-

ParkTransit
Parking & Traffic Design

ParkTransit

Traffic and Parking Impact Assessment

37-39 Munro Road, Crestwood

For DTA Architects

05th March 2025

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

Traffic Impact Assessment Report for Senior Housing Development at 37-39 Munro Road, Crestwood For: DTA Architects

Version No.	Author	Reviewed by:	Date:
1	A.M.	G Caldwell	19.12.2024
2	A.M.	Client	21.01.2025
2	A.M.	Client	05.03.2025

Contents

Table of Figures

List of Tables

ATTACHMENTS

Attachment A - Architectural Plan indicating Access and Car Park Arrangement
Attachment B - Swept Path Assessment

ABBREVIATIONS

DA:	Development Application
Council:	Queanbeyan-Palerang Regional Council, NSW
Proposal:	Development of Seniors Housing Development
DCP:	Queanbeyan-Palerang Regional Council, NSW Development Control Plan 2012
GFA:	Gross Floor Area
TfNSW Guide:	TfNSW 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) were engaged by DTA Architects to assist with the Part 5 Application process for the construction of a Senior Living located at 37-39 Munro Road Crestwood, within Queanbeyan-Palerang Regional Council LGA. The proposed development will be developed by Homes NSW.

The proposal involves constructing a senior living facility suitable to accommodate ten (10) units. As part of the proposal, five (5) on-site parking spaces will be provided within the at-grade level car park. Vehicular access will be provided via a combined entry and exit driveway located on Spendelove Street frontage. The figure below shows the site's location.

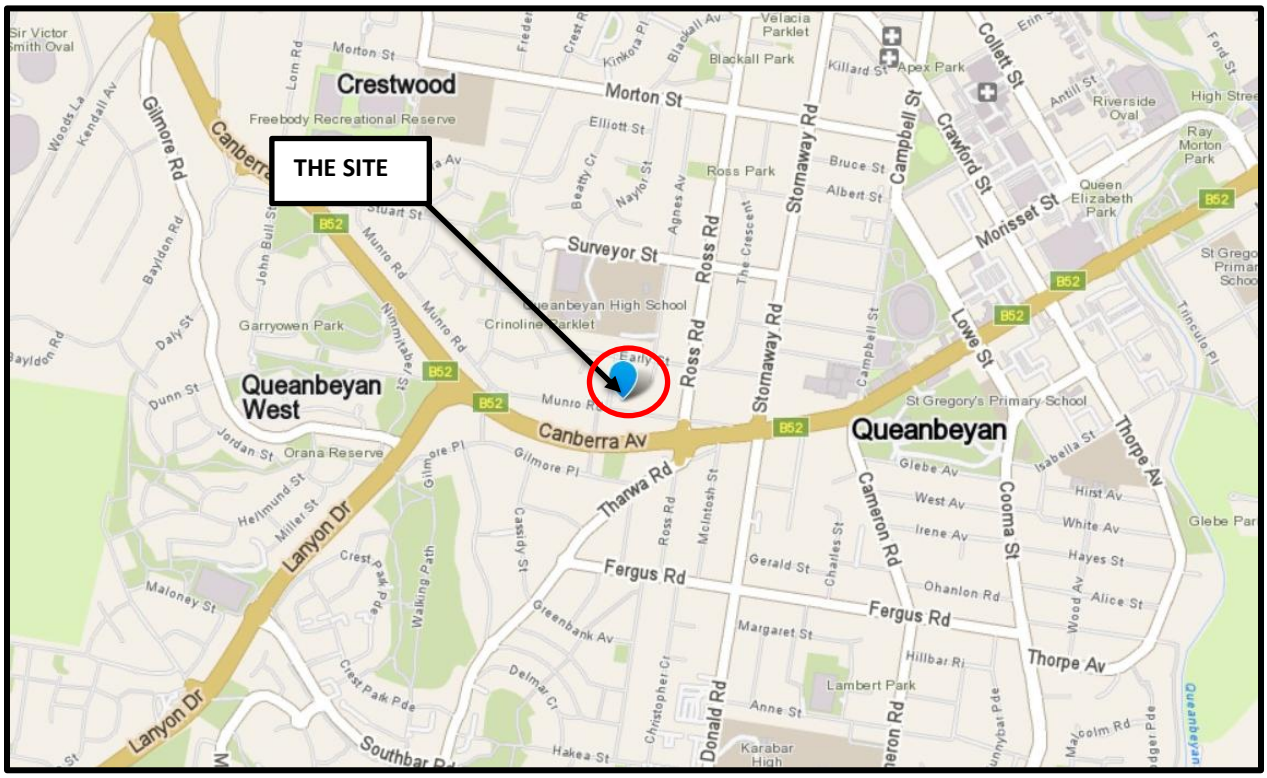


Figure 1: Site Location (source- Whereis Maps)

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:

- Queanbeyan-Palerang Regional Council, NSW Development Control Plan (DCP 2012);
- Transport for New South Wales Guide to Traffic Generating Development;
- Australian Standard for Parking Facilities Part 1: Off-Street Car Parking (AS2890.1-2004);
- Australian Standard for Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS2890.6-2022).
- State Environmental Planning Policy (Housing) 2021 (Housing SEPP)

2. Site Description

The subject site is located at 37-39 Munro Road Crestwood and is part of the Queanbeyan-Palerang Regional Council LGA. The site is legally referred to as Lot 1 and Lot 2 DP35938 and occupies an area of 1,567 sqm. The site has frontages along Munro Road & Spendelove Street and is regular in shape.

The subject site is located on the northeastern corner of the intersection of Munro Road and Spendelove Street. The subject site is bordered by residential dwellings to the north and east, Munro Road to the south and Spendelove Street to the west.

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

The site is currently occupied by two single-storey dwellings, with a dedicated entry and exit driveway for each dwelling located on Munro Road.

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

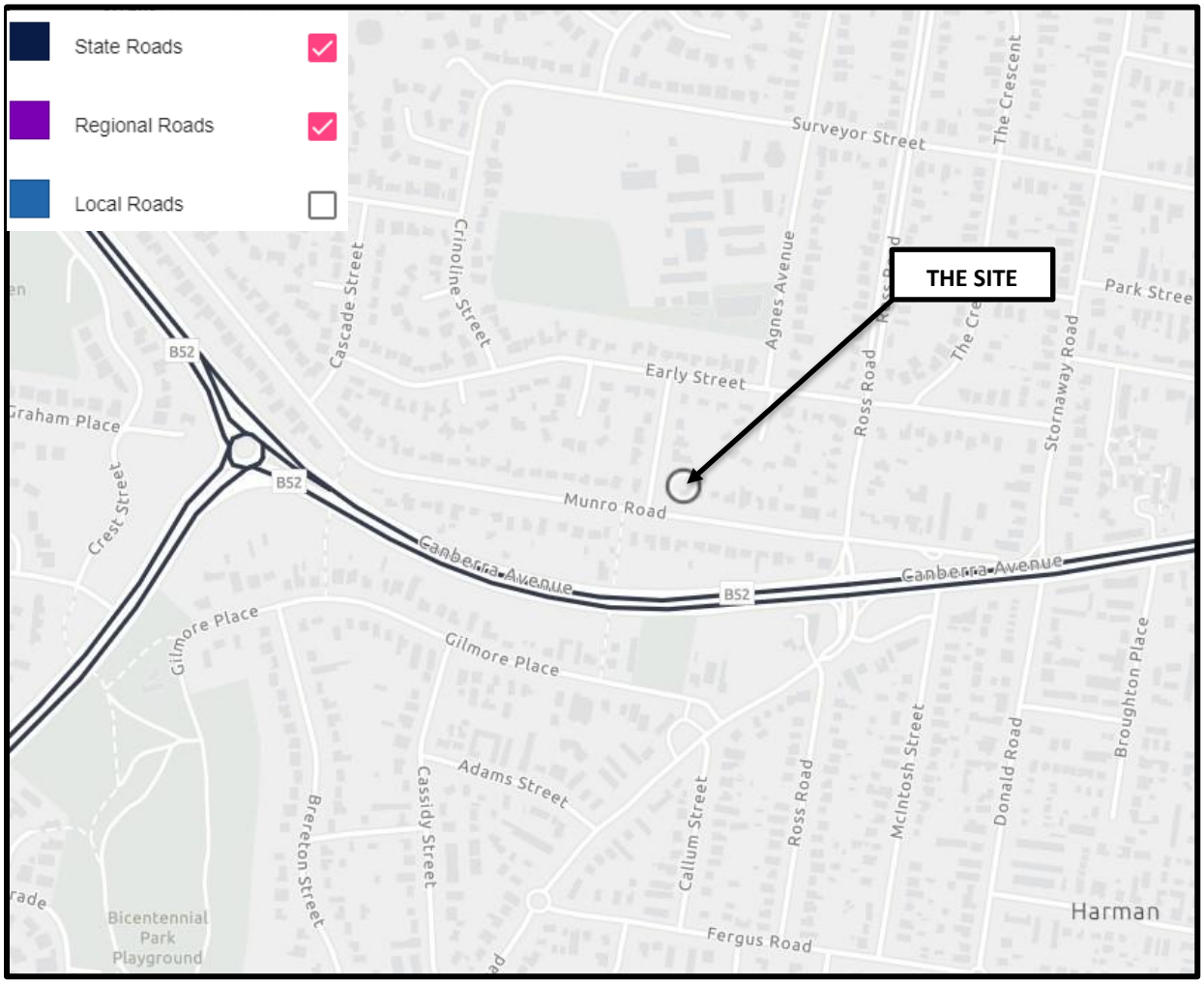


Figure 3: Surrounding Road Network (Source TfNSW Website)

3. Overview of the Existing Traffic Conditions

3.1. Description of Road Environment

Munro Road

Munro Road is classified as a Local Road and follows a northwest-to-southeast alignment. It connects Stuart Street on the northwestern side with the Dwellings on the southwestern side.

Generally, the carriageway on Munro Road is undivided and comprises one traffic lane in each direction. It has a speed limit of 50 kmph, and a paved footpath is present on the northern side of the carriageway. On-street parking is allowed on the Munro Road carriageway.

Munro Road and Stuart Street intersections operate as priority-controlled intersections, with traffic on Stuart Street having priority over motorists on Munro Road. Below is the street view image of Munro Road shown in **Figure 4**

Figure 4: Street view of Munro Road looking West (Source Google Maps Street View)

Spendelove Street

Spendelove Street is designated as a Local Road, running from north to south. It connects the Early Street on the northern side with the Munro Road on the southern side.

Generally, the carriageway on Spendelove Street is undivided and comprises one traffic lane in each direction. It has a speed limit of 50 kmph, and a paved footpath is present on the eastern side of the carriageway. On-street parking is permitted on the Spendelove Street carriageway.

Spendelove Street and Munro Road intersection operates as a priority-controlled intersection, with traffic on Munro Road having priority over motorists on Spendelove Street. Below is the street view image of Spendelove Street shown in **Figure 5**.

Figure 5: Street view of Spendelove Street looking North (Source Google Maps Street View)

Ross Road

Ross Road is classified as a Local Road that runs north to south. It connects Henderson Road on the northern side with the Fergus Road on the southern side.

Generally, the carriageway on Ross Road is undivided and comprises one traffic lane in each direction. It has a speed limit of 50 kmph, and a paved footpath is present on either side of the carriageway.

Ross Road and Munro Road intersection operates as a priority-controlled intersection, with traffic on Ross Road having priority over motorists on Munro Road. Below is the street view image of Ross Road shown in **Figure 6**.

Figure 6: Street view of Ross Road looking North (Source Google Maps Street View)

Canberra Avenue

Canberra Avenue is classified as a State Road and follows an east-to-west alignment. It connects Capital Circle on the western side with the Kings Highway on the eastern side.

Generally, the carriageway on Canberra Avenue is divided and comprises two traffic lanes in each direction. It has a speed limit of 60 kmph.

Canberra Avenue and Ross Road intersection is signalised, with all turnings permitted. Below is the street view image of Canberra Avenue shown in **Figure 7**.

Figure 7: Street view of Canberra Avenue looking West (Source Google Maps Street View)

3.2. Public Transport

Queanbeyan Suburb is served by Buses and Trains as public transport. Train services operate from the Queanbeyan Railway Station, which is 2 kilometres away from the subject site on the northern side. Bus Routes 631, 632, 633, 634, 635 and 636 operate from Queanbeyan Railway Station on Southern NSW route. The image of train routes within New South Wales is shown in Figure 8 below.

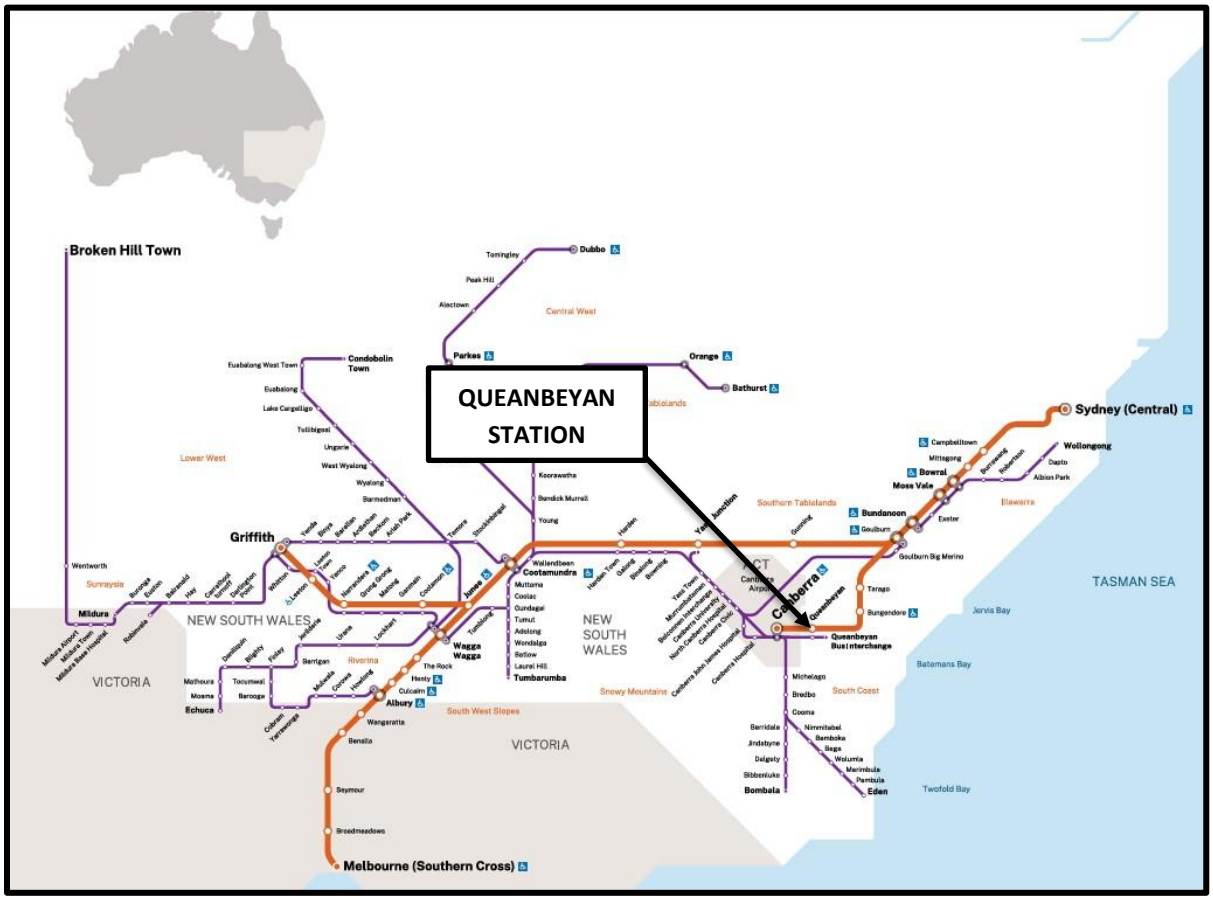


Figure 8: Train Route Map (Source: https://transportnsw.info)

Qcity Transit operates bus services within the vicinity of the development site. The nearest bus stop is on Tharwa Road before Gilmore Place, approximately 450 meters away.

The table below summarises the bus services operating within the vicinity of the subject site:

Table 1 – Bus Route Summary

Route Number	Service Type	Origin	Destination
835	Mon – Sat	Tralee	Queanbeyan
836	Mon – Sat	Jerrambomberra	Queanbeyan (Loop Service)
838	Mon – Sat	Queanbeyan	Queanbeyan (West)

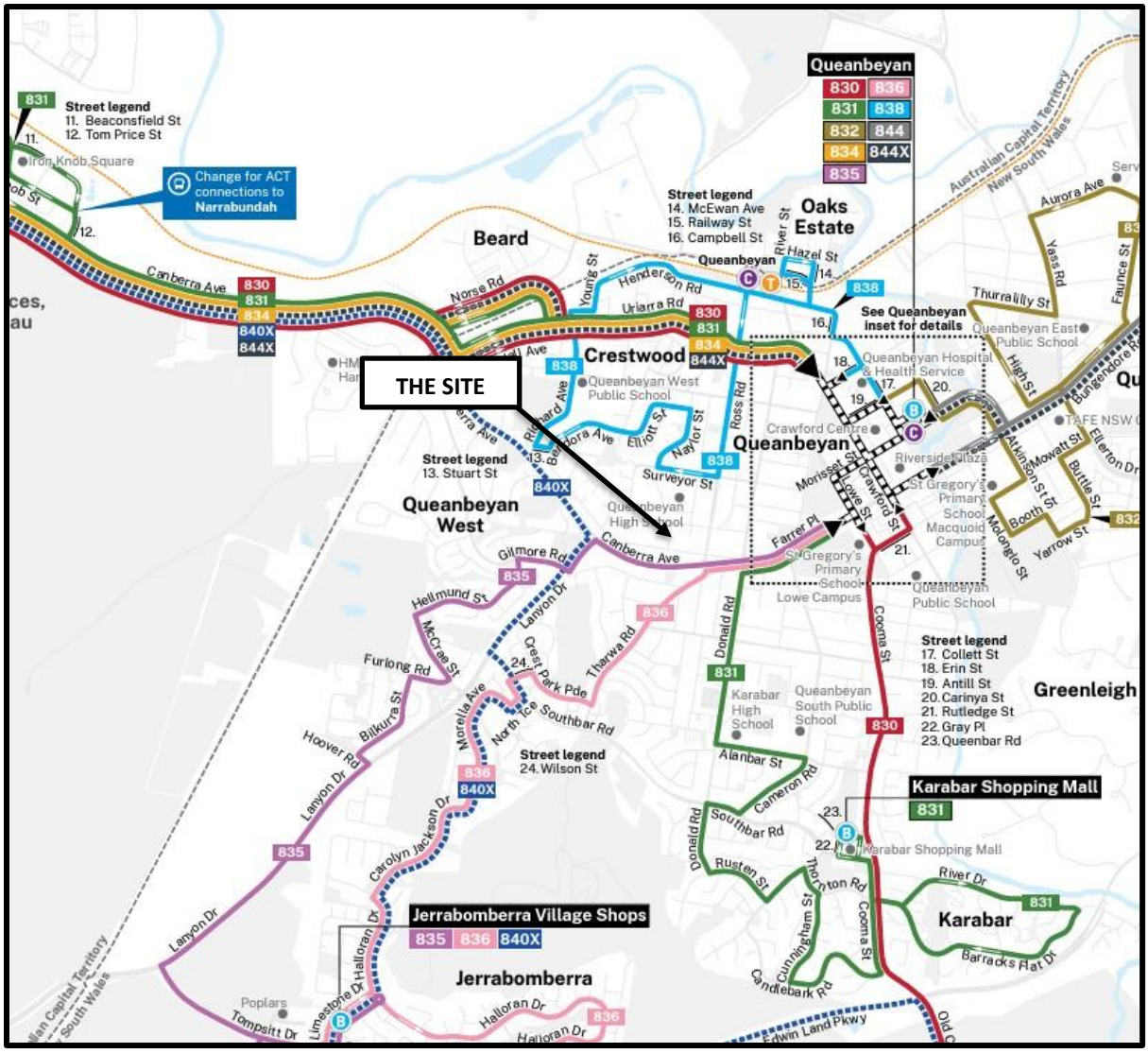


Figure 9: Bus Routes Map (Source:-cdccanberra.com.auf)

3.3. Crash Data

The NSW Centre for Road Safety periodically collects crash and casualty data, which is publicly available. A review of the latest crash data from 2019-2023 indicates predominantly non-casualty crashes in nature, indicating that the local road is operating relatively safely. The Figure below provides the crash location and severity of these crashes recorded in the area.

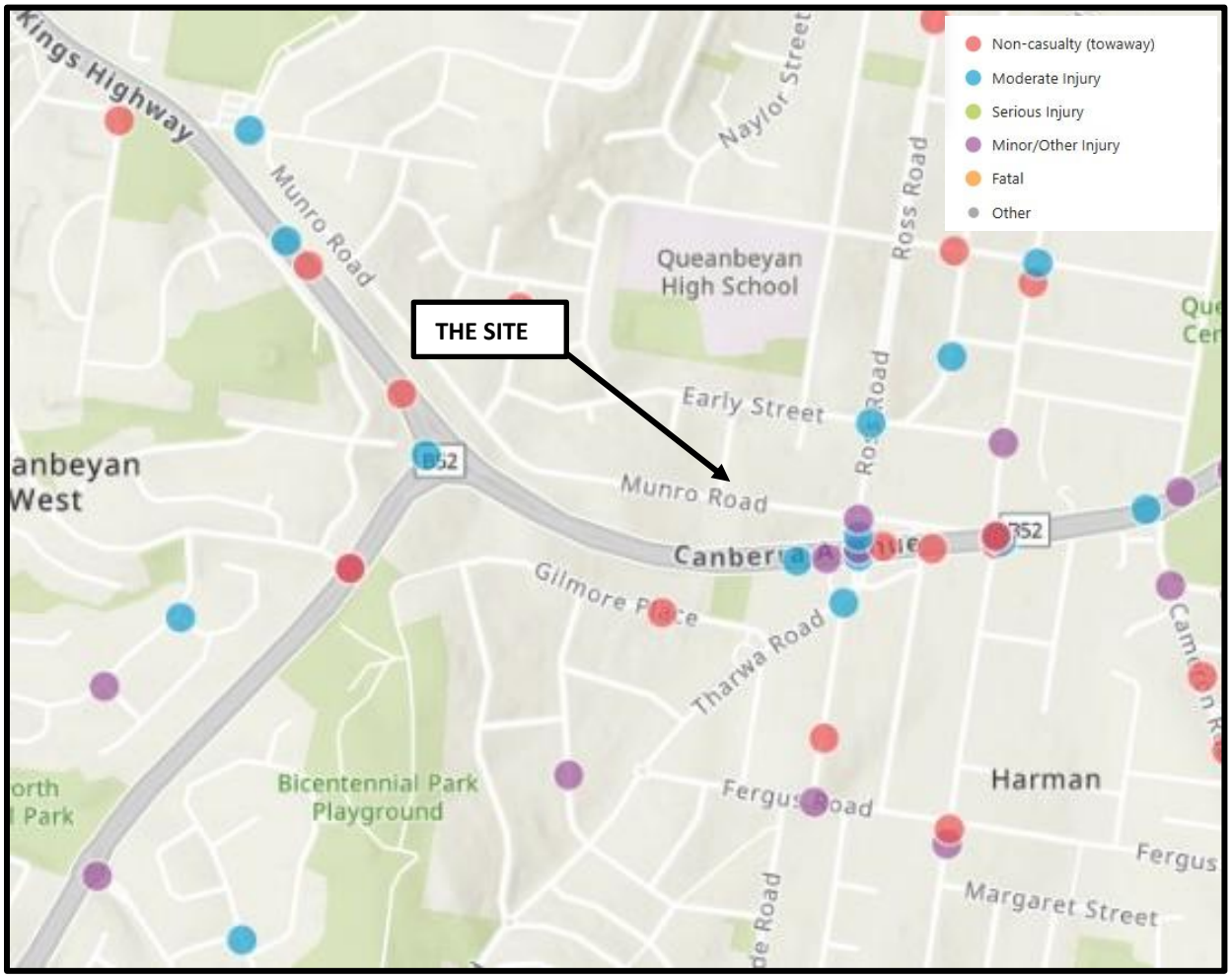


Figure 10: Crash data (Source NSW Centre for Road Safety)

3.4. Existing Traffic Conditions

The subject site is located within a predominantly residential area and is currently occupied by 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

Applying the above trip generation rate to the two (2) existing dwelling houses results in 1.9 (say 2) vehicle trips per hour during the peak period.

4. Description of the Proposed Development

The development proposal involves the construction of a double-storey senior living facility that will accommodate a total of 10 units comprising the following:

- 4 x one-bedroom units; and
- 6 x two-bedroom units.

As part of the proposal, five (5) on-site parking spaces will be provided at the grade-level car park, including two (2) disabled spaces. All vehicular access will be provided via a new combined entry and exit driveway on the Spendelove frontage. 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 in **Attachment A**.

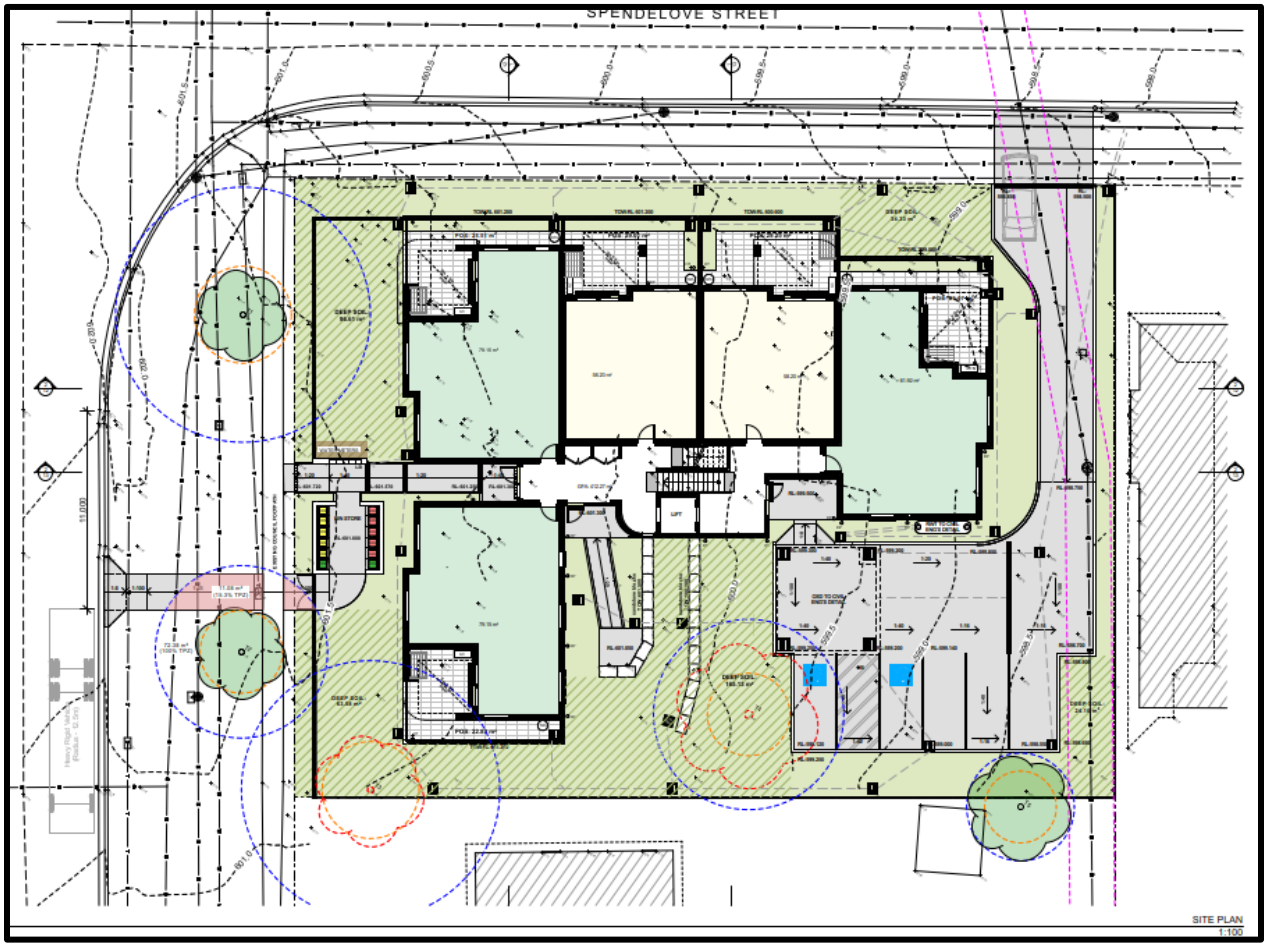


Figure 11: Proposed Site Plan (Source DTA Architects)

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 senior 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 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 4 vehicle trips, during both morning and evening peak hours.

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 4 vehicle trips- representing a trip every fifteen 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 4 vehicle trips an hour - which represents an increase of 2.0 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 2 – 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 the following:

- 4 x one-bedroom units; and
- 6 x two-bedroom units.

Application of the above on-site parking provision rate to the proposed development would result 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.

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 five (5) parking spaces, including two (2) 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 that disabled bays be accompanied by a shared zone (with the same dimensions as 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 AS2890.6-2022.

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 would enter and exit in the forward direction.

7.2. Driveway Configuration

As part of the proposal, all vehicular access to the site will be provided via the driveway proposed along the Spendelove Street 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 Spendelove Street (which is classified as a Local Road) and the car park has a capacity of five (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 has 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.**

7.3. 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 4 vehicle movements (for details please refer to Section 5 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 3 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 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 Spendelove Street.

Additionally, a swept path assessment was undertaken for the proposed waiting bay. The swept path was undertaken using a Standard B99th vehicle type for entry and a B85th vehicle type for exit. The assessment is presented as **Attachment B**. For the entry vehicle, part of the car will be stopping on the grass verge adjacent to the paved footpath along the site frontage. This arrangement ensures that the paved pedestrian path remains accessible.

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

7.4. Servicing

As part of the proposal, all deliveries (including furniture removalists) will utilise 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.

Refuse Collection

The waste collection activity of the proposal involves utilising the Council's waste collection to service the proposed development. Generally, the Council's waste collection services are undertaken weekly, and the refuse collection process involves the following:

- Rubbish bins wheeled to the kerbside; and
- From there, the refuse vehicle empties the rubbish bins.

As part of the proposal, the waste collection will be undertaken via Munro Street frontage and will not involve any heavy vehicle entering the site.

The location of the proposed waste collection was assessed in accordance with the NSW Parking Rules and the NSW Road Rules 2014, specifically focusing on Rule 170 regarding "Stopping in or near an intersection." According to Rule 170(3):

(3) A driver must not stop on a road within 10 metres of the nearest point of an intersecting road at an intersection without traffic lights, as illustrated in the image below:

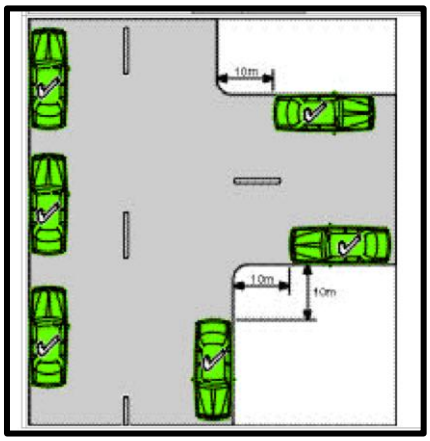


Figure 12: No-Stopping Area (Source NSW Road Rules 2014)

The proposed waste collection area is situated outside the no-stopping zone specified by the NSW Road Rules.

In this regard, the proposed waste collection area is considered suitable to service the seniors housing development.

7.5. Driveway Location

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

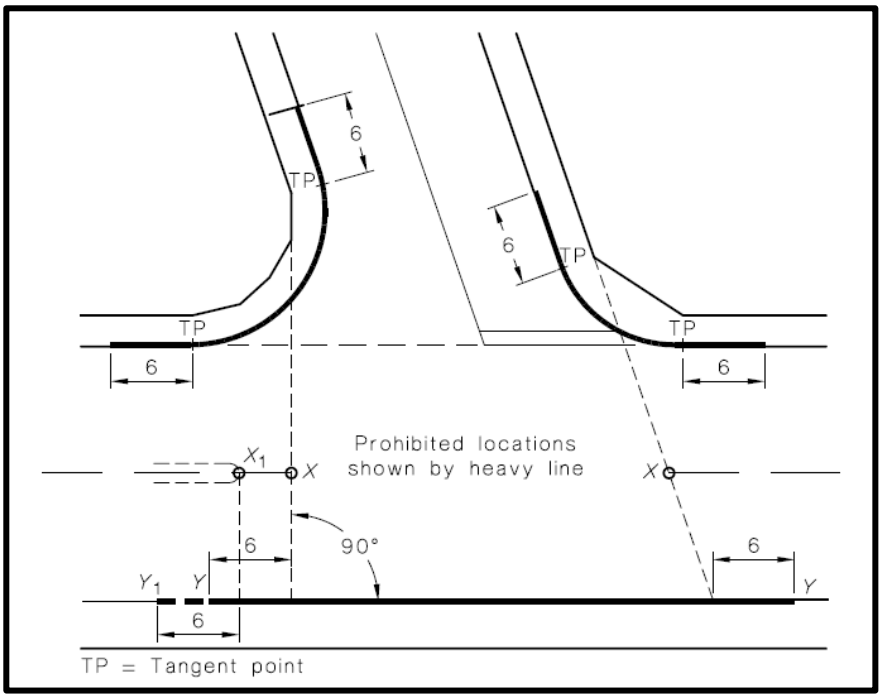


Figure 13 : Prohibited Locations of Access Driveway (Source AS2890.1-2004)

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.

7.6. 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 the driveway located along the Spendelove 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 local road with unobstructed visibility. In this regard, the driveway arrangement is considered safe and appropriate to service the proposed senior development.

8. Conclusions and Recommendations

- The provision of 5 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

SKETCH ISSUE ONLY

SENIORS HOUSING DEVELOPMENT

Lots 1 & 2 in DP35938
37 - 39 Munro Road Crestwood NSW 2620

DRAWING SCHEDULE:

ARCHITECTURAL	Type	Sheet No.	Rev
COVER SHEET	A	01 of 17	A
BLOCK ANALYSIS PLAN	A	02 of 17	A
SITE ANALYSIS PLAN	A	03 of 17	A
DEMOLITION PLAN	A	04 of 17	A
DEVELOPMENT DATA	A	05 of 17	A
SITE PLAN	A	06 of 17	A
GROUND FLOOR PLAN	A	07 of 17	A
FIRST FLOOR PLAN	A	08 of 17	A
ROOF PLAN	A	09 of 17	A
ELEVATIONS	A	10 of 17	A
ELEVATIONS	A	11 of 17	A
SECTIONS	A	12 of 17	A
SECTIONS	A	13 of 17	A
SHADOW DIAGRAMS	A	14 of 17	A
VIEW FROM SUN DIAGRAMS	A	15 of 17	A
VIEW FROM SUN DIAGRAMS	A	16 of 17	A
PERSPECTIVES	A	17 of 17	A

CIVIL	Type	Sheet No.	Rev
NOTES & LEGENDS	C	C01 of 04	1
GROUND FLOOR DRAINAGE PLAN	C	C02 of 04	1
SITE STORMWATER DETAILS SHEET 1	C	C03 of 04	1
SITE STORMWATER DETAILS SHEET 1	C	C04 of 04	1

LANDSCAPE	Type	Sheet No.	Rev
LANDSCAPE PLAN	L	C01 of 03	P2

SURVEY	Type	Sheet No.	Rev
CONTOUR & FEATURE SURVEY	S	1 of 5	A
CONTOUR & FEATURE SURVEY	S	2 of 5	A
CONTOUR & FEATURE SURVEY	S	3 of 5	A
CONTOUR & FEATURE SURVEY	S	4 of 5	A
CONTOUR & FEATURE SURVEY	S	5 of 5	A

LOCATION PLAN:

NSW GOVERNMENT
Homes NSW

LEVEL 4, 12 DARCY STREET
PARRAMATTA NSW 2150
PHONE No (02) 9354 1836

www.dpie.nsw.gov.au

DTA ARCHITECTS
suite 1109, 31 lasso road gregory hills nsw 2557
t: +612 9601 1011 | e: admin@dta.net.au | w: www.dta.net.au

ARCHITECT
D T A Architects
PH (02) 9601 1011

PROJECT MANAGER
HOMES NSW
PH (02) 8753 8000 FAX (02) 8753 8888

DATE:
20/02/2025

DESIGN:
DA

PROJECT No:
BH2NN

NOMINATED ARCHITECTS:

Daniel Donai
NSW ARB No.9068

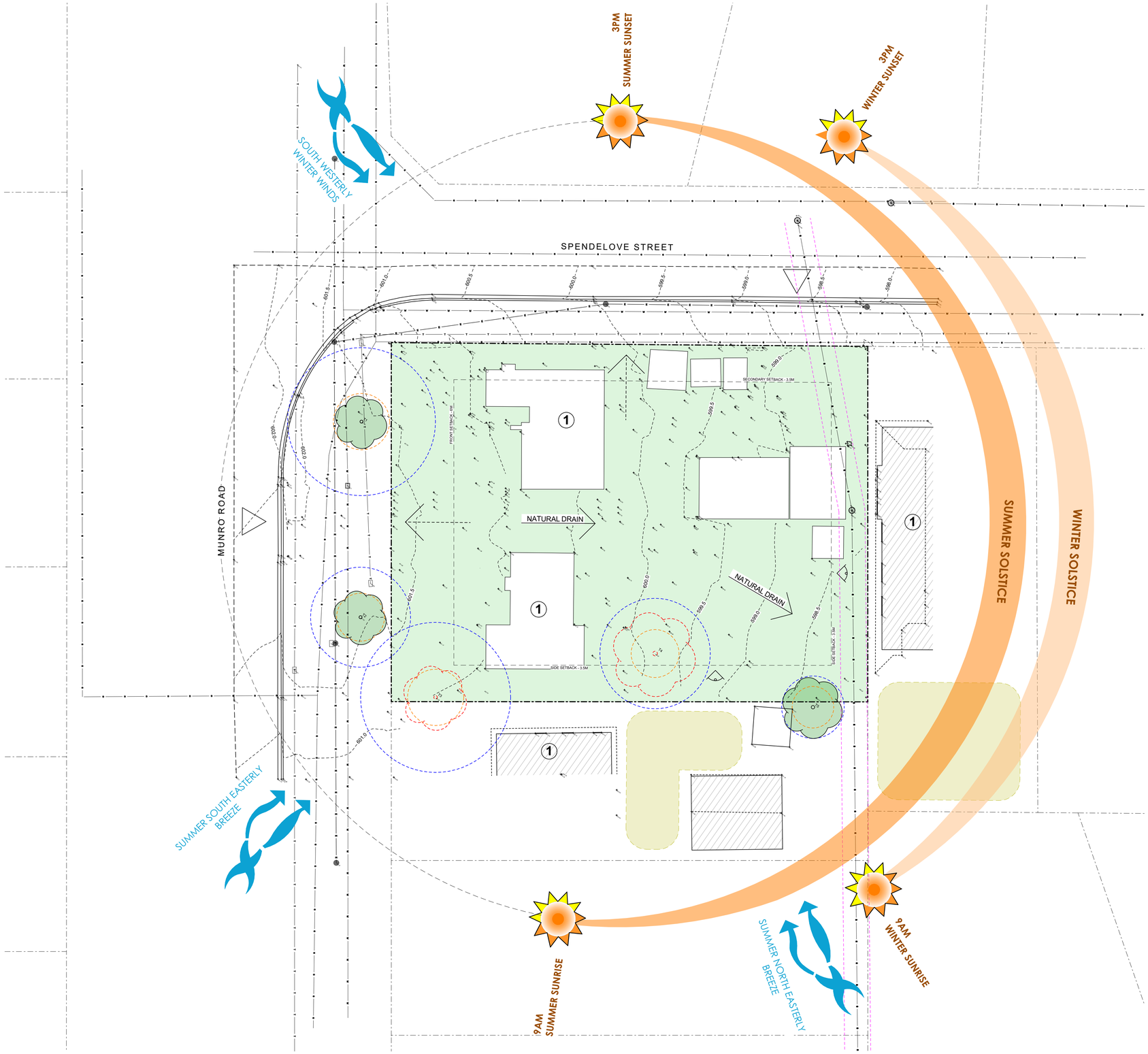
Member
Australian Institute of Architects

0 5 10 20 40MM

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 OWNERS RESPONSIBILITY TO ENSURE THAT THE ENGINEER HAS INVESTIGATED SUBSOIL CONDITIONS & DESIGNED ALL STRUCTURAL ELEMENTS TO SUIT.
4. 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



SITE ANALYSIS LEGEND

- BOUNDARY
- EXISTING BUILDINGS
- PROPOSED SITE
- NEIGHBOURING PRIVATE OPEN SPACE
- EXISTING TREES TO REMAIN
- EXISTING TREES TO BE REMOVED
- OVERLOOKING
- EXISTING CONTOURS (25)
- ACCESS TO SITE
- VIEWS
- NOISE SOURCE
- (1) NUMBER OF STOREYS
- —E— OVERHEAD POWER LINE
- —S— UNDERGROUND SEWER MAIN
- —G— UNDERGROUND GAS MAIN
- —W— UNDERGROUND WATER MAIN
- —T— UNDERGROUND TELSTRA

1
-

SITE ANALYSIS PLAN
1:200

LEVEL 4, 12 DARCY STREET
PARRAMATTA NSW 2150
PHONE No (02) 9354 1836

www.dpie.nsw.gov.au

NOMINATED ARCHITECTS:
Daniel Donai
NSW ARB No.9068
Member Australian Institute of Architects

REV	DATE	NOTATION/AMENDMENT
A	20/02/2025	DA ISSUE
P3	13/01/2025	DRAFT DA
P2	12/12/2024	SKETCH DESIGN ISSUE
P1	6/12/2024	FOR REVIEW

DO NOT SCALE DRAWINGS. CHECK ALL DIMENSIONS ON SITE. FIGURED DIMENSIONS TAKE PRECEDENCE.

ARCHITECT: DTA Architects, PH (02) 9601 1011	HYDRAULIC: ....., PH .....
PROJECT MANAGER: Homes NSW, PH 0418 995 025	ELECTRICAL / BASIX CONSULTANT: ....., PH .....
STRUCTURAL / CIVIL: ....., PH	LANDSCAPE CONSULTANT: ....., PH .....

PROJECT:
SENIORS HOUSING DEVELOPMENT
at
Lots 1 & 2 in DP35938
37 - 39 Munro Road Crestwood NSW 2620

TITLE: **SITE ANALYSIS PLAN**

STATUS: DEVELOPMENT APPLICATION

DATE:	SCALE:	PROJ:	JOB:
20/02/2025	As shown @ A1	BH2NN	2024038
STAGE:	DRAWN:	CHECKED:	CERTIFIER:
C	SD	DD	---

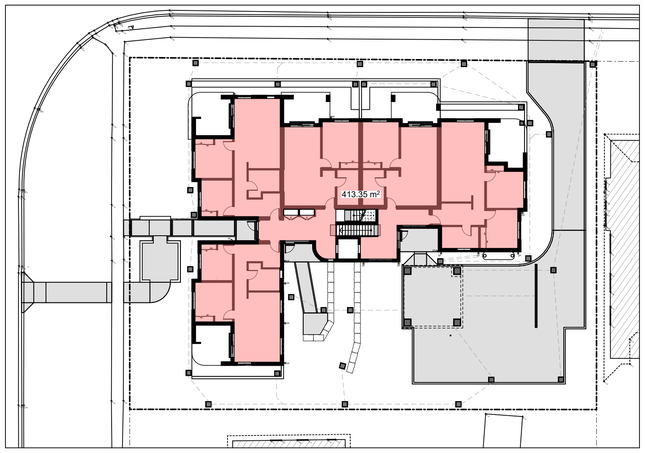
FILE: CAD File: S:\Data3\2024\2024.038.HOMES NSW.SL.Crestwood\3.Design\3.2 DA \2020.038.SeniorsHousing.Crestwood.DA01.pln
PLOTTED: 20/02/2025 2:44 PM
TYPE: A
SHEET: 3 of 23
REV: A

0 5 10 20 40MM

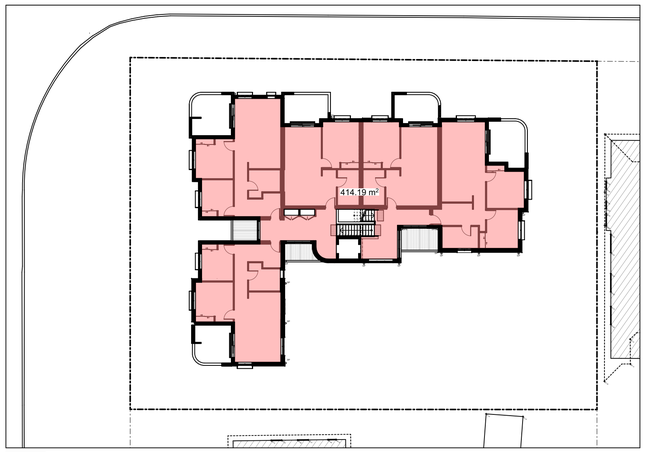
SCALE FOR PRINTING

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 OWNERS RESPONSIBILITY TO ENSURE THAT THE ENGINEER HAS INVESTIGATED SUBSOIL CONDITIONS & DESIGNED ALL STRUCTURAL ELEMENTS TO SUIT.
4. 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



4 - GROUND FLOOR - FSR 1:300

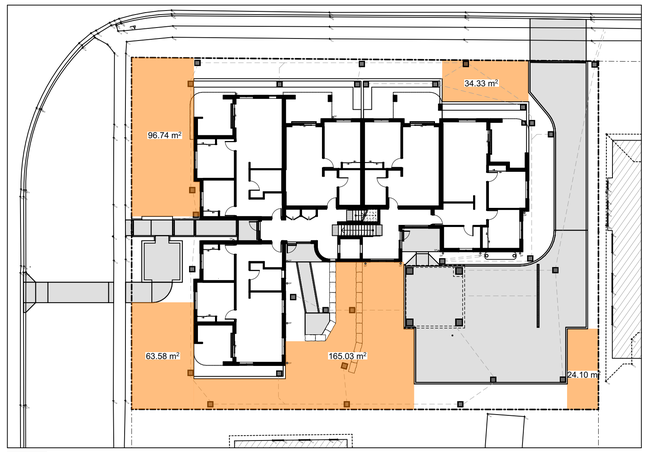


5 - FIRST FLOOR - FSR 1:300

6 - LANDSCAPE 1:300

7 - GROUND FLOOR - POS 1:300

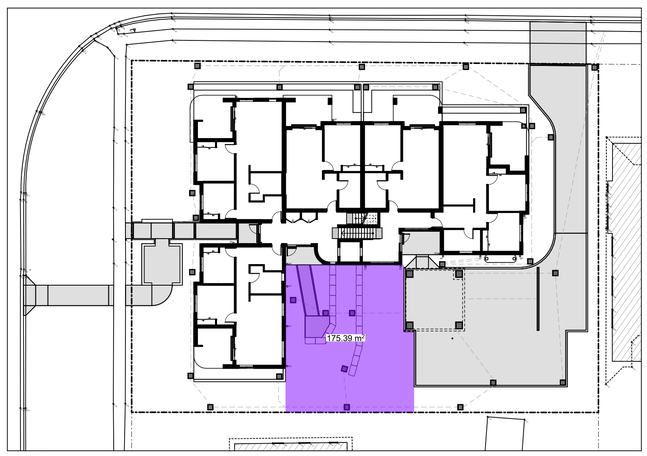
8 - FIRST FLOOR - POS 1:300



9 - DEEP SOIL 1:300

10 - GROUND FLOOR - NATURAL VENTILATION 1:300

11 - FIRST FLOOR - NATURAL VENTILATION 1:300



12 - COMMUNAL OPEN SPACE 1:300

DEVELOPMENT DATA: SENIORS HOUSING DEVELOPMENT

Job Reference	BH2NN
LGA	Queanbeyan-Palerang
Street Address	37-39 Munro Street, Crestwood
Lot No. & DP	Lot 1 and 2 in Deposited Plan 35938

Site Area	1567 m2
GFA Provided	827.5m2

Total 1 Bed Units	4	40%
Total 2 Bed Units	6	60%
Total Number of Units	10	40 / 60 Split

	Control	Required	Proposed	Complies
Setbacks				
Front	Queanbeyan DCP 2012	6m	6m (Munro Road)	Yes
Secondary	Queanbeyan DCP 2012	2 Storeys – 3.5m	3.5m (Spendelove St.)	Yes
Side	Queanbeyan DCP 2012	3.5m	4.3m	Yes
Rear	Queanbeyan DCP 2012	3.5m	6.8m	Yes
Height	HSEPP s.108B(1)(b)	9.5m	8m	Yes
FSR	Housing SEPP Cl.17	783.5 m2 (0.5:1)	827. 5 m2 (0.53:1)	No
Landscaped Area	HSEPP s.108(d)	350 m2 (35m2 per dwelling)	623.2 m2	Yes
Deep Soil Zone	HSEPP s.108(f)	15% of site area – 235.05 m2 (preferably 65% to rear – 152.78 m2)	356.85 m2 - 22% (189.1 m2 to rear – 80%)	Yes
Solar Access	HSEPP s.108(g)	70% of dwellings to receive 2 hours of direct sunlight to living rooms & POS (7 units)	80% (8 units)	Yes
Natural Ventilation	ADG Part 4B-1	60% of apartments are naturally cross ventilated (Guidance for good design)	60 % (6 Units)	Yes
Car Parking	HSEPP s.108(j)	1 per 5 dwellings	2 Accessible Spaces	Yes
	HSEPP s.42(1)(e) (LAHC preference)	1 bed - 0.4 spaces: 4 x 0.4 = 1.6	2	Yes
		2 bed - 0.5 spaces: 6 x 0.5 = 3	3	Yes
		5	5	Yes

UNIT

Name	Level	Number of bedrooms	Internal Area (m2)	POS (m2)
Unit 1	Ground Floor	2	79.15	23.75
Unit 2	Ground Floor	2	79.15	26.86
Unit 3	Ground Floor	1	58.20	28.59
Unit 4	Ground Floor	1	58.20	29.21
Unit 5	Ground Floor	2	81.90	27.48
Unit 6	First Floor	2	79.15	13.19
Unit 7	First Floor	2	79.15	15.48
Unit 8	First Floor	1	58.20	11.84
Unit 9	First Floor	1	58.20	11.70
Unit 10	First Floor	2	81.90	15.24

NSW GOVERNMENT

Homes NSW

LEVEL 4, 12 DARCY STREET
PARRAMATTA NSW 2150
PHONE No (02) 9354 1836

www.dpie.nsw.gov.au

DTA ARCHITECTS

NOMINATED ARCHITECTS:

Daniel Donai
NSW ARB No.9068
Member Australian Institute of Architects

REV	DATE	NOTATION/AMENDMENT
A	20/02/2025	DA ISSUE
P3	13/01/2025	DRAFT DA
P2	12/12/2024	SKETCH DESIGN ISSUE
P1	6/12/2024	FOR REVIEW

DO NOT SCALE DRAWINGS. CHECK ALL DIMENSIONS ON SITE. FIGURED DIMENSIONS TAKE PRECEDENCE.

ARCHITECT: DTA Architects, PH (02) 9601 1011
PROJECT MANAGER: Homes NSW, PH 0418 995 029
STRUCTURAL / CIVIL: ....., PH .....
HYDRAULIC: ....., PH .....
ELECTRICAL / BASIX CONSULTANT: ....., PH .....
LANDSCAPE CONSULTANT: ....., PH .....

PROJECT:

SENIORS HOUSING DEVELOPMENT

at

Lots 1 & 2 in DP35938
37 - 39 Munro Road Crestwood NSW 2620

TITLE: **DEVELOPMENT DATA**

STATUS: DEVELOPMENT APPLICATION

DATE:	SCALE:	PROJ:	JOB:
20/02/2025	As shown @ A1	BH2NN	2024038
STAGE:	DRAWN:	CHECKED:	CERTIFIER:
C	SD	DD	---

FILE: CAD File: S:\Data3\2024\2024.038.HOMES NSW.SL.Crestwood\3.Design\3.2 DA \2020.038.SeniorsHousing.Crestwood.DA01.pln

PLOTTED: 20/02/2025 2:44 PM

TYPE:	SHEET:	REV:
A	5 of 23	A

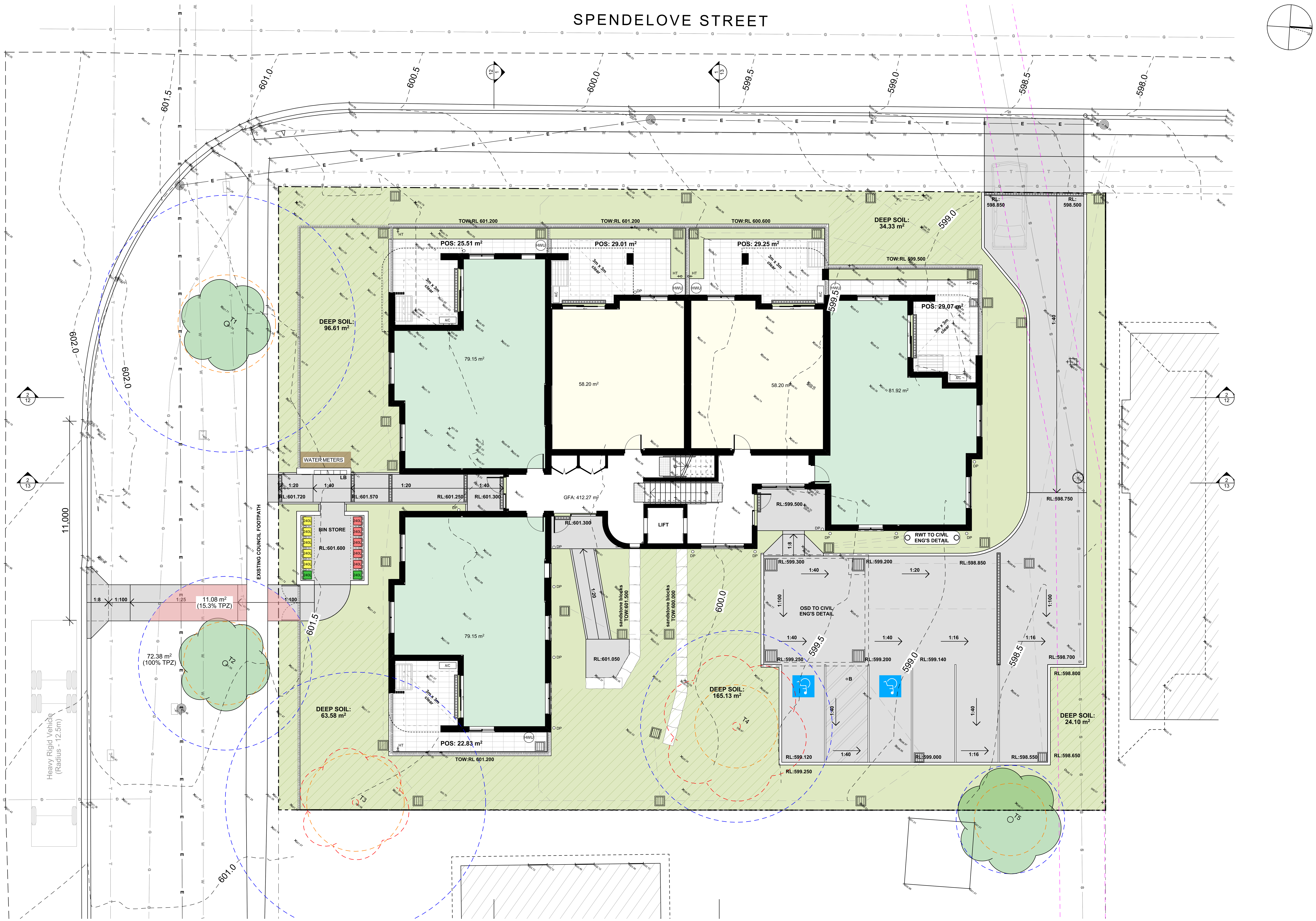
0 5 10 20 40MM

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 OWNERS RESPONSIBILITY TO ENSURE THAT THE ENGINEER HAS INVESTIGATED SUBSOIL CONDITIONS & DESIGNED ALL STRUCTURAL ELEMENTS TO SUIT.
4. THE DESIGN & DETAILS CONTAINED ON THIS DRAWING IS SUPPLIED IN CONFIDENCE & IS NOT TO BE USED FOR ANY OTHER PURPOSE, EXCEPT THAT AUTHORISED BY DTA ARCHITECTS

LEGEND

- 1 BED DWELLING
- 2 BED DWELLING
- LANDSCAPE AREA
- DEEP SOIL ZONE
- DRIVEWAY AND COMMUNAL CAR PARK
- EX.TREES TO BE RETAINED
- EX.TREES TO BE REMOVED



1
-

SITE PLAN
1:100

NSW GOVERNMENT
Homes NSW

LEVEL 4, 12 DARCY STREET
PARRAMATTA NSW 2150
PHONE No (02) 9354 1836

www.dpie.nsw.gov.au

DTA ARCHITECTS

NOMINATED ARCHITECTS:
Daniel Donai
NSW ARB No.9068
Member Australian Institute of Architects

REV	DATE	NOTATION/AMENDMENT
A	20/02/2025	DA ISSUE
P3	13/01/2025	DRAFT DA
P2	12/12/2024	SKETCH DESIGN ISSUE
P1	6/12/2024	FOR REVIEW

DO NOT SCALE DRAWINGS. CHECK ALL DIMENSIONS ON SITE. FIGURED DIMENSIONS TAKE PRECEDENCE.

ARCHITECT
DTA Architects
PH (02) 9601 1011

PROJECT MANAGER
Homes NSW
PH 0418 995 025

STRUCTURAL / CIVIL
....
PH ....

HYDRAULIC
....
PH ....

ELECTRICAL / BASIX CONSULTANT
....
PH ....

LANDSCAPE CONSULTANT
....
PH ....

PROJECT:
SENIORS HOUSING DEVELOPMENT
at
Lots 1 & 2 in DP35938
37 - 39 Munro Road Crestwood NSW 2620

TITLE:
SITE PLAN

FILE: CAD File: S:\Data3\2024\2024.038.HOMES NSW.SL.Crestwood\3.Design\3.2 DA \2020.038.SeniorsHousing.Creswood.DA01.pln

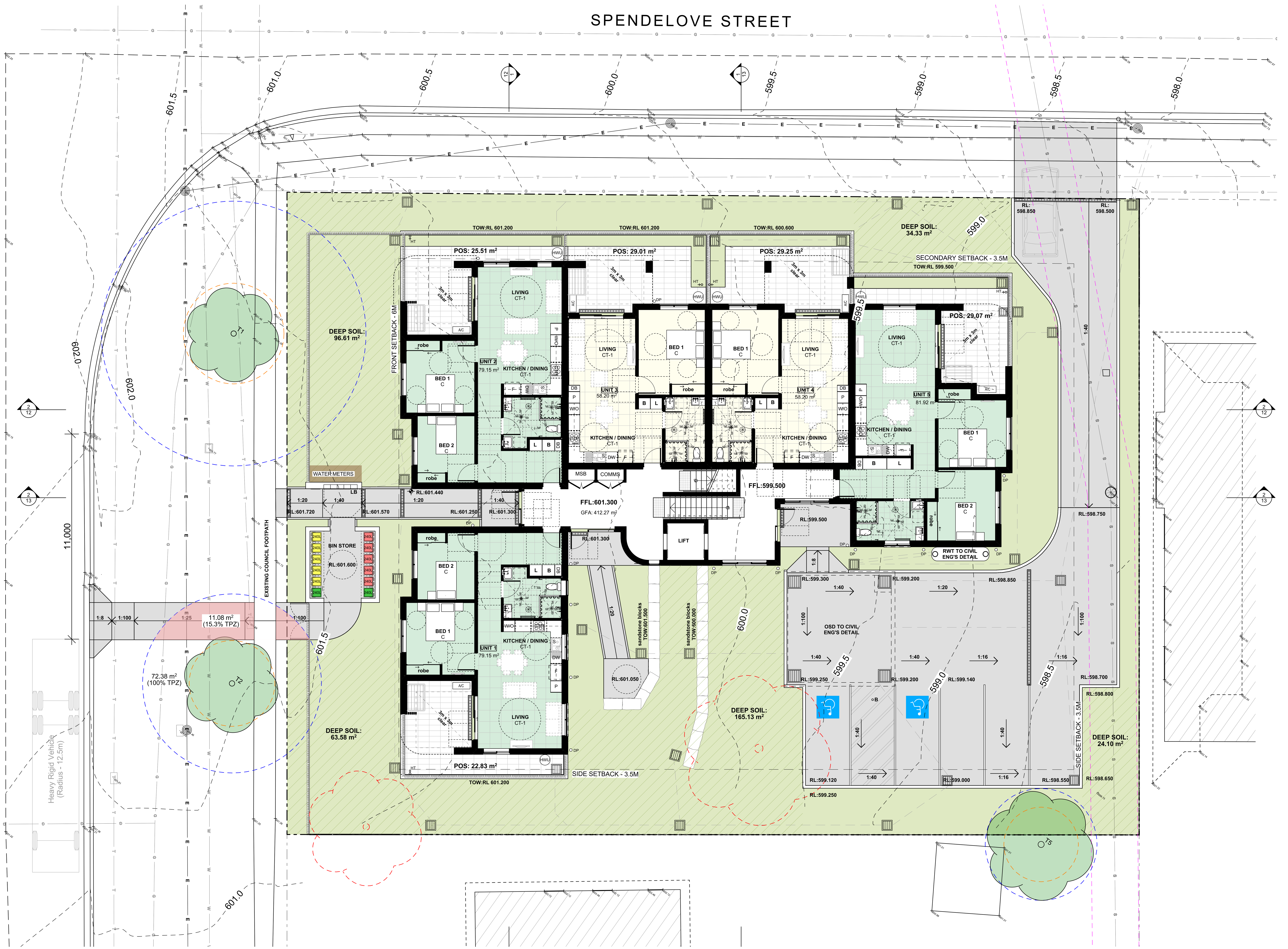
PLOTTED: 20/02/2025 2:44 PM

STATUS:	DEVELOPMENT APPLICATION		
DATE: 20/02/2025	SCALE: As shown @ A1	PROJ: BH2NN	JOB: 2024038
STAGE: C	DRAWN: SD	CHECKED: DD	CERTIFIER: ---
TYPE: A	SHEET: 6 of 23		REV: A

0 5 10 20 40MM
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 OWNERS RESPONSIBILITY TO ENSURE THAT THE ENGINEER HAS INVESTIGATED SUBSOIL CONDITIONS & DESIGNED ALL STRUCTURAL ELEMENTS TO SUIT.
4. THE DESIGN & DETAILS CONTAINED ON THIS DRAWING IS SUPPLIED IN CONFIDENCE & IS NOT TO BE USED FOR ANY OTHER PURPOSE, EXCEPT THAT AUTHORISED BY DTA ARCHITECTS

LEGEND
- 1 BED DWELLING
- 2 BED DWELLING
- LANDSCAPE AREA
- DEEP SOIL ZONE
- DRIVEWAY AND COMMUNAL CAR PARK
- EX.TREES TO BE RETAINED
- EX.TREES TO BE REMOVED



GROUND FLOOR PLAN
1:100

LEVEL 4, 12 DARCY STREET
PARRAMATTA NSW 2150
PHONE No (02) 9354 1836

www.dpie.nsw.gov.au

NOMINATED ARCHITECTS:
Daniel Donai
NSW ARB No.9068

REV	DATE	NOTATION/AMENDMENT
A	20/02/2025	DA ISSUE
P3	13/01/2025	DRAFT DA
P2	12/12/2024	SKETCH DESIGN ISSUE
P1	6/12/2024	FOR REVIEW

DO NOT SCALE DRAWINGS. CHECK ALL DIMENSIONS ON SITE. FIGURED DIMENSIONS TAKE PRECEDENCE.

ARCHITECT: DTA Architects
PROJECT MANAGER: Homes NSW

PROJECT: SENIORS HOUSING DEVELOPMENT
at Lots 1 & 2 in DP35938
37 - 39 Munro Road Crestwood NSW 2620

TITLE: GROUND FLOOR PLAN

STATUS: DEVELOPMENT APPLICATION
DATE: 20/02/2025 SCALE: As shown @ A1 PROJ: BH2NN JOB: 2024038
STAGE: C DRAWN: SD CHECKED: DD
PLOTTED: 20/02/2025 2:44 PM
TYPE: A SHEET: 7 of 23 REV: A

0 5 10 20 40MM

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 OWNERS RESPONSIBILITY TO ENSURE THAT THE ENGINEER HAS INVESTIGATED SUBSOIL CONDITIONS & DESIGNED ALL STRUCTURAL ELEMENTS TO SUIT.
4. 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

LEGEND

- 1 BED DWELLING
- 2 BED DWELLING
- LANDSCAPE AREA
- DEEP SOIL ZONE
- DRIVEWAY AND COMMUNAL CAR PARK
- EX.TREES TO BE RETAINED
- EX.TREES TO BE REMOVED

SPENDELOVE STREET

MUNRO ROAD

SECONDARY SETBACK - 3.5M

FRONT SETBACK - 6M

SIDE SETBACK - 3.5M

SIDE SETBACK - 3.5M

T1 T2 T5

UNIT 6 79.15 m²
UNIT 7 79.15 m²
UNIT 8 58.20 m²
UNIT 9 58.20 m²
UNIT 10 81.90 m²

15.48 m² 11.84 m² 11.70 m² 15.24 m² 13.19 m²

SOLAR SERVICES

6.000

FFL:604.400
GFA: 414.24 m²

5.401

FFL:602.600

SHEET METAL ROOF FALL 3°

LIFT

1 - FIRST FLOOR PLAN
1:100

LEVEL 4, 12 DARCY STREET
PARRAMATTA NSW 2150
PHONE No (02) 9354 1836

www.dpie.nsw.gov.au

NOMINATED ARCHITECTS:
Daniel Donai
NSW ARB No.9068
Member Australian Institute of Architects

REV	DATE	NOTATION/AMENDMENT
A	20/02/2025	DA ISSUE
P3	13/01/2025	DRAFT DA
P2	12/12/2024	SKETCH DESIGN ISSUE
P1	6/12/2024	FOR REVIEW

DO NOT SCALE DRAWINGS. CHECK ALL DIMENSIONS ON SITE. FIGURED DIMENSIONS TAKE PRECEDENCE.

ARCHITECT: DTA Architects PH (02) 9601 1011
PROJECT MANAGER: Homes NSW PH 0418 995 025
STRUCTURAL / CIVIL: ..... PH .....
HYDRAULIC: ..... PH .....
ELECTRICAL / BASIX CONSULTANT: ..... PH .....
LANDSCAPE CONSULTANT: ..... PH .....

PROJECT:
SENIORS HOUSING DEVELOPMENT
at
Lots 1 & 2 in DP35938
37 - 39 Munro Road Crestwood NSW 2620

TITLE: **FIRST FLOOR PLAN**

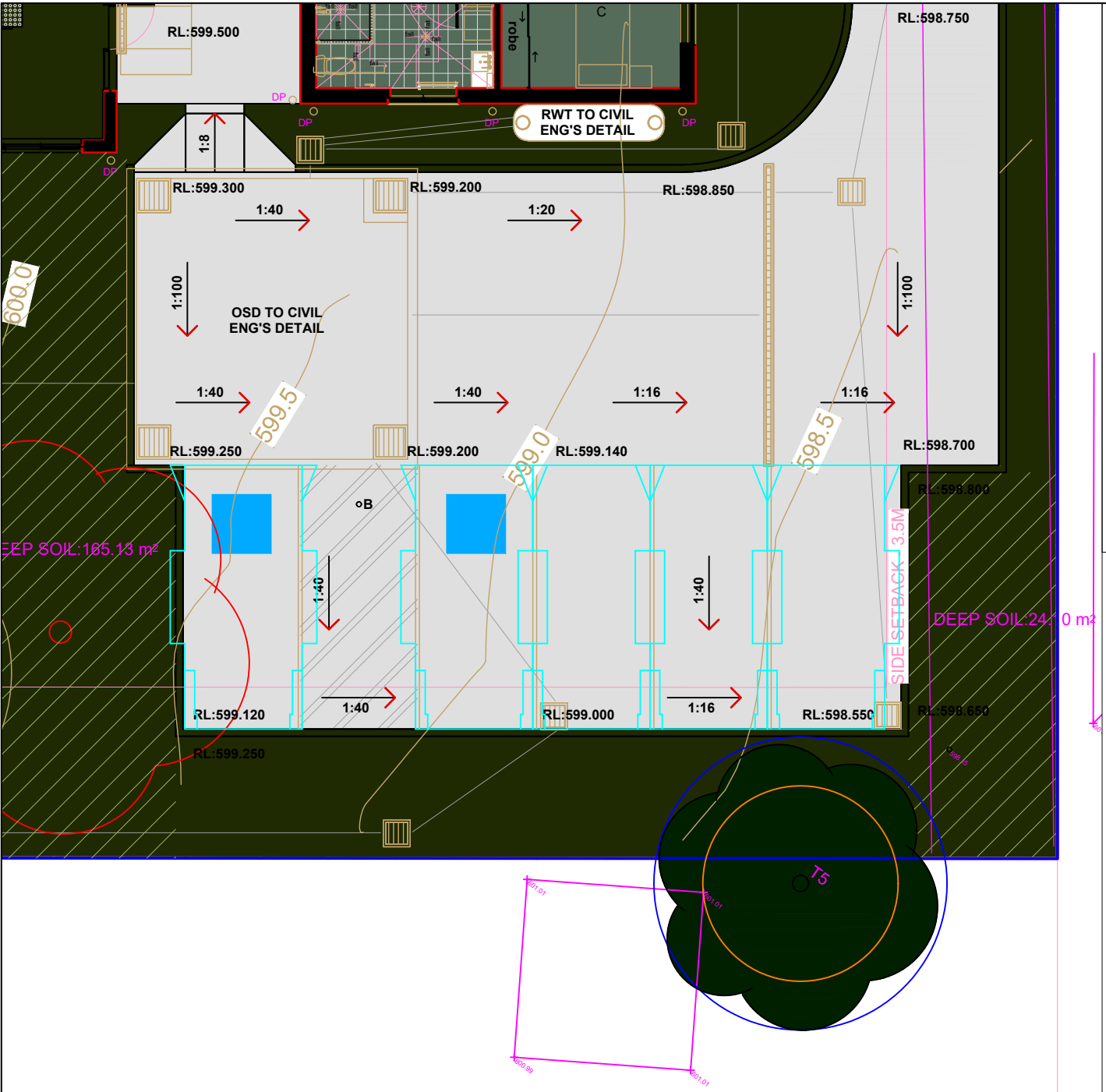
STATUS: DEVELOPMENT APPLICATION

DATE:	SCALE:	PROJ:	JOB:
20/02/2025	As shown @ A1	BH2NN	2024038
STAGE:	DRAWN:	CHECKED:	CERTIFIER:
C	SD	DD	---

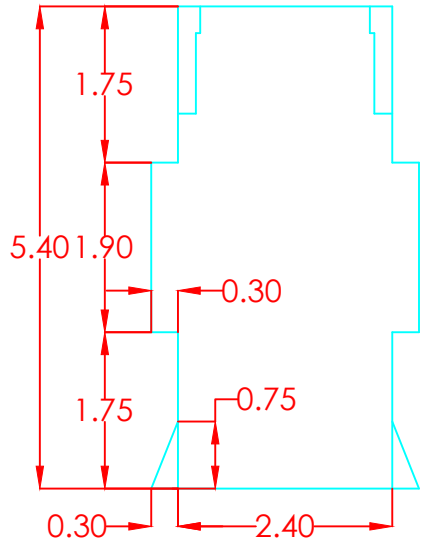
FILE: CAD File: S:\Data3\2024\2024.038.HOMES NSW.SL.Crestwood\3.Design\3.2 DA \2020.038.SeniorsHousing.Crestwood.DA01.pln

PLOTTED: 20/02/2025 2:44 PM

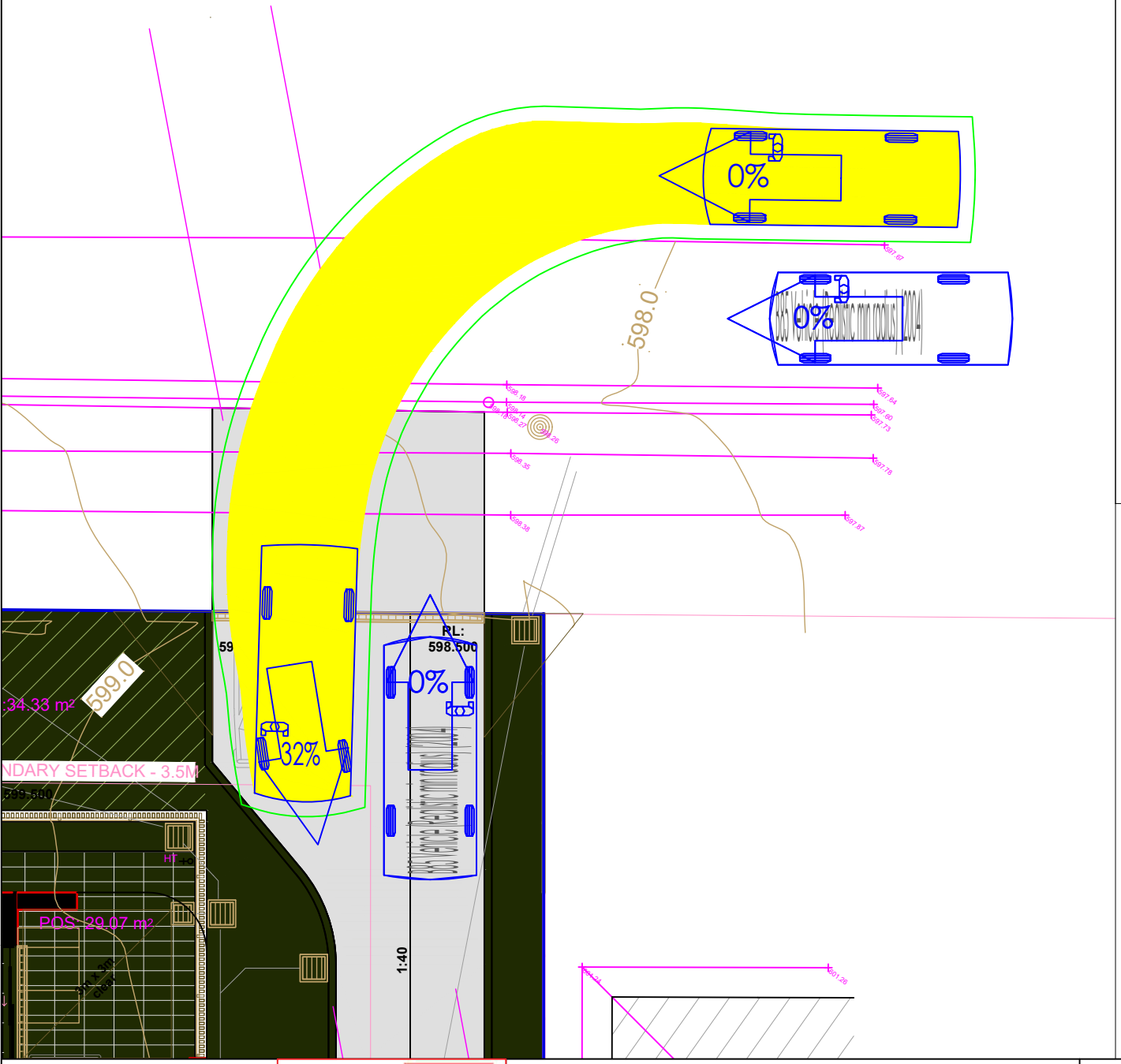
TYPE:	SHEET:	REV:
A	8 of 23	A



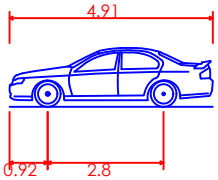
2.4 m WIDE VEHICLE DIEMENSIONS



ParkTransit Parking & Traffic Design	DRAWING TITLE- 2.4 m VEHICLE OCCUPYING ALL PARKING SPACES	PROJECT NO - PT-37_39MRR01	SCALE - NTS
	CLIENT- DTA ARCHITECTS	DRAWING NO - PT-37_39MRV01	DATE - 07-12-2024
	ADDRESS - 37-39 MUNRO ROAD CARESTWOOD	NOTES -	



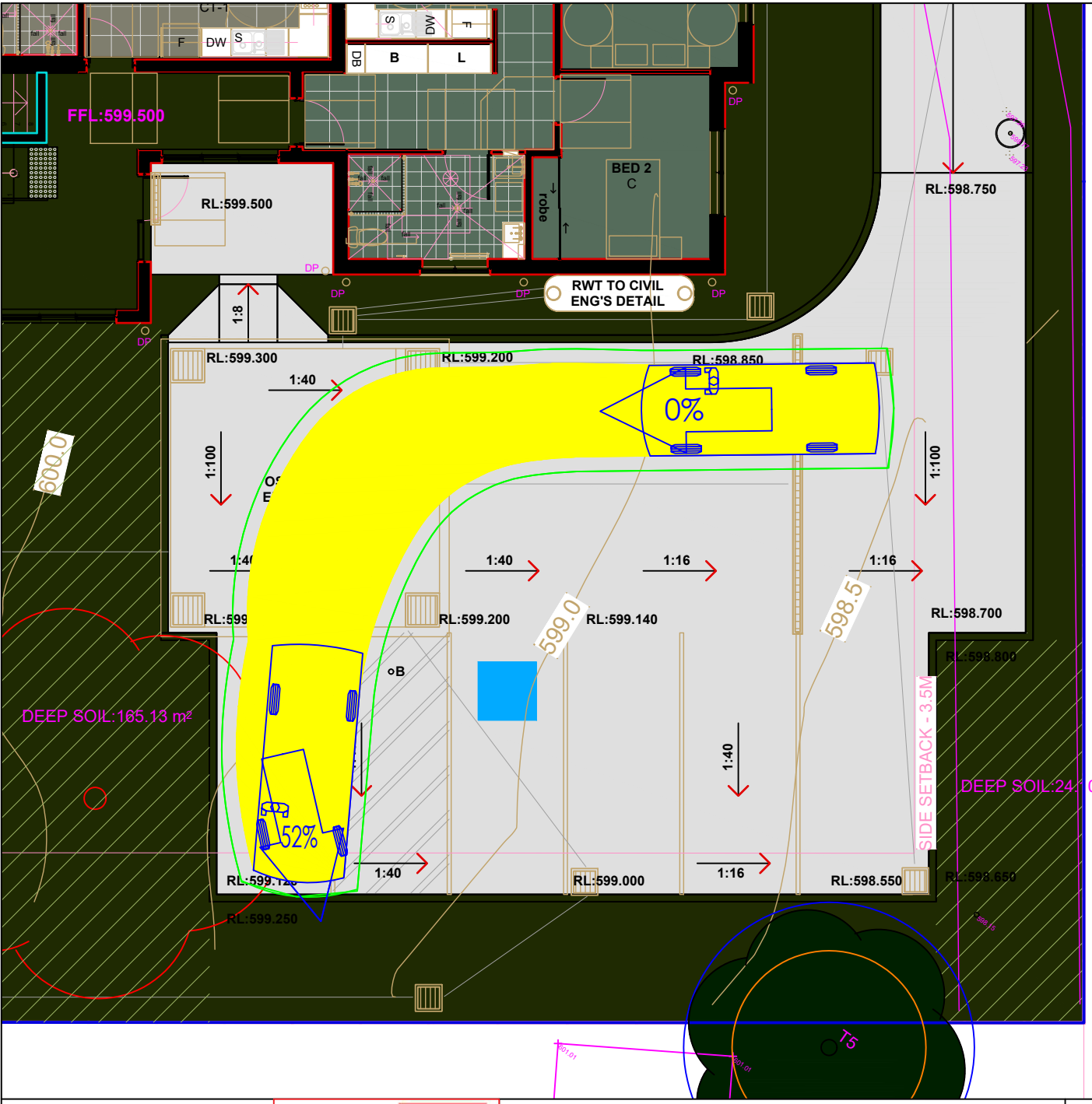
DESIGN VEHICLE SPECIFICATIONS



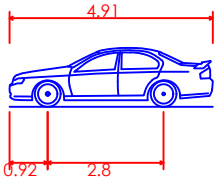
B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

ParkTransit
Parking & Traffic Design

DRAWING TITLE- B85 VEHICLE TYPE ENTERING & EXITING THE SITE	PROJECT NO - PT-37_39MRR01	SCALE - NTS
CLIENT- DTA ARCHITECTS	DRAWING NO - PT-37_39MRV02	DATE - 07-12-2024
ADDRESS - 37-39 MUNRO ROAD CRESTWOOD	NOTES -	



DESIGN VEHICLE SPECIFICATIONS

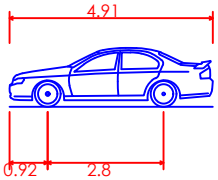


B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

ParkTransit
Parking & Traffic Design

DRAWING TITLE- B85 VEHICLE TYPE ENTERING ACCESSIBLE PARKING SPACE 01	PROJECT NO - PT-37_39MRR01	SCALE - NTS
CLIENT- DTA ARCHITECTS	DRAWING NO - PT-37_39MRV03	DATE - 07-12-2024
ADDRESS - 37-39 MUNRO ROAD CRESTWOOD	NOTES -	

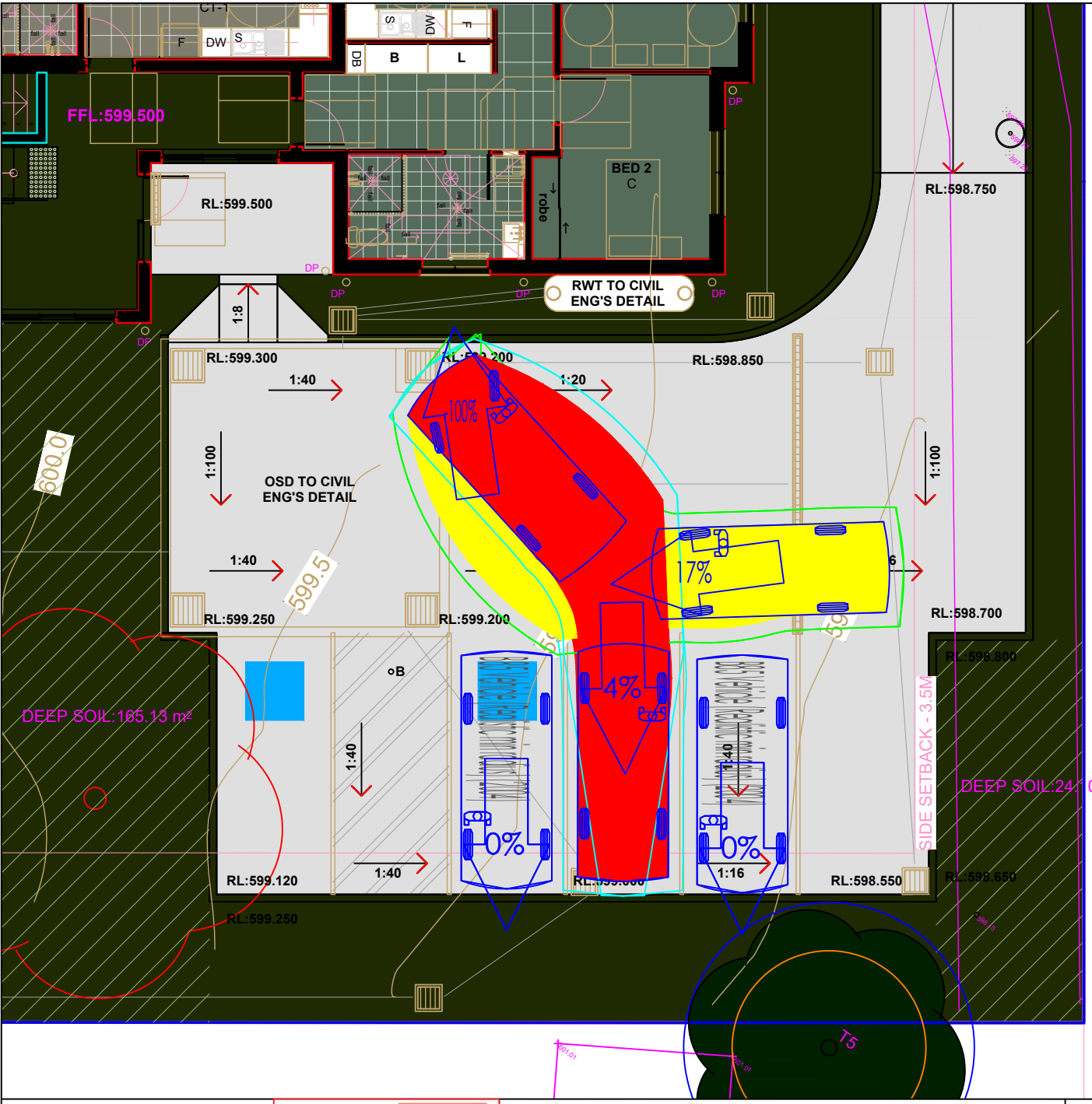
DESIGN VEHICLE SPECIFICATIONS



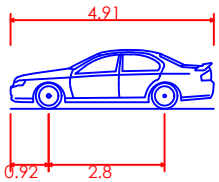
B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

ParkTransit
Parking & Traffic Design

DRAWING TITLE- B85 VEHICLE TYPE EXITING ACCESSIBLE PARKING SPACE 01	PROJECT NO - PT-37_39MRR01	SCALE - NTS
CLIENT- DTA ARCHITECTS	DRAWING NO - PT-37_39MRV04	DATE - 07-12-2024
ADDRESS - 37-39 MUNRO ROAD CRESTWOOD	NOTES -	



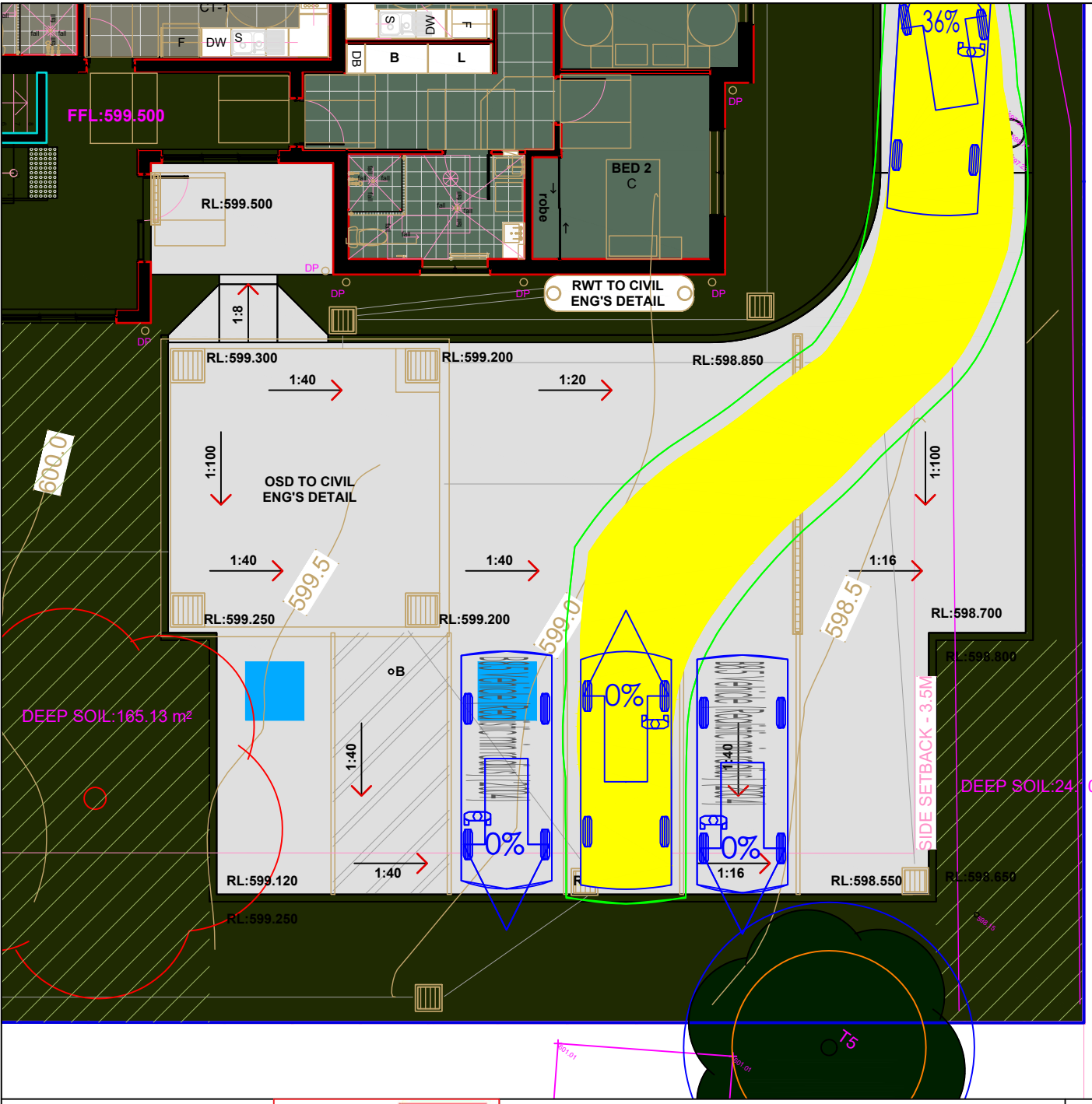
DESIGN VEHICLE SPECIFICATIONS



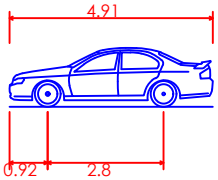
B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

ParkTransit
Parking & Traffic Design

DRAWING TITLE- B85 VEHICLE TYPE ENTERING PARKING SPACE 03	PROJECT NO - PT-37_39MRR01	SCALE - NTS
CLIENT- DTA ARCHITECTS	DRAWING NO - PT-37_39MRV05	DATE - 07-12-2024
ADDRESS - 37-39 MUNRO ROAD CRESTWOOD	NOTES -	



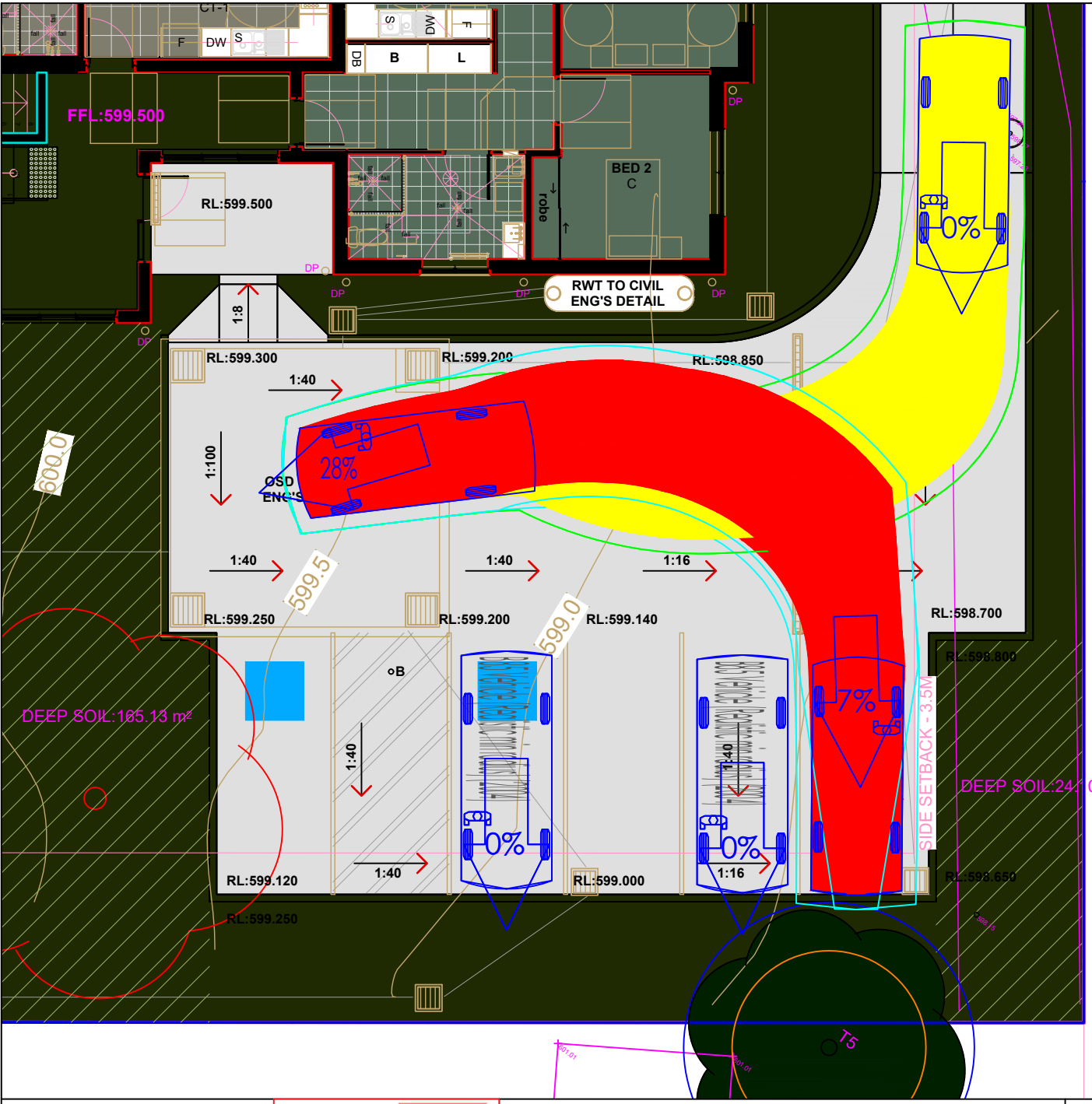
DESIGN VEHICLE SPECIFICATIONS



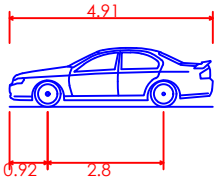
B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

ParkTransit
Parking & Traffic Design

DRAWING TITLE- B85 VEHICLE TYPE EXITING PARKING SPACE 03	PROJECT NO - PT-37_39MRR01	SCALE - NTS
CLIENT- DTA ARCHITECTS	DRAWING NO - PT-37_39MRV06	DATE - 07-12-2024
ADDRESS - 37-39 MUNRO ROAD CRESTWOOD	NOTES -	



DESIGN VEHICLE SPECIFICATIONS

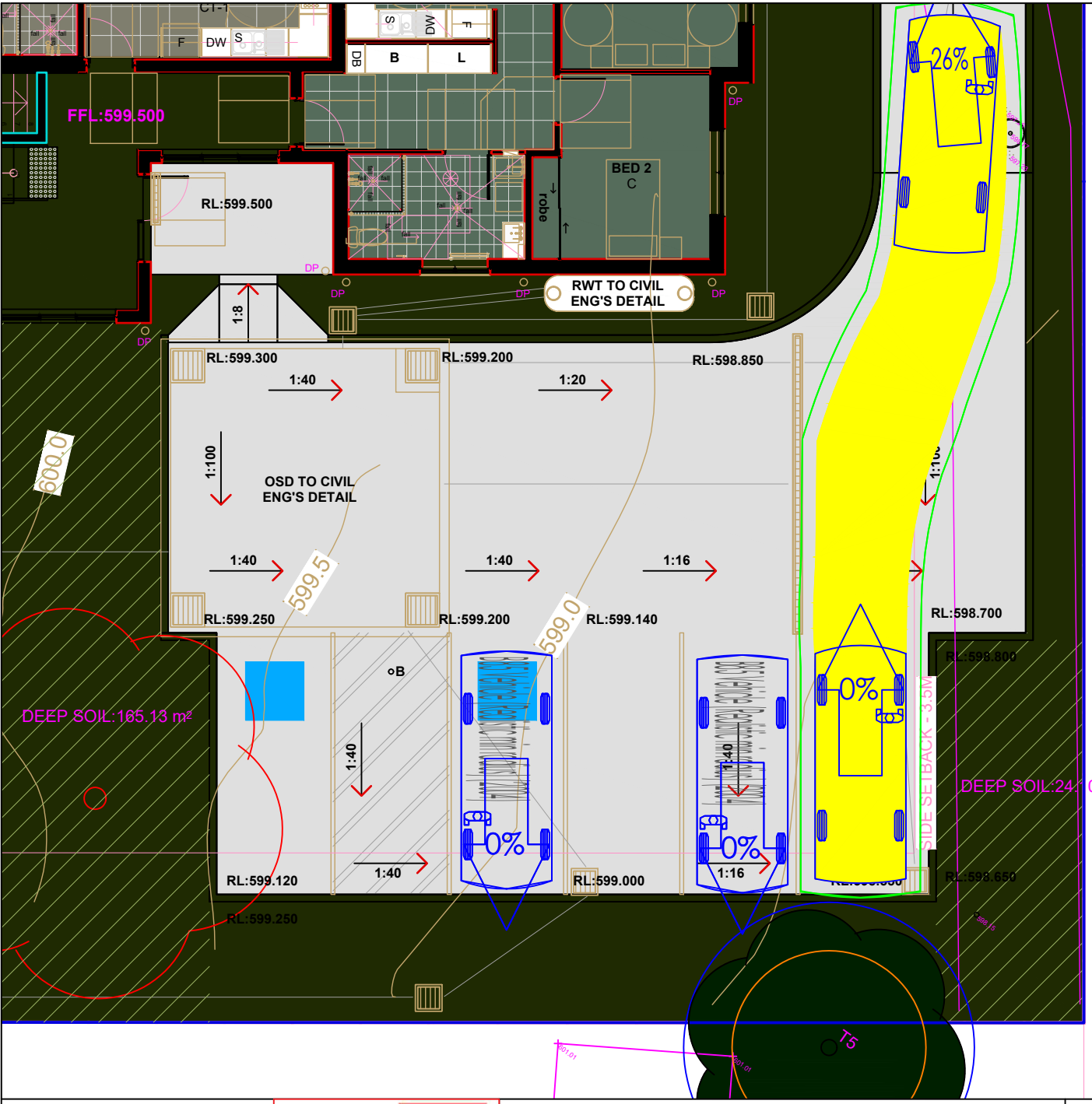


B85 Vehicle (Realistic min radius) (2004)

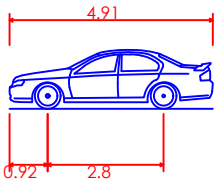
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m

ParkTransit
Parking & Traffic Design

DRAWING TITLE- B85 VEHICLE TYPE ENTERING PARKING SPACE 05	PROJECT NO - PT-37_39MRR01	SCALE - NTS
CLIENT- DTA ARCHITECTS	DRAWING NO - PT-37_39MRV07	DATE - 07-12-2024
ADDRESS - 37-39 MUNRO ROAD CRESTWOOD	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 05	PROJECT NO - PT-37_39MRR01	SCALE - NTS
CLIENT- DTA ARCHITECTS	DRAWING NO - PT-37_39MRV08	DATE - 07-12-2024
ADDRESS - 37-39 MUNRO ROAD CRESTWOOD	NOTES -	