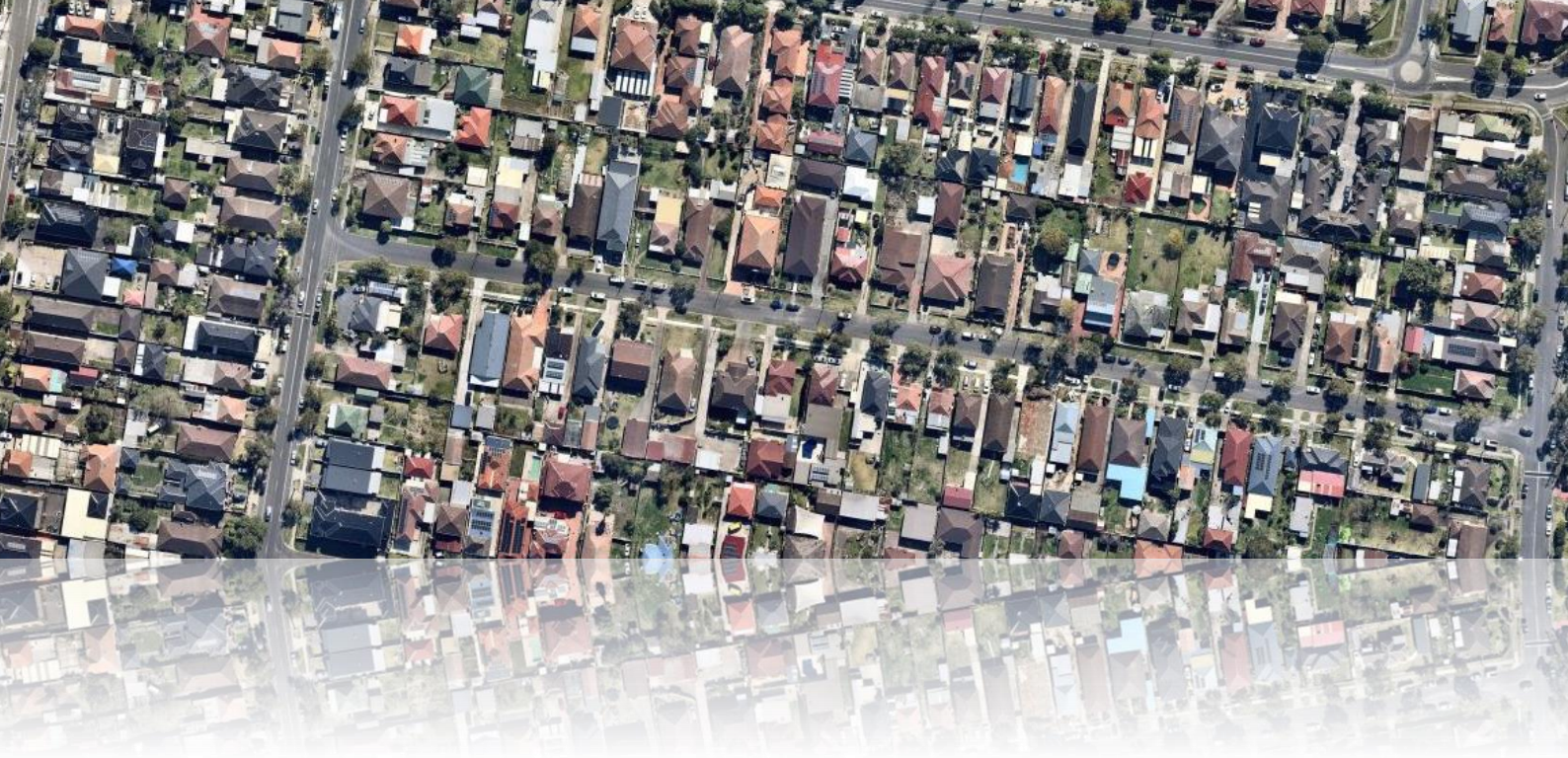

TRAFFIC AND PARKING IMPACT ASSESSMENT OF S4.55 MODIFICATION OF APPROVED CHILD CARE CENTRE AT 31 TELOPEA STREET, PUNCHBOWL

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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

220363.01FA - 30 October 2024

Development Type: **Child Care Centre**

Site Address: **31 Telopea Street, Punchbowl**

Prepared for: **EthanGroup Pty Ltd**

Document reference: **220363.01FA**

Status	Issue	Prepared By	Checked By	Date
Draft	A	IC	DW	15 October 2024
Final	A	IC	DW	30 October 2024

TABLE OF CONTENTS

1 INTRODUCTION

M^CLaren Traffic Engineering was commissioned by *EthanGroup Pty Ltd* to provide a Traffic and Parking Impact Assessment of the proposed S4.55 modification of the existing approval for the Child Care Centre at 31 Telopea Street, Punchbowl as depicted in **Annexure A**.

1.1 Description and Scale of Development

The approved child care centre has the following characteristics relevant to traffic and parking:

- A child care centre accommodating 74 children and 12 staff members as per the following:
    - 10 children between 0-2 years old (3 staff assigned at 1 per 4 children);
    - 24 children between 2-3 years old (5 staff assigned at 1 per 5 children);
    - 40 children between 3-5 years old (4 staff assigned at 1 per 10 children).
- Hours of operation are 7:00am to 6:00pm, Monday to Friday;
- A total of 19 car parking spaces provided, comprising 18 spaces in the proposed basement carpark (with vehicular access via a proposed two-way driveway from Telopea Street) and 1 on-street car parking space along the site frontage allocated as a staff space. The allocation of the basement parking area that accommodates 18 car spaces is as follows:
    - Nine (9) car spaces for visitor use, including one (1) accessible space;
    - Nine (9) car spaces for staff.

The proposed S4.55 modification application has the following characteristics relevant to traffic and parking:

- A child care centre accommodating 74 children and 12 staff members as per the following:
    - 10 children between 0-2 years old (3 staff assigned at 1 per 4 children);
    - 24 children between 2-3 years old (5 staff assigned at 1 per 5 children);
    - 40 children between 3-5 years old (4 staff assigned at 1 per 10 children).
- Hours of operation are 7:00am to 6:00pm, Monday to Friday;
- A total of 19 car parking spaces provided, comprising 18 spaces in the proposed basement carpark (with vehicular access via a proposed two-way driveway from Telopea Street) and 1 on-street car parking space along the site frontage allocated as a staff space. The allocation of the basement parking area that accommodates 18 car spaces is as follows:
    - Nine (9) car spaces for visitor use, including one (1) accessible space;
    - Nine (9) car spaces for staff.

- The main change between the approved development and the proposed modification is the layout of the basement level car park to accommodate a sewer pip connection.

1.2 State Environmental Planning Policy (Transport and Infrastructure) 2021

The proposed development does not qualify as a traffic generating development with relevant size and/or capacity under *Clause 2.122* of the *SEPP (Transport and Infrastructure) 2021*. Accordingly, formal referral to Transport for New South Wales (TfNSW) is unnecessary, and the application can be assessed by Canterbury Bankstown Council officers accordingly.

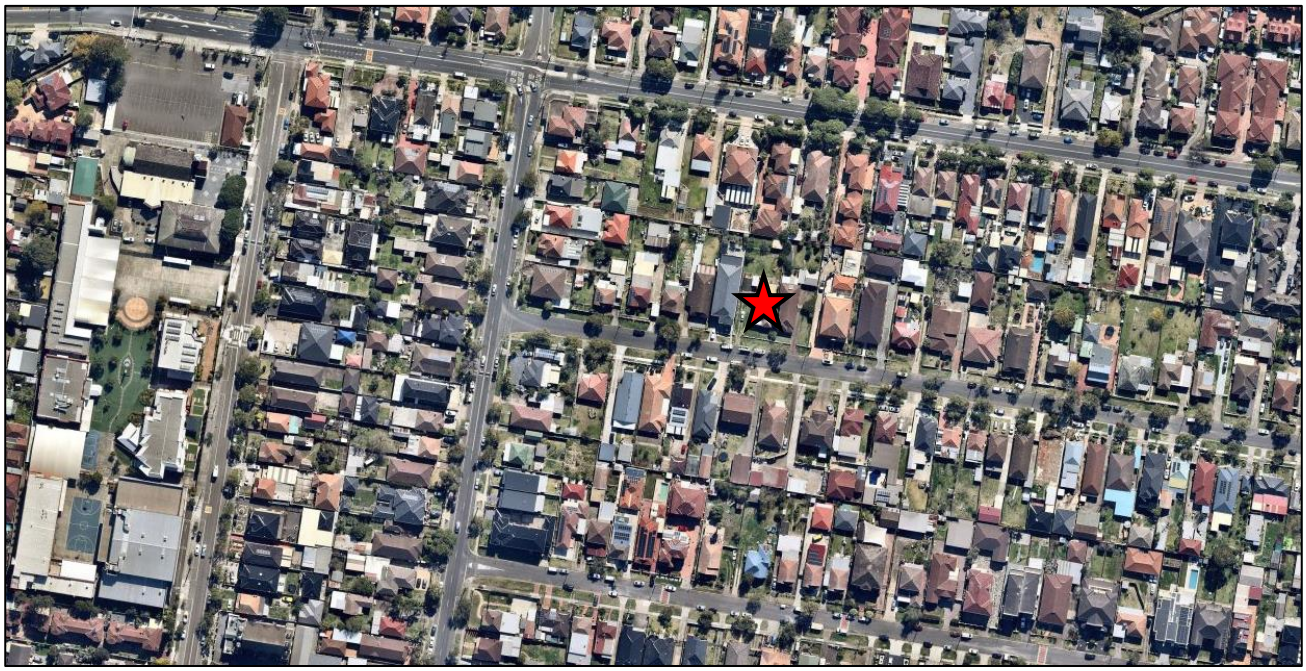
1.3 Site Description

The subject site is currently occupied by a single residential dwelling and is currently zoned *R2 – Low Density Residential* under the Bankstown Local Environmental Plan 2015 as adopted by Canterbury Bankstown Council. The site has a single frontage to Telopea Street to the south.

The site is surrounded by low-density residential dwellings in all directions, with St Charbel's College and the Monastery of Saint Charbel Lebanese Maronite Order located approximately 250m to the west. Further, Punchbowl Boys Highschool is located approximately 880m to the south, with the Punchbowl town centre accommodating Punchbowl Train Station located approximately 850m to the south.

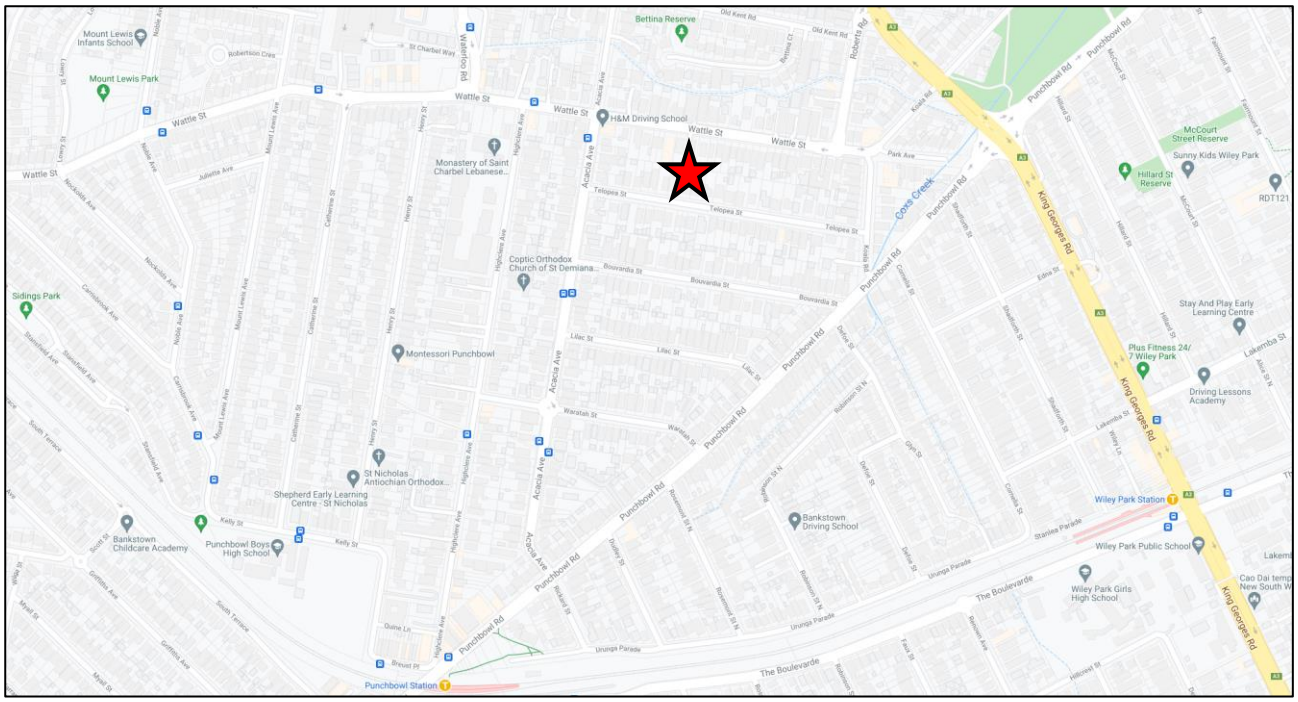
1.4 Site Context

The location of the site is shown on an aerial photo and a street map in **Figure 1** and **Figure 2** respectively.



Site Location

FIGURE 1: SITE CONTEXT – AERIAL PHOTO



Site Location

FIGURE 2: SITE CONTEXT – STREET MAP

2 EXISTING TRAFFIC AND PARKING CONDITIONS

2.1 Road Hierarchy

The road network servicing the site has characteristics as described in the following sub-sections.

2.1.1 Telopea Street

- Unclassified LOCAL Road;
- Approximately 9m wide carriageway facilitating two-way traffic flow and kerbside parking on both sides of the road;
- Default 50km/h speed limit;
- Unrestricted kerbside parking permitted along both sides of the road.

2.1.2 Acacia Avenue

- Unclassified COLLECTOR Road;
- Approximately 12m wide two-way carriageway (one lane in each direction) and line-marked kerbside parking lane on both sides of the road;
- Signposted 50km/h speed limit;
- Unrestricted kerbside parking permitted along both sides of the road within the dedicated line-marked parking lane.

2.2 Existing Traffic Management

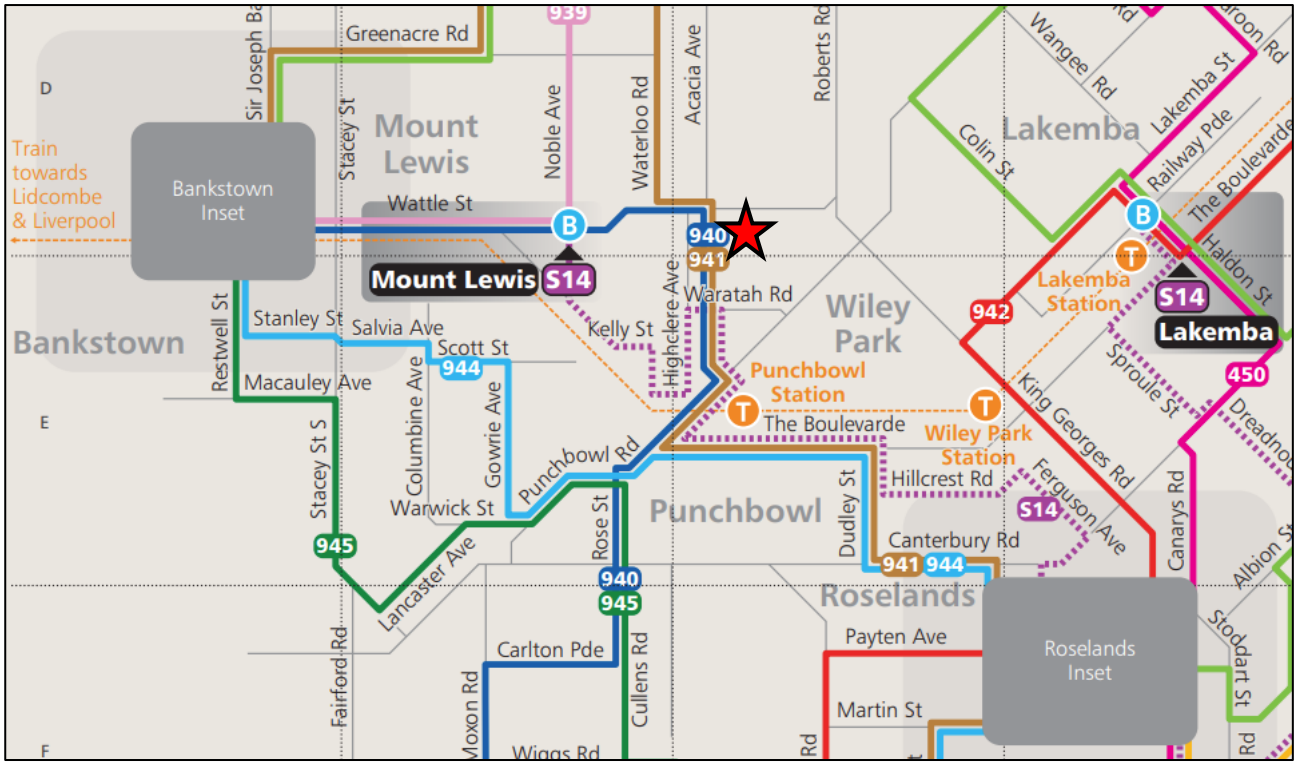
- Priority controlled intersection of Telopea Street / Acacia Avenue;
- Priority controlled intersection of Telopea Street / Koala Road.

2.3 Public Transport

The subject site has access to existing bus stop (ID: 2196139 and ID: 2196137) located approximately 200m walking distance to the west of site on Acacia Avenue. The bus stop services existing bus route 940 (Bankstown to Hurstville via Riverwood) and 941 (Bankstown to Hurstville via Greenacre) provided by Punchbowl Bus Company.

Punchbowl Train Station is located 1,000m walking distance to the south of the subject site, servicing the T3 – Bankstown Line. A train service is provided every 10 – 20 minutes in commuter peak periods and provides direct access between Liverpool and the Sydney CBD.

The location of the site subject to the surrounding public transport network is shown in **Figure 3**.



Site Location

FIGURE 3: PUBLIC TRANSPORT NETWORK MAP

2.4 Future Road and Infrastructure Upgrades

From Canterbury Bankstown Council Development Application tracker and TfNSW projects website, it appears that there are no future planned road or public transport changes that will affect traffic conditions within the immediate vicinity of the subject site.

3 PARKING ASSESSMENT

3.1 Council Parking Requirement

Reference is made to the *Canterbury-Bankstown Development Control Plan 2023* which designates the following parking rates applicable to the proposed development:

> ***Chapter 3 – General Requirements***
>
> *Centre-based child care facilities*
>
> *1 car space per 4 children; and*
>
> *2 additional car spaces for the exclusive use of any associated dwelling.*

Table 1 presents the parking requirements of the proposed modification and the existing approval according to the Council's above car parking rates.

TABLE 1: DCP PARKING RATES

Land Use	Scale	Rate	Spaces Required	Spaces Provided
Existing Approved Development				
Child Care Centre	74 Children	1 per 4 children	19 (18.5)	19 (including 1 space along the site frontage)
Proposed S4.55 Modification				
Child Care Centre	74 Children	1 per 4 children	19 (18.5)	19 (including 1 space along the site frontage)
Difference	**+0 children**	**-**	**+0**	**+0**

As shown, the proposed S4.55 modification results in no change to the parking requirement or parking provision and hence no change to the parking demand from the approved development will result.

3.2 Parking for People with Disabilities

The Canterbury-Bankstown Council DCP 2023 requires the minimum provision of one (1) accessible car parking spaces per 25 spaces for BCA Class 9 buildings. Further, reference is made to *Section D4D6* of the *Building Code of Australia (BCA)* as part of the *National Construction Code 2022* (NCC) which categorises a child care centre as a Class 9b building and therefore requires the provision of accessible car parking at a rate of:

Class 9b	*1 space for every 50 carparking spaces or part thereof.*

In accordance with the BCA and DCP rates, one (**1**) accessible car parking space is to be provided. The proposed car parking layout details the provision of one (**1**) accessible car parking space designed in accordance with *AS2890.6:2022*, complying with BCA and DCP requirements.

3.3 Bicycle & Motorcycle Parking Requirements

The Canterbury-Bankstown Council DCP 2023 requires the provision of one (1) bicycle space per four (4) staff, resulting in a required provision of three (**3**) bicycle parking spaces. The approved development and proposed modification include nil (0) bicycle parking spaces for a total of 12 staff members. Therefore, the proposed modification will not change the anticipated bicycle parking demand above the approved development.

The Canterbury-Bankstown Council DCP 2023 does not provide a rate for motorcycle parking and hence does not require the provision of this facility. In any case the demand for motorcycle parking at a child care centre is considered low as children under the age of eight (8) are not permitted to be a passenger on a motorcycle in accordance with the NSW Road Rules 2014.

3.4 Servicing & Loading

The Canterbury-Bankstown Council DCP 2023 does not specify servicing and loading requirements for child care centre developments. It is expected that all deliveries will be undertaken within the proposed car parking area outside peak drop-off/pick-up times, under a plan of management if necessary. A van (standard B99 design vehicle) or similar can be accommodated within the car parking area, utilising vacant visitor spaces. This is common practice for child care centres and will not noticeably affect operation of the site. It is reiterated that deliveries and other arrivals of similar nature are low in frequency and can be easily managed.

It is expected that site will be serviced by Council's waste collection services from the Telopea Street frontage, similar to existing operations.

3.5 Car Park Design & Compliance

The car parking layout as depicted in **Annexure A,** has been assessed to achieve the relevant clauses and objectives of *AS2890.1:2004* and *AS2890.6:2022*. Any variances from standards are addressed in the following subsections including required changes, if any.

The proposed car parking and vehicular access design achieves the following:

- 6.885m width two-way driveway facilitating access to Telopea Street;
- Pedestrian sight triangle of 2m by 2.5m at the property boundary for the exit lane;
- Minimum 6.6m clear width between walls along ramp:
    - 300mm kerb width on both sides of the ramp.
    - 6000mm wide vehicular access ramp width for two way traffic.
- Compliant ramp grades not exceeding 25% and no grade change greater than 12.5% over a minimum transition length of 2m;
- 5% gradient for the first 4m from the property boundary that provides the same driver sight line upon exit to pedestrians along the footpath compared to 6m @ 5%.
- Minimum 5.8m (for staff car parking) and 6.57m (for visitor car parking) wide parking aisles that both comply with the 5.8m minimum under AS2890.1-2004;
- Minimum 5.4m length, 2.4m width spaces for staff car parking, which complies with the minimum 2.4m width under AS2890.1-2004;
- Minimum 5.4m length, 2.7m width spaces for parent / visitor car parking, which exceeds the 2.6m minimum width under with AS2890.1-2004;
- Minimum 5.4m length, 2.7m width accessible space with adjacent associated 5.4m length, 2.4m width shared space, which meets or exceeds AS2890.1-2004;
- Minimum 1m blind aisle extension to end spaces;
- Minimum 0.3m clearance to high objects from trafficable areas;
- Gradients within parking module not exceeding 5% and not exceeding 2.5% in disabled parking modules;
- Minimum headroom of 2.2m for general circulation and 2.5m headroom clearance provided over disabled and adaptable parking areas.
- Relevant swept path testing is depicted in **Annexure B**.

Typically, child care centre visitor parking spaces are designed as user class 3 (as per AS2890.1:2004) which requires a 5.8m wide aisle and 2.6m wide spaces with a dedicated footpath. Instead, the visitor car parking spaces have been designed as user class 3A spaces which are a higher order parking design generally reserved for shopping centres/supermarkets which allows for greater room within the aisle for pedestrians and vehicle traffic to travel simultaneously within the aisle. The additional width required by user class 3A design provides sufficient room for pedestrians and vehicles to safely share the parking aisle.

Whilst the plans have been assessed to comply with the relevant standards, it is usual and expected that a design certificate be required at the Construction Certificate stage to account for any changes following the development application.

4 TRAFFIC ASSESSMENT

The impact of the expected traffic generation levels associated with the subject modification is discussed in the following sub-sections.

4.1 Traffic Generation

The proposed modification does not propose any additional children; therefore, no additional traffic will be generated above the existing approval. Considering the above, the proposed modification will have no adverse impact on the surrounding road network and does not require further traffic modelling.

5 CONCLUSION

In view of the foregoing, the subject Child Care Centre proposal at 31 Telopea Street, Punchbowl (as depicted in **Annexure A**) is fully supportable in terms of its traffic and parking impacts. The following outcomes of this traffic impact assessment are relevant to note:

(a) The proposal includes the provision of **19** car parking spaces, 18 of which within the proposed basement car park and 1 on-street staff space along the site frontage as per the existing approval.

(b) The approved development and proposed modification include nil (0) bicycle parking spaces for a total of 12 staff members. Therefore, the proposed modification will not change the anticipated bicycle parking demand above the approved development.

(c) The parking areas of the site have been assessed against the relevant sections of *AS2890.1:2004* and *AS2890.6:2022* and have been found to satisfy the objectives of each standard.

(d) The traffic generation of the proposed modification is unchanged from the existing approval.

ANNEXURE A: PROPOSED PLANS
(3 SHEETS)

GLAZING SCHEDULE

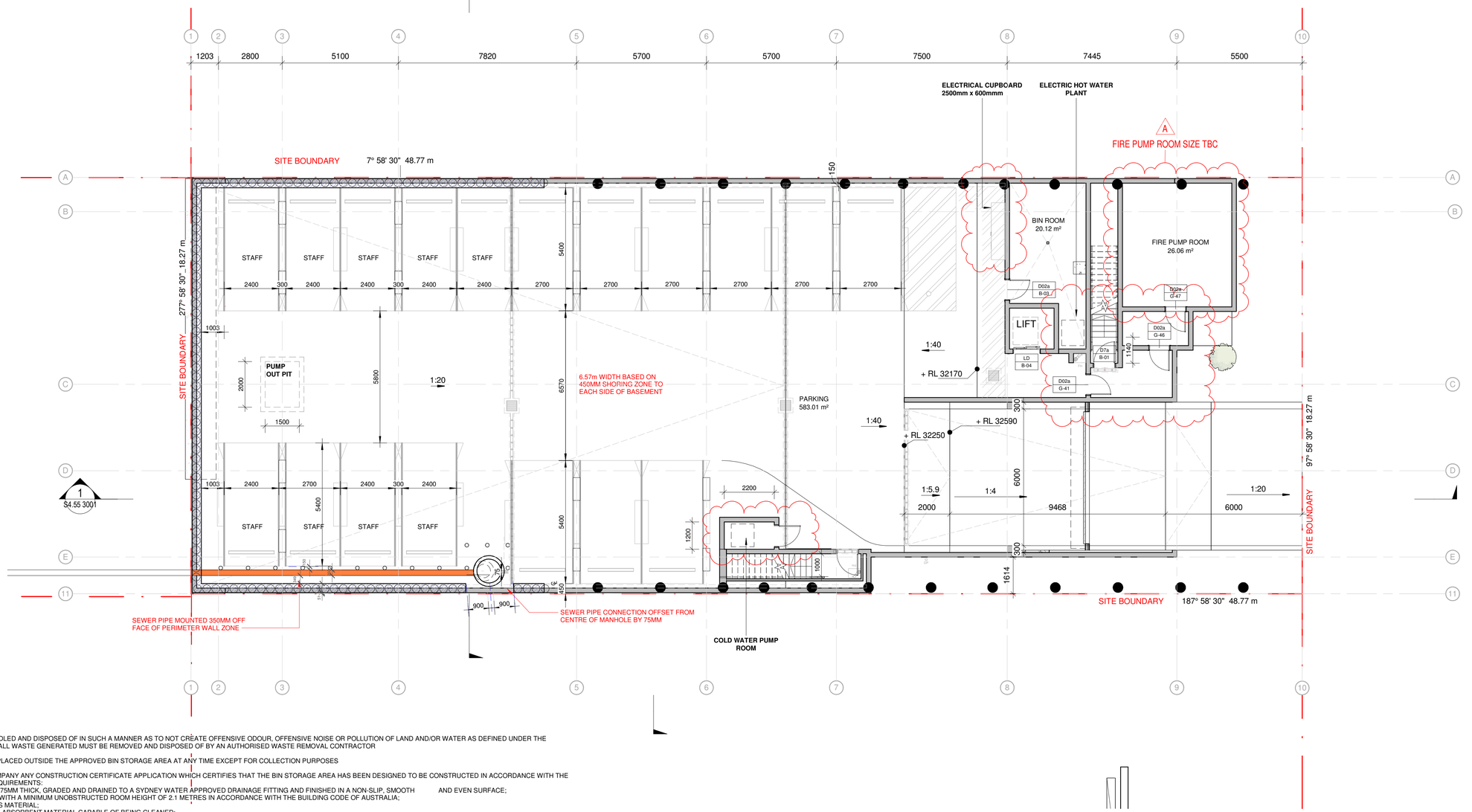
TYPE	MARK	LOCATION LEVEL	OPERABILITY	HEIGHT	WIDTH
FW01	1-01		FIXED FACADE WINDOW		
FW02	1-02		FIXED FACADE WINDOW		
FW03	1-03		FIXED FACADE WINDOW		
FW04	1-04		FIXED FACADE WINDOW		
FW05	1-05		FIXED FACADE WINDOW		
FW06	1-06	LEVEL 01	FIXED WINDOW	1100	1500
SW05	1-07	LEVEL 01	SINGLE HUNG WINDOW	1800	900
FW07	1-08	LEVEL 01	FIXED WINDOW	1100	1200
FW07	1-09	LEVEL 01	FIXED WINDOW	1100	1200
SD01	1-10	LEVEL 01	2 PANEL SLIDING DOOR	2400	1540
SD02	1-11	LEVEL 01	3 PANEL CENTRE SLIDING DOOR	2700	3000
SD03	1-12	LEVEL 01	3 PANEL CENTRE SLIDING DOOR	2400	4050
AW02	1-13	LEVEL 01	SINGLE AWNING WINDOW	1950	850
AW02	1-14	LEVEL 01	SINGLE AWNING WINDOW	1950	850
AW02	1-15	LEVEL 01	SINGLE AWNING WINDOW	1950	850
AW02	1-16	LEVEL 01	SINGLE AWNING WINDOW	1950	850
AW02	1-17	LEVEL 01	SINGLE AWNING WINDOW	1950	850
SD03	1-18	LEVEL 01	3 PANEL CENTRE SLIDING DOOR	2400	4050
SD01	1-19	LEVEL 01	2 PANEL SLIDING DOOR	2400	1540

GLAZING SCHEDULE

TYPE	MARK	LOCATION LEVEL	OPERABILITY	HEIGHT	WIDTH
SD07	1-20	LEVEL 01	3 PANEL CENTRE SLIDING DOOR	2700	2900
SD03	1-21	LEVEL 01	3 PANEL CENTRE SLIDING DOOR	2400	4050
FW08	1-22	LEVEL 01	FIXED WINDOW	1100	1180
SW06	1-23	LEVEL 01	SIDE SLIDING WITH CENTRE FIXED WINDOW	900	4010
AW01	1-24	LEVEL 01	SINGLE AWNING WINDOW	1800	900
FW10	B-01	BASEMENT	FIXED WINDOW	1400	1545
FW06	B-02	BASEMENT	FIXED WINDOW	1100	1500
FW07	B-03	BASEMENT	FIXED WINDOW	1100	1200
FW08	B-04	BASEMENT	FIXED WINDOW	1100	1180
FW11	B-05	BASEMENT	FIXED MULTI PANEL WINDOW	920	5020
FW12	B-06	BASEMENT	FIXED MULTI PANEL WINDOW	920	2720
SD04	G-01	GROUND FLOOR	2 PANEL SLIDING DOOR	2470	2850
SW01	G-02	GROUND FLOOR	2 PANEL SLIDING WINDOW	1800	850
SW02	G-03	GROUND FLOOR	2 PANEL SLIDING WINDOW	1650	1600
AW03	G-04	GROUND FLOOR	SINGLE AWNING WINDOW	1100	850
SD04	G-05	GROUND FLOOR	2 PANEL SLIDING DOOR	2470	2850
SD05	G-06	GROUND FLOOR	2 PANEL SLIDING DOOR	2100	2100
HD01	G-07	GROUND FLOOR	HINGED SINGLE DOOR	2250	970
SD05	G-08	GROUND FLOOR	2 PANEL SLIDING DOOR	2100	2100

GLAZING SCHEDULE

TYPE	MARK	LOCATION LEVEL	OPERABILITY	HEIGHT	WIDTH
SD06	G-09	GROUND FLOOR	2 PANEL SLIDING DOOR	2700	1540
SD03	G-10	GROUND FLOOR	3 PANEL CENTRE SLIDING DOOR	2400	4050
SW01	G-11	GROUND FLOOR	2 PANEL SLIDING WINDOW	1800	850
FW13	G-12	GROUND FLOOR	FIXED MULTI PANEL WINDOW	1420	1820
AW04	G-13	GROUND FLOOR	SINGLE AWNING WINDOW	2400	900
AW05	G-14	GROUND FLOOR	SINGLE AWNING WINDOW	1500	750
AW01	G-15	GROUND FLOOR	SINGLE AWNING WINDOW	1800	900
AW03	G-16	GROUND FLOOR	SINGLE AWNING WINDOW	1100	850
AW06	G-17	GROUND FLOOR	SINGLE AWNING WINDOW	1650	1200
SW01	G-18	GROUND FLOOR	2 PANEL SLIDING WINDOW	1800	850
SD02	G-19	GROUND FLOOR	3 PANEL CENTRE SLIDING DOOR	2700	3000
SW04	G-20	GROUND FLOOR	2 PANEL SLIDING WINDOW	1100	1600
AW02	G-21	GROUND FLOOR	SINGLE AWNING WINDOW	1950	850
FW14	G-22	GROUND FLOOR	FIXED WINDOW	1800	600
FW14	G-23	GROUND FLOOR	FIXED WINDOW	1800	600
FW14	G-24	GROUND FLOOR	FIXED WINDOW	1800	600
LD01	G-25	GROUND FLOOR	LOUVRE SINGLE PANEL	1300	700
LD01	G-26	GROUND FLOOR	LOUVRE SINGLE PANEL	1300	700
SW03	G-27	GROUND FLOOR	FIXED WINDOW	1100	400
SKY01	S-01		FIXED SKYLIGHT		
SKY02	S-02		FIXED SKYLIGHT		
SKY03	S-03		FIXED SKYLIGHT		
SKY04	S-04		FIXED SKYLIGHT		



BASEMENT PLAN NOTES:

ALL WASTE GENERATED ON THE SITE IS TO BE STORED, HANDLED AND DISPOSED OF IN SUCH A MANNER AS TO NOT CREATE OFFENSIVE ODOUR, OFFENSIVE NOISE OR POLLUTION OF LAND AND/OR WATER AS DEFINED UNDER THE PROTECTION OF THE ENVIRONMENT OPERATIONS ACT 1997. ALL WASTE GENERATED MUST BE REMOVED AND DISPOSED OF BY AN AUTHORISED WASTE REMOVAL CONTRACTOR

NO WASTE STORAGE CONTAINERS ARE TO BE LOCATED OR PLACED OUTSIDE THE APPROVED BIN STORAGE AREA AT ANY TIME EXCEPT FOR COLLECTION PURPOSES

A DESIGN CERTIFICATE AND DETAILED PLANS ARE TO ACCOMPANY ANY CONSTRUCTION CERTIFICATE APPLICATION WHICH CERTIFIES THAT THE BIN STORAGE AREA HAS BEEN DESIGNED TO BE CONSTRUCTED IN ACCORDANCE WITH THE GUIDE INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING REQUIREMENTS:

A) FLOORS CONSTRUCTED OF CONCRETE AT LEAST 75MM THICK, GRADED AND DRAINED TO A SYDNEY WATER APPROVED DRAINAGE FITTING AND FINISHED IN A NON-SLIP, SMOOTH AND EVEN SURFACE;
B) THE AREA IS INTEGRATED WITHIN THE BUILDING, WITH A MINIMUM UNOBSTRUCTED ROOM HEIGHT OF 2.1 METRES IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA;
C) WALLS ARE CONSTRUCTED OF SOLID IMPERVIOUS MATERIAL;
D) CEILING IS FINISHED WITH A SMOOTH FACED NON-ABSORBENT MATERIAL CAPABLE OF BEING CLEANED;
E) WALLS, CEILING AND FLOORS ARE FINISHED IN A LIGHT COLOUR;
F) THE AREA IS PROVIDED WITH AN ADEQUATE SUPPLY OF HOT AND COLD WATER MIXED THROUGH A CENTRALISED MIXING VALVE WITH HOSE COCK;
G) THE AREA IS CONSTRUCTED WITH A SELF-CLOSING DOOR OPENABLE FROM THE INSIDE;
H) THE AREA IS CONSTRUCTED TO PREVENT THE ENTRY OF BIRDS AND VERMIN;
I) THE AREA IS PROVIDED WITH ADEQUATE LIGHT AND VENTILATION WITH THE LIGHT SOURCE ABLE TO BE CONTROLLED THROUGH LIGHT SWITCHES LOCATED FROM BOTH THE OUTSIDE AND INSIDE;
J) ALL DOORWAYS ARE A MINIMUM 2 METRES WIDE;
K) THE AREA IS DESIGNED TO STORE AND ALLOW FOR THE CONVENIENT MANOEUVRING OF THE REQUIRED ALLOCATION OF BINS.

PRELIMINARY
NOT FOR CONSTRUCTION

Document Notes
Verify all dimensions on site before commencing work. Report all discrepancies to the architect prior to construction. Place Studio shall not be held responsible for any variations to specifications or drawings due to any discrepancies without consultation. Use figured dimensions in preference to scaled dimensions. Drawings made to larger scales and those showing particular parts of the works take precedence over drawings made to smaller scales or for general purposes. All work is to conform to relevant Australian Standards and Codes together with all Authorities' requirements and Regulations.

26/09/2024 5:11:11 PM

REVISION:

REV	DATE	DESCRIPTION	APP
A	21/06/2024	S4.55 DRAFT	AL
B	09/07/2024	S4.55 DRAFT	AL
C	05/09/2024	S4.55 DRAFT	AL

LEGEND:

SCALE: 1 : 100 @ A1

PROJECT:
#2021013
PUNCHBOWL CHILDCARE
31 Telopea St, Punchbowl

CLIENT: TONY GEAGEA

DRAWING TITLE:
GA_BASEMENT 01

SHEET NUMBER: **S4.55 0200**
REV: **C**
DATE: 05/09/2024

ARCHITECT:
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PLACE STUDIO AU PTY LTD |
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GLAZING SCHEDULE

TYPE	MARK	LOCATION LEVEL	OPERABILITY	HEIGHT	WIDTH
FW01	1-01		FIXED FACADE WINDOW		
FW02	1-02		FIXED FACADE WINDOW		
FW03	1-03		FIXED FACADE WINDOW		
FW04	1-04		FIXED FACADE WINDOW		
FW05	1-05		FIXED FACADE WINDOW		
FW06	1-06	LEVEL 01	FIXED WINDOW	1100	1500
SW05	1-07	LEVEL 01	SINGLE HUNG WINDOW	1800	900
FW07	1-08	LEVEL 01	FIXED WINDOW	1100	1200
FW07	1-09	LEVEL 01	FIXED WINDOW	1100	1200
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SD02	1-11	LEVEL 01	3 PANEL CENTRE SLIDING DOOR	2700	3000
SD03	1-12	LEVEL 01	3 PANEL CENTRE SLIDING DOOR	2400	4050
AW02	1-13	LEVEL 01	SINGLE AWNING WINDOW	1950	850
AW02	1-14	LEVEL 01	SINGLE AWNING WINDOW	1950	850
AW02	1-15	LEVEL 01	SINGLE AWNING WINDOW	1950	850
AW02	1-16	LEVEL 01	SINGLE AWNING WINDOW	1950	850
AW02	1-17	LEVEL 01	SINGLE AWNING WINDOW	1950	850
SD03	1-18	LEVEL 01	3 PANEL CENTRE SLIDING DOOR	2400	4050
SD01	1-19	LEVEL 01	2 PANEL SLIDING DOOR	2400	1540

GLAZING SCHEDULE

TYPE	MARK	LOCATION LEVEL	OPERABILITY	HEIGHT	WIDTH
SD07	1-20	LEVEL 01	3 PANEL CENTRE SLIDING DOOR	2700	2900
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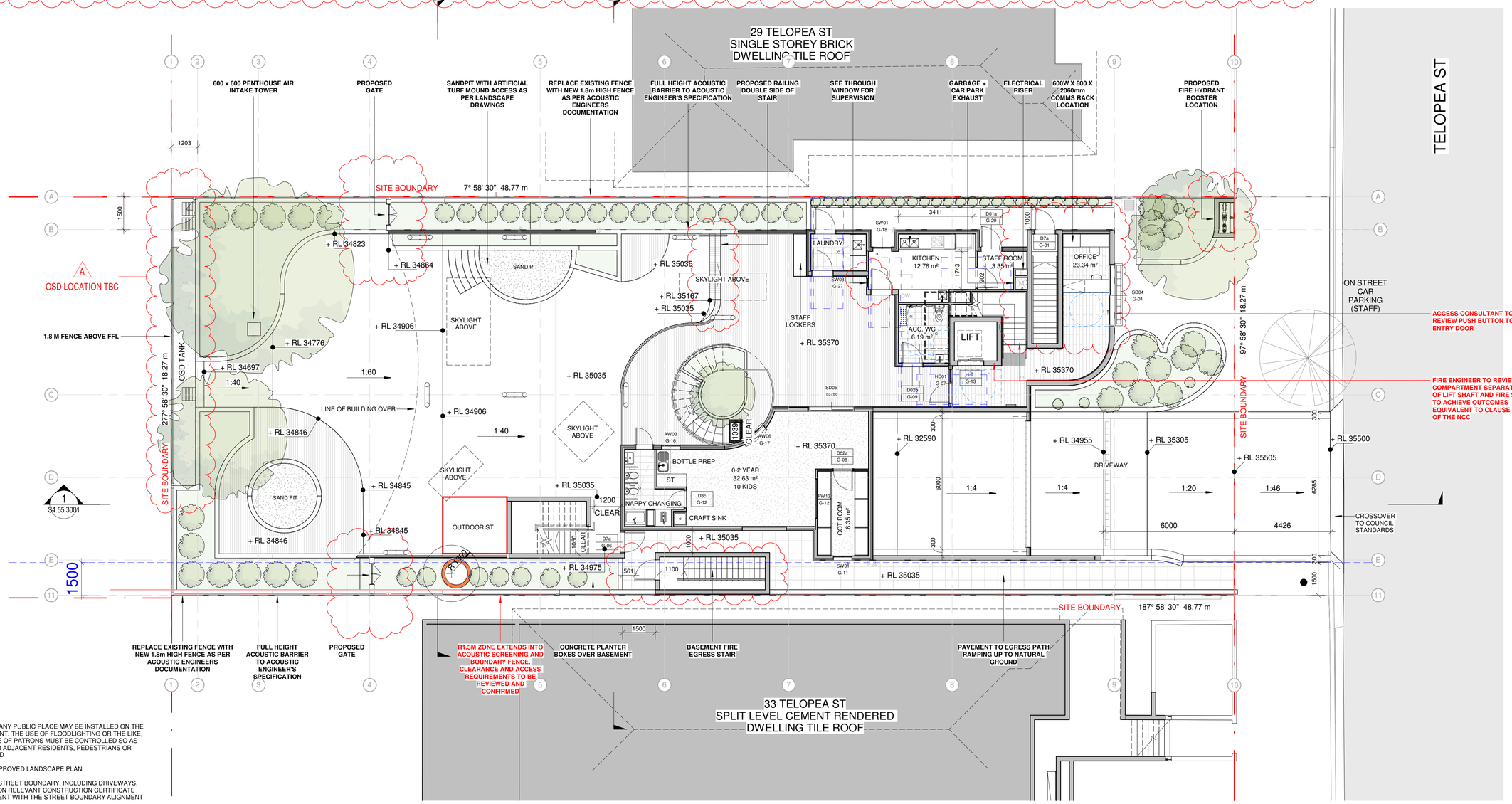
AW01	1-24	LEVEL 01	SINGLE AWNING WINDOW	1800	900
FW10	B-01	BASEMENT	FIXED WINDOW	1400	1545
FW06	B-02	BASEMENT	FIXED WINDOW	1100	1500
FW07	B-03	BASEMENT	FIXED WINDOW	1100	1200
FW08	B-04	BASEMENT	FIXED WINDOW	1100	1180
FW11	B-05	BASEMENT	FIXED MULTI PANEL WINDOW	920	5020
FW12	B-06	BASEMENT	FIXED MULTI PANEL WINDOW	920	2720
SD04	G-01	GROUND FLOOR	2 PANEL SLIDING DOOR	2470	2850
SW01	G-02	GROUND FLOOR	2 PANEL SLIDING WINDOW	1800	850
SW02	G-03	GROUND FLOOR	2 PANEL SLIDING WINDOW	1650	1600
AW03	G-04	GROUND FLOOR	SINGLE AWNING WINDOW	1100	850
SD04	G-05	GROUND FLOOR	2 PANEL SLIDING DOOR	2470	2850
SD05	G-06	GROUND FLOOR	2 PANEL SLIDING DOOR	2100	2100
HD01	G-07	GROUND FLOOR	HINGED SINGLE DOOR	2250	970
SD05	G-08	GROUND FLOOR	2 PANEL SLIDING DOOR	2100	2100

GLAZING SCHEDULE

TYPE	MARK	LOCATION LEVEL	OPERABILITY	HEIGHT	WIDTH
SD06	G-09	GROUND FLOOR	2 PANEL SLIDING DOOR	2700	1540
SD03	G-10	GROUND FLOOR	3 PANEL CENTRE SLIDING DOOR	2400	4050
SW01	G-11	GROUND FLOOR	2 PANEL SLIDING WINDOW	1800	850
FW13	G-12	GROUND FLOOR	FIXED MULTI PANEL WINDOW	1420	1820
AW04	G-13	GROUND FLOOR	SINGLE AWNING WINDOW	2400	900
AW05	G-14	GROUND FLOOR	SINGLE AWNING WINDOW	1500	750
AW01	G-15	GROUND FLOOR	SINGLE AWNING WINDOW	1800	900
AW03	G-16	GROUND FLOOR	SINGLE AWNING WINDOW	1100	850
AW06	G-17	GROUND FLOOR	SINGLE AWNING WINDOW	1650	1200
SW01	G-18	GROUND FLOOR	2 PANEL SLIDING WINDOW	1800	850
SD02	G-19	GROUND FLOOR	3 PANEL CENTRE SLIDING DOOR	2700	3000
SW04	G-20	GROUND FLOOR	2 PANEL SLIDING WINDOW	1100	1600
AW02	G-21	GROUND FLOOR	SINGLE AWNING WINDOW	1950	850
FW14	G-22	GROUND FLOOR	FIXED WINDOW	1800	600
FW14	G-23	GROUND FLOOR	FIXED WINDOW	1800	600
FW14	G-24	GROUND FLOOR	FIXED WINDOW	1800	600
LD01	G-25	GROUND FLOOR	LOUVRE SINGLE PANEL	1300	700
LD01	G-26	GROUND FLOOR	LOUVRE SINGLE PANEL	1300	700
SW03	G-27	GROUND FLOOR	FIXED WINDOW	1100	400
SKY01	S-01		FIXED SKYLIGHT		
SKY02	S-02		FIXED SKYLIGHT		
SKY03	S-03		FIXED SKYLIGHT		
SKY04	S-04		FIXED SKYLIGHT		



FLOOR PLAN NOTES:

NO FLASHING, MOVING OR INTERMITTENT LIGHTING, VISIBLE FROM ANY PUBLIC PLACE MAY BE INSTALLED ON THE PREMISES OR EXTERNAL SIGN ASSOCIATED WITH THE DEVELOPMENT. THE USE OF FLOODLIGHTING OR THE LIKE, TO ADVERTISE OR ATTRACT ATTENTION OR FOR THE CONVENIENCE OF PATRONS MUST BE CONTROLLED SO AS NOT TO CAUSE ANY DISTRACTION OR DISTURBANCE TO NEARBY OR ADJACENT RESIDENTS, PEDESTRIANS OR MOTORISTS. THE USE OF FLASHING LIGHTS IS STRICTLY PROHIBITED

LANDSCAPING SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED LANDSCAPE PLAN

FINISHED SURFACE LEVELS OF ALL INTERNAL WORKS AND AT THE STREET BOUNDARY, INCLUDING DRIVEWAYS, LANDSCAPING AND DRAINAGE STRUCTURES, MUST BE AS SHOWN ON RELEVANT CONSTRUCTION CERTIFICATE PLANS. THE LEVELS AT THE STREET BOUNDARY MUST BE CONSISTENT WITH THE STREET BOUNDARY ALIGNMENT LEVELS ISSUED BY COUNCIL.

PRELIMINARY
NOT FOR CONSTRUCTION

GA_GROUND FLOOR S4.55

1 : 100

Document Notes
Verify all dimensions on site before commencing work. Report all discrepancies to the architect prior to construction. Place Studio shall not be held responsible for any variations to specifications or drawings due to any discrepancies without consultation. Use figured dimensions in preference to scaled dimensions. Drawings made to larger scales and those showing particular parts of the works take precedence over drawings made to smaller scales or for general purposes. All work is to conform to relevant Australian Standards and Codes together with all Authorities' requirements and Regulations.

26/09/2024 5:11:33 PM

REVISION:

REV	DATE	DESCRIPTION	APP
A	21/06/2024	S4.55 DRAFT	AL
B	09/07/2024	S4.55 DRAFT	AL
C	05/09/2024	S4.55 DRAFT	AL
D	17/09/2024	S4.55 DRAFT	AL
E	26/09/2024	S4.55 DRAFT	AL

LEGEND:

SCALE: 1 : 100 @ A1

PROJECT:
#2021013
PUNCHBOWL CHILDCARE
31 Telopea St, Punchbowl

CLIENT: TONY GEAGEA

DRAWING TITLE:
GA_GROUND FLOOR

SHEET NUMBER: **S4.55 0201**
REV: **E**
DATE: 26/09/2024

ARCHITECT:
PLACE STUDIO
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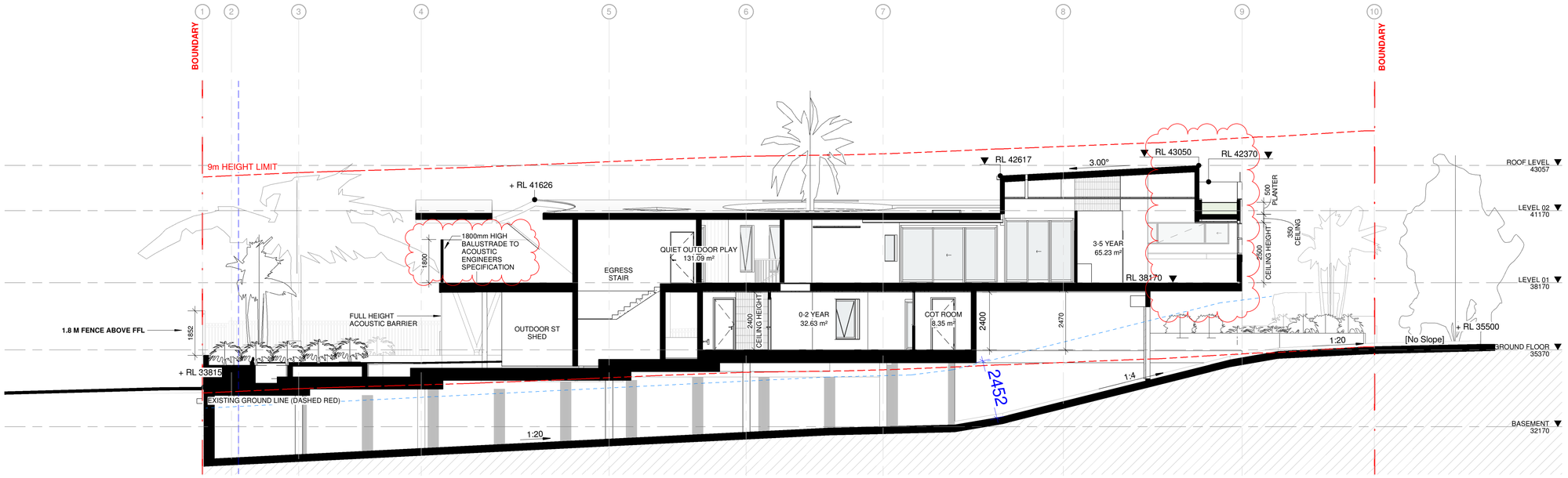

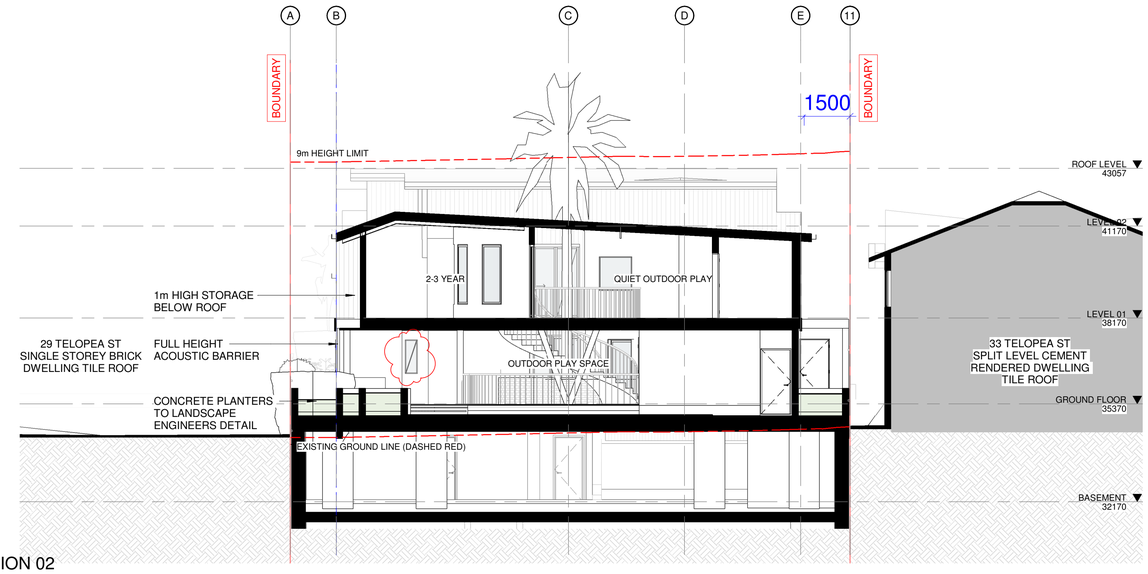

SECTION 02

1 : 100

PRELIMINARY
NOT FOR CONSTRUCTION

Document Notes

Verify all dimensions on site before commencing work. Report all discrepancies to the architect prior to construction. Place Studio shall not be held responsible for any variations to specifications or drawings due to any discrepancies without consultation. Use figured dimensions in preference to scaled dimensions. Drawings made to larger scales and those showing particular parts of the works take precedence over drawings made to smaller scales or for general purposes. All work is to conform to relevant Australian Standards and Codes together with all Authorities' requirements and Regulations.

26/09/2024 5:12:38 PM

REVISION:

REV	DATE	DESCRIPTION	APP
A	21/06/2024	S4.55 DRAFT	AL
B	05/09/2024	S4.55 DRAFT	AL
C	26/09/2024	S4.55 DRAFT	AL

LEGEND:

0 4m
1:100

SCALE: 1 : 100 @ A1

PROJECT:
#2021013
PUNCHBOWL CHILDCARE
31 Telopea St, Punchbowl

CLIENT: TONY GEAGEA

DRAWING TITLE:
SECTION 01 & 02

SHEET NUMBER:
S4.55 3001

REV:
C

DATE: 26/09/2024

ARCHITECT:
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PLACE STUDIO AU PTY LTD |
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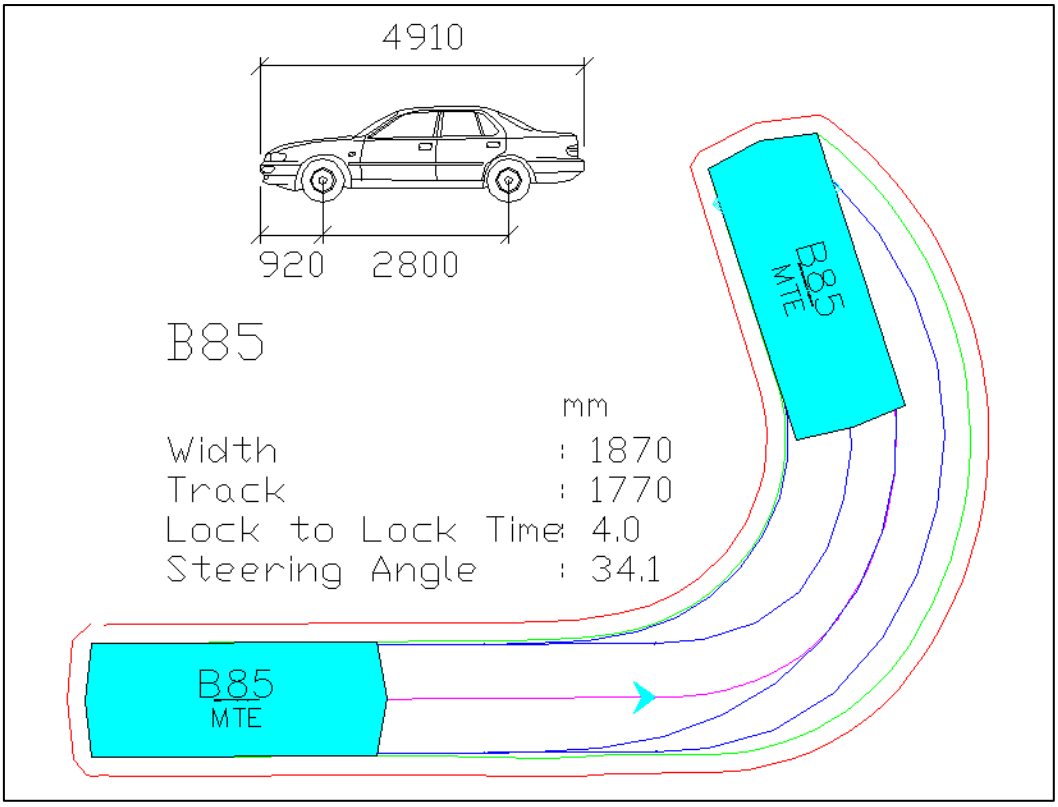
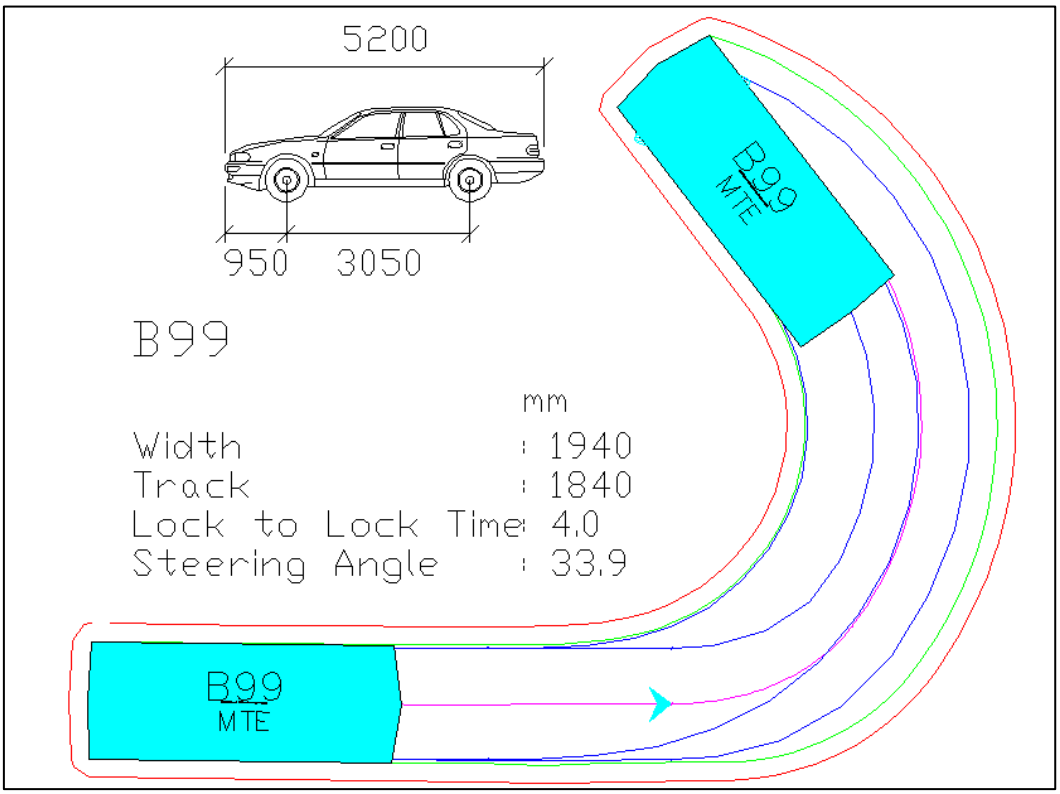
W | www.PlaceStudio.com.au E | Studio@PlaceStudio.com.au

ANNEXURE B: SWEPTH PATH TESTING
(6 SHEETS)



AUSTRALIAN STANDARD 85TH PERCENTILE SIZE VEHICLE (B85)



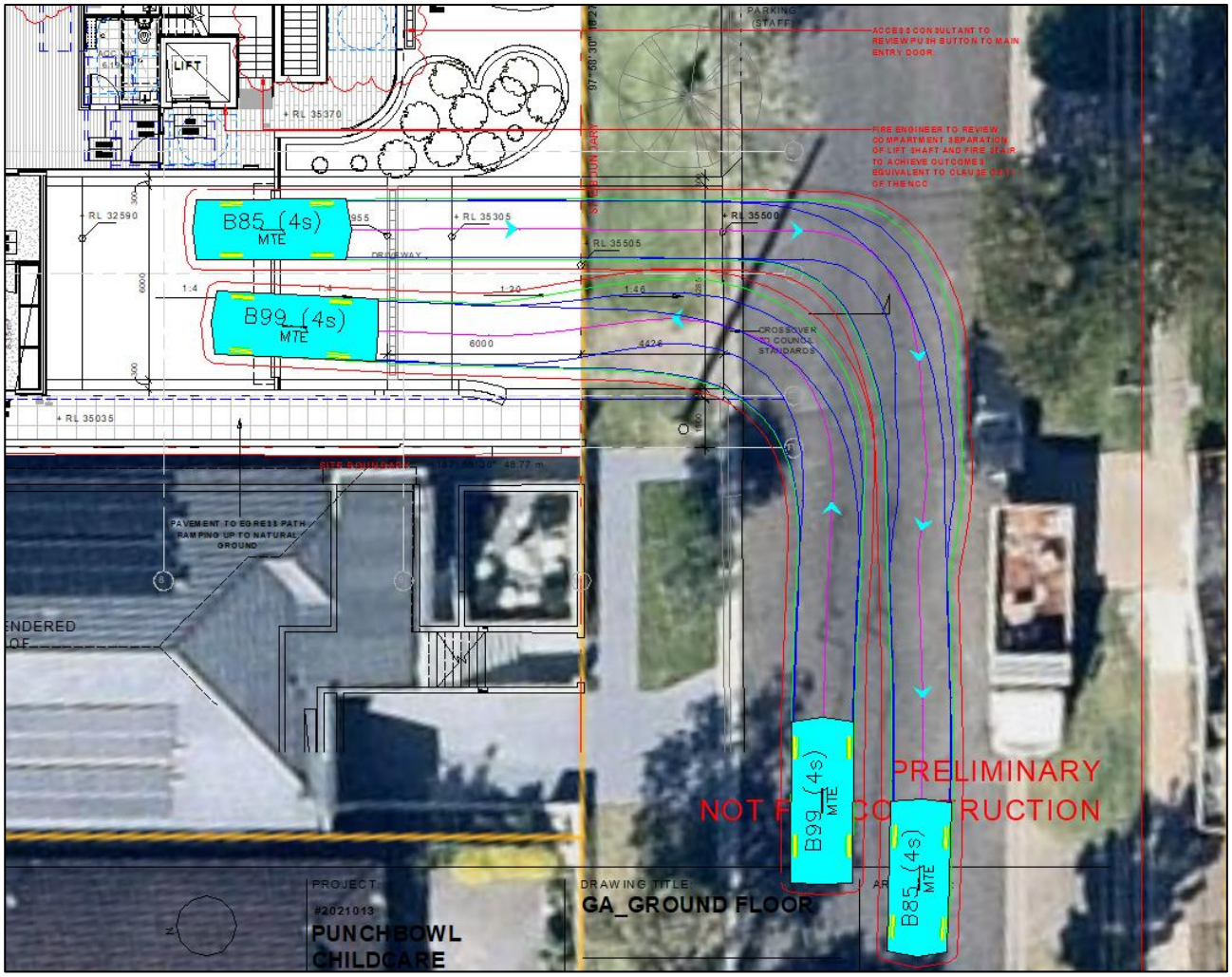
AUSTRALIAN STANDARD 99.8TH PERCENTILE SIZE VEHICLE (B99)

Blue – Tyre Path

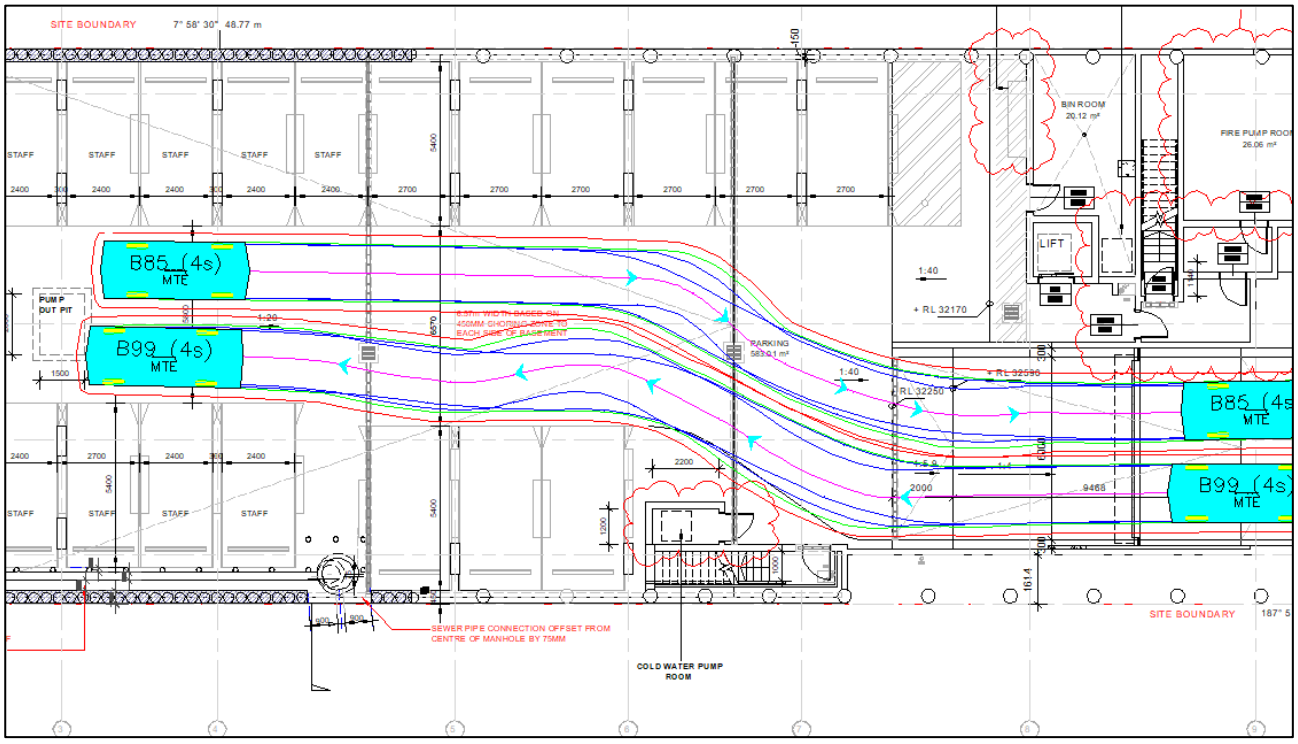
Green – Vehicle Body

Red – 300mm Clearance

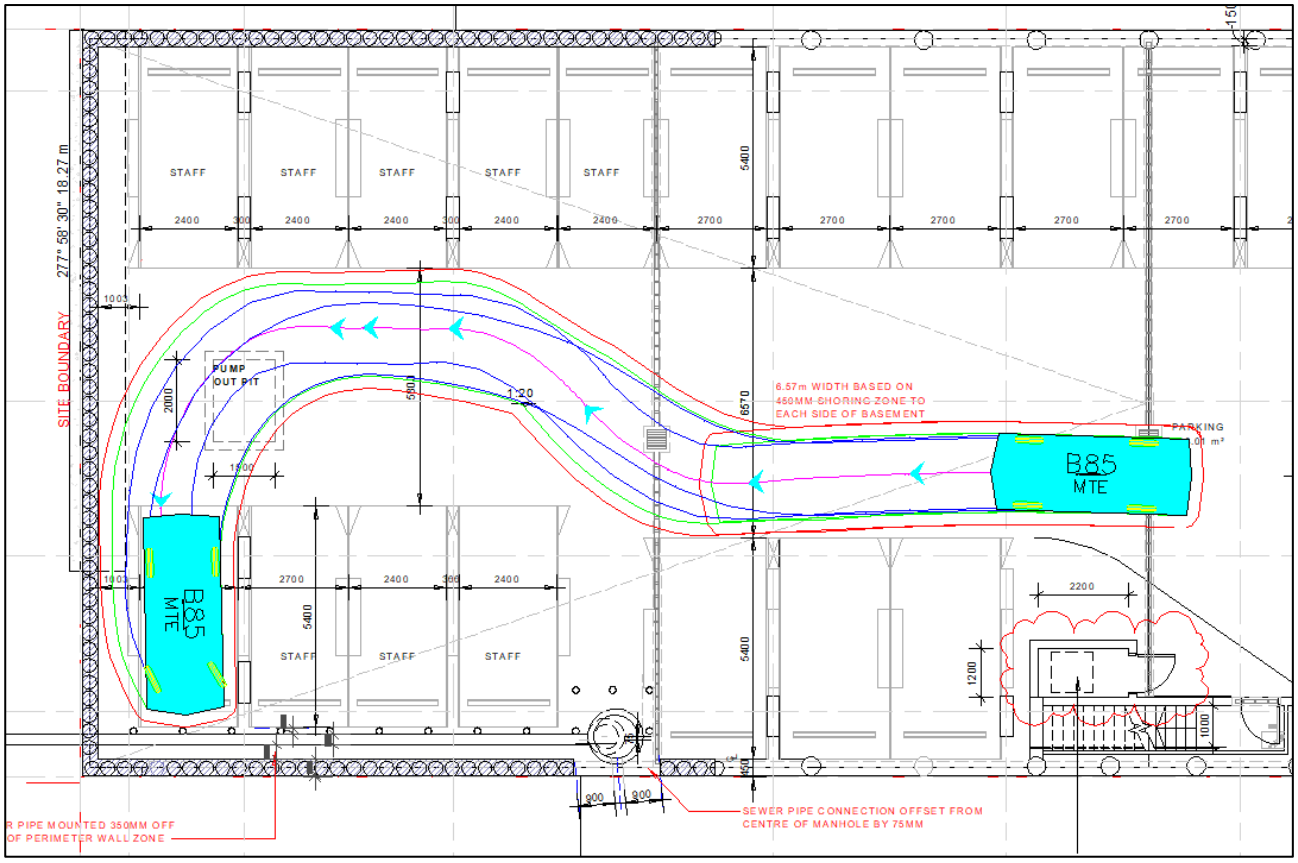
All tests performed at 10km/h on public roads and 5km/h internally.



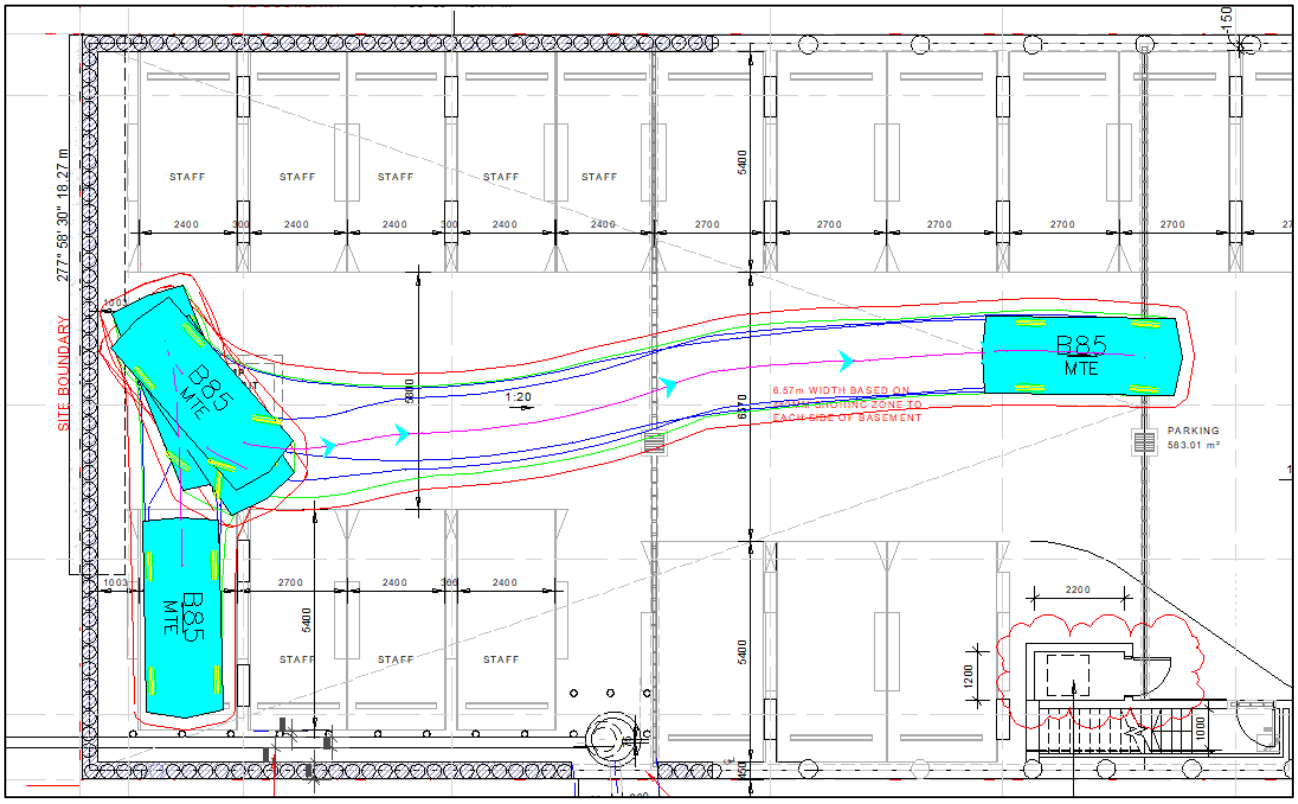
SUCCESSFUL – Driveway Passing (B85 passing B99)



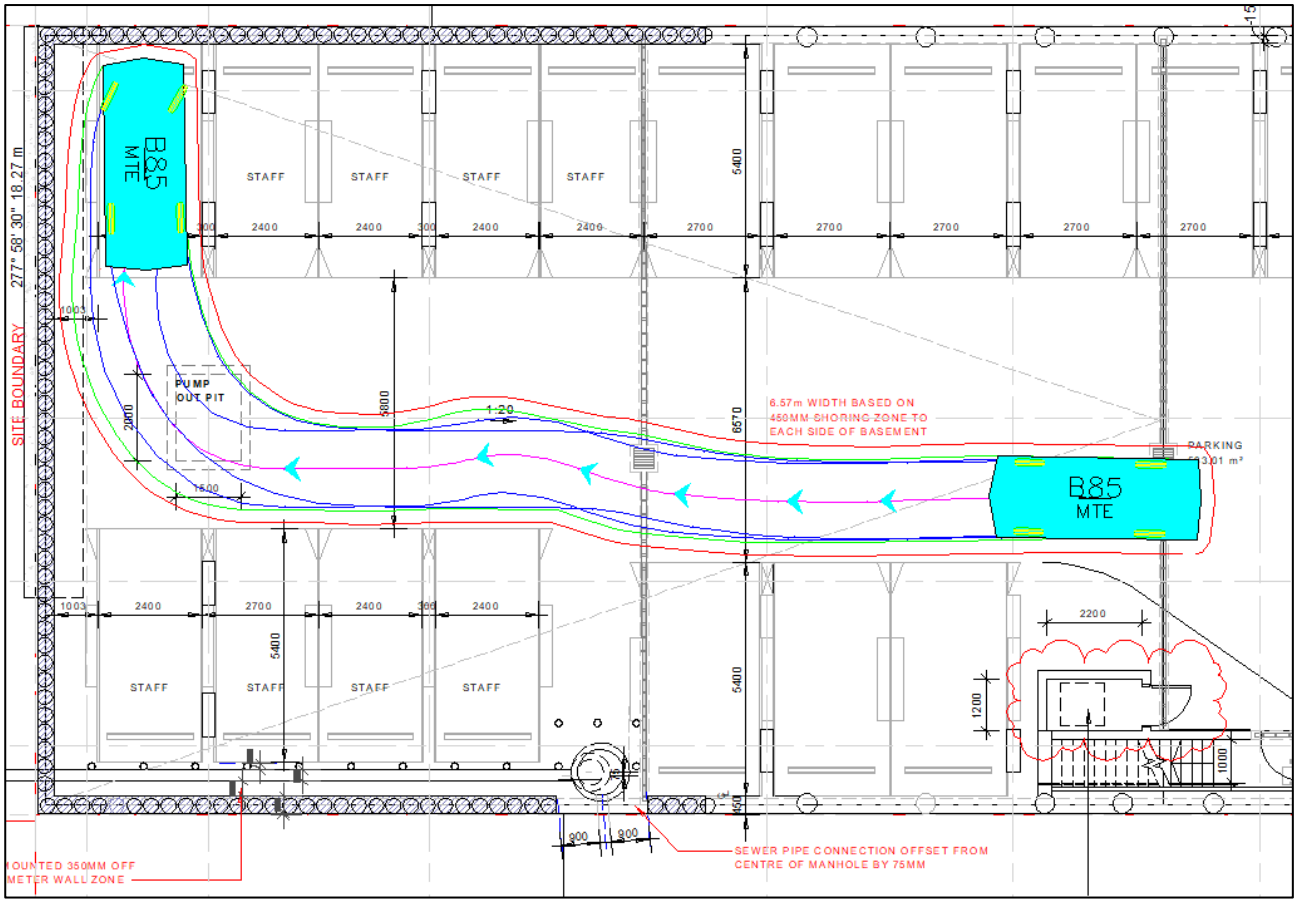
SUCCESSFUL – Internal Circulation Passing (B85 passing B99)



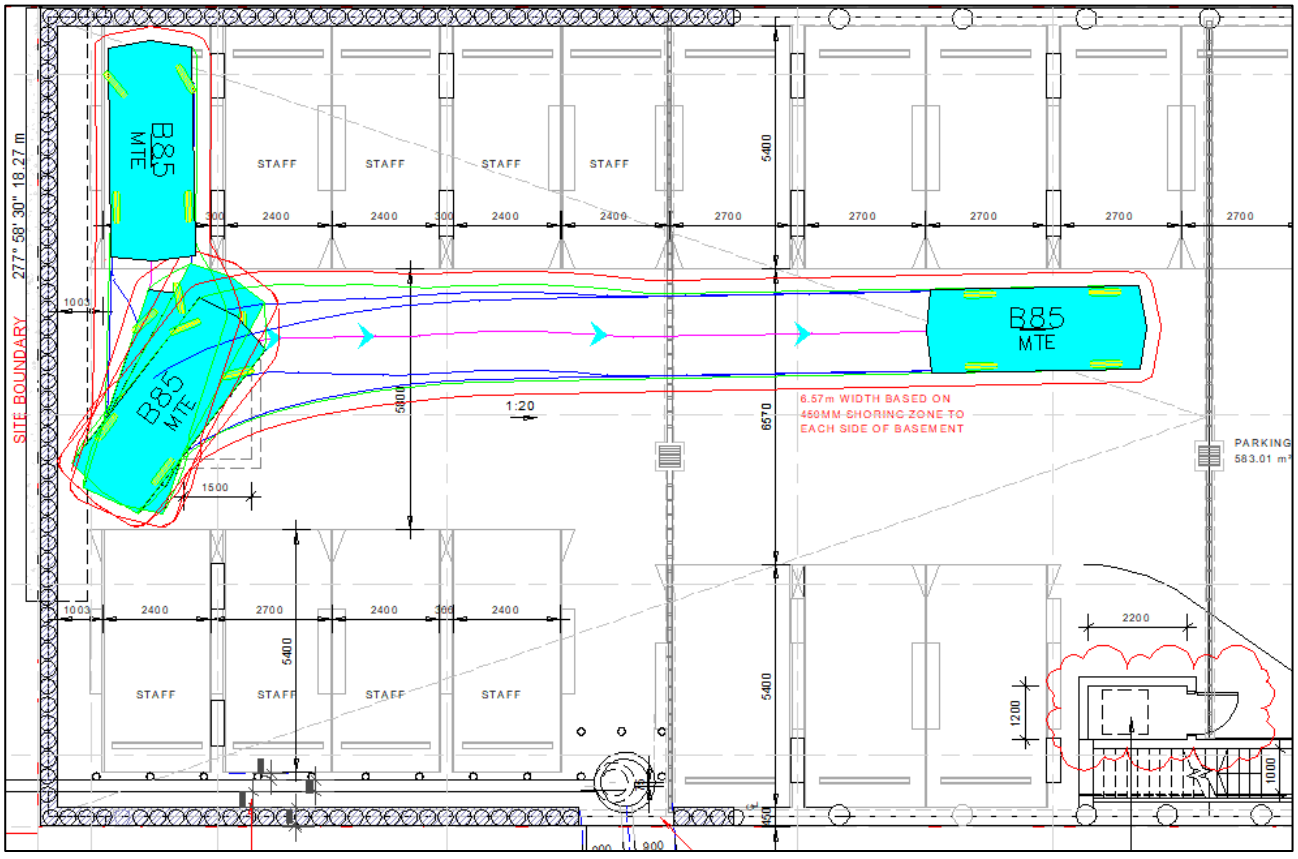
SUCCESSFUL – Lower Blind Aisle Space Entry (1 Manoeuvre)



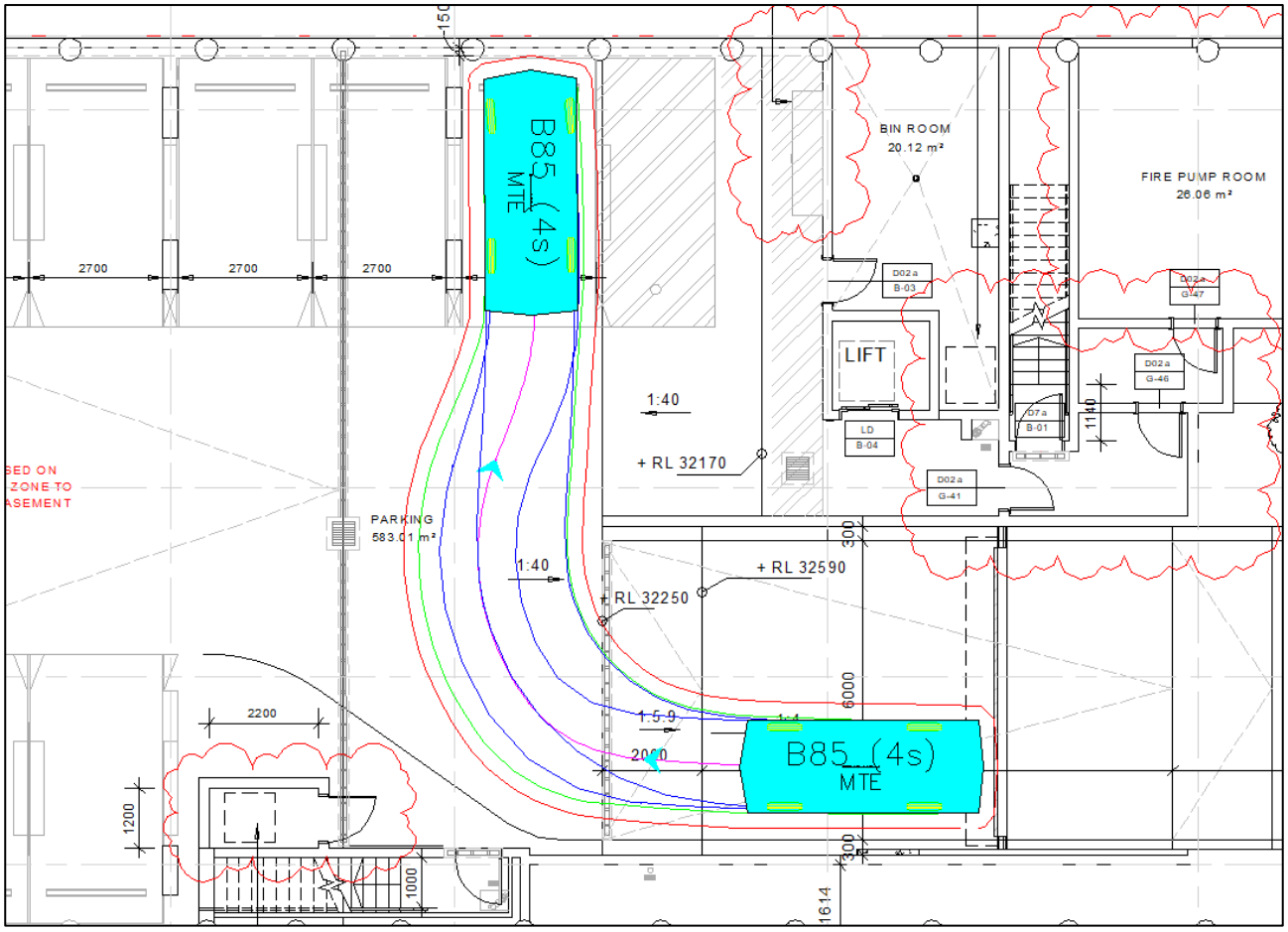
SUCCESSFUL – Lower Blind Aisle Space Exit (4 Manoeuvres)



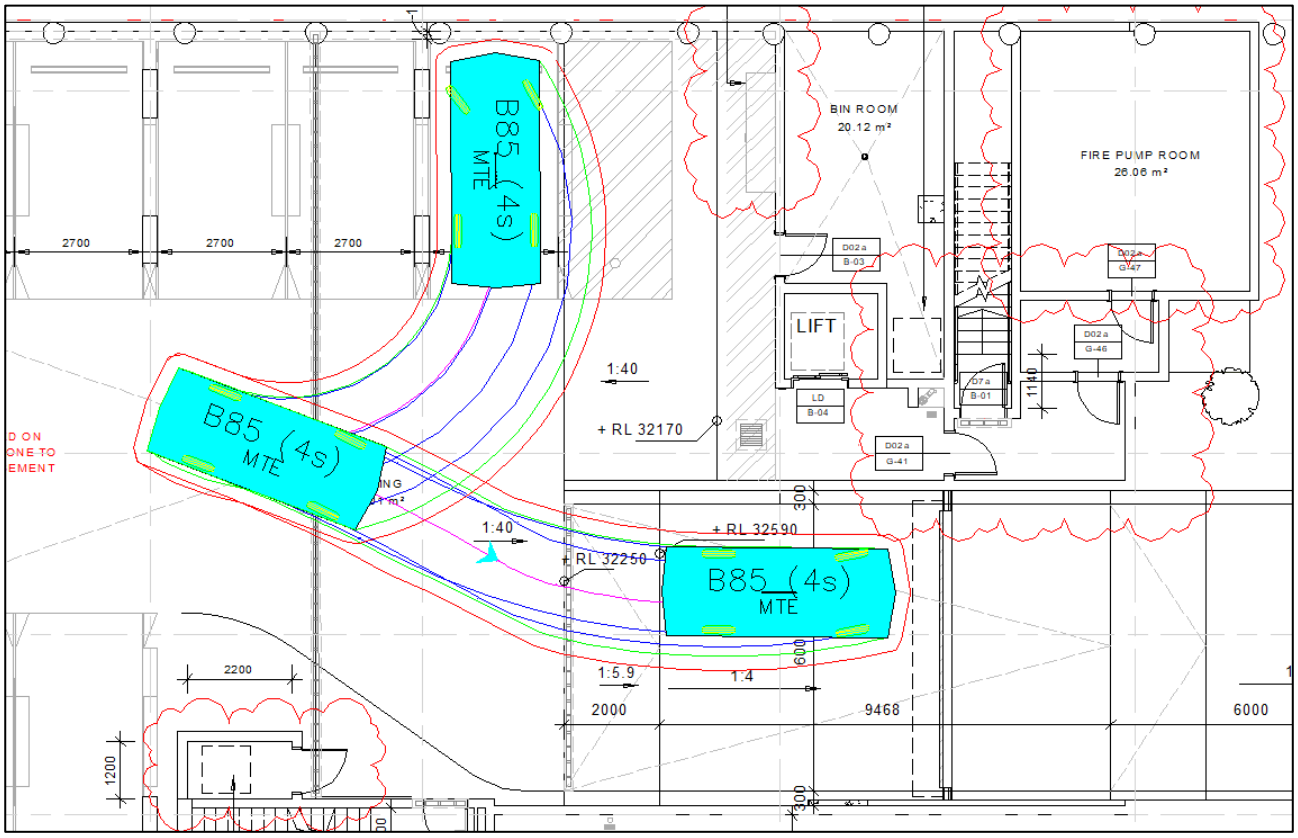
SUCCESSFUL – Upper Blind Aisle Space Entry (1 Manoeuvre)



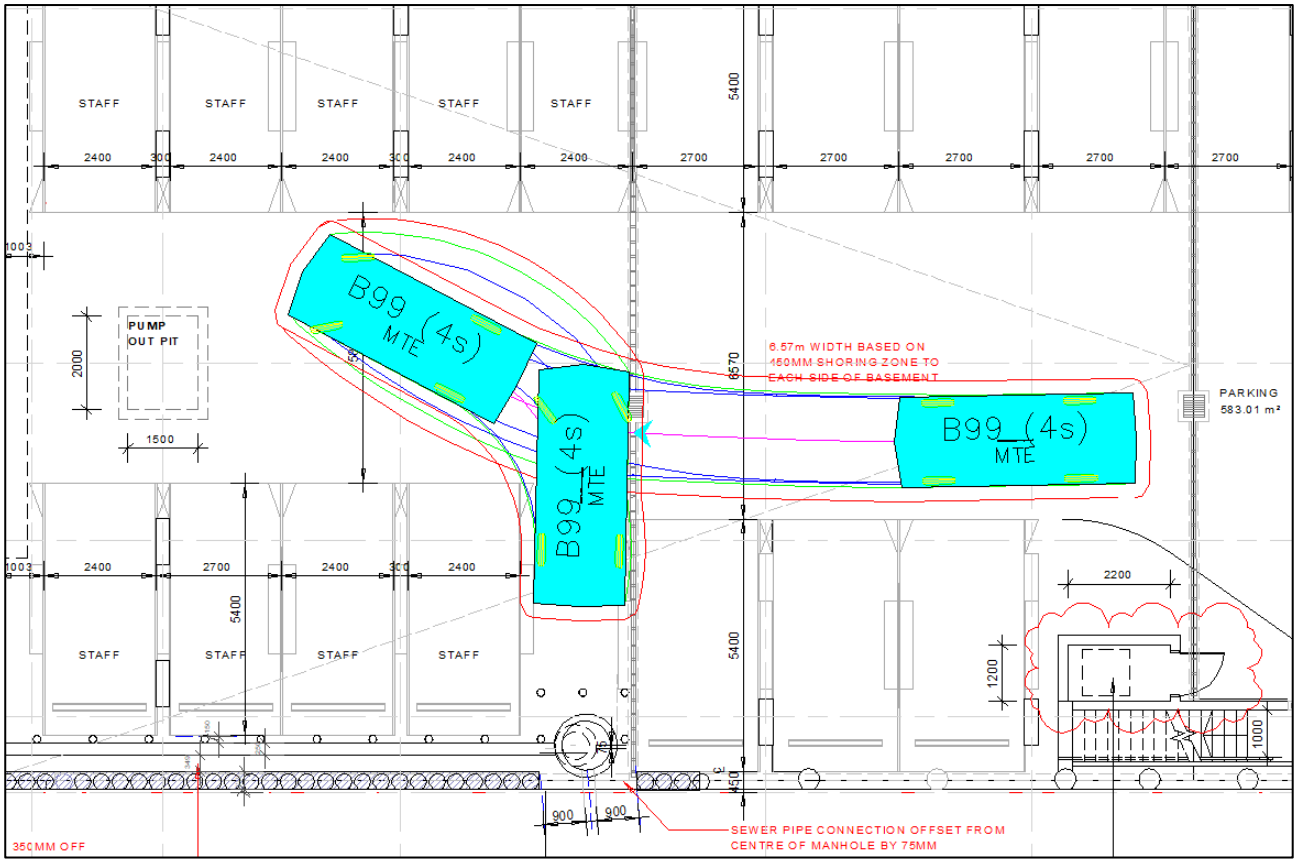
SUCCESSFUL – Upper Blind Aisle Space Exit (4 Manoeuvres)



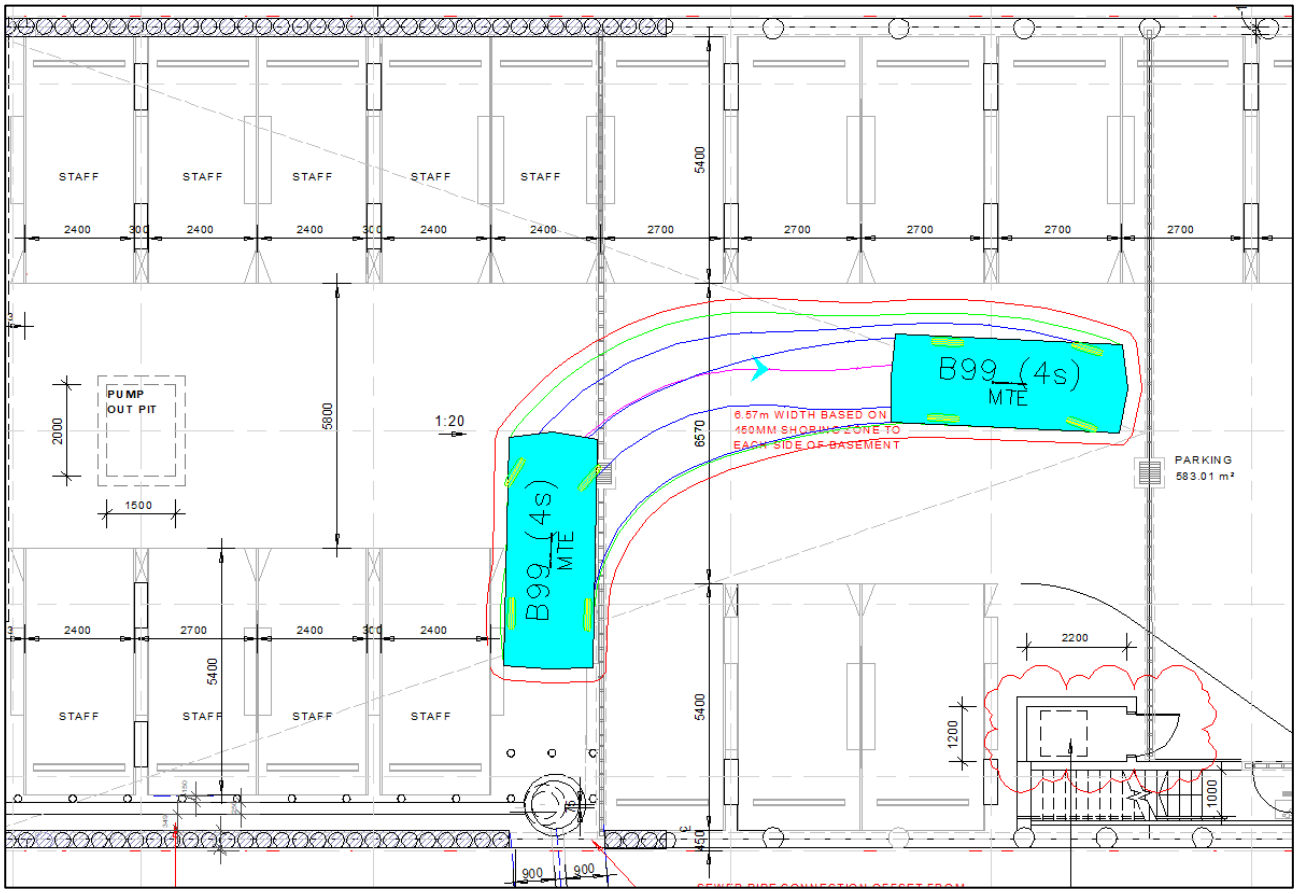
SUCCESSFUL – Accessible Space Entry (1 Manoeuvre)



SUCCESSFUL – Accessible Space Exit (2 Manoeuvres)



SUCCESSFUL – Turning Bay Entry (2 Manoeuvres)



SUCCESSFUL – Turning Bay Exit (1 Manoeuvre)