

# A TRAFFIC AND PARKING IMPACTS REPORT FOR A PROPOSED EXTENSION AT ALL SAINTS GREEK ORTHODOX GRAMMAR SCHOOL 30 FORSYTH STREET, BELMORE NSW 2192

<b>Property address</b>	31 Forsyth Street, Belmore NSW 2192
<b>Client</b>	All Saints Greek Orthodox Grammar School (ASGOGS)
<b>Prepared by</b>	O. Sannikov, MEngSc (Traffic Engineering), MIEAust, PEng, FAITPM
<b>Date</b>	19/12/24
<b>Job No.</b>	24090
<b>Report No.</b>	24090 Rep 01b

Item	Report
<b>Site location</b>	<ul style="list-style-type: none"> <li>Refer to <b>Figure 1</b> and the site survey plan in the <b>Appendix</b>.</li> </ul>
<b>Existing land use</b>	<ul style="list-style-type: none"> <li><b>Secondary campus (Senior High School)</b> referred to as “the school” further in this report). <ul style="list-style-type: none"> <li>Condition 5 of the latest Development Consent (DA-253/2009) limits the maximum number of students to 360.</li> <li>At the time of the on-site survey, staff and students numbers were as follows: <ul style="list-style-type: none"> <li>39 staff</li> <li>282 students (Years 7 to 12)</li> </ul> </li> <li>No on-site car parking spaces are provided.</li> <li>An off-street parking area is available for school minibuses, accessible from Forsyth Street.</li> <li>Thirteen reserved angle parking spaces are provided along the northern frontage in Archibald Street. School staff and visitors also use on-street parking in surrounding streets.</li> </ul> </li> </ul>
<b>Proposed development</b>	<ul style="list-style-type: none"> <li><b>Increase in student numbers from 360 to 385.</b> <ul style="list-style-type: none"> <li>No additional car parking is proposed, as it is deemed unnecessary.</li> </ul> </li> </ul>

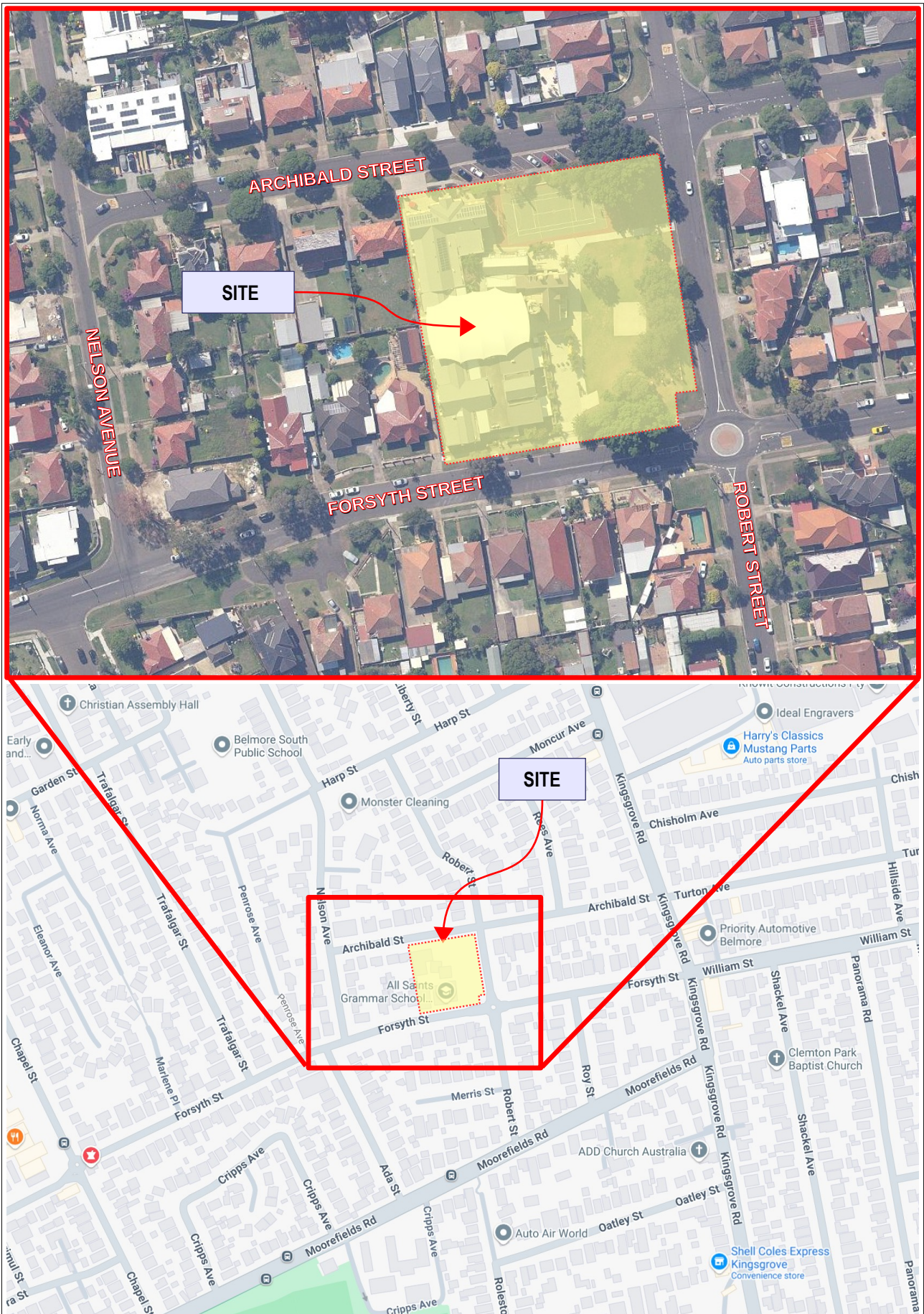


Figure 1. Site location.



Item	Report
	<b>Existing traffic and parking situation</b>
Street characteristics	<ul style="list-style-type: none"> <li>Refer to <b>Figure 2</b>.</li> <li>The key roads surrounding the proposed development are described below. <ul style="list-style-type: none"> <li>Forsyth Street <ul style="list-style-type: none"> <li>Local collector road</li> <li>2 travel lanes and parking lanes on both sides of the road</li> </ul> </li> <li>Robert Street <ul style="list-style-type: none"> <li>Local road</li> <li>2 travel lanes and parking lanes on both sides of the road</li> </ul> </li> <li>Archibald Street <ul style="list-style-type: none"> <li>Local road</li> <li>2 travel lanes and parking lanes on both sides of the road</li> </ul> </li> <li>Nelson Avenue <ul style="list-style-type: none"> <li>Local road</li> <li>2 travel lanes and parking opportunities on both sides of the road</li> </ul> </li> <li>Merris Street <ul style="list-style-type: none"> <li>Local road</li> <li>2 travel lanes and parking opportunities on both sides of the road</li> </ul> </li> <li>Kingsgrove Road <ul style="list-style-type: none"> <li>Local collector (Regional road 7309)</li> <li>2 travel lanes and no parking opportunities on both sides of the Road</li> </ul> </li> <li>Moorefields Road <ul style="list-style-type: none"> <li>Local collector ( Regional road 2021)</li> <li>2 travel lanes and parking opportunities on both sides of the Road</li> </ul> </li> <li>Other streets in the surrounding area are local roads. Street conditions are typical for a low density residential area, with low to moderate traffic volumes. <ul style="list-style-type: none"> <li>General speed limit is 50 km/h on local streets around the site.</li> </ul> </li> </ul> </li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>There is a bus stop for route 446 in front of the site in Forsyth Street. There are also four bus stops within reasonable walking distance (approximately 330 m for routes 415, 423/423X, 490 and 492. The site is well serviced by public transport. Refer to <b>Figure 3</b>.</li> </ul>
Bus	<ul style="list-style-type: none"> <li>Bus route 446 <ul style="list-style-type: none"> <li>Roselands to St George Hospital <ul style="list-style-type: none"> <li>6 services operate during the morning peak.</li> <li>6 services operate during the afternoon peak.</li> </ul> </li> <li>St George Hospital to Roselands <ul style="list-style-type: none"> <li>6 services operate during the morning peak.</li> <li>6 services operate during the afternoon peak.</li> </ul> </li> </ul> </li> <li>Bus route 415 <ul style="list-style-type: none"> <li>Campsie to Chiswick <ul style="list-style-type: none"> <li>11 services operate during the morning peak.</li> <li>10 services operate during the afternoon peak.</li> </ul> </li> <li>Chiswick to Campsie <ul style="list-style-type: none"> <li>8 services operate during the morning peak.</li> <li>10 services operate during the afternoon peak.</li> </ul> </li> </ul> </li> </ul>

Item	Report
	<ul style="list-style-type: none"> <li>○ Bus route 423/423X <ul style="list-style-type: none"> <li>▪ Kingsgrove to City Martin Place <ul style="list-style-type: none"> <li>• 10 services operate during the morning peak.</li> <li>• 5 services operate during the afternoon peak.</li> </ul> </li> <li>▪ Kingsgrove to City Martin Place <ul style="list-style-type: none"> <li>• 14 services operate during the morning peak.</li> <li>• 5 services operate during the afternoon peak.</li> </ul> </li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>○ Bus route 490 <ul style="list-style-type: none"> <li>▪ Drummoyne to Hurstville <ul style="list-style-type: none"> <li>• 6 services operate during the morning peak.</li> <li>• 6 services operate during the afternoon peak.</li> </ul> </li> <li>▪ Hurstville to Drummoyne <ul style="list-style-type: none"> <li>• 5 services operate during the morning peak.</li> <li>• 6 services operate during the afternoon peak.</li> </ul> </li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>○ Bus route 492 <ul style="list-style-type: none"> <li>▪ Drummoyne to Rockdale <ul style="list-style-type: none"> <li>• 7 services operate during the morning peak.</li> <li>• 7 services operate during the afternoon peak.</li> </ul> </li> <li>▪ Rockdale to Drummoyne <ul style="list-style-type: none"> <li>• 6 services operate during the morning peak.</li> <li>• 6 services operate during the afternoon peak.</li> </ul> </li> </ul> </li> <li>• The morning peak was considered to be between 6:30 a.m. and 9:30 a.m. and the afternoon peak was considered to be between 3:30 p.m. and 6:30 p.m.</li> </ul>
<b>School buses</b>	<ul style="list-style-type: none"> <li>• Regular school buses use the public bus stop in Forsyth Street near the school entrance.</li> <li>• The school also operates its own mini-buses (20-24 seaters) and vans, which stop on Forsyth Street between the public bus stop and the corner of Robert Street.</li> <li>• Together, these services provide an extensive transport network for students travelling from various areas of Sydney, including the inner west, east and southern suburbs.</li> </ul>





Figure 2. Street characteristics.



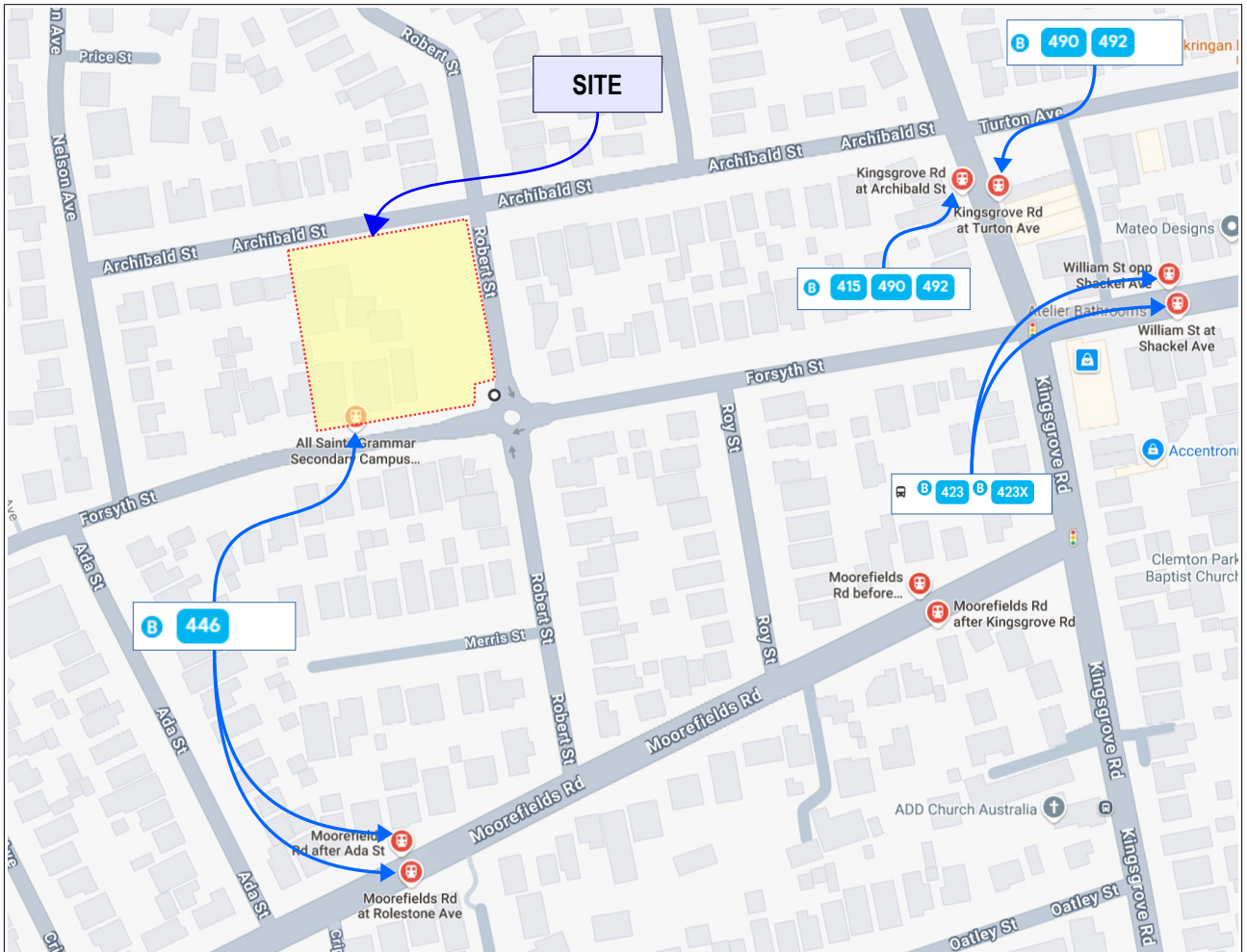


Figure 3. Public transport.

Item	Report
	<b>Surveys and survey results</b>
<b>Parking survey</b>	<ul style="list-style-type: none"> <li>A parking demand survey was conducted on Thursday 18<sup>th</sup> of November 2021. <ul style="list-style-type: none"> <li>The morning survey was between 7:00 and 10:00</li> <li>The afternoon survey was between 14:00 and 17:00</li> </ul> </li> <li>Refer to <b>Figure 4</b> for survey locations <ul style="list-style-type: none"> <li>The survey areas were kerbside parking locations in the surrounding streets.</li> </ul> </li> </ul>
<b>Survey results</b>	<ul style="list-style-type: none"> <li>Refer to <b>Table 1</b> for survey results <ul style="list-style-type: none"> <li>Overall, on-street parking demand remained stable throughout the day, with at least 56 parking spaces available during the afternoon student pick-up period (and even more at other times during school hours).</li> </ul> </li> <li>Observations of on-street parking demand conducted on a weekday afternoon in September 2024 confirmed that current on-street parking conditions align with the above survey results.</li> </ul>



Figure 4. Parking demand survey locations.



**Table 1. Parking demand survey results.**

	Number of parked cars										Total
	Parking Location										
Time	1	2	3	4	5	6	7	8	9	10	Total
7:00	2	2	2	1	1	0	2	0	4	0	14
7:15	2	1	3	1	0	0	2	0	3	0	12
7:30	7	2	7	1	1	0	2	0	3	0	23
7:45	6	2	7	1	0	0	2	0	3	1	22
8:00	7	5	8	2	5	0	2	0	3	5	37
8:15	9	7	9	2	6	0	0	0	2	5	40
8:30	10	7	10	1	3	0	0	0	1	5	37
8:45	10	1	10	1	0	0	0	0	1	5	28
9:00	10	7	12	1	0	2	0	0	1	5	38
9:15	10	7	12	2	0	2	0	0	1	5	39
9:30	10	7	12	2	0	1	0	0	1	5	38
9:45	11	8	12	2	0	1	0	0	1	5	40
10:00	11	8	12	2	0	0	0	1	0	6	40
14:00	11	7	9	0	0	0	1	0	0	6	34
14:15	12	7	9	1	0	0	1	0	0	6	36
14:30	12	7	10	1	0	0	1	0	0	6	37
14:45	12	7	12	1	2	0	1	0	2	6	43
15:00	12	7	12	2	4	0	1	0	3	7	48
15:15	13	8	13	0	2	0	2	0	4	7	49
15:30	11	6	12	0	4	0	2	0	5	7	47
15:45	9	5	7	0	1	0	2	0	0	7	31
16:00	8	5	6	0	0	0	1	0	0	7	27
16:15	8	4	5	0	0	0	1	0	0	2	20
16:30	5	4	3	0	0	0	1	0	0	3	16
16:45	6	3	4	0	0	0	2	0	0	3	18
17:00	6	2	6	0	0	0	2	0	0	3	19
No of spaces	13	9	13	8	9	8	9	6	10	20	105
	Number of vacant parking spaces										Total
	Parking Location										
Time	1	2	3	4	5	6	7	8	9	10	Total
7:00	11	7	11	7	8	8	7	6	6	20	91
7:15	11	8	10	7	9	8	7	6	7	20	93
7:30	6	7	6	7	8	8	7	6	7	20	82
7:45	7	7	6	7	9	8	7	6	7	19	83
8:00	6	4	5	6	4	8	7	6	7	15	68
8:15	4	2	4	6	3	8	9	6	8	15	65
8:30	3	2	3	7	6	8	9	6	9	15	68
8:45	3	8	3	7	9	8	9	6	9	15	77
9:00	3	2	1	7	9	6	9	6	9	15	67
9:15	3	2	1	6	9	6	9	6	9	15	66
9:30	3	2	1	6	9	7	9	6	9	15	67
9:45	2	1	1	6	9	7	9	6	9	15	65
10:00	2	1	1	6	9	8	9	5	10	14	65
14:00	2	2	4	8	9	8	8	6	10	14	71
14:15	1	2	4	7	9	8	8	6	10	14	69
14:30	1	2	3	7	9	8	8	6	10	14	68
14:45	1	2	1	7	7	8	8	6	8	14	62
15:00	1	2	1	6	5	8	8	6	7	13	57
15:15	0	1	0	8	7	8	7	6	6	13	56
15:30	2	3	1	8	5	8	7	6	5	13	58
15:45	4	4	6	8	8	8	7	6	10	13	74
16:00	5	4	7	8	9	8	8	6	10	13	78
16:15	5	5	8	8	9	8	8	6	10	18	85
16:30	8	5	10	8	9	8	8	6	10	17	89
16:45	7	6	9	8	9	8	7	6	10	17	87
17:00	7	7	7	8	9	8	7	6	10	17	86
Note: negative numbers indicate vehicles parked illegally											

Item	Report
<b>Intersection traffic volume counts</b>	<b>Traffic counts</b>
	Location / type of control      Archibald Street / Robert Street (four-way, Give Way control)
	Archibald Street / Nelson Avenue (T-intersection, Give Way control)
	Forsyth Street / Robert Street (four-way, Roundabout)
	Forsyth Street / Nelson Avenue (Staggered T-intersection, Give Way control)
<b>Intersection operation</b>	Date / Day of the week      Thursday 18/11/2021
	Time period (morning)      07:00 to 10:00; peak hour occurred at 08:00–09:00
	Time period (afternoon)      14:00 to 17:00; peak hour occurred at 15:00–16:00
	<ul style="list-style-type: none"> <li>Refer to <b>Figure 5</b> and <b>Figure 6</b>.</li> </ul>
	<ul style="list-style-type: none"> <li>The operation of the street network was modelled using SIDRA software. The results indicated the following: <ul style="list-style-type: none"> <li>All intersections operated smoothly during both school drop-off and pick-up periods, with substantial spare capacity, achieving Level of Service (LoS A) for both morning and afternoon periods. The only exception was the Forsyth Street/Nelson Avenue/Ada Street intersection, which operated at Level of Service (LoS B) during the afternoon peak hour, still maintaining good operation and spare capacity. <ul style="list-style-type: none"> <li>Refer to <b>Table 2</b>.</li> </ul> </li> </ul> </li> <li>Observations of intersection operations conducted on a weekday afternoon in September 2024 confirmed that current traffic conditions align with the above survey results.</li> </ul>

**Table 2. SIDRA modelling results**

		Existing									
Intersection		AM					PM				
		AVD	LOS	DS	Queue , veh	Movement	AVD	LOS	DS	Queue , veh	Movement
Archibald St/Robert St		5.6	A	0.097	2.5	RSt SB R	5.6	A	0.072	1.5	RSt SB L
Archibald St/Nelson Ave		5.6	A	0.078	0.4	Nav SB R	6.0	A	0.064	0.8	Nav SB R
Forsyth St/Robert St		8.6	A	0.373	19.7	FSt WB R	8.5	A	0.298	14.9	FSt EB R
Forsyth St/Nelson Ave/Ada St		6.8	A	0.334	4.9	FSt NWB R	14.6	B	0.283	7.8	Nav NEB R
ARSt	Archibald St	Level of service criteria for intersections									
Nav	Nelson Ave										
FSt	Forsyth St	Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout				Give Way & Stop Signs			
RSt	Robert St										
ASt	Ada St	A	< 14	Good operation				Good operation			
T	Through movement	B	15 to 28	Good with acceptable delays & spare capacity				Acceptable delays & spare capacity			
R	Right hand turn	C	29 to 42	Satisfactory				Satisfactory, but accident study required			
L	Left hand turn	D	43 to 56	Operating near capacity				Near capacity & accident study required			
EB	Eastbound	E	57 to 70	At capacity; at signals, incidents will cause excessive delays; Roundabouts require other control mode				At capacity, requires other control mode			
WB	Westbound	Source: RTA (2002) Guide to Traffic Generating Developments									
NB	Northbound										
SB	Southbound										
NEB	Northeastbound										
NWB	Northwestbound										
SEB	Southeastbound										
SWB	Southwestbound										

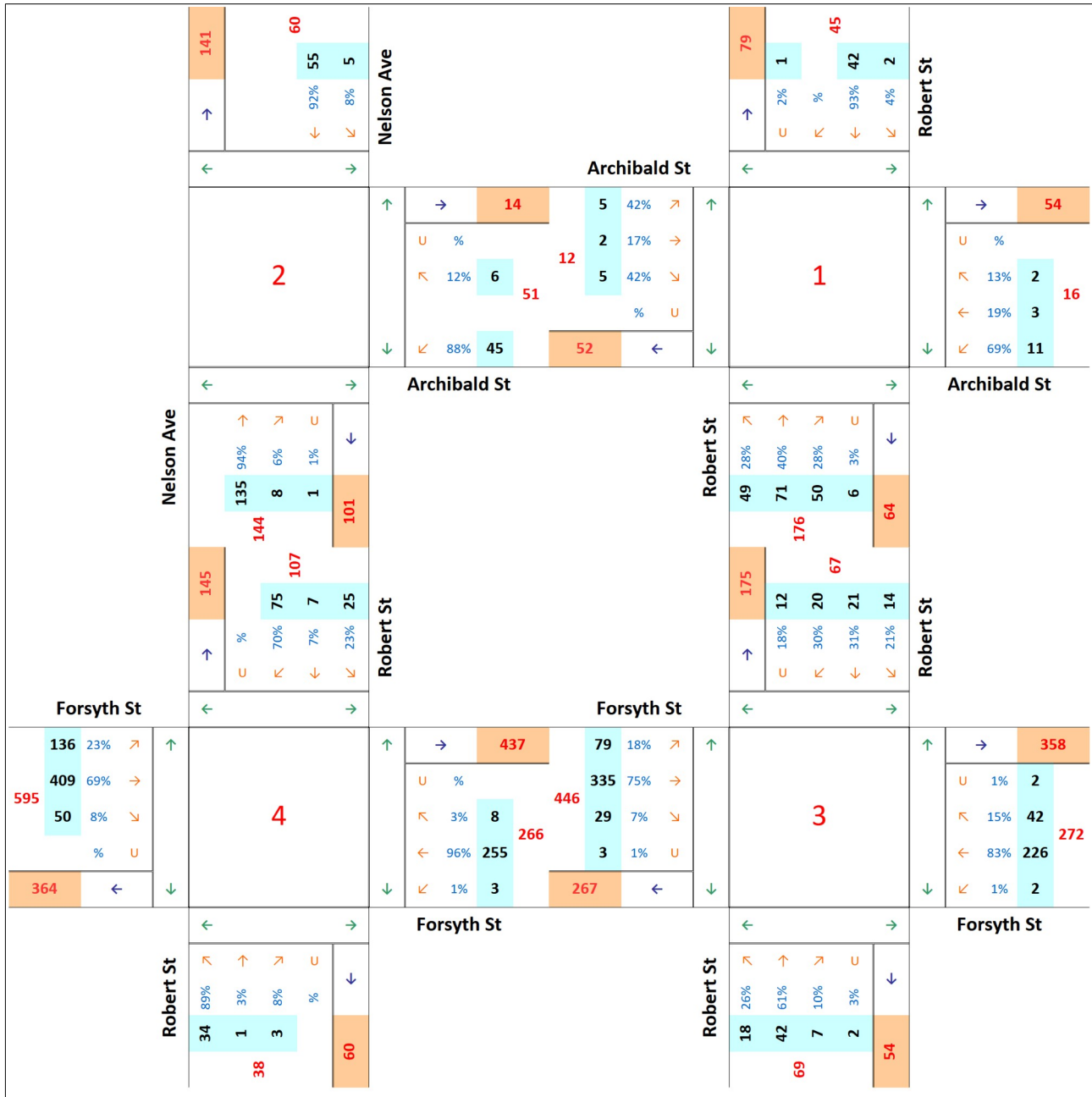


Figure 5. Existing traffic volumes - morning peak.



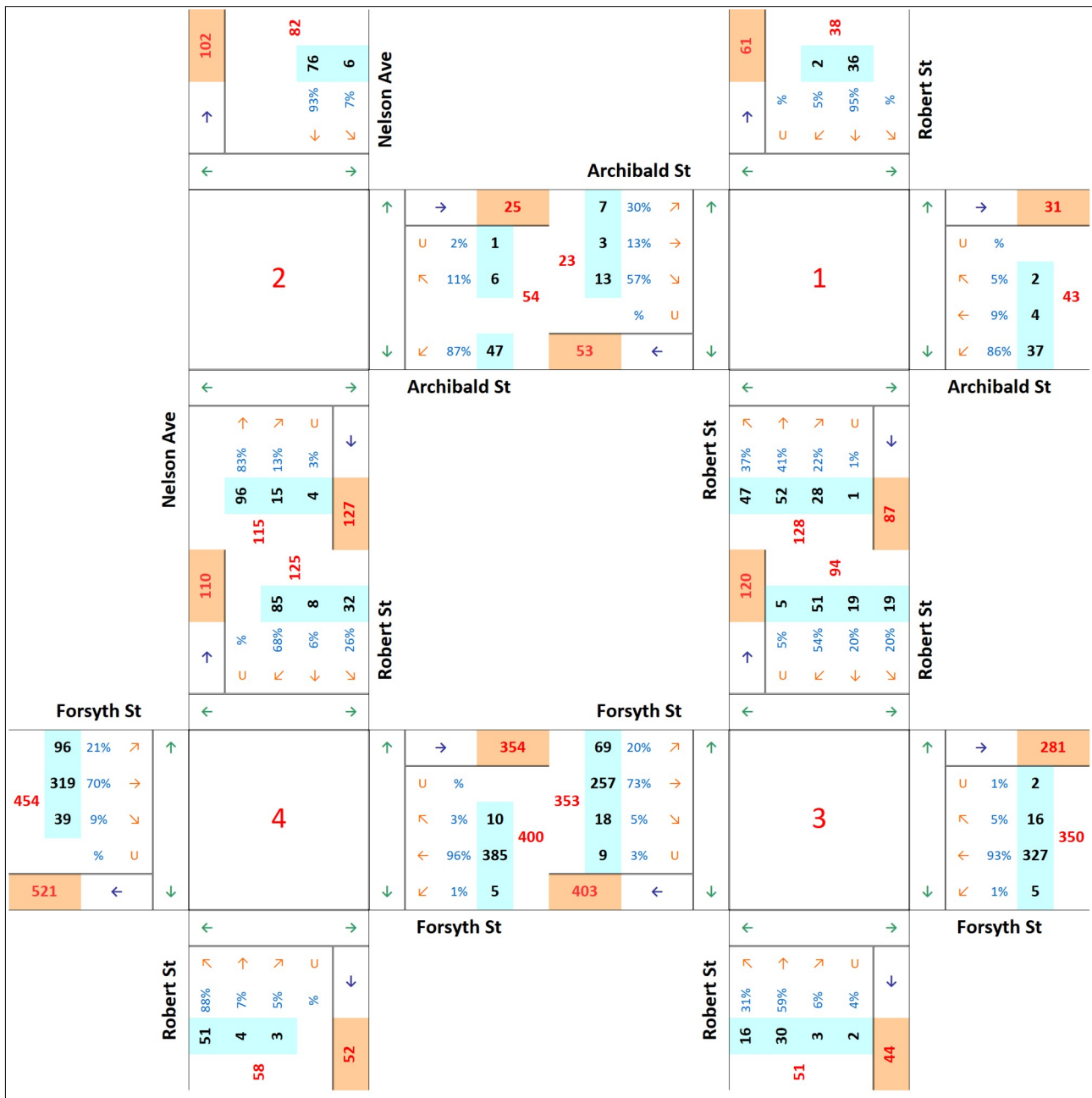


Figure 6. Existing traffic volumes - afternoon peak.

Item	Report
Observation surveys	<ul style="list-style-type: none"> <li>A survey of students leaving the school was conducted on Monday, 16/09/24, from 14:30 to 15:40, with observations focusing on the use of nearby streets by cars waiting to pick up students. <ul style="list-style-type: none"> <li>The morning drop-off period is less busy and thus not critical. Refer to the results of the parking demand surveys from November 2021.</li> </ul> </li> <li>The weather was overcast on the survey day.</li> <li>The observations showed the following: <ul style="list-style-type: none"> <li>Many students walked from the school in all directions.</li> <li>The school buses picked up approximately 80-90 students, who boarded the buses in an orderly manner and in organised groups. The school also operates its own mini-buses (20-24 seaters) and vans, which stop on Forsyth Street between the public bus stop and the corner of Robert Street.</li> <li>Car pick-ups mostly occurred in designated school pick-up areas on the northern side of Forsyth Street and both sides of Robert Street between Archibal Street and Forsyth Street.</li> <li>Additional cars waited for students in unrestricted parking areas on Archibald Street and Robert Street, scattered among vehicles unrelated to the school.</li> <li>The peak parking demand for student pick-up was approximately 52 vehicles (maximum observed at any one time, with cars moving in and out). <ul style="list-style-type: none"> <li>These results align with a previous survey by TEF Consulting on Thursday, 15/09/22, conducted from 14:30 to 16:00, which recorded: <ul style="list-style-type: none"> <li>A maximum parking demand of around 50 vehicles for student pick-up.</li> <li>A similar demand in the formal pick-up areas on the northern side of Forsyth Street and both sides of Robert Street.</li> <li>Slightly more pick-up vehicles in Archibald Street east of Robert Street and fewer in Robert Street north of Archibald Street and south of Forsyth Street compared to the 2024 survey.</li> <li>296 students and 43 staff on the day of the survey.</li> </ul> </li> </ul> </li> </ul> </li> <li>Refer to <b>Figure 7</b>. <ul style="list-style-type: none"> <li>Significant spare parking capacity is available in nearby streets, should additional pick-up space be required. The survey identified a spare capacity of approximately 36 spaces within short walking distance of the school. These spaces are accessible for pick-up, with some potentially used as temporary waiting spots before moving into the main pick-up areas on Robert Street. The latter areas include Robert Street south of Forsyth Street and north of Archibald Street, where drivers can monitor the designated pick-up zones along the school frontage and enter when spaces become available.</li> <li>Additional vacant on-street spaces are available further afield.</li> </ul> </li> </ul>
Conclusion	<ul style="list-style-type: none"> <li>The existing formal drop-off and pick-up areas operate effectively, with ample capacity within nearby informal pick-up areas to accommodate increased demand.</li> </ul>

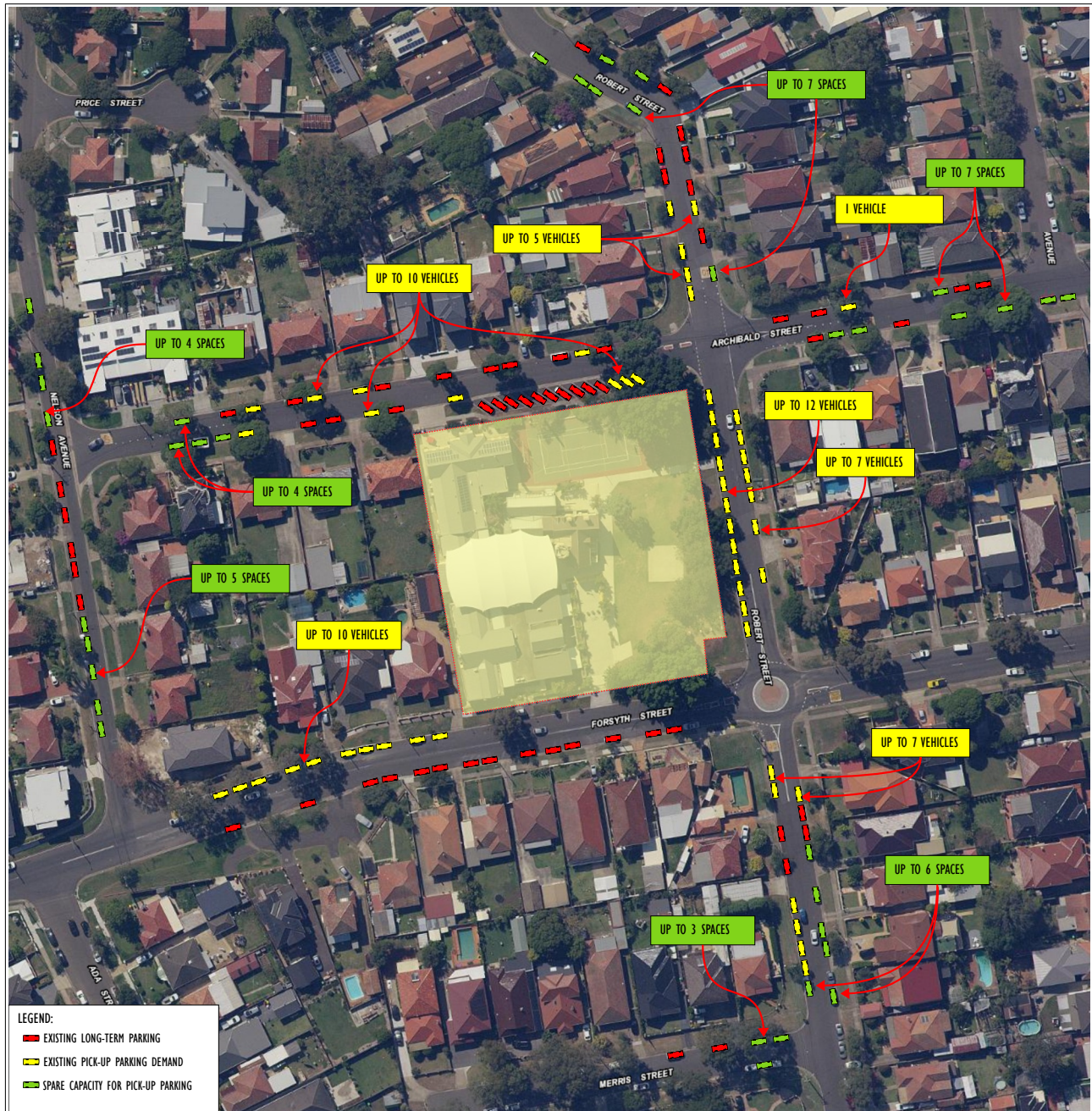


Figure 7. Observed car parking demand and spare capacity during the afternoon pick-up period.

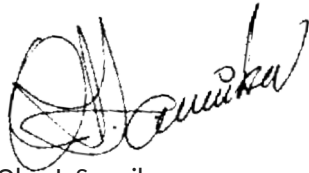


Item	Report										
Existing and planned student and staff numbers	<b>Proposed redevelopment</b> <ul style="list-style-type: none"><li>The existing and planned student numbers were provided by All Saints Grammar School.</li><li>The maximum approved enrolment is 360 students (Secondary campus, Years 7 to 12)<ul style="list-style-type: none"><li>Actual attendance on the survey day: 282 students</li></ul></li><li>An increase in the maximum enrolment to 385 students is proposed.<ul style="list-style-type: none"><li>The staff number is proposed to be 38 FTE (full-time equivalent) as a result of operational optimisation.</li></ul></li></ul>										
	<b>Council’s transport and parking requirements</b> <ul style="list-style-type: none"><li>City of Canterbury Bankstown<ul style="list-style-type: none"><li>Canterbury Development Control Plan 2012 (DCP)<ul style="list-style-type: none"><li>Part B – General Controls</li></ul></li></ul></li></ul>										
	<b>Section B1 – Transport and parking</b>										
	<b>B1.3.1 General Parking Rates</b>										
	<table><tr><th>Land Use</th><th>Car Spaces</th><th>Servicing and Delivery</th><th>Bicycle Spaces</th></tr><tr><td rowspan="2">Educational Establishments</td><td>Primary School 1 space per 2 staff Visitors: Adequate provision on-street for the dropping-off and picking-up of students.</td><td rowspan="2">Provide for adequate bus parking facilities.</td><td>Staff: Minimum 1 space per 10 staff. Students: Adequate provision of bicycle parking for students.</td></tr><tr><td>Secondary School/Other Educational Establishment A Traffic and Parking Assessment Report with a survey of similar establishments is required.</td><td>Staff: Minimum 1 space per 10 staff. Students: Adequate provision of bicycle parking for students.</td></tr></table>	Land Use	Car Spaces	Servicing and Delivery	Bicycle Spaces	Educational Establishments	Primary School 1 space per 2 staff Visitors: Adequate provision on-street for the dropping-off and picking-up of students.	Provide for adequate bus parking facilities.	Staff: Minimum 1 space per 10 staff. Students: Adequate provision of bicycle parking for students.	Secondary School/Other Educational Establishment A Traffic and Parking Assessment Report with a survey of similar establishments is required.	Staff: Minimum 1 space per 10 staff. Students: Adequate provision of bicycle parking for students.
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Educational Establishments	Primary School 1 space per 2 staff Visitors: Adequate provision on-street for the dropping-off and picking-up of students.	Provide for adequate bus parking facilities.	Staff: Minimum 1 space per 10 staff. Students: Adequate provision of bicycle parking for students.								
	Secondary School/Other Educational Establishment A Traffic and Parking Assessment Report with a survey of similar establishments is required.		Staff: Minimum 1 space per 10 staff. Students: Adequate provision of bicycle parking for students.								
Planning control document	<ul style="list-style-type: none"><li>The results of the surveys detailed in this report indicate that the current peak parking demand during the student pick-up period is approximately 52 cars (for 282 students in attendance).</li><li>Assuming parking demand will increase proportionally with the increase in student numbers, the projected peak parking demand is as follows.<ul style="list-style-type: none"><li>52 / 282 x 385 = 71 parking spaces<ul style="list-style-type: none"><li>This equates to an additional 19 parking spaces (71 – 52).</li></ul></li></ul></li><li>As noted above (refer to <b>Figure 7</b>), the spare on-street parking capacity in the immediate vicinity of the school is approximately 36 spaces, which is sufficient to accommodate the additional parking demand without negatively impacting traffic, parking conditions, or local resident amenity.<ul style="list-style-type: none"><li>Additional on-street parking is readily available further from the school, still within a convenient walking distance.</li></ul></li><li>There will be no need for additional parking for staff.</li><li>No further traffic or parking management measures are required as a result of this proposal.</li></ul>										

Item	Report
	<ul style="list-style-type: none"> <li>• There may be a need to increase the number of school buses by one; however, this would need confirmation as student numbers grow. The current capacity of the kerbside drop-off/pick-up area can accommodate this moderate increase.</li> <li>• The existing footpaths provide adequate support for student movements between the school and cars waiting on the streets.</li> </ul>

## Conclusions

- The existing parking conditions are adequate to accommodate the proposed increase in student numbers from 360 to 385, with substantial spare capacity during both drop-off and pick-up periods as well as for ongoing school operations.
- There are no anticipated negative impacts on the operation of the surrounding street network.
- The proposal is supportable from both traffic and parking perspectives.



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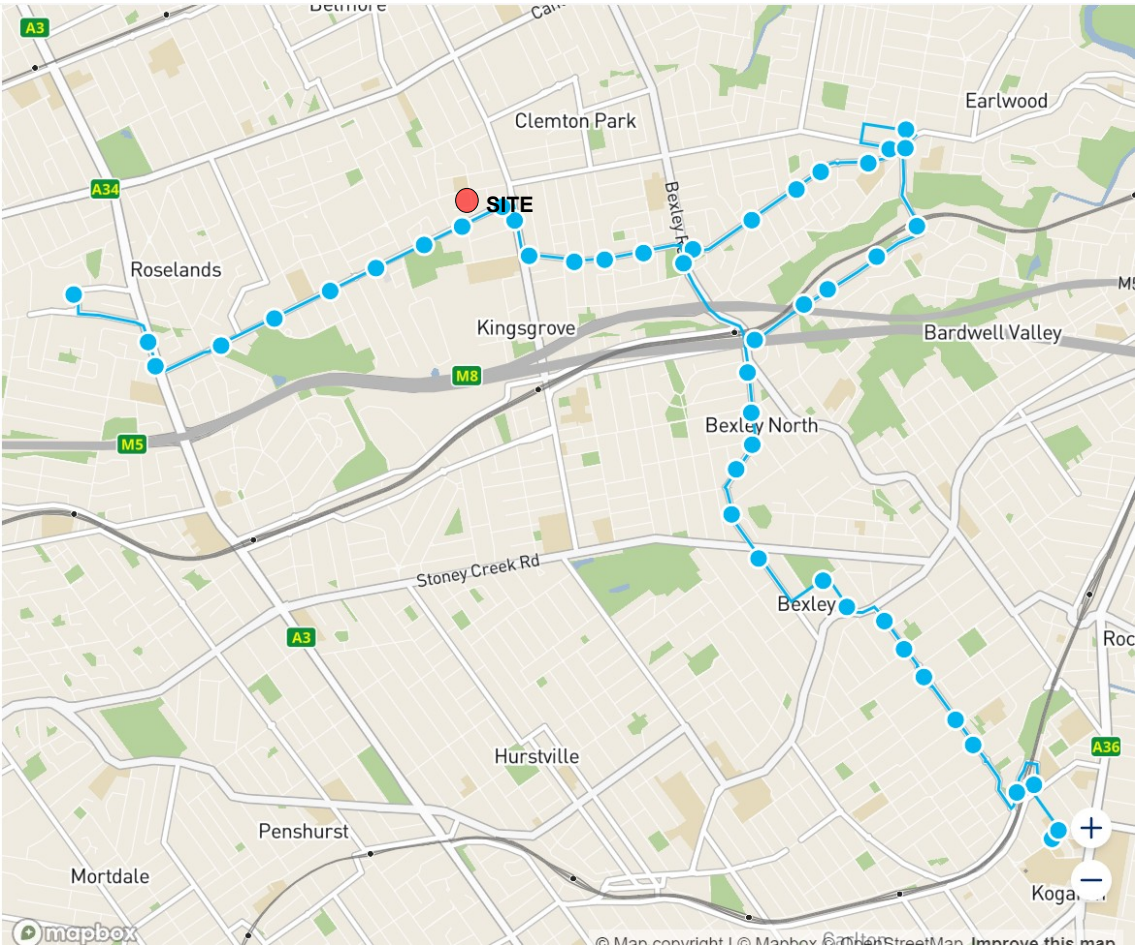


## **Appendix**

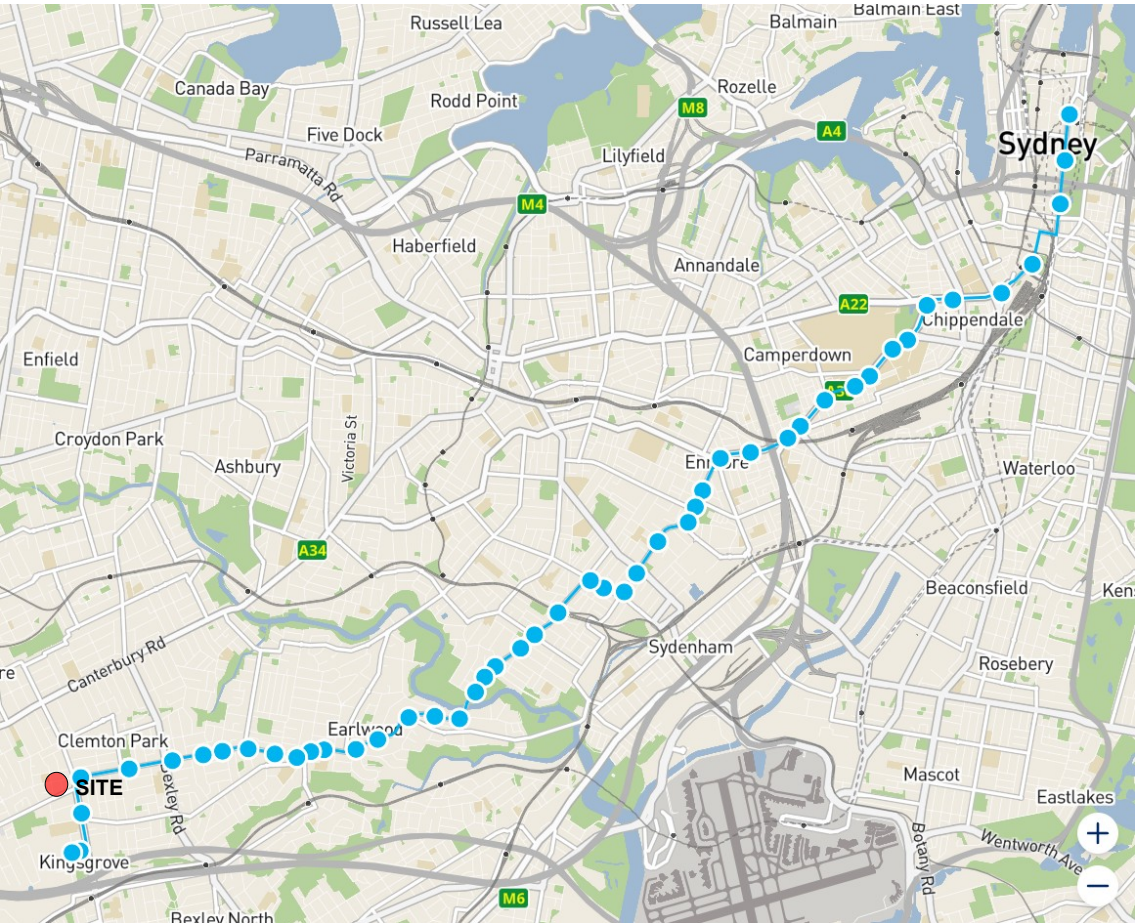
### **Bus routes**

### **Site survey plan**

Bus Route 446

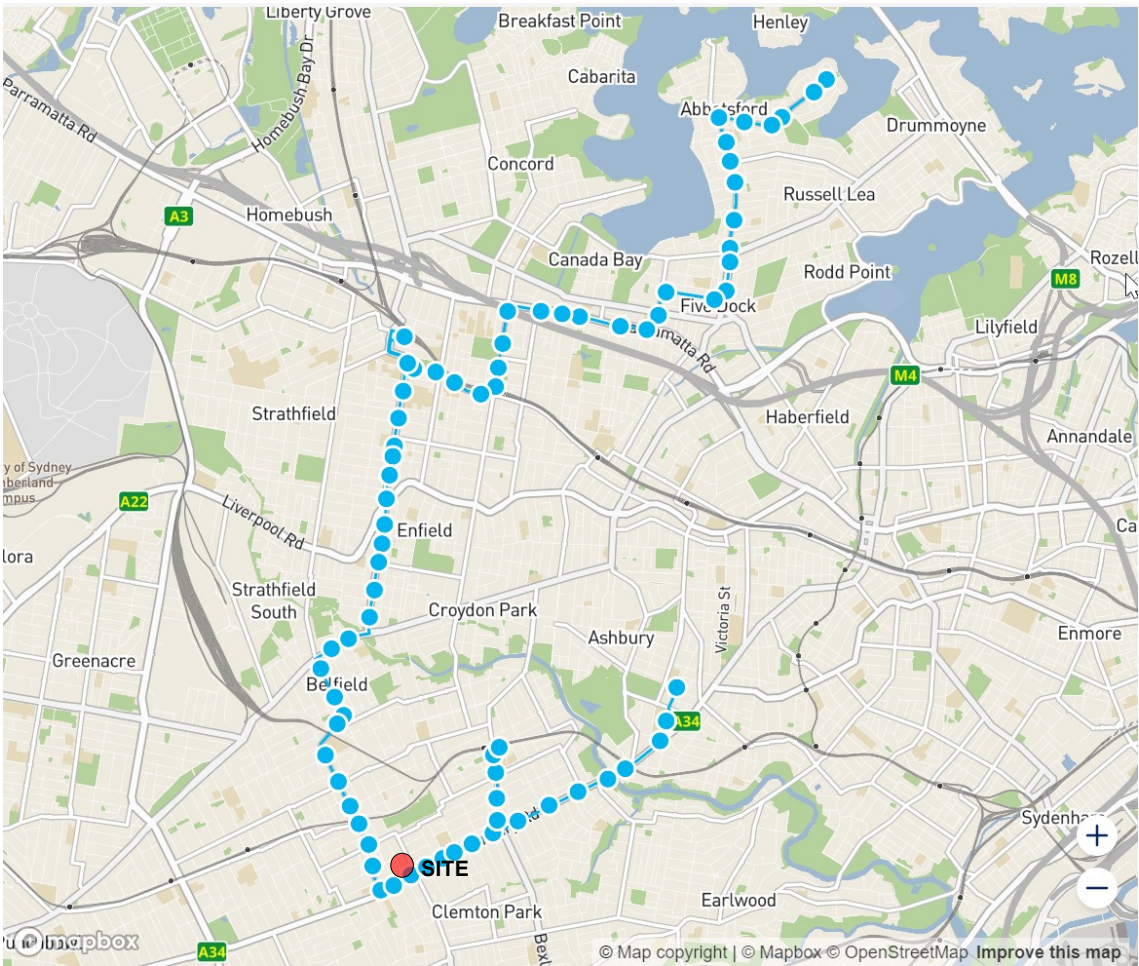


Bus Route 423/423X

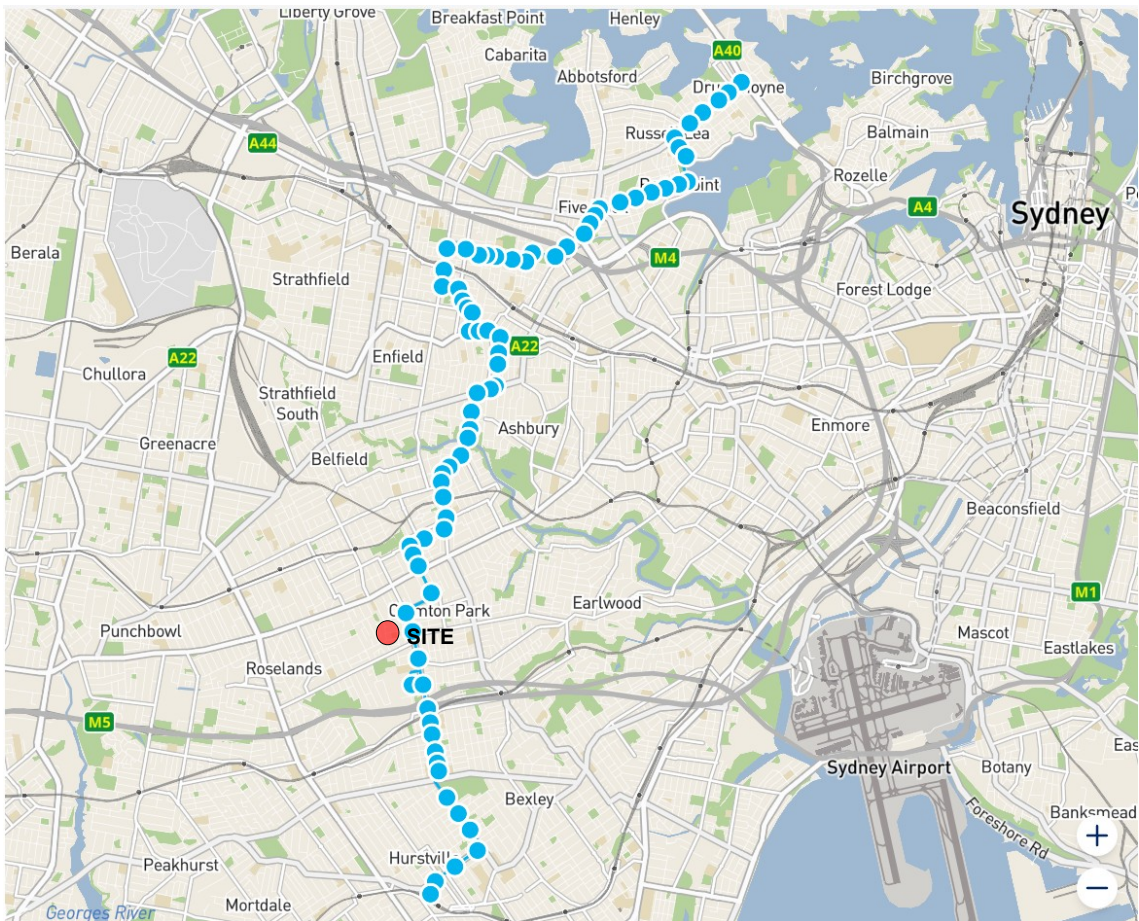




Bus Route 415

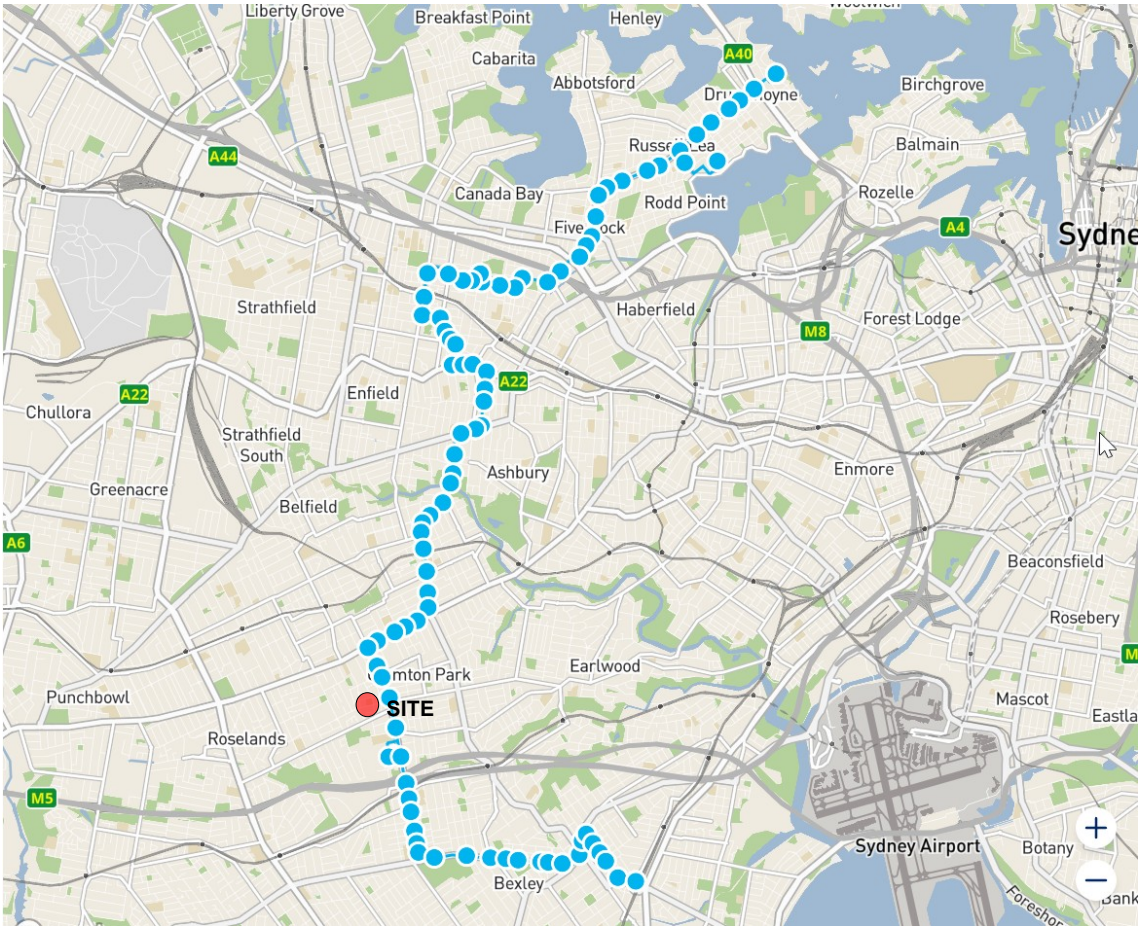


Bus Route 490

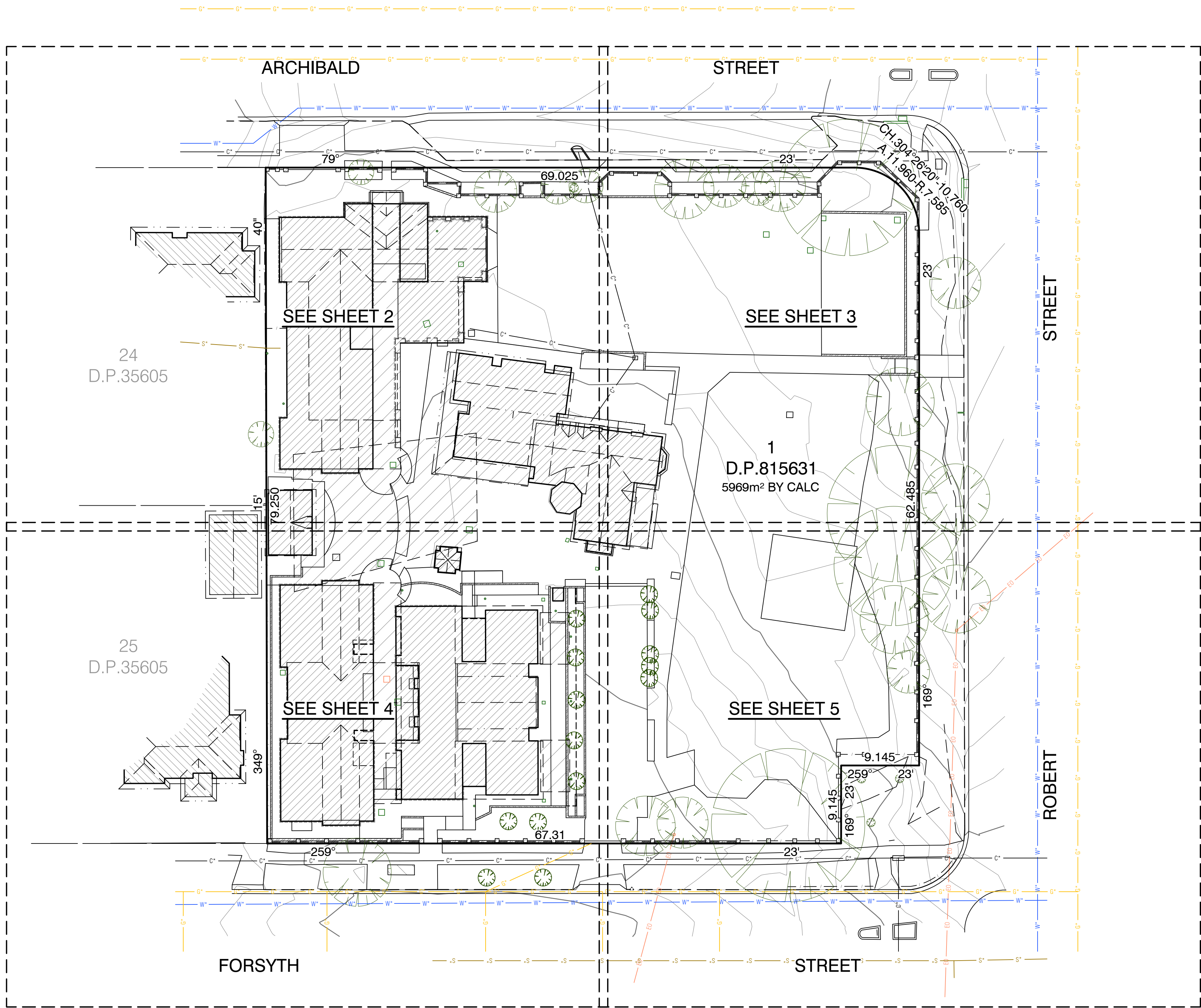
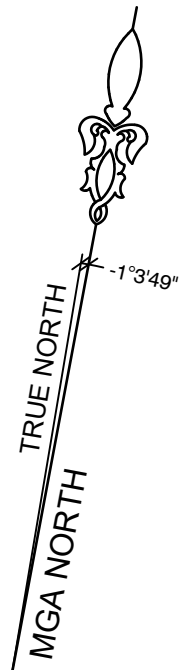




Bus Route 492







**LEGEND 2: (SEE NOTES 2)**  
PLOTTED FROM BEFORE YOU DIG AUSTRALIA (BYDA) PLANS

- C\* = COMMUNICATIONS LINES (UNDERGROUND) QUALITY D
- G\* = GAS LINE (UNDERGROUND) QUALITY D
- S\* = SEWER LINE (UNDERGROUND) QUALITY D
- WM\* = WATER BULK SUPPLY MAIN (UNDERGROUND) QUALITY D

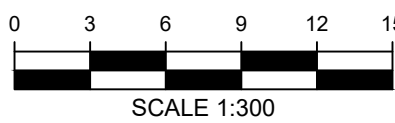
**NOTES 2**

- THE PURPOSE OF THIS PLAN IS FOR DESIGN ONLY. CURRENT PLANS ISSUED BY SERVICE PROVIDERS THROUGH "BEFORE YOU DIG AUSTRALIA" ARE STILL REQUIRED. CONTRACTORS AND SUBCONTRACTORS WILL NEED TO EXERCISE THEIR OWN "DUTY OF CARE" AND SHOULD MAKE THEIR OWN BEFORE YOU DIG AUSTRALIA ENQUIRY BEFORE EXCAVATION/CONSTRUCTION. YOU MUST ENSURE "BEFORE YOU DIG AUSTRALIA" ARE CURRENT AS THEY HAVE VARYING EXPIRATION DATES, AND MAY REQUIRE RE-ISSUE OTHERWISE THE INFORMATION ON THIS PLAN MAY NO LONGER BE CURRENT.
- WARNING: THE DIAGRAMS OF THE SERVICE PROVIDER MAY NOT DEPICT ALL ASSETS WITHIN THEIR NETWORK AND SERVICE PROVIDERS MAY SHARE CONDUITS AND/OR TRENCHES. SINGLE MARKED LINES MAY REPRESENT MULTIPLE CONDUITS, PIPES AND/OR CABLES AT THIS LOCATION. WE RECOMMEND NON DESTRUCTIVE DIGGING/POT-HOLING TO EXPOSE SERVICES FOR ACCURATE IDENTIFICATION AND DEPTH.
- CAUTION: UTILITIES PLOTTED ON THE PLAN THAT TERMINATE IN THE SPECIFIED AREA MAY GO TO FEATURES THAT HAVE NOT BEEN SHOWN ON THE BYDA DIAGRAMS. THE RISK REMAINS WITH THE CLIENT AND/OR SUB CONTRACTOR AND THEIR RESPONSIBILITY TO EXERCISE CAUTION AT ALL TIMES.

- NOTES:**
- BOUNDARY IDENTIFICATION HAS BEEN UNDERTAKEN.
  - WALL TO BOUNDARY DIMENSIONS SHOWN HEREON MUST NOT BE USED FOR CONSTRUCTION.
  - IF CONSTRUCTION IS INTENDED TO BE UNDERTAKEN ON OR ADJACENT TO PROPERTY BOUNDARIES THE BOUNDARIES OF THE LAND MUST BE MARKED OR THE BUILDING SETOUT.
  - THIS SURVEY IS FOR DESIGN PURPOSES OF THE SUBJECT LAND ONLY. THIS PLAN MUST NOT BE USED FOR ANY OTHER MATTER, PURPOSE OR CONSTRUCTION SETOUT.
  - TREE SIZES ARE ESTIMATES ONLY.
  - THIS PLAN HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF ALL SAINTS GRAMMAR SCHOOL.
  - RELATIONSHIP OF IMPROVEMENTS TO BOUNDARIES IS DIAGRAMMATIC ONLY. WHERE OFFSETS ARE CRITICAL THEY SHOULD BE CONFIRMED BY FURTHER SURVEY.
  - EXCEPT WHERE SHOWN BY DIMENSION LOCATION OF DETAIL WITH RESPECT TO BOUNDARIES IS INDICATIVE ONLY.
  - ONLY VISIBLE SERVICES HAVE BEEN LOCATED. UNDERGROUND SERVICES HAVE NOT BEEN LOCATED. BEFORE YOU DIG AUSTRALIA (www.byda.com.au) SHOULD BE USED AND A FULL UTILITY INVESTIGATION, INCLUDING A UTILITY LOCATION SURVEY, SHOULD BE UNDERTAKEN BEFORE CARRYING OUT ANY CONSTRUCTION ACTIVITY IN OR NEAR THE SURVEYED AREA.
  - SEWER MAIN PLOTTED FROM SYDNEY WATER SEWER DIAGRAM. LOCATION SHOULD BE MARKED ON SITE IF CRITICAL.
  - CRITICAL SPOT LEVELS SHOULD BE CONFIRMED WITH SURVEYOR.
  - CONTOURS SHOWN DEPICT THE TOPOGRAPHY. THEY DO NOT REPRESENT THE EXACT LEVEL AT ANY PARTICULAR POINT. ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION.
  - CONTOUR INTERVAL - 0.2 metre. - SPOT LEVELS SHOULD BE ADOPTED.
  - POSITION OF RIDGE LINES ARE DIAGRAMMATIC ONLY (NOT TO SCALE).
  - THE INFORMATION IS ONLY TO BE USED AT A SCALE ACCURACY OF 1:100.
  - DO NOT SCALE OFF THIS PLAN / FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED READINGS.
  - COPYRIGHT © CMS SURVEYORS 2024.
  - NO PART OF THIS SURVEY MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM OR TRANSMITTED IN ANY FORM WITHOUT THE WRITTEN PERMISSION OF THE COPYRIGHT OWNER EXCEPT AS PERMITTED BY THE COPYRIGHT ACT 1968.
  - ANY PERMITTED DOWNLOADING, ELECTRONIC STORAGE, DISPLAY, PRINT, COPY OR REPRODUCTION OF THIS SURVEY SHOULD CONTAIN NO ALTERATION OR ADDITION TO THE ORIGINAL SURVEY.
  - THIS NOTICE MUST NOT BE ERASED.

MARK REID  
REGISTERED SURVEYOR BOSSI NUMBER 183

1 FIRST ISSUE 25/06/2024



**HORIZONTAL DATUM:**  
CO-ORDINATE SYSTEM: MGA 2020 (GROUND)  
MARKS ADOPTED: SSM 112293 & SSM 133756

**VERTICAL DATUM:**  
DATUM: AUSTRALIAN HEIGHT DATUM (AHD)  
B.M. ADOPTED: SSM 112293  
R.L. 40.933 (CLASS LB)  
SOURCE: S.C.I.M.S. (3/06/2024)

**CLIENT:**  
**ALL SAINTS GRAMMAR SCHOOL**

**LGA: CANTERBURY-BANKSTOWN**

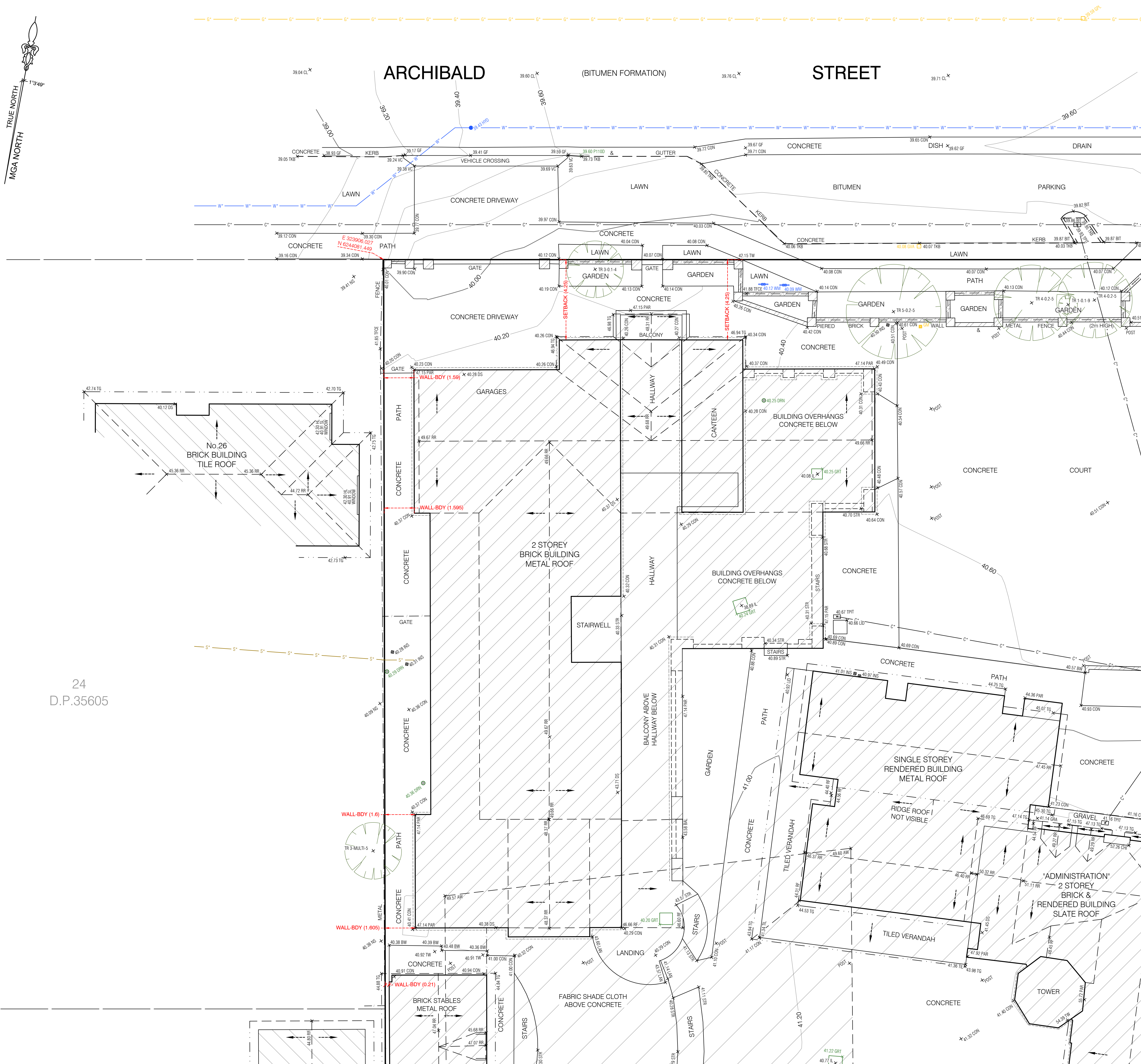
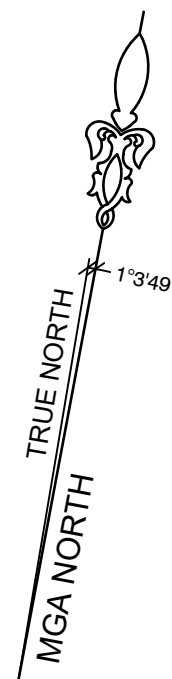
**BOUNDARY IDENTIFICATION  
AND DETAIL & LEVEL SURVEY  
OVER LOT 1 IN DP815631  
No.31 FORSYTH STREET  
BELMORE, NSW, 2192**

**CMS SURVEYORS**  
CMS SURVEYORS PTY LTD  
ACN 096 240 201  
PO Box 463 Dee Why, NSW, 2099  
2/99A South Creek Road, Dee Why, NSW, 2099  
(02) 9971 4802  
info@cmsurveyors.com.au  
www.cmsurveyors.com.au

SURVEYED TH	DRAWN ABS	CHECKED TH	APPROVED RM
SURVEY INSTRUCTION 23509	SCALE 1:300@A1	DATE OF SURVEY 11-12/06/2024	
DRAWING NAME 23509detail		SHEET 1 OF 5	ISSUE 1
CAD FILE 23509detail 1.dwg			

TITLE INDICATES THAT LOT 1 IN D.P.815631 IS SUBJECT TO:  
- RESERVATIONS AND CONDITIONS IN THE CROWN GRANT(S).





LEGEND:	
AW = AWNING	
BAL = BALCONY	
BB = BOTTOM OF BANK	
BIT = BITUMEN	
BK = BRICK	
BOL = BOLLARD	
BW = BOTTOM WALL	
CHI = TOP OF CHIMNEY	
CL = CENTRELINE	
CON = CONCRETE	
CPIT = COMMUNICATIONS PIT	
DS = DOOR SILL LEVEL	
ELO = ELECTRICITY LINE OVERHEAD	
EPIT = ELECTRICITY PIT	
FL = FLOOR LEVEL	
GDN = GARDEN	
GF = GUTTER LEVEL	
GM = GAS METER	
GPL = GAS PLAQUE	
GRA = GRAVEL	
GRT = GRATE	
GVA = GAS VALVE	
HL = HOOD LEVEL	
HYD = HYDRANT	
IL = INVERT LEVEL	
INS = INSPECTION PIT	
LAN = LANDING	
LID = MISCELLANEOUS PIT LID	
LIN = LINTEL	
NS = NATURAL SURFACE	
P1100 = INVERT LEVEL PIPE AND DIA. 110	
PAR = PARAPET	
PAV = PAVING	
RET = RETAINING	
RF = TOP OF ROOF	
RMP = RAMP	
RR = ROOF RIDGE	
SGN = SIGN	
SL = SILL LEVEL	
SMH = SEWER MAN HOLE	
STR = STAIRS	
SVA = STOP VALVE	
TB = TOP OF BANK	
TFCE = TOP OF FENCE	
TG = TOP OF GUTTER	
TIL = TILE	
TKB = TOP OF KERB	
TPIT = TELSTRA PIT	
TR = TREE	
TW = TOP OF WALL	
VC = VEHICLE CROSSING	
WM = WATER METER	
EO = ELECTRICITY OVERHEAD	
TREE SPREAD-DIAMETER-HEIGHT M = MULTIPLE TRUNKS	

24  
D.P.35605

## NOTES:

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- CONTOUR INTERVAL - 0.2 metre. SPOT LEVELS SHOULD BE ADOPTED.
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MARK REID  
 REGISTERED SURVEYOR BOSSI NUMBER 163

1 FIRST ISSUE 25/06/2024



**HORIZONTAL DATUM:**  
CO-ORDINATE SYSTEM: MGA 2020 (GROUND)  
MARKS ADOPTED: SSM 112293 & SSM 133756

**VERTICAL DATUM:**  
DATUM: AUSTRALIAN HEIGHT DATUM (AHD)  
B.M. ADOPTED: SSM 112293  
R.L. 40.933 (CLASS LB)  
SOURCE: S.C.I.M.S. (3/08/2024)

**CLIENT:**  
ALL SAINTS GRAMMAR SCHOOL

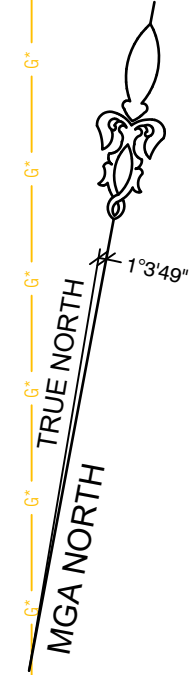
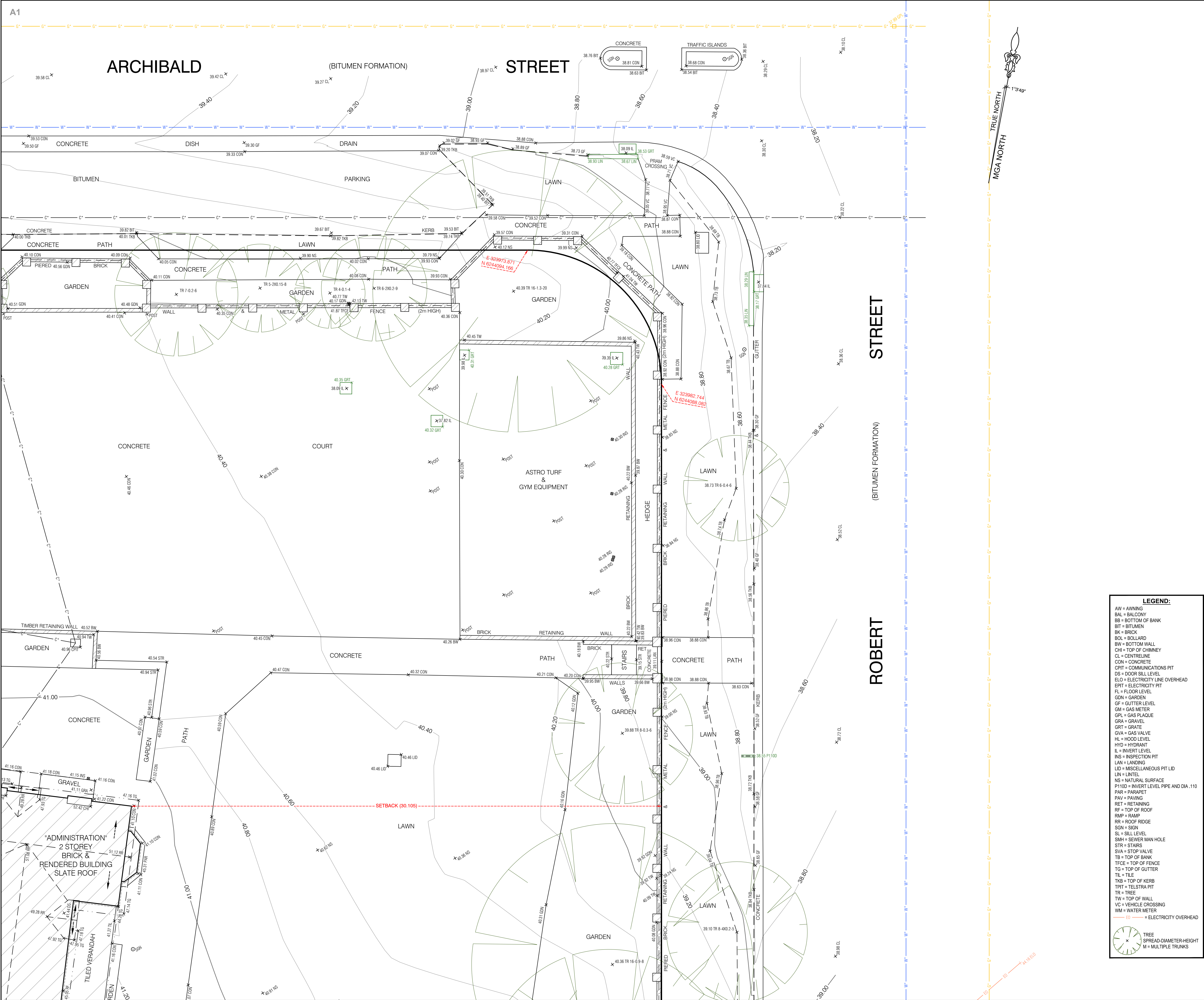
**LGA: CANTERBURY-BANKSTOWN**

**BOUNDARY IDENTIFICATION  
AND DETAIL & LEVEL SURVEY  
OVER LOT 1 IN DP815631  
No.31 FORSYTH STREET  
BELMORE, NSW, 2192**

CMS SURVEYORS PTY LTD  
 ACN 096 240 201  
 PO Box 463 Dee Why, NSW, 2099  
 2/99A South Creek Road, Dee Why, NSW, 2099  
 (02) 9971 4602  
 info@cmsurveyors.com.au  
 www.cmsurveyors.com.au

SURVEYED	DRAWN	CHECKED	APPROVED
TH	ABS	TH	RM
SURVEY INSTRUCTION 23509		SCALE 1:100@A1	DATE OF SURVEY 11-12/06/2024
DRAWING NAME 23509detail		SHEET 2 OF 5	ISSUE 1
CAD FILE 23509detail 1.dwg			





**LEGEND:**

AW = AWNING  
BAL = BALCONY  
BB = BOTTOM OF BANK  
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BK = BRICK  
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BW = BOTTOM WALL  
CH = TOP OF CHIMNEY  
CL = CENTRELINE  
CON = CONCRETE  
CPIT = COMMUNICATIONS PIT  
DS = DOOR SILL LEVEL  
ELO = ELECTRICITY LINE OVERHEAD  
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FL = FLOOR LEVEL  
GDN = GARDEN  
GF = GUTTER LEVEL  
GM = GAS METER  
GPL = GAS PLAQUE  
GRA = GRAVEL  
GRT = GRATE  
GVA = GAS VALVE  
HL = HOOD LEVEL  
HYD = HYDRANT  
IL = INVERT LEVEL  
INS = INSPECTION PIT  
LAN = LANDING  
LID = MISCELLANEOUS PIT LID  
LIN = LINTEL  
NS = NATURAL SURFACE  
P110D = INVERT LEVEL PIPE AND DIA. 110  
PAR = PARAPET  
PAV = PAVING  
RET = RETAINING  
RF = TOP OF ROOF  
RMP = RAMP  
RR = ROOF RIDGE  
SON = SIGN  
SL = SILL LEVEL  
SMH = SEWER MAN HOLE  
STR = STAIRS  
SVA = STOP VALVE  
TB = TOP OF BANK  
TFCE = TOP OF FENCE  
TG = TOP OF GUTTER  
TL = TILE  
TKB = TOP OF KERB  
TPIT = TELSTRA PIT  
TR = TREE  
TW = TOP OF WALL  
VC = VEHICLE CROSSING  
WM = WATER METER  
— ELO — = ELECTRICITY OVERHEAD

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MARK REID  
REGISTERED SURVEYOR BOSSI NUMBER 163

1 FIRST ISSUE 25/06/2024

**BEFORE YOU DIG**  
[www.bvda.com.au](http://www.bvda.com.au)  
Zero Damage - Zero Harm

0 3 6 9 12 15  
SCALE 1:100

**HORIZONTAL DATUM:**  
CO-ORDINATE SYSTEM: MGA 2020 (GROUND)  
MARKS ADOPTED: SSM 112293 & SSM 133756

**VERTICAL DATUM:**  
DATUM: AUSTRALIAN HEIGHT DATUM (AHD)  
B.M. ADOPTED: SSM 112293  
R.L. 40.933 (CLASS LB)  
SOURCE: S.C.I.M.S. (3/06/2024)

**CLIENT:**  
**ALL SAINTS GRAMMAR SCHOOL**

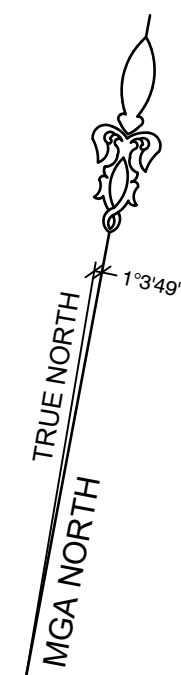
**LGA: CANTERBURY-BANKSTOWN**

**BOUNDARY IDENTIFICATION AND DETAIL & LEVEL SURVEY OVER LOT 1 IN DP815631 No.31 FORSYTH STREET BELMORE, NSW, 2192**

**CMS SURVEYORS PTY LTD**  
ACN 096 240 201  
PO Box 463 Dee Why, NSW, 2099  
2/99A South Creek Road, Dee Why, NSW, 2099  
(02) 9971 4602  
[info@cmssurveyors.com.au](mailto:info@cmssurveyors.com.au)  
[www.cmssurveyors.com.au](http://www.cmssurveyors.com.au)

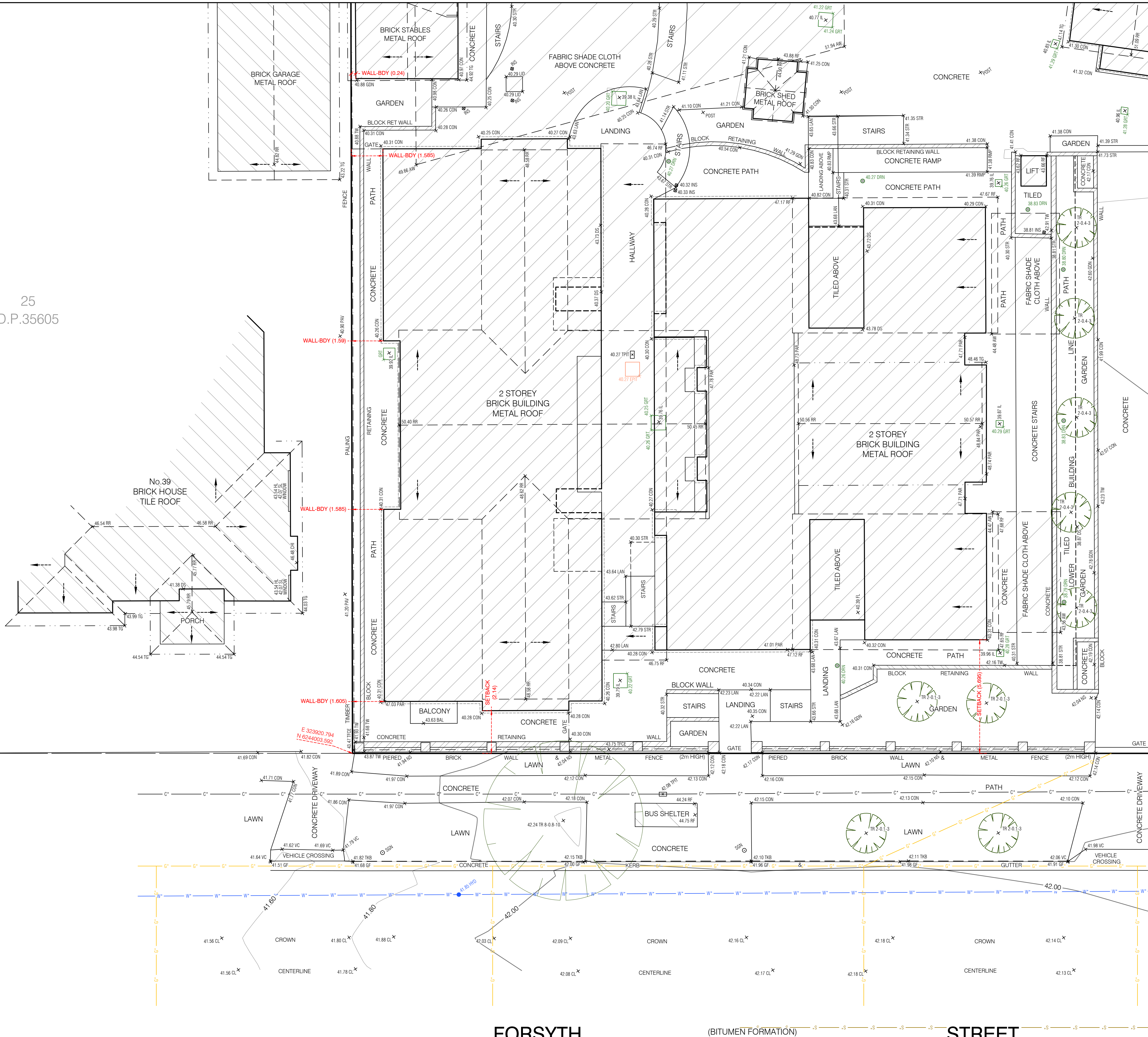
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SURVEY INSTRUCTION 23509		SCALE 1:100@A1	DATE OF SURVEY 11-12/06/2024
DRAWING NAME <b>23509detail</b>		SHEET 3 OF 5	ISSUE <b>1</b>
CAD FILE 23509detail 1.dwg			






25  
D.P.35605

- LEGEND:**
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DS = DOOR SILL LEVEL  
E.L.O. = ELECTRICITY LINE OVERHEAD  
EPT = ELECTRICITY PIT  
FL = FLOOR LEVEL  
CS = GARDEN  
GF = GUTTER LEVEL  
GM = GAS METER  
GPL = GAS PLAUQUE  
GRA = GRAVEL  
GRT = GRATE  
GV = GAS VALVE  
HL = HOOD LEVEL  
HD = HYDRANT  
IL = INVERT LEVEL  
INS = INSPECTION PIT  
LAN = LANDING  
LD = MISCELLANEOUS PIT LID  
LND = LANDSCAPE  
NS = NATURAL SURFACE  
PI100 = INVERT LEVEL PIPE AND DIA 100  
PAR = PARAPET  
PAV = PAVING  
RET = RETAINING  
RF = TOP OF ROOF  
RAMP = RAMP  
RR = ROOF RIDGE  
SC = SIGN  
SL = SILL LEVEL  
SM = SEWER MAN HOLE  
STR = STAIR  
SVA = STOP VALVE  
TB = TOP OF BANK  
TCPE = TOP OF CEILING  
TCG = TOP OF GUTTER  
TL = TILE  
TKB = TOP OF KERB  
TP1 = TELSTRA PIT  
TR = TREE  
TW = TOP OF WALL  
VC = VEHICLE CROSSING  
WM = WATER METER
- = ELECTRICITY OVERHEAD
- TREE  
D = DIAMETER  
H = HEIGHT  
M = MULTIPLE TRUNKS

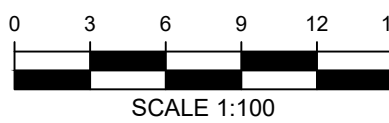


**NOTES:**

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- **CONTOUR INTERVAL - 0.2 metre . SPOT LEVELS SHOULD BE ADOPTED.**
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 MARK REID  
 REGISTERED SURVEYOR BOSSI NUMBER 183

1	FIRST ISSUE	25/06/2024
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**HORIZONTAL DATUM:**  
CO-ORDINATE SYSTEM: MGA 2020 (GROUND)  
MARKS ADOPTED: SSM 112293 & SSM 133756

**VERTICAL DATUM:**  
DATUM: AUSTRALIAN HEIGHT DATUM (AHD)  
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R.L. 40.933 (CLASS LB)  
SOURCE: S.C.I.M.S. (3/06/2024)

**CLIENT:**

**ALL SAINTS GRAMMAR SCHOOL**

**LGA: CANTERBURY-BANKSTOWN**

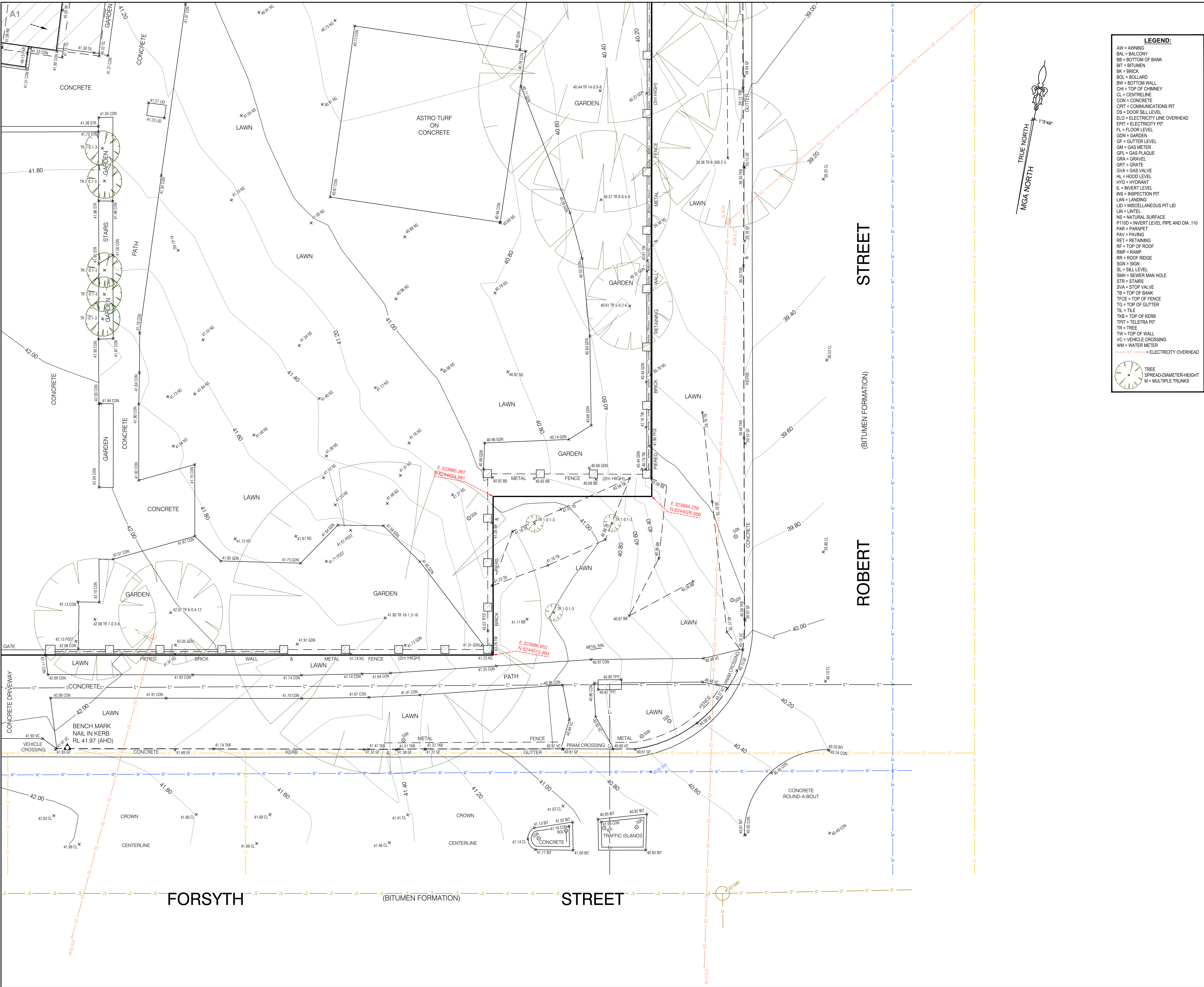
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AND DETAIL & LEVEL SURVEY  
OVER LOT 1 IN DP815631  
No.31 FORSYTH STREET  
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(02) 9971 4802  
✉ [info@cmssurveyors.com.au](mailto:info@cmssurveyors.com.au)  
🌐 [www.cmssurveyors.com.au](http://www.cmssurveyors.com.au)

SURVEYED TH	DRAWN ABS	CHECKED TH	APPROVED RM
SURVEY INSTRUCTION 23509		SCALE 1:100@A1	DATE OF SURVEY 11-12/06/2024
DRAWING NAME <b>23509detail</b>		SHEET 4 OF 5	ISSUE <b>1</b>
CAD FILE 23509detail 1.dwg			



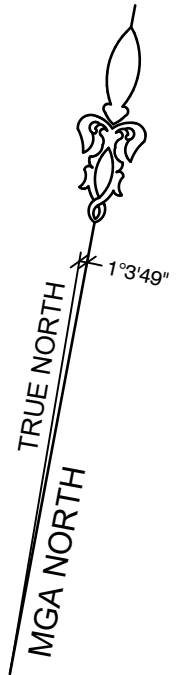


**LEGEND:**

AW = AWNING  
BAL = BALCONY  
BB = BOTTOM OF BANK  
BIT = BITUMEN  
BK = BRICK  
BOL = BOLLARD  
BW = BOTTOM WALL  
CH = TOP OF CHIMNEY  
CL = CENTRELINE  
CON = CONCRETE  
CPT = COMMUNICATIONS PIT  
DS = DOOR SILL LEVEL  
ELO = ELECTRICITY LINE OVERHEAD  
EPIT = ELECTRICITY PIT  
FL = FLOOR LEVEL  
GDN = GARDEN  
GF = GUTTER LEVEL  
GM = GAS METER  
GPL = GAS PLAQUE  
GRA = GRAVEL  
GRT = GRATE  
GVA = GAS VALVE  
HL = HOOD LEVEL  
HYD = HYDRANT  
IL = INVERT LEVEL  
INS = INSPECTION PIT  
LAN = LANDING  
LID = MISCELLANEOUS PIT LID  
LIN = LINTEL  
NS = NATURAL SURFACE  
P110D = INVERT LEVEL PIPE AND DIA. 110  
PAR = PARAPET  
PAV = PAVING  
RET = RETAINING  
RF = TOP OF ROOF  
RMP = RAMP  
RR = ROOF RIDGE  
SGN = SIGN  
SL = SILL LEVEL  
SMH = SEWER MAN HOLE  
STR = STAIRS  
SVA = STOP VALVE  
TB = TOP OF BANK  
TFCE = TOP OF FENCE  
TG = TOP OF GUTTER  
TIL = TILE  
TKB = TOP OF KERB  
TPIT = TELSTRA PIT  
TR = TREE  
TW = TOP OF WALL  
VC = VEHICLE CROSSING  
WM = WATER METER

— ELO — ELECTRICITY OVERHEAD

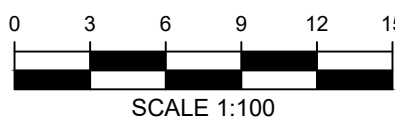
TREE  
SPREAD-DIAMETER-HEIGHT  
M = MULTIPLE TRUNKS



- NOTES:**
- BOUNDARY IDENTIFICATION HAS BEEN UNDERTAKEN.
  - WALL TO BOUNDARY DIMENSIONS SHOWN HEREON MUST NOT BE USED FOR CONSTRUCTION.
  - IF CONSTRUCTION IS INTENDED TO BE UNDERTAKEN ON OR ADJACENT TO PROPERTY BOUNDARIES THE BOUNDARIES OF THE LAND MUST BE MARKED OR THE BUILDING SETOUT.
  - THIS SURVEY IS FOR DESIGN PURPOSES OF THE SUBJECT LAND ONLY. THIS PLAN MUST NOT BE USED FOR ANY OTHER MATTER, PURPOSE OR CONSTRUCTION SETOUT.
  - TREE SIZES ARE ESTIMATES ONLY.
  - THIS PLAN HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF ALL SAINTS GRAMMAR SCHOOL.
  - RELATIONSHIP OF IMPROVEMENTS TO BOUNDARIES IS DIAGRAMMATIC ONLY. WHERE OFFSETS ARE CRITICAL THEY SHOULD BE CONFIRMED BY FURTHER SURVEY.
  - EXCEPT WHERE SHOWN BY DIMENSION LOCATION OF DETAIL WITH RESPECT TO BOUNDARIES IS INDICATIVE ONLY.
  - ONLY VISIBLE SERVICES HAVE BEEN LOCATED. UNDERGROUND SERVICES HAVE NOT BEEN LOCATED. BEFORE YOU DIG AUSTRALIA ([www.bvda.com.au](http://www.bvda.com.au)) SHOULD BE USED AND A FULL UTILITY INVESTIGATION, INCLUDING A UTILITY LOCATION SURVEY, SHOULD BE UNDERTAKEN BEFORE CARRYING OUT ANY CONSTRUCTION ACTIVITY IN OR NEAR THE SURVEYED AREA.
  - SEWER MAIN PLOTTED FROM SYDNEY WATER SEWER DIAGRAM. LOCATION SHOULD BE MARKED ON SITE IF CRITICAL.
  - CRITICAL SPOT LEVELS SHOULD BE CONFIRMED WITH SURVEYOR.
  - CONTOURS SHOWN DEPICT THE TOPOGRAPHY. THEY DO NOT REPRESENT THE EXACT LEVEL AT ANY PARTICULAR POINT. ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION.
  - CONTOUR INTERVAL - 0.2 metre. - SPOT LEVELS SHOULD BE ADOPTED.
  - POSITION OF RIDGE LINES ARE DIAGRAMMATIC ONLY (NOT TO SCALE).
  - THE INFORMATION IS ONLY TO BE USED AT A SCALE ACCURACY OF 1:100.
  - DO NOT SCALE OFF THIS PLAN / FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED READINGS.
  - COPYRIGHT © CMS SURVEYORS 2024.
  - NO PART OF THIS SURVEY MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM OR TRANSMITTED IN ANY FORM WITHOUT THE WRITTEN PERMISSION OF THE COPYRIGHT OWNER EXCEPT AS PERMITTED BY THE COPYRIGHT ACT 1968.
  - ANY PERMITTED DOWNLOADING, ELECTRONIC STORAGE, DISPLAY, PRINT, COPY OR REPRODUCTION OF THIS SURVEY SHOULD CONTAIN NO ALTERATION OR ADDITION TO THE ORIGINAL SURVEY.
  - THIS NOTICE MUST NOT BE ERASED.

MARK REID  
REGISTERED SURVEYOR BOSSI NUMBER 163

1 FIRST ISSUE 25/06/2024



**HORIZONTAL DATUM:**  
CO-ORDINATE SYSTEM: MGA 2020 (GROUND)  
MARKS ADOPTED: SSM 112293 & SSM 133756

**VERTICAL DATUM:**  
DATUM: AUSTRALIAN HEIGHT DATUM (AHD)  
B.M. ADOPTED: SSM 112293  
R.L. 40.933 (CLASS LB)  
SOURCE: S.C.I.M.S. (3/08/2024)

**CLIENT:**  
**ALL SAINTS GRAMMAR SCHOOL**

**LGA: CANTERBURY-BANKSTOWN**

**BOUNDARY IDENTIFICATION  
AND DETAIL & LEVEL SURVEY  
OVER LOT 1 IN DP815631  
No.31 FORSYTH STREET  
BELMORE, NSW, 2192**

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SURVEYED TH	DRAWN ABS	CHECKED TH	APPROVED RM
SURVEY INSTRUCTION 23509	SCALE 1:100@A1	DATE OF SURVEY 11-12/06/2024	
DRAWING NAME 23509detail		SHEET 5 OF 5	ISSUE 1
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