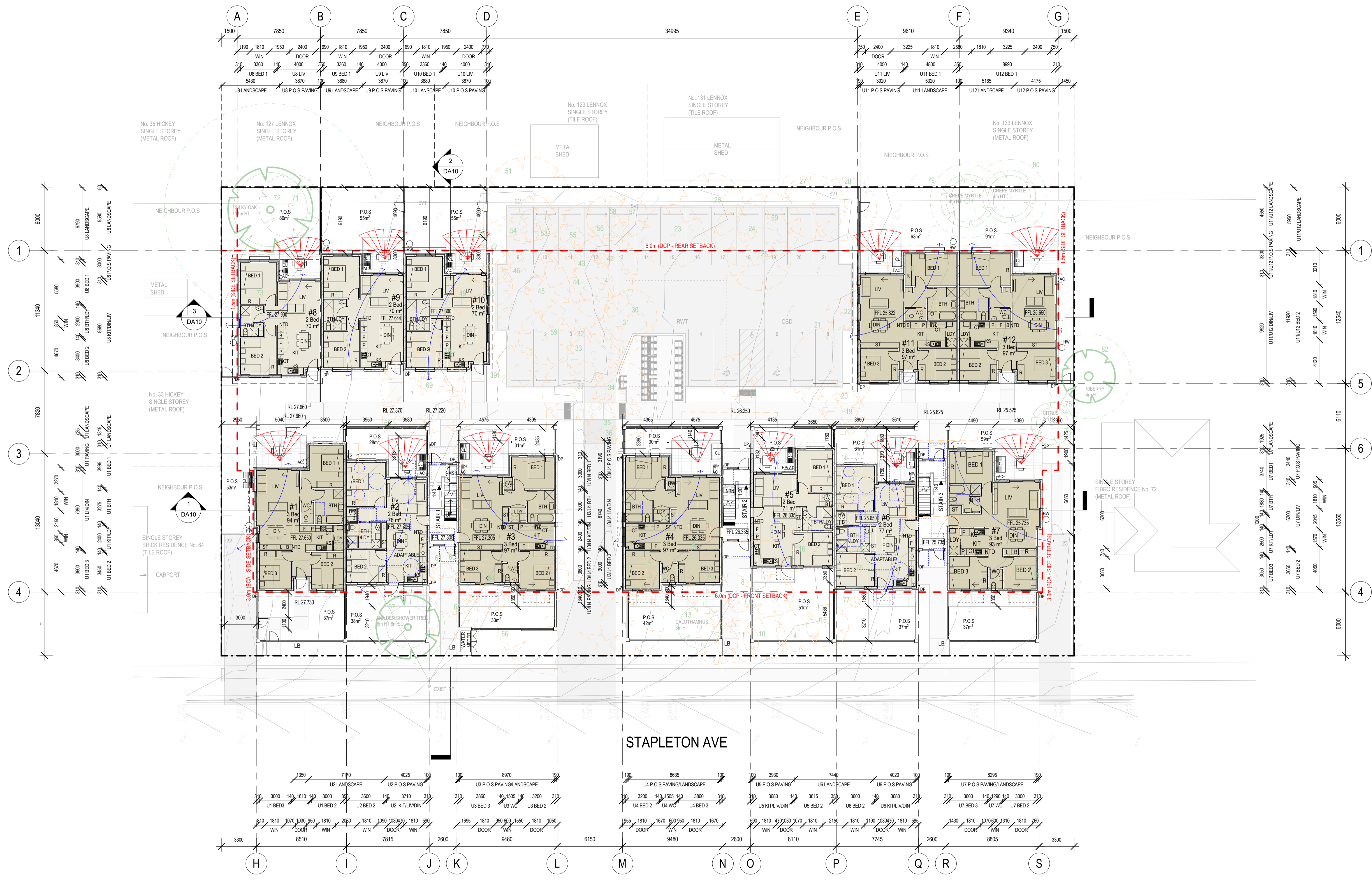
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| CONSULTING ENGINEERS | GREENVIEW CONSULTING |
| LANDSCAPE CONSULTANT | GREENLAND DESIGN |

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| CLIENT | DEPARTMENT OF PLANNING & ENVIRONMENT LAND & HOUSING CORPORATION |
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| PROJECT | RESIDENTIAL FLAT BUILDING AND MULTI DWELLING HOUSING DEVELOPMENT UNDER NSW HOUSING SEPP 2021 64-70 STAPLETON AVENUE, CASINO 2470 LOTS 8, 9, 10, 11 IN DP31850 |
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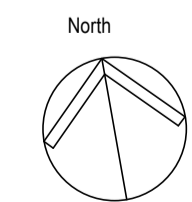
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| STAGE | A1 |
| DESIGNER | AG |
| CHECKED | MB |
| TYPE | SHEET |
| DA04 | |
| REV | D |



- LEGEND:**
- 2 BEDROOM UNIT
 - 3 BEDROOM UNIT
 - BALCONY / PATIO
 - LANDSCAPE AREA
 - DEEP SOIL AREA
 - CONCRETE / PATHWAY
 - DRIVEWAY
 - SOLAR ACCESS MIDWINTER
 - CROSS VENTILATION
 - EXISTING TREE TO BE RETAINED (WITH TPZ DASHED)
 - EXISTING TREE - TO BE DEMOLISHED
 - ROOF OVER
 - EXISTING BUILDING TO BE DEMOLISHED
 - CIRCULATION CLEARANCE
 - P.O.S. PRIVATE OPEN SPACE
 - FFL FINISHED FLOOR LEVEL
 - CL CLOTHES LINE
 - B BROOM CUPBOARD
 - L LINEN
 - KS KITCHEN SINK
 - CT COOKTOP
 - P PANTRY
 - F FRIDGE
 - WO WALL OVEN
 - HW GAS HOT WATER HEATER

1 | GROUND FLOOR PLAN
SCALE 1 : 200



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| NOMINATED ARCHITECT: | SIGNATURE: |
| MICHAEL BULLEN | |
| D 17/10/23 FOR REVIEW | |
| C 19/09/23 FOR REVIEW | |
| B 03/07/23 FOR REVIEW | |
| A 23/06/23 FOR REVIEW | |
| REV DATE NOTATION/AMENDMENT | |
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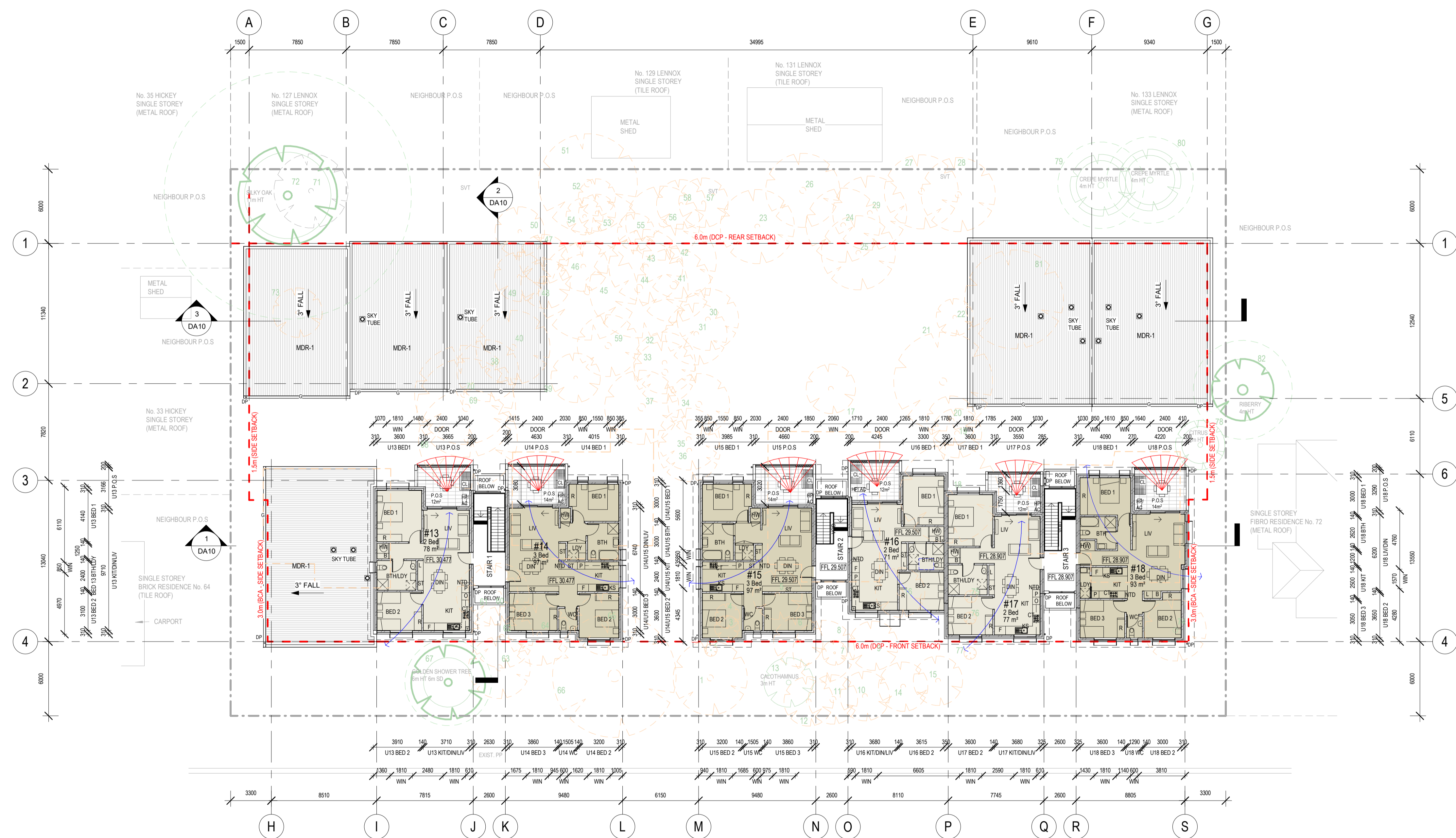
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| ARCHITECT | CONSULTING ENGINEERS |
| BREWSTER MURRAY PTY LTD PH (02) 9259 0888 | GREENVIEW CONSULTING |
| BCA CONSULTANT | LANDSCAPE CONSULTANT |
| | GREENLAND DESIGN |

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| CLIENT | PROJECT |
| DEPARTMENT OF PLANNING & ENVIRONMENT LAND & HOUSING CORPORATION | RESIDENTIAL FLAT BUILDING AND MULTI DWELLING HOUSING DEVELOPMENT UNDER NSW HOUSING SEPP 2021 64-70 STAPLETON AVENUE, CASINO 2470 LOTS 8, 9, 10, 11 IN DP31850 |

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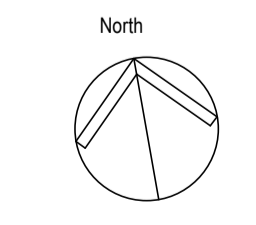
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| PROJECT NO | PROJECT NAME |
| BGZDY | DA05 |

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- LEGEND:**
- 2 BEDROOM UNIT
 - 3 BEDROOM UNIT
 - BALCONY / PATIO
 - LANDSCAPE AREA
 - DEEP SOIL AREA
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 - EXISTING TREE - TO BE DEMOLISHED
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 - FFL
 - CL
 - B
 - L
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 - CT
 - P
 - F
 - WO
 - HHW
 - PRIVATE OPEN SPACE
 - FINISHED FLOOR LEVEL
 - CLOTHES LINE
 - BROOM CUPBOARD
 - LINEN
 - KITCHEN SINK
 - COOKTOP
 - PANTRY
 - FRIDGE
 - WALL OVEN
 - GAS HOT WATER HEATER

1 | FIRST FLOOR PLAN
SCALE 1 : 200

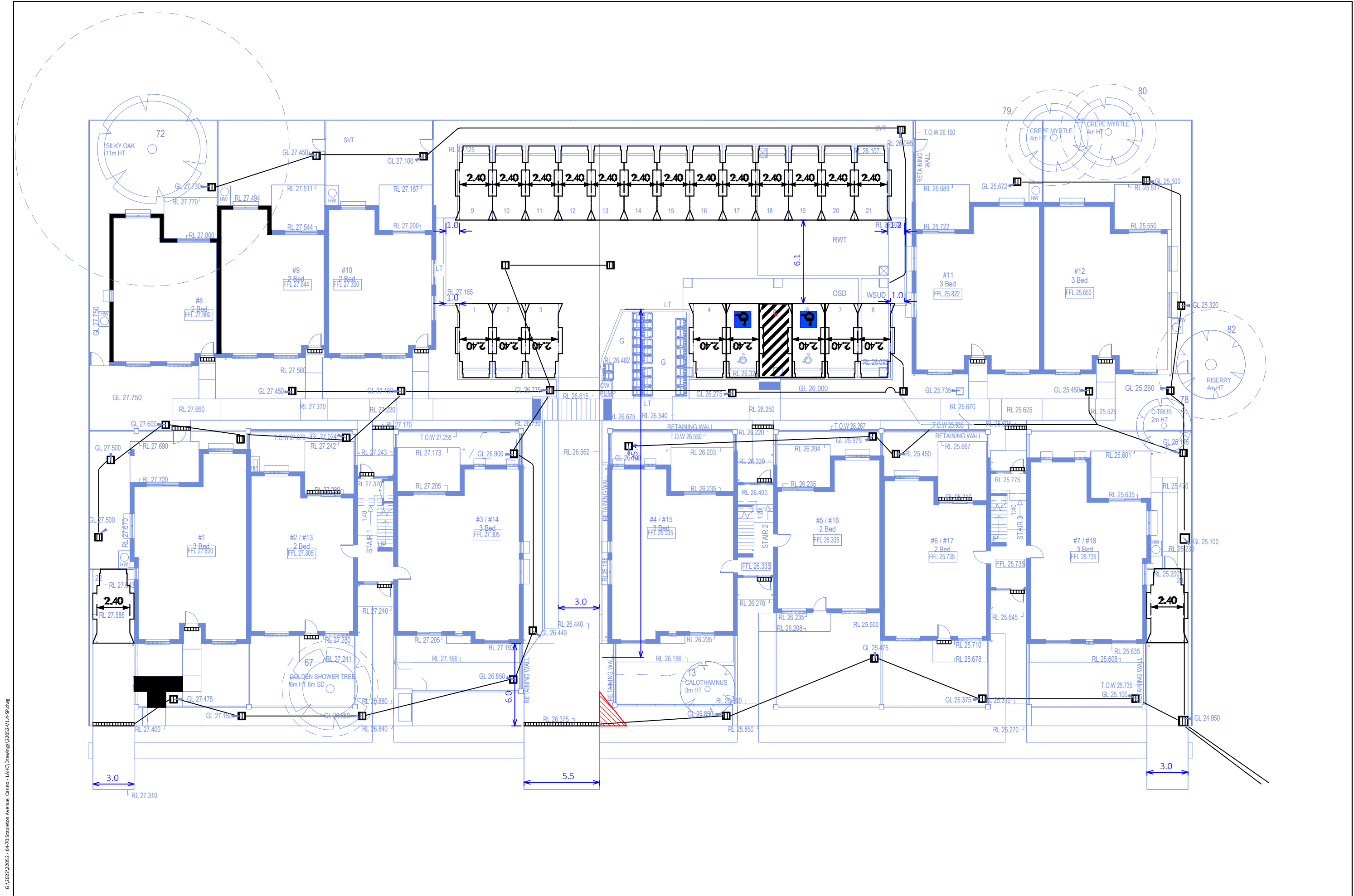


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| | NOMINATED ARCHITECT: MICHAEL BULLEN | SIGNATURE: | D 17/10/23 FOR REVIEW C 19/09/23 FOR REVIEW B 03/07/23 FOR REVIEW A 23/06/23 FOR REVIEW | ARCHITECT BREWSTER MURRAY PTY LTD PH (02) 9259 0888 | CONSULTING ENGINEERS GREENVIEW CONSULTING | CLIENT DEPARTMENT OF PLANNING & ENVIRONMENT LAND & HOUSING CORPORATION | PROJECT RESIDENTIAL FLAT BUILDING AND MULTI DWELLING HOUSING DEVELOPMENT UNDER NSW HOUSING SEPP 2021 64-70 STAPLETON AVENUE, CASINO 2470 LOTS 8, 9, 10, 11 IN DP31850 | TITLE FIRST FLOOR PLAN | STATUS SKETCH DESIGN |
| | LOCKED BAG 5022 PARRAMATTA NSW 2124 Ph 1800 738 718 www.dpie.nsw.gov.au/land-and-housing-corporation | REV DATE NOTATION/AMENDMENT DO NOT SCALE DRAWINGS. CHECK ALL DIMENSIONS ON SITE. FIGURED DIMENSIONS TAKE PRECEDENCE. | BSA CONSULTANT | LANDSCAPE CONSULTANT GREENLAND DESIGN | PROJECT NO MB DESIGNER AG CHECKED MB REV D | DATE 17/10/23 SCALE 1:200 SHEET SIZE A1 TYPE SHEET DA06 | PROJECT NO BGZDY CHECKED MB REV D | | |



Attachment 2

Turning Path Assessment



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**64-70 STAPLETON AVENUE, CASINO
PROPOSED RESIDENTIAL DEVELOPMENT
COMPLIANCE CHECK**

DRAWING REF NO. 22052-V1.4-SP

SHEET NO. 01 OF 05

ISSUE DATE 24 October 2023

DESIGNED BY L.NG REVIEWED BY B.LO

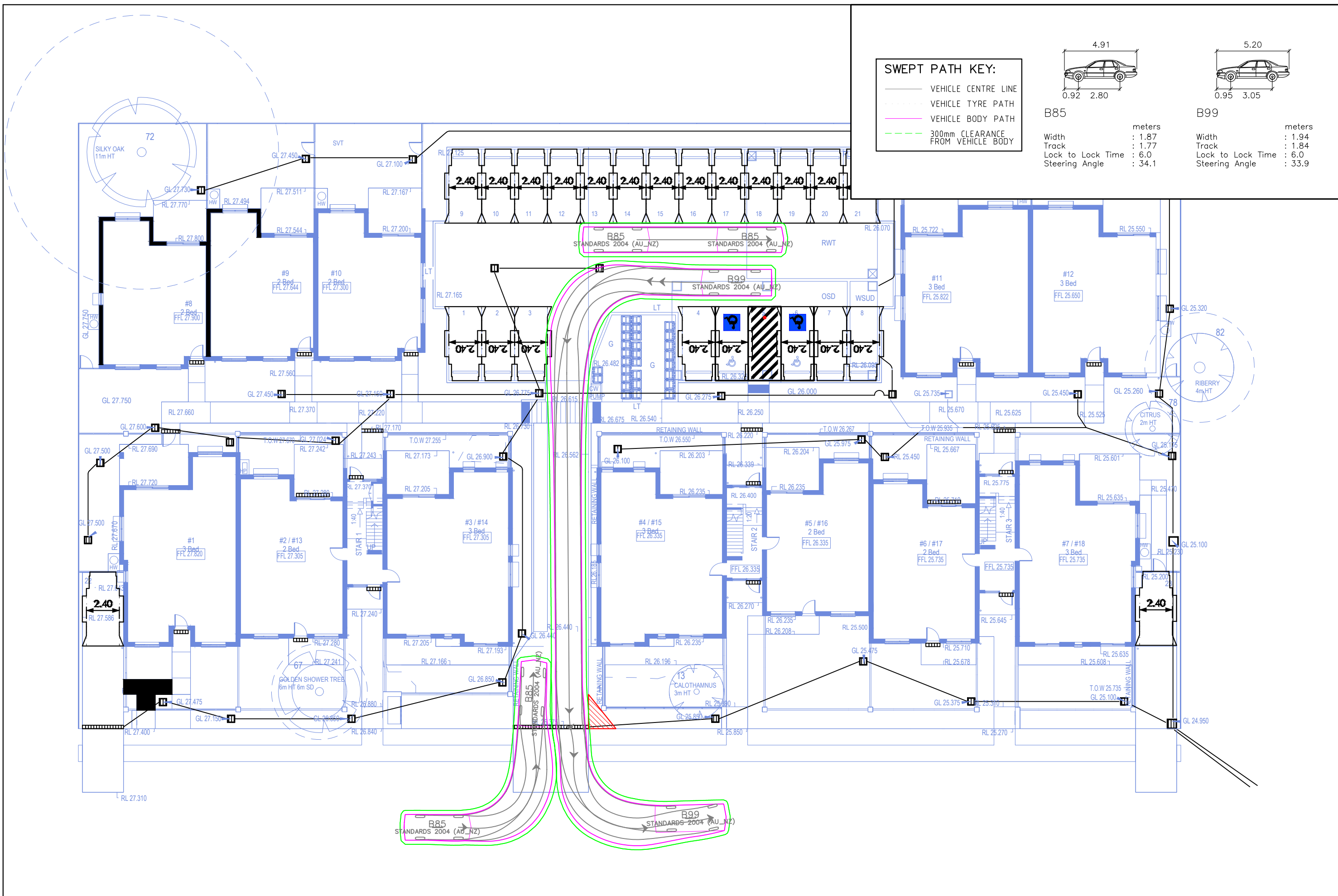
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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
THE LOCATION OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY.
THE EXACT LOCATION SHALL BE VERIFIED ON SITE.
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.





SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

| | |
|--|--|
| <p>B85</p> | <p>B99</p> |
| Width : 1.87 meters Track : 1.77 meters Lock to Lock Time : 6.0 Steering Angle : 34.1 | Width : 1.94 meters Track : 1.84 meters Lock to Lock Time : 6.0 Steering Angle : 33.9 |

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64-70 STAPLETON AVENUE, CASINO
 PROPOSED RESIDENTIAL DEVELOPMENT
 SWEPT PATH ASSESSMENT - VEHICLES PASSING OPPORTUNITY
 DRAWING REF NO. 22052-V1.4-SP SHEET NO. 02 OF 05

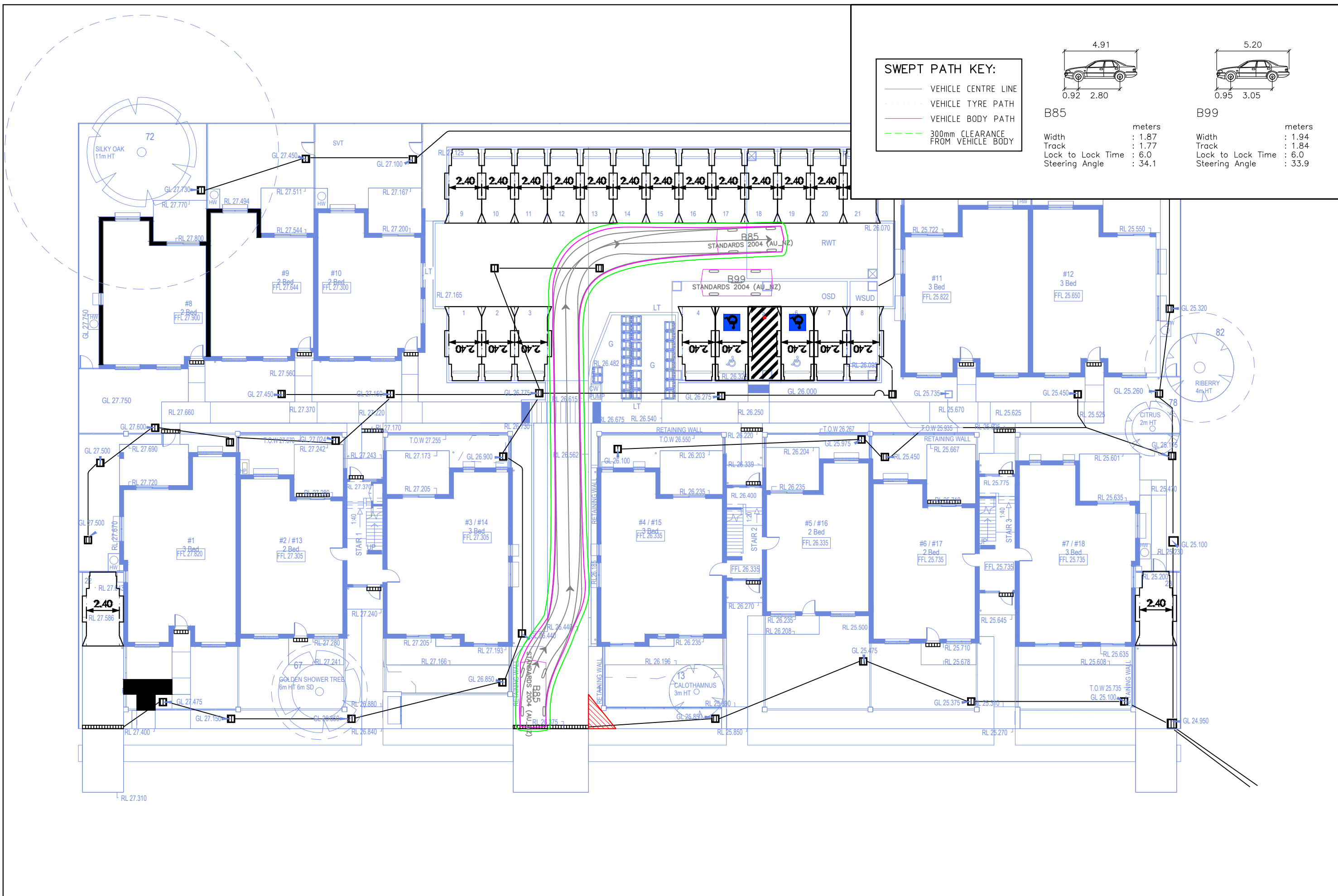
DESIGNED BY L.N.G. REVIEWED BY B.L.O.
 SCALE A3 0 2.5 5.0 1:250
 ISSUE DATE 24 October 2023



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
 THE LOCATION OF UNDERGROUND SERVICES
 ARE APPROXIMATE ONLY
 THE EXACT LOCATION SHALL BE OPENED UP ON SITE.
 ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.





SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

| | |
|---|---|
| <p>B85</p> | <p>B99</p> |
| <p>Width : 1.87 meters</p> <p>Track : 1.77 meters</p> <p>Lock to Lock Time : 6.0</p> <p>Steering Angle : 34.1</p> | <p>Width : 1.94 meters</p> <p>Track : 1.84 meters</p> <p>Lock to Lock Time : 6.0</p> <p>Steering Angle : 33.9</p> |

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64-70 STAPLETON AVENUE, CASINO
PROPOSED RESIDENTIAL DEVELOPMENT
SWEPT PATH ASSESSMENT - VEHICLES PASSING OPPORTUNITY
 DRAWING REF NO. 22052-V1.4-SP SHEET NO. 03 OF 05 ISSUE DATE 24 October 2023

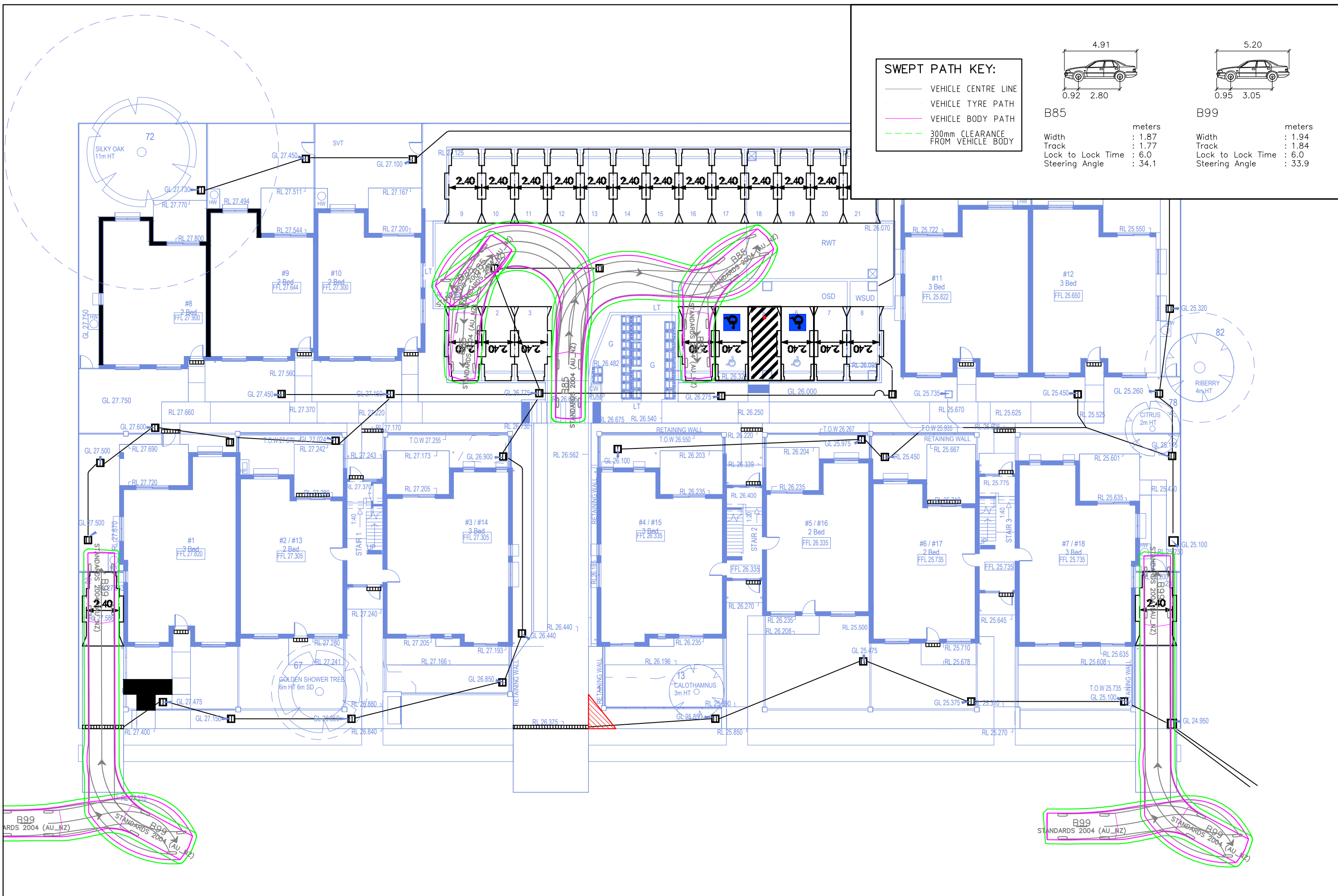
DESIGNED BY L.NG REVIEWED BY B.L.O
 SCALE A3 0 2.5 5.0 1:250



PRELIMINARY PLAN
 FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION

WARNING
 THE LOCATION OF UNDERGROUND SERVICES
 ARE APPROXIMATE ONLY
 THE EXACT LOCATIONS SHALL BE OPENED UP ON SITE.
 ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.





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**64-70 STAPLETON AVENUE, CASINO
PROPOSED RESIDENTIAL DEVELOPMENT
SWEPT PATH ASSESSMENT - VEHICLES ENTER CAR SPACES**

DRAWING REF NO. 22052-V1.4-SP

SHEET NO. 04 OF 05

ISSUE DATE 24 October 2023

DESIGNED BY L.NG
REVIEWED BY B.LO

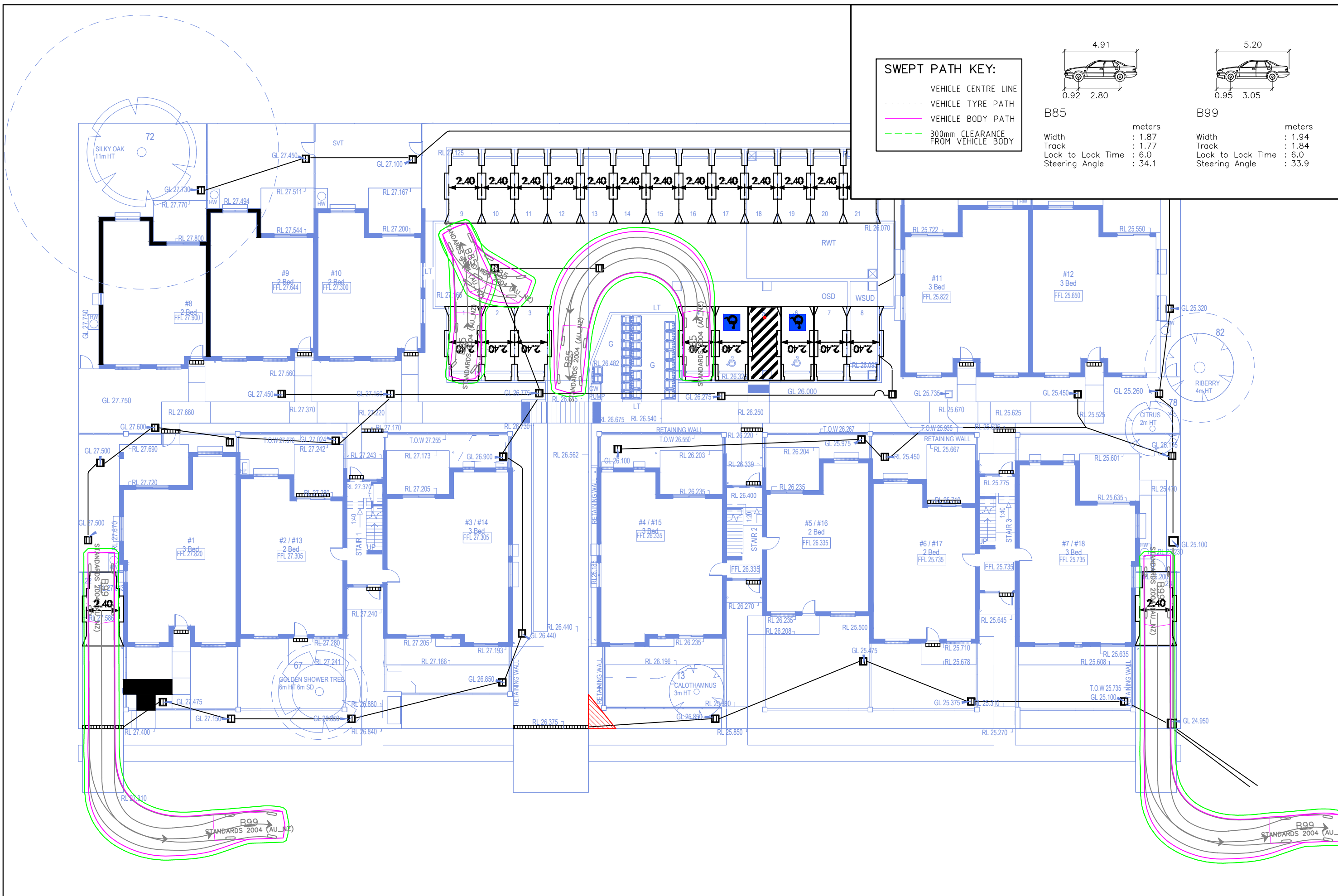
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

| Vehicle Type | Width (m) | Track (m) | Lock to Lock Time (s) | Steering Angle (°) |
|--------------|-----------|-----------|-----------------------|--------------------|
| B85 | 1.87 | 1.77 | 6.0 | 34.1 |
| B99 | 1.94 | 1.84 | 6.0 | 33.9 |

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**64-70 STAPLETON AVENUE, CASINO
PROPOSED RESIDENTIAL DEVELOPMENT
SWEPT PATH ASSESSMENT - VEHICLES EXIT CAR SPACES**

DRAWING REF NO. 22052-V1.4-SP SHEET NO. 05 OF 05 ISSUE DATE 24 October 2023

DESIGNED BY: L.N.G. REVIEWED BY: B.L.O.

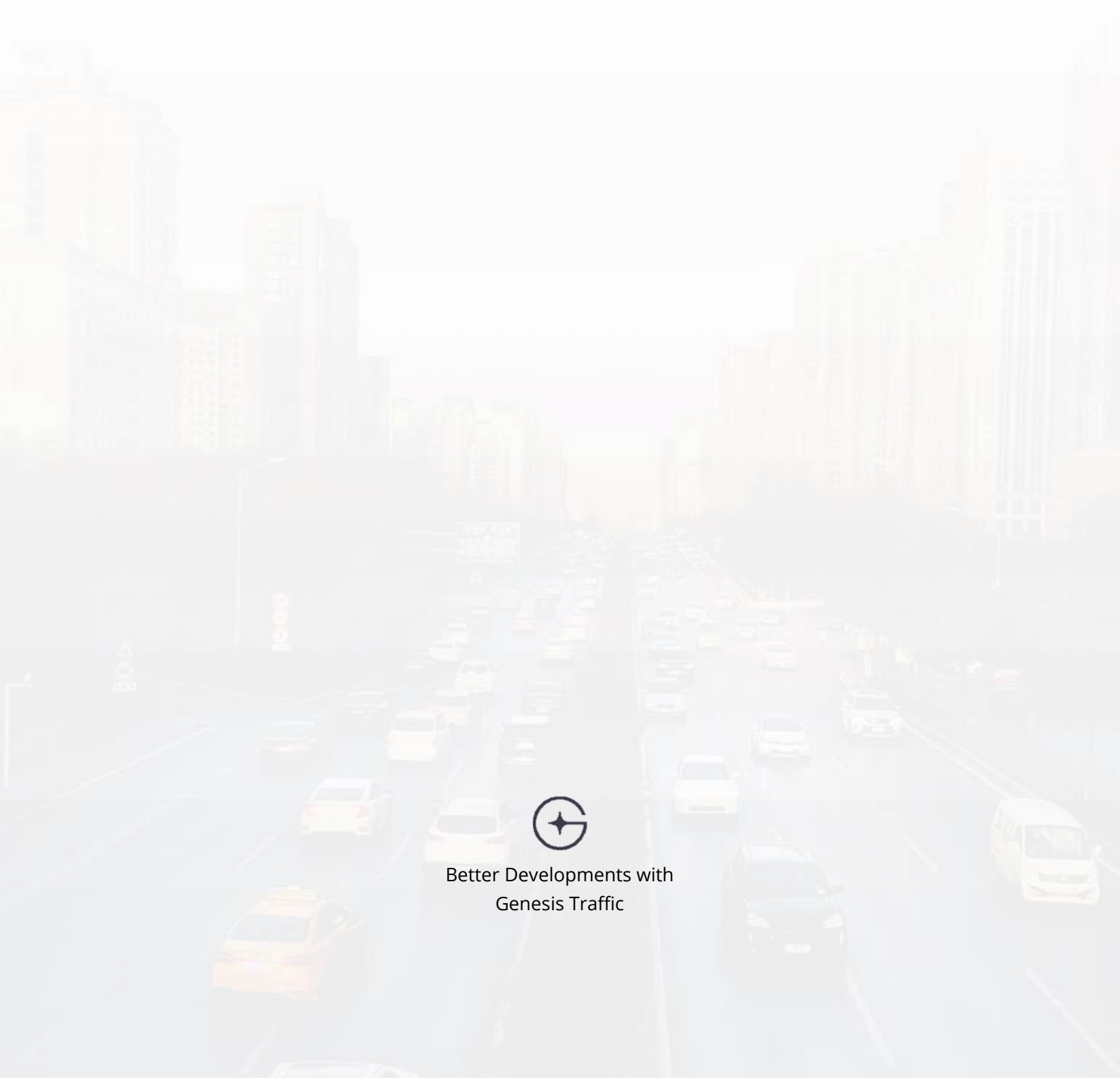
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