Traffic & Parking Assessment Report

39 Hugh Street, Belmore

Proposed Warehouse Building

Ref 24139

17th December 2024

CJP CONSULTING ENGINEERS

info@cjpconsultingengineers.com.au | +61 415 256 233 | PO Box 1184 Hunters Hill NSW 2110

Document Control

Project Number	24139			
Project Address	39 Hugh Street, Belmore			
Revision	**Date**	**Details**	**Author**	**Approved By**
Draft	19.09.24	First draft	D. Aloc	C. Palmer
Final	17.12.24	Final for submission	D. Aloc	C. Palmer

info@cjpconsultingengineers.com.au | +61 415 256 233 | PO Box 1184 Hunters Hill NSW 2110

Table of Contents

1. Introduction

1.1 Project Summary

CJP has been engaged by CK Design + Interiors to prepare a Traffic & Parking Assessment Report (TPAR) in support of a Development Application (DA) to Canterbury-Bankstown Council, involving a new warehouse building to be located at 39 Hugh Street, Belmore.

In summary, the proposed DA pertains to the demolition of the existing light industrial building on the site and the construction of a new light industrial facility in its place.

Off-street parking is proposed for a total of 5 car spaces (including 1 accessible space) and 1 bicycle within a new single-level basement parking area. A loading bay that can accommodate up to 6.4m long small rigid truck is also proposed within the ground floor level of the building. Vehicular access to the site is proposed via a new entry/exit driveway located at the eastern end of the Hugh Street site frontage.

Plans of the proposed development have been prepared by CK Design + Interiors and are reproduced in Appendix A.

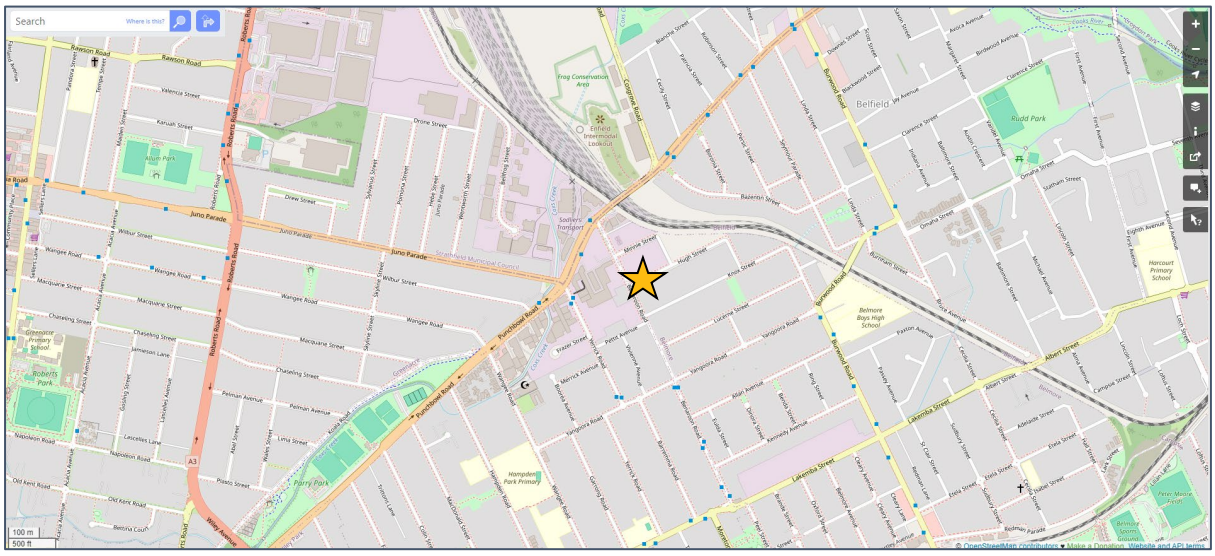


Figure 1.1 – Site Location (Source: OpenStreetMap)

Based on the State Environmental Planning Policy (Transport & Infrastructure) 2021, Schedule 3 – Traffic Generating Development, referral to Transport for NSW is not required.

1.2 Assessment Tasks

The purpose of this TPAR is to assess the traffic, parking, access, transport 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 and parking conditions
- Public and active transport infrastructure
- 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

The site lies within the 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 Series Building Code of Australia (BCA)

2. Existing Conditions

2.1 Site Location & Description

The development site is situated on the northern side of Hugh Street, approximately midway between Benaroon Road and Minnie Street.

The site has a street frontage of approximately 15.24m in length to Hugh Street and occupies a total area of approximately 650m^2.

A copy of the survey plan, prepared by Chami & Associates, is reproduced below.

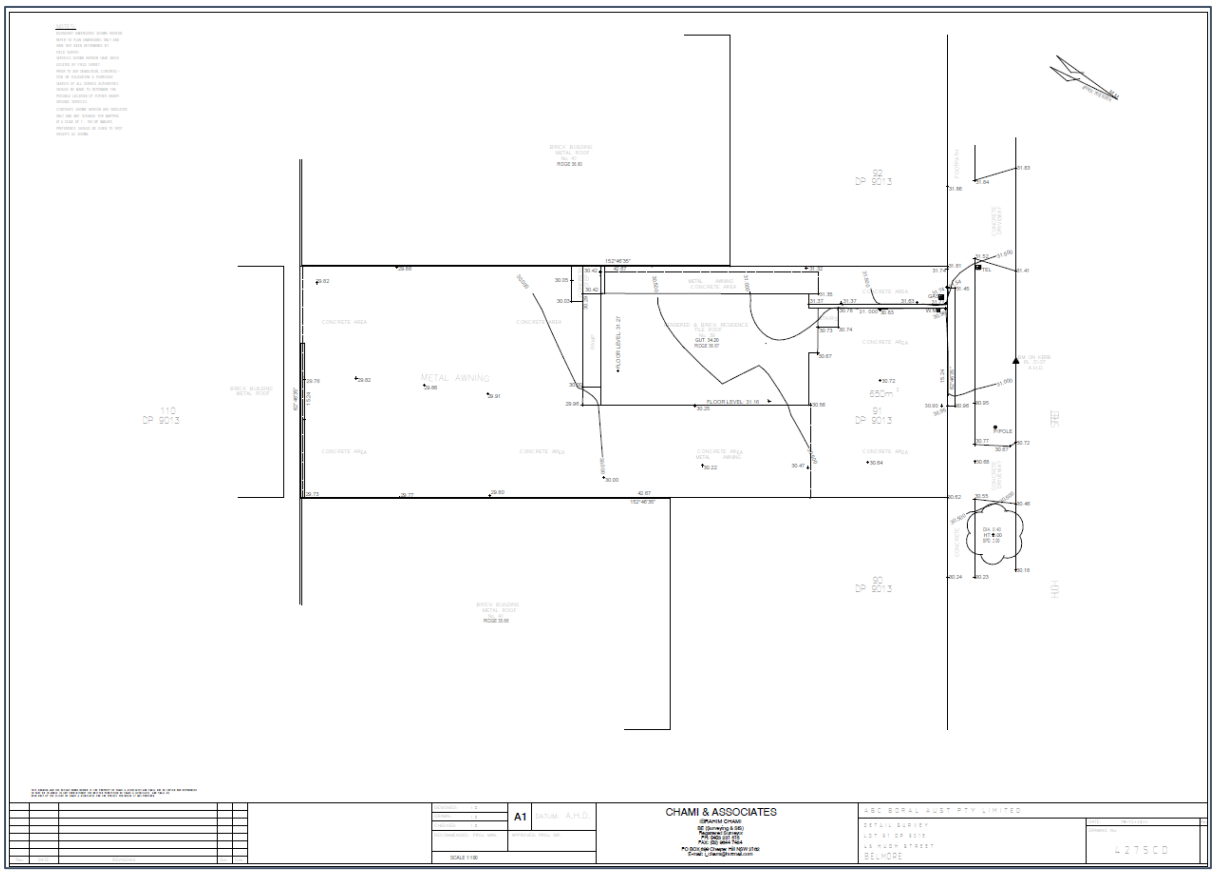


Figure 2.1 – Survey plan (Source: Chami & Associates)

Currently, the property is occupied by a single-storey dwelling house which has long been used as an office for the existing light industrial uses on the site. In addition to the permanent structure (i.e. the office building), the majority of the remainder of the site is occupied by several awnings, resulting in a total covered area of approximately 523m^2.

Informal parking is currently provided for 3 cars within the front hardstand setback area. The existing site is serviced by a variety of commercial vehicles up to and including 8.8m long MRV trucks, noting all service vehicles currently reverse onto the site off Hugh Street.

Vehicular access to the site is facilitated through a 3m driveway crossover located at the western end of the Hugh Street site frontage, which widens to approximately 6m at the site boundary.

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

Figure 2.2 – Aerial map of the subject site (Source: Nearmap)

Figure 2.3 – Streetview image of Hugh Street site frontage, looking south-west (Source: Google Maps)

Figure 2.4 – Streetview image of Hugh Street site frontage, looking north-east (Source: Google Maps)

2.2 Planning Context

The site falls within the IN2 Light Industrial zone under the Canterbury-Bankstown LEP 2023, with a maximum floor space ratio control of 1:1, as indicated in the maps below.

The proposed development is therefore permissible in the zone, subject to development consent.

Figure 2.5 – Land zoning map (Source: ePlanning Spatial Viewer)

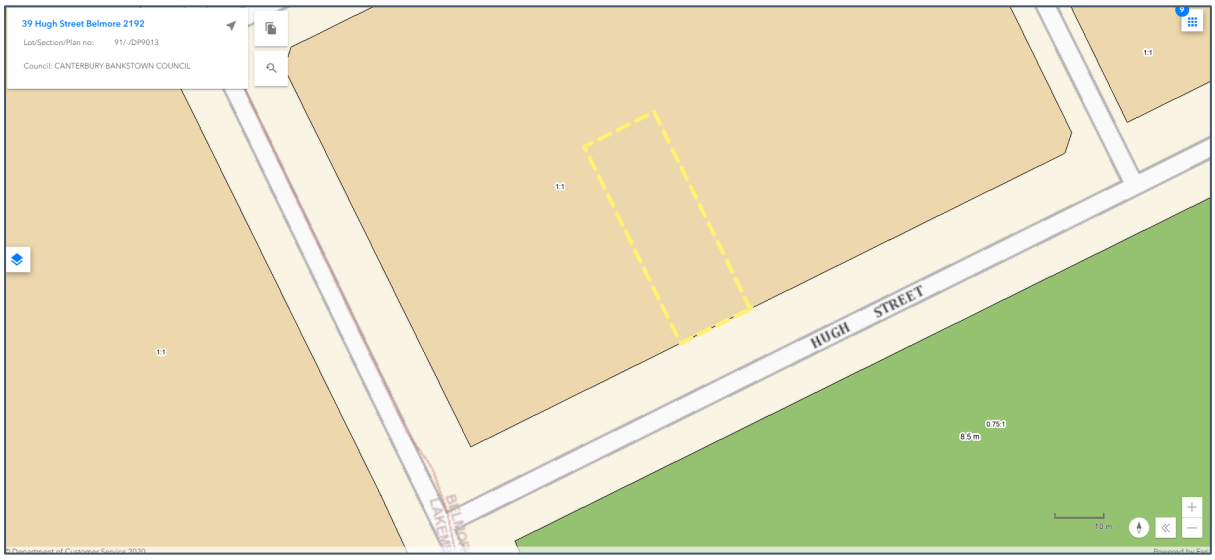


Figure 2.6 – Floor space ratio map (Source: ePlanning Spatial Viewer)

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

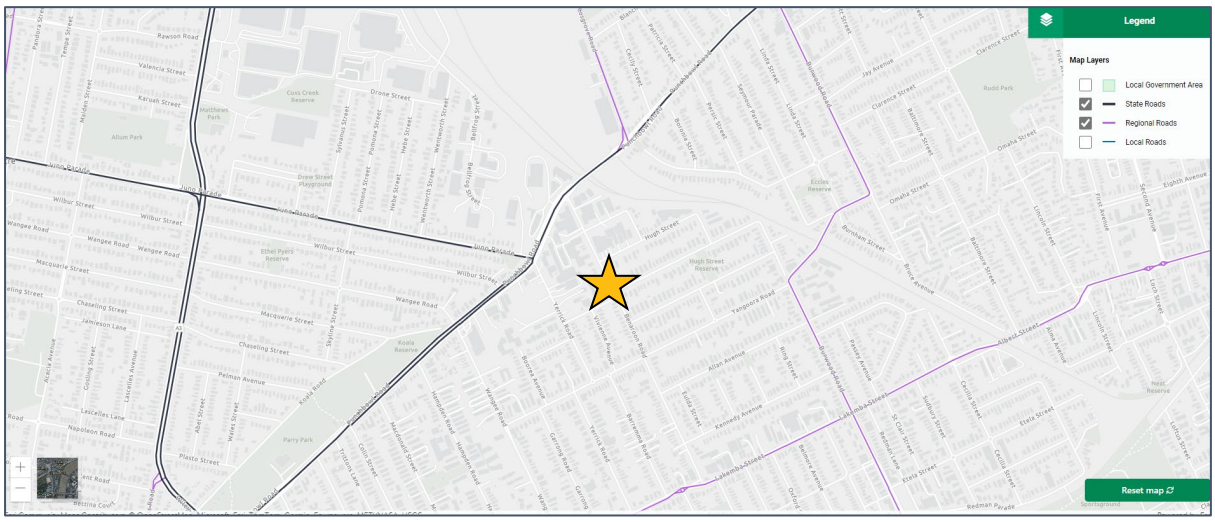


Figure 2.7 – Road Hierarchy (Source: Transport for NSW)

- Punchbowl Road is the nearest State Road which connects several suburbs such as Punchbowl, Greenacre, Strathfield. Situated north of the development site, it typically has two to three lanes of traffic in each direction, with turning lanes at key intersections. The posted speed limit is 60 km/hr.

- Benaroon Road is classified as a Local Road which runs on a north-south alignment between Punchbowl Road and Lakemba Street, intersecting with Hugh Street at a stop-controlled intersection. It features one lane of traffic in each direction and unrestricted kerbside parking lanes on both sides. A 50km/h speed limit is signposted along Benaroon Road, between Punchbowl Road and No.57 Benaroon Road, however, it reduces to 40km/h between No.57 Benaroon Road and Lakemba Street.

- Hugh Street, serving as the site's frontage, is also classified as a Local Road featuring one lane of traffic in each direction, and providing vehicular and pedestrian access to frontage properties. Unrestricted kerbside parking is generally permitted on both sides.

2.4 Public & Active Transport

The existing public transport services available in the vicinity of the site are illustrated in Figure 2.8. The nearest bus stop is located on Punchbowl Road, approximately 400m to/from the site, and is served by Bus Route 450, operating daily between Strathfield and Hurstville. Buses arrive every 15 minutes during peak periods and every 30 minutes during off-peak periods.

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 with regular services. As such, the proposed development has good potential for future employees (and visitors) to utilise buses for their commute to/from work.

Furthermore, the nearest railway stations are Lakemba Station and Belmore Station which are located approximately 1.6km-1.7km south of the site by walking distance. These stations lie on the T3 Bankstown Line, operating between Liverpool or Lidcombe and the City via Bankstown. Services run daily, with trains arriving every 15-20 minutes during peak periods and 30-60 minutes during off-peak periods.

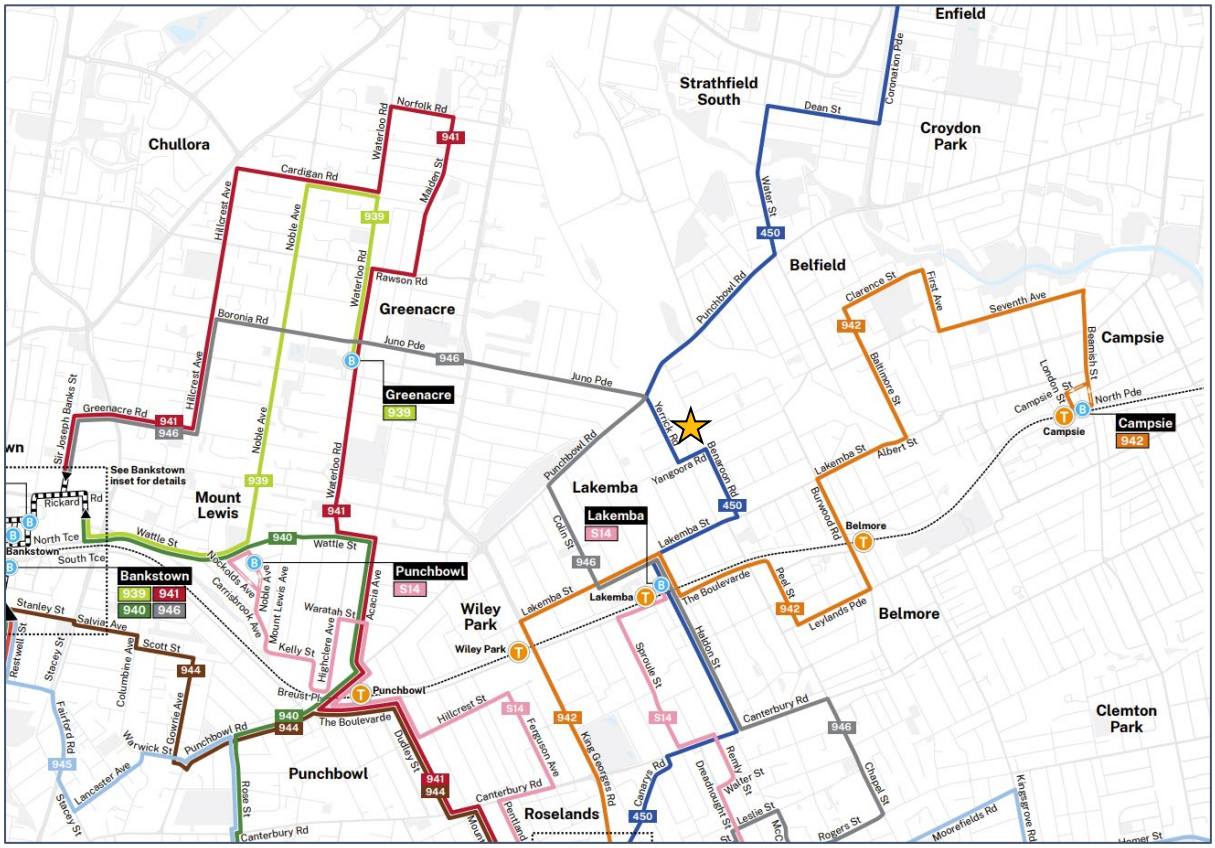


Figure 2.8 – Existing Public Transport Map within the vicinity of the site (Source: Transport for NSW)

In addition to the public transport services available in the vicinity of the site, there is a good level of pedestrian connectivity. All existing footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections.

Figure 2.9 shows the existing bicycle network near the vicinity of the site. It can be observed that there are mostly roads classified as *General Roads* where bicycles can share space with motor vehicles such as on Punchbowl Road, Wangee Road, and Yangoora Road.

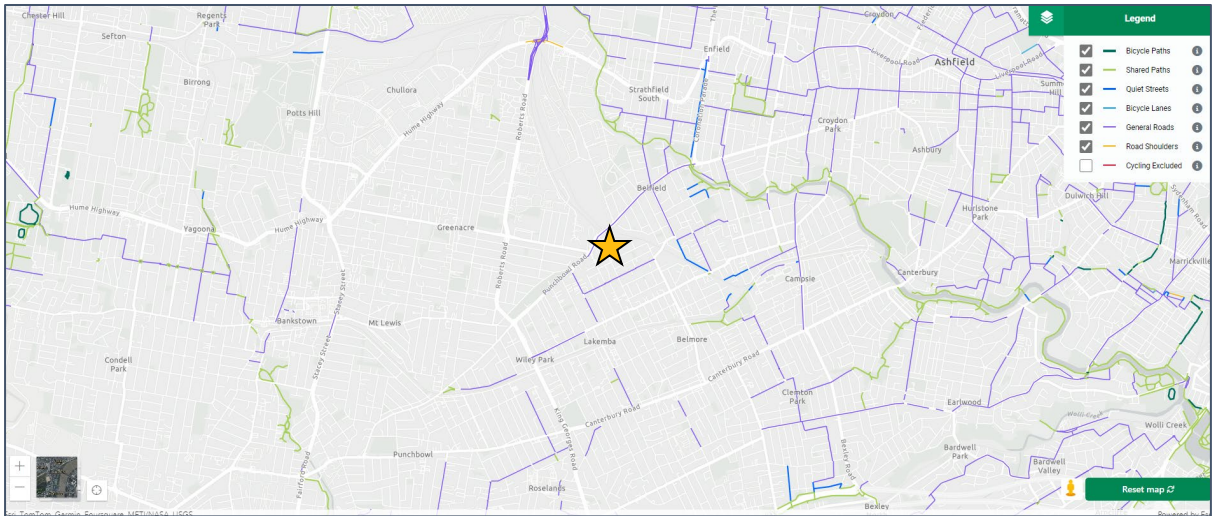


Figure 2.9 – Existing cycling network map (Source: Transport for NSW)

The *Planning Guidelines for Walking and Cycling* identifies 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 also enhances the viability of public transport services.

2.5 Existing Surrounding Traffic Controls

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

- Traffic signals in Punchbowl Road where it intersects with Yerrick Road/Juno Parade
- A No Right Turn restrictions for eastbound traffic on Punchbowl Road, turning into Yerrick Road
- A Seagull treatment at the intersection of Punchbowl Road & Benaroon Road
- A 50km/h speed limit along Benaroon Road, between Punchbowl Road and No.57 Benaroon Road, reducing to 40km/h between No.57 Benaroon Road and Lakemba Street
- A 60km/h speed limit which applies to Punchbowl Road
- a 3T Load Limit along Benaroon Road
- Stop-sign restrictions in Hugh Street where it intersects with Benaroon Road

2.6 Existing Surrounding Parking Restrictions

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

- No Stopping restrictions in the vicinity of the Benaroon Road & Hugh Street intersection
- generally unrestricted kerbside parking elsewhere along both sides of Hugh Street within the vicinity of the site, including along the site frontage

3. Proposed Development

3.1 Development Description

The proposed development involves the demolition of the existing light industrial facility on the site and the construction a new light industrial facility in its place, including an ancillary first floor office. The proposed ground floor comprises the main light industrial space, entry lobby, toilet and the lift to both the basement and the first-floor level. The first floor will feature office space, a kitchen, an air lock room, and an additional toilet, while the basement will house storage rooms and a plant room.

The cumulative floor area of the proposed development is approximately 422m^2, as set out in the table below.

Table 3.1 – Proposed Floor Area & FSR Calculations	
Site area	650m^2
Permissible FSR	1:1
Max permissible FSR	650m^2
Proposed	
Ground floor light industrial	334m^2
First floor office	88m^2
Total GFA	422m^2
Proposed FSR	0.65:1

Figure 3.1 – Photomontage of the proposed building (Source: CK Design + Interiors)

3.2 Parking Arrangements

Off-street parking is proposed for a total of 5 cars (including 1 accessible space) within a new single-level basement parking area.

Additionally, off-street parking is proposed for 1 bicycle within the basement parking area, along with end-of-trip facilities located on the ground floor level.

3.3 Loading Arrangements

The development is proposed to be serviced by a variety of commercial vehicles such as vans, utes, wagons, *etc.* up to and including 6.4m long SRV trucks.

In this regard, a dedicated loading bay is proposed to be located within the ground floor level of the building, with service vehicles able to manoeuvre within the front setback of the site. Importantly, all service vehicles will be able to enter and exit the site in a forward direction at all times, which is an improvement on the existing arrangement which requires trucks to reverse onto the site.

3.4 Vehicular Access

Vehicular access to the site is proposed to be provided via a new 5.5m wide entry/exit driveway located at the eastern end of the Hugh Street site frontage. The existing driveway crossover located off Hugh Street will be permanently closed and restored to kerb & gutter.

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 and/or approved 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 the existing and proposed uses on the site 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 as an industrial "factory."

Based on the RMS trip generation rates, the proposed development has a traffic generation potential of approximately 5 vehicle trips per hour (vph) during the weekday morning and afternoon peak hours, as set out in the table below.

Table 4.1 – Proposed Peak Traffic Generation

Land Use	Vehicle Trip Rate	Floor Area	Proposed Peak Trips*
Light Industrial	1.0 trip/100m^2	334m^2	3.3 peak trips
Ancillary Office	2.0 trips/100m^2	88m^2	1.8 peak trips
Total		**422m^2**	**5.1 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. Based on the RMS trip generation rates and the existing light industrial building's footprint of approximately 523m^2, the existing development has a traffic generation potential of approximately 5 vehicle trips during the weekday morning and afternoon peak periods.

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 and/or approved uses.

Based on the RMS trip generation rates above, the proposed development is expected to result in a *nett change* of zero (0) vehicle trips during the weekday morning and afternoon peak periods, as set out in the table on the following page.

Table 4.2 – Nett Peak Traffic Generation			
Period	**Proposed Peak Trips**	**Existing Peak Trips**	**Nett Peak Trips***
AM & PM Peak Hour	5 vph	5 vph	+/- 0 vph

* entry/exit combined

Accordingly, the proposed development is supportable on traffic grounds.

5. Access, Parking & Servicing Assessment

5.1 Applicable Car Parking Rates

The off-street parking rates applicable to the proposed development are specified in Canterbury-Bankstown DCP 2023, Chapter 3 General Requirements, Sub-chapter 3.2 Parking, Section 2 – Off-street parking rates, in the following terms:

Land use	Car spaces	Bicycle spaces
Industries	1 space per 100m² gross floor area. 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. 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.	1 space per 20 staff

(Source: Canterbury-Bankstown DCP 2023, Chapter 3, Sub-chapter 3.2, Section 2)

5.2 Car Parking Requirements

Based on the proposal with a cumulative floor area of 422m², the proposed development requires the provision of 4 car parking spaces, as set out in the table below.

Table 5.1 – Off-Street Car Parking Requirements

Use	Canterbury-Bankstown DCP 2023		
	Rate	Floor Area	Requirement
Light Industrial	1 space/100m² GFA	334m²	3.3 spaces
Office	1 space/100m² GFA	88m²	0.9 spaces
Total		**422m²**	**4.2 spaces**

5.3 Accessible Car Parking

The Council's DCP stipulates off-street parking rates for industrial premises with 10 or more car parking spaces; however, this does not apply to the proposed development. Notwithstanding, the Building Code of Australia (BCA) classifies the proposed development as Class 7b and provides a minimum required number of accessible car parking spaces, as set out below.

Class of building to which the *carpark* or carparking area is associated	Number of *accessible* carparking spaces *required*
Class 5, 7, 8 or 9c	1 space for every 100 carparking spaces or part thereof.

(Source: Building Code of Australia)

Accordingly, based on the BCA, the proposed development requires the provision of 1 accessible car parking space. That requirement is satisfied by the proposed provision of 1 accessible car parking space, designed in accordance with AS2890.6:2022 requirements.

5.4 Proposed Car Parking Provisions

The proposed development allocates a total of 5 off-street car parking spaces (including 1 accessible space) within a new basement parking area, thereby satisfying the parking requirements outlined in Council's DCP 2023 and the BCA.

5.5 Bicycle Parking

The Council DCP specifies a bicycle parking rate of *1 space per 20 staff* applicable for the proposed development. At this stage it is not known how many staff will be on the site at any given time, however, it is likely to be in the order of say, 5-7. Based on this, the proposed development requires the provision of 1 bicycle space.

That requirement is satisfied by the proposed provision of 1 bicycle space located within the basement parking area.

5.6 Loading and Servicing

The on-site loading requirements applicable to the proposed development are also specified in Canterbury-Bankstown DCP 2023, Chapter 3 General Requirements, Sub-chapter 3.2 Parking, Section 3 – Design and Layout, as follows:

Loading and unloading facilities

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, Sub-chapter 3.2, Section 3)

The proposed development has been designed to accommodate commercial vehicles up to and including 6.4m small rigid trucks. The design of the site enables all service vehicles to enter and exit the premises in a forward direction at all times, and to manoeuvre into/out of the loading bay safely and without difficulty.

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 & 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, parking & loading area has been designed in accordance with the above Australian Standards, it is expected that a condition 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:

- a combined 5.5m wide entry/exit driveway, in accordance with “Category 1” requirements
- first 6m of the driveway within the property boundary @ maximum 5% (1:20)
- driveway located outside of the 6m “prohibited” tangent points of an intersection
- 2.5m x 2.0m pedestrian sight triangles on the exit side of the driveway
- maximum gradient within the front setback hardstand and manoeuvring area of 5% (1:20)
- maximum ramp gradient of 25% (1:4)
- top and bottom 2m ramp transitions @ 12.5% (1:8)
- a 6.2m wide aisle within the basement, in accordance with User Class 1 requirements
- minimum 1m “aisle extension” at the end of the dead-end aisle within the basement
- minimum 2.2m overhead clearance provided throughout the vehicular circulation system

Further to the above, the vehicular access arrangements have been designed to accommodate the swept turning path requirements of the B99 design vehicle as specified in AS2890.1, allowing them to enter and exit the site and circulate through the site in a forward direction at all times, including passing a B85 design vehicle within the front hardstand area. Swept turning path diagrams are reproduced in Appendix B.

Additionally, the basement parking spaces have also been tested using the B85 design vehicle, as specified in AS2890.1, confirming that they are easily accessible. Swept turn path diagrams are also reproduced in Appendix B.

6.3 Parking & Loading Design

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

- 5.4m long x (minimum) 2.45m wide car parking spaces, in excess of User Class 1 requirements
- 5.4m long x 2.4m wide accessible car parking space plus 5.4m long x 2.4m wide adjacent "shared area", in accordance with AS2890.6
- minimum 300mm additional width for parking spaces located against walls
- minimum 2.5m overhead clearance provided above accessible parking space and adjacent shared area
- minimum 2.2m overhead clearance provided above all other parking spaces
- columns in the basement generally located ~750mm back from the edge of the parking aisle
- no obstructions within the "design envelope" of any car parking spaces
- 6.4m x 4m wide internal SRV loading bay with a 4.5m high x 4.0m wide roller door opening
- minimum 4.5m overhead clearance within the loading bay
- all vehicles are able to enter and exit the site in a forward direction at all times

7. Conclusion

In summary, the proposed development involves the demolition of the existing light industrial facility on the site and the construction of a new light industrial facility within the subject property at 39 Hugh Street, Belmore.

Off-street parking is proposed for a total of 5 cars (including 1 accessible space), 1 bicycle and 1 SRV loading bay. Vehicular access to the site is proposed via a new 5.5m wide entry/exit driveway located at the eastern end of the Hugh 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 approximately 6 vehicle trips during the weekday morning and afternoon peak periods
- when compared to the existing uses on the site, the proposed development is expected to result in a *nett change* in traffic generation potential of zero (0) vehicle trips during the weekday morning and afternoon peak periods
- the estimated level of traffic is minimal and not expected to result in any unacceptable traffic implications to the surrounding road network, nor will any road or infrastructure upgrades be required
- the proposed development makes provision for 5 car spaces (including 1 accessible parking) and 1 bicycle space, which satisfies the Council's DCP and BCA requirements
- the proposed development makes provision for a designated loading area within the building, capable of accommodating up to 1 x SRV truck, which is considered acceptable for a building the size of the proposed
- the proposed vehicular access, parking, circulation and loading area design complies with the relevant requirements of the AS2890 series

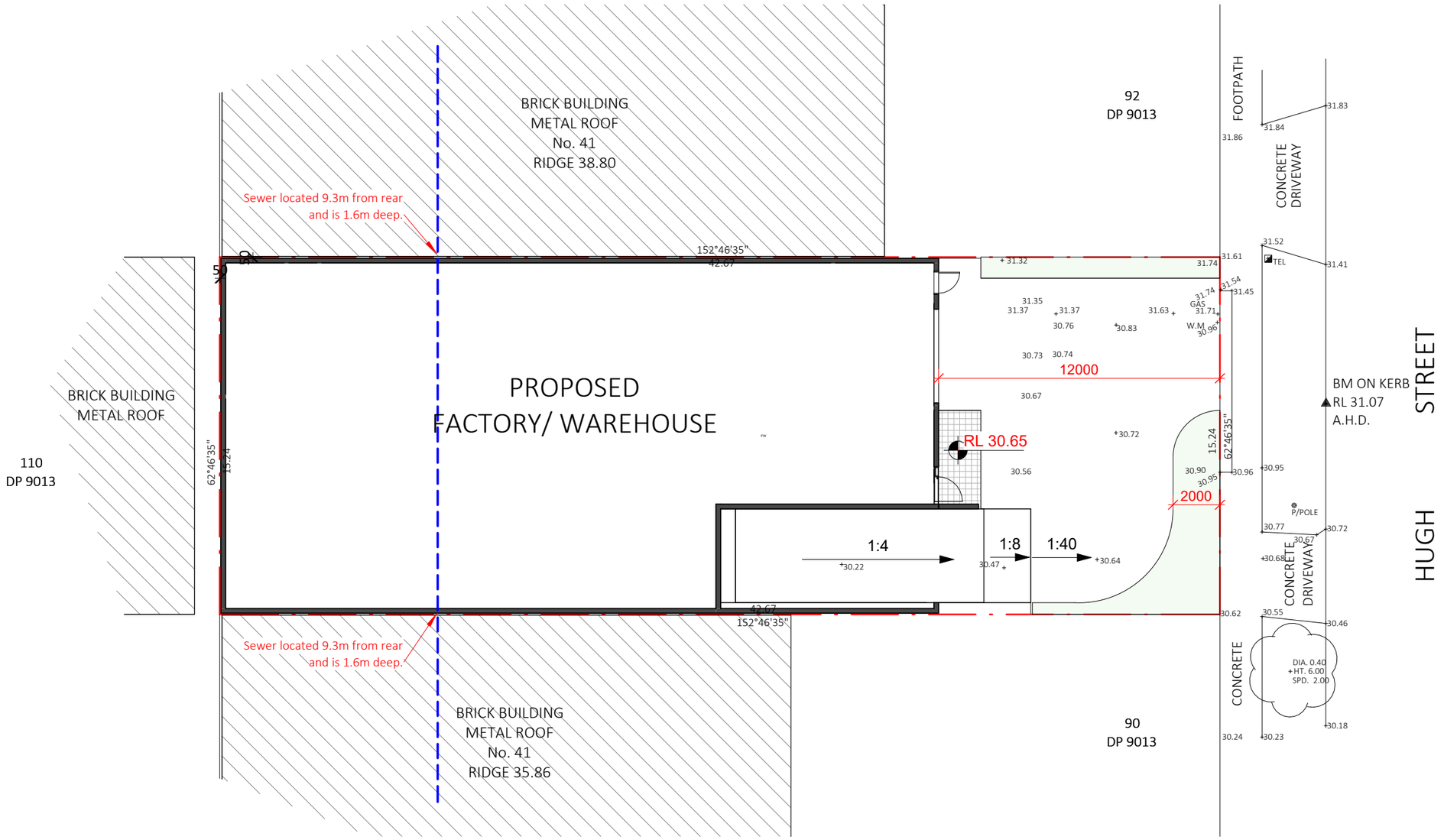
In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

CJP | CONSULTING ENGINEERS

Appendix A

Proposed Architectural Plans

SITE COVERAGE
DCP: MAX 70% - 455SQM
PROPOSED : 65% - 422SQM



CK design + interiors
LEVEL 2, 240 CHURCH ST,
PARRAMATTA NSW 2150
P: 1300 253 000
M: 0466 787 141
M: 0411 222 888
E: chris@ckdesign.net.au
W: www.ckdesign.net.au

Member
Australian Institute of Architects
Nominated Architect:
Joseph Panetta
NSW Architects Registration Board No: 9505

No.	Description	Date

SITE PLAN

PRELIMINARY NOT FOR CONSTRUCTION

DEVELOPMMENT APPLICATION
INDUSTRIAL DEVELOPMENT

CLIENT: PALMS PACIFIC

ADDRESS: 39 HUGH STREET, BELMORE

Scale	A3: 1 : 200
Date	MAY 24
Drawn by	JB
Checked by	CK
Project number	24018-01
Sheet number	A3-05

Sewer located 9.3m from rear
and is 1.6m deep.

PLANT ROOM

LIFT

STORE

STORE ROOM

DRIVEWAY
(6.2m WIDE)

RL 27.50

RL 27.75

RL 30.50

Automatic door

Min 2.5m Height Clearance above accessible parking bay and shared area

1:8

1:4

1:8

1:40

1750

6200

4000

PROPOSED
SEWER
DIVERSION

Sewer located 9.3m from rear
and is 1.6m deep.

CK design + interiors

LEVEL 2, 240 CHURCH ST,
PARRAMATTA NSW 2150
P: 1300 253 000
M: 0466 787 141
M: 0411 222 888
E: chris@ckdesign.net.au
W: www.ckdesign.net.au

Member
Australian Institute
of Architects
Nominated Architect:
Joseph Panetta
NSW Architects Registration
Board No: 9505

No.	Description	Date

BASEMENT PLAN

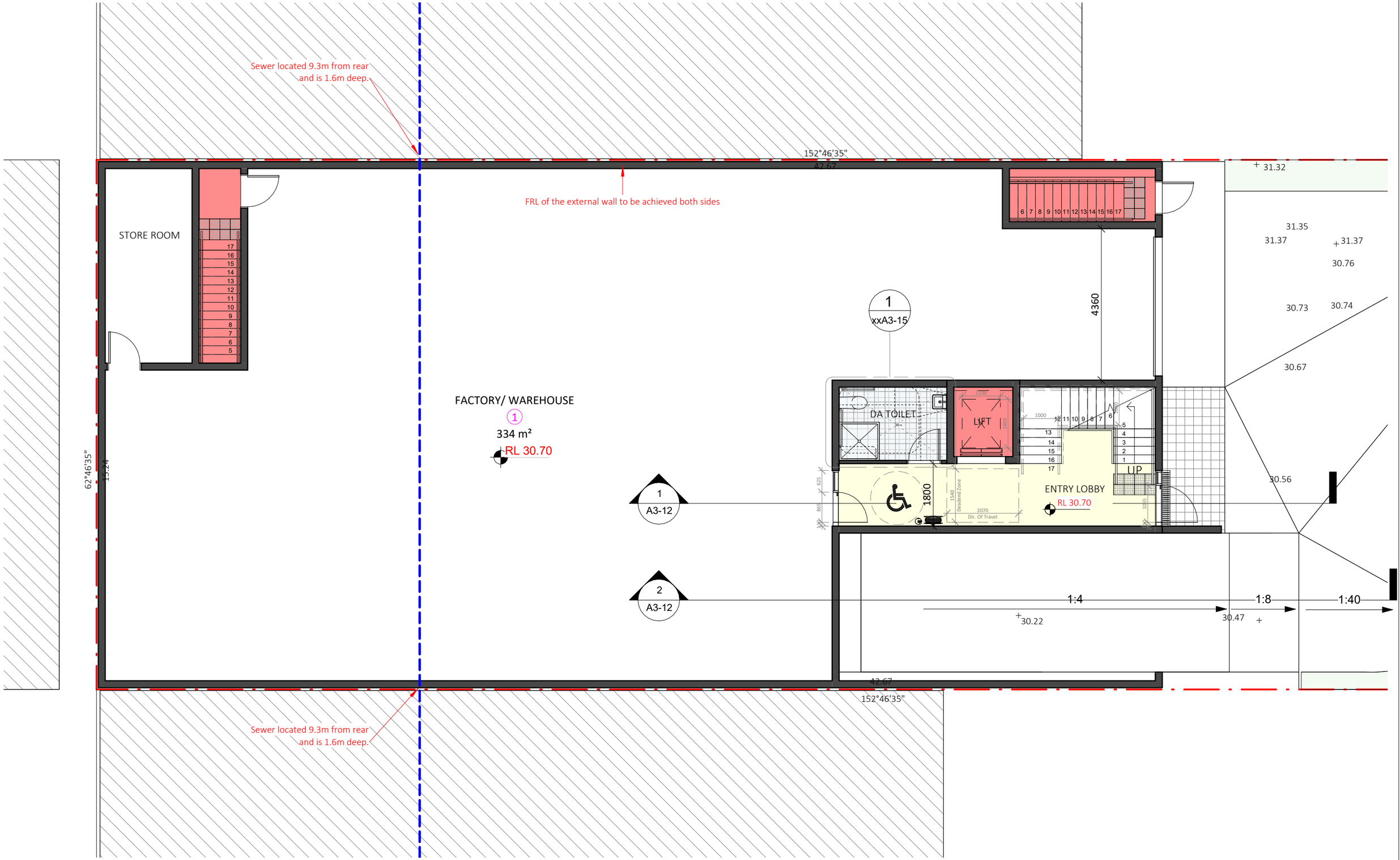
PRELIMINARY NOT FOR
CONSTRUCTION

DEVELOPMMENT APPLICATION
INDUSTRIAL DEVELOPMENT

CLIENT: PALMS PACIFIC

ADDRESS: 39 HUGH STREET, BELMORE

Scale	A3: 1 : 100
Date	MAY 24
Drawn by	Author
Checked by	Checker
Project number	24018-01
Sheet number	A3-06



CK design + interiors
LEVEL 2, 240 CHURCH ST,
PARRAMATTA NSW 2150
P: 1300 253 000
M: 0466 787 141
M: 0411 222 888
E: chris@ckdesign.net.au
W: www.ckdesign.net.au

Member
Australian Institute of Architects
Nominated Architect:
Joseph Panetta
NSW Architects Registration Board No: 9505

No.	Description	Date

GROUND FLOOR PLAN

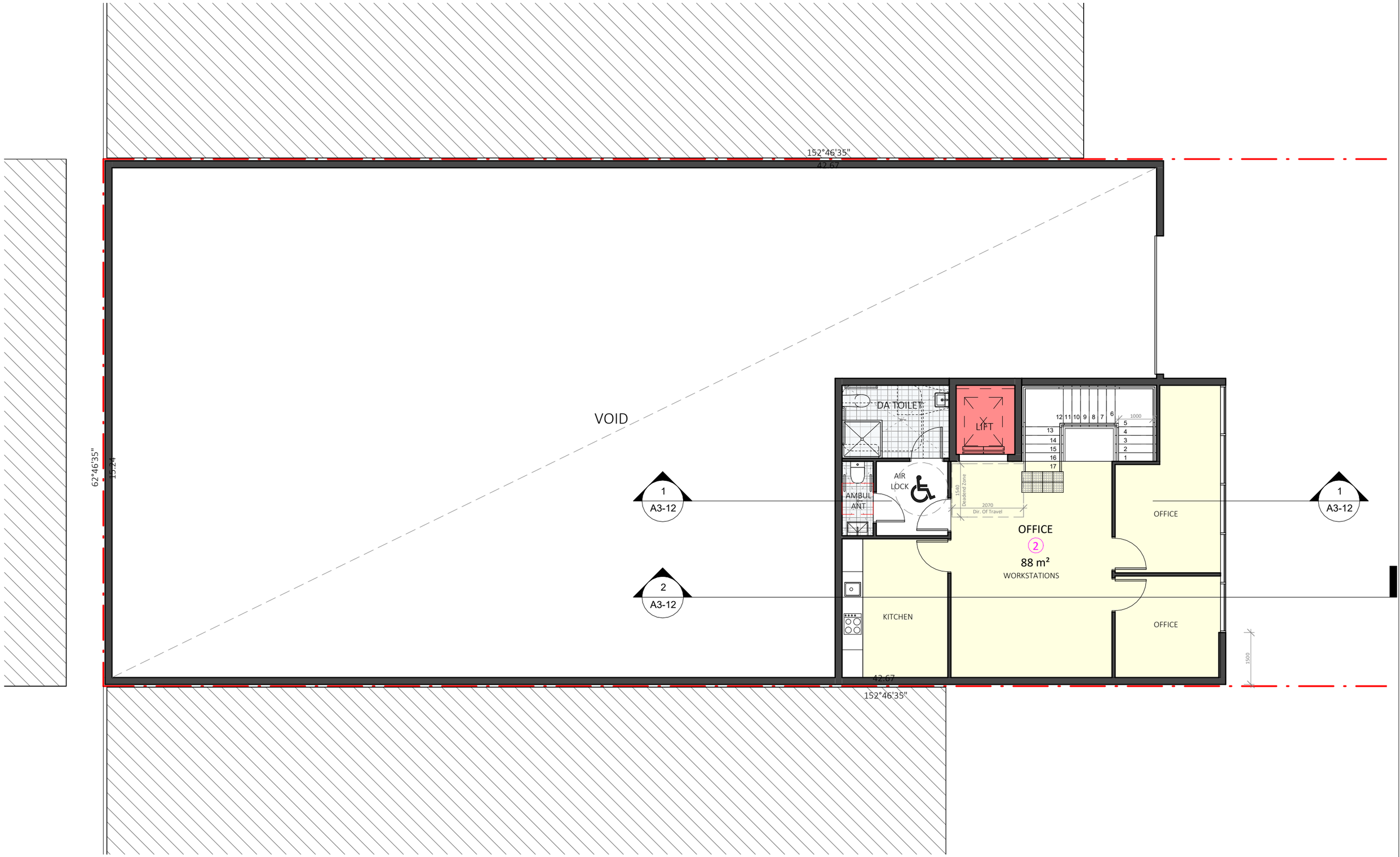
PRELIMINARY NOT FOR CONSTRUCTION

DEVELOPMMENT APPLICATION
INDUSTRIAL DEVELOPMENT

CLIENT: PALMS PACIFIC

ADDRESS: 39 HUGH STREET, BELMORE

Scale	A3: 1 : 100
Date	MAY 24
Drawn by	JB
Checked by	CK
Project number	24018-01
Sheet number	A3-07



CK design + interiors
LEVEL 2, 240 CHURCH ST,
PARRAMATTA NSW 2150
P: 1300 253 000
M: 0466 787 141
M: 0411 222 888
E: chris@ckdesign.net.au
W: www.ckdesign.net.au

Member
Australian Institute of Architects
Nominated Architect:
Joseph Panetta
NSW Architects Registration Board No: 9505

No.	Description	Date

FIRST FLOOR PLAN

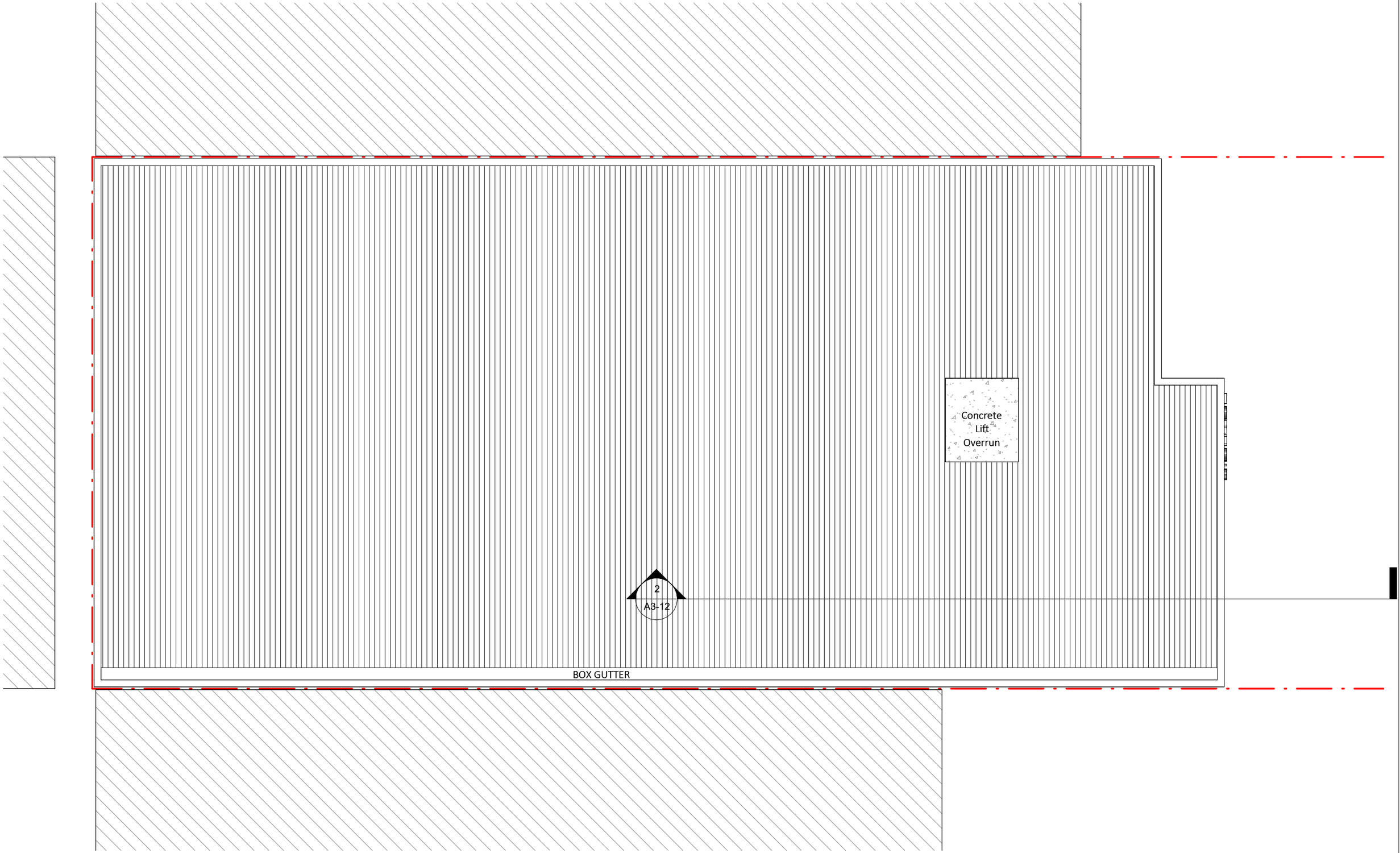
PRELIMINARY NOT FOR CONSTRUCTION

DEVELOPMMENT APPLICATION
INDUSTRIAL DEVELOPMENT

CLIENT: PALMS PACIFIC

ADDRESS: 39 HUGH STREET, BELMORE

Scale	A3: 1 : 100
Date	MAY 24
Drawn by	JB
Checked by	CK
Project number	24018-01
Sheet number	A3-08



CK design
design + interiors
LEVEL 2, 240 CHURCH ST,
PARRAMATTA NSW 2150
P: 1300 253 000
M: 0466 787 141
M: 0411 222 888
E: chris@ckdesign.net.au
W: www.ckdesign.net.au

Member
Australian Institute
of Architects
Nominated Architect:
Joseph Panetta
NSW Architects Registration
Board No: 9505

No.	Description	Date

ROOF PLAN

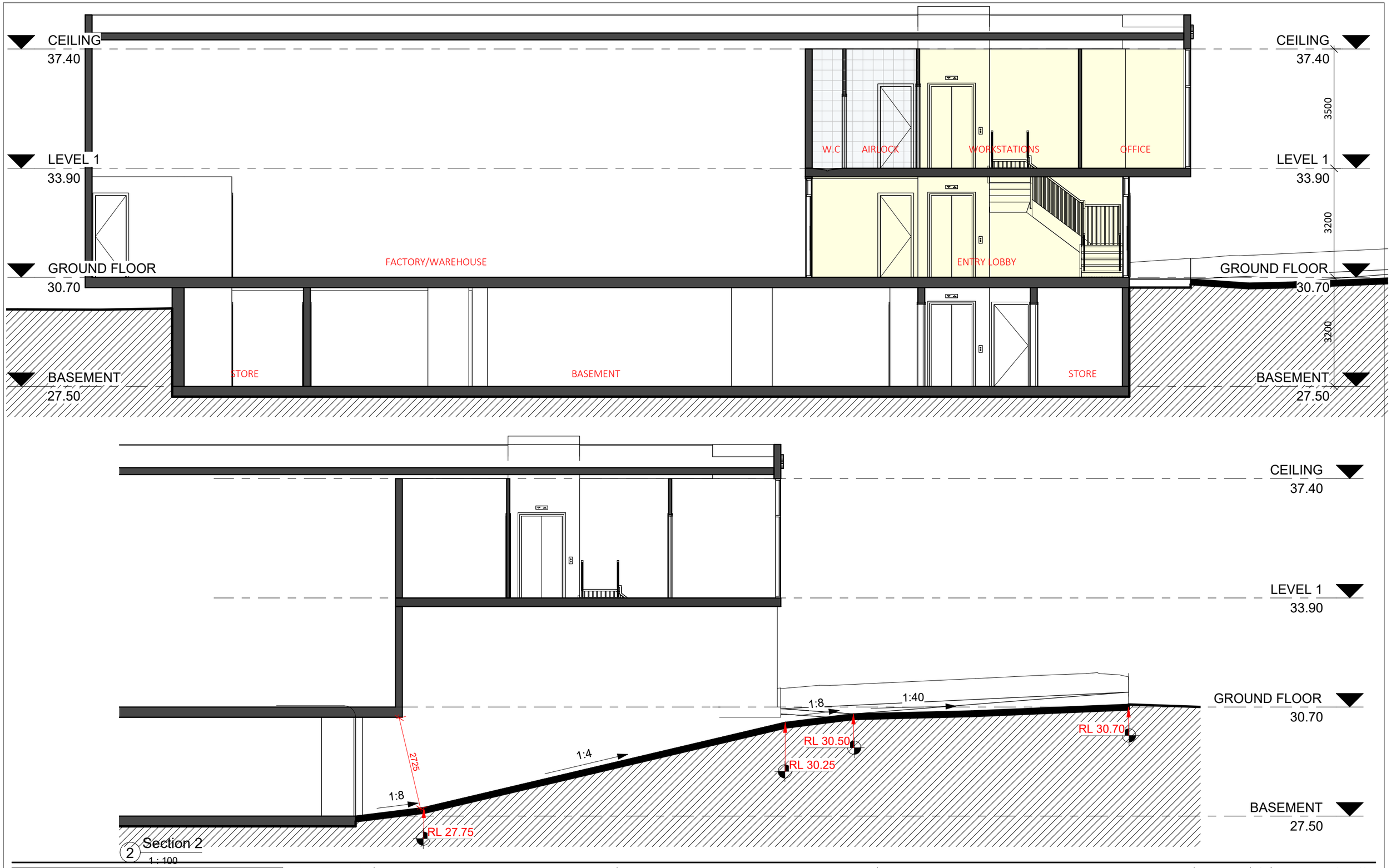
PRELIMINARY NOT FOR CONSTRUCTION

DEVELOPMMENT APPLICATION
INDUSTRIAL DEVELOPMENT

CLIENT: PALMS PACIFIC

ADDRESS: 39 HUGH STREET, BELMORE

Scale	A3: 1 : 100
Date	MAY 24
Drawn by	Author
Checked by	Checker
Project number	24018-01
Sheet number	A3-09



2 Section 2
1 : 100

CK design + interiors
LEVEL 2, 240 CHURCH ST,
PARRAMATTA NSW 2150
P: 1300 253 000
M: 0466 787 141
M: 0411 222 888
E: chris@ckdesign.net.au
W: www.ckdesign.net.au

Member
Australian Institute of Architects
Nominated Architect:
Joseph Panetta
NSW Architects Registration Board No: 9505

No.	Description	Date

SECTION

PRELIMINARY NOT FOR CONSTRUCTION

DEVELOPMMENT APPLICATION
INDUSTRIAL DEVELOPMENT

CLIENT: PALMS PACIFIC

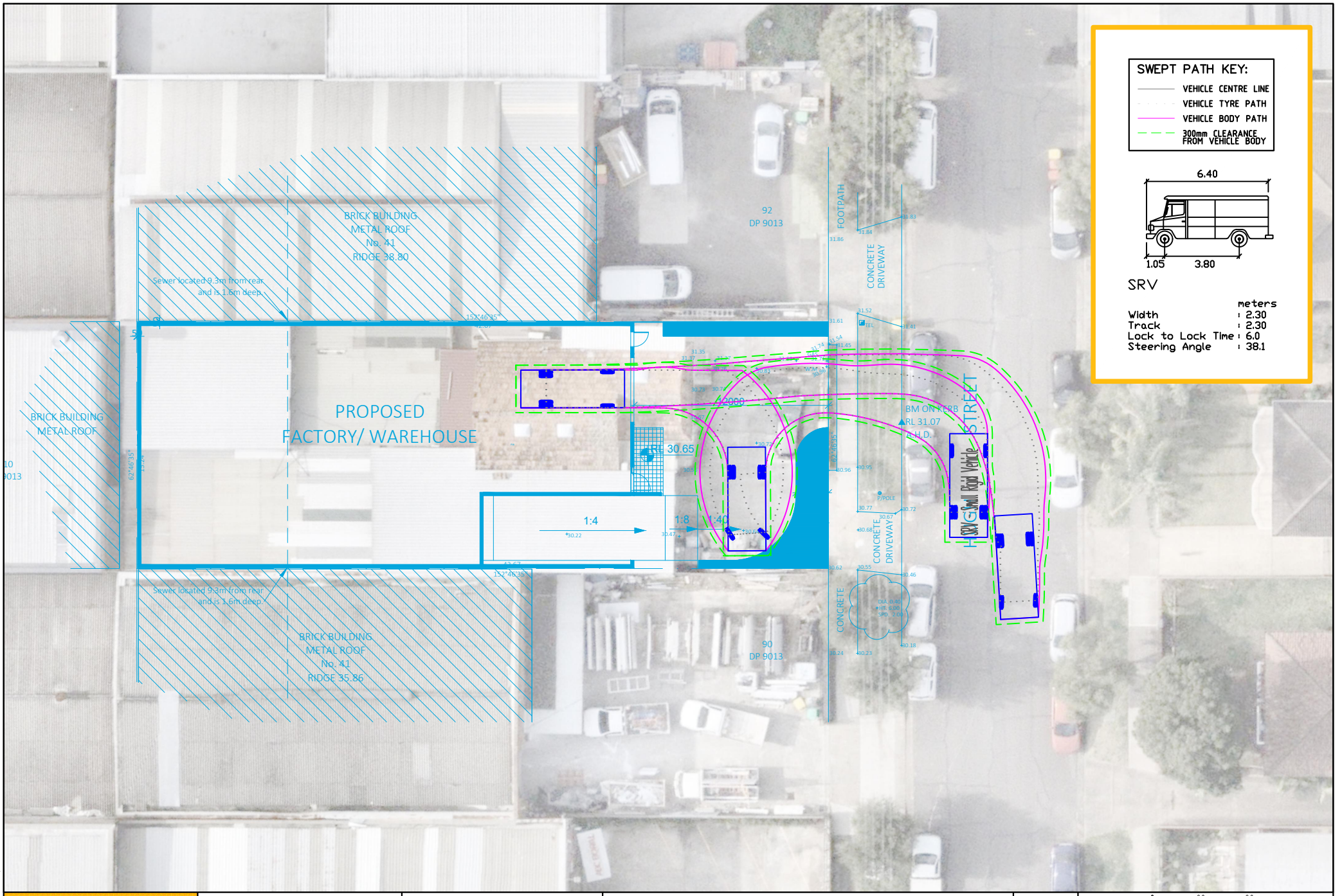
ADDRESS: 39 HUGH STREET, BELMORE

Scale	A3: 1 : 100
Date	MAY 24
Drawn by	Author
Checked by	Checker
Project number	24018-01
Sheet number	A3-12

CJP | CONSULTING ENGINEERS

Appendix B

Swept Turn Paths



Plotted by CJP CONSULTING ENGRS

CJP CONSULTING ENGINEERS

CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cjpconsultingengineers.com.au

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 PROVEN ON SITE
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED

39 HUGH STREET, BELMORE
CAR PARK COMPLIANCE REVIEW - GROUND
SRV ENTRY AND EXIT PATH

SCALE 0 3.0 6.0 1:300 @ A4

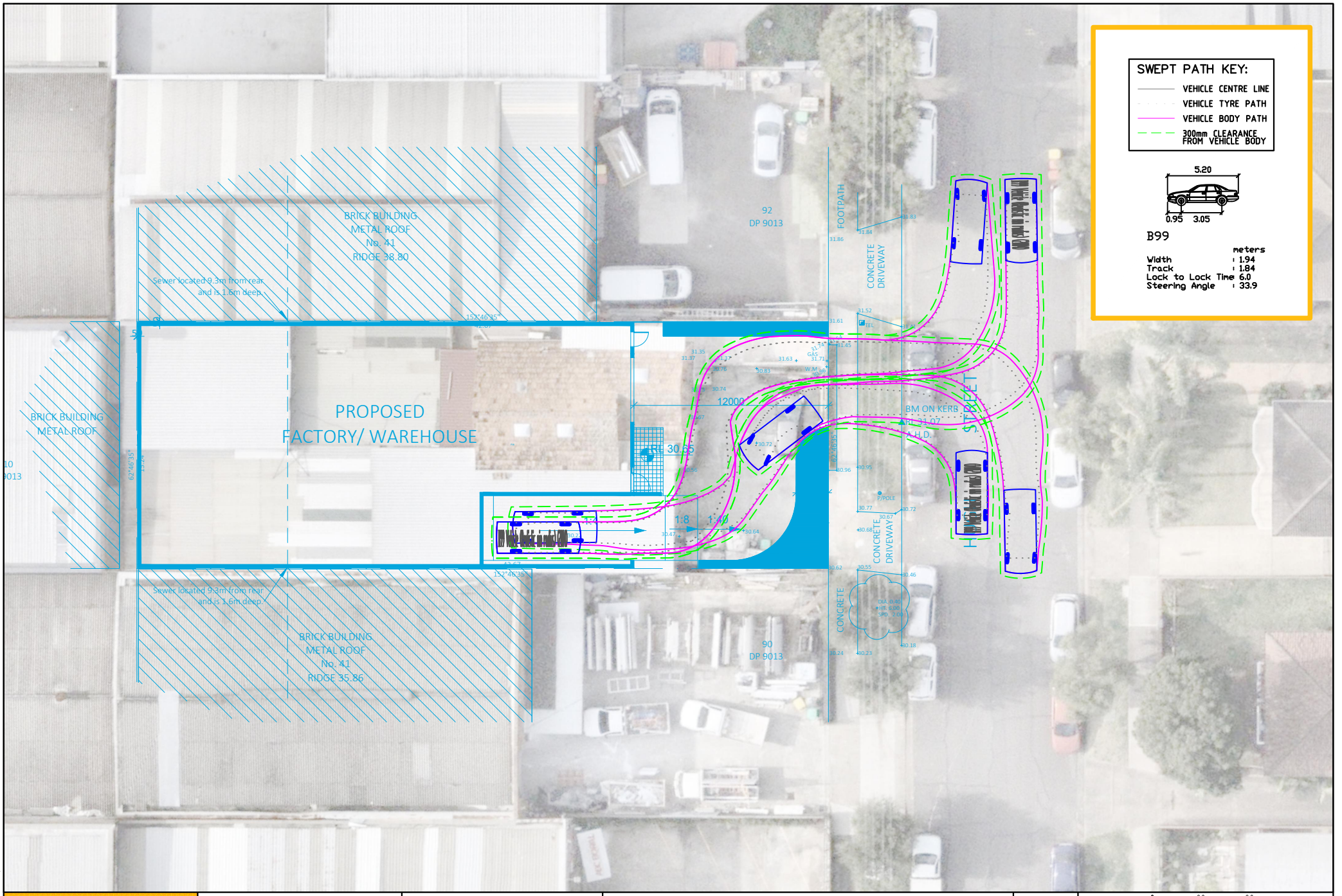
DRAWING NO. 24139-D01-V3

SHEET NO. 01 OF 07

ISSUE DATE 17 December 2024

DRAWN BY C. PALMER

REVIEWED BY C. PALMER



CJP CONSULTING ENGINEERS

CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cjpconsultingengineers.com.au

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

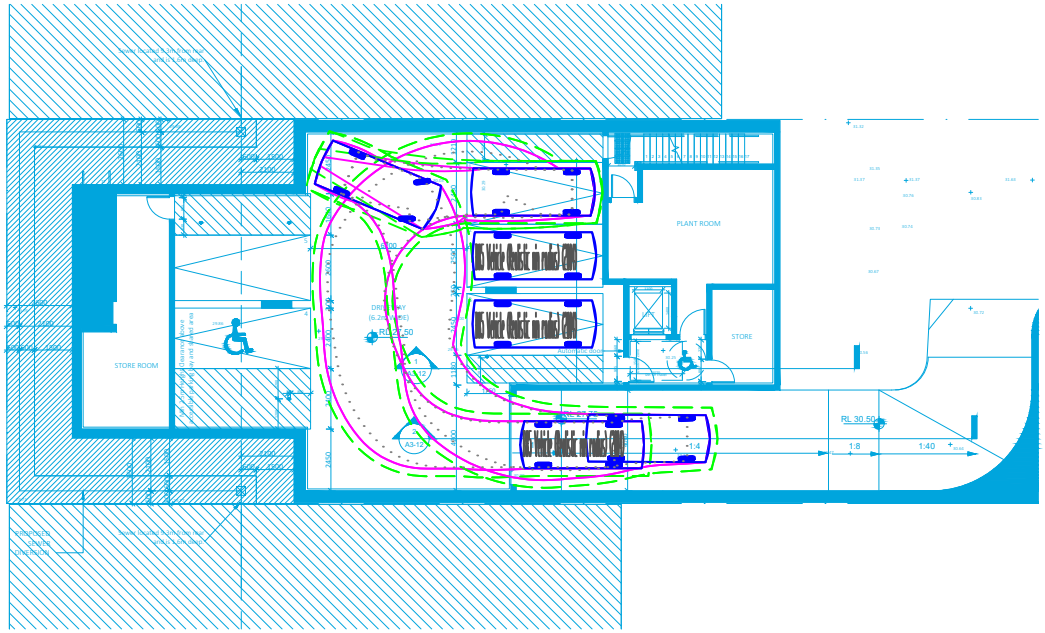
WARNING
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY
THE EXACT LOCATIONS SHALL BE PROVEN ON SITE
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

39 HUGH STREET, BELMORE
CAR PARK COMPLIANCE REVIEW - GROUND
B99 ENTRY AND EXIT PATHS

SCALE 0 3.0 6.0 1:300 @ A4

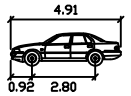
DRAWING NO. 24139-D01-V3 | SHEET NO. 02 OF 07

ISSUE DATE 17 December 2024 | DRAWN BY C. PALMER | REVIEWED BY C. PALMER



SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	6.0
Steering Angle	: 34.1

Plotted by CJP CONSULTING ENGRS

CJP CONSULTING ENGINEERS

CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cjpconsultingengineers.com.au

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

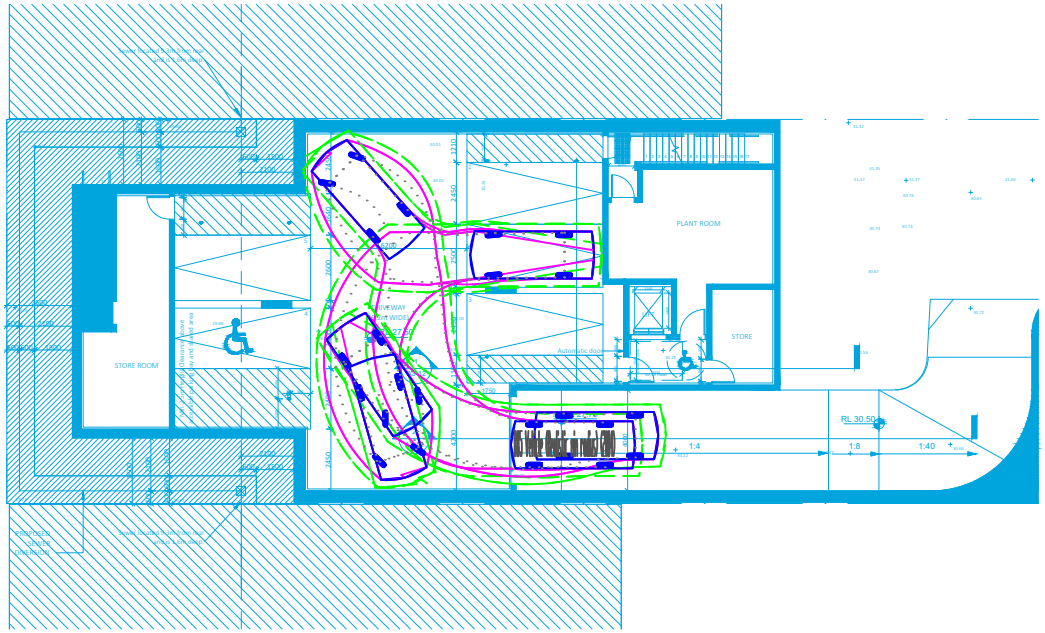
WARNING
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY.
THE EXACT LOCATIONS SHALL BE PROVEN ON SITE.
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

39 HUGH STREET, BELMORE
CAR PARK COMPLIANCE REVIEW - BASEMENT (CAR SPACE 1)
B85 ENTRY AND EXIT PATHS

SCALE 0 3.0 6.0 1:300 @ A4

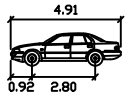
DRAWING NO. 24139-D01-V3 | SHEET NO. 03 OF 07

ISSUE DATE 17 December 2024 | DRAWN BY C. PALMER | REVIEWED BY C. PALMER



SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	6.0
Steering Angle	: 34.1

Plotted by CJP CONSULTING ENGRS

CJP CONSULTING ENGINEERS

CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cjpconsultingengineers.com.au

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

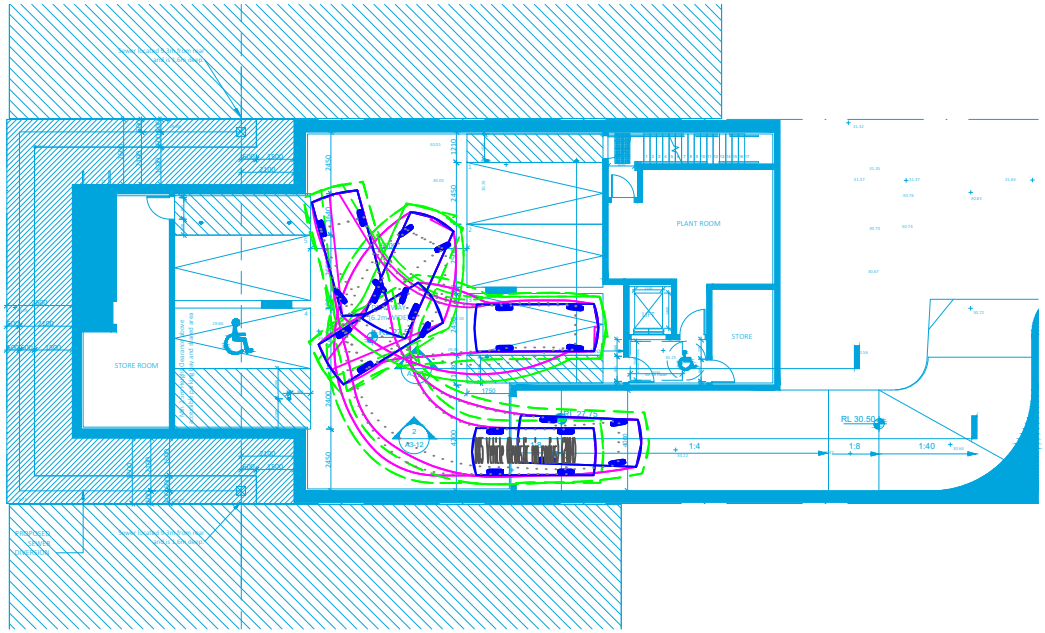
WARNING
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE PROVEN ON SITE. ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

39 HUGH STREET, BELMORE
CAR PARK COMPLIANCE REVIEW - BASEMENT (CAR SPACE 2)
B85 ENTRY AND EXIT PATHS

SCALE 0 3.0 6.0 1:300 @ A4

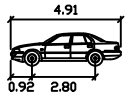
DRAWING NO. 24139-D01-V3 | SHEET NO. 04 OF 07

ISSUE DATE 17 December 2024 | DRAWN BY C. PALMER | REVIEWED BY C. PALMER



SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	6.0
Steering Angle	: 34.1

CJP CONSULTING ENGINEERS
CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cjpconsultingengineers.com.au

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

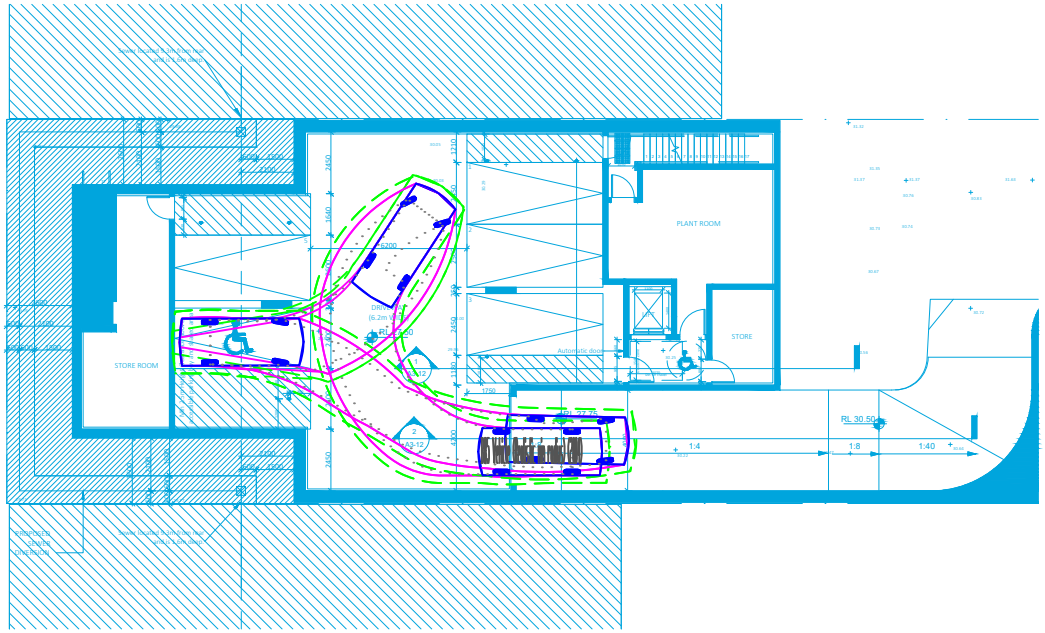
WARNING
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE PROVEN ON SITE. ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

39 HUGH STREET, BELMORE
CAR PARK COMPLIANCE REVIEW - BASEMENT (CAR SPACE 3)
B85 ENTRY AND EXIT PATHS

SCALE 0 3.0 6.0 1:300 @ A4

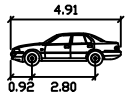
DRAWING NO. 24139-D01-V3 | SHEET NO. 05 OF 07

ISSUE DATE 17 December 2024 | DRAWN BY C. PALMER | REVIEWED BY C. PALMER



SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	6.0
Steering Angle	: 34.1

CJP CONSULTING ENGINEERS
CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cjpconsultingengineers.com.au

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

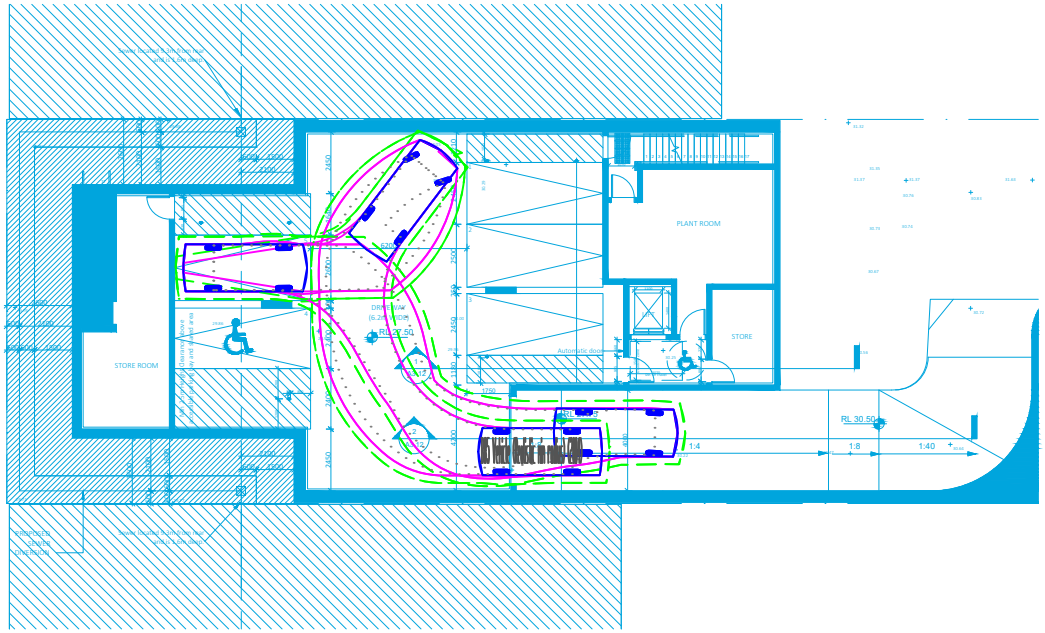
WARNING
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY
THE EXACT LOCATIONS SHALL BE PROVEN ON SITE
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED

39 HUGH STREET, BELMORE
CAR PARK COMPLIANCE REVIEW - BASEMENT (CAR SPACE 4)
B85 ENTRY AND EXIT PATHS

SCALE 0 3.0 6.0 1:300 @ A4

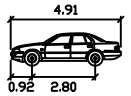
DRAWING NO. 24139-D01-V3 | SHEET NO. 06 OF 07

ISSUE DATE 17 December 2024 | DRAWN BY C. PALMER | REVIEWED BY C. PALMER



SWEPT PATH KEY:

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



B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	6.0
Steering Angle	: 34.1

CJP CONSULTING ENGINEERS

CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
M: 0415 256 233
E: info@cjpconsultingengineers.com.au

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 PROVEN ON SITE. ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

39 HUGH STREET, BELMORE
CAR PARK COMPLIANCE REVIEW - BASEMENT (CAR SPACE 5)
B85 ENTRY AND EXIT PATHS

SCALE 0 3.0 6.0 1:300 @ A4

DRAWING NO. 24139-D01-V3 | SHEET NO. 07 OF 07

ISSUE DATE 17 December 2024 | DRAWN BY C. PALMER | REVIEWED BY C. PALMER