
ParkTransit

TRAFFIC IMPACT ASSESSMENT – Grocery Store

166 Haldon Street, Lakemba

5th December 2022

ParkTransit Pty Ltd
Marrickville NSW 2525
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Traffic Impact Assessment Report for
Grocery Store
166 Haldon Street, Lakemba
Date: 5th December 2022

Version No.	Author	Reviewed by:	Date:
1	A.M.	G Caldwell	05.12.2022
2			
3			

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

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Abbreviations

Proposal:	Expansion of the Existing Retail/Restaurant
RMS:	Road and Maritime Services
DCP:	Bankstown City Council Development Control Plan (Draft) – 2021
LEP:	Canterbury Local Environmental Plan – 2012
RMS Guide:	RMS Guide to Traffic Generating Development 2002
AS2890.1:	Australian Standard for Off-Street Parking Facilities AS2890.1-2004
AS2890.6:	Australian Standard for Off-Street Parking for people with Disabilities AS2890.6

1. Introduction

ParkTransit have been engaged by Nushaibah Hayat Pty Ltd to assist with the Development Application process for the conversion of the existing butchery/BBQ restaurant to a butchery/grocery store located at 166 Haldon Street, Lakemba, within the Canterbury Bankstown Council LGA (formerly known as Canterbury Council).

The proposal involves conversion of the BBQ restaurant to a grocery store. As part of the proposal, the existing butchery will be retained. The site currently does not include any on-site parking provision and relies on the public parking available in the area.

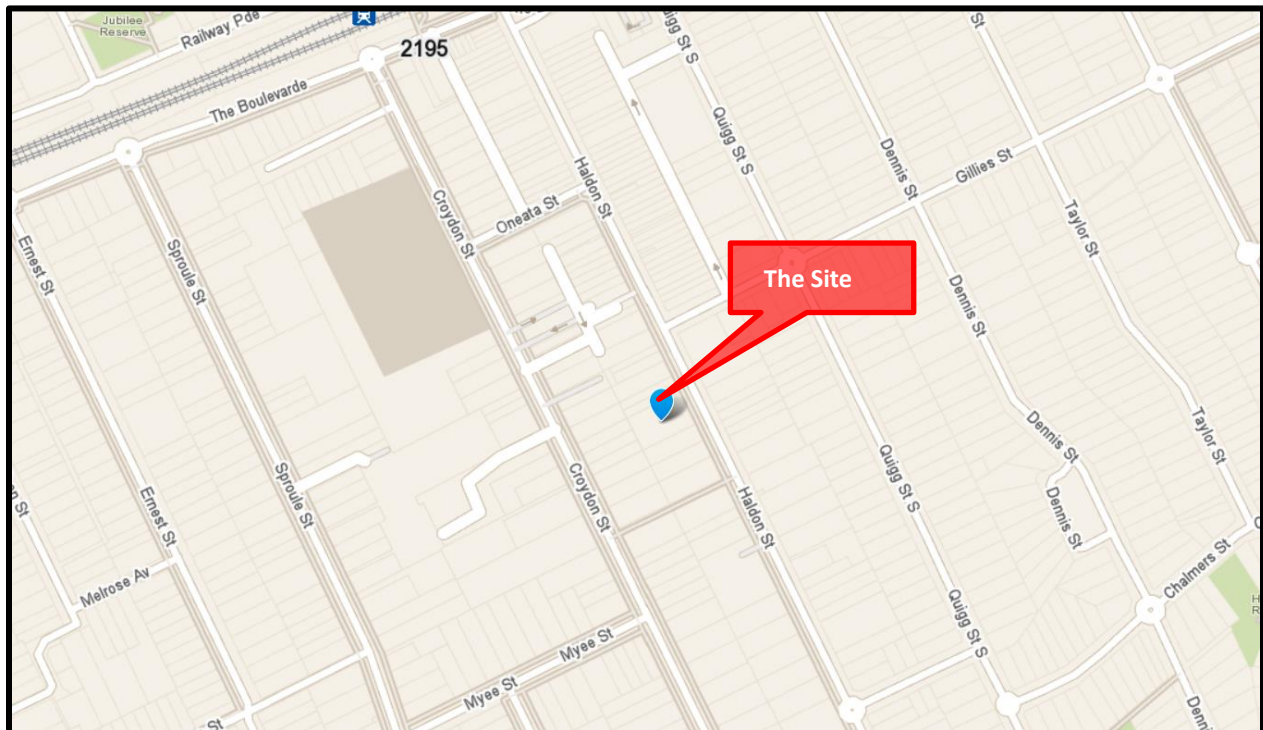


Figure 1-Site Location (Source Whereis Maps)

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

- Section 2: Site Description
- Section 3: Proposed Modification
- Section 4: Traffic Impact Assessment
- Section 5: Parking Provision
- Section 6: Access Arrangements
- Section 7: Conclusions and Recommendations
- Section 8: Attachments

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

- Bankstown Local Environmental Plan 2015 (SLEP 2015);
- Bankstown Council Development Control Plan (Draft DCP 2021);
- The Road and Maritime Services Guide to Traffic Generating Development;
- Australian Standard for Parking Facilities Part 1: Off-Street Car Parking (AS2890.1-2004); and
- Australian Standard for Parking Facilities Part 6: Off-Street Parking for People with Disabilities (AS2890.6-2009).

2. Site Description

The site is located at 166 Haldon Street, Lakemba and is part of Lakemba Town Centre. The site is located on the western side of Haldon Street and forms part of the Canterbury Bankstown Council LGA (formerly known as Canterbury Council). The site is situated within in a mixed-use area, comprising of commercial, retail, hotel and residential uses.

The site has a sole frontage located on Haldon Street and occupies a site area of 380sqm. It is bordered by retail businesses to the north and the south, Haldon Street to the east and residential house to the west.



Figure 2 – The Site (Source NSW Imagery Website – <https://maps.six.nsw.gov.au/>)

The site is occupied by shop top housing. The ground floor is occupied by retail business comprising of restaurant, accommodating an area of 120sqm and a butchery. The restaurant is located to the rear site and has a seating capacity of 108 seats. Whereas, the butchery is located at the front of the site. The site does not include any on-site parking provision and relies on the public parking available in the area for its operation.

Details of the existing development are provided on the plans prepared by ADA Design and are reproduced as **Attachment A**.

The development site is located within the local town centre with time restricted parking permitted along either side of Haldon Street. There are multiple off-street car parks located within close proximity of the subject site. The following two car park are the nearest one:

- Quigg Street Council Car Park - located approximately 180 metres north west of the subject site and has a capacity of 55 car spaces; and
- Croydon Street Council car park - located 120 metres north east of the subject site and has a capacity of 90 car spaces.

3. Overview of the Existing Traffic Conditions

3.1. Description of Road Environment

The following map shows the hierarchy of the surrounding road network as classified by Transport for New South Wales (TfNSW formerly known as Road and Maritime Services (RMS)).

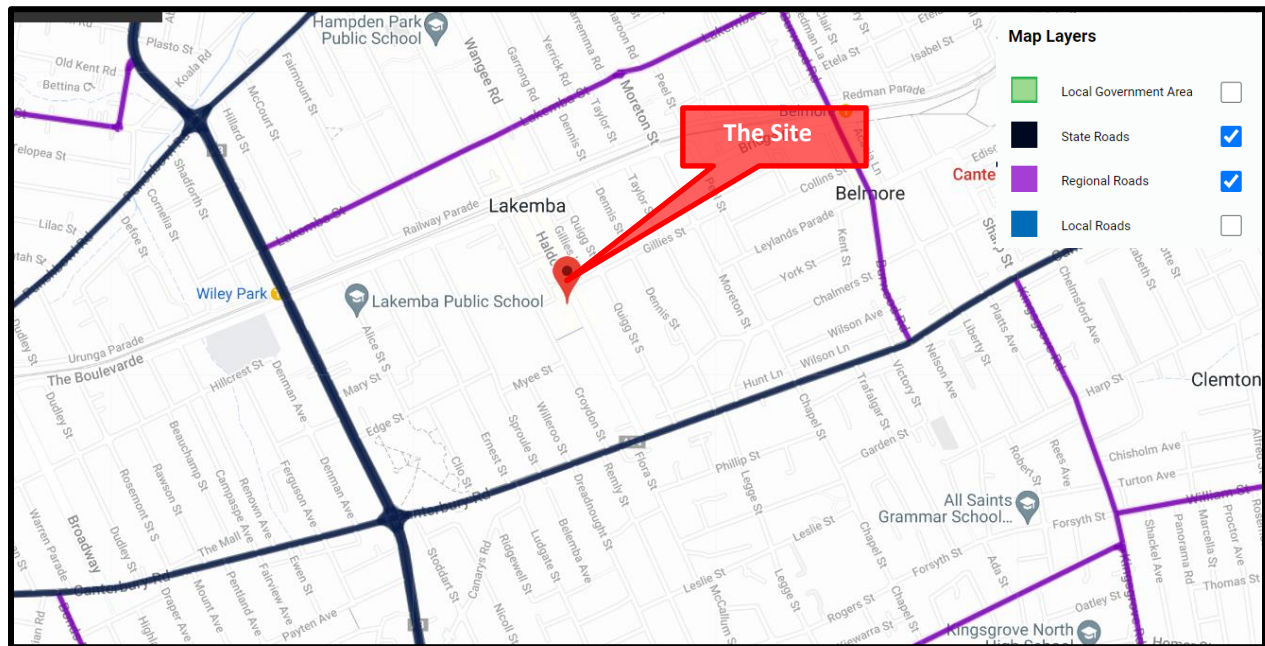


Figure 3 – Surrounding Road Network (Source TfNSW Website)

Haldon Street is classified as a Local Road and follows north south alignment. It connects Canterbury Road with Lakemba Street. It has one traffic lane in each direction with a sign posted speed limit of 50km/hr. Haldon Street experiences high pedestrian volumes crossing the road and, on the footpath, and frequent parking manoeuvres during business hours. Time restricted on street parking is permitted on either side of the carriageway. School zone restrictions apply to the intersection of Canterbury Road with Haldon Street which has the sign posted speed limit of 40km/hr.

Gillies Street is classified as a local road and follows an east-west alignment. It connects Haldon Street with Peel Street. The carriageway comprises of one lane in each direction with on-street parking permitted on either side of the carriageway. It has posted speed limit of 50km/hr. The intersection of Gillies Street with Haldon Street operates as a priority control intersection with motorists on Haldon Street having priority over the vehicles travelling on Gillies Street.

Canterbury Road is classified as a State Road and connects inner west suburbs with Sydney CBD. It follows an east-west alignment and comprises of two traffic lanes in each direction with provision of turning bays at signalised intersection. It with a sign posted speed limit of 60km/hr. On-street parking is not permitted on either side of the road at all times. The intersection of Canterbury Road with Haldon Street operates as a signalised T- intersection with pedestrian crossing provision available on all the three approaches.

3.2. Public Transport

The nearest bus stop to the commercial site is 25 metres away on Haldon Street and a five-minute walk to Lakemba Train and Bus Interchange. This stop is serviced by bus routes 450 and 946. These provide transport to a range of suburbs including Roselands, Beverly Hills, Hurstville, Strathfield South, Enfield, Strathfield, Greenacre, and Bankstown. In conclusion, the site has excellent access to public transport.

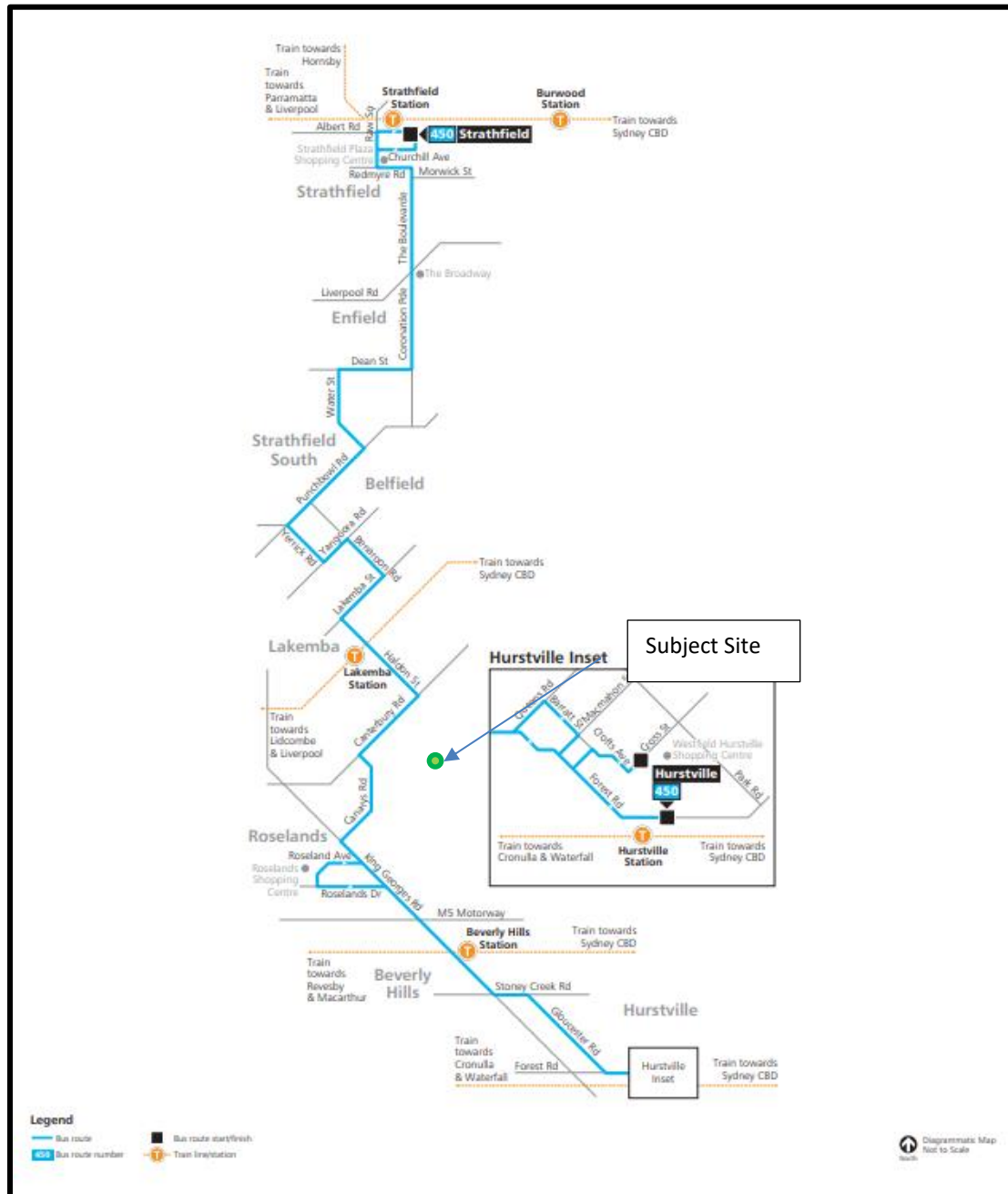


Figure 4: Bus Route 450 Map (Source Transport infoweb site)

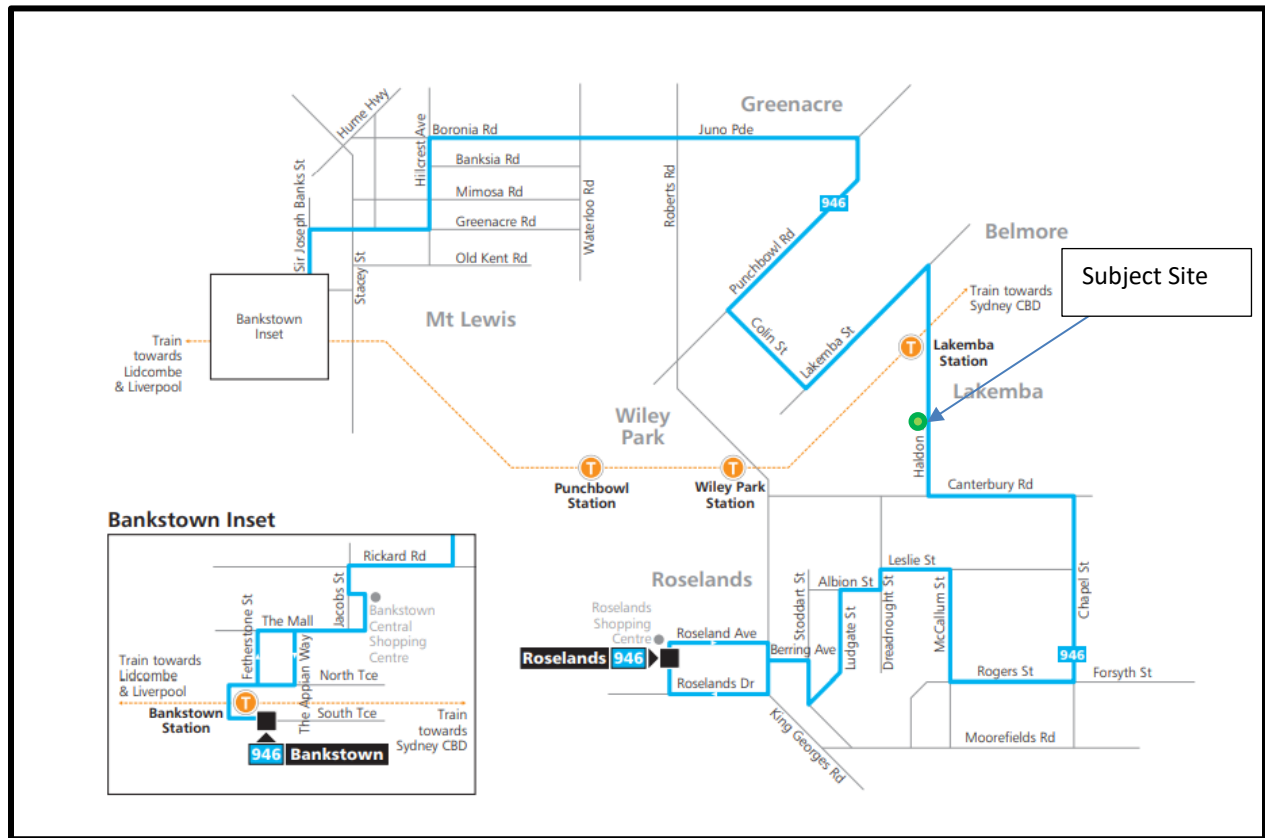


Figure 5: Bus Route 946 Map (Source Transport infoweb site)

3.3. Existing Parking Demand of the Restaurant

The proposal involves conversion of the existing BBQ restaurant to a grocery store. As part of the proposal, the existing butchery located in the front and residence on the top floor will be retained. Therefore, to determine any potential impact of the proposal on the parking demand on the available in the area - a comparison of the existing parking demand of the restaurant and the grocery store will required.

In this regard, as part of this assessment we have determined parking demand of the restaurant with reference to the parking requirement stipulated by the Council's DCP. In relation to the restaurant use, the Council's DCP recommends the following parking provision rate:

1 parking space per 40sqm

The existing restaurant occupies an area of 120sqm and has a seating capacity of 108 seats. Application of the above parking provision rates would result in 3 car spaces.

4. Description of the Proposed Development

The proposal involves change of use of the existing BBQ restaurant to a grocery store. The proposed grocery store will accommodate a total floor area of 120sqm and storage area of 37sqm. The proposed Development Application seeks consent for the following internal architectural design changes:

- A ramp to connect the front and rear of the site;
- Handrail along the proposed ramp;
- Timber wall cladding along the perimeter of the grocery store; and
- 37sqm of Storage area located to the rear of the site.

As part of the proposal, the existing vehicular access arrangement will be retained, and the site will continue to rely on the available on-street parking for its operation. Architectural plans associated with the proposal have been prepared by ADA Design Associates, and the plans indicating the proposed changes are shown in the figure below and are presented as **Attachment A**.

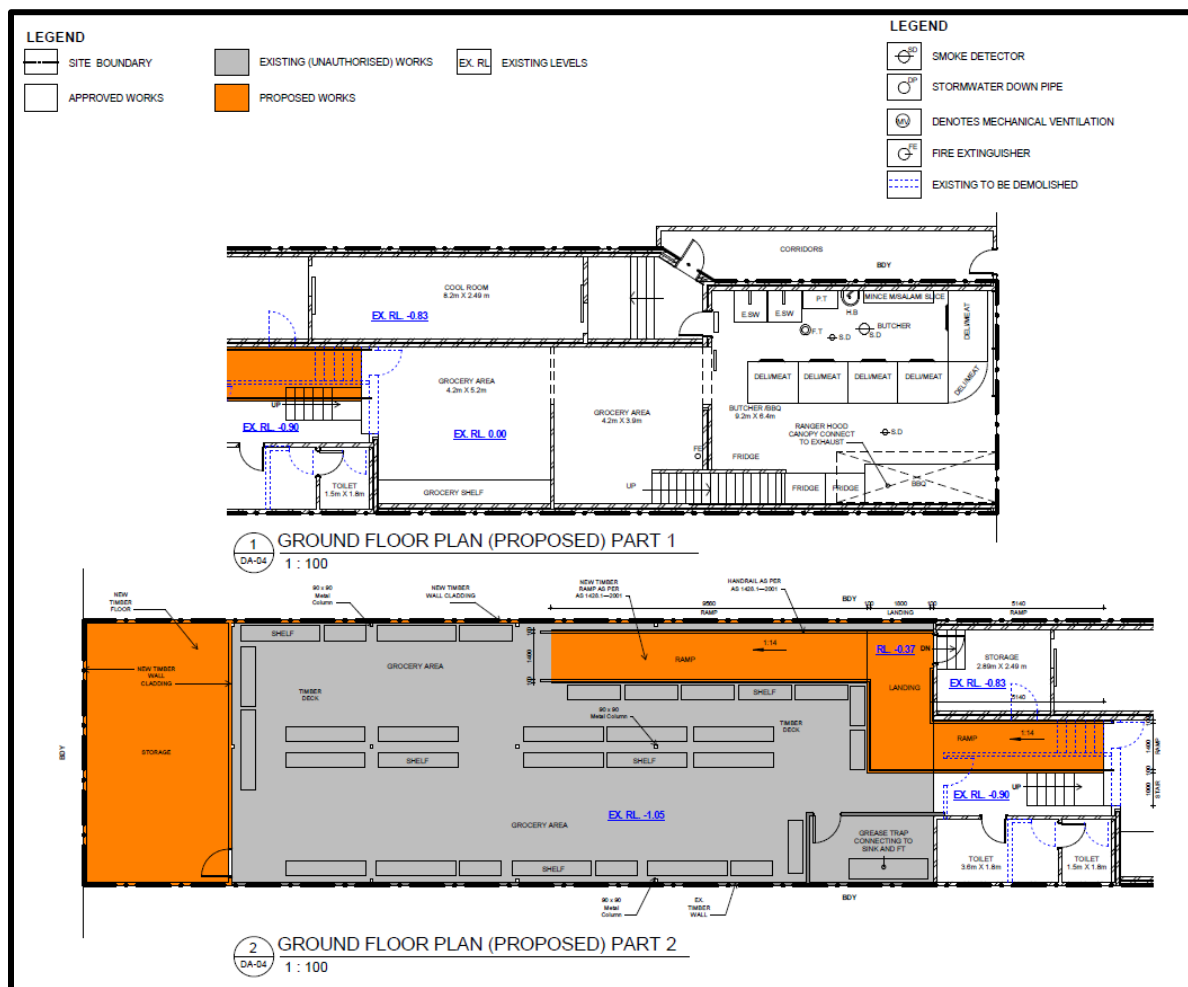


Figure 3 – Proposed Ground Floor Plan (Source ADA Design)

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 conversion of the existing BBQ restaurant located to the rear to a grocery store. The proposed grocery store will accommodate a total floor area of 120sqm and storage area of 37sqm.

In relation to the grocery store the RMS Guide does not recommend any traffic generation rate, therefore, the traffic activity is determined with reference to the retail use. In relation to the retail use, Section 3 of the RMS Guide published in October 2002 specifies the following traffic generation rates:

Thursday Peak hour vehicle trips = 46 A(SS) per 1000sqm gross leasable floor area

Application of the above trip generation rates to the proposed development results in approximately 6.95 (say 7) vehicle trips, during Thursday evening peak hour.

5.2. Impact Assessment

The projected traffic activity associated with the proposal indicates the site is likely to generate a peak hour traffic flow of 7.0 vehicle trips- representing a trip every eight and half minutes or so. The minimal increase in traffic activity is likely to be less than the typical daily variation, which is usually 10% of the peak hourly flow. Additionally, the minimal increased traffic activity will not impact existing, and post development intersection modelling. Therefore no formal Sidra intersection analysis has been undertaken as part of this project.

Furthermore, the development is proposed on a site that is currently used as a restaurant which generates traffic. The standard engineering practice is to deduct the existing traffic activity from the projected traffic activity. If we adopt this procedure the proposal is likely to result in only a slight increase in the traffic activity associated with the site.

In conclusion, the proposal is likely to generate a maximum of 7 vehicle trips an hour and 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

The on-site parking provision is calculated with the reference to the Council's planning controls (i.e. Development Control Plan and Local Environmental Plan). In relation to the on-site parking requirement for sites located within the former Canterbury Council LGA, Part 3 of the Council's DCP (2021) specifies the following parking

**For retail premises located in Belmore, Campsie, Canterbury and Lakemba centres
1 space per 33sqm GFA (120sqm-1,000sqm)**

The proposal involves the conversion of the existing BBQ restaurant located to the rear to a grocery store. The proposed grocery store will accommodate a total floor area of 120sqm and storage area of 37sqm. Application of the above parking provision rate will result in 4.69 (say 5) car spaces.

6.2. Proposed Parking Provision

The proposal has a potential generate an additional parking demand of five (5) car spaces. The development is proposed on a site that is currently used as a restaurant which generates a parking demand of 3 car spaces (refer to section 3.3 of this report). The standard engineering practice is to deduct the existing parking demand from the projected parking activity. If we adopt this procedure the proposal is likely to result in 2 car spaces.

The site is part of Lakemba town centre where a number of public car parks are located. These off-street car parks can accommodate more than 200 car spaces. Furthermore, on-street parking is permitted on all the local street servicing Lakemba Town Centre.

Lastly, the site is located within the town centre where number of retail businesses are located on Haldon Street. Therefore, the potential customers visiting the proposed grocery store are highly likely to visit the adjacent businesses and vice versa— thus further reducing the overall parking demand experienced by the surrounding local area.

In this regard, the proposed development has a potential to generate a parking demand of five (5) car spaces – representing a net increase of two (2) car spaces and this additional demand is unlikely to have any detrimental impact on the available on-street parking.

7. Access Arrangements

7.1. Servicing

The proposed grocery store is likely to require vehicular access for the following uses:

- Refuse Collection; and
- Deliveries.

Refuse Collection

In relation to the waste collection activity of the proposal involves utilizing private waste collection to service the residential development. Generally, 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.

In this regard, the refuse collection is undertaken via on-street and does not involve any vehicle entering the site.

Deliveries

Given the site constraints, all delivery vehicles will occur outside business hours and utilize the existing on-street parking provision available within vicinity of the subject site which is considered a standard practice for a development of this size.

8. Conclusions and Recommendations

- The proposed development has a potential to generate a parking demand of five (5) car spaces – representing a net increase of two (2) car spaces and this additional demand is unlikely to have any detrimental impact on the available on-street parking; and
- The proposed development will not negatively impact the current traffic conditions.

9. Attachments

Attachment A - Architectural Plan

PROPOSED GROCERY STORE AND BUTCHER SHOP

AT 166 HALDON STREET, LAKEMBA, NSW 2195

GENERAL NOTES

All work to be carried out in accordance with the requirements of the Principal Certifying Authority [PCA] and the Building Code of Australia [BCA] - as amended.

Removal of asbestos cement sheeting must be carried out by a licenced contractor in compliance with the requirements of the NSW WorkCover Authority in relation to the removal, handling and disposal of all material containing asbestos; and the Work Safe Australia Asbestos Code of Practice and Guidance notes.

All demolition work to be carried out in accordance with AS2601 - as currently amended.

Builder shall make good all disturbed areas adjacent to the works on Council's roads. Footpaths are to be restored to the satisfaction of the PCA.

All concrete footings, floor slabs, columns and timber roof framing to Structural Engineer's details.

All stormwater requirements, external and driveway levels to Hydraulic Engineer's details.

All landscaped areas, existing trees, driveway, drying yards and fencing to Landscape Architect's details.

Drawings are to be read in conjunction with Specifications.

All stair treads are to be equal to 250mm deep.

All materials and components shall comply with the early hazard indicies requirements of BCA Spec. clause 1.10.

All aspects of the building work shall comply with the relevant current provisions of the Local Government regulations and the Building Coade of Australia.

Silt/sediment control measures are to be in place prior to any excavation or construction work.

Safety glass shall be used in every glass door or panel enclosing or partly enclosing a shower or bath.

Protective measures are required for each tree being retained on site and shall be established before building works commence, and shall be constructed and maintained as per Council requirements.

The reflectivity index of all external glass materials is not to exceed 20%.

Pedestrian traffic and use of bounding public footpaths, space to remain unconstricted [unless subject to separate Council approval], including pram access - to be maintained in accordance with AS1742.3 "Part 3 - Traffic control devices for works on roads".

All bathrooms and WC windows to be installed with obscure glass.

Unless the door in a sanitary comparmtent swings outward or is greater than 1.2m away from the toilet suite, the doormust be installed with removable 'lift-off' hinges.

SEDIMENT CONTROL NOTES

1. All erosion and sediment control measures, including revegetation and storage of soil and topsoil, shall be implemented to the standards of Soil Conservation of NSW.
2. All drainage works shall be constructed and stabilized as early as possible during development.
3. Sediment traps shall be constructed around all inlet pits, consisteing of 450mm wide by 450mm deep trench.
4. All sediment basins and traps shall be cleaned when structures are a maximum of 60% full of soil materials, including the maintenance period.
5. All disturbed areas shall be revegitated as soon as the relevant works are completed.
6. Soil and topsoil stockpiles shall be located away from drainage lines and area where water may congregate.
7. Filter shall be constructed by stretching a filter fabric (propex or approved equivalent) between posts at 3.0m centres. Fabric shall be buried 150mm along its lower edge.
8. Refer to concept stormwater engineering for clarity and structure detail.

GENERAL NOTES

- VERIFY ON SITE BEFORE COMMENCEMENT OF ANY WORKS.
- IT IS THE CONTRACTORS RESPONSIBILITY TO CONFIRM ALL
- SITE CONDITIONS & REQUIREMENTS.
- FAILURE TO COMPLY WITH DRAWINGS & SPECIFICATIONS COULD RESULT IN ALTERATIONS BEING MADE AT THE COST TO THE CONTRACTOR.
- THESE DRAWINGS MUST BE READ ON CONJUNCTION WITH
- ALL RELEVANT CONSULTANT'S DRAWINGS & SPECIFICATIONS INCLUDING, STRUCTURAL, MECHANICAL & HYDRAULIC.
- CONTRACTOR TO COMPLY WITH CURRENT HEALTH & SAFETY REGULATIONS AT ALL TIME.
- BEFORE COMMENCEMENT OF DEMOLITION WORKS THE CONTRACTOR MUST CONTACT THE CONSULTANT ENGINEER TO ESTABLISH WHICH WALLS, ETC ARE ABLE TO BE SAFELY REMOVED.



1 LOCATION MAP

DA-01 1 : 10

AUSTRALIAN STANDARDS COMPLIANCE

The building works shall be constructed in accordance with, but not limited to, the following Australian Standards:

AS/NZS 1664	Aluminium structures
AS/NZS 1905	Components for the protection of openings in fire resistant walls
AS 2050	Installation of roof tiles
AS 2047	Windows in buildings - Selection and installation
AS 2327	Composite structures
AS 2870	Residential slabs and footing construction
AS 1684	Residential timber-framed construction
AS 3700	Masonry structures
AS 3013	Electrical installations
AS 1668	The use of mechanical ventilation and air-conditioning in buildings
AS 2441	Installation of hose reels
AS 3786	Smoke alarms
AS 1288	Glass in buildings - selection and installation
AS 2107	Acoustics - recommended design sound levels and reverberation times for building interiors
AS 3660.1	Termite management - new building work
-2000	
AS/NZS 2890.1	Off-street parking
-2004	

AS 3740-2010 Waterproofing of domesstic wet areas

DA ISSUE

A	DA LODGEMENT	25/11/2022
ISSUE	AMENDMENT	DATE

DRAWING NUMBER:

DA-01

DRAWING TITLE:

COVER PAGE

TRUE NORTH	SCALE: As indicated @ A3
	ISSUE: A

Designed & CHKD BY	D.NOBEL
Drawn BY	S.AHMED

CLIENT
Nushaibah Hayat Pty Ltd

GENERAL NOTES

1. ALL DIMENSIONS AND FLOOR AREAS TO BE VERIFIED PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
2. ANY DISCREPANCIES ARE TO BE CONFIRMED BY THE DESIGNER.
3. LEVELS SHOWN ARE APPROXIMATE UNLESS ACCOMPANIED BY REDUCED LEVELS BY A REGISTERED SURVEYOR.
4. FIGURED DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALING.
5. ALL BOUNDARY CLEARANCE MUST BE VERIFIED BY THE SURVEYOR PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
6. WHERE ENGINEERING OR HYDRAULIC DRAWINGS ARE REQUIRED, SUCH MUST TAKE PREFERENCE TO THIS DRAWING.
7. STORMWATER TO BE CONNECTED AND DISCHARGED TO COUNCIL'S REQUIREMENTS AND TO AS 3500.3
8. ALL SERVICES TO BE LOCATED AND VERIFIED BY THE BUILDER WITH THE RELEVANT AUTHORITIES PRIOR TO THE COMMENCEMENT OF ANY BUILDING.

DESIGN CONSULTANCY

ADA
design

ABN: 51 463 906 127
16 DANNY STREET WERRINGTON NSW 2747
0431231255, ada.designassociates@gmail.com

PROJECT

166 HALDON STREET
LAKEMBA NSW 2195

LEGEND

SITE BOUNDARY

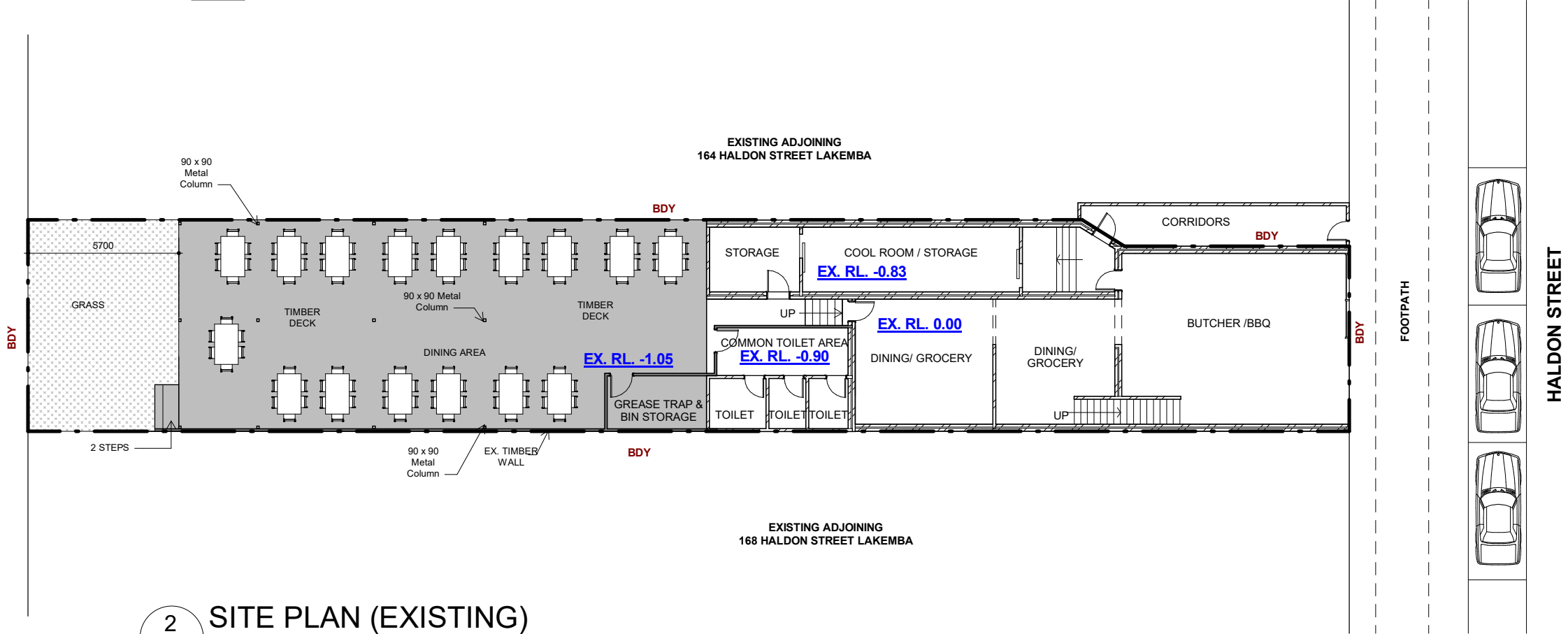
APPROVED WORKS

EXISTING (UNAUTHORISED) WORKS

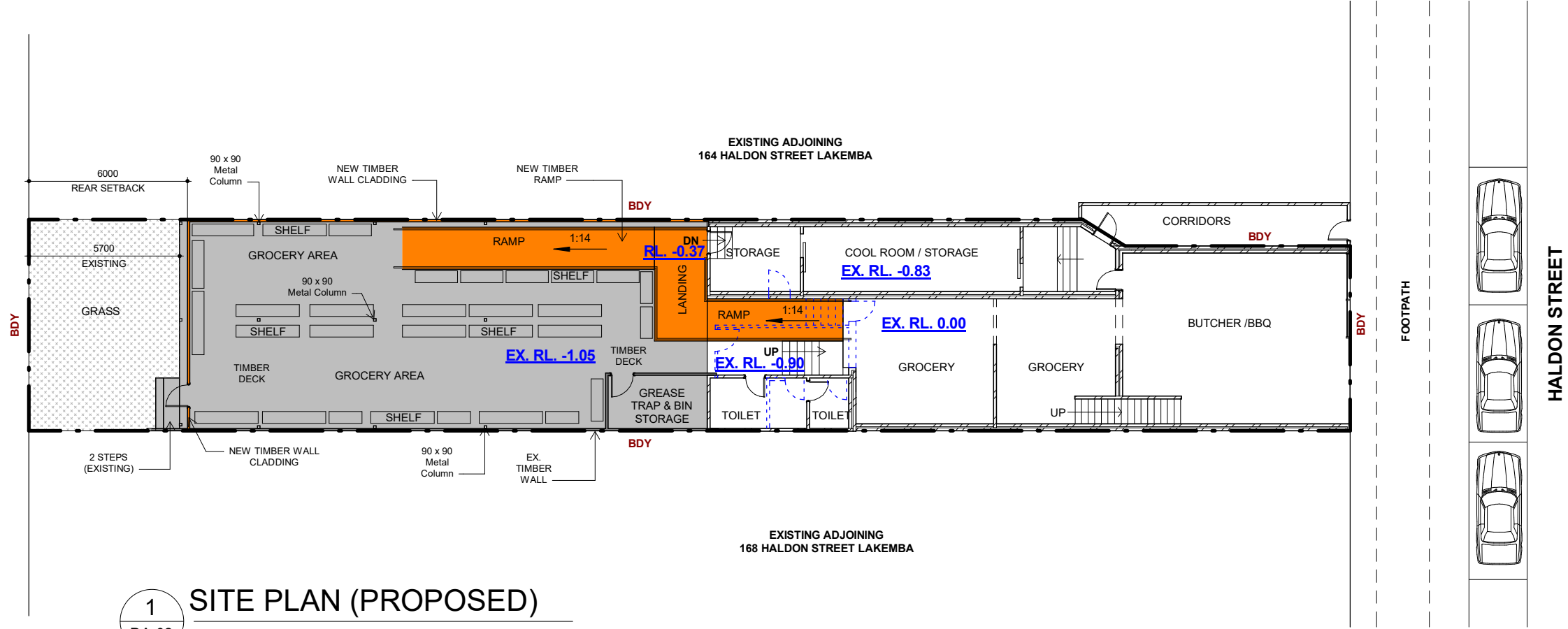
PROPOSED WORKS

EX. RL

EXISTING LEVELS



2 SITE PLAN (EXISTING)
DA-02 1 : 200



1 SITE PLAN (PROPOSED)
DA-02 1 : 200

DA ISSUE

A	DA LODGEMENT	25/11/2022
ISSUE	AMENDMENT	DATE

DRAWING NUMBER:

DA-02

DRAWING TITLE:

SITE PLAN

TRUE NORTH



SCALE: As indicated
@ A3

ISSUE: A

Designed & CHKD BY D.NOBEL
Drawn BY S.AHMED

CLIENT
Nushaibah Hayat Pty Ltd

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PROJECT

166 HALDON STREET
LAKEMBA NSW 2195

LEGEND

SITE BOUNDARY

APPROVED WORKS

EXISTING (UNAUTHORISED) WORKS

PROPOSED WORKS

EX. RL

EXISTING LEVELS

LEGEND

SD

SMOKE DETECTOR

DP

STORMWATER DOWN PIPE

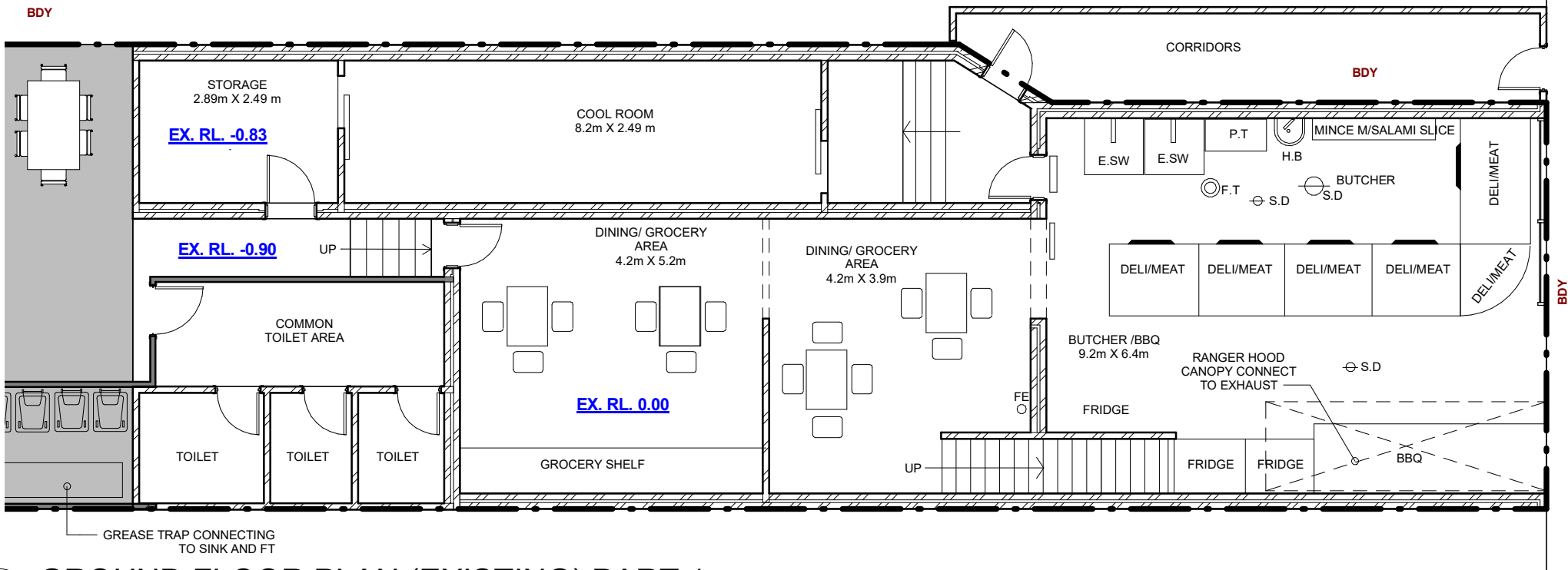
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DENOTES MECHANICAL VENTILATION

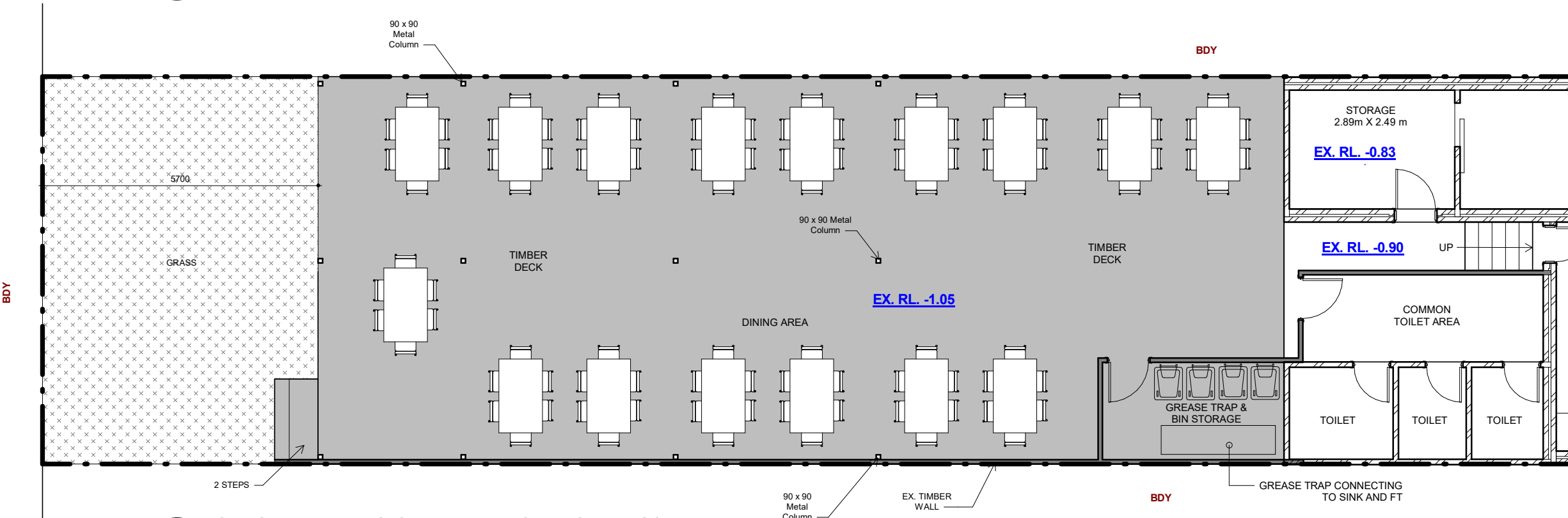
FE

FIRE EXTINGUISHER

EXISTING TO BE DEMOLISHED



1 GROUND FLOOR PLAN (EXISTING) PART 1
DA-03 1 : 100



2 GROUND FLOOR PLAN (EXISTING) PART 2
DA-03 1 : 100

DA ISSUE

A	DA LODGEMENT	25/11/2022
ISSUE	AMENDMENT	DATE

DRAWING NUMBER:

DA-03

DRAWING TITLE:

GROUND FLOOR
(EXISTING)

TRUE NORTH



SCALE: As indicated
@ A3

ISSUE: A

Designed & CHKD BY

D.NOBLE

Drawn BY

S.AHMED

CLIENT

Nushaibah Hayat Pty Ltd

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DESIGN CONSULTANCY



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PROJECT

166 HALDON STREET
LAKEMBA NSW 2195

LEGEND

SITE BOUNDARY

APPROVED WORKS

EXISTING (UNAUTHORISED) WORKS

PROPOSED WORKS

EX. RL

EXISTING LEVELS

LEGEND

SD

SMOKE DETECTOR

DP

STORMWATER DOWN PIPE

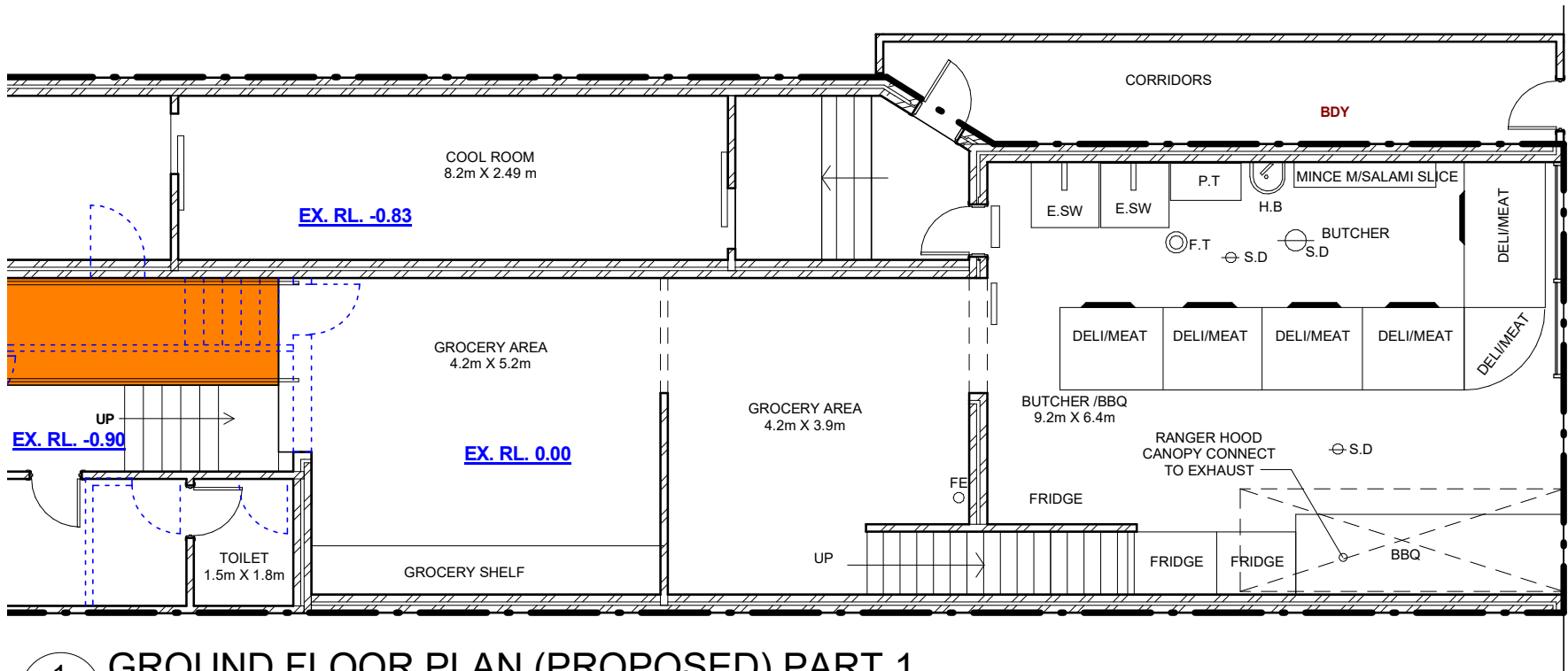
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DENOTES MECHANICAL VENTILATION

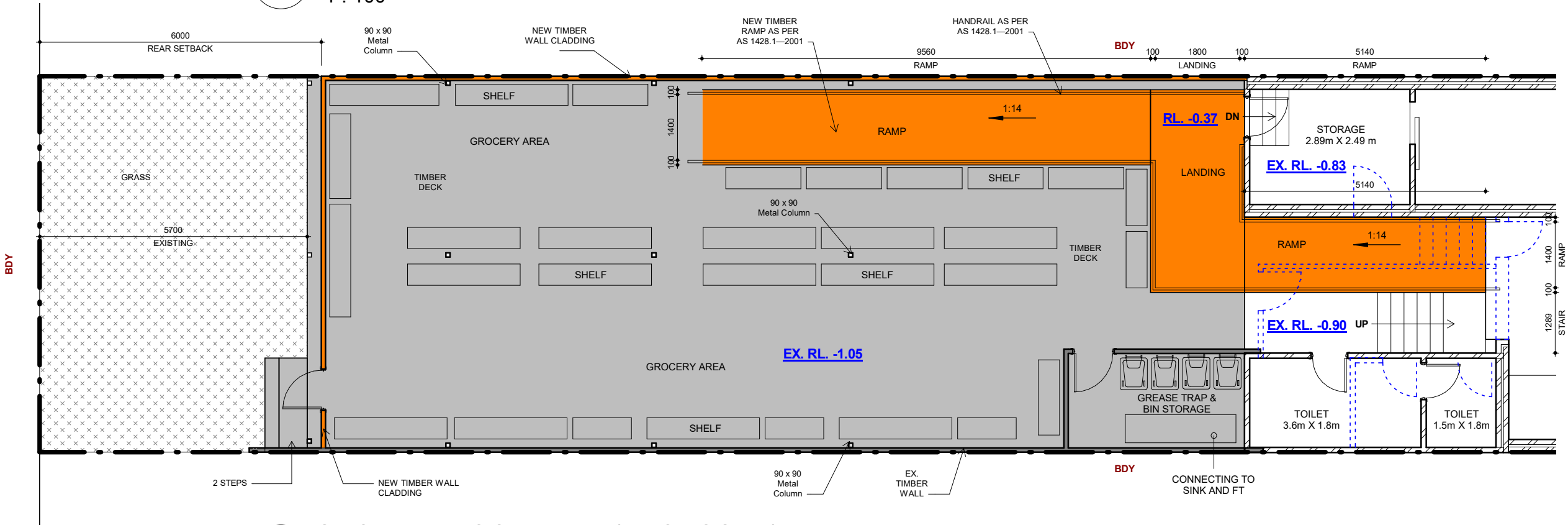
FE

FIRE EXTINGUISHER

EXISTING TO BE DEMOLISHED



1
DA-04
GROUND FLOOR PLAN (PROPOSED) PART 1
1 : 100



2
DA-04
GROUND FLOOR PLAN (PROPOSED) PART 2
1 : 100

DA ISSUE

A	DA LODGEMENT	25/11/2022
ISSUE	AMENDMENT	DATE

DRAWING NUMBER:

DA-04

DRAWING TITLE:

GROUND FLOOR PLAN
(PROPOSED)

TRUE NORTH



SCALE: As indicated
@ A3

ISSUE: A

Designed & CHKD BY D.NOBLE
Drawn BY S.AHMED

CLIENT
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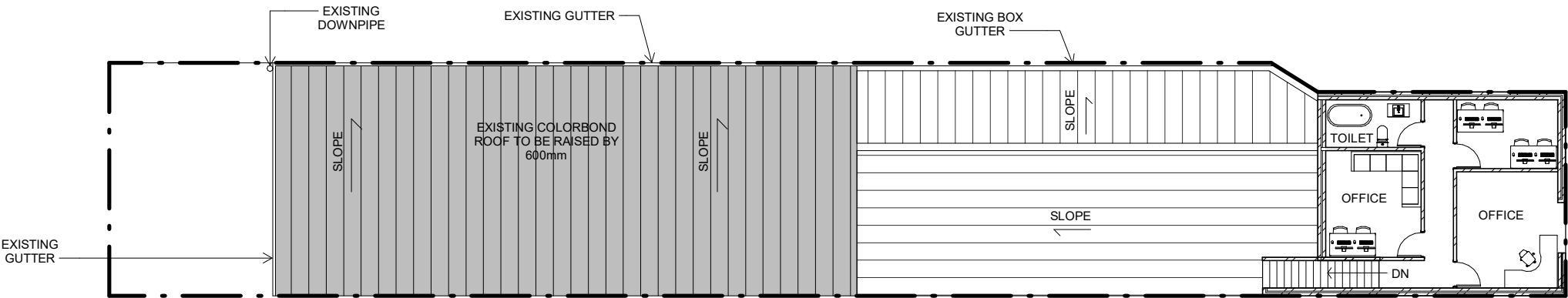
APPROVED WORKS

EXISTING (UNAUTHORISED) WORKS

PROPOSED WORKS

EX. RL

EXISTING LEVELS

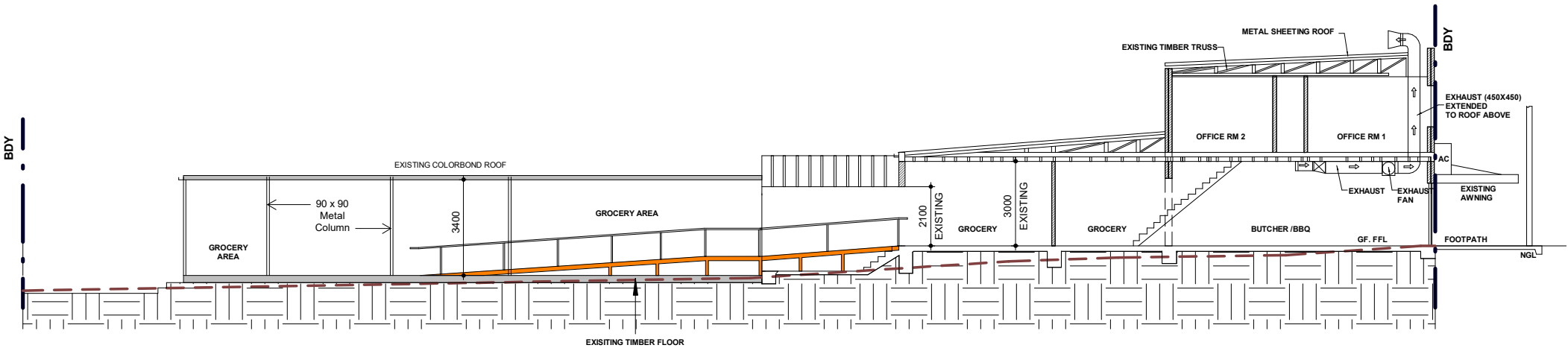


1

DA-05

UPPER FLOOR PLAN

1 : 200



2

DA-05

SECTION A-A

1 : 200

DA ISSUE

A	DA LODGEMENT	25/11/2022
ISSUE	AMENDMENT	DATE

DRAWING NUMBER:

DA-05

DRAWING TITLE:

UPPER FLOOR PLAN & SECTION

TRUE NORTH



SCALE: As indicated @ A3

ISSUE: A

Designed & CHKD BY D.NOBLE
Drawn BY S.AHMED

CLIENT
Nushaibah Hayat Pty Ltd

GENERAL NOTES

- 1.ALL DIMENSIONS AND FLOOR AREAS TO BE VERIFIED PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
- 2.ANY DISCREPANCIES ARE TO BE CONFIRMED BY THE DESIGNER.
- 3.LEVELS SHOWN ARE APPROXIMATE UNLESS ACCOMPANIED BY REDUCED LEVELS BY A REGISTERED SURVEYOR.
- 4.FIGURED DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALING.
- 5.ALL BOUNDARY CLEARANCE MUST BE VERIFIED BY THE SURVEYOR PRIOR TO THE COMMENCEMENT OF ANY BUILDING WORK.
- 6.WHERE ENGINEERING OR HYDRAULIC DRAWINGS ARE REQUIRED , SUCH MUST TAKE PREFERENCE TO THIS DRAWING.
- 7.STORMWATER TO BE CONNECTED AND DISCHARGED TO COUNCIL'S REQUIREMENTS AND TO AS 3500.3
8. ALL SERVICES TO BE LOCATED AND VERIFIED BY THE BUILDER WITH THE RELEVANT AUTHORITIES PRIOR TO THE COMMENCEMENT OF ANY BUILDING.

DESIGN CONSULTANCY



ABN: 51 463 906 127
16 DANNY STREET WERRINGTON NSW 2747
0431231255, ada.designassociates@gmail.com

PROJECT

166 HALDON STREET
LAKEMBA NSW 2195

DA ISSUE

A	DA LODGEMENT	25/11/2022
ISSUE	AMENDMENT	DATE

DRAWING NUMBER:

DA-06

DRAWING TITLE:

FRONT ELEVATION

TRUE NORTH



SCALE: 1 : 100 @ A3

ISSUE: A

Designed & CHKD BY D.NOBLE
Drawn BY S.AHMED

CLIENT
Nushaibah Hayat Pty Ltd

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166 HALDON STREET
LAKEMBA NSW 2195

EXISTING EXHAUST (450X450) RISER
EXTENDING TO ROOF ABOVE

EXISTING AWNING

EXISTING AWNING

ADJOINING SHOPS

EXISTING AWNING

ADJOINING SHOPS

EXISTING AWNING

ADJOINING SHOPS

EXISTING AWNING

EXISTING RL'S
TO BE RETAINED

1 EAST (FRONT) ELEVATION
DA-06 1 : 100