TRAFFIC AND PARKING IMPACT ASSESSMENT

Proposed Affordable Housing

5-9 Alexander Street, Fairy Meadow

Prepared for: SARM Architects

N244190 (Version 1a)

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1. INTRODUCTION

Motion Traffic Engineers was commissioned by SARM Architects to undertake a traffic and parking impact assessment of proposed affordable housing at 5-9 Alexander Street in Fairy Meadow.

Currently, the site is a vacant lot with no permanent structures.

The carparking area for the proposed affordable housing will be provided on the ground level with vehicle access and egress via Alexander Street.

This traffic report presents an assessment of the anticipated transport implications of the proposed affordable housing, with the following considerations:

- Background and existing traffic and parking conditions of the proposed affordable housing
- Assessment of the public transport network within the vicinity of the proposed affordable housing
- Adequacy of car, bicycle and motorcycle parking provision
- The projected traffic generation of the proposed affordable housing and;
- The transport impact of the proposed affordable housing on the surrounding road network.

In the course of preparing this assessment, the proposed affordable housing and its environs have been inspected, plans of the development are examined, all relevant traffic and parking data have been collected and analysed.

2. BACKGROUND AND EXISTING CONDITIONS OF THE PROPOSED AFFORDABLE HOUSING

2.1. Location and Land Use

The proposed affordable housing is located at 5-9 Alexander Street in Fairy Meadow and is near the perimeter of Fairy Meadow Town Centre. The immediate surroundings of the site are residential dwellings with one or two storeys. Guest Park Soccer Fields, and Fairy Meadow Netball Courts are located to the south of the site.

Vehicular access and egress to the proposed affordable housing is via a driveway that runs off Alexander Street.

Figures 1 show the location of the proposed affordable housing from the aerial perspective, and Figure 2 also shows the location of the proposed affordable housing from a street map perspective and the location of the surveyed intersections in relation to the proposed affordable housing. Figure 3 shows the photograph of the proposed affordable housing.

Figure 1: Location of the proposed affordable housing on Aerial

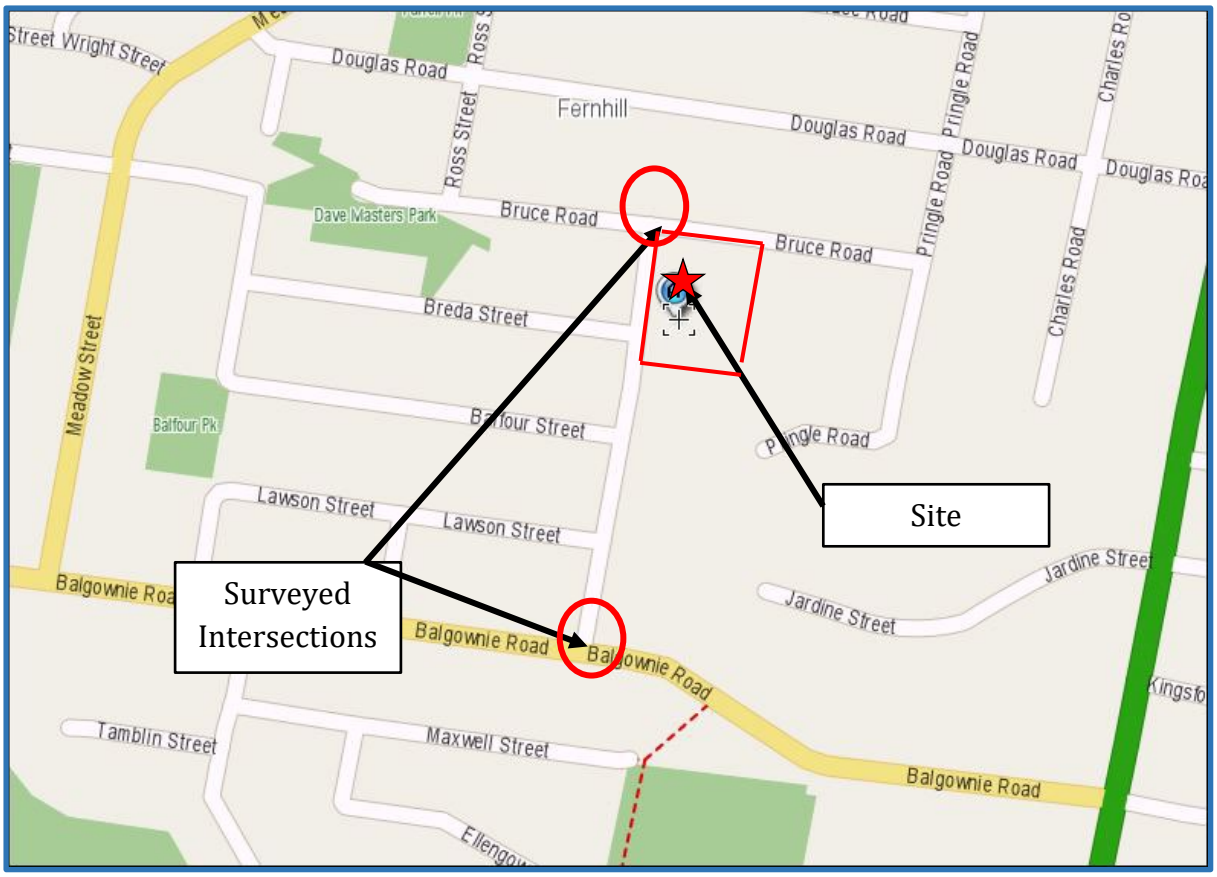


Figure 2: Location of the proposed affordable housing on Aerial and Surveyed Intersections

Figure 3: Photograph of the proposed affordable housing

2.2.Road Network

This section discusses the road network adjacent to the proposed affordable housing.

Alexander Street is a local road with one lane each way. Time unrestricted for on-street parking is permitted on both sides of the roads. Figure 4a shows a photograph of Alexander Street. The southern section near Balgownie Road is subject to school zone speed limit of 40 km/hr (8:00am – 9:30am and 2:30 pm-4pm) on weekdays. The speed limit is 50km/hr outside of the school zone.

Balgownie Road is a collector road with one lane each way. Double barrier lines separate two opposing lanes on both sides. Fairy Meadow Demonstration School is located near the street, and sections of Balgownie Road is subject to a school zone speed limit of 40 km/hr (8:00am – 9:30am and 2:30 pm-4pm) on weekdays. The speed limit is 50km/hr outside of the school zone. Time unrestricted for on-street parking is permitted on both sides of the roads. Figure 4b shows a photograph of Balgownie Road.

Bruce Road is a local road with one lane each way and a default speed limit of 50km/hr. Bruce Road runs in east-west direction and ends in a cul-de-sac to the west. Time unrestricted on-street parking is permitted on both sides of the road. Figure 4c shows a photograph of Bruce Road.

Figure 4a: Alexander Street: Looking south near the intersection with Bruce Road

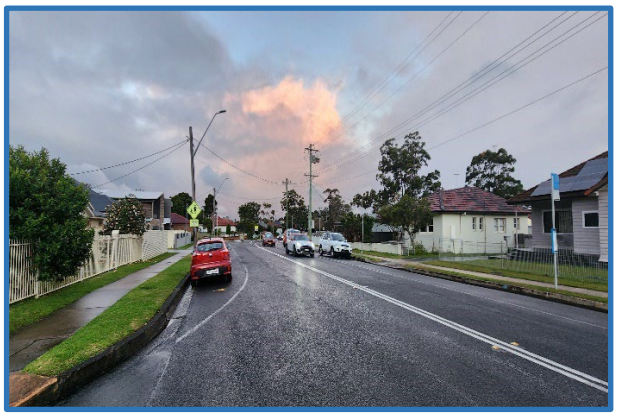


Figure 4b: Balgownie Road: Looking east near the intersection with Alexander Street

Figure 4c: Bruce Road: Looking east near the intersection with Alexander Street

2.3.Public Transport

Train

The Fairy Meadow train station and Towradgi Train Station is located within a fifteen walk from the site. The train station provides services such as South Coast Line which includes suburbs such as Kiama, Wollongong, Mortdale and Bondi Junction.

Bus

The proposed affordable housing is located approximately 300 metres (walking distance) from bus stop located on Balgownie Road before Alexander Street. Bus Route 3 provides loop service once every hour to a range of suburbs including Wollongong, Towradgi and Fairy Meadow. Bus Route 8 provides loop service once every hour from Wollongong to Bellambi via Balgownie. The bus stop only provides service once every hour.

The site has access to public transport.

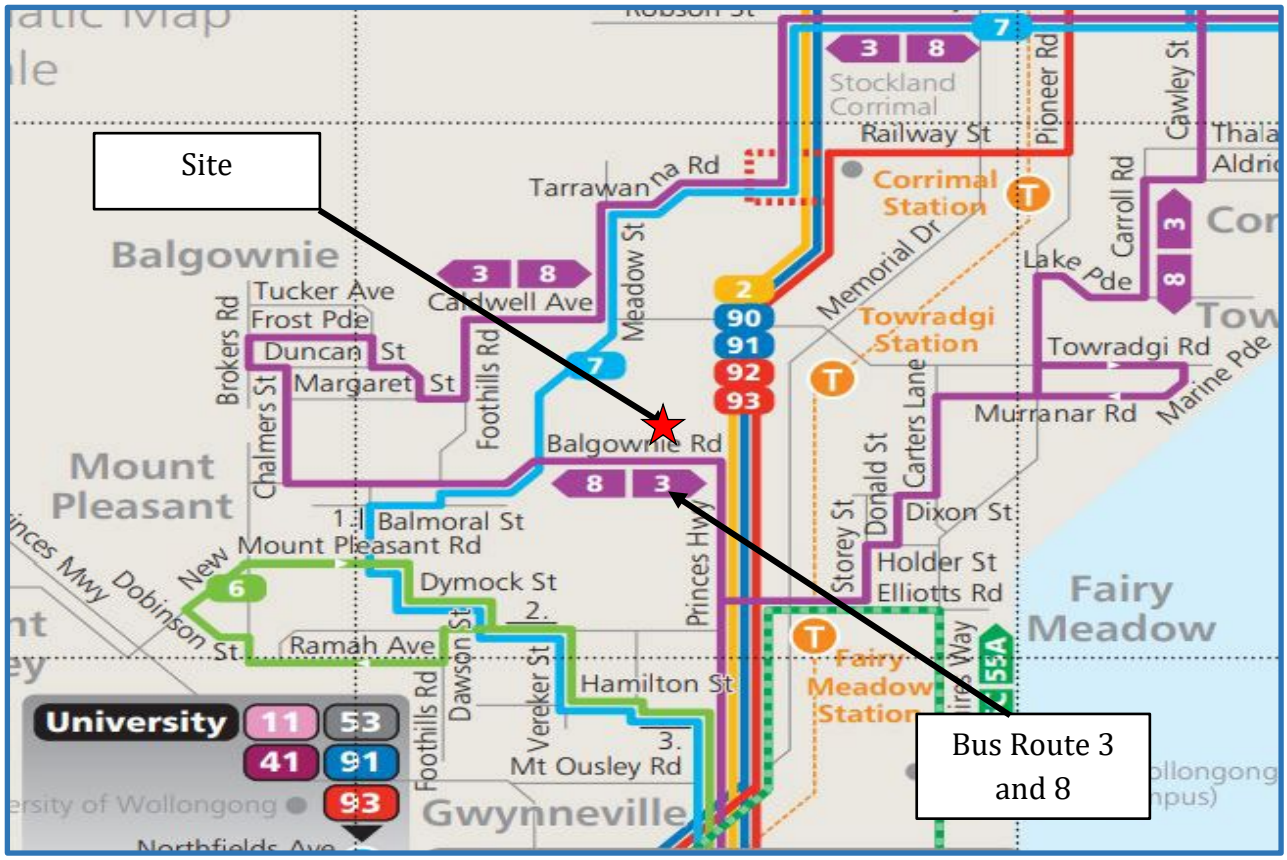


Figure 5: Bus Routes 3 and 8 in relation Bus Route Maps and proposed affordable Housing

2.4.Public Parking

Time unrestricted on-street parking is permitted on Alexander Street with no time restrictions.

Site visits show that there are vacant car space on the Alexander Street with minimal circulation to find a vacant car space.

2.5. Intersection Description

As part of the traffic impact assessment, the performance of the nearby intersection was surveyed and assessed:

- Priority Intersection of Balgownie Road with Alexander Street
- Priority Intersection of Bruce Road with Alexander Street

External traffic travelling to and from the development is likely to travel through the intersection mentioned above.

The priority intersection of Balgownie Road with Alexander Street is a three-leg intersection with all turn movements permitted. Drivers travelling on Alexander Street need to give way to traffic on Balgownie Road. Figure 6a shows the layout of the intersection using SIDRA 9.1– an industry standard intersection software. Figure 6b shows the photograph of intersection in aerial.

The priority intersection of Bruce Road with Alexander Street is a three-leg intersection with all turn movements permitted. Drivers travelling on Alexander Street need to give way to traffic on Bruce Road Figure 6c shows the layout of the intersection using SIDRA 9.1 Figure 6d shows the photograph of intersection in aerial.

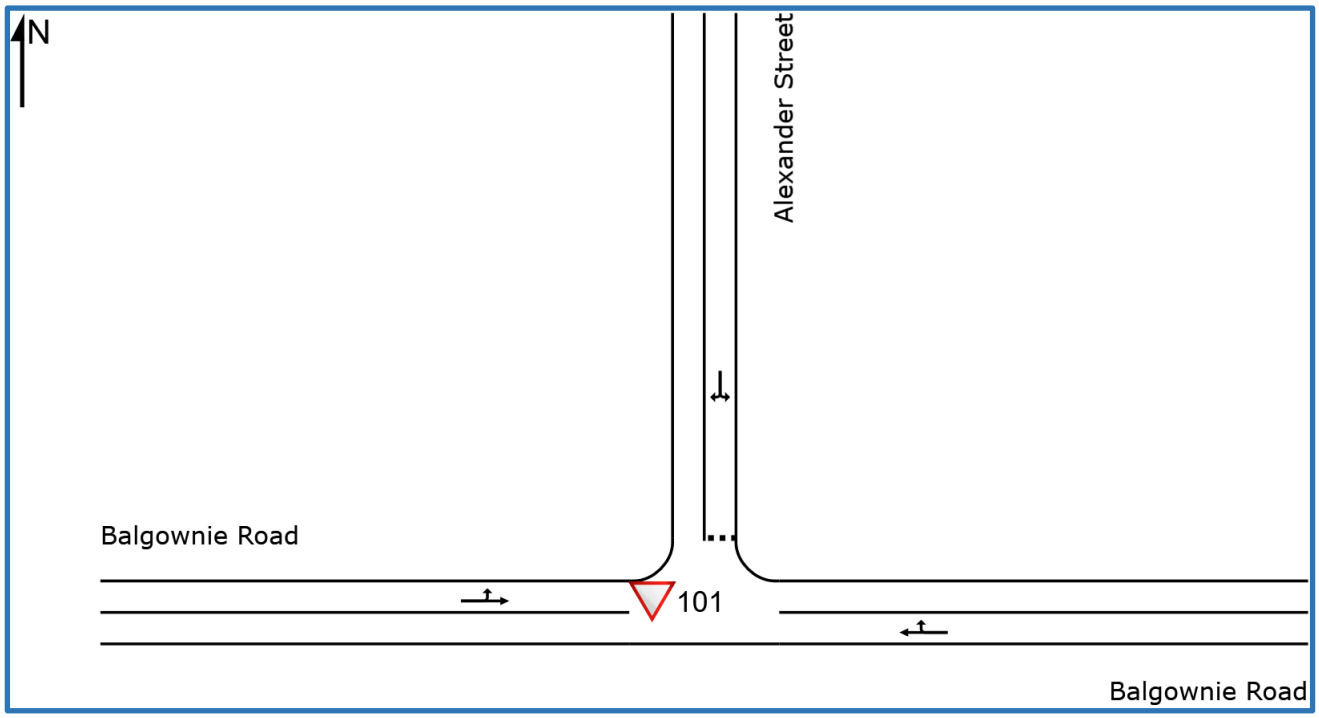


Figure 6a: Priority Intersection of Balgownie Road with Alexander Street (SIDRA)

Figure 6b: Priority Intersection of Balgownie Road with Alexander Street (Aerial)

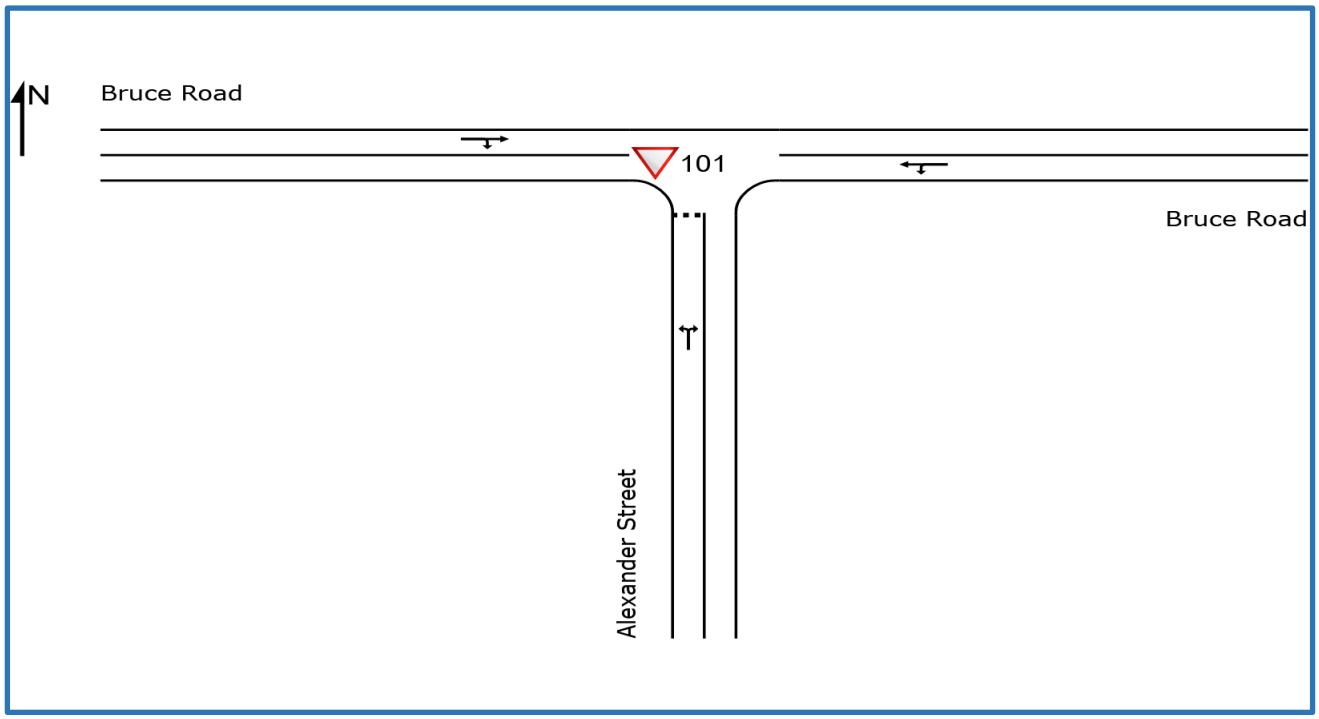


Figure 6c: Priority Intersection of Bruce Road with Alexander Street (SIDRA)

Figure 6d: Priority Intersection of Bruce Road with Alexander Street (Aerial)

2.6. Existing Traffic Volume

As part of the traffic assessment, traffic counts have been undertaken at the above-mentioned intersections and the AM and PM peak hours are identified accordingly. The AM peak hour is 8am to 9am and the PM peak hour is 4:30pm to 5:30pm. The following figures present the traffic volumes in vehicles for the weekday peak hours. The bracketed numbers are trucks/buses and the un-bracketed are cars.

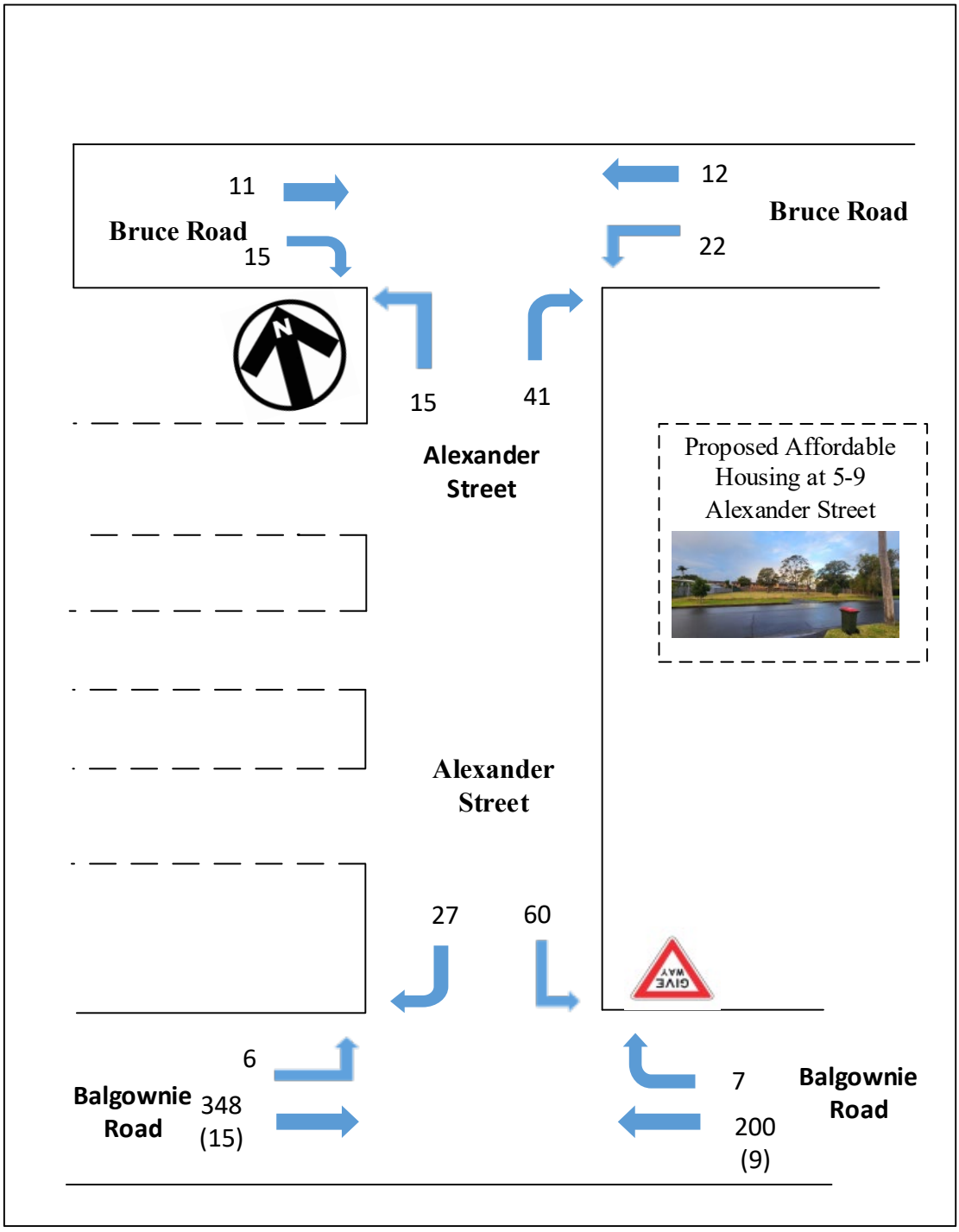


Figure 7: Existing Weekday Traffic Volumes AM Peak Hour

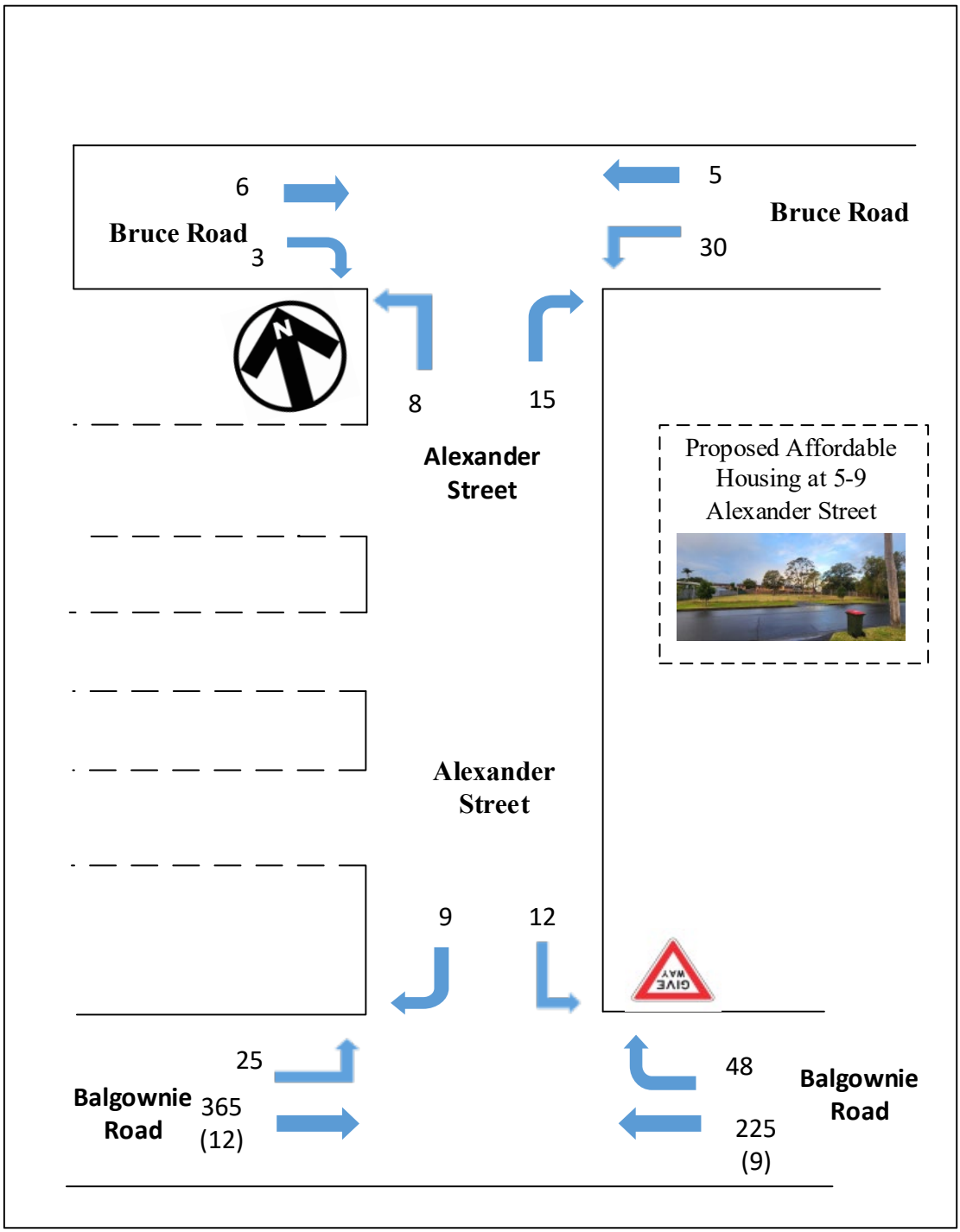


Figure 8: Existing Weekday Traffic Volumes PM Peak Hour

2.7. Intersection Assessment with Existing Traffic

An intersection assessment has been undertaken for the:

- Priority Intersection of Balgownie Road with Alexander Street
- Priority Intersection of Bruce Road with Alexander Street

The existing intersection operating performance was assessed using the SIDRA software package (version 9.1) to determine the Degree of Saturation (DS), Average Delay (AVD in seconds) and Level of Service (LoS) at each intersection. The SIDRA program provides Level of Service Criteria Tables for various intersection types. The key indicator of intersection performance is Level of Service, where results are placed on a continuum from 'A' to 'F', as shown in Table 1.

LoS	Traffic Signal / Roundabout	Give Way / Stop Sign / T-Junction control
A	Good operation	Good operation
B	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	Satisfactory	Satisfactory, but accident study required
D	Operating near capacity	Near capacity & accident study required
E	At capacity, at signals incidents will cause excessive delays.	At capacity, requires other control mode
F	Unsatisfactory and requires additional capacity, Roundabouts require other control mode	At capacity, requires other control mode

Table 1: Intersection Level of Service

The Average Vehicle Delay (AVD) provides a measure of the operational performance of an intersection as indicated below, which relates AVD to LOS. The AVD's should be taken as a guide only as longer delays could be tolerated in some locations (i.e. inner-city conditions) and on some roads (i.e. minor side street intersecting with a major arterial route). For traffic signals, the average delay over all movements should be taken. For roundabouts and priority control intersections (sign control) the critical movement for level of service assessment should be that movement with the highest average delay.

LoS	Average Delay per Vehicles (seconds/vehicle)
A	Less than 14
B	15 to 28
C	29 to 42
D	43 to 56
E	57 to 70
F	>70

Table 2: Intersection Average Delay (AVD)

The degree of saturation (DS) is another measure of the operational performance of individual intersections. For intersections controlled by traffic signals both queue length and delay increase rapidly as DS approaches 1. It is usual to attempt to keep DS to less than 0.9. Degrees of Saturation in the order of 0.7 generally represent sat intersection operation. When DS exceed 0.9 queues can be anticipated.

The results of the intersection analysis are as follows:

Intersection/ Performance criteria	AM Peak Hour Existing	PM Peak Hour Existing
Balgownie Road/ Alexander Street *LoS* *AVD* *DS*	N/A (LOS A worst case) 0.8 0.205	N/A (LOS A worst case) 1 0.22
Bruce Road/Alexander Street *LoS* *AVD* *DS*	N/A (LOS A worst case) 3.7 0.05	N/A (LOS A worst case) 3.8 0.020

Table 3: Existing Intersection Performances

As presented in Table 3, the assessed intersections are currently operating at excellent conditions with spare capacity to accommodate additional traffic both AM and PM peak hours. The full intersection results are presented in Appendix A.

2.8.Conclusions on Existing Conditions

Vehicle access and egress to the proposed affordable housing carparking area is via a driveway that runs off Alexander Street.

The proposed affordable housing has unrestricted on-street parking available on Alexander Street.

The nearby intersections perform well with sufficient spare capacity to accommodate additional traffic.

The proposed affordable housing has access to public transport.

3.PROPOSED AFFORDABLE HOUSING

3.1.Proposed affordable housing

The proposed affordable housing comprises of:

- Four two bedroom and three one-bedroom units on ground floor
- Four two bedrooms and three one-bedrooms on first floor
- Four two bedrooms and three one-bedrooms on second floor
- A total of twelve two-bedrooms and nine one-bedrooms units

3.2.Parking

Car parking is provided on ground floor level with vehicle access and egress via Alexander Street. The details of the carpark area are as follows:

- Seventeen car spaces including two disabled car spaces

A full scaled plan of the proposed affordable housing is provided as part of the Development Application.

4. PARKING REQUIREMENTS

4.1.Car Parking

The Wollongong Development Control Plan (DCP) 2009 does not stipulates the car parking requirements for affordable housing.

However, the car parking requirements for proposed development are presented in *State Environmental Planning Policy 2021 (SEPP 21)* in Section 42(1)(f) *Development to which land applies* of the *SEPP 21* states as follows:

The proposed affordable housing is not within 800 metres walking distance of Fairy Meadow and Towradgi train stations.

> *(f) for development on land that is not in an accessible area—the development will result in the following number of parking spaces —*
> *(i) for each dwelling containing 1 bedroom—at least 0.5 parking space*
> *(ii) for each dwelling containing 2 bedrooms—at least 1 parking space,*
> *(iii) for each dwelling containing at least 3 bedrooms—at least 1.5 parking spaces.*

The car parking rates derived from the SEPP 21 used for affordable housing are as follows:

- 0.5 parking spaces for each 1 bedroom apartment
- 1 parking spaces for each 2 bedroom apartment

Table 4 below presents the minimum car parking requirement for the proposed affordable housing based on the car parking rates listed above.

Landuse	Bedroom	No of Units	Car Parking Rate	Car Spaces Required	Car Spaces Provided
Affordable Housing	One Bedroom	9	0.5	4.5	17
	Two Bedroom	12	1	12	
	Total			16.5	17

Table 4: Summary of Car Parking Requirements

. The proposed affordable housing complies with the minimum parking requirement as per *State Environmental Planning Policy 2021 (SEPP 21).*

Visitor parking is met on the Alexander Street on-street parking.

5.TRAFFIC GENERATION AND IMPACT

5.1.Proposed Traffic Generation

The NSW RTA Guide to Traffic Generating Development version 2.2 2002 does not stipulate the traffic generation for affordable housing.

However, the proposed affordable housing closely relates to residential developments, the trips generated will be based on the residential flat buildings up to two bedrooms, considering a worst-case scenario as follows:

- 0.65 per dwelling for both AM/PM peak hour for both one and two bedrooms

Peak Hour	Use	Number of car spaces	Trip Generation Rate	Trip Generated
AM	Residential	21	0.65	14
PM		21	0.65	14

Table 6: Net Trips generated by the Proposed affordable housing in peak hours

5.2.Trip Distribution

The proposed affordable housing is a low trip generator in both AM and PM peak hours.

The predicted affordable housing trips are distributed as presented in Table 8. The proposed affordable housing is a low trip generator.

The predicted affordable housing generated trips are distributed to the road network assuming 10 percent origin trips 90 percent destination trips for the AM peak hour and 90 percent origin trips 10 percent destination trips for the PM peak hour, which results the following:

Peak Hour	Origin	Destination	Total
AM	13	1	14
PM	1	13	14

Table 8: Trip Distribution of the proposed affordable housing for the weekday peak hours

5.3.Existing with Affordable housing Traffic

The additional affordable housing trips are assigned onto the local traffic network. The following figures present the additional traffic volume with the affordable housing's trips (in red for origin trips and blue for destination trips) for the weekday AM and PM peak hours.

The additional affordable housing trips represent a small proportion of the existing traffic volumes.

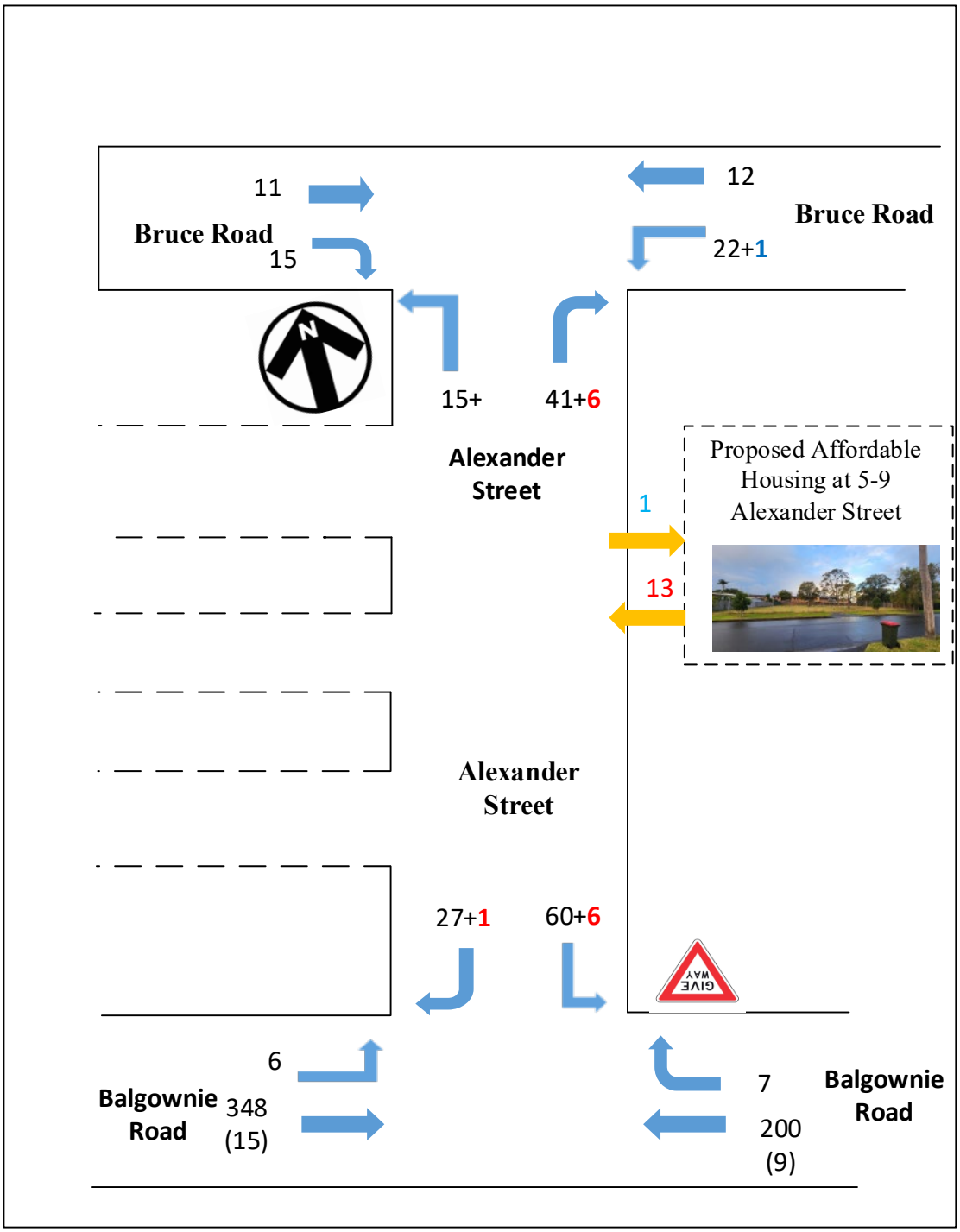


Figure 9a: Existing Weekday Traffic Volumes with Additional Affordable housing traffic AM Peak Hour

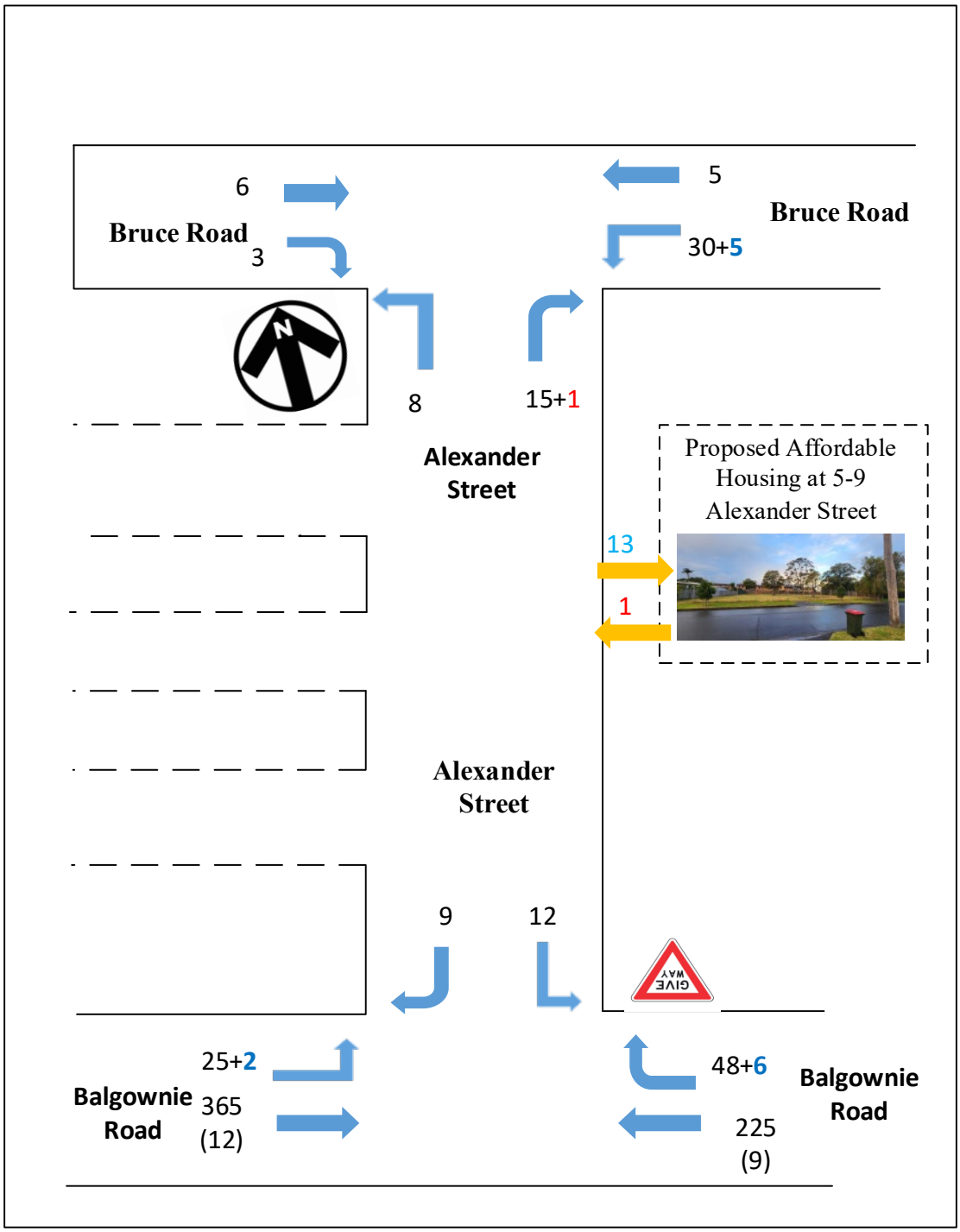


Figure 9b: Existing Weekday Traffic Volumes with Additional Affordable housing traffic PM Peak Hour

5.4. Traffic Impact

This section assesses the following intersections for the existing traffic with the affordable housing traffic. The results of the intersection assessment are as follows noting that all the intersection for the existing with affordable housing traffic.

Intersection/ Performance criteria	Existing Traffic		Existing and Affordable Housing traffic	
	AM Peak Hour Existing	PM Peak Hour Existing	AM Peak Hour Projected	PM Peak Hour Projected
Balgownie Road/ Alexander Street *LoS* *AVD* *DS*	N/A (LOS A worst case) 0.8 0.205	N/A (LOS A worst case) 1 0.22	N/A (LOS A worst case) 0.9 0.205	N/A (LOS A worst case) 1.1 0.22
Bruce Road/Alexander Street *LoS* *AVD* *DS*	N/A (LOS A worst case) 3.7 0.05	N/A (LOS A worst case) 3.8 0.020	N/A (LOS A worst case) 3.8 0.05	N/A (LOS A worst case) 3.8 0.020

Table 9: Projected intersection performance with traffic

As presented in Table 9 above, the additional trips generated by the proposed affordable housing have minimum impact on the intersection performances in both AM and PM peak hours. The LoS, AVD and DS of each intersection are not significantly affected by the addition of affordable housing traffic.

The traffic impacts of the proposed affordable housing are therefore considered acceptable.

The full SIDRA results are presented in Appendix B for the proposed conditions with the affordable housing traffic.

6. CONCLUSIONS

This traffic impact assessment reports relates to a proposed affordable housing at 5-9 Alexander Street in Fairy Meadow. Based on the analysis and discussions presented in this report, the following conclusions are made:

- The proposed affordable housing has access to local public transport service.
- The surrounding intersections currently operates at a good level of services with overall spare capacity available.
- The proposed affordable housing premises comply with the car parking requirements in the *State Environmental Planning Policy 2021 (SEPP 21).*
- The proposed affordable housing is expected to generate a low number of additional trips in both AM and PM peak hours.
- According to the intersection assessment, the additional trips can be accommodated in the nearby intersections without significantly affecting the performance of any turn movement, approach arm or the overall intersection. The traffic impacts of the proposed affordable housing are therefore considered acceptable.

There are no traffic engineering reasons why a development consent for the proposed affordable housing at 5-9 Alexander Street, Fairy Meadow, should be refused.

APPENDIX A

INTERSECTION ASSESSMENT FOR EXISTING TRAFFIC

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Balgownie Road															
5	T1	All MCs	220	4.3	220	4.3	0.122	0.1	LOS A	0.1	0.5	0.04	0.04	0.04	39.9
6	R2	All MCs	7	0.0	7	0.0	0.122	5.1	LOS A	0.1	0.5	0.04	0.04	0.04	39.3
Approach			227	4.2	227	4.2	0.122	0.2	NA	0.1	0.5	0.04	0.04	0.04	39.9
North: Alexander Street															
7	L2	All MCs	63	0.0	63	0.0	0.097	4.8	LOS A	0.4	2.5	0.45	0.62	0.45	37.3
9	R2	All MCs	28	0.0	28	0.0	0.097	6.7	LOS A	0.4	2.5	0.45	0.62	0.45	37.2
Approach			92	0.0	92	0.0	0.097	5.4	LOS A	0.4	2.5	0.45	0.62	0.45	37.3
West: Balgownie Road															
10	L2	All MCs	6	0.0	6	0.0	0.205	3.5	LOS A	0.0	0.0	0.00	0.01	0.00	39.4
11	T1	All MCs	382	4.1	382	4.1	0.205	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	39.9
Approach			388	4.1	388	4.1	0.205	0.1	NA	0.0	0.0	0.00	0.01	0.00	39.9
All Vehicles			707	3.6	707	3.6	0.205	0.8	NA	0.4	2.5	0.07	0.10	0.07	39.5

Table A1: Weekday Priority Intersection Performance of Balgownie Road with Alexander Street for the Weekday AM Peak Hour

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Alexander Street															
1	L2	All MCs	16	0.0	16	0.0	0.045	4.6	LOS A	0.2	1.1	0.08	0.53	0.08	45.8
3	R2	All MCs	43	0.0	43	0.0	0.045	4.7	LOS A	0.2	1.1	0.08	0.53	0.08	45.6
Approach			59	0.0	59	0.0	0.045	4.7	LOS A	0.2	1.1	0.08	0.53	0.08	45.6
East: Bruce Road															
4	L2	All MCs	23	0.0	23	0.0	0.019	4.6	LOS A	0.0	0.0	0.00	0.35	0.00	46.9
5	T1	All MCs	13	0.0	13	0.0	0.019	0.0	LOS A	0.0	0.0	0.00	0.35	0.00	48.1
Approach			36	0.0	36	0.0	0.019	3.0	NA	0.0	0.0	0.00	0.35	0.00	47.3
West: Bruce Road															
11	T1	All MCs	12	0.0	12	0.0	0.015	0.1	LOS A	0.1	0.5	0.10	0.32	0.10	48.0
12	R2	All MCs	16	0.0	16	0.0	0.015	4.7	LOS A	0.1	0.5	0.10	0.32	0.10	46.7
Approach			27	0.0	27	0.0	0.015	2.7	NA	0.1	0.5	0.10	0.32	0.10	47.2
All Vehicles			122	0.0	122	0.0	0.045	3.7	NA	0.2	1.1	0.06	0.43	0.06	46.5

Table A2: Weekday Priority Intersection Performance of Bruce Road with Alexander Street for the Weekday AM Peak Hour

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Balgownie Road															
5	T1	All MCs	246	3.8	246	3.8	0.173	0.5	LOS A	0.5	3.3	0.20	0.24	0.20	48.9
6	R2	All MCs	51	0.0	51	0.0	0.173	6.3	LOS A	0.5	3.3	0.20	0.24	0.20	47.5
Approach			297	3.2	297	3.2	0.173	1.5	NA	0.5	3.3	0.20	0.24	0.20	48.7
North: Alexander Street															
7	L2	All MCs	13	0.0	13	0.0	0.026	5.9	LOS A	0.1	0.6	0.47	0.63	0.47	44.7
9	R2	All MCs	9	0.0	9	0.0	0.026	8.1	LOS A	0.1	0.6	0.47	0.63	0.47	44.5
Approach			22	0.0	22	0.0	0.026	6.9	LOS A	0.1	0.6	0.47	0.63	0.47	44.6
West: Balgownie Road															
10	L2	All MCs	26	0.0	26	0.0	0.222	4.6	LOS A	0.0	0.0	0.00	0.03	0.00	48.5
11	T1	All MCs	397	3.2	397	3.2	0.222	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	49.7
Approach			423	3.0	423	3.0	0.222	0.4	NA	0.0	0.0	0.00	0.03	0.00	49.6
All Vehicles			742	3.0	742	3.0	0.222	1.0	NA	0.5	3.3	0.09	0.13	0.09	49.1

Table A3: Weekday Priority Intersection Performance of Balgownie Road with Alexander Street for the Weekday PM Peak Hour

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Alexander Street															
1	L2	All MCs	8	0.0	8	0.0	0.018	4.6	LOS A	0.1	0.4	0.05	0.53	0.05	45.9
3	R2	All MCs	16	0.0	16	0.0	0.018	4.6	LOS A	0.1	0.4	0.05	0.53	0.05	45.7
Approach			24	0.0	24	0.0	0.018	4.6	LOS A	0.1	0.4	0.05	0.53	0.05	45.7
East: Bruce Road															
4	L2	All MCs	32	0.0	32	0.0	0.020	4.6	LOS A	0.0	0.0	0.00	0.46	0.00	46.3
5	T1	All MCs	5	0.0	5	0.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.46	0.00	47.5
Approach			37	0.0	37	0.0	0.020	3.9	NA	0.0	0.0	0.00	0.46	0.00	46.5
West: Bruce Road															
11	T1	All MCs	6	0.0	6	0.0	0.005	0.0	LOS A	0.0	0.1	0.07	0.19	0.07	48.8
12	R2	All MCs	3	0.0	3	0.0	0.005	4.7	LOS A	0.0	0.1	0.07	0.19	0.07	47.4
Approach			9	0.0	9	0.0	0.005	1.6	NA	0.0	0.1	0.07	0.19	0.07	48.3
All Vehicles			71	0.0	71	0.0	0.020	3.8	NA	0.1	0.4	0.03	0.45	0.03	46.5

Table A4: Weekday Priority Intersection Performance of Bruce Road with Alexander Street for the Weekday PM Peak Hour

APPENDIX B

INTERSECTION ASSESSMENT FOR EXISTING WITH AFFORDABLE HOUSING TRAFFIC

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Balgownie Road															
5	T1	All MCs	220	4.3	220	4.3	0.122	0.1	LOS A	0.1	0.5	0.04	0.04	0.04	39.9
6	R2	All MCs	7	0.0	7	0.0	0.122	5.1	LOS A	0.1	0.5	0.04	0.04	0.04	39.3
Approach			227	4.2	227	4.2	0.122	0.2	NA	0.1	0.5	0.04	0.04	0.04	39.9
North: Alexander Street															
7	L2	All MCs	69	0.0	69	0.0	0.104	4.9	LOS A	0.4	2.7	0.45	0.62	0.45	37.4
9	R2	All MCs	29	0.0	29	0.0	0.104	6.7	LOS A	0.4	2.7	0.45	0.62	0.45	37.2
Approach			99	0.0	99	0.0	0.104	5.4	LOS A	0.4	2.7	0.45	0.62	0.45	37.3
West: Balgownie Road															
10	L2	All MCs	6	0.0	6	0.0	0.205	3.5	LOS A	0.0	0.0	0.00	0.01	0.00	39.4
11	T1	All MCs	382	4.1	382	4.1	0.205	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	39.9
Approach			388	4.1	388	4.1	0.205	0.1	NA	0.0	0.0	0.00	0.01	0.00	39.9
All Vehicles			715	3.5	715	3.5	0.205	0.9	NA	0.4	2.7	0.08	0.10	0.08	39.5

Table B1: Weekday Priority Intersection Performance of Balgownie Road with Alexander Street for the Weekday AM Peak Hour with affordable housing traffic

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Alexander Street															
1	L2	All MCs	16	0.0	16	0.0	0.050	4.6	LOS A	0.2	1.2	0.09	0.53	0.09	45.8
3	R2	All MCs	49	0.0	49	0.0	0.050	4.7	LOS A	0.2	1.2	0.09	0.53	0.09	45.6
Approach			65	0.0	65	0.0	0.050	4.7	LOS A	0.2	1.2	0.09	0.53	0.09	45.6
East: Bruce Road															
4	L2	All MCs	24	0.0	24	0.0	0.020	4.6	LOS A	0.0	0.0	0.00	0.35	0.00	46.9
5	T1	All MCs	13	0.0	13	0.0	0.020	0.0	LOS A	0.0	0.0	0.00	0.35	0.00	48.0
Approach			37	0.0	37	0.0	0.020	3.0	NA	0.0	0.0	0.00	0.35	0.00	47.3
West: Bruce Road															
11	T1	All MCs	12	0.0	12	0.0	0.015	0.1	LOS A	0.1	0.5	0.10	0.32	0.10	48.0
12	R2	All MCs	16	0.0	16	0.0	0.015	4.7	LOS A	0.1	0.5	0.10	0.32	0.10	46.7
Approach			27	0.0	27	0.0	0.015	2.7	NA	0.1	0.5	0.10	0.32	0.10	47.2
All Vehicles			129	0.0	129	0.0	0.050	3.8	NA	0.2	1.2	0.07	0.43	0.07	46.4

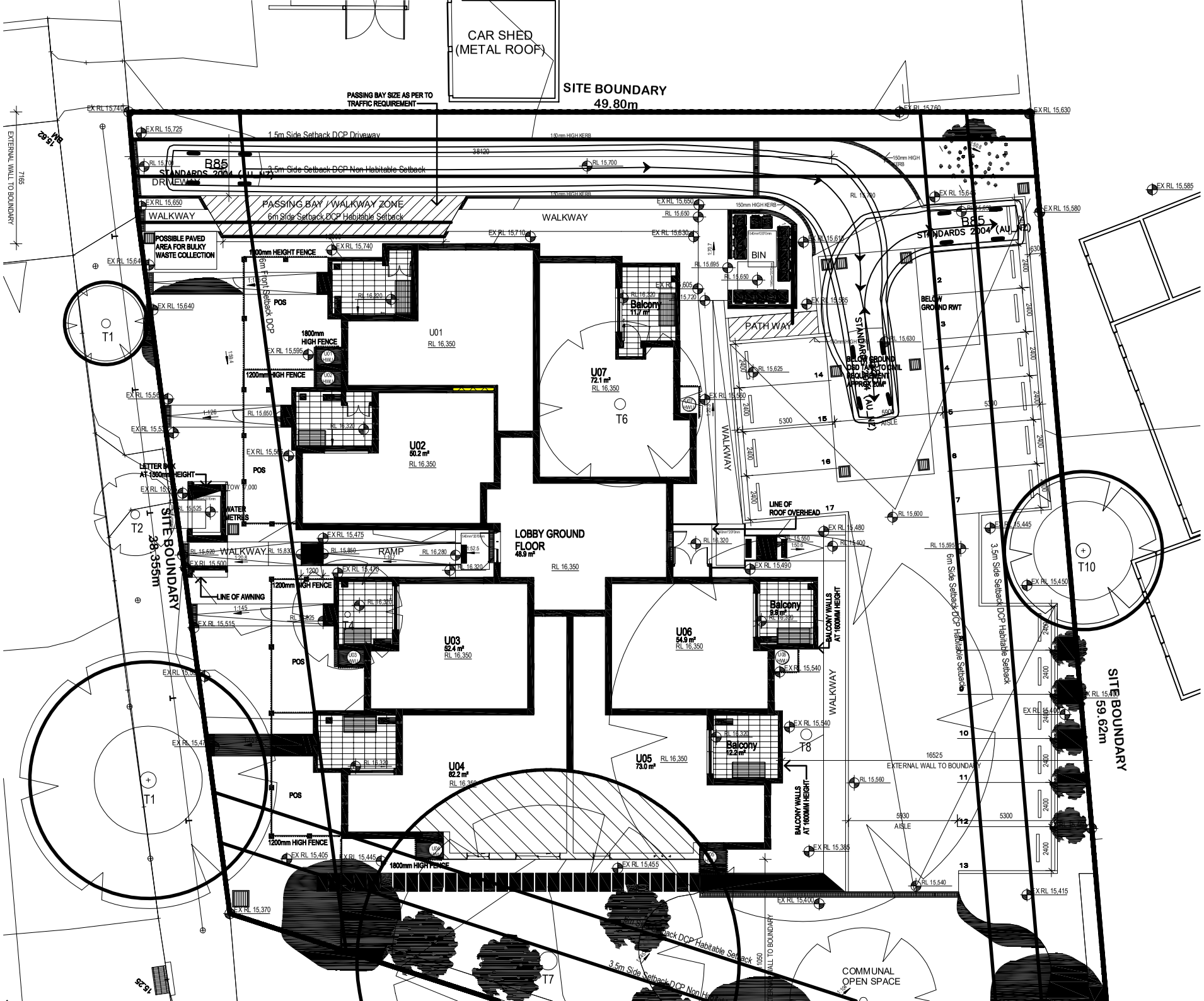
Table B2: Weekday Priority Intersection Performance of Bruce Road with Alexander Street for the Weekday AM Peak Hour with affordable housing traffic

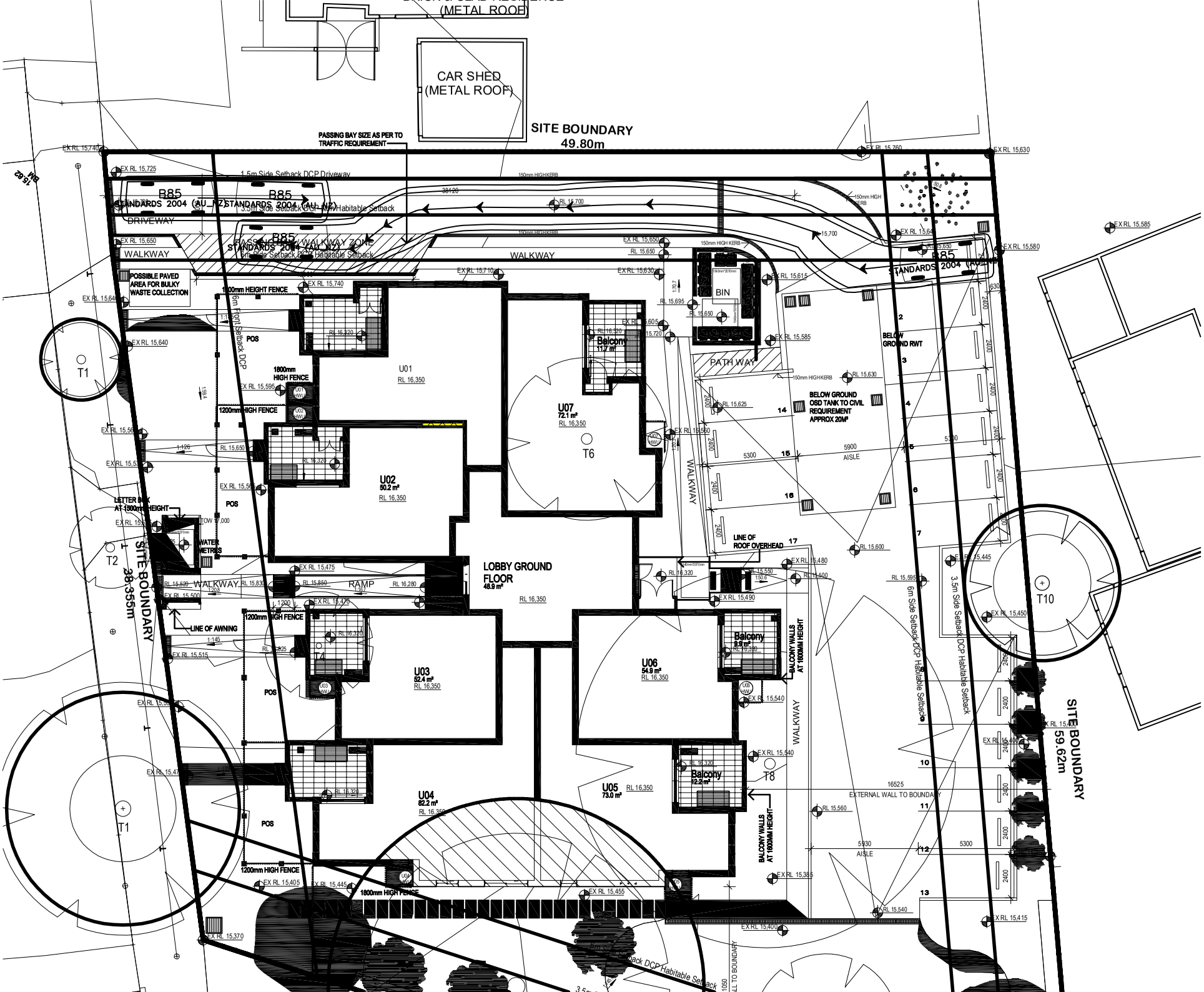
Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Balgownie Road															
5	T1	All MCs	246	3.8	246	3.8	0.178	0.6	LOS A	0.5	3.7	0.22	0.26	0.22	48.8
6	R2	All MCs	57	0.0	57	0.0	0.178	6.4	LOS A	0.5	3.7	0.22	0.26	0.22	47.4
Approach			303	3.1	303	3.1	0.178	1.7	NA	0.5	3.7	0.22	0.26	0.22	48.5
North: Alexander Street															
7	L2	All MCs	13	0.0	13	0.0	0.027	5.9	LOS A	0.1	0.6	0.47	0.64	0.47	44.7
9	R2	All MCs	9	0.0	9	0.0	0.027	8.1	LOS A	0.1	0.6	0.47	0.64	0.47	44.5
Approach			22	0.0	22	0.0	0.027	6.9	LOS A	0.1	0.6	0.47	0.64	0.47	44.6
West: Balgownie Road															
10	L2	All MCs	28	0.0	28	0.0	0.223	4.6	LOS A	0.0	0.0	0.00	0.04	0.00	48.5
11	T1	All MCs	397	3.2	397	3.2	0.223	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	49.7
Approach			425	3.0	425	3.0	0.223	0.4	NA	0.0	0.0	0.00	0.04	0.00	49.6
All Vehicles			751	2.9	751	2.9	0.223	1.1	NA	0.5	3.7	0.10	0.14	0.10	49.0

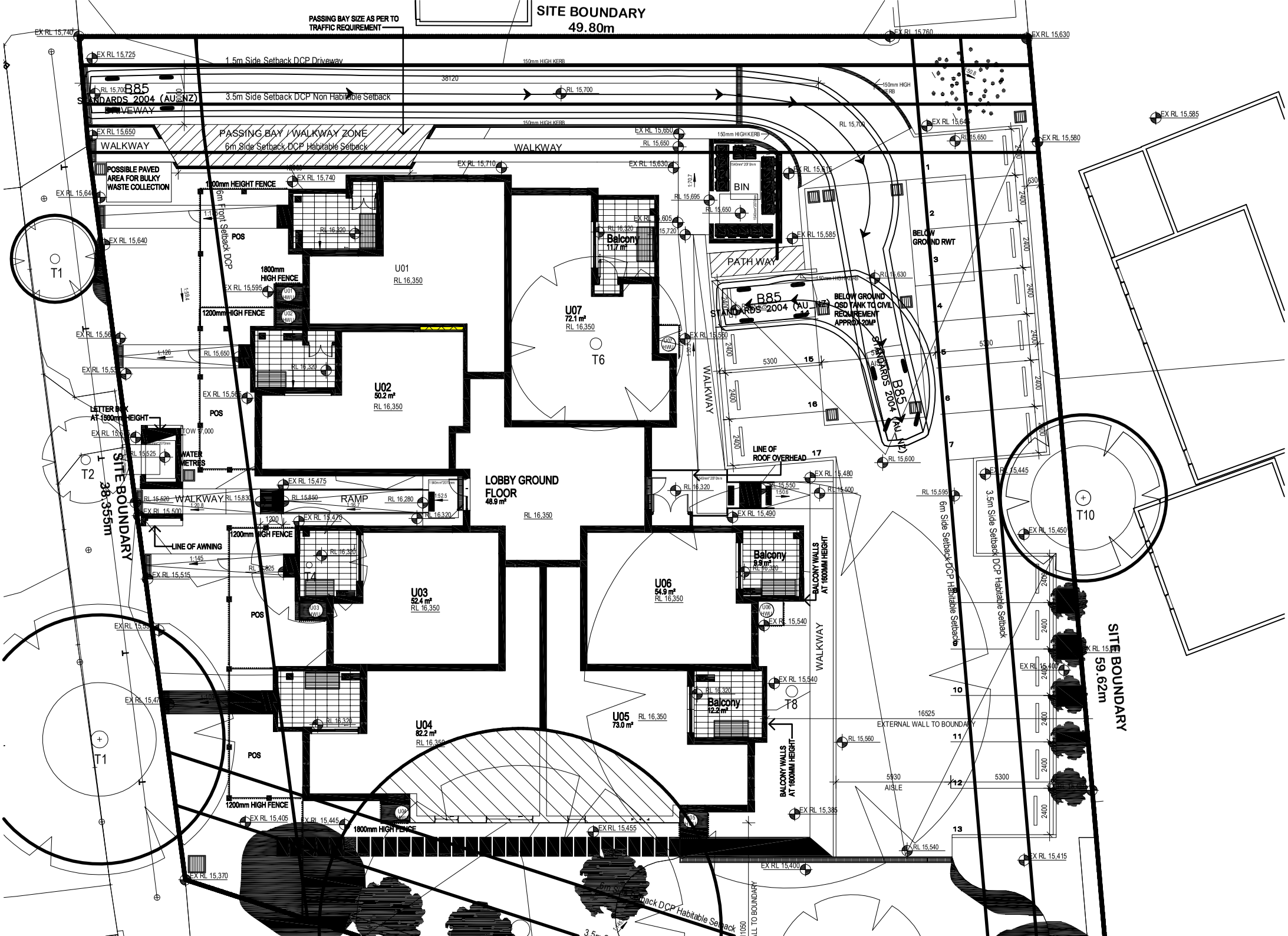
Table B3: Weekday Priority Intersection Performance of Balgownie Road with Alexander Street for the Weekday PM Peak Hour with affordable housing traffic

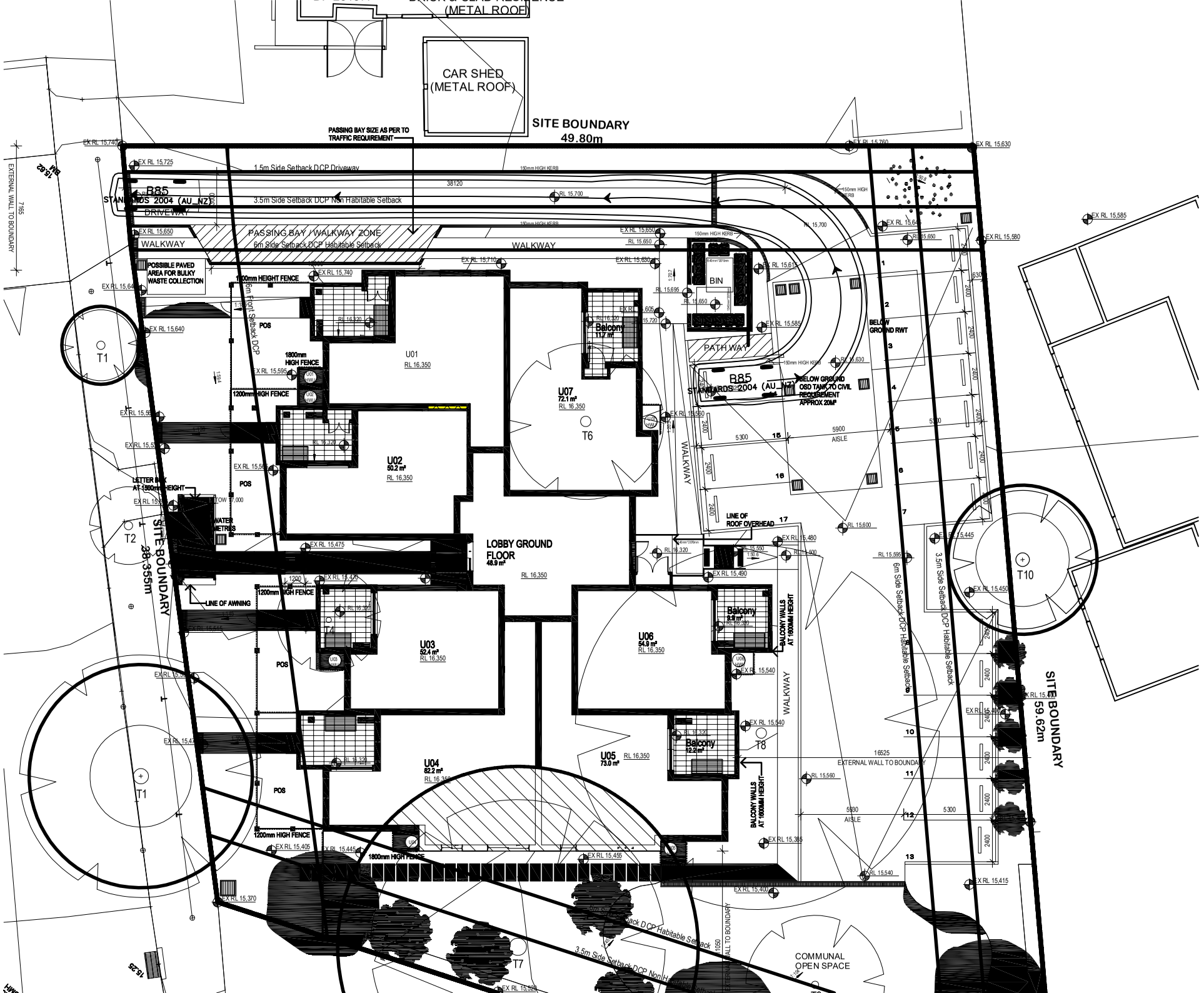
Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Alexander Street															
1	L2	All MCs	8	0.0	8	0.0	0.019	4.6	LOS A	0.1	0.4	0.05	0.53	0.05	45.8
3	R2	All MCs	17	0.0	17	0.0	0.019	4.6	LOS A	0.1	0.4	0.05	0.53	0.05	45.7
Approach			25	0.0	25	0.0	0.019	4.6	LOS A	0.1	0.4	0.05	0.53	0.05	45.7
East: Bruce Road															
4	L2	All MCs	37	0.0	37	0.0	0.023	4.6	LOS A	0.0	0.0	0.00	0.47	0.00	46.3
5	T1	All MCs	5	0.0	5	0.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.47	0.00	47.4
Approach			42	0.0	42	0.0	0.023	4.0	NA	0.0	0.0	0.00	0.47	0.00	46.4
West: Bruce Road															
11	T1	All MCs	6	0.0	6	0.0	0.005	0.1	LOS A	0.0	0.1	0.08	0.19	0.08	48.8
12	R2	All MCs	3	0.0	3	0.0	0.005	4.7	LOS A	0.0	0.1	0.08	0.19	0.08	47.4
Approach			9	0.0	9	0.0	0.005	1.6	NA	0.0	0.1	0.08	0.19	0.08	48.3
All Vehicles			77	0.0	77	0.0	0.023	3.9	NA	0.1	0.4	0.03	0.45	0.03	46.4

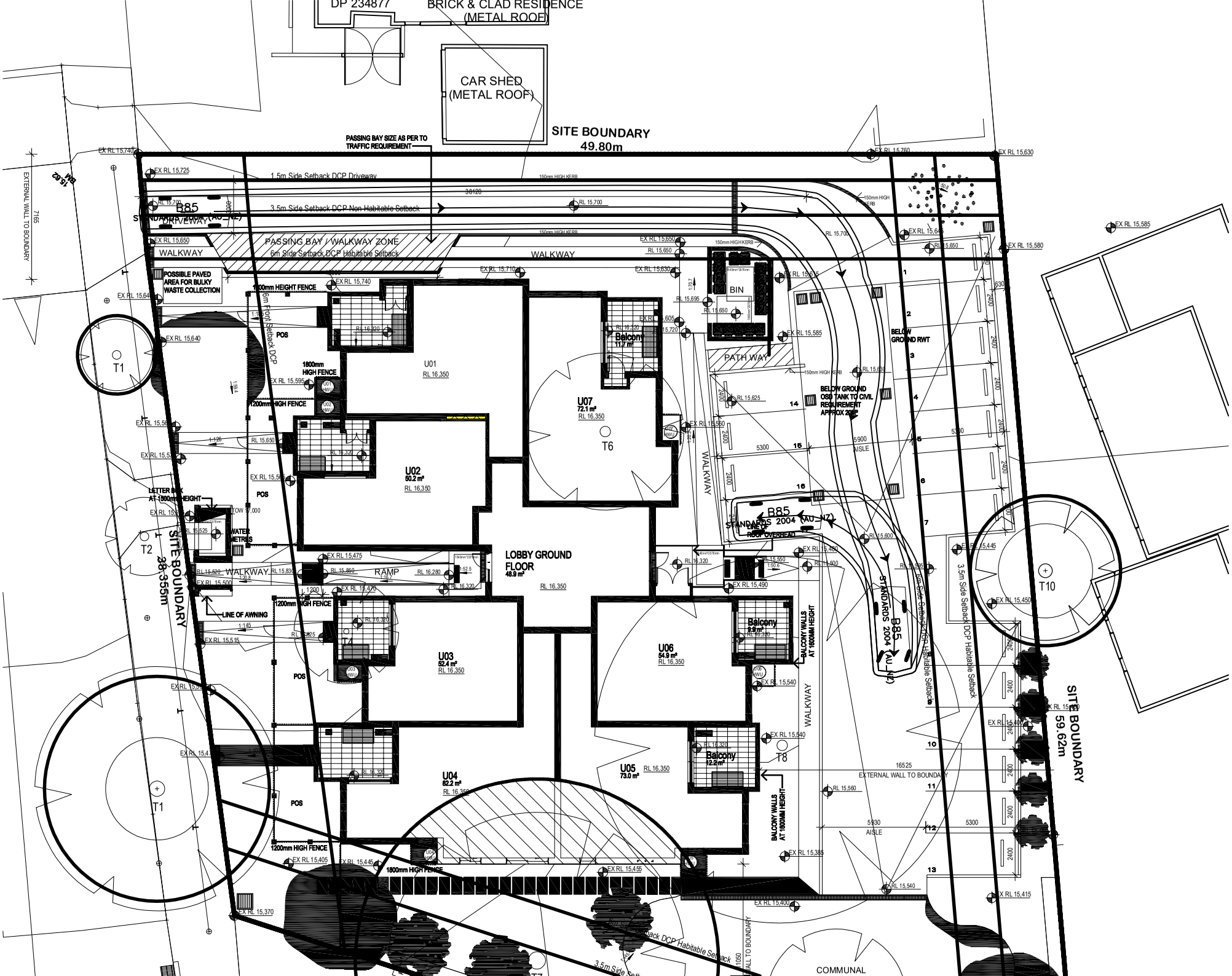
Table B4: Weekday Priority Intersection Performance of Bruce Road with Alexander Street for the Weekday PM Peak Hour with affordable housing traffic

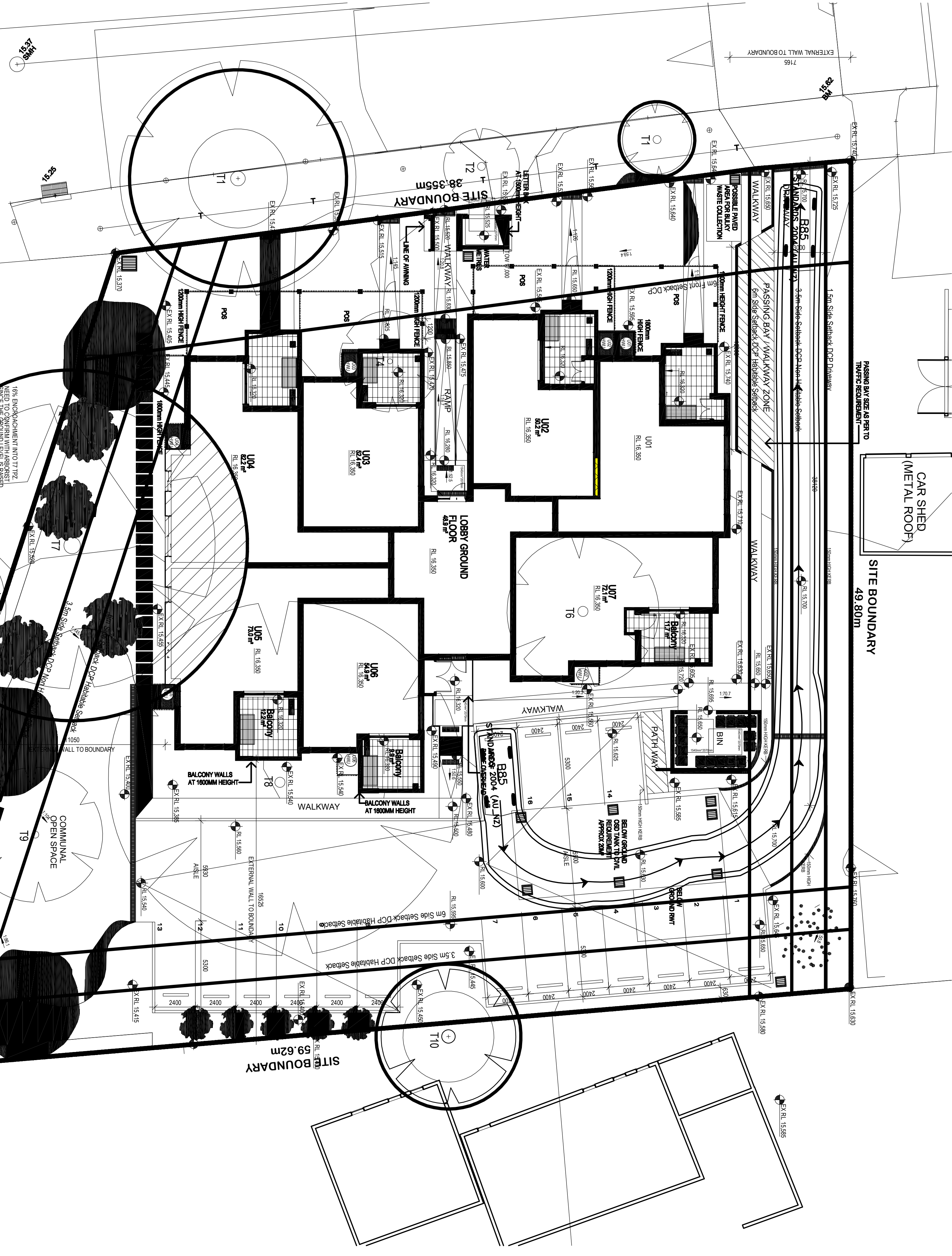

CAR SHED
(METAL ROOF)
SITE BOUNDARY
49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Non Habitable Setback
DRIVEWAY
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
WALKWAY
B85
STANDARDS 2004 (AU_NZ)
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1200mm HEIGHT FENCE
6m Front Setback DCP
POS
1800mm HIGH FENCE
1200mm HIGH FENCE
LETTER BOX AT 1500mm HEIGHT
WATER METRES
LINE OF AWNING
LINE OF ROOF OVERHEAD
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20M³
BIN
PATH WAY
AISLE
U01
RL 16,350
U02
50.2 m²
RL 16,350
U03
52.4 m²
RL 16,350
U04
82.2 m²
RL 16,350
U05
73.0 m²
RL 16,350
U06
54.9 m²
RL 16,350
U07
72.1 m²
RL 16,350
LOBBY GROUND FLOOR
48.9 m²
RL 16,350
RAMP
Balcony
11.7 m²
Balcony
9.9 m²
Balcony
12.2 m²
BALCONY WALLS AT 1800MM HEIGHT
SITE BOUNDARY
39.355m
SITE BOUNDARY
59.62m
EXTERNAL WALL TO BOUNDARY
16525
3.5m Side Setback DCP Habitable Setback
6m Side Setback DCP Habitable Setback
COMMUNAL OPEN SPACE
T1
T2
T4
T6
T7
T8
T10

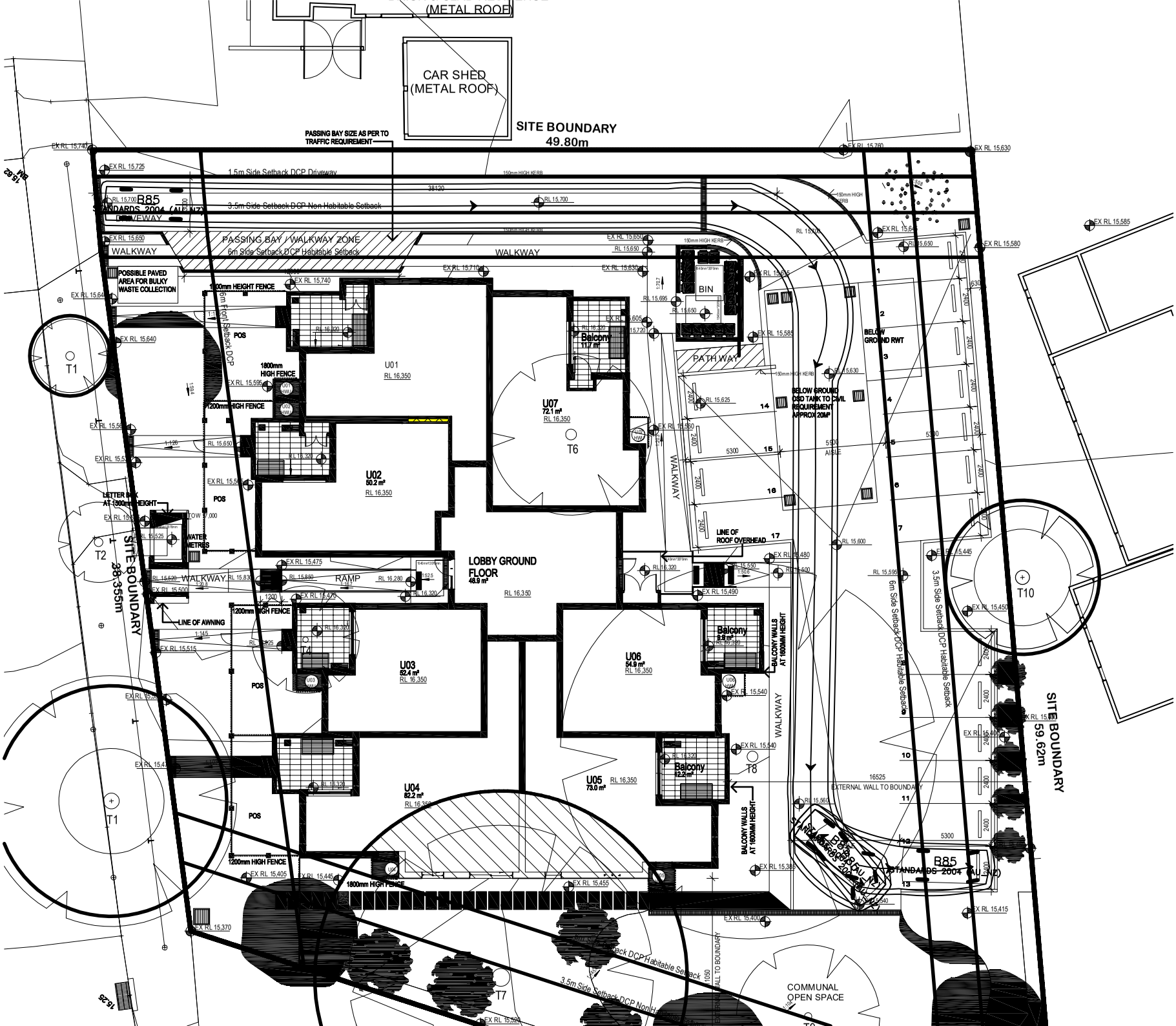

CAR SHED
(METAL ROOF)
SITE BOUNDARY
49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Habitable Setback
DRIVEWAY
WALKWAY
PASSING BAY/ WALKWAY ZONE
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1200mm HEIGHT FENCE
6m Front Setback DCP
1800mm HIGH FENCE
1200mm HIGH FENCE
LETTER BOX AT 1500mm HEIGHT
WATER METRES
LINE OF AWNING
LOBBY GROUND FLOOR
48.9 m²
RAMP
U01
U02
50.2 m²
U03
52.4 m²
U04
82.2 m²
U05
73.0 m²
U06
54.9 m²
U07
72.1 m²
Balcony
11.7 m²
Balcony
9.8 m²
Balcony
12.2 m²
BIN
PATH WAY
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20M³
LINE OF ROOF OVERHEAD
BALCONY WALLS AT 1800MM HEIGHT
AISLE
EXTERNAL WALL TO BOUNDARY
6m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Habitable Setback
SITE BOUNDARY
38.355m
SITE BOUNDARY
59.62m
T1
T2
T4
T6
T8
T10
POS

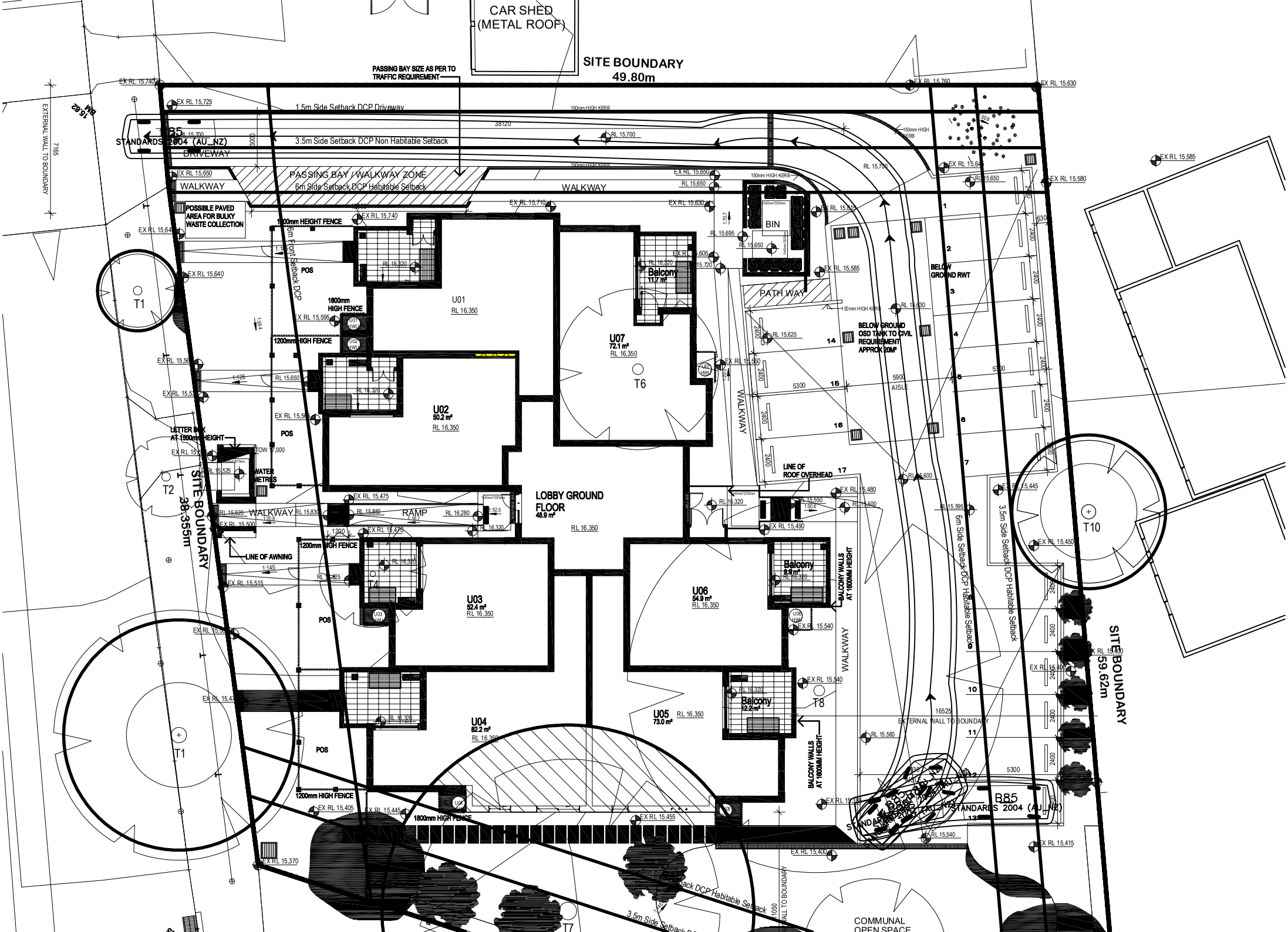

SITE BOUNDARY
49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Non Habitable Setback
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
WALKWAY
DRIVEWAY
B85 STANDARDS 2004 (AU&NZ)
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1800mm HEIGHT FENCE
6m Front Setback DCP
POS
1800mm HIGH FENCE
1200mm HIGH FENCE
U01
RL 16,350
U02
50.2 m²
RL 16,350
U03
52.4 m²
RL 16,350
U04
82.2 m²
RL 16,350
U05
73.0 m²
RL 16,350
U06
54.9 m²
RL 16,350
U07
72.1 m²
RL 16,350
Balcony
11.7 m²
Balcony
9.9 m²
Balcony
12.2 m²
LOBBY GROUND FLOOR
48.9 m²
RL 16,350
RAMP
LETTER BOX AT 1500mm HEIGHT
WATER METRES
LINE OF AWNING
LINE OF ROOF OVERHEAD
BIN
PATH WAY
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20M³
BALCONY WALLS AT 1600MM HEIGHT
EXTERNAL WALL TO BOUNDARY
16525
AISLE
5930
5300
SITE BOUNDARY
38.355m
SITE BOUNDARY
59.62m
6m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Habitable Setback
T1
T2
T4
T6
T8
T10

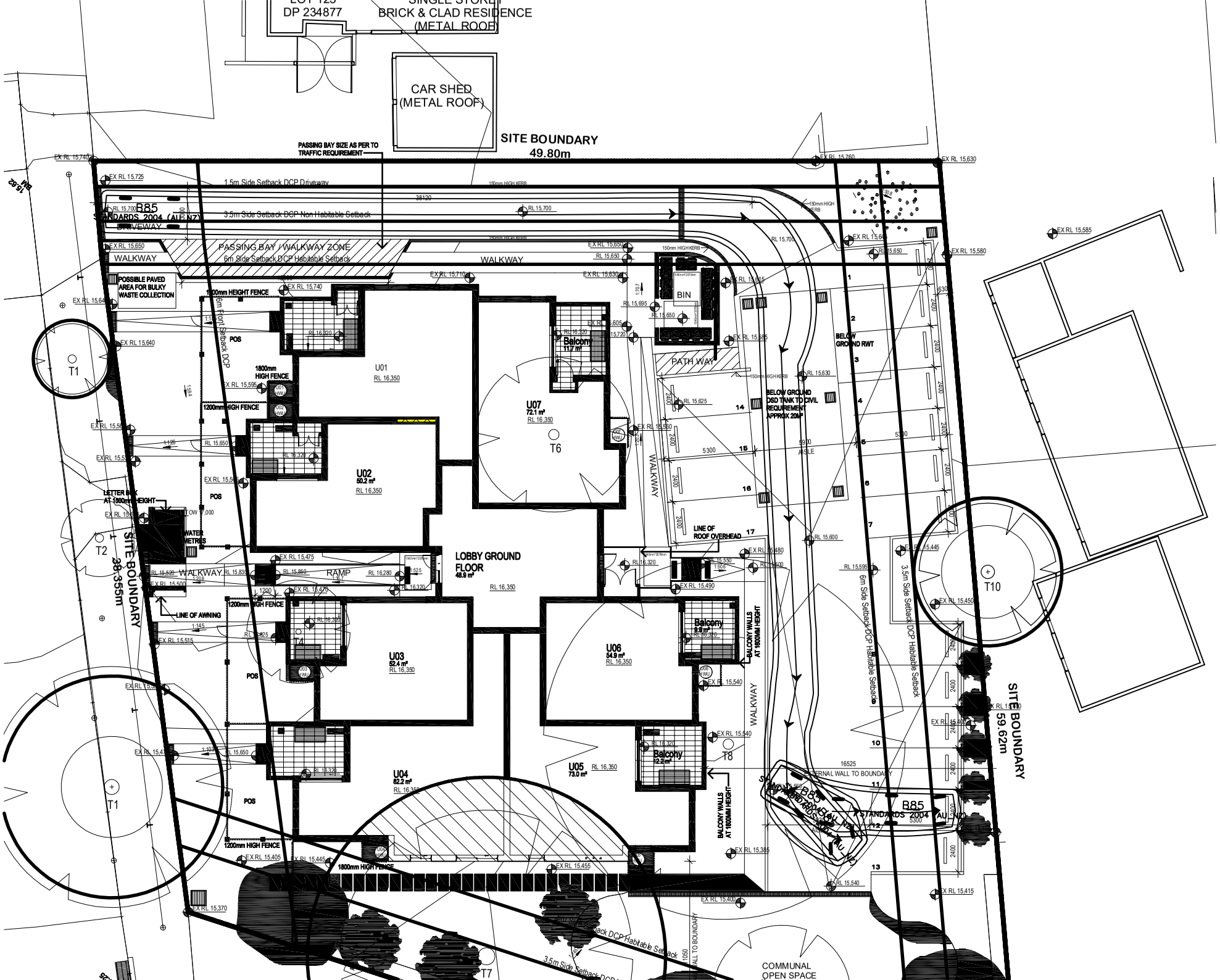

BRICK & TILE RESIDENCE
(METAL ROOF)
CAR SHED
(METAL ROOF)
SITE BOUNDARY
49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Non Habitable Setback
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
DRIVEWAY
WALKWAY
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1800mm HEIGHT FENCE
1200mm HIGH FENCE
1800mm HIGH FENCE
LETTER BOX AT 1500mm HEIGHT
WATER METRES
LINE OF AWNING
LINE OF ROOF OVERHEAD
LOBBY GROUND FLOOR
48.9 m²
U01
U02
50.2 m²
U03
52.4 m²
U04
82.2 m²
U05
73.0 m²
U06
54.9 m²
U07
72.1 m²
Balcony
11.7 m²
Balcony
8.6 m²
Balcony
12.2 m²
BALCONY WALLS AT 1800MM HEIGHT
BIN
PATH WAY
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20M³
AISLE
POS
T1
T2
T4
T6
T7
T8
T10
COMMUNAL OPEN SPACE
SITE BOUNDARY
38.355m
SITE BOUNDARY
59.62m
EXTERNAL WALL TO BOUNDARY
6m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Non Habitable Setback

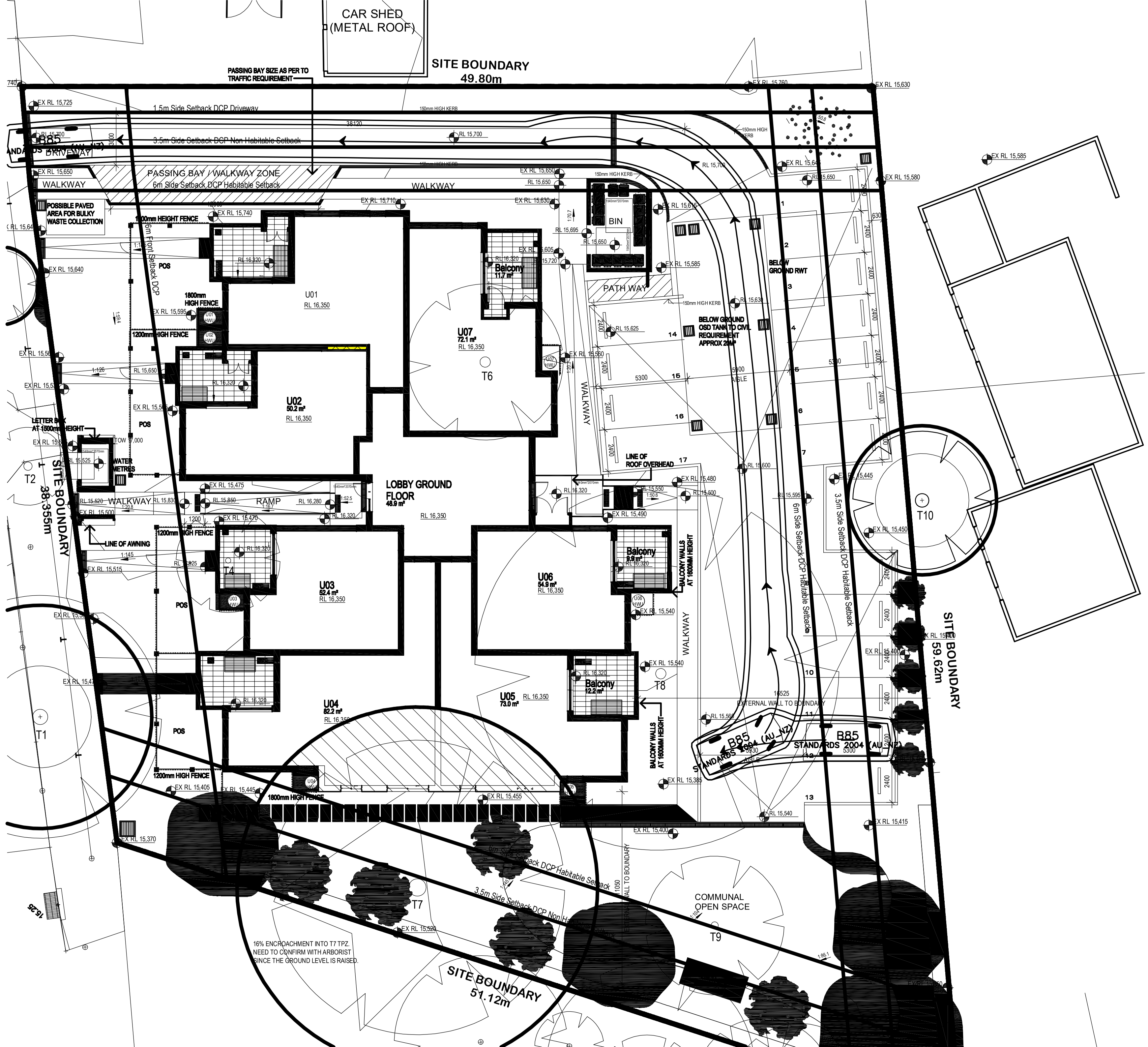

DP 234877
BRICK & CLAD RESIDENCE (METAL ROOF)
CAR SHED (METAL ROOF)
SITE BOUNDARY 49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Non Habitable Setback
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
WALKWAY
DRIVEWAY
B85 STANDARDS 2004 (AU_NZ)
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1200mm HEIGHT FENCE
6m Front Setback DCP
1800mm HIGH FENCE
POS
U01
RL 16,350
U02
50.2 m²
RL 16,350
U03
52.4 m²
RL 16,350
U04
82.2 m²
RL 16,350
U05
73.0 m²
RL 16,350
U06
54.9 m²
RL 16,350
U07
72.1 m²
RL 16,350
Balcony 11.7 m²
Balcony 9.9 m²
Balcony 12.2 m²
LOBBY GROUND FLOOR
48.9 m²
RL 16,350
RAMP
LINE OF AWNING
LETTER BOX AT 1500mm HEIGHT
WATER METRES
BIN
PATH WAY
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20m³
LINE OF ROOF OVERHEAD
BALCONY WALLS AT 1800MM HEIGHT
3.5m Side Setback DCP Habitable Setback
AISLE
EXTERNAL WALL TO BOUNDARY
SITE BOUNDARY 38.355m
SITE BOUNDARY 59.62m
COMMUNAL
T1
T2
T4
T6
T7
T8
T10


SITE BOUNDARY
38.355m
SITE BOUNDARY
49.80m
SITE BOUNDARY
59.62m
CAR SHED
(METAL ROOF)
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
PASSING BAY / WALKWAY ZONE
6m Front Setback DCP
6m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Habitable Setback
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
LINE OF AWNING
WALKWAY
RAMP
POS
1800mm HIGH FENCE
1200mm HIGH FENCE
U01
U02
U03
U04
U05
U06
U07
LOBBY GROUND FLOOR
Balcony
BALCONY WALLS AT 1600MM HEIGHT
PATH WAY
BIN
AISLE
EXTERNAL WALL TO BOUNDARY
COMMUNAL OPEN SPACE
T1
T2
T4
T6
T7
T8
T9
T10

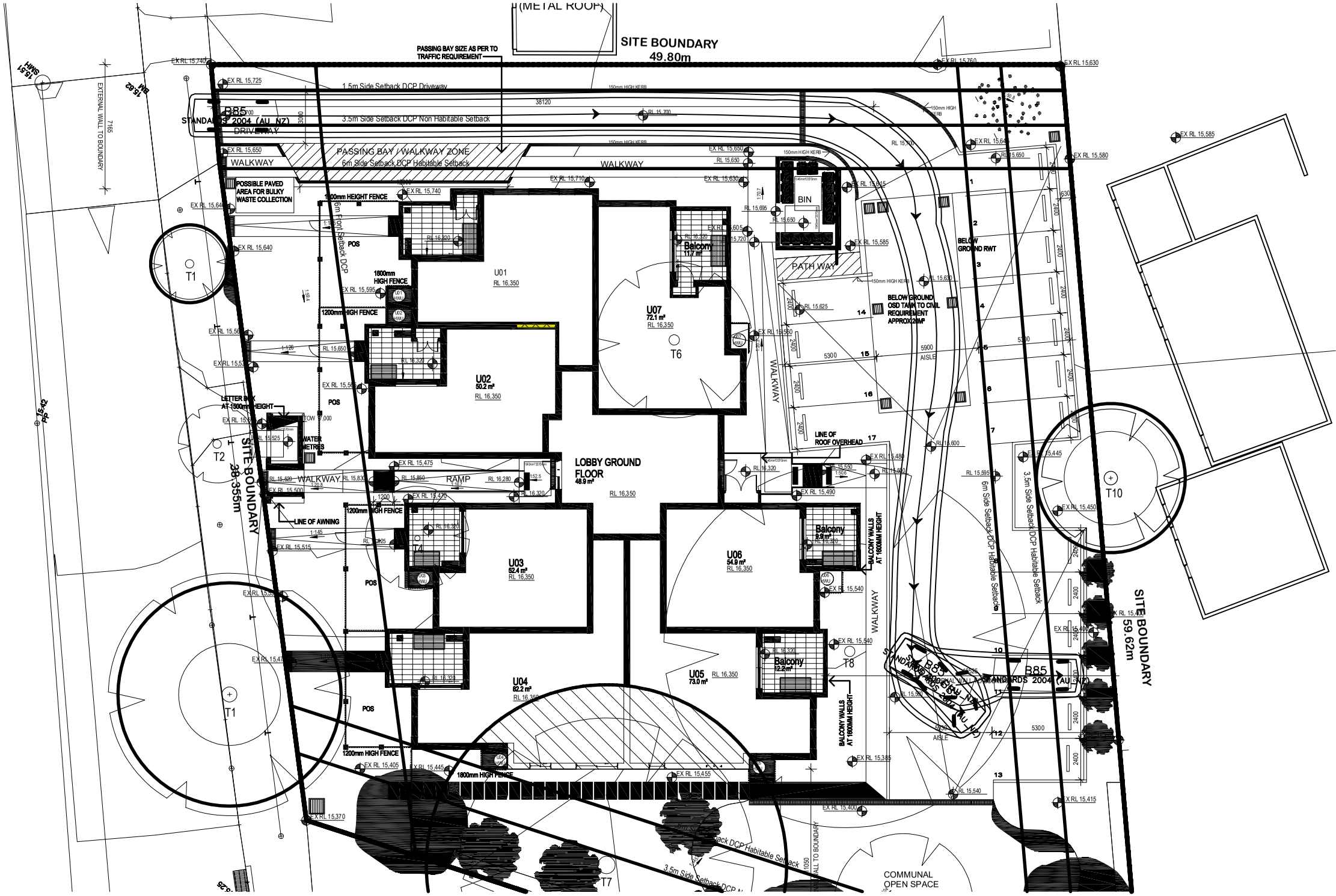

CAR SHED (METAL ROOF)
SITE BOUNDARY 49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Non Habitable Setback
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
WALKWAY
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1800mm HEIGHT FENCE
6m Front Setback DCP
POS
1800mm HIGH FENCE
1200mm HIGH FENCE
U01
RL 16,350
U02
50.2 m²
RL 16,350
U03
52.4 m²
RL 16,350
U04
82.2 m²
RL 16,350
U05
73.0 m²
RL 16,350
U06
54.9 m²
RL 16,350
U07
72.1 m²
RL 16,350
Balcony
11.7 m²
Balcony
9.8 m²
Balcony
12.2 m²
LOBBY GROUND FLOOR
48.9 m²
RL 16,350
RAMP
LINE OF AWNING
LINE OF ROOF OVERHEAD
BALCONY WALLS AT 1800MM HEIGHT
PATH WAY
BIN
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20M³
LETTER BOX AT 1500mm HEIGHT
WATER METRES
WALKWAY
5300 AISLE
SITE BOUNDARY 38.355m
SITE BOUNDARY 59.62m
EXTERNAL WALL TO BOUNDARY
16525
B85 STANDARDS 2004 (AU&NZ)
COMMUNAL OPEN SPACE
T1
T2
T4
T6
T7
T8
T10

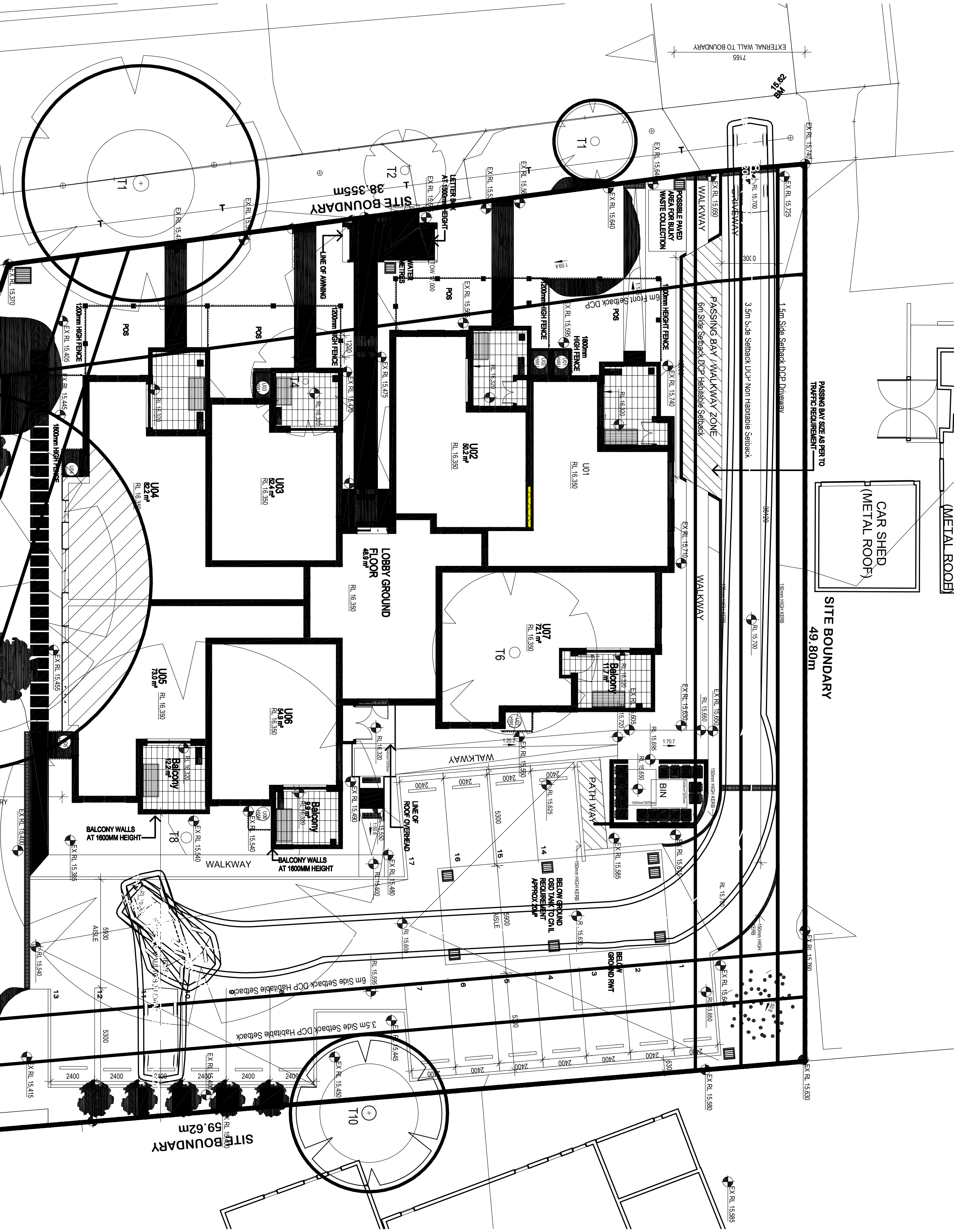

CAR SHED
(METAL ROOF)
SITE BOUNDARY
49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Non Habitable Setback
DRIVEWAY
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
WALKWAY
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1800mm HEIGHT FENCE
1.5m Front Setback DCP
POS
1800mm HIGH FENCE
1200mm HIGH FENCE
LETTER BOX AT 1500mm HEIGHT
WATER METRES
LINE OF AWNING
U01
RL 16,350
U02
50.2 m²
RL 16,350
U03
52.4 m²
RL 16,350
U04
82.2 m²
RL 16,350
U05
73.0 m²
RL 16,350
U06
54.9 m²
RL 16,350
U07
72.1 m²
RL 16,350
LOBBY GROUND FLOOR
48.9 m²
RL 16,350
RAMP
Balcony
11.7 m²
Balcony
8.8 m²
Balcony
12.2 m²
BIN
PATH WAY
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20M³
AISLE
LINE OF ROOF OVERHEAD
BALCONY WALLS AT 1600MM HEIGHT
6m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Habitable Setback
SITE BOUNDARY
38.355m
SITE BOUNDARY
59.62m
EXTERNAL WALL TO BOUNDARY
COMMUNAL OPEN SPACE
B85 STANDARDS 2004 (AU_NZ)
T1
T2
T4
T6
T7
T8
T10


LOT 123
DP 234877
SINGLE STOREY
BRICK & CLAD RESIDENCE
(METAL ROOF)
CAR SHED
(METAL ROOF)
SITE BOUNDARY
49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Non Habitable Setback
DRIVEWAY
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
WALKWAY
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1800mm HEIGHT FENCE
6m Front Setback DCP
1800mm HIGH FENCE
1200mm HIGH FENCE
POS
U01
RL 16,350
U02
50.2 m²
RL 16,350
U03
52.4 m²
RL 16,350
U04
82.2 m²
RL 16,350
U05
73.0 m²
RL 16,350
U06
54.9 m²
RL 16,350
U07
72.1 m²
RL 16,350
Balcony
11.7 m²
Balcony
9.2 m²
Balcony
12.2 m²
LOBBY GROUND FLOOR
48.9 m²
RL 16,350
RAMP
WALKWAY
PATH WAY
BIN
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20M³
LINE OF ROOF OVERHEAD
LINE OF AWNING
LETTER BOX AT 1800mm HEIGHT
WATER METERS
BALCONY WALLS AT 1600MM HEIGHT
SITE BOUNDARY
39.355m
SITE BOUNDARY
59.62m
6m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Habitable Setback
EXTERNAL WALL TO BOUNDARY
COMMUNAL OPEN SPACE
T1
T2
T4
T6
T7
T8
T10
B85 STANDARDS 2004 (AU/NZ)
DRIVEWAY



CAR SHED (METAL ROOF)
SITE BOUNDARY 49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Non Habitable Setback
DRIVEWAY
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
WALKWAY
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1800mm HEIGHT FENCE
6m Front Setback DCP
POS
U01
RL 16,350
1800mm HIGH FENCE
1200mm HIGH FENCE
U02
50.2 m²
U07
72.1 m²
T6
Balcony
11.7 m²
BIN
PATH WAY
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20m³
LINE OF ROOF OVERHEAD
LETTER BOX AT 1500mm HEIGHT
WATER METRES
SITE BOUNDARY 38.355m
T2
RAMP
LOBBY GROUND FLOOR
48.9 m²
LINE OF AWNING
U03
52.4 m²
T4
U06
54.9 m²
Balcony
9.9 m²
BALCONY WALLS AT 1600MM HEIGHT
T10
SITE BOUNDARY 59.62m
U04
82.2 m²
U05
73.0 m²
Balcony
12.2 m²
T8
EXTERNAL WALL TO BOUNDARY
B85 STANDARDS 2004 (AU_NZ)
T1
1800mm HIGH FENCE
T7
3.5m Side Setback DCP Non Habitable Setback
COMMUNAL OPEN SPACE
T9
16% ENCROACHMENT INTO T7 TPZ. NEED TO CONFIRM WITH ARBORIST SINCE THE GROUND LEVEL IS RAISED.
SITE BOUNDARY 51.12m


SITE BOUNDARY
49.80m
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
1.5m Side Setback DCP Driveway
3.5m Side Setback DCP Non Habitable Setback
DRIVEWAY
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
WALKWAY
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
1800mm HEIGHT FENCE
6m Front Setback DCP
POS
1800mm HIGH FENCE
1200mm HIGH FENCE
U01
RL 16,350
U02
50.2 m²
RL 16,350
U03
52.4 m²
RL 16,350
U04
82.2 m²
RL 16,350
U05
73.0 m²
RL 16,350
U06
54.9 m²
RL 16,350
U07
72.1 m²
RL 16,350
Balcony
11.7 m²
Balcony
9.9m²
Balcony
12.2m²
LOBBY GROUND FLOOR
48.9 m²
RL 16,350
RAMP
WALKWAY
PATH WAY
BIN
BELOW GROUND RWT
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 23MP
LINE OF ROOF OVERHEAD
LINE OF AWNING
LETTER BOX AT 1800mm HEIGHT
WATER METRES
BALCONY WALLS AT 1600MM HEIGHT
AISLE
5900
5300
SITE BOUNDARY
38.355m
SITE BOUNDARY
59.62m
6m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Habitable Setback
COMMUNAL OPEN SPACE
EXTERNAL WALL TO BOUNDARY
STANDARDS 2004 (AU_NZ)
T1
T2
T4
T6
T7
T8
T10


SITE BOUNDARY 38.355m
SITE BOUNDARY 49.80m
SITE BOUNDARY 59.62m
EXTERNAL WALL TO BOUNDARY
7165
15.62 BM
T1
T2
T4
T6
T8
T10
U01
RL 16.350
U02
50.2 m²
U03
52.4 m²
U04
82.2 m²
U05
73.0 m²
U06
54.9 m²
U07
72.1 m²
LOBBY GROUND FLOOR
48.9 m²
Balcony
12.2 m²
Balcony
9.9 m²
Balcony
11.7 m²
POS
1200mm HIGH FENCE
1800mm HIGH FENCE
LINE OF AWNING
LETTER BOX AT 1500mm HEIGHT
WATER METRES
POSSIBLE PAVED AREA FOR BULKY WASTE COLLECTION
6m Front Setback DCP
PASSING BAY / WALKWAY ZONE
6m Side Setback DCP Habitable Setback
3.5m Side Setback DCP Non Habitable Setback
1.5m Side Setback DCP Driveway
DRIVEWAY
WALKWAY
PASSING BAY SIZE AS PER TO TRAFFIC REQUIREMENT
CAR SHED (METAL ROOF)
BIN
PATH WAY
BELOW GROUND OSD TANK TO CIVIL REQUIREMENT APPROX 20m³
BELOW GROUND RWT
AISLE
LINE OF ROOF OVERHEAD
BALCONY WALLS AT 1600MM HEIGHT
150mm HIGH KERB
3.5m Side Setback DCP Habitable Setback
6m Side Setback DCP Habitable Setback