



Traffic & Parking Assessment Report

40 Bryant Street, Padstow

Proposed Strata-Titled Warehouse Development

Ref 23038

18th March 2024



CONSULTING
ENGINEERS

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1. Introduction

1.1 Project Summary

CJP has been engaged by Australia Silver Lake Gamma Pty Ltd to prepare a Traffic & Parking Assessment Report (TPAR) in support of a Development Application (DA) to Canterbury-Bankstown Council, involving the construction of a new warehouse development located at 40 Bryant Street, Padstow.

In summary, the DA involves the demolition of the existing industrial buildings on the site to facilitate the construction of a new four-storey warehouse building in its place.

The proposed building comprises a total of 52 strata-titled warehouse units, all of which have ancillary mezzanine office space. The cumulative floor area of the building is approximately 10,660m².

Off-street car parking is to be provided for a total of 110 cars, satisfying the Canterbury-Bankstown Council's DCP parking requirements. The vast majority (45) of the 52 warehouse units will also have their own internal loading bay for a small or medium rigid truck. Two shared loading bays are also proposed on the ground floor level, capable of accommodating a 40ft shipping container each. In addition, 8 motorcycle parking spaces and 10 bicycle parking spaces will also be provided.

Vehicular access to the ground floor level of the site is proposed to be provided via separate entry and exit driveways located at opposite ends of Bryant Street site frontage, with a clockwise internal traffic flow. Vehicular access to the upper level is to be facilitated via a new entry/exit driveway located midway along the Bryant Street site frontage.

Plans of the proposed development have been prepared by Algorry Zappia & Associates Pty Ltd and are reproduced in Appendix A.

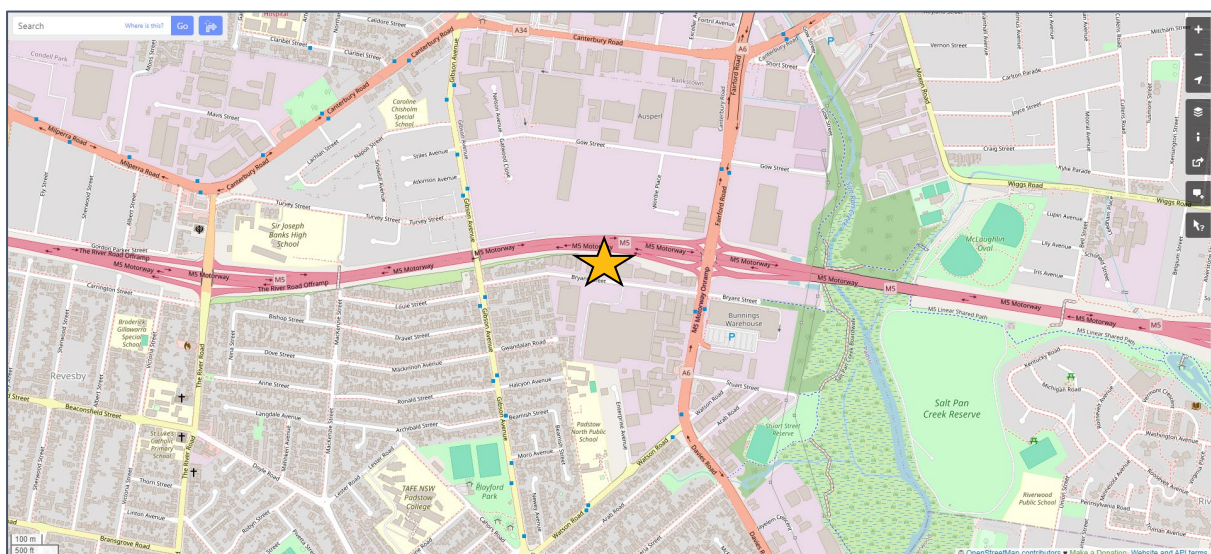


Figure 1.1 – Site Location (Source: OpenStreetMap)

Based on State Environmental Policy (Transport & Infrastructure) 2021, Schedule 3, the proposed development is classified as a *traffic generating development*, as both the site area and proposed gross floor areas are greater than 8,000m², therefore referral to Transport for NSW is required.

1.2 Assessment Tasks

The purpose of this TPAR is to assess the traffic, parking, access, and servicing characteristics of the DA, and the associated impacts of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised below:

- Description of the existing site and its location
- Existing traffic conditions
- Traffic generation potential of the proposal and its impacts on the surrounding road network
- Off-street parking, access and loading requirements and provisions
- Design of access driveway, parking area and service area layout

1.3 Relevant Planning Controls & Strategies

The site lies within Canterbury-Bankstown Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this TPAR include:

- Canterbury-Bankstown Local Environmental Plan 2023
- Canterbury-Bankstown Development Control Plan 2023

1.4 Traffic, Transport & Parking Guidelines & Standards

In preparing this TPAR, references are also made to the following site access, traffic and parking guidelines:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicles Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)
- National Construction Code (NCC)
- Building Code of Australia (BCA)

2.1 Site Location & Description

The development site is located at the northern side of Bryant Street, approximately midway between Fairford Road and Gibson Avenue.

The site has a street frontage of approximately 167m in length to Bryant Street and occupies a total area of 11,150m².

A copy of the demolition plan, prepared by Algorry Zappia & Associates Pty Ltd, is reproduced below.

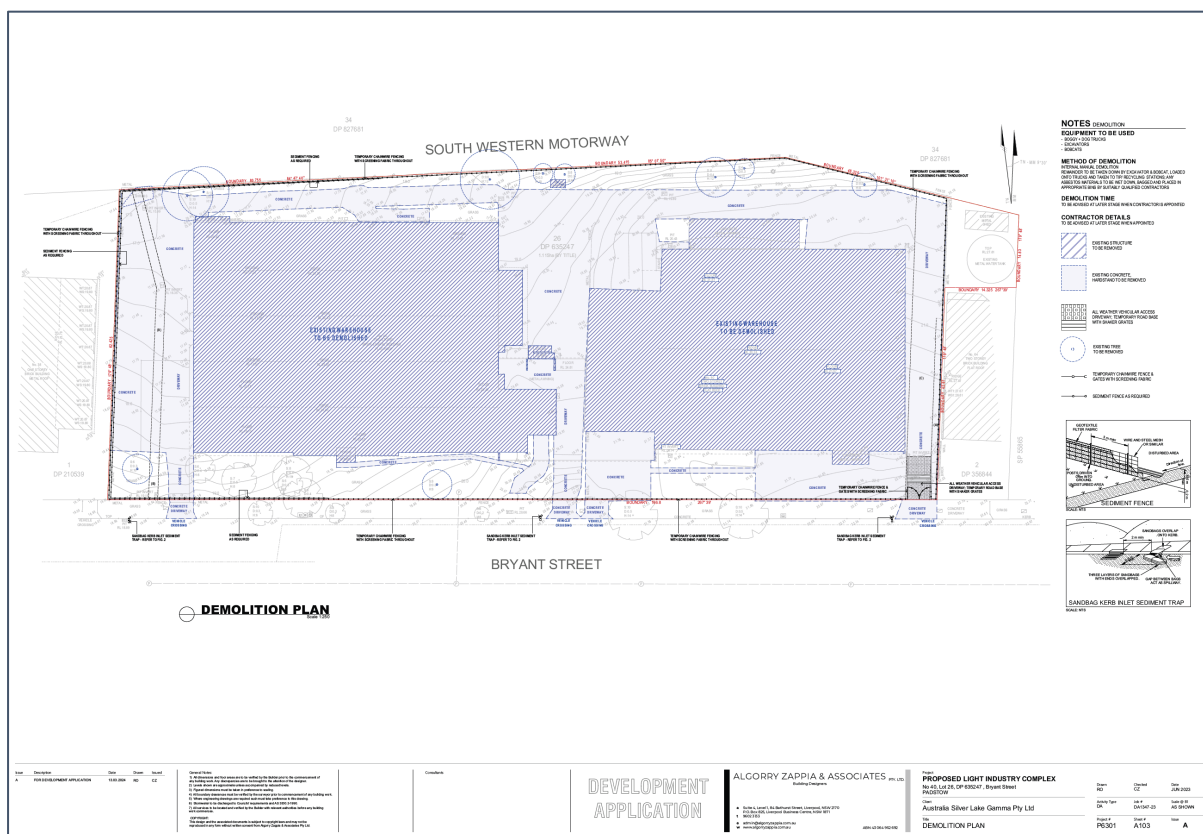


Figure 2.1 – Demolition plan (Source: Algorry Zappia & Associates Pty Ltd)

The subject site is currently occupied by two free-standing industrial buildings with a two-storey ancillary office building located between these buildings. The cumulative floor areas of the buildings are approximately 7,633m².

Informal off-street parking and loading areas are provided within the site, with vehicular access provided via four existing driveways located off the Bryant Street site frontage. The property also comprises an internal vehicular circulation system allowing drive-through perimeter access for trucks loading/unloading within the site, as well as for passenger vehicle access beneath the central office building.

A recent aerial image of the site and its surroundings is reproduced on the following page, along with a series of Streetview images.

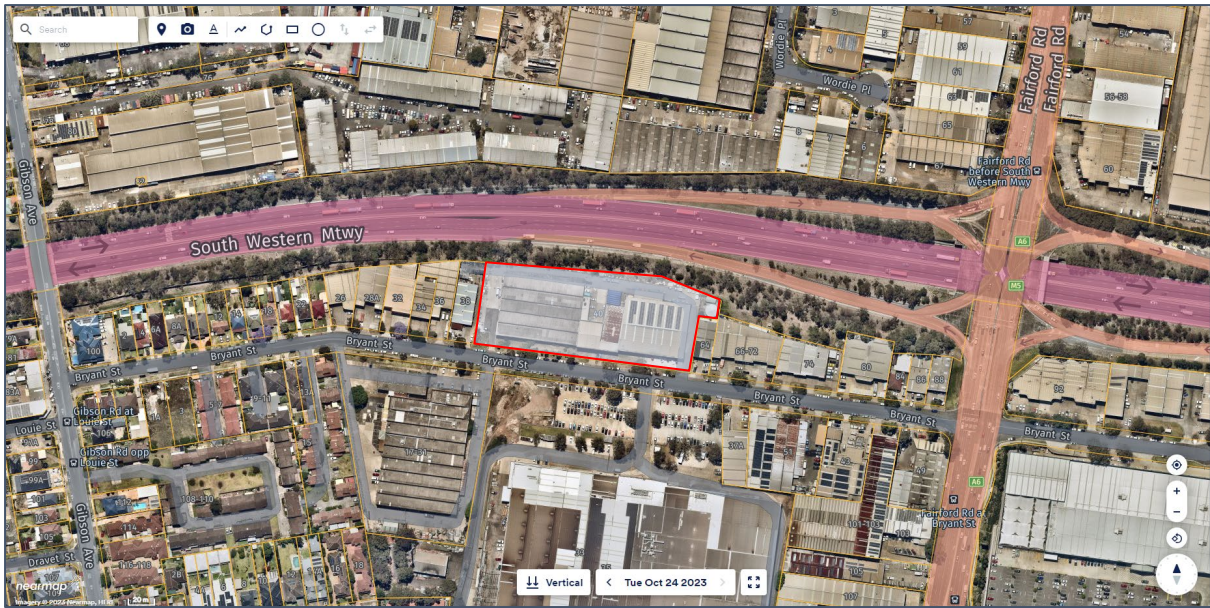


Figure 2.2 – Aerial map (Source: Nearmap)



Figure 2.3 – Streetview image of Bryant Street site frontage, looking east (Source: Google Maps)



Figure 2.4 – Streetview image of Bryant Street site frontage, looking west (Source: Google Maps)

2.2 Planning Context

The site is zoned IN2 Light Industrial, whilst the floor space ratio control is 1:1, as indicated in the maps below. The proposed warehouse facility is therefore permissible in the zone, subject to development consent.

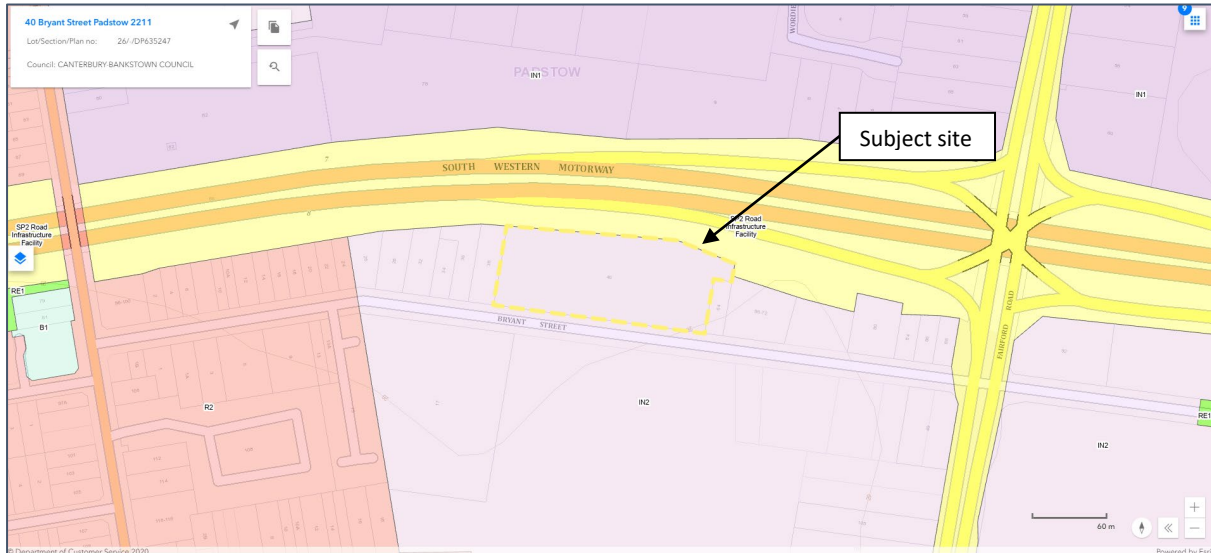


Figure 2.5 – Zoning Map (Source: ePlanning Spatial Viewer)

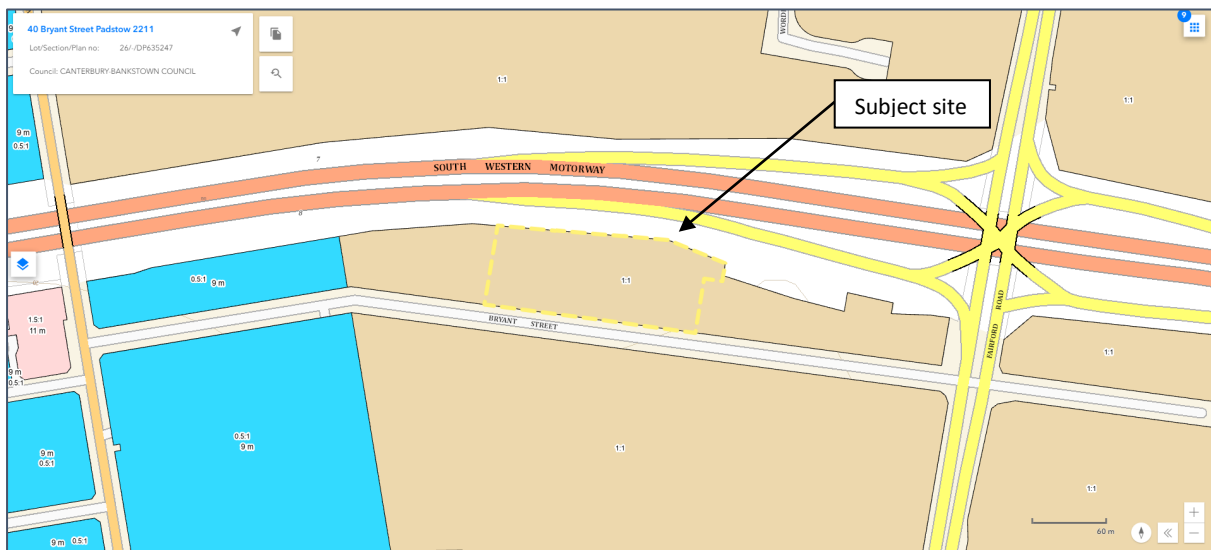


Figure 2.6 – Floor Space Ratio Map (Source: ePlanning Spatial Viewer)

2.3 Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)

The road hierarchy in the vicinity of the site is shown in the figure on the following page, whilst the key roads are summarised as follows:

- The M5 Motorway is a major arterial State Road (M5) which runs on an east-west alignment, linking the M1 Motorway and the M7 Motorway. It carries three traffic lanes in each direction in the vicinity of the site, with opposing flows separated by a central median barrier. All intersections with the M5 Motorway are grade-separated, including its intersection with nearby Fairford Road.
- The M5 Motorway Fairford Road is a State Road (A6) located at the eastern end of Bryant Street, linking Stacey Street to Davies Road. It typically carries three traffic lanes in each direction in the vicinity of the site, with turning lanes provided at key intersections. It is subject to a 70km/h speed limit.
- Gibson Avenue is the nearest Regional Road and is located at the western end of Bryant Street. It typically carries one traffic lane in each direction, with some sections where kerbside parking is allowed. Its speed limit is 60km/h, except in school zone areas where 40km/h speed limit is enforced.
- Bryant Street is a local road which provides vehicular and pedestrian access to frontage properties. It accommodates one traffic lane in each direction, with kerbside parking generally permitted on both sides, except on sections where No Parking and No Stopping restrictions are posted.

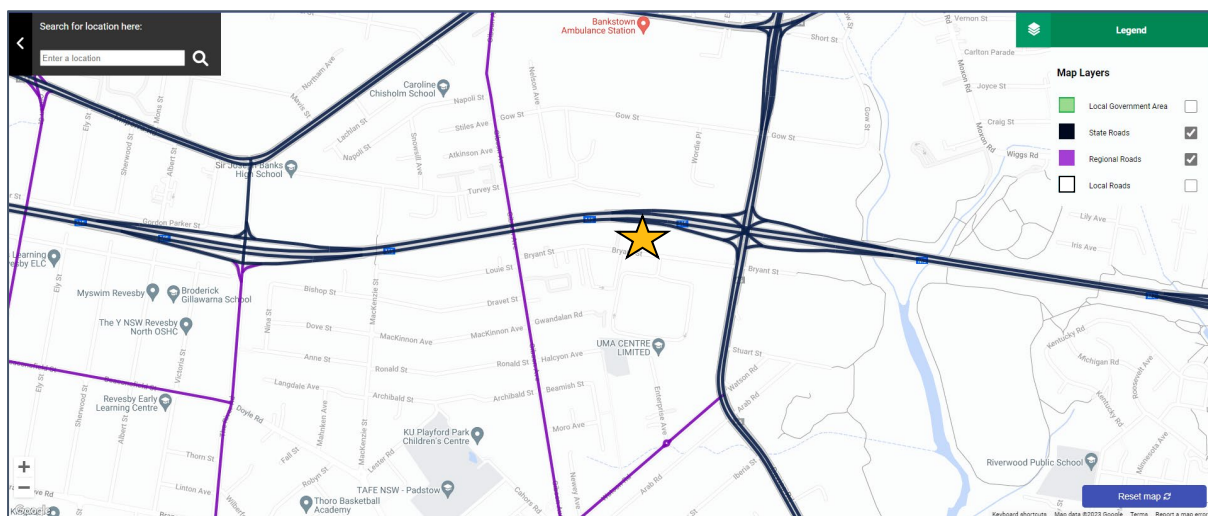


Figure 2.7 – Road Hierarchy (Source: Transport for NSW)

2.4 Public & Active Transport

The nearby public transport services are shown in the figure on the following page. The site is situated approximately 350m (4 minutes) walking distance to the nearest bus stop which is located at Fairford Road, serviced by M91 buses. The bus route is a high-frequency service operating between Hurstville and Parramatta via Padstow and Chester Hill.

Research suggests that proximity to bus services influence the travel mode choice for areas within 400m walking distance (approximately 5 minutes) of a bus stop. As such, the proposed development has excellent potential for future employees within the development to utilise bus for their commute to/from work.

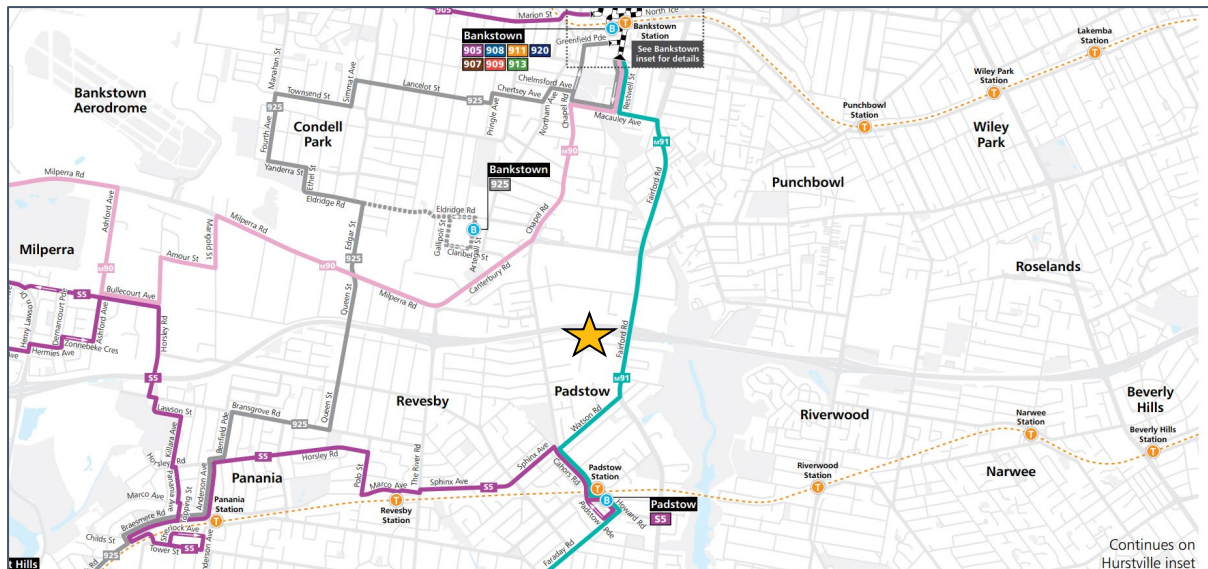


Figure 2.8 – Public Transport Map (Source: Transport for NSW)

Padstow railway station also lies 1.2km (straight line) south of the site. It lies on the T8 Airport & South Line, operating between Macarthur and Townhall. Services typically operate every 15 minutes during weekdays.

The current bicycle network in the vicinity of the site is illustrated in the figure below. It indicates the presence of bicycle facilities classified as *General Roads* on Bryant Street, connecting to the South-Western Motorway or linking to the available bicycle facilities on Bridge Street, adjacent to Salt Pan Creek.

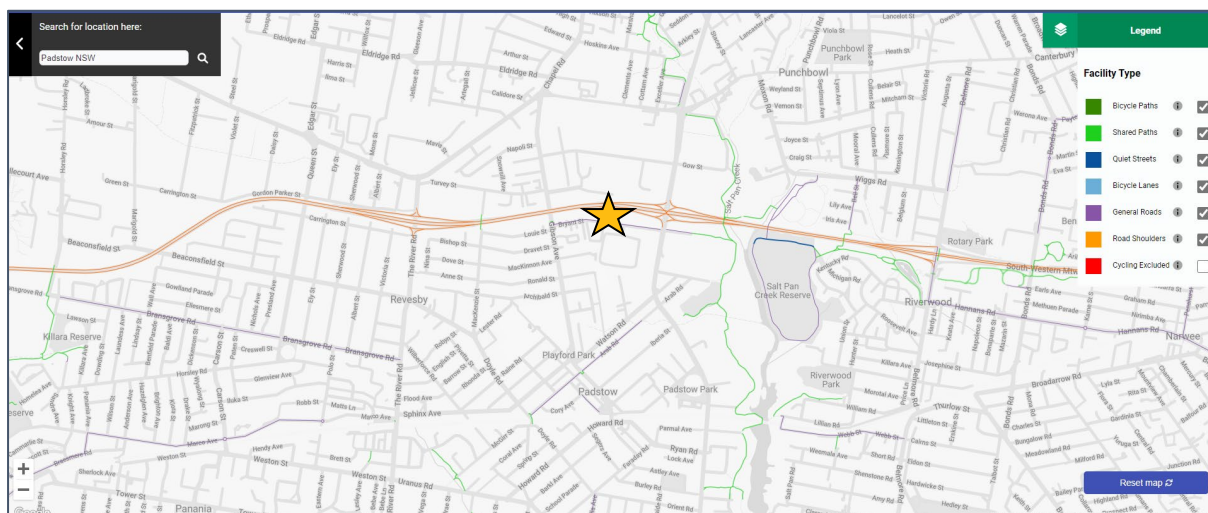


Figure 2.9 – Cycle Map (Source: Transport for NSW)

The Planning Guidelines for Walking and Cycling identify a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the Guidelines note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density, both residential and employment, also enhances the viability of public transport services.

2.5 Existing Surrounding Traffic Restrictions

The existing traffic restriction in the vicinity of the site comprise:

- A grade-separated signalised intersection at the M5 Motorway & Fairford Road overpass
- Stop-sign restrictions in Bryant Street where it intersects with Fairford Road, with Keep Clear linemarking on the Fairford Road pavement
- Stop-sign restrictions in Bryant Street where it intersects with Gibson Avenue.

2.6 Existing Surrounding Parking Restrictions

The existing parking restriction in the vicinity of the site comprise:

- No Stopping restrictions at selected sections along Bryant Road, including a number of site access driveways to industrial properties
- Generally, unrestricted kerbside parking elsewhere along both sides of Bryant Street, including along the site frontage.

3. Proposed Development

3.1 Development Description

The proposed development involves the demolition of the existing industrial buildings on the site (comprising a mix of warehouse, factory, wholesale bulky goods and office) and the construction of a new four-storey warehouse building in its place. A total of 52 strata-titled warehouse units are proposed, ranging from 121m² to 416m², all of which have mezzanine office spaces.

Whilst the majority of units will comprise typical warehouse uses, a number of units are proposed to be used for hi-tech and food processing purposes.

The cumulative floor area of the building is approximately 10,660m², as set out in the table below.

Table 3.1 – Proposed Floor Area Schedule		
Level	Description	Key parameters Area
Level 0	26 units	3,718m ²
Level 1	26 mezzanine office spaces	1,278m ²
Level 2	26 units	3,869m ²
Level 3	26 mezzanine office spaces	1,795m ²
Total		10,660 m²

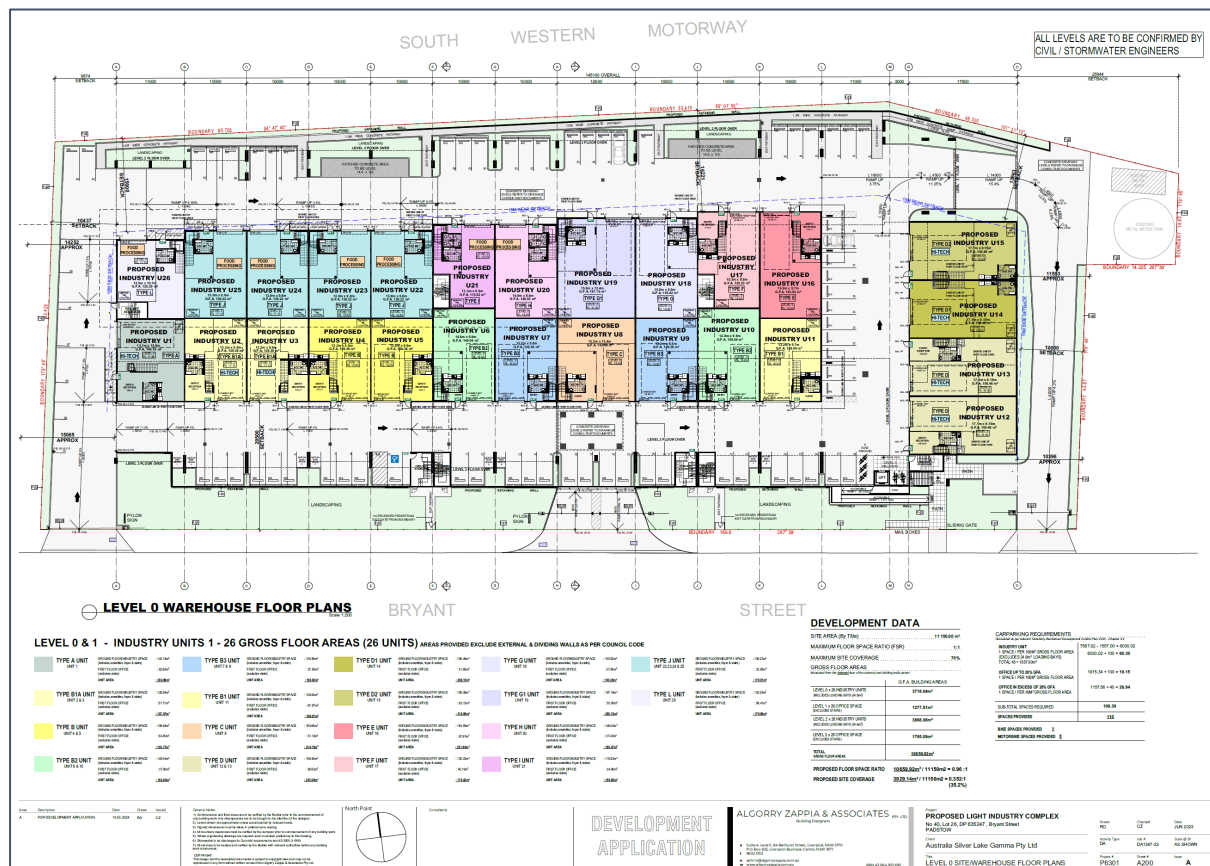
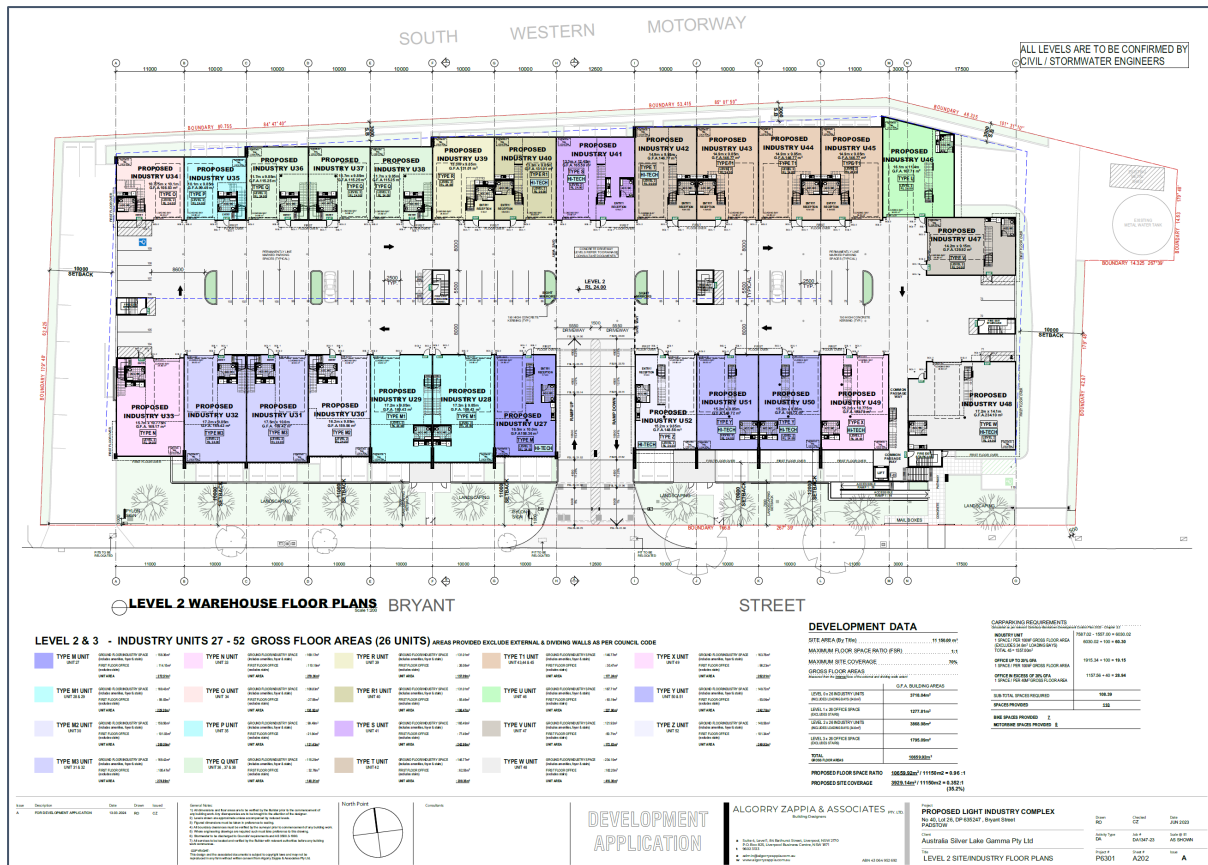


Figure 3.1 – Proposed ground floor plan (Source: Alcorry Zappia & Associates Pty Ltd)



3.2 Parking Arrangements

Off-street parking is proposed for a total of 110 cars located across the ground floor level and Level 2 of the building, satisfying Council’s numerical requirements. In addition, 8 motorcycles and 10 bicycle spaces are also provided within the ground floor level for all users of the development.

3.3 Loading Arrangements

Given the size of the units within the proposed development, deliveries will generally be undertaken by light commercial vehicles such as vans, utes, wagons etc, up to and including 8.8m long MRV trucks. As noted in the foregoing, 45 of the 52 warehouse units are provided with their own loading bay within their respective unit, capable of accommodating vehicles up to MRV trucks.

Two shared loading bays are also proposed on the ground floor level, capable of accommodating a 40ft shipping container each.

Waste collection for the proposed development will be undertaken by a private contractor using a typical rear-loading truck, similar in size to a medium rigid truck (MRV), from within the complex itself. Bins will not be lined up along the street.

Importantly, all service vehicles will be able to enter and exit the site in a forward direction at all times.

3.4 Vehicular Access

Vehicular access to the ground floor level units will be facilitated by separate entry and exit driveways located at opposite ends of the Bryant Street site frontage, with a clockwise internal traffic flow.

Vehicular access to the Level 2 units is to be provided via a new entry/exit driveway located midway along the Bryant Street site frontage.

4. Traffic Impact Assessment

4.1 Traffic Generation Guidelines

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing, approved or permissible uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of most development types is provided by reference to the following documents:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

4.2 Proposed Development Traffic Generation

The proposed development on the site is defined by the RMS Guide and TDT as a “warehouse” and as “office and commercial”.

Based on the RMS trip generation rates, the proposed development has a traffic generation potential of approximately 92 vehicle trips during the weekday morning and afternoon peak periods, as set out in the table below.

Table 4.1 – Proposed Floor Area Schedule			
Land Use	Vehicle Trip Rate	Quantum	Proposed Peak Trips*
Warehouse	0.5 trips/100m ²	6,201m ² (excl. loading)	31 peak trips
Ancillary Office	2.0 trips/100m ²	3,073m ²	61 peak trips
Total		9,274m²	92 peak trips

*entry/exit combined

4.3 Existing Development Traffic Generation

In addition to the above projected future traffic generation potential of the site, consideration should also be given to the traffic generation of the existing uses on the site, in order to determine the nett impact. Whilst the existing office floor area is not known, for the purposes of this assessment, it has been assumed as 20% of the total existing floor area of 7,633m². Based on RMS trip generation rates, the existing development therefore has a theoretical traffic generation potential of 61 vehicle trips during the weekday morning and afternoon peak periods, as set out in the table below.

Table 4.2 – Existing Peak Traffic Generation Potential			
Land Use	Vehicle Trip Rate	Quantum	Proposed Peak Trips*
Warehouse	0.5 trips/100m ²	6,106m ²	30 peak trips
Ancillary Office	2.0 trips/100m ²	1,526m ²	31 peak trips
Total		7,633m²	61 peak trips

*entry/exit combined

4.4 Traffic Impact

As noted above, the traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing, approved or permissible uses.

Based on the RMS trip generation rates and the above tables, the proposed development is expected to result in a theoretical *nett increase* of just 31 vehicle trips during the weekday morning and afternoon peak periods, as set out in the table below.

Table 4.3 – Nett Peak Traffic Generation			
Period	Proposed Peak Trips	Existing Peak Trips	Nett Peak Trips
AM & PM Peak Hour	92 vph	61 vph	+31 vph

This nett increase in peak period traffic volumes is minimal, falls within typical daily fluctuations of the local road network, and will have minimal, if any, impacts on the surrounding road network.

Accordingly, the road network operation is expected to remain at the same level of service and is therefore supportable on traffic grounds.

5. Access, Parking & Servicing Assessment

5.1 Applicable Car Parking Rates

The off-street car parking rates applicable to the development proposal are specified in Canterbury-Bankstown DCP 2023, Chapter 3, Section 3.2 Parking, as set out below.

Land use	Car spaces	Bicycle spaces
Warehouse or distribution centres	<p>1 space per 300m² GFA or 1 space per 2 staff, whichever is the greater.</p> <p>Note 1: Where a retailing component is involved and provided this does not exceed 15% of the gross floor area (covering the retail component only), 1 car space per 100m² gross floor area is to be provided.</p> <p>Note 2: Where an office component is involved and provided this does not exceed 20% of the total gross floor area, 1 car space per 100m² gross floor area is to be provided. Any additional office space will be assessed at a rate of 1 car space per 40m² gross floor area.</p>	1 space per 20 staff

(Source: Canterbury-Bankstown DCP 2023, Chapter 3, Section 3.2)

5.2 Car Parking Requirements

Based on the proposal for a four-storey warehouse building with a cumulative floor area of 8,827m² (excluding internal loading bays totalling 1,557m²) and the assumption that each unit will have 2 staff, the proposed development requires the provision of 55 car parking spaces, as set out in the table below.

Table 5.1 – Canterbury-Bankstown DCP Off-Street Car Parking Requirements			
Land Use	Car Parking Rates	Quantum	Council DCP Requirement
Warehouse (52 units)	1 space per 2 staff	104 staff	52 spaces
or			
Warehouse	1 space per 300m ²	6,201m ² (excl. loading)	21 spaces
Office up to 20% GFA	1 space per 100 m ²	2,132m ²	21 spaces
Office in excess of 20% GFA (based on Note 2 of DCP above)	1 space per 40 m ²	941m ²	24 spaces
Sub-total		9,274m ²	66 spaces
Total requirement (greater of the above)			66 spaces

5.3 Proposed Car Parking Provision

The proposed development allocates a total of 110 off-street car parking spaces across the Ground and Level 2 floor levels, comfortably satisfying the parking requirements outlined in Council's DCP.

Table 5.2 – Proposed Off-Street Parking Allocation	
Floor Level	No. of spaces proposed
Level 0 (Ground)	70 spaces
Level 2	40 spaces
Total	110 spaces

5.4 Accessible Car Parking

The Building Code of Australia (BCA) classifies the proposed development as Class 7b. In this regard, based on the relevant Council's DCP 2023 requirement for accessible parking, the proposed development requires the provision of 2 accessible car parking spaces.

Development type	Accessible parking rates
Commercial and industrial premises (BCA Classes 5–8) where development contains 10 or more spaces	<p>1 accessible parking space per 50 parking spaces for staff;</p> <p>1 accessible parking space for visitors per 50 parking spaces where a car park has less than 500 spaces;</p> <p>1 additional accessible parking space per 100 parking spaces above 500 spaces for visitors</p>

(Source: Canterbury-Bankstown DCP 2023, Chapter 3, Section 3.2)

That requirement is satisfied by the proposed provision of 3 accessible car parking space, designed in accordance with AS2890.6:2022 requirements.

5.5 Bicycle & Motorcycle Parking

The off-street bicycle parking rates applicable to the development proposal are specified in Section 3.2 of Canterbury-Bankstown DCP 2023, as set out in Section 5.1 of this TPAR.

Accordingly, based on the proposal of 52 units and the assumption of 2 staff per unit, on average, the development requires the provision of 5 bicycle parking spaces for employees/staff.

The proposed development makes provision for 10 bicycle parking spaces, thereby satisfying the DCP requirements.

Canterbury-Bankstown DCP 2023 does not have any stipulation regarding motorcycle parking spaces. Notwithstanding, the development is planning to provide 8 motorcycle parking spaces.

5.6 Loading & Servicing

The off-street loading requirements applicable to the development proposal are also specified in the Council's DCP, Chapter 3, Section 3.2, as follows:

- 3.13** Mixed use development must provide appropriate loading/unloading or furniture pick-up spaces. If no provision is made for the facilities, development applications must provide justification why they are not necessary.
- 3.14** Where rear lane access is not available and the commercial/retail gross floor area of a building is greater than 500m², Council requires:
- (a) at least one off-street parking space for delivery/service vehicles; and
 - (b) additional off-street parking spaces or a loading dock depending on the size, number, and frequency of delivery/service vehicles likely to visit the premises.
- 3.15** The design of loading docks must:
- (a) be separate from parking circulation or exit lanes to ensure safe pedestrian movement and uninterrupted flow of other vehicles in the circulation roadways;
 - (b) allow vehicles to enter and leave the site in a safe manner; and
 - (c) have minimum dimensions of 4m by 7m per space.
- 3.16** Access to and from the service area is to be convenient with a lift or ramp provided.
- 3.17** Service vehicles are to enter and leave the site in a forward direction.

(Source: Canterbury-Bankstown DCP 2023, Chapter 3, Section 3.2)

Given the size of the units within the proposed development, deliveries will generally be undertaken by light commercial vehicles such as vans, utes, wagons *etc.*, up to and including 8.8m long MRV trucks. As noted in the foregoing, 45 of the 52 warehouse units are provided with their own loading bay within their respective unit, capable of accommodating vehicles up to MRV trucks.

Two shared loading bays are also proposed on the ground floor level, capable of accommodating a 40ft shipping container each.

Waste collection for the proposed development will be undertaken by a private contractor using a typical rear-loading truck, similar in size to a medium rigid truck (MRV), from within the complex. Bins will not be lined up along the street.

6. Design Assessment

6.1 Applicable Design Standards

The following design standards have been used as the basis for compliance with respect to the vehicular access, parking and loading requirements:

- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicles Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2022 – Off-Street Parking for People with Disabilities (AS2890.6)

Whilst the vehicular access, circulation system and loading areas have been designed in accordance with the above Australian Standards, it is expected that a condition(s) of consent would be imposed requiring reconfirmation of compliance at the Construction Certificate stage (CC). Any minor amendments required to the current DA design can therefore be addressed at the CC stage.

6.2 Vehicular Access & Circulation Design

The following key compliances are noted with respect to the vehicular access design and circulation system:

- driveways located outside of the 6m “prohibited” tangent points of an intersection
- first 6m of the ramp within the property boundary @ maximum grade of 5% (1:20)
- maximum ramp gradient of 15.4% (1:6.5) up to Level 2 to suit MRV trucks
- top and bottom ramp transitions with a maximum rate of change of @ 6.25% (1:16)
- 2.5m x 2.0m pedestrian sight triangles on the exit side of the driveways at the property boundary
- 10.7m wide entry driveway to ground floor level (Level 0)
- 8.0m wide exit driveway from ground floor level (Level 0)
- 11.5m wide entry/exit driveway to Level 2
- variable internal roadway circulation width throughout Level 0
- minimum 7.0m wide internal roadway circulation width throughout Level 2
- minimum 4.5m overhead clearance provided throughout the vehicular circulation system

Further to the above, the vehicular access and internal circulation arrangements have been designed to accommodate the swept turning path requirements of the various vehicles expected to frequent the development, as specified in AS2890.1 & AS2890.2, allowing them to circulate through the site without difficulty, pass another vehicle, and to enter and exit the site in a forward direction at all times. Swept turn path diagrams are reproduced in Appendix B.

6.3 Parking & Loading Design

The following key compliances are noted with respect to the parking area design:

- minimum 5.4m long x 2.5m wide car parking spaces
- minimum 5.4m long x 2.4m wide accessible car parking space plus adjacent 5.4m long x 2.4m wide “shared area”, in accordance with AS2890.6

- minimum 2.5m overhead clearance provided above the accessible parking space and adjacent shared area
- additional 300mm clearance to car parking spaces adjoining walls
- minimum 2.2m overhead clearance provided above all other car parking spaces
- 8.8m long x 3.5m wide internal loading bays
- no obstructions within the “design envelope” of any car parking spaces
- motorcycle & bicycle parking areas designed in accordance with AS2890

7. Conclusion

In summary, the proposed development involves the demolition of the existing building on the site and the construction of a new four-storey warehouse building in its place. The proposed new building comprises a total of 52 strata-titled warehouse units, all of which have ancillary mezzanine office space. The cumulative gross floor area of the building is approximately 10,660m².

Off-street parking is proposed for a total of 110 cars split across Ground and Level 2, comfortably satisfying the Council's DCP parking requirements, as well as the provision of 8 motorcycles and 10 bicycles. Vehicular access to the Ground floor level of the site is proposed to be provided via separate entry and exit driveways located at opposite ends of the Bryant Street site frontage. Meanwhile, Level 2 can be accessed via an entry/exit driveway located midway of the Bryant Street site frontage.

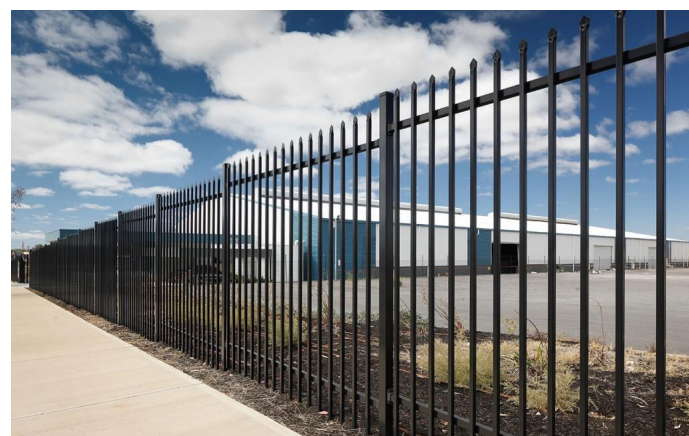
Based on the findings contained within this report, the following conclusions are made:

- the proposed development is expected to generate in the order of 92 vehicle trips during the weekday morning and afternoon peak periods (vph), less at other times
- when compared to the existing/approved uses of the site, the proposal is expected to result in a *nett increase* of just 31 vehicle trips during the weekday morning and afternoon peak periods
- the proposed nett increase in traffic is minimal and will not result in any unacceptable traffic implications to the surrounding road network
- the Ground and Level 2 floors of the proposed development have been designed to accommodate 8.8m MRV trucks
- the Ground level has also been designed to accommodate a 12.5m HRV with a 40ft container
- the proposed development makes provision for 110 car parking spaces (including 3 accessible parking), 10 bicycle parking spaces, and 8 motorcycle parking spaces, satisfying Council's numerical requirements
- the proposed vehicular access, circulation and loading area design complies with the relevant requirements of the AS2890 series

In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

Appendix A

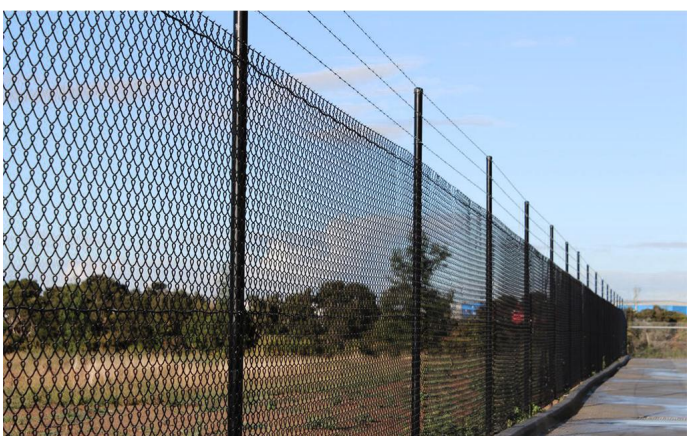
Proposed Architectural Plans



FENCE TYPE F-01
Palisade (Diplomat-Type) to 2100mm
Black Powdercoat Finish



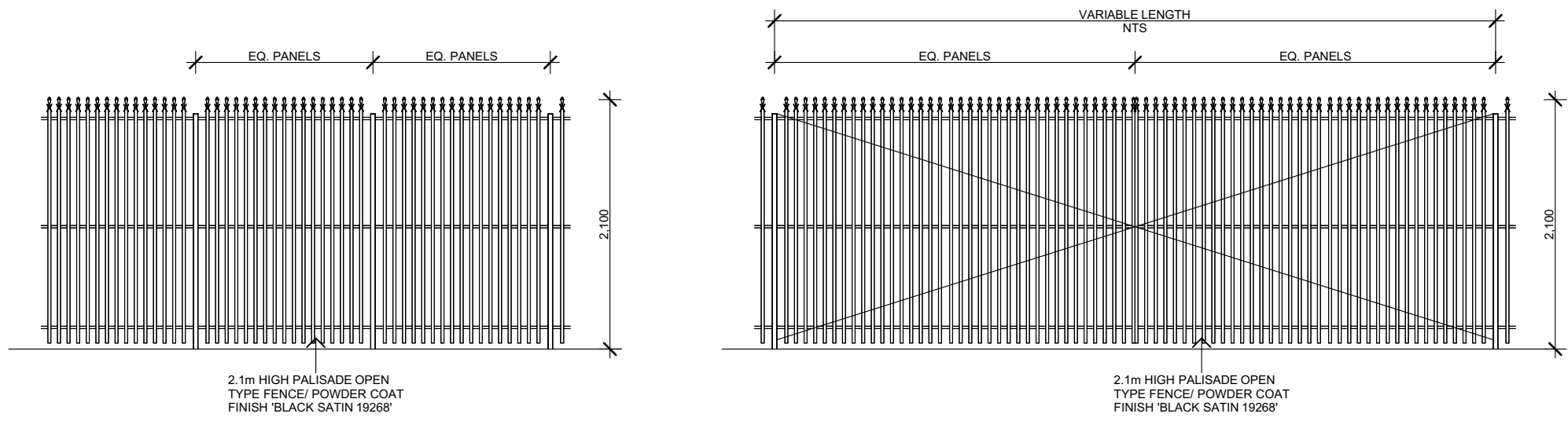
FENCE TYPE SG-01
Palisade Sliding Gate (Diplomat-Type) to 2100mm
Black Powdercoat Finish



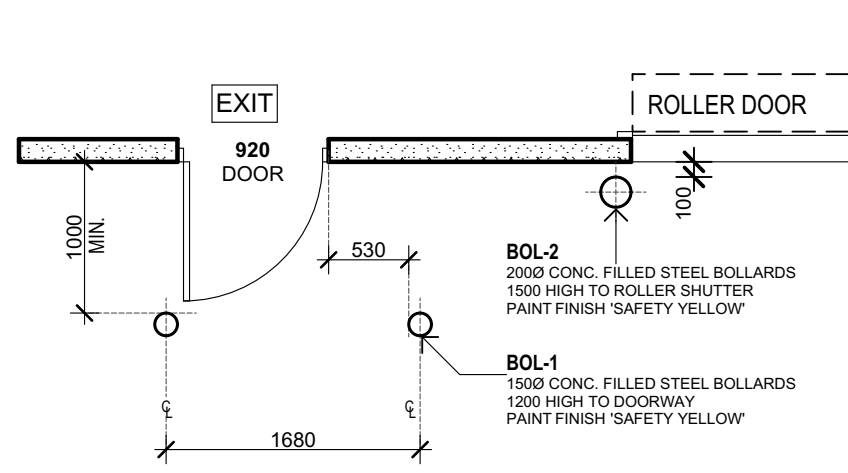
FENCE TYPE F-02
PVC Framed Chain Wire Mesh to 2100mm
Black Powdercoat Finish



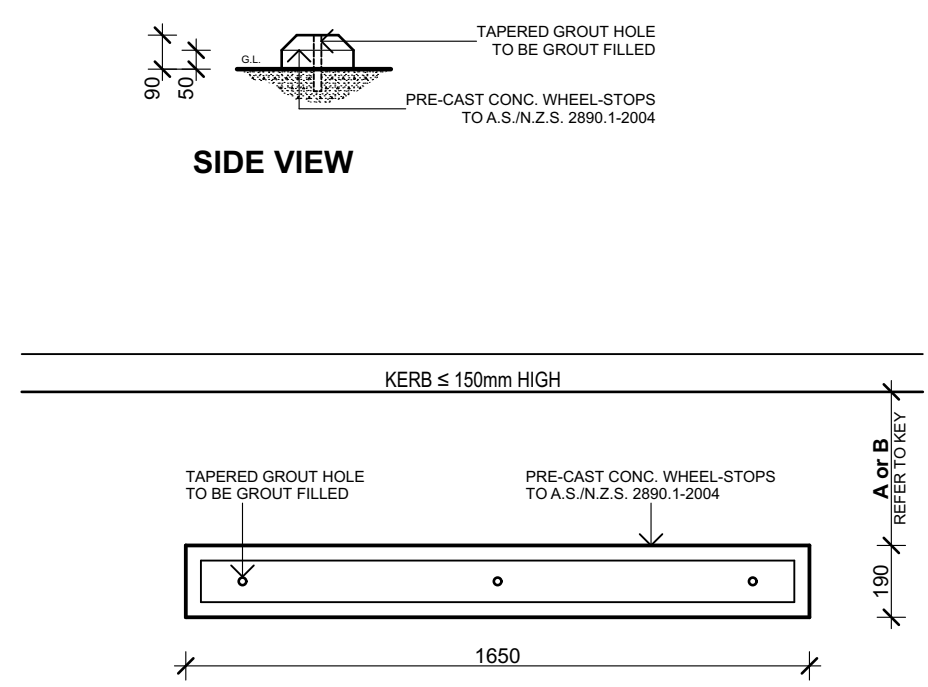
FENCE TYPE F-03
Vertical Blade Railing 1100mm High
Black Powdercoat Finish



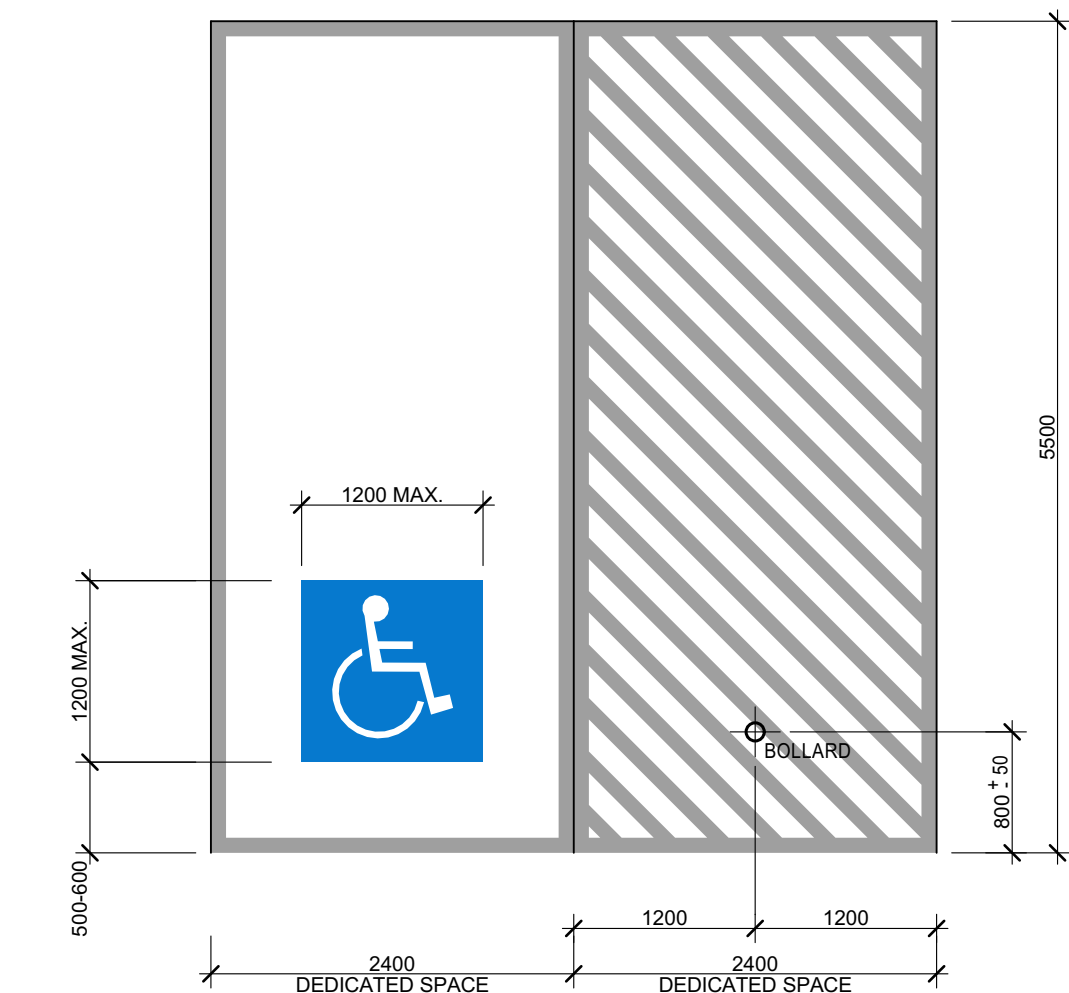
FENCE DETAIL
Scale 1:50



BOLLARD DETAIL
Scale 1:50



WHEEL STOP DETAIL
Scale 1:20



ACCESSIBLE PARKING SPACE
Scale 1:50

DEVELOPMENT DATA

SITE AREA (By Title)	11 150.00 m ²
MAXIMUM FLOOR SPACE RATIO (FSR)	1:1
MAXIMUM SITE COVERAGE	70%
GROSS FLOOR AREAS	
Measured from the <u>external</u> face of the external and dividing walls <u>exterior</u>	
	G.F.A. BUILDING AREAS
LEVEL 0 x 26 INDUSTRY UNITS (INCLUDES LOADING BAYS (34.6m ²))	3718.04m ²
LEVEL 1 x 26 OFFICE SPACE (EXCLUDES STAIRS)	1277.81m ²
LEVEL 2 x 26 INDUSTRY UNITS (INCLUDES LOADING BAYS (34.6m ²))	3868.98m ²
LEVEL 3 x 26 OFFICE SPACE (EXCLUDES STAIRS)	1795.09m ²
TOTAL GROSS FLOOR AREAS	10659.92m ²

PROPOSED FLOOR SPACE RATIO	10659.92m ² / 11150m ² = 0.96 :1
PROPOSED SITE COVERAGE	3929.14m ² / 11150m ² = 0.352:1 (35.2%)

CARPARKING REQUIREMENTS Calculated as per relevant Category-Building Development Control Plan 2023 - Chapter 3.2	
INDUSTRY UNIT 1 SPACE / PER 100M ² GROSS FLOOR AREA (EXCLUDES 34.6m ² LOADING BAYS) TOTAL 45 = 1557.00m ²	7587.02 - 1557.00 = 6030.02 6030.02 + 100 = 60.30
OFFICE UP TO 20% GFA 1 SPACE / PER 100M ² GROSS FLOOR AREA	1915.34 + 100 = 19.15
OFFICE IN EXCESS OF 20% GFA 1 SPACE / PER 40M ² GROSS FLOOR AREA	1157.56 + 40 = 28.94
SUB-TOTAL SPACES REQUIRED	108.39
SPACES PROVIDED	110

BIKE SPACES PROVIDED	7
MOTORBIKE SPACES PROVIDED	8

LEGEND SITE

	PROPOSED BUILDING AS SHOWN
	PROPOSED STRUCTURAL FLOOR SLAB LEVEL
	EXISTING CONTOUR LINES BY SURVEYOR
	EXISTING SPOT LEVELS BY SURVEYOR
	APPROX. LOCATION OF BOARDS SEWER
	EXISTING STREET KERB & GUTTER
	EXISTING STREET STORMWATER PIT
	PROPOSED LANDSCAPED AREA: REFER TO LANDSCAPE ARCHITECTS DOCUMENTATION
	EXISTING TREE TO REMAIN
	EXISTING TREE TO BE REMOVED
	PROPOSED MASONRY RETAINING WALL CONSTRUCTION AS PER ENGINEERS DETAILS
	150 HIGH R. CONCRETE KERB TO ENGINEERS DETAILS
	1500 CONC. FILLED STEEL BOLLARDS 1200 HIGH TO DOORWAY. PAINT FINISH SAFETY YELLOW
	1500 CONC. FILLED STEEL BOLLARDS 1500 HIGH TO ROLLER SHUTTER. PAINT FINISH SAFETY YELLOW
	WHEEL STOPS TO A.S./N.Z.S. 2890.1 - 2004
	PROPOSED FIRE HOSE REEL LOCATIONS AS PER HYDRAULIC ENGINEERS DETAILS
	PROPOSED FIRE HYDRANT LOCATION AS PER HYDRAULIC ENGINEERS DETAILS
	SEWER MANHOLE LOCATION AS SHOWN
	SELECTED PVC STORMWATER DOWNPIPES: REFER TO DRAINAGE DOCUMENTATION FOR DETAILS
	STORMWATER PIT: REFER TO STORMWATER ENGINEERS DETAILS FOR FINISHED SURFACE LEVELS
	STORMWATER GRATE: REFER TO STORMWATER ENGINEERS DETAILS FOR FINISHED SURFACE LEVELS

SLIP RESISTANCE CLASSIFICATION

ALL SURFACES TO COMPLY WITH A.S. 4586-2013 & THE TABLE BELOW
- PROVIDE 150mm HIGH CONCRETE KERBS TO ALL PAVEMENTS & CARPARKS
- ALL KERBS TO CONCRETE PAVEMENT TO BE FORMED, DOWELLED & WET CAST

APPLICATION	Surface Conditions	
	Dry (Inside)	Wet (Outside)
Ramp steeper than 1:14	P4 or R11	P5 or R12
Ramp steeper than 1:20 but not steeper than 1:14	P3 or R10	P4 or R11
Tread or landing surface	P3 or R10	P4 or R11
Noising or landing edge strip	P3	P4

NOTE
ALL LANDSCAPING DETAILS AND LOCATION
REFER TO LANDSCAPING PLANS
PREPARED BY 'GEOSCAPES'

NOTE
ALL FINISHED SURFACE LEVELS,
DRIVEWAY/CARPARKING LEVELS,
FLOOR LEVELS AND STORMWATER DETAILS
REFER TO CIVIL PLANS PREPARED
'SYJ CONSULTING ENGINEERS'

Issue	Description	Date	Drawn	Issued
A	FOR DEVELOPMENT APPLICATION	13.03.2024	RO	CZ

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5) Where engineering drawings are required such must take preference to this drawing.
6) Stormwater to be discharged to Council's requirements and AS 5001.3-1990.
7) All services to be located and verified by the Builder with relevant authorities before any building work commences.
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Consultants

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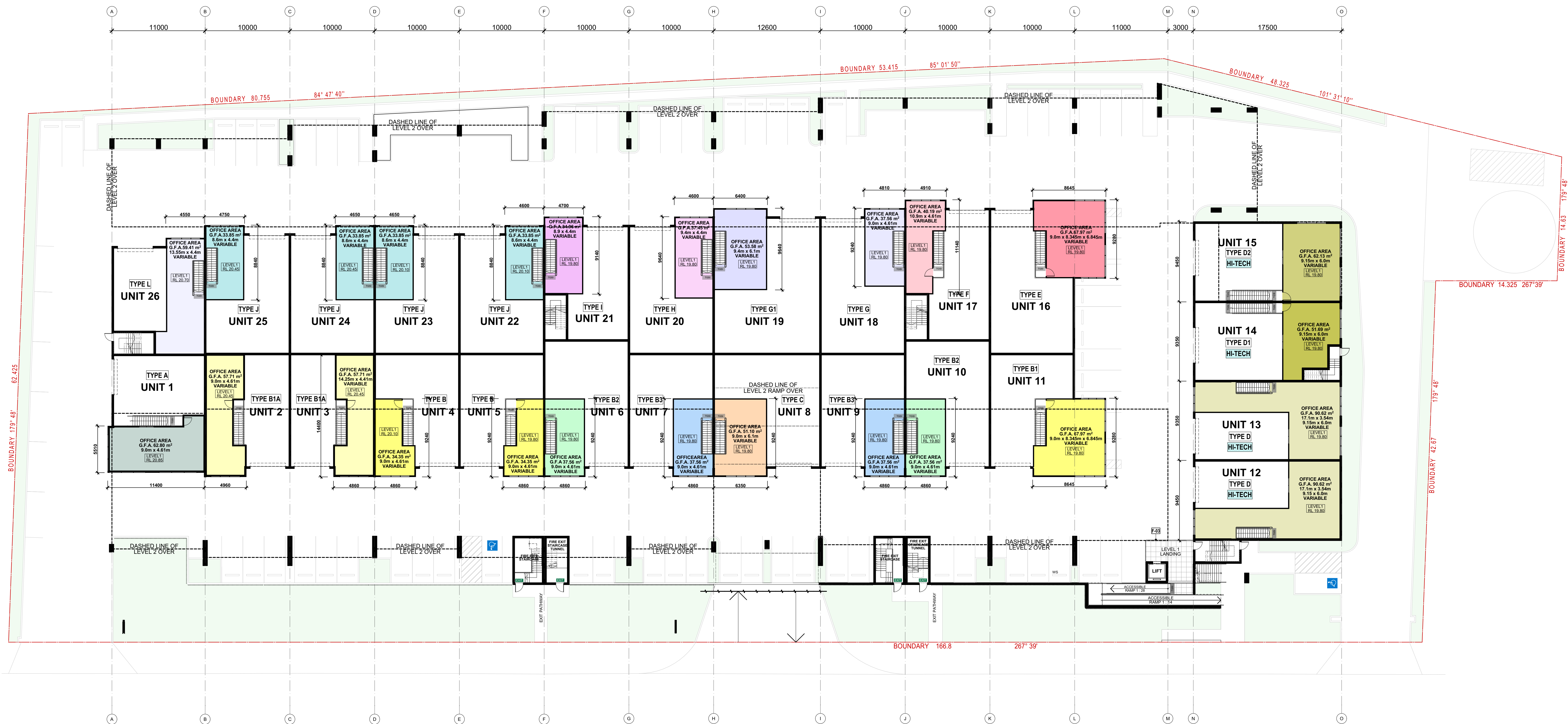
Project
PROPOSED LIGHT INDUSTRY COMPLEX
No 40, Lot 26, DP 635247, Bryant Street
PADSTOW

Client
Australia Silver Lake Gamma Pty Ltd

Title
SITE PLAN

Drawn RO	Checked CZ	Date JUN 2023
Activity Type DA	Job # DA1347-23	Scale @ B1 AS SHOWN
Project # P6301	Sheet # A104	Issue A

SOUTH WESTERN MOTORWAY



LEVEL 1 OFFICE FLOOR PLANS

Scale 1:200

LEVEL 0 & 1 - INDUSTRY UNITS 1 - 26 GROSS FLOOR AREAS (26 UNITS) AREAS PROVIDED EXCLUDE EXTERNAL & DIVIDING WALLS AS PER COUNCIL CODE

TYPE A UNIT UNIT 1	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 140.18m ² FIRST FLOOR OFFICE (excludes stairs) : 62.80m ² UNIT AREA : 202.98m ²	TYPE B3 UNIT UNIT 7 & 9	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 129.36m ² FIRST FLOOR OFFICE (excludes stairs) : 37.56m ² UNIT AREA : 166.92m ²	TYPE D1 UNIT UNIT 14	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 156.46m ² FIRST FLOOR OFFICE (excludes stairs) : 51.69m ² UNIT AREA : 208.15m ²	TYPE G UNIT UNIT 18	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 155.82m ² FIRST FLOOR OFFICE (excludes stairs) : 37.56m ² UNIT AREA : 193.38m ²	TYPE J UNIT UNIT 22, 23, 24 & 25	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 136.22m ² FIRST FLOOR OFFICE (excludes stairs) : 33.85m ² UNIT AREA : 170.07m ²
TYPE B1A UNIT UNIT 2 & 3	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 129.36m ² FIRST FLOOR OFFICE (excludes stairs) : 57.71m ² UNIT AREA : 187.07m ²	TYPE B1 UNIT UNIT 11	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 128.04m ² FIRST FLOOR OFFICE (excludes stairs) : 67.97m ² UNIT AREA : 196.01m ²	TYPE D2 UNIT UNIT 15	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 156.46m ² FIRST FLOOR OFFICE (excludes stairs) : 62.13m ² UNIT AREA : 218.59m ²	TYPE G1 UNIT UNIT 19	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 197.16m ² FIRST FLOOR OFFICE (excludes stairs) : 53.58m ² UNIT AREA : 250.74m ²	TYPE L UNIT UNIT 26	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 120.39m ² FIRST FLOOR OFFICE (excludes stairs) : 59.41m ² UNIT AREA : 179.80m ²
TYPE B UNIT UNIT 4 & 5	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 129.36m ² FIRST FLOOR OFFICE (excludes stairs) : 34.35m ² UNIT AREA : 163.71m ²	TYPE C UNIT UNIT 8	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 163.69m ² FIRST FLOOR OFFICE (excludes stairs) : 51.10m ² UNIT AREA : 214.79m ²	TYPE E UNIT UNIT 16	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 163.93m ² FIRST FLOOR OFFICE (excludes stairs) : 67.97m ² UNIT AREA : 231.90m ²	TYPE H UNIT UNIT 20	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 146.02m ² FIRST FLOOR OFFICE (excludes stairs) : 37.45m ² UNIT AREA : 183.47m ²		
TYPE B2 UNIT UNIT 6 & 10	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 145.04m ² FIRST FLOOR OFFICE (excludes stairs) : 37.56m ² UNIT AREA : 182.60m ²	TYPE D UNIT UNIT 12 & 13	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 156.46m ² FIRST FLOOR OFFICE (excludes stairs) : 90.62m ² UNIT AREA : 247.08m ²	TYPE F UNIT UNIT 17	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 135.23m ² FIRST FLOOR OFFICE (excludes stairs) : 40.19m ² UNIT AREA : 175.42m ²	TYPE I UNIT UNIT 21	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) : 115.62m ² FIRST FLOOR OFFICE (excludes stairs) : 34.96m ² UNIT AREA : 150.58m ²		

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Consultants

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APPLICATION

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Project

PROPOSED LIGHT INDUSTRY COMPLEX
No 40, Lot 26, DP 635247, Bryant Street
PADSTOW

Client

Australia Silver Lake Gamma Pty Ltd

Title

LEVEL 1 OFFICE FLOOR PLANS

Drawn

RO

Checked

CZ

Date

JUN 2023

Activity Type

DA

Job #

DA1347-23

Scale @ B1

AS SHOWN

Project #

P6301

Sheet #

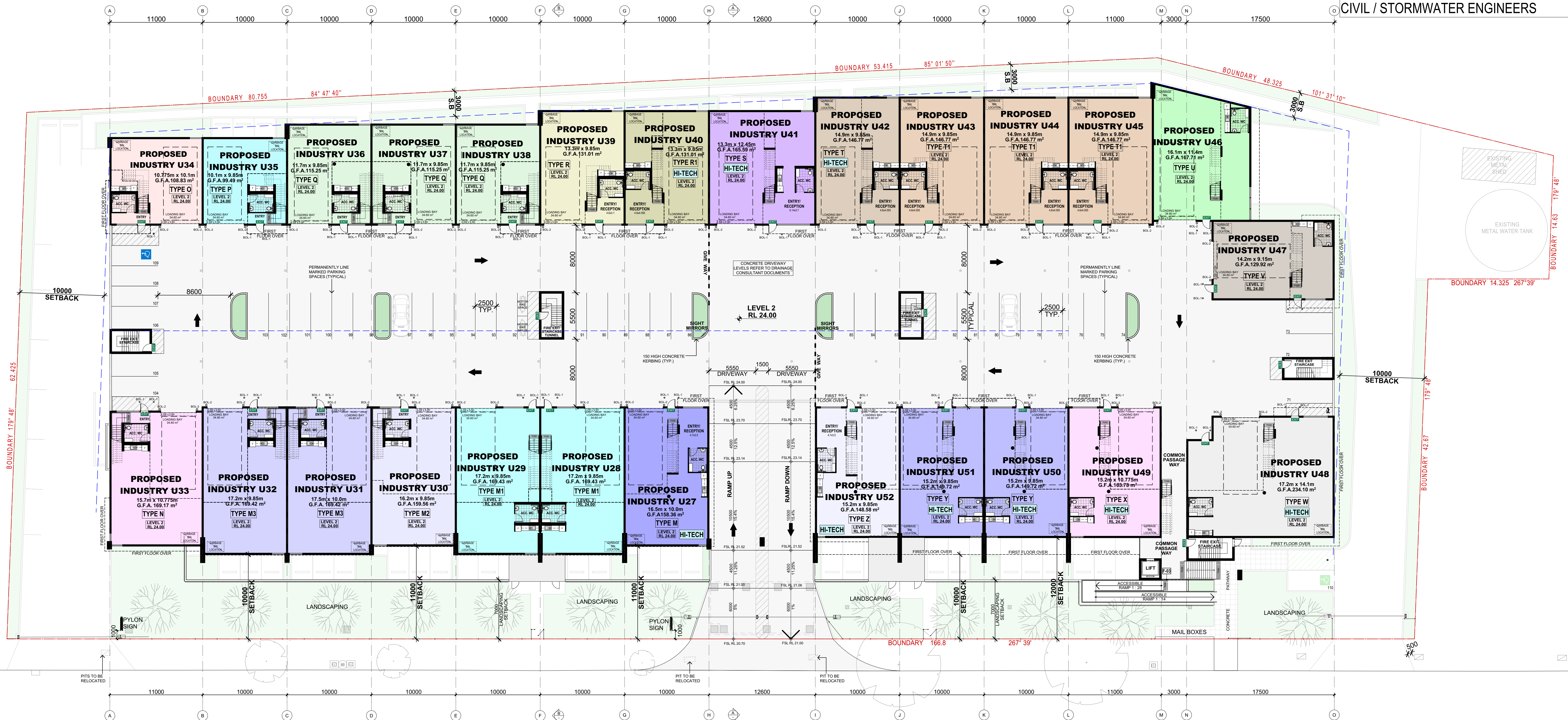
A201

Issue

A

SOUTH WESTERN MOTORWAY

ALL LEVELS ARE TO BE CONFIRMED BY CIVIL / STORMWATER ENGINEERS



LEVEL 2 WAREHOUSE FLOOR PLANS BRYANT

LEVEL 2 & 3 - INDUSTRY UNITS 27 - 52 GROSS FLOOR AREAS (26 UNITS) AREAS PROVIDED EXCLUDE EXTERNAL & DIVIDING WALLS AS PER COUNCIL CODE

TYPE M UNIT UNIT 27	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 158.36m ² : 114.15m ² : 272.51m ²
TYPE M1 UNIT UNIT 28 & 29	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 169.43m ² : 59.83m ² : 229.26m ²
TYPE M2 UNIT UNIT 30	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 159.56m ² : 101.03m ² : 260.59m ²
TYPE M3 UNIT UNIT 31 & 32	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 169.42m ² : 105.47m ² : 274.89m ²
TYPE N UNIT UNIT 33	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 169.17m ² : 110.19m ² : 279.36m ²
TYPE O UNIT UNIT 34	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 108.83m ² : 27.08m ² : 135.92m ²
TYPE P UNIT UNIT 35	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 98.49m ² : 21.94m ² : 120.43m ²
TYPE Q UNIT UNIT 36, 37 & 38	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 115.25m ² : 32.76m ² : 148.01m ²
TYPE R UNIT UNIT 39	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 131.01m ² : 26.08m ² : 157.09m ²
TYPE R1 UNIT UNIT 40	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 131.01m ² : 55.46m ² : 186.47m ²
TYPE S UNIT UNIT 41	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 165.49m ² : 77.49m ² : 242.98m ²
TYPE T UNIT UNIT 42	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 146.77m ² : 62.58m ² : 209.35m ²
TYPE T1 UNIT UNIT 43, 44 & 45	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 146.77m ² : 30.47m ² : 177.24m ²
TYPE U UNIT UNIT 46	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 167.71m ² : 60.19m ² : 227.90m ²
TYPE V UNIT UNIT 47	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 121.52m ² : 50.71m ² : 172.23m ²
TYPE W UNIT UNIT 48	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 234.10m ² : 182.20m ² : 416.30m ²
TYPE X UNIT UNIT 49	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 163.78m ² : 98.23m ² : 262.01m ²
TYPE Y UNIT UNIT 50 & 51	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 149.72m ² : 93.06m ² : 242.78m ²
TYPE Z UNIT UNIT 52	GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs) FIRST FLOOR OFFICE (excludes stairs) UNIT AREA	: 148.58m ² : 101.34m ² : 249.92m ²

DEVELOPMENT DATA

SITE AREA (By Title)	11 150.00 m ²
MAXIMUM FLOOR SPACE RATIO (FSR)	1:1
MAXIMUM SITE COVERAGE	70%
GROSS FLOOR AREAS	
LEVEL 0 x 26 INDUSTRY UNITS (INCLUDES LOADING BAYS (34.6m ²))	3718.04m ²
LEVEL 1 x 26 OFFICE SPACE (EXCLUDES STAIRS)	1277.81m ²
LEVEL 2 x 26 INDUSTRY UNITS (INCLUDES LOADING BAYS (34.6m ²))	3868.98m ²
LEVEL 3 x 26 OFFICE SPACE (EXCLUDES STAIRS)	1795.09m ²
TOTAL GROSS FLOOR AREAS	10659.92m ²
PROPOSED FLOOR SPACE RATIO	10659.92m ² / 11150m ² = 0.96 :1
PROPOSED SITE COVERAGE	3929.14m ² / 11150m ² = 0.352:1 (35.2%)

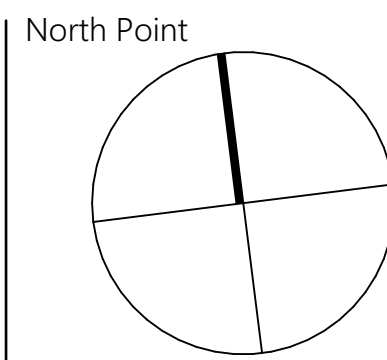
CARPARKING REQUIREMENTS

INDUSTRY UNIT 1 SPACE / PER 100M ² GROSS FLOOR AREA (EXCLUDES 34.6m ² LOADING BAYS) TOTAL 45 = 1557.00m ²	7587.02 - 1557.00 = 6030.02 6030.02 ÷ 100 = 60.30
OFFICE UP TO 20% GFA 1 SPACE / PER 100M ² GROSS FLOOR AREA OFFICE IN EXCESS OF 20% GFA 1 SPACE / PER 40M ² GROSS FLOOR AREA	1915.34 ÷ 100 = 19.15 1157.56 ÷ 40 = 28.94
SUB-TOTAL SPACES REQUIRED	108.39
SPACES PROVIDED	110
BIKE SPACES PROVIDED	1
MOTORBIKE SPACES PROVIDED	8

Issue	Description	Date	Drawn	Issued
A	FOR DEVELOPMENT APPLICATION	13.03.2024	RO	CZ

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Consultants

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ABN 43 064 952 692

Project
PROPOSED LIGHT INDUSTRY COMPLEX
No 40, Lot 26, DP 635247, Bryant Street
PADSTOW

Client
Australia Silver Lake Gamma Pty Ltd

Title
LEVEL 2 SITE/INDUSTRY FLOOR PLANS

Drawn
RO

Checked
CZ

Date
JUN 2023

Activity Type
DA

Job #
DA1347-23

Scale @ B1
AS SHOWN

Project #
P6301

Sheet #
A202

Issue
A



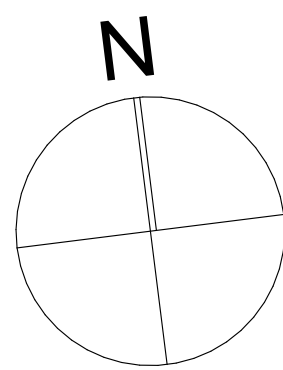
LEVEL 2 & 3 - INDUSTRY UNITS 27 - 52 GROSS FLOOR AREAS (26 UNITS) AREAS PROVIDED EXCLUDE EXTERNAL & DIVIDING WALLS AS PER COUNCIL CODE

<div>TYPE M UNIT</div> <div>UNIT 27</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>158.36m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>110.15m²</div> <div>UNIT AREA</div> <div>272.51m²</div>	<div>TYPE N UNIT</div> <div>UNIT 33</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>169.17m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>110.19m²</div> <div>UNIT AREA</div> <div>279.36m²</div>	<div>TYPE R UNIT</div> <div>UNIT 39</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>131.01m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>26.08m²</div> <div>UNIT AREA</div> <div>157.09m²</div>	<div>TYPE T1 UNIT</div> <div>UNIT 43, 44 & 45</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>146.77m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>30.47m²</div> <div>UNIT AREA</div> <div>177.24m²</div>	<div>TYPE U UNIT</div> <div>UNIT 46</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>167.71m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>60.19m²</div> <div>UNIT AREA</div> <div>227.90m²</div>	<div>TYPE Y UNIT</div> <div>UNIT 50 & 51</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>149.72m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>93.06m²</div> <div>UNIT AREA</div> <div>242.78m²</div>
<div>TYPE M1 UNIT</div> <div>UNIT 28 & 29</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>169.43m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>59.83m²</div> <div>UNIT AREA</div> <div>229.26m²</div>	<div>TYPE O UNIT</div> <div>UNIT 34</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>108.83m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>27.06m²</div> <div>UNIT AREA</div> <div>135.89m²</div>	<div>TYPE R1 UNIT</div> <div>UNIT 40</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>131.01m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>55.46m²</div> <div>UNIT AREA</div> <div>186.47m²</div>	<div>TYPE U UNIT</div> <div>UNIT 46</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>167.71m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>60.19m²</div> <div>UNIT AREA</div> <div>227.90m²</div>	<div>TYPE Y UNIT</div> <div>UNIT 50 & 51</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>149.72m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>93.06m²</div> <div>UNIT AREA</div> <div>242.78m²</div>	<div>TYPE Z UNIT</div> <div>UNIT 52</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>148.58m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>101.34m²</div> <div>UNIT AREA</div> <div>249.92m²</div>
<div>TYPE M2 UNIT</div> <div>UNIT 30</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>159.58m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>101.03m²</div> <div>UNIT AREA</div> <div>260.59m²</div>	<div>TYPE P UNIT</div> <div>UNIT 35</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>99.49m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>21.94m²</div> <div>UNIT AREA</div> <div>121.43m²</div>	<div>TYPE S UNIT</div> <div>UNIT 41</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>165.49m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>77.49m²</div> <div>UNIT AREA</div> <div>242.98m²</div>	<div>TYPE V UNIT</div> <div>UNIT 47</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>121.92m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>50.71m²</div> <div>UNIT AREA</div> <div>172.63m²</div>	<div>TYPE Y UNIT</div> <div>UNIT 50 & 51</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>149.72m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>93.06m²</div> <div>UNIT AREA</div> <div>242.78m²</div>	<div>TYPE Z UNIT</div> <div>UNIT 52</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>148.58m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>101.34m²</div> <div>UNIT AREA</div> <div>249.92m²</div>
<div>TYPE M3 UNIT</div> <div>UNIT 31 & 32</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>169.42m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>105.47m²</div> <div>UNIT AREA</div> <div>274.89m²</div>	<div>TYPE Q UNIT</div> <div>UNIT 36, 37 & 38</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>115.25m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>32.76m²</div> <div>UNIT AREA</div> <div>148.01m²</div>	<div>TYPE T UNIT</div> <div>UNIT 42</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>146.77m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>62.58m²</div> <div>UNIT AREA</div> <div>209.35m²</div>	<div>TYPE W UNIT</div> <div>UNIT 48</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>234.10m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>182.20m²</div> <div>UNIT AREA</div> <div>416.30m²</div>	<div>TYPE X UNIT</div> <div>UNIT 49</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>163.78m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>88.23m²</div> <div>UNIT AREA</div> <div>252.01m²</div>	<div>TYPE Y UNIT</div> <div>UNIT 50 & 51</div> <div>GROUND FLOOR/INDUSTRY SPACE (includes amenities, foyer & stairs)</div> <div>149.72m²</div> <div>FIRST FLOOR OFFICE (excludes stairs)</div> <div>93.06m²</div> <div>UNIT AREA</div> <div>242.78m²</div>

Issue	Description	Date	Drawn	Issued
A	FOR DEVELOPMENT APPLICATION	13.03.2024	RO	CZ

General Notes:
1) All dimensions and floor areas are to be verified by the Builder prior to the commencement of any building work. Any discrepancies are to be brought to the attention of the designer.
2) Levels shown are approximate unless accompanied by reduced levels.
3) Figure dimensions must be taken in preference to scaling.
4) All boundary clearances must be verified by the surveyor prior to commencement of any building work.
5) Where engineering drawings are required such must take preference to this drawing.
6) Stormwater to be discharged to Council's requirements and AS 5000.3-1990.
7) All services to be located and verified by the Builder with relevant authorities before any building work commences.

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Consultants

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APPLICATION

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ABN 43 064 952 692

Project
PROPOSED LIGHT INDUSTRY COMPLEX
No 40, Lot 26, DP 635247, Bryant Street
PADSTOW

Client
Australia Silver Lake Gamma Pty Ltd

Title
LEVEL 3 OFFICE FLOOR PLANS

Drawn
RO

Checked
CZ

Activity Type
DA

Job #
DA1347-23

Project #
P6301

Sheet #
A203

Date
JUN 2023

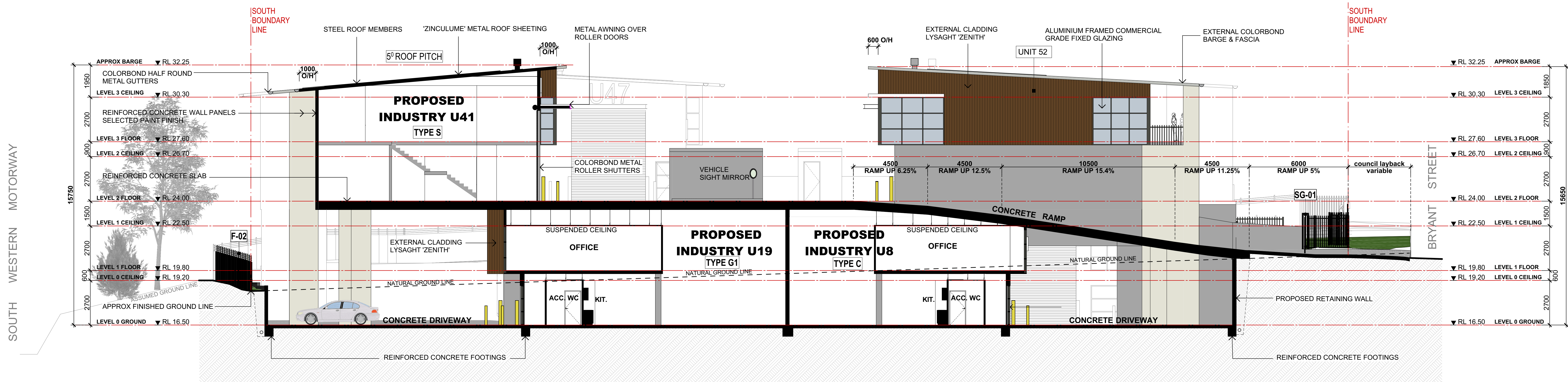
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AS SHOWN

Issue

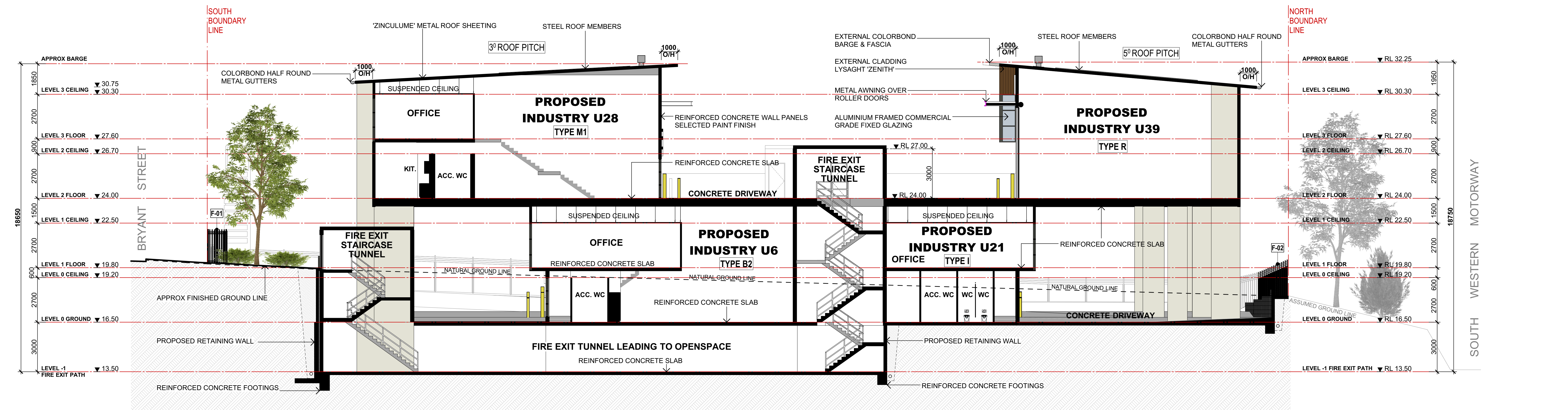
Issue

Issue

Issue



Section A-A
Scale 1:100



Section B-B
Scale 1:100

Issue	Description	Date	Drawn	Issued
A	FOR DEVELOPMENT APPLICATION	13.03.2024	RO	CZ

General Notes:
1) All dimensions and floor areas are to be verified by the Builder prior to the commencement of any building work. Any discrepancies are to be brought to the attention of the designer.
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3) Figure dimensions must be taken in preference to scaling.
4) All boundary clearances must be verified by the surveyor prior to commencement of any building work.
5) Where engineering drawings are required such must take preference to this drawing.
6) Stormwater to be discharged to Council's requirements and AS 3600.3-1990.
7) All services to be located and verified by the Builder with relevant authorities before any building work commences.
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ABN 43 064 952 692

Project
PROPOSED LIGHT INDUSTRY COMPLEX
No 40, Lot 26, DP 635247, Bryant Street
PADSTOW

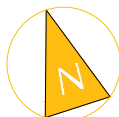
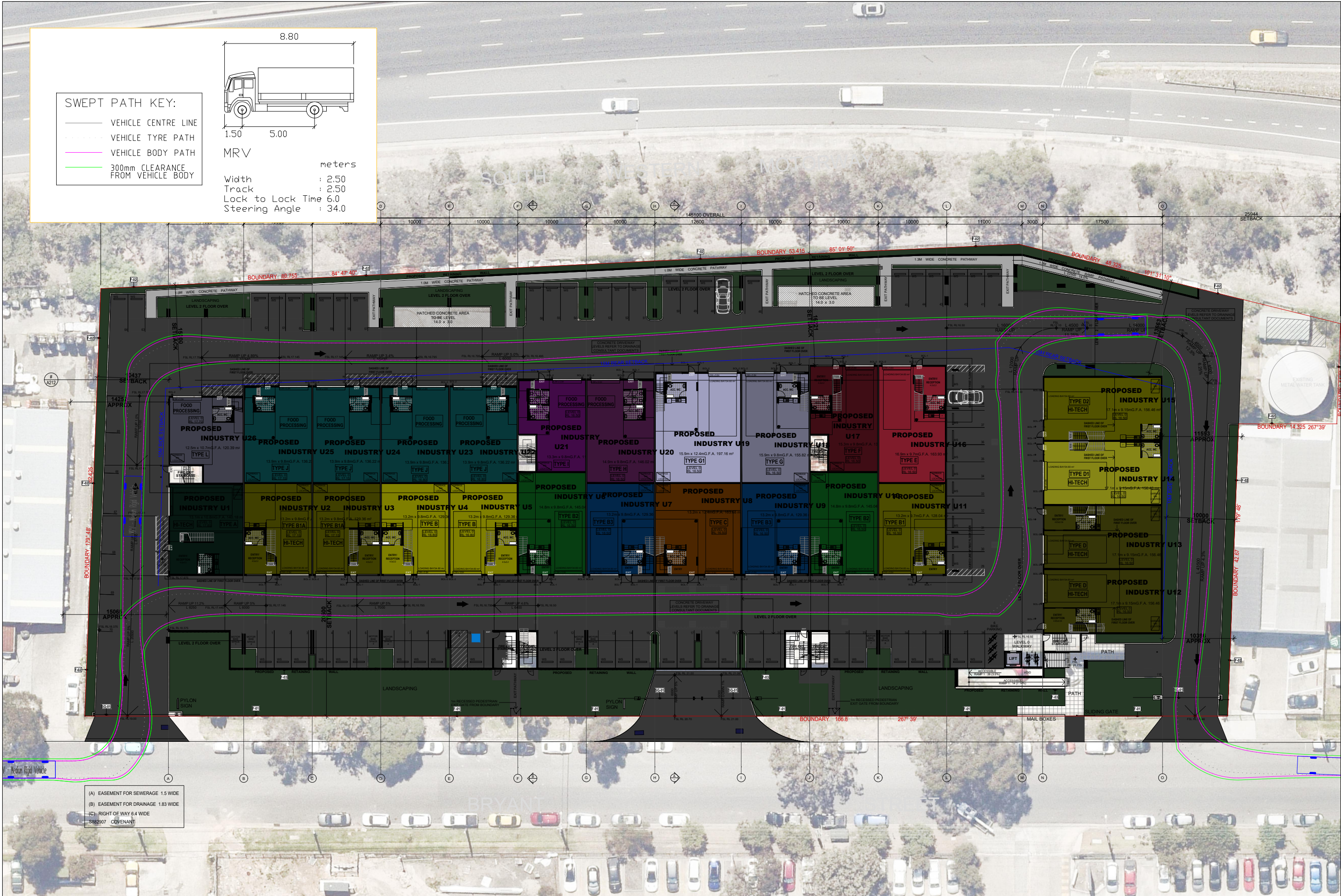
Client
Australia Silver Lake Gamma Pty Ltd

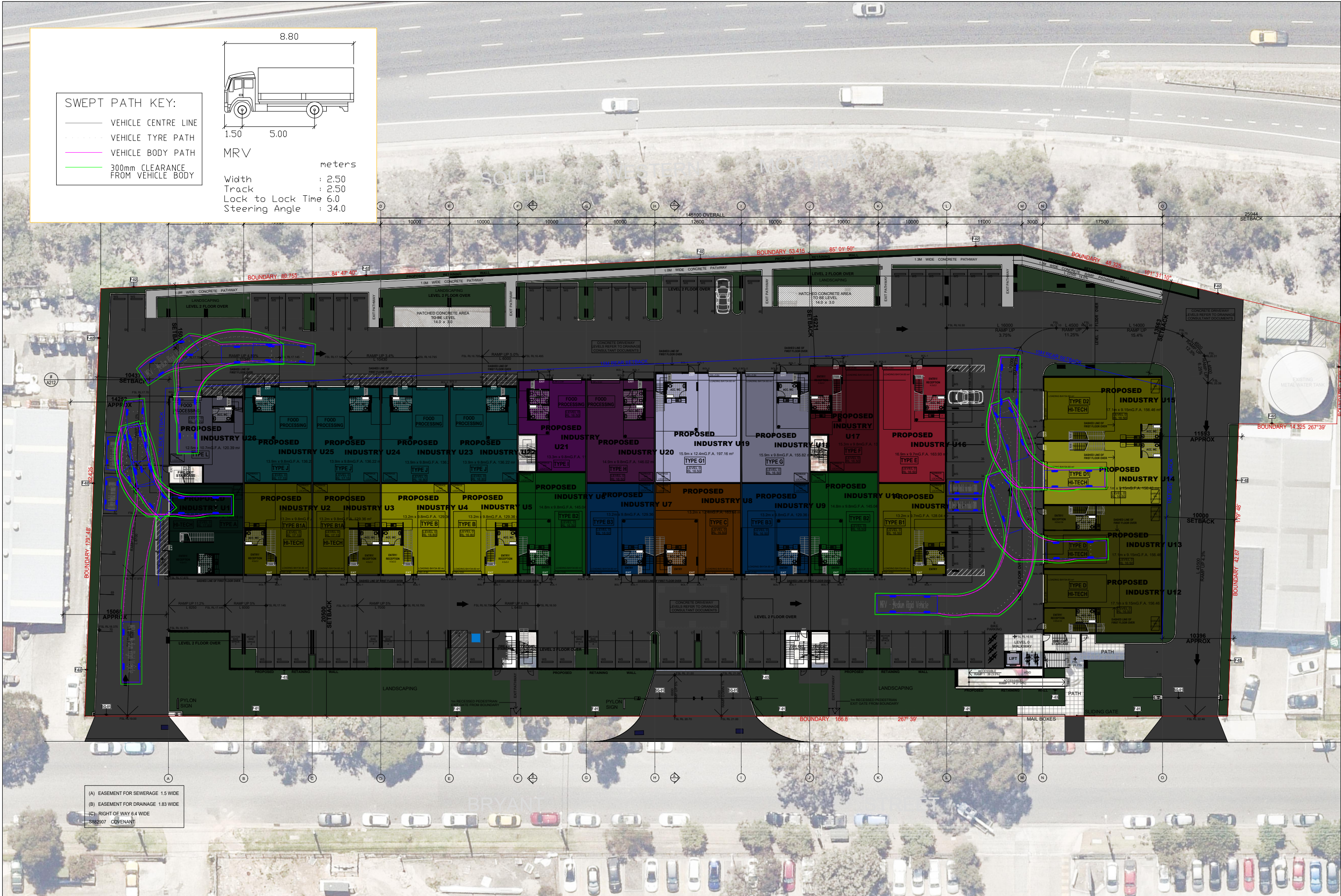
Title
SECTION A & B

Drawn RO	Checked CZ	Date JUN 2023
Activity Type DA	Job # DA1347-23	Scale @ B1 AS SHOWN
Project # P6301	Sheet # A300	Issue A

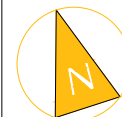
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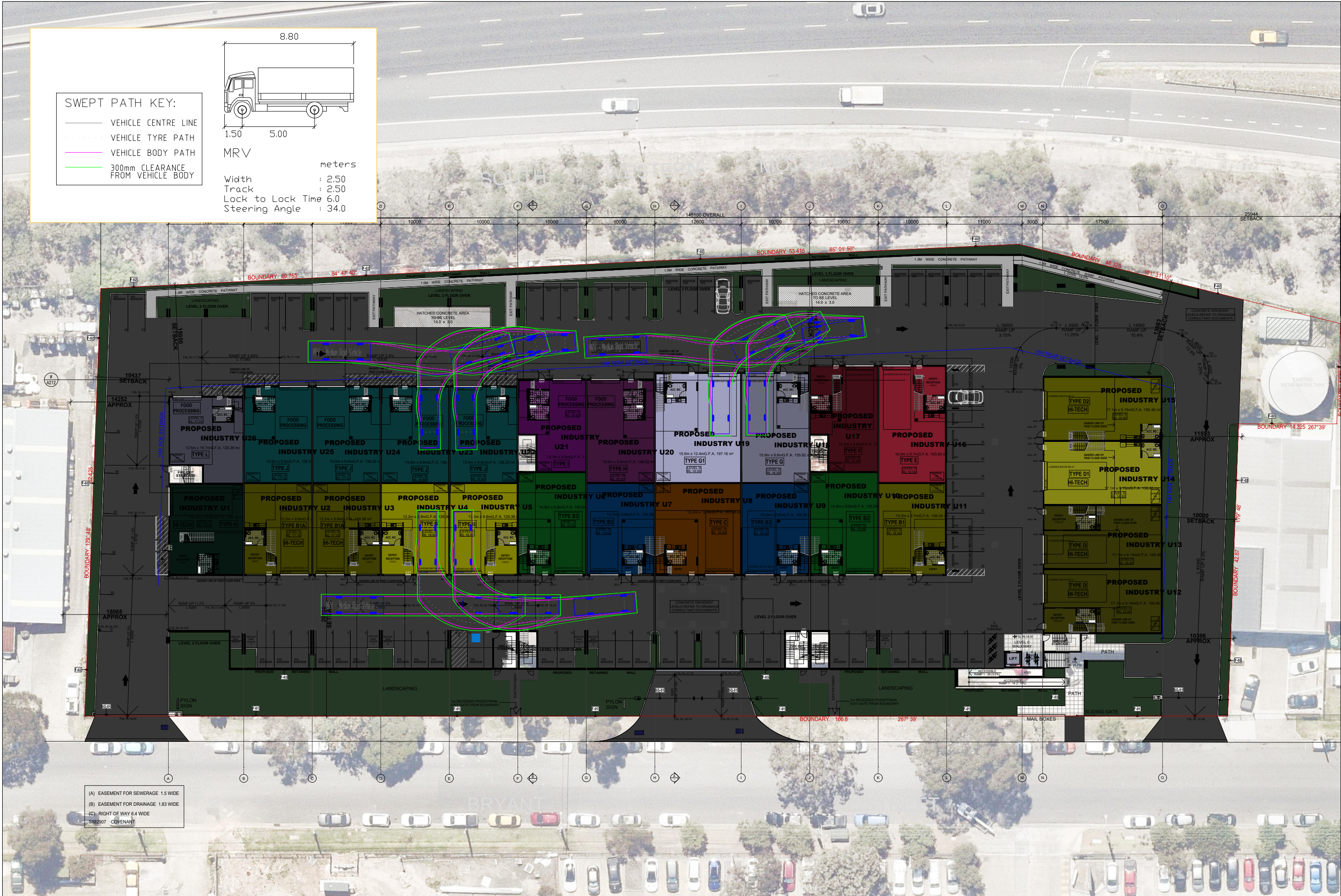
Swept Turn Paths



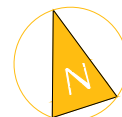


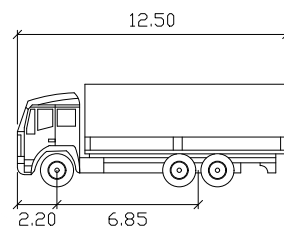
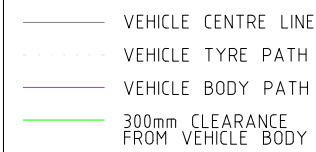
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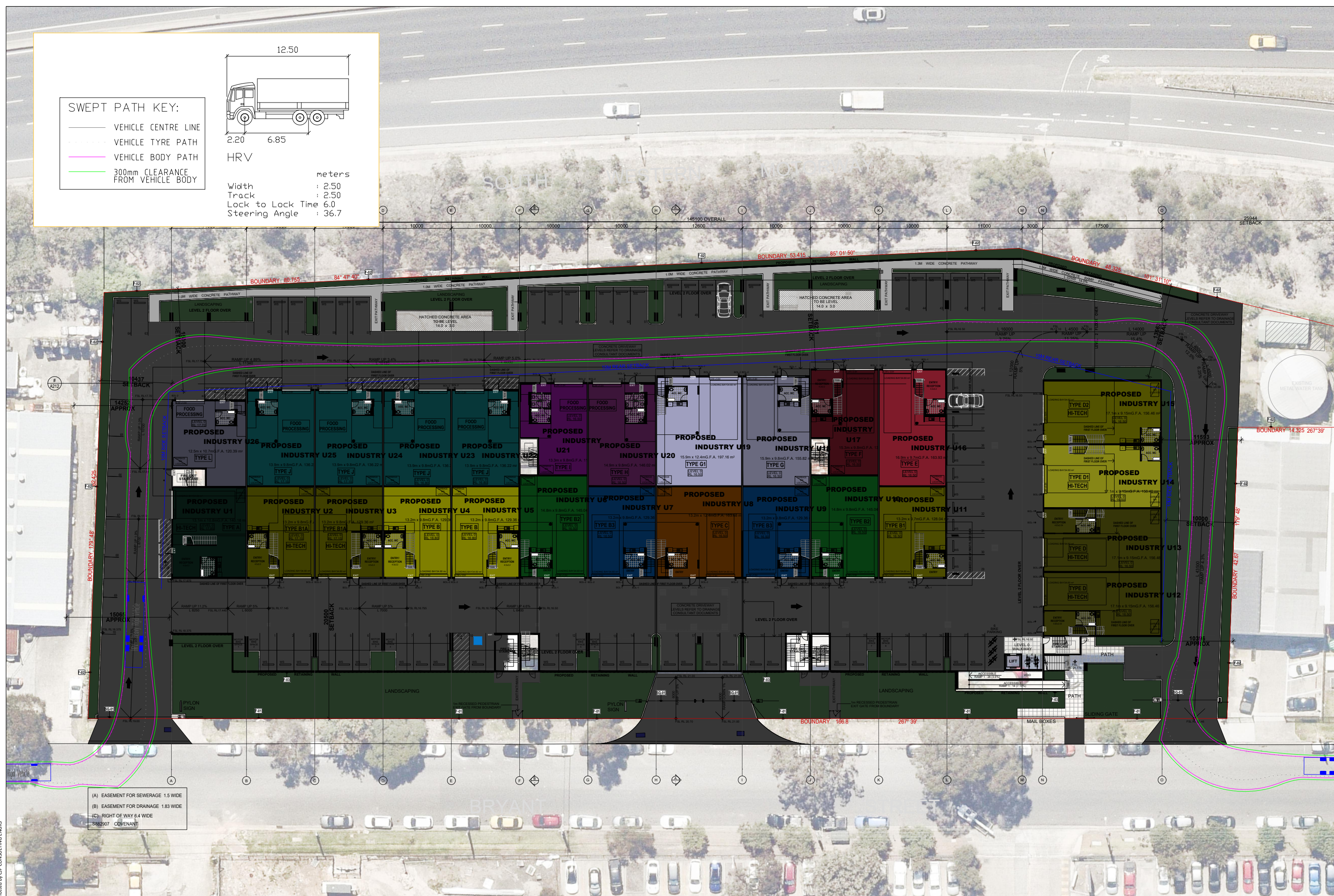
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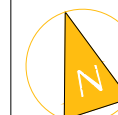


HRV

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Width      : 2.50
Track      : 2.50
Lock to Lock Time 6.0
Steering Angle : 36.7
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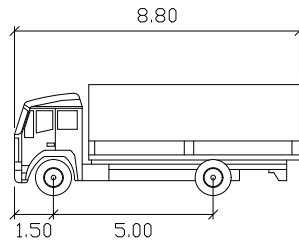
lotted by CIP CONSULTING ENGRS





SWEPT PATH KEY:

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



MRV
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 34.0

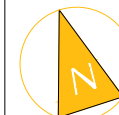
PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

THE LOCATIONS OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY
THE EXACT LOCATIONS SHALL BE PROVIDED ON SITE
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED

40 BRYANT STREET, PADSTOW
CAR PARK COMPLIANCE REVIEW - LEVEL 2 FLOOR
MRV ENTRY AND EXIT PATHS



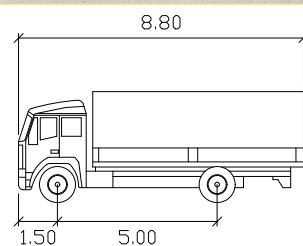
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DRAWING NO. 23038-D02-V1

ISSUE DATE 15 March 2024

SHEET NO. 05 OF 07

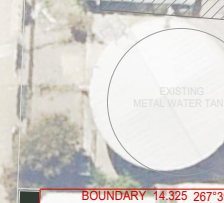
DRAWN BY D. ALOC
REVIEWED BY C. PALMER



MRV

meters

Width	: 2.50
Track	: 2.50
Lock to Lock Time	6.0
Steering Angle	: 34.0





Plotted by CJP CONSULTING ENGRS

