CJP CONSULTING ENGINEERS

19 March 2025
Ref: 25001

The General Manager
Canterbury-Bankstown Council
PO Box 8
Bankstown NSW 1885

Attention: Matthew Stewart
council@cbcity.nsw.gov.au

Dear Matthew,

1 McPherson Avenue, Punchbowl
Proposed Multi-Dwelling Development
Traffic & Parking Assessment Report

Introduction

CJP have been engaged to prepare this Traffic & Parking Assessment Report (TPAR) in support of a Development Application (DA) to Council, involving a new multi-dwelling housing development located at 1 McPherson Avenue, Punchbowl.

In summary, the proposal involves the demolition of the existing dwelling house and associated outbuildings on the site and the construction of a new multi-dwelling development, comprising 5 townhouses, in their place.

Off-street car parking is proposed to be provided in a mix of at-grade lock-up garages integrated into the dwellings as well as outdoor uncovered areas.

Vehicular access to the site is proposed via a new entry/exit driveway located at the southern end of the McPherson Avenue site frontage.

The purpose of this TPAR is to assess the traffic, parking, 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 options
- Traffic generation potential of the proposal and its impacts on the surrounding road network, compared to the existing development
- Off-street parking and servicing requirements and provisions, compared to the existing development

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

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

Subject Site

The site is located on the western side of McPherson Avenue, approximately 80m south of the Punchbowl Road and McPherson Avenue intersection, and is legally described as Lot 2 in DP536605.

The site has street frontage of approximately 28m in length to McPherson Avenue and occupies a total area of approximately 1,453m^2.

The site is currently occupied by a single-storey free-standing residential dwelling house with off-street parking. Vehicular access to the site is provided via a single driveway crossover located midway along the McPherson Avenue site frontage. A recent aerial image of the site is reproduced below, followed by a series of Streetview images.

Figure 1 – Aerial image of the subject site from 28 January 2025 (Source: Nearmap)

Figure 2 – Streetview image of the McPherson Avenue site frontage, looking north (Source: Google Maps)

Figure 3 – Streetview image of the McPherson Avenue site frontage, looking south (Source: Google Maps)

The site is zoned as R3 Medium Density Residential under Canterbury-Bankstown LEP 2023. Furthermore, the height of building limit is 8.5m whilst the maximum floor space ratio permissible on the site is 0.5:1.

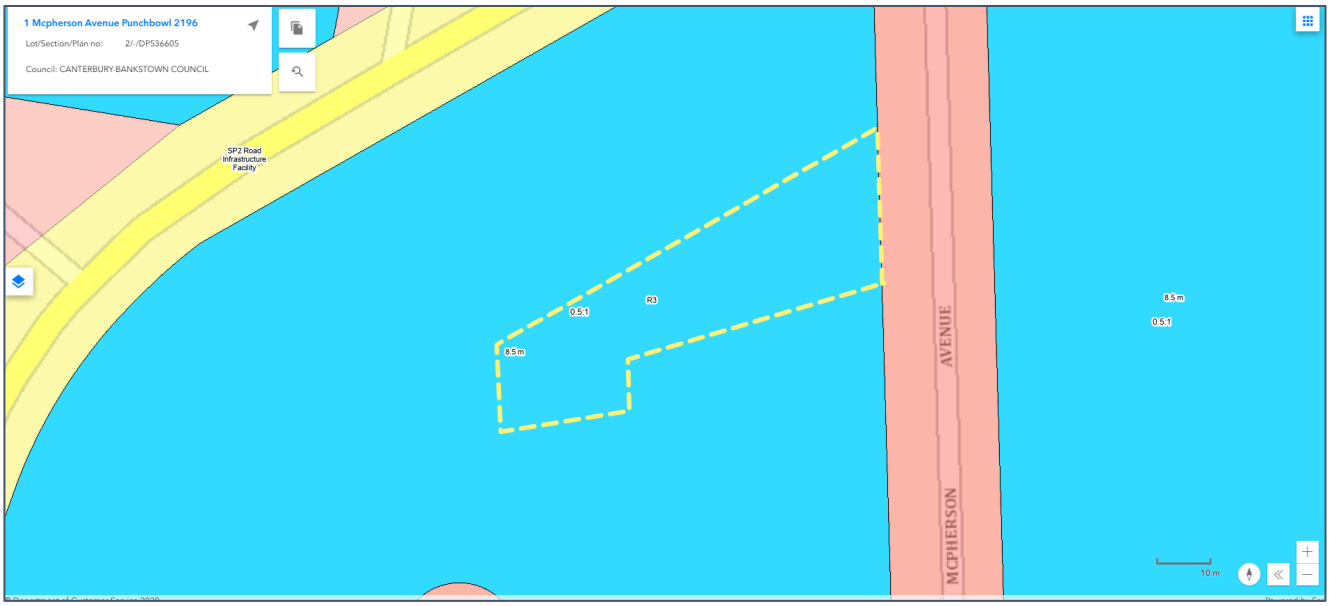


Figure 4 – Land zoning, height of buildings, and floor space ratio map (Source: ePlanning Spatial Viewer)

Proposed Development

The proposed development involves the demolition of the existing structures the site and the construction of a new multi-dwelling development, comprising 5 x two bedroom dwellings, in their place.

Off-street parking is proposed to be provided for 9 cars (comprising 8 residential spaces and 1 visitor space), in a mix of at-grade lock-up garages integrated into the dwellings as well as outdoor uncovered areas.

Vehicular access to the site is proposed via a new 6.9m wide entry/exit driveway located at the southern end of the McPherson Avenue site frontage.

An extract copy of the proposed site plan, prepared by Resolut, is reproduced below, whilst a full set of plans are attached.

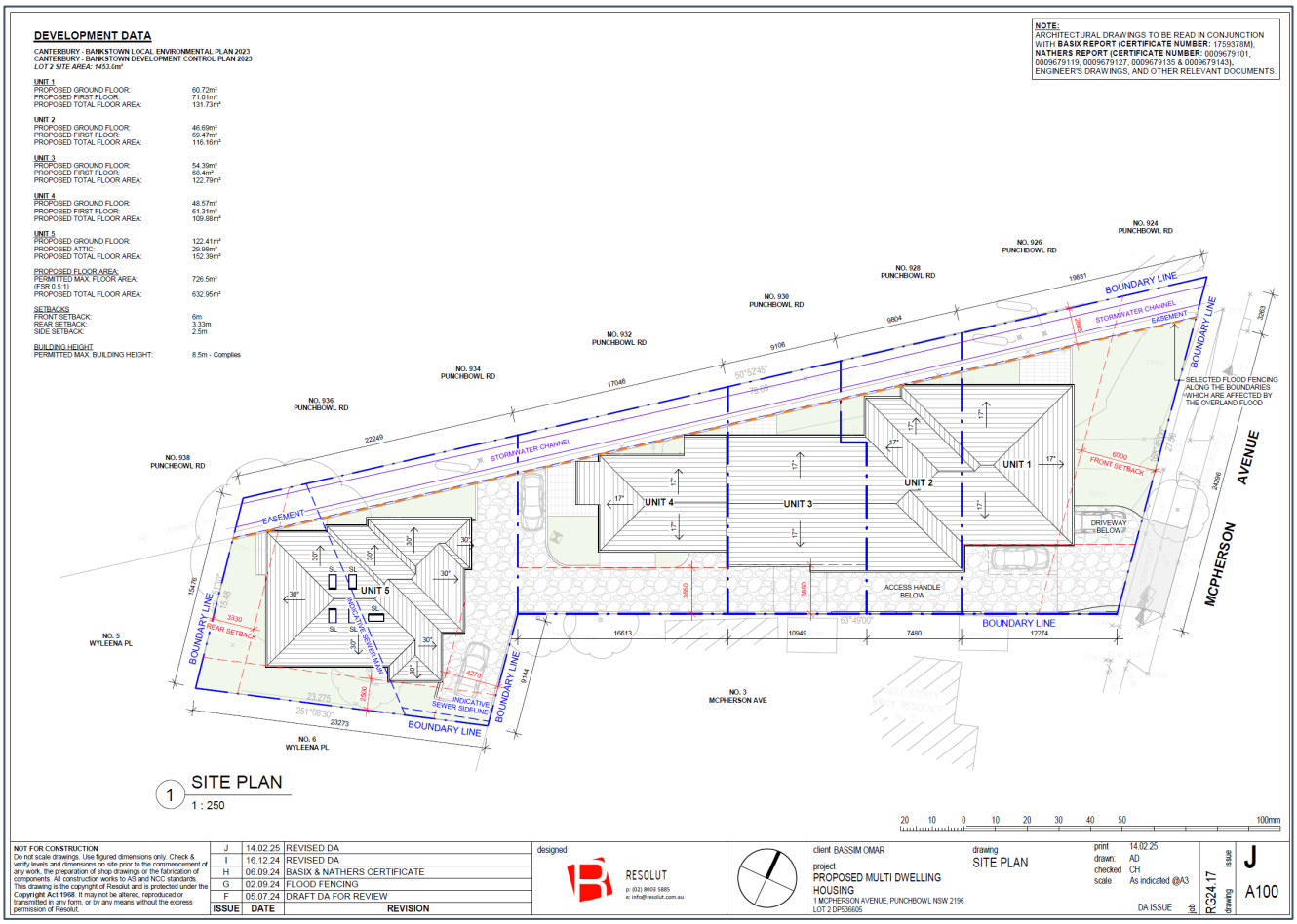


Figure 5 – Proposed site plan (Source: Resolut)

Public and Active Transport

The existing public transport services available in the vicinity of the site are illustrated in Figure 6. The site is located approximately 850m (11-minute walking distance) south-west of Punchbowl railway station. It lies on M1 Metro North West & Bankstown Line, which operates between Tallawong and Sydenham. Notwithstanding, this station is closed as it is under conversion to the Metro system.

Additionally, the site is located within a short 190m (approximately 2-minute walking distance) south-east of a nearest bus stop on Punchbowl Road, which services bus routes 944 and 945. Bus 944 operates between Bankstown and Mortdale via Peakhurst Heights. Services run daily with approximately 30-minute frequencies during peak periods and approximately 1 hour frequencies during off-peak periods. Bus 945 operates between Hurstville and Bankstown via Mortdale, with services also operating daily, with 15-minute frequencies during peak periods and 30-minute frequencies during off-peak periods.

Research suggests that proximity to bus services influence the travel mode choice for areas within 400m (approximately 5 minutes) of a bus stop. As such, the proposed development has good potential for future residents to utilise bus for their trip to/from the site or other key points of interest.

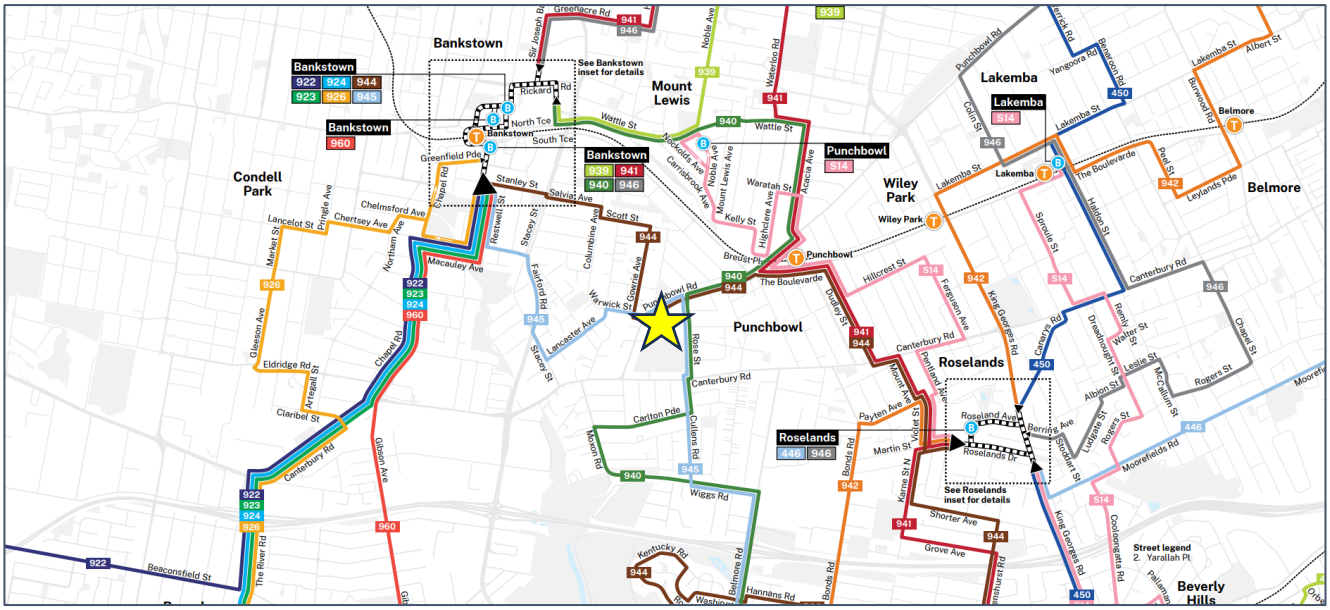


Figure 6 – Public transport map within the vicinity of the site (Source: Transport for NSW)

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

Existing Surrounding Traffic Controls

The existing traffic controls in the surrounding area comprise:

- a 60km/h speed limit which applies to Punchbowl Road
- a 50km/h speed limit which applies to McPherson Avenue
- traffic signals at the intersection of Punchbowl Road and Canterbury Road
- speed humps located at regular intervals along Viola Street

Existing Surrounding Parking Restrictions

The existing on-street parking restrictions in the surrounding area comprise:

- generally unrestricted kerbside parking along both sides of McPherson Avenue, including along the site frontage
- Bus Zones located on both sides of Punchbowl Road.

Traffic Assessment

The traffic implications of development proposals primarily concern the effects of any *additional* traffic flows generated as a result of a development and its impact on the operational performance of the adjacent road network, particularly during the weekday commuter peak periods.

An indication of the traffic generation potential of most development types is provided by reference to the Transport for NSW's *Guide to Transport Impact Assessment 2024* (GTIA) (supersedes the former RMS publication *Guide to Traffic Generating Developments, Section 3 – Land use Traffic Generation (October 2002)* and the RMS TDT 2013/04a documents).

As noted in the foregoing, the proposed development features a residential development, comprising 5 dwellings, which can be classified as *medium density residential dwellings.* GTIA specifies the following peak period trip rates for medium density residential dwellings:

Table 5.6. Medium density residential sample summary

Weekday rates	Sydney	Regional
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.39	0.41
PM peak hour	0.37	0.60
Daily	2.72	3.67

Based on the above GTIA trip generation rates and 5 residential townhouses, the proposed development has a traffic generation potential of 2 vehicle trips during the weekday morning and afternoon peak periods.

Consideration should also be given to the existing development in order to determine the *nett change* in traffic generation potential. In this regard, the existing development is classified as a *low density residential dwelling*. Based on the GTIA peak period trip rates, as set out below, the existing development has a traffic generation potential of 1 vehicle trip during the morning and afternoon peak periods.

Table 5.3. Low density residential sample summary (weekday)

Weekday rates	Sydney	Regional
Vehicle trips (vehicle trips/dwelling)		
AM peak hour	0.68	0.83
PM peak hour	0.77	0.84
Daily	8.12	7.53

Accordingly, the proposed development is expected to result in a *nett increase* of 1 additional vehicle trip during the weekday morning and afternoon peak periods.

That projected *nett increase* in traffic generation potential of the site as a consequence of the development proposal is *statistically insignificant* and will clearly not result in any unacceptable implications in terms of road network capacity and is therefore supportable on traffic grounds.

Off-Street Parking Assessment

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
Multi dwelling housing/multi dwelling housing (terraces)	Studio or 1 bedroom: 1 car space per dwelling; 2 bedroom: 1.5 car space per dwelling; 3 bedroom or more: 2 car spaces per dwelling; 1 visitor car space per 5 dwellings	Not applicable

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

Application of the above CBDCP 2023's *multi-dwelling housing* parking rate to the proposed provision of 5 x two bedroom townhouses yields a car parking requirement of 9 spaces, comprising 8 residential spaces and 1 visitor space.

As noted in the foregoing, the development proposal makes provision for 8 residential spaces and 1 visitor space, thereby satisfying the parking requirements outlined in the Council's DCP 2023.

Accordingly, the proposed car parking provision is supportable.

Design Layout Compliance

The geometric design layout of the vehicular access and parking arrangements have been reviewed and are generally in compliance with the AS2890 series, or satisfy the relevant objectives.

A series of swept turn path diagrams have also been prepared and are attached, which confirm that light passenger vehicles are able to circulate through the site without difficulty and to enter and exit in a forward direction at all times. The garaged and outdoor parking spaces have also been tested using the B85 design vehicle, as specified in AS2890.1, confirming they are accessible.

Furthermore, the passing area located outside TH2 & TH3 is capable of allowing a B99 & B85 vehicle to pass. Lastly, the far end of the internal driveway has also been designed to allow a B99 vehicle, such as a courier van, to turn around on the basis the two external parking spaces are occupied, and exit in a forward direction.

Whilst the vehicular access and parking areas have been designed in accordance with the 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.

Conclusion

In summary, the proposed development involves the demolition of the existing structures on the site and the construction of a new multi-dwelling development in their place, comprising 5 townhouses.

Off-street car parking is proposed to be provided for a total of 9 cars, the majority of which are in the form of at-grade lock-up garages integrated into the dwellings. Vehicular access to the site is proposed via a new entry/exit driveway located at the southern end of the McPherson Avenue site frontage.

The proposal results in a theoretical *nett increase* of just 1 peak vehicle trip during the weekday AM & PM road network peaks when compared to the existing use on the site.

Furthermore, the proposed development makes provision for 8 residential spaces and 1 visitor space, thereby satisfying the Council's DCP 2023 car parking requirements, whilst the layout complies with AS2890.1.

Accordingly, it is therefore concluded that the proposed development will not result in any unacceptable traffic, parking, servicing or access implications.
Please do not hesitate to contact me should you have any comments or questions.

Kind regards

Chris Palmer
Director
B.Eng (Civil), MAITPM

Attachments:

- Proposed Architectural Plans
- Swept Turn Paths

DEVELOPMENT DATA

CANTERBURY - BANKSTOWN LOCAL ENVIRONMENTAL PLAN 2023
CANTERBURY - BANKSTOWN DEVELOPMENT CONTROL PLAN 2023
LOT 2 SITE AREA: 1453.0m²

UNIT 1
PROPOSED GROUND FLOOR: 60.72m²
PROPOSED FIRST FLOOR: 71.01m²
PROPOSED TOTAL FLOOR AREA: 131.73m²

UNIT 2
PROPOSED GROUND FLOOR: 46.69m²
PROPOSED FIRST FLOOR: 69.47m²
PROPOSED TOTAL FLOOR AREA: 116.16m²

UNIT 3
PROPOSED GROUND FLOOR: 53.93m²
PROPOSED FIRST FLOOR: 67.92m²
PROPOSED TOTAL FLOOR AREA: 121.85m²

UNIT 4
PROPOSED GROUND FLOOR: 48.57m²
PROPOSED FIRST FLOOR: 61.31m²
PROPOSED TOTAL FLOOR AREA: 109.88m²

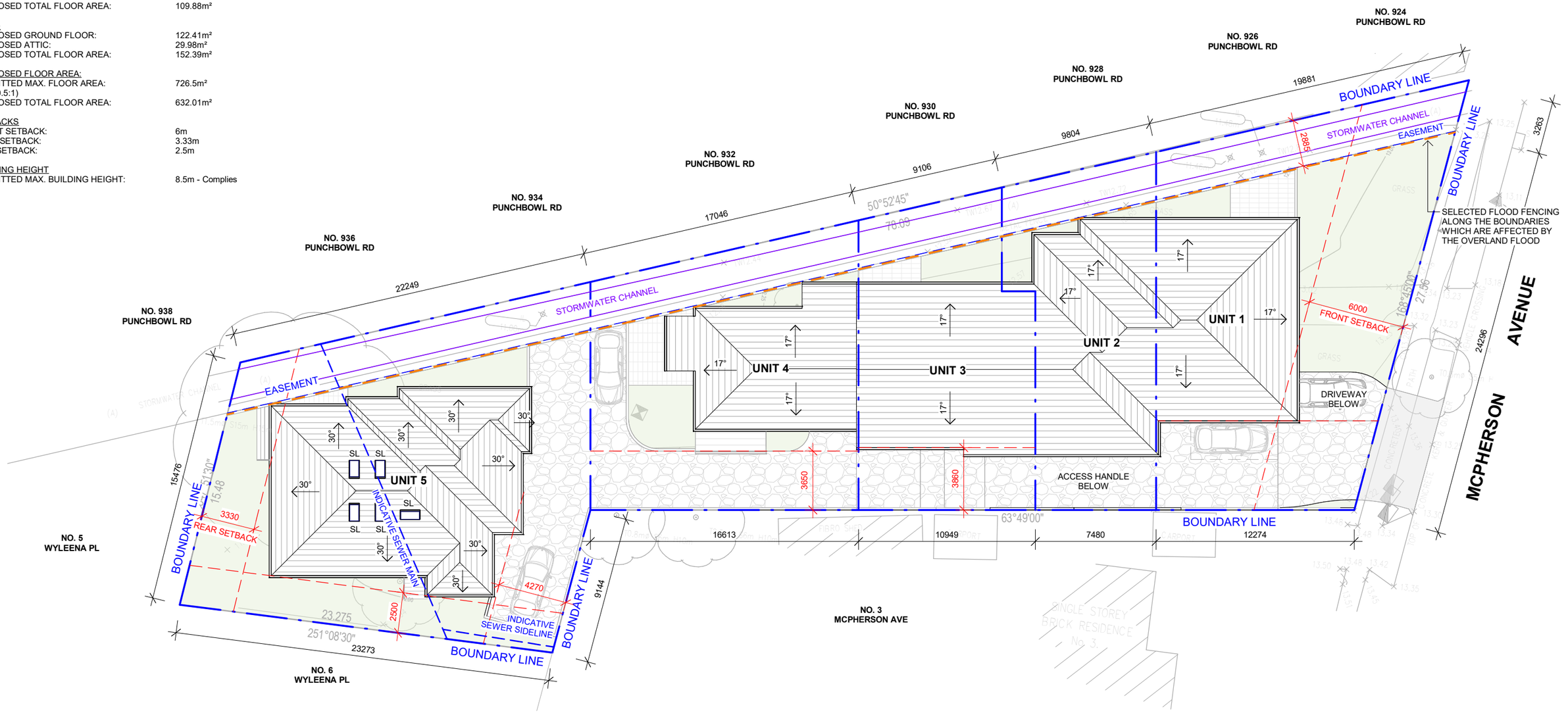
UNIT 5
PROPOSED GROUND FLOOR: 122.41m²
PROPOSED ATTIC: 29.98m²
PROPOSED TOTAL FLOOR AREA: 152.39m²

PROPOSED FLOOR AREA:
PERMITTED MAX. FLOOR AREA (FSR 0.5:1): 726.5m²
PROPOSED TOTAL FLOOR AREA: 632.01m²

SETBACKS
FRONT SETBACK: 6m
REAR SETBACK: 3.33m
SIDE SETBACK: 2.5m

BUILDING HEIGHT
PERMITTED MAX. BUILDING HEIGHT: 8.5m - Complies

NOTE:
ARCHITECTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH **BASIX REPORT (CERTIFICATE NUMBER:** 1759378M**),** **NATHERS REPORT (CERTIFICATE NUMBER:** 0009679101, 0009679119, 0009679127, 0009679135 & 0009679143**),** ENGINEER'S DRAWINGS, AND OTHER RELEVANT DOCUMENTS.



1 SITE PLAN
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ISSUE	DATE	REVISION
J	14.02.25	REVISED DA
I	16.12.24	REVISED DA
H	06.09.24	BASIX & NATHERS CERTIFICATE
G	02.09.24	FLOOD FENCING
F	05.07.24	DRAFT DA FOR REVIEW

designed
RESOLUT
p: (02) 8003 5885
e: info@resolut.com.au

client BASSIM OMAR
project PROPOSED MULTI DWELLING HOUSING
1 MCPHERSON AVENUE, PUNCHBOWL NSW 2196
LOT 2 DP536605

drawing SITE PLAN

print 14.02.25
drawn: AD
checked CH
scale As indicated @A3
DA ISSUE

job RG24.17
drawing A100
issue J

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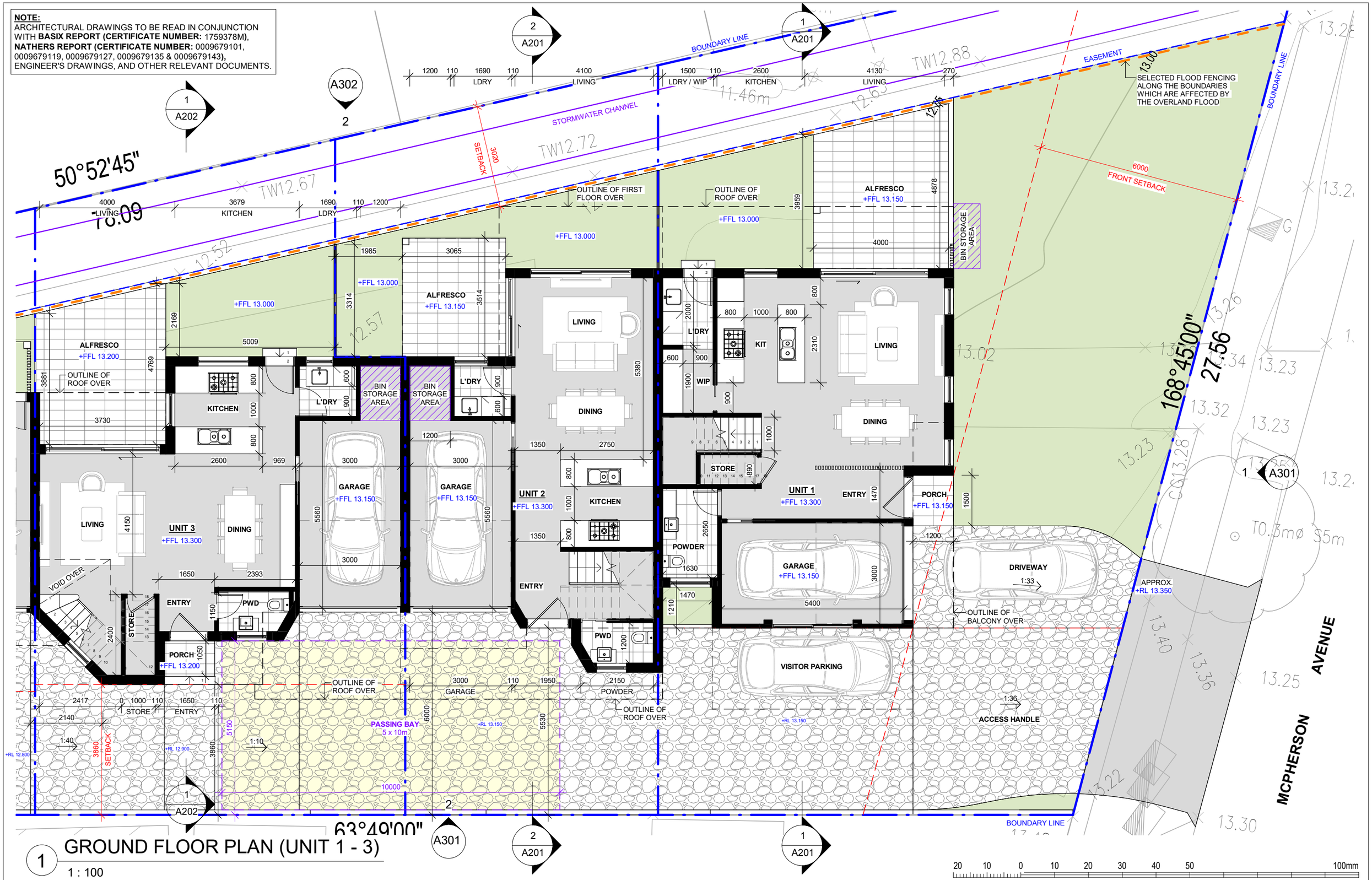

1 GROUND FLOOR PLAN (UNIT 1 - 3)

1 : 100

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print 10.03.25
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checked CH
scale 1 : 100 @A3
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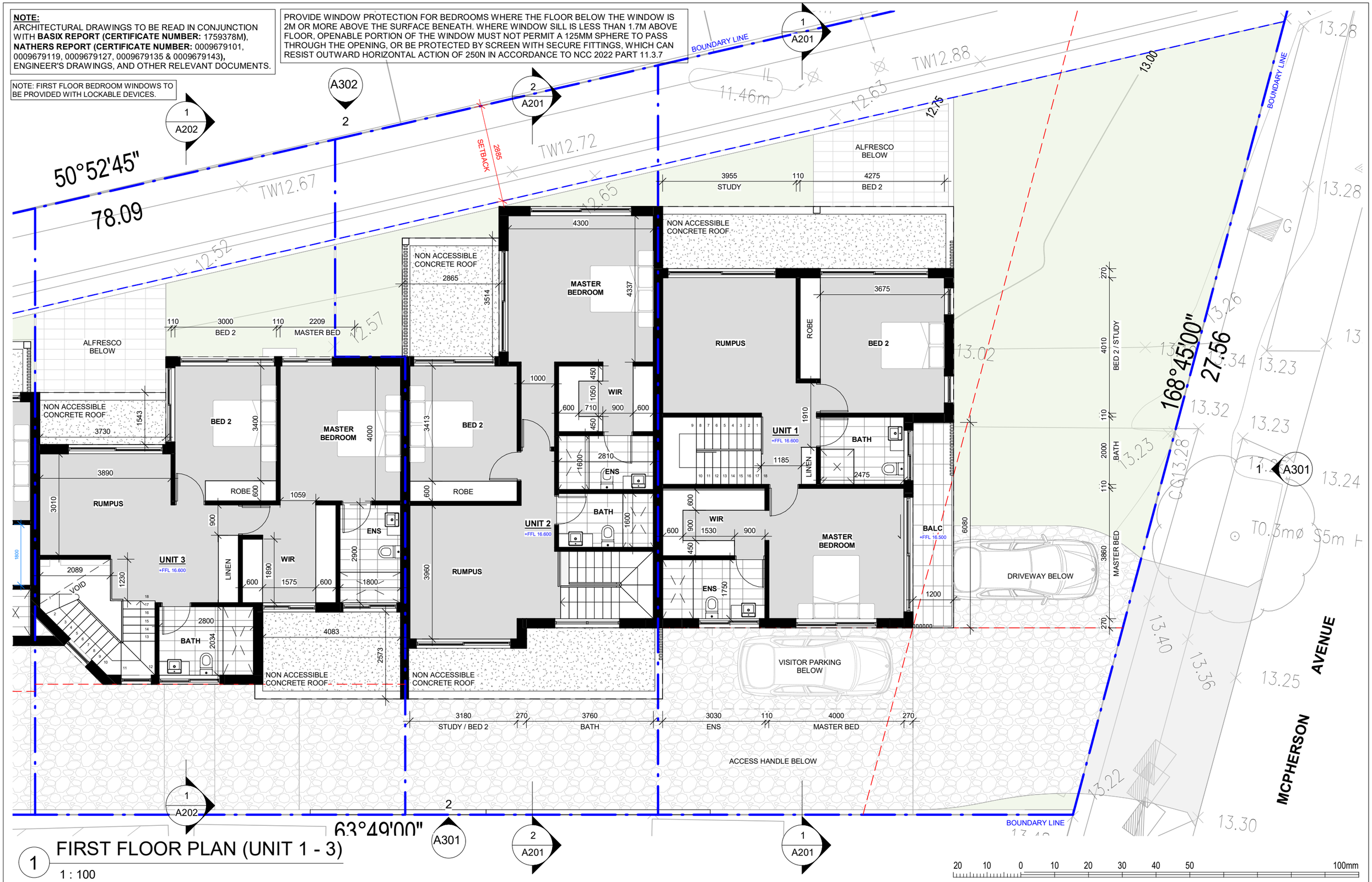

1 FIRST FLOOR PLAN (UNIT 1 - 3)

1 : 100

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drawing
FIRST FLOOR PLAN (UNIT 1 - 3)

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DA ISSUE

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issue I

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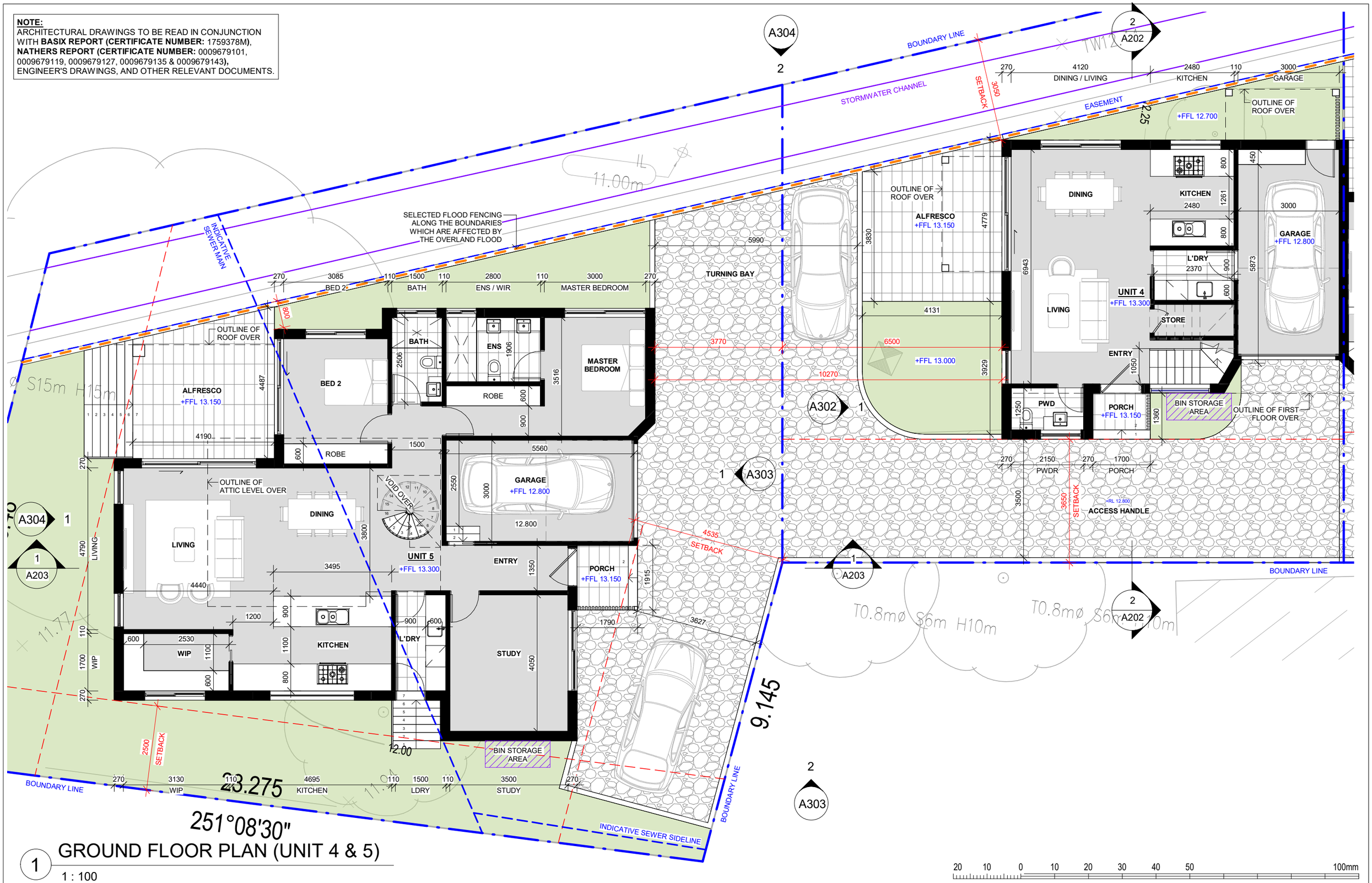

GROUND FLOOR PLAN (UNIT 4 & 5)

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LOT 2 DP536605

drawing
GROUND FLOOR PLAN (UNIT 4 & 5)

print 10.03.25
drawn: AD
checked CH
scale 1 : 100 @A3
DA ISSUE

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drawing A103
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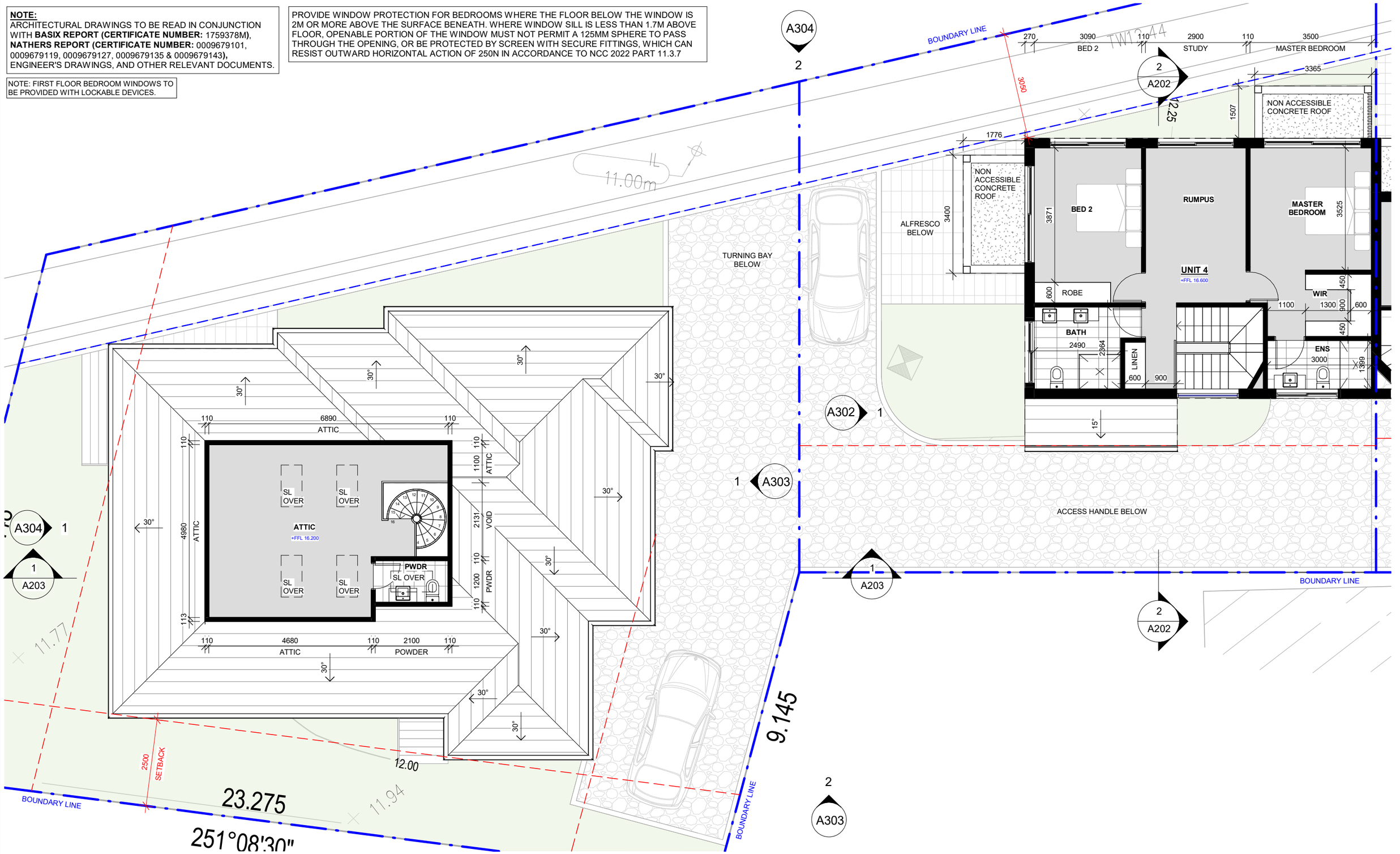

1 FIRST FLOOR PLAN (UNIT 4 & 5)

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1 MCPHERSON AVENUE, PUNCHBOWL NSW 2196
LOT 2 DP536605

drawing
FIRST FLOOR PLAN (UNIT 4 & 5)

print 10.03.25
drawn: AD
checked CH
scale 1 : 100 @A3
DA ISSUE

job RG24.17
drawing A104
issue I

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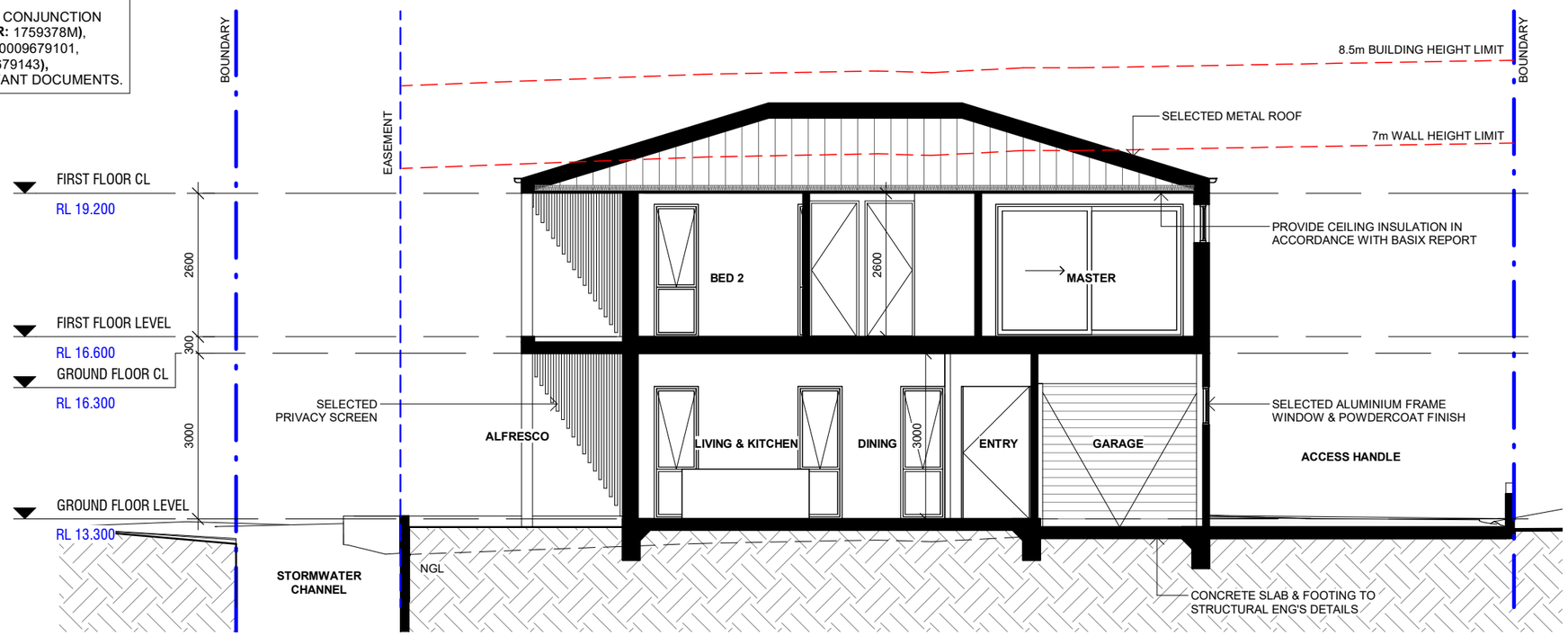

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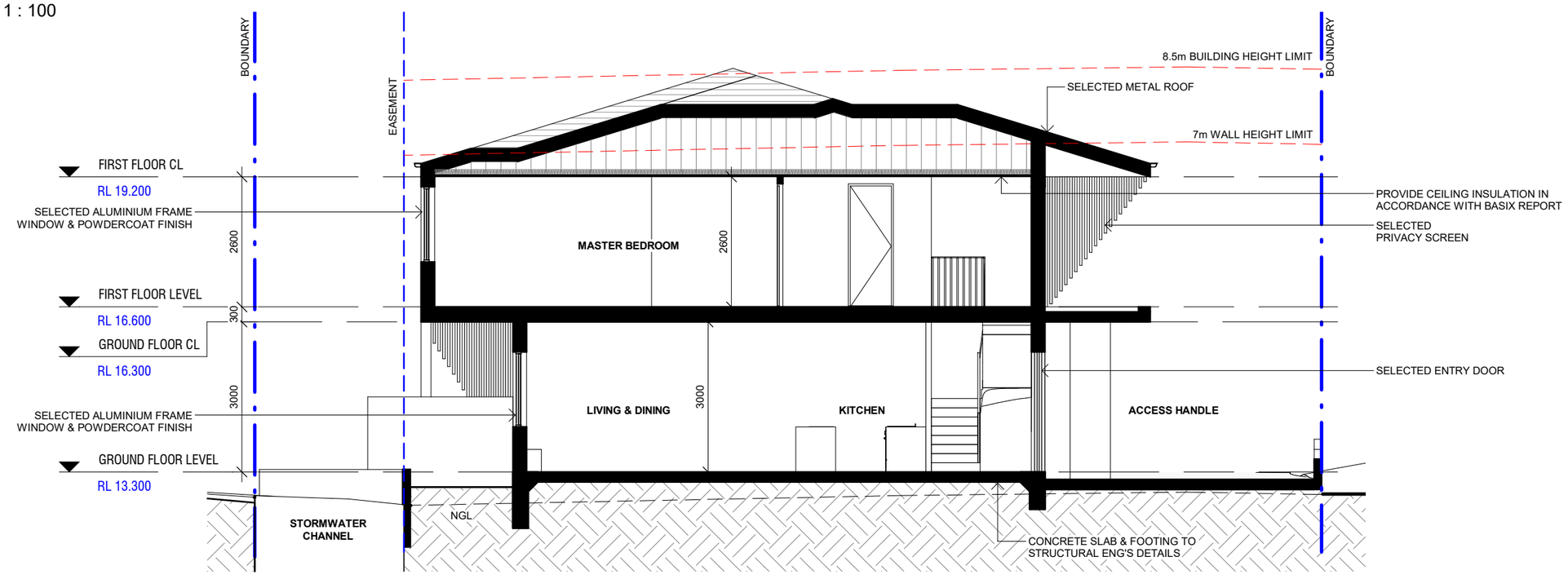

2 SECTION - UNIT 2

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C	20.06.24	DRAFT DA FOR REVIEW
B	12.06.24	DRAFT DA FOR REVIEW

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PROPOSED MULTI DWELLING HOUSING
1 MCPHERSON AVENUE, PUNCHBOWL NSW 2196
LOT 2 DP536605

drawing
BUILDING SECTIONS - SHEET 1

print 16.12.24
drawn: AD
checked CH
scale 1 : 100 @A3
DA ISSUE

job RG24.17
drawing A201
issue F

NOTE:
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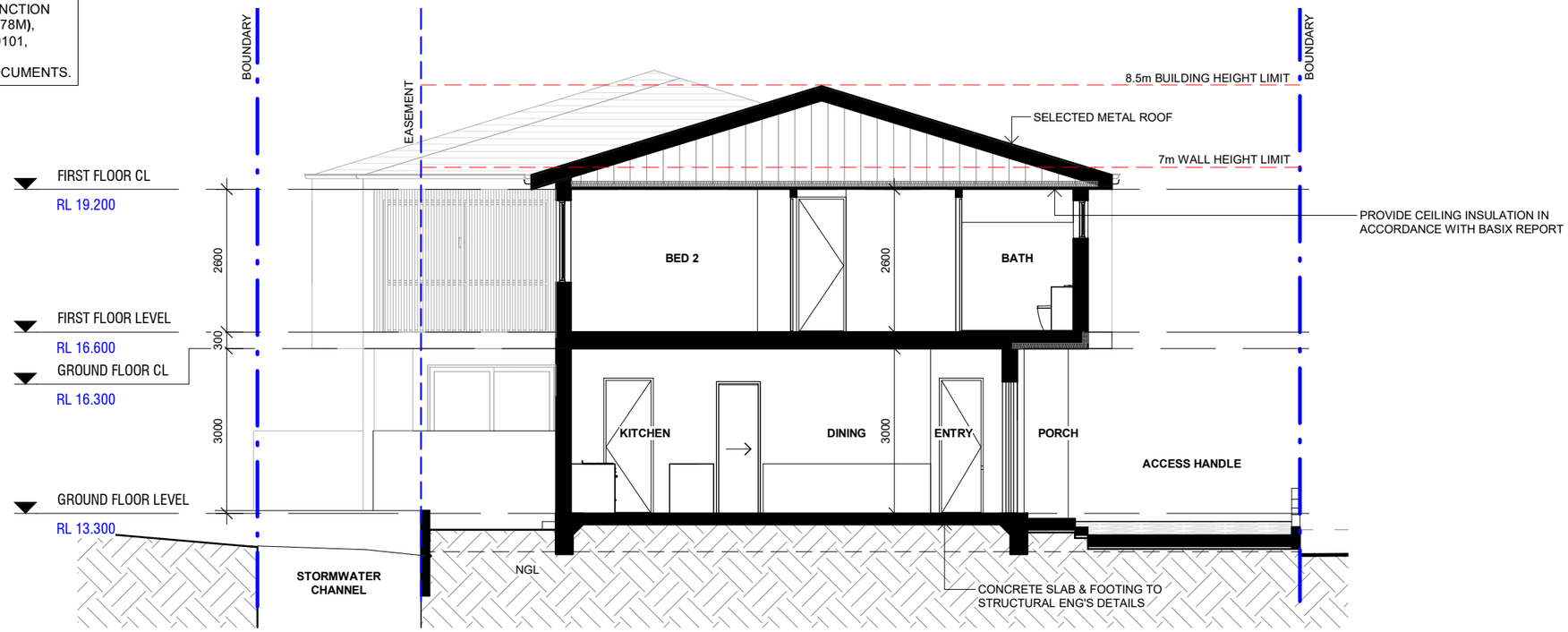

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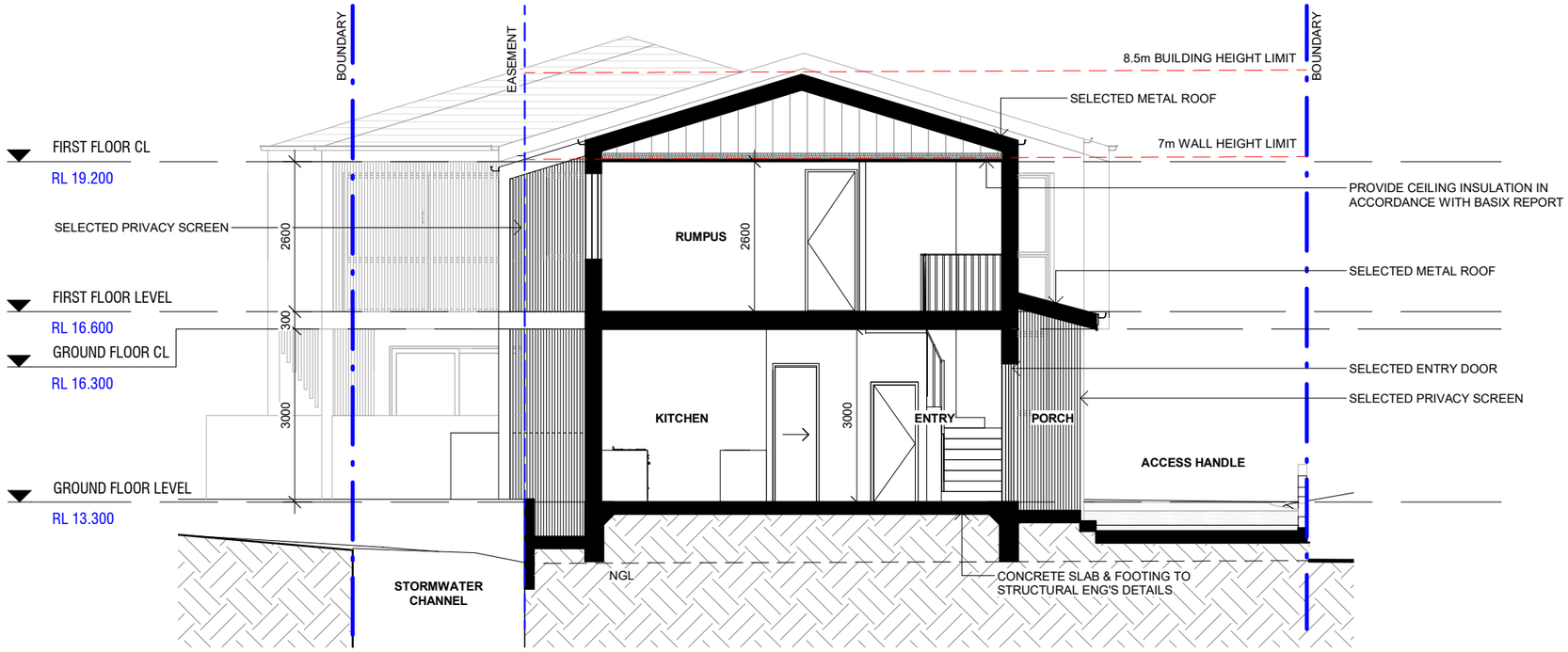

2 SECTION - UNIT 4

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1 MCPHERSON AVENUE, PUNCHBOWL NSW 2196
LOT 2 DP536605

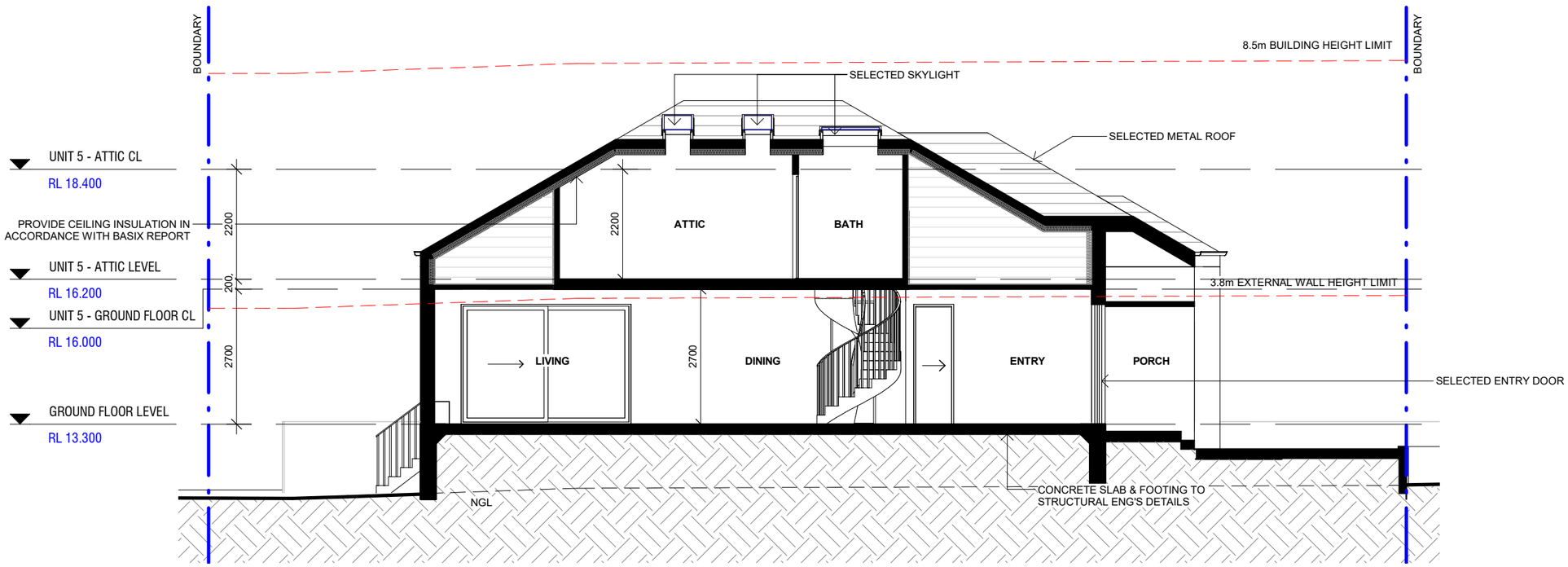
drawing
BUILDING SECTIONS - SHEET 2

print 16.12.24
drawn: AD
checked CH
scale 1 : 100 @A3
DA ISSUE

job RG24.17
drawing issue F
A202

NOTE:
ARCHITECTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH **BASIX REPORT (CERTIFICATE NUMBER:** 1759378M), **NATHERS REPORT (CERTIFICATE NUMBER:** 0009679101, 0009679119, 0009679127, 0009679135 & 0009679143**),** ENGINEER'S DRAWINGS, AND OTHER RELEVANT DOCUMENTS.

NOTE: FIRST FLOOR BEDROOM WINDOWS TO BE PROVIDED WITH LOCKABLE DEVICES.



1 SECTION - UNIT 5

1 : 100

20 10 0 10 20 30 40 50 100mm

NOT FOR CONSTRUCTION
Do not scale drawings. Use figured dimensions only. Check & verify levels and dimensions on site prior to the commencement of any work, the preparation of shop drawings or the fabrication of components. All construction works to AS and NCC standards.

ISSUE	DATE	REVISION
F	06.09.24	BASIX & NATHERS CERTIFICATE
E	05.07.24	DRAFT DA FOR REVIEW
D	04.07.24	DRAFT DA FOR REVIEW
C	20.06.24	DRAFT DA FOR REVIEW
B	12.06.24	DRAFT DA FOR REVIEW

designed
RESOLUT
p: (02) 8003 5885
e: info@resolut.com.au

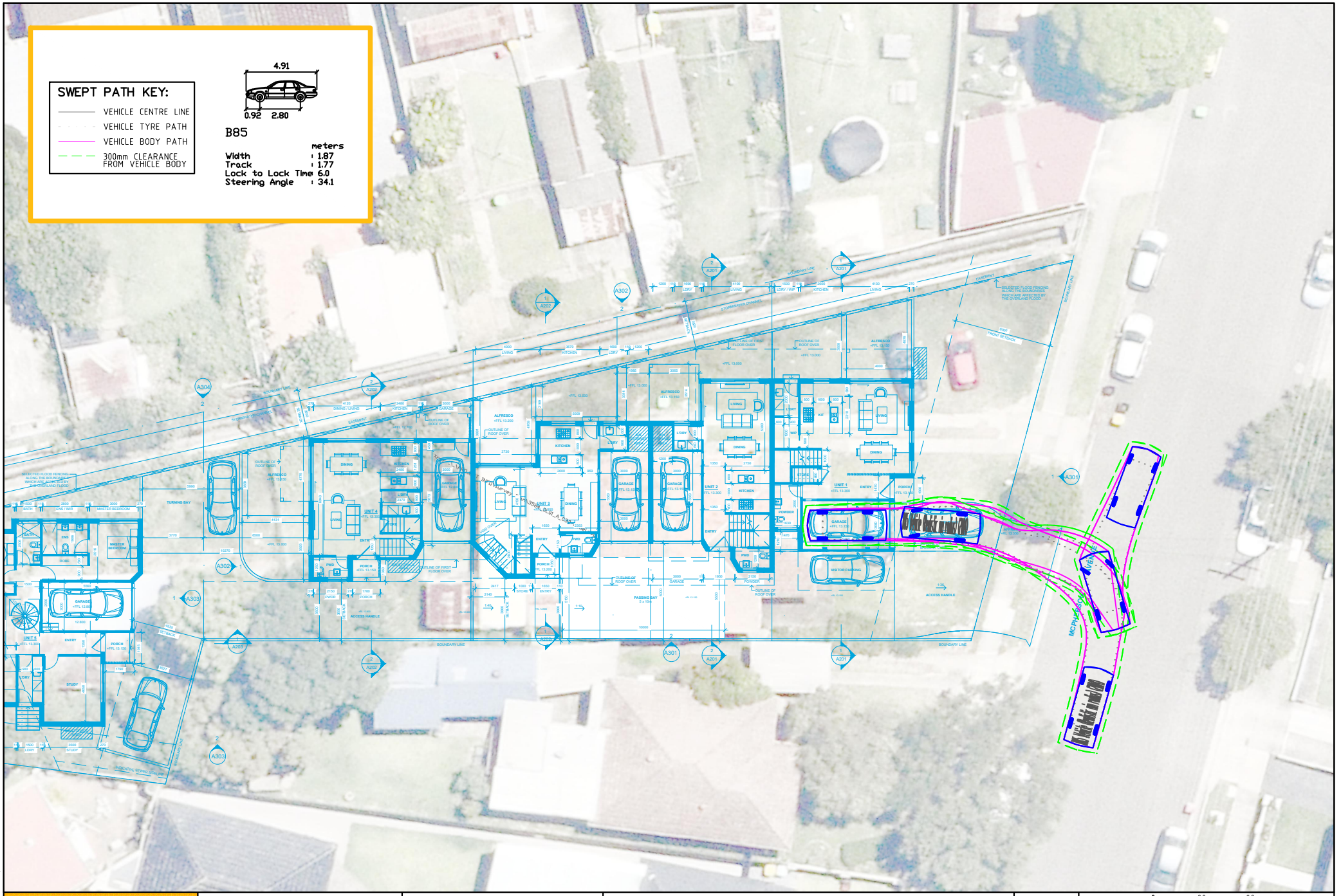
client BASSIM OMAR

project
PROPOSED MULTI DWELLING HOUSING
1 MCPHERSON AVENUE, PUNCHBOWL NSW 2196
LOT 2 DP536605

drawing
BUILDING SECTION - SHEET 3

print 06.09.24
drawn: AD
checked CH
scale 1 : 100 @A3
DA ISSUE

job RG24.17
drawing A203
issue F



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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

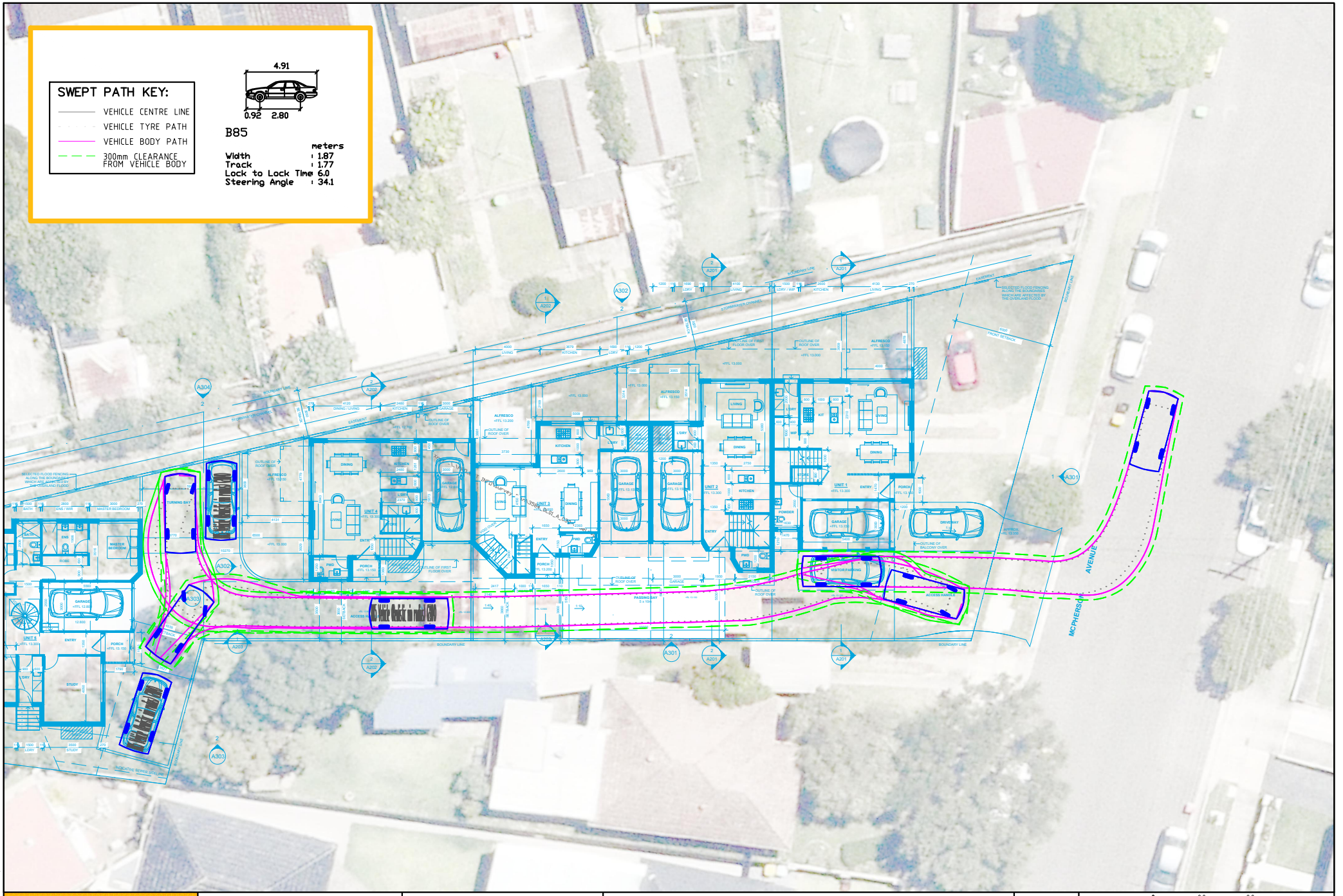
WARNING
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE PROVEN ON SITE. ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

1 MCPHERSON AVENUE, PUNCHBOWL
CAR PARK COMPLIANCE REVIEW - GROUND (UNIT 1)
B85 ENTRY AND EXIT PATH

SCALE 0 3.0 6.0 1:300 @ A4

DRAWING NO. 25001-D01-V3 | SHEET NO. 01 OF 10

ISSUE DATE 19 March 2025 | DRAWN BY D. ALOC | REVIEWED BY C. PALMER



Plotted by CJP CONSULTING ENGRS

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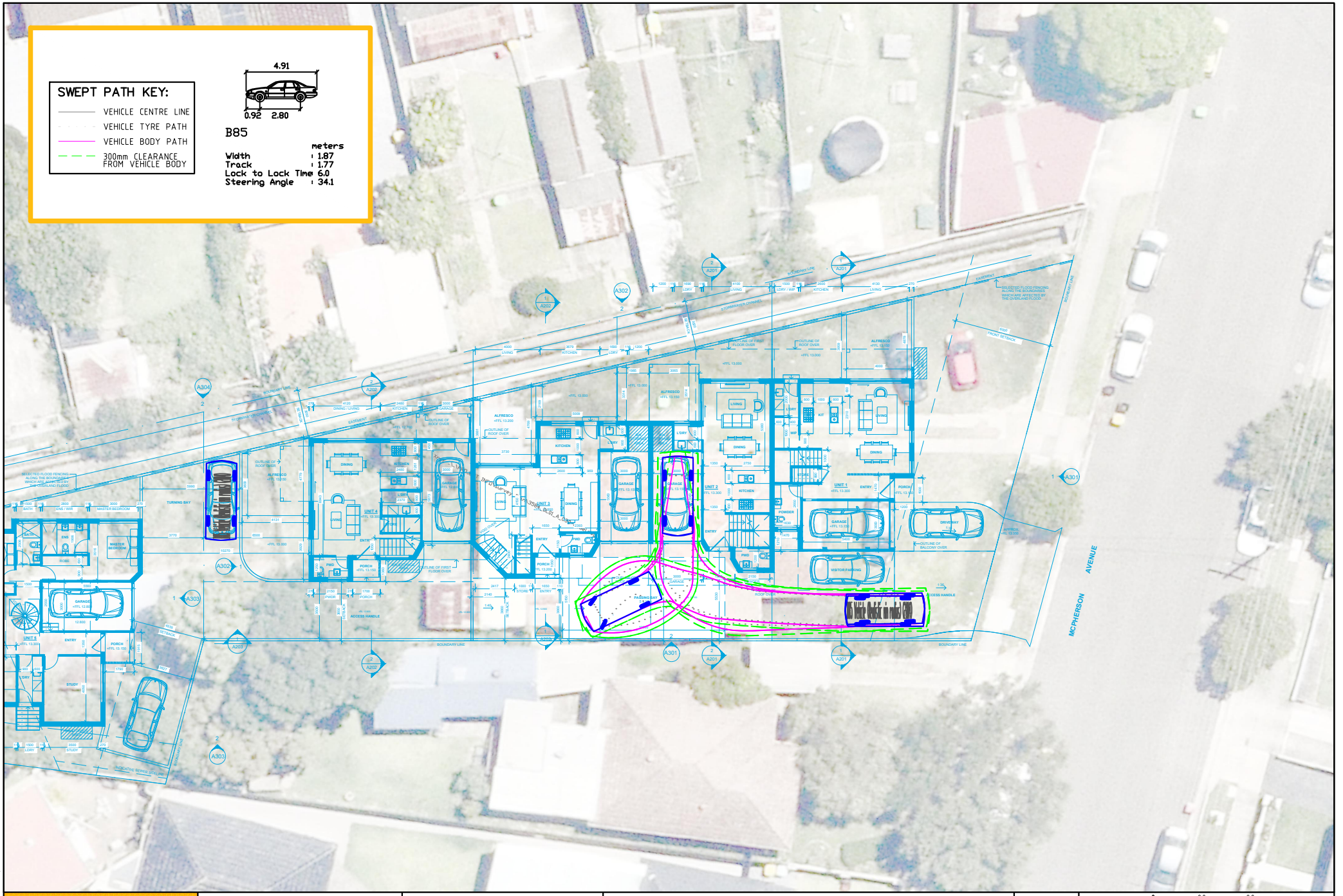
1 MCPHERSON AVENUE, PUNCHBOWL
CAR PARK COMPLIANCE REVIEW - GROUND (VISITOR SPACE)
B85 ENTRY AND EXIT PATH

SCALE 0 3.0 6.0 1:300 @ A4

DRAWING NO. 25001-D01-V3 | SHEET NO. 02 OF 10

ISSUE DATE 19 March 2025 | DRAWN BY D. ALOC | REVIEWED BY C. PALMER



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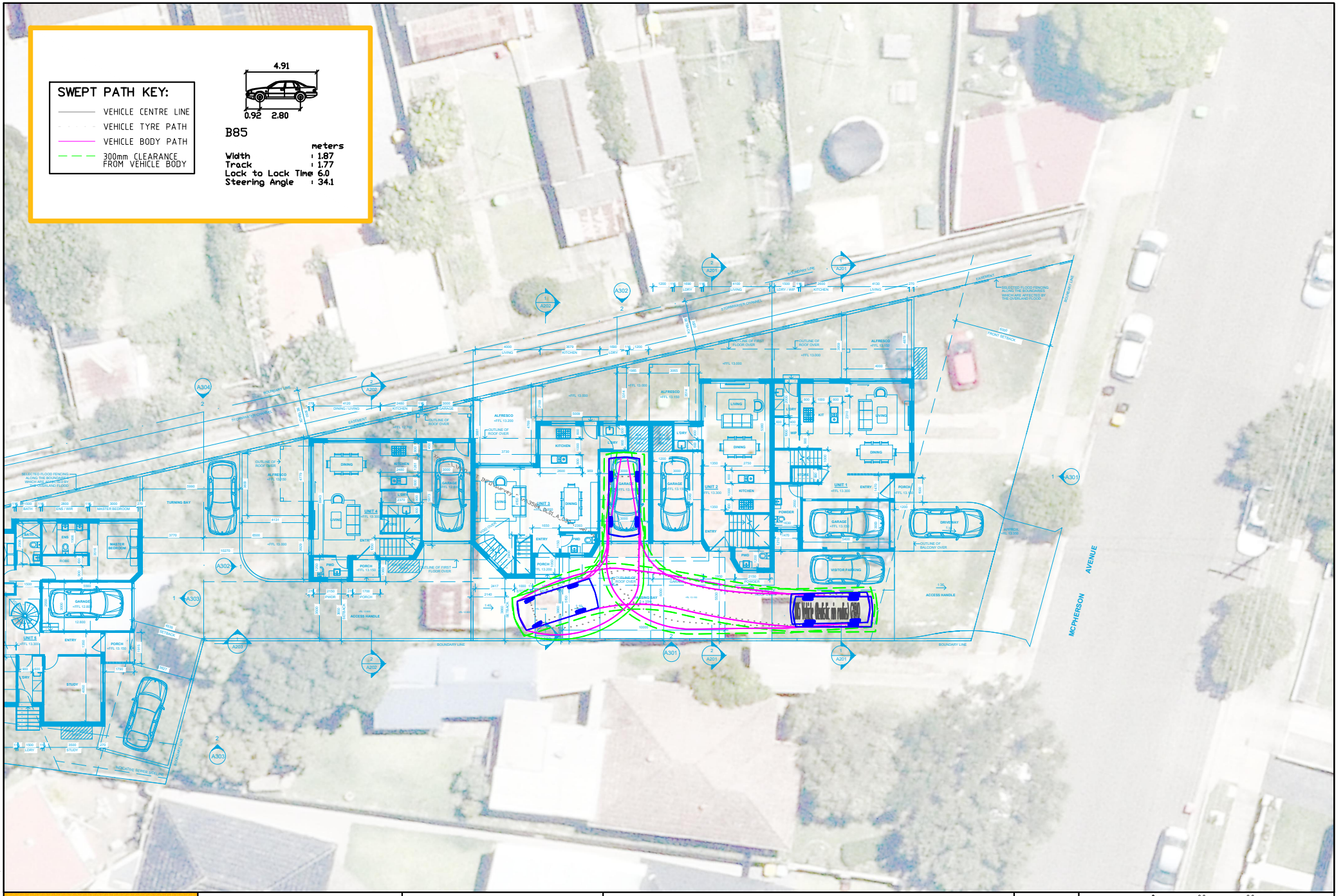
1 MCPHERSON AVENUE, PUNCHBOWL
CAR PARK COMPLIANCE REVIEW - GROUND (UNIT 2)
B85 ENTRY AND EXIT PATH

SCALE 0 3.0 6.0 1:300 @ A4
DRAWING NO. 25001-D01-V3
SHEET NO. 03 OF 10
ISSUE DATE 19 March 2025
DRAWN BY D. ALOC
REVIEWED BY C. PALMER

Plotted by CJP CONSULTING ENGRS



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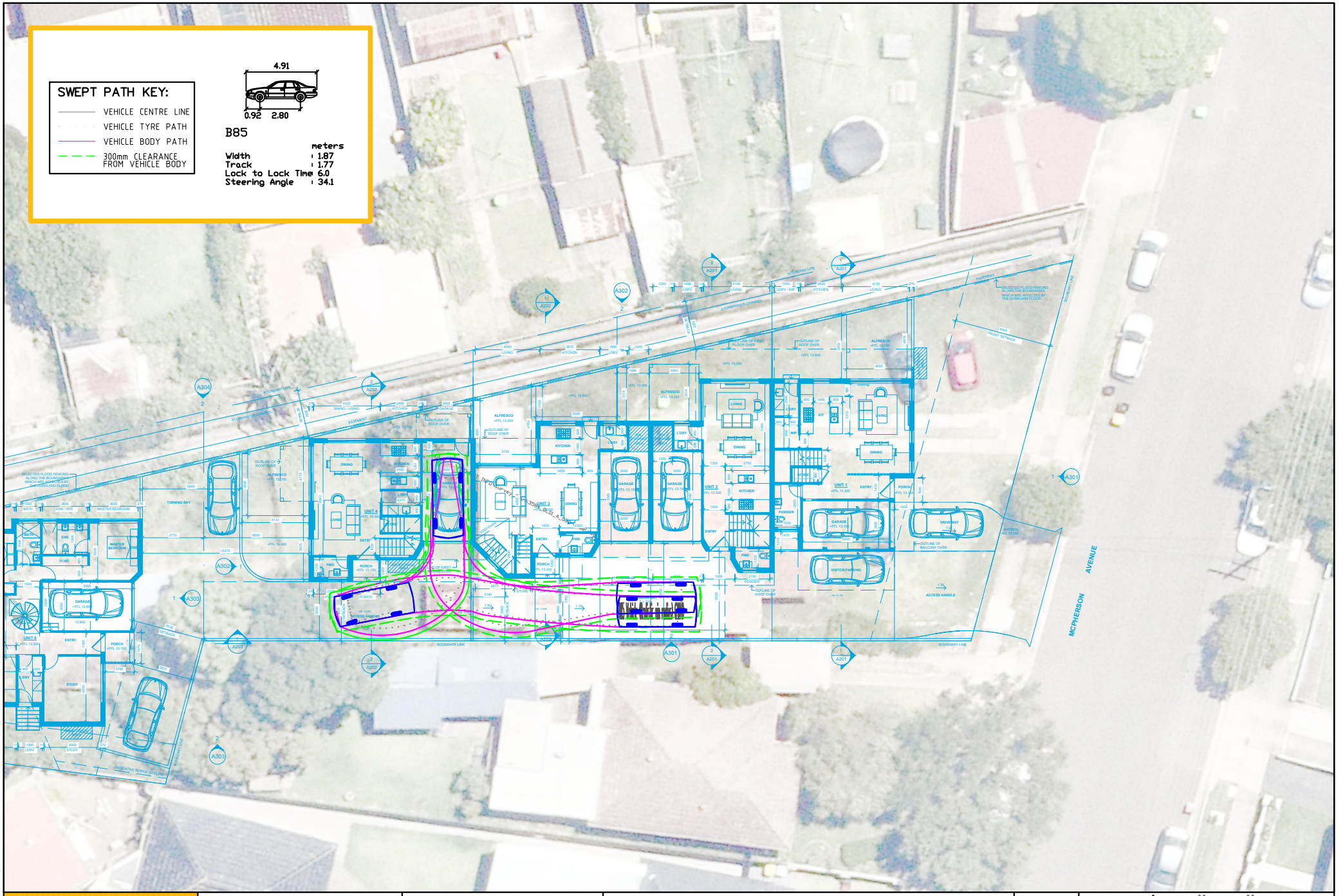
1 MCPHERSON AVENUE, PUNCHBOWL
CAR PARK COMPLIANCE REVIEW - GROUND (UNIT 3)
B85 ENTRY AND EXIT PATH

SCALE 0 3.0 6.0 1:300 @ A4
DRAWING NO. 25001-D01-V3
SHEET NO. 04 OF 10
ISSUE DATE 19 March 2025
DRAWN BY D. ALOC
REVIEWED BY C. PALMER



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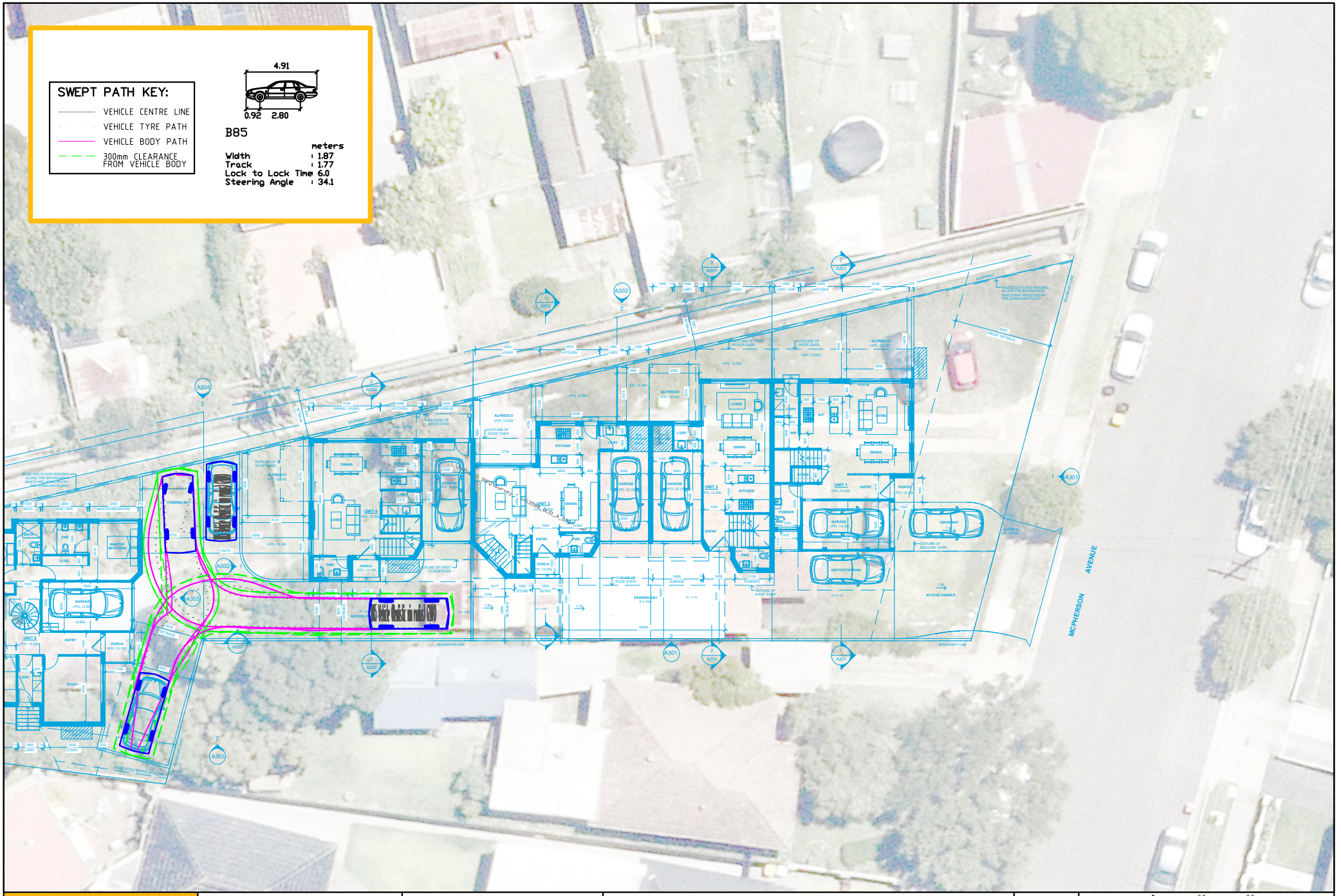
1 MCPHERSON AVENUE, PUNCHBOWL
CAR PARK COMPLIANCE REVIEW - GROUND (UNIT 4)
B85 ENTRY AND EXIT PATH

SCALE 0 3.0 6.0 1:300 @ A4

DRAWING NO. 25001-D01-V3 | SHEET NO. 05 OF 10

ISSUE DATE 19 March 2025 | DRAWN BY D. ALOC | REVIEWED BY C. PALMER



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CAR PARK COMPLIANCE REVIEW - GROUND (UNIT 5 OUTDOOR)
B85 ENTRY AND EXIT PATH

SCALE 0 3.0 6.0 1:300 @ A4
DRAWING NO. 25001-D01-V3
SHEET NO. 06 OF 10
ISSUE DATE 19 March 2025
DRAWN BY D. ALOC
REVIEWED BY C. PALMER

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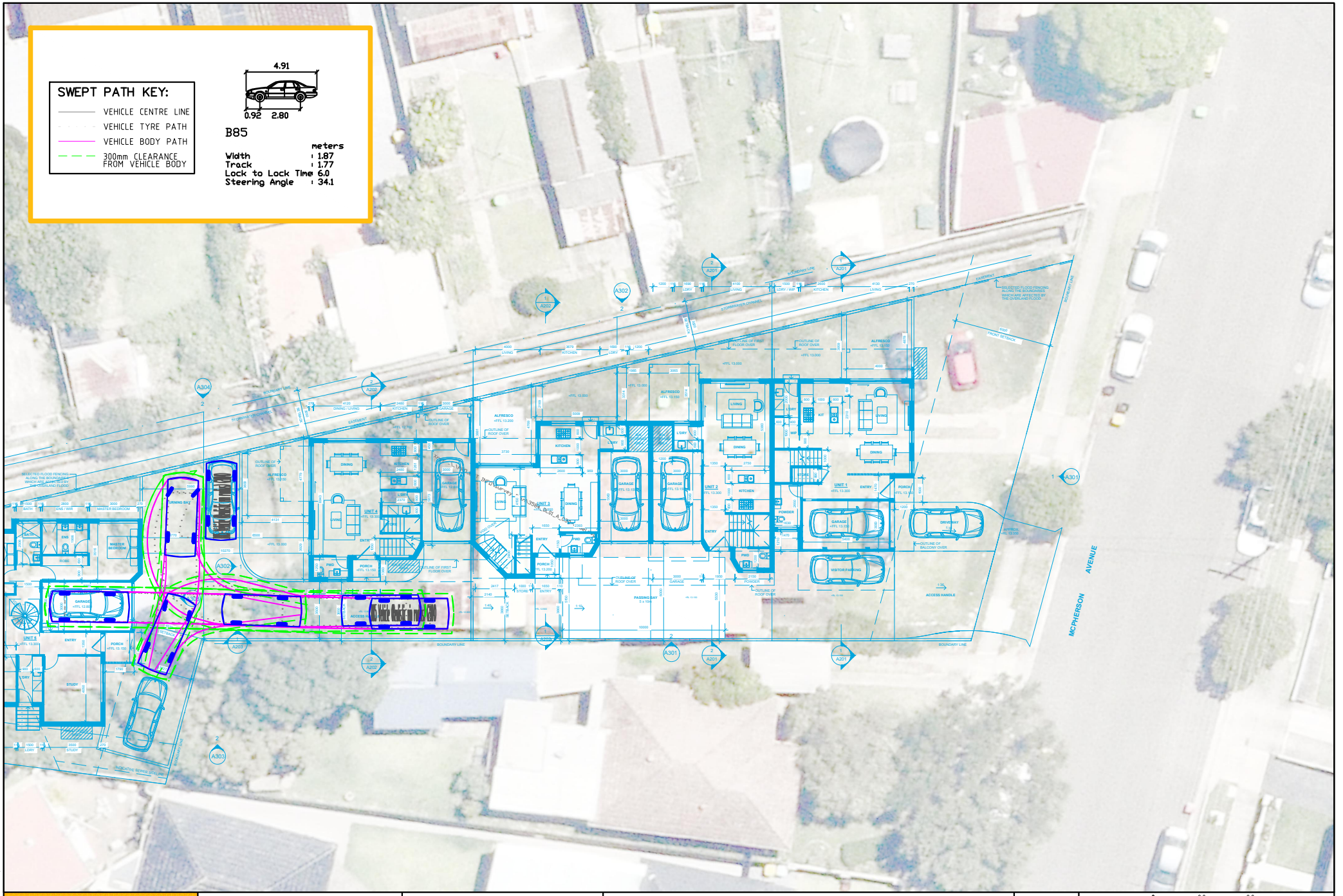

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CAR PARK COMPLIANCE REVIEW - GROUND (UNIT 5)
B85 ENTRY AND EXIT PATH

SCALE 0 3.0 6.0 1:300 @ A4
DRAWING NO. 25001-D01-V3
SHEET NO. 07 OF 10
ISSUE DATE 19 March 2025
DRAWN BY D. ALOC
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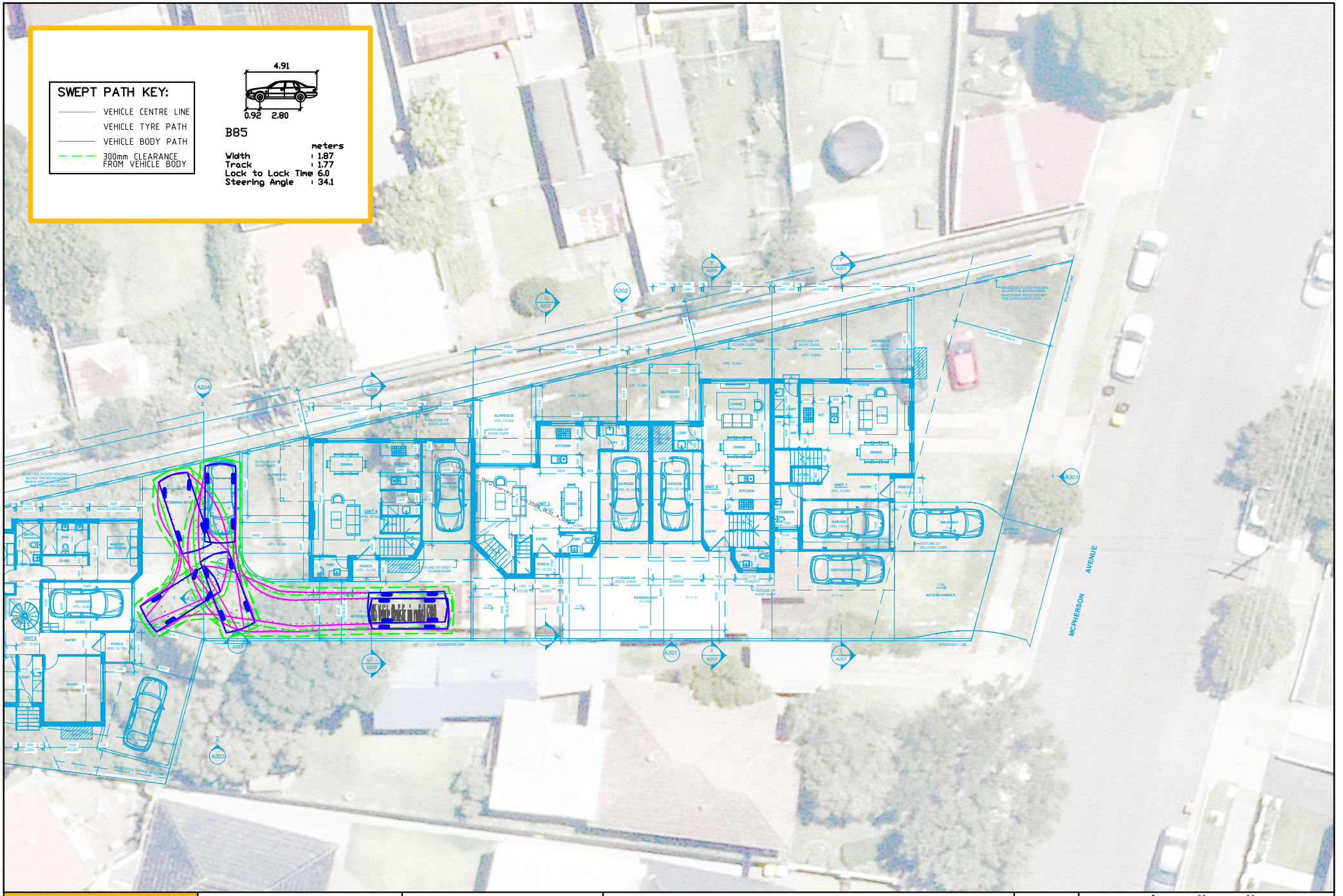

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PO Box 1184
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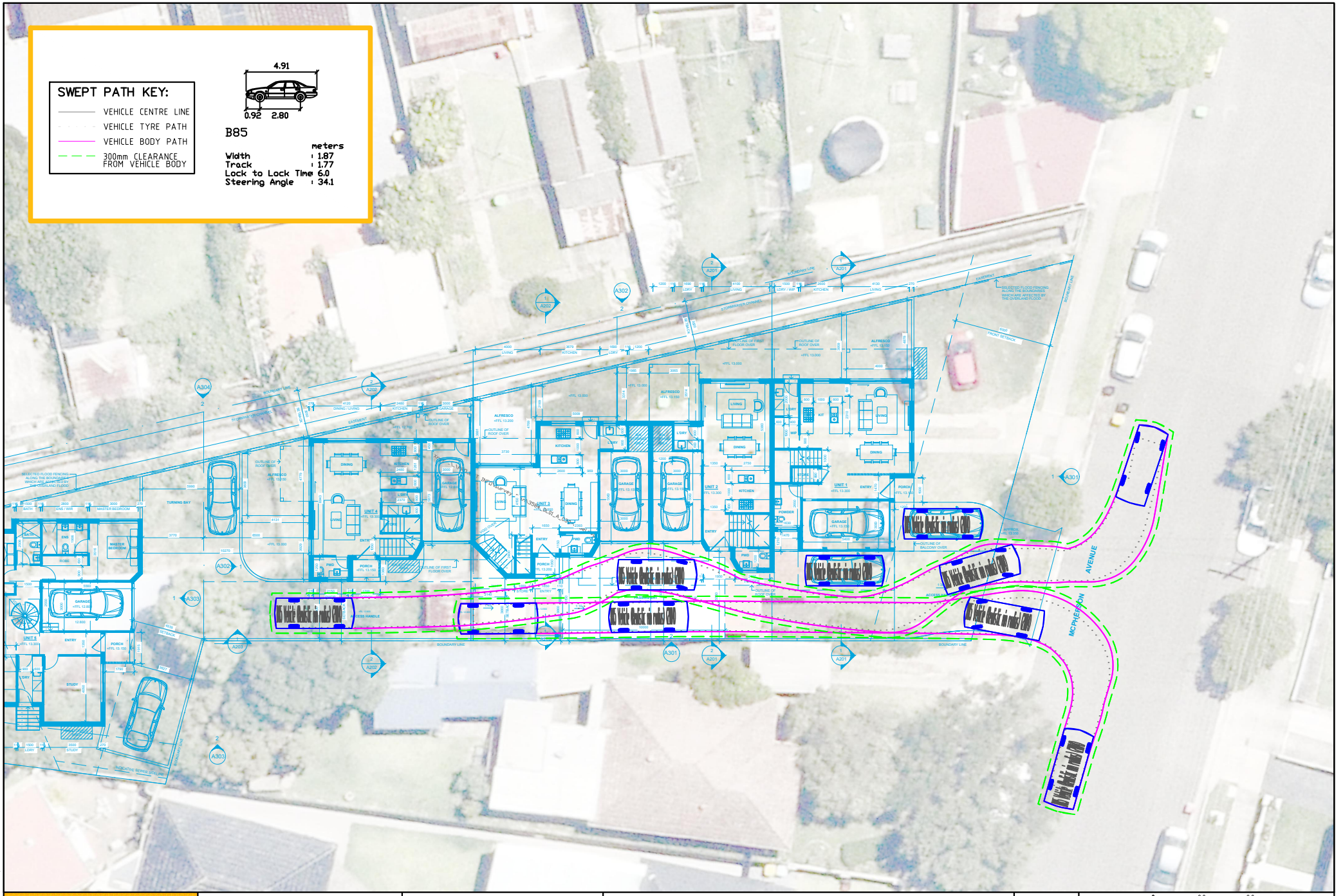
1 MCPHERSON AVENUE, PUNCHBOWL
CAR PARK COMPLIANCE REVIEW - GROUND (REAR)
B85 ENTRY AND EXIT PATH

SCALE 0 3.0 6.0 1:300 @ A4
DRAWING NO. 25001-D01-V3
SHEET NO. 08 OF 10
ISSUE DATE 19 March 2025
DRAWN BY D. ALOC
REVIEWED BY C. PALMER



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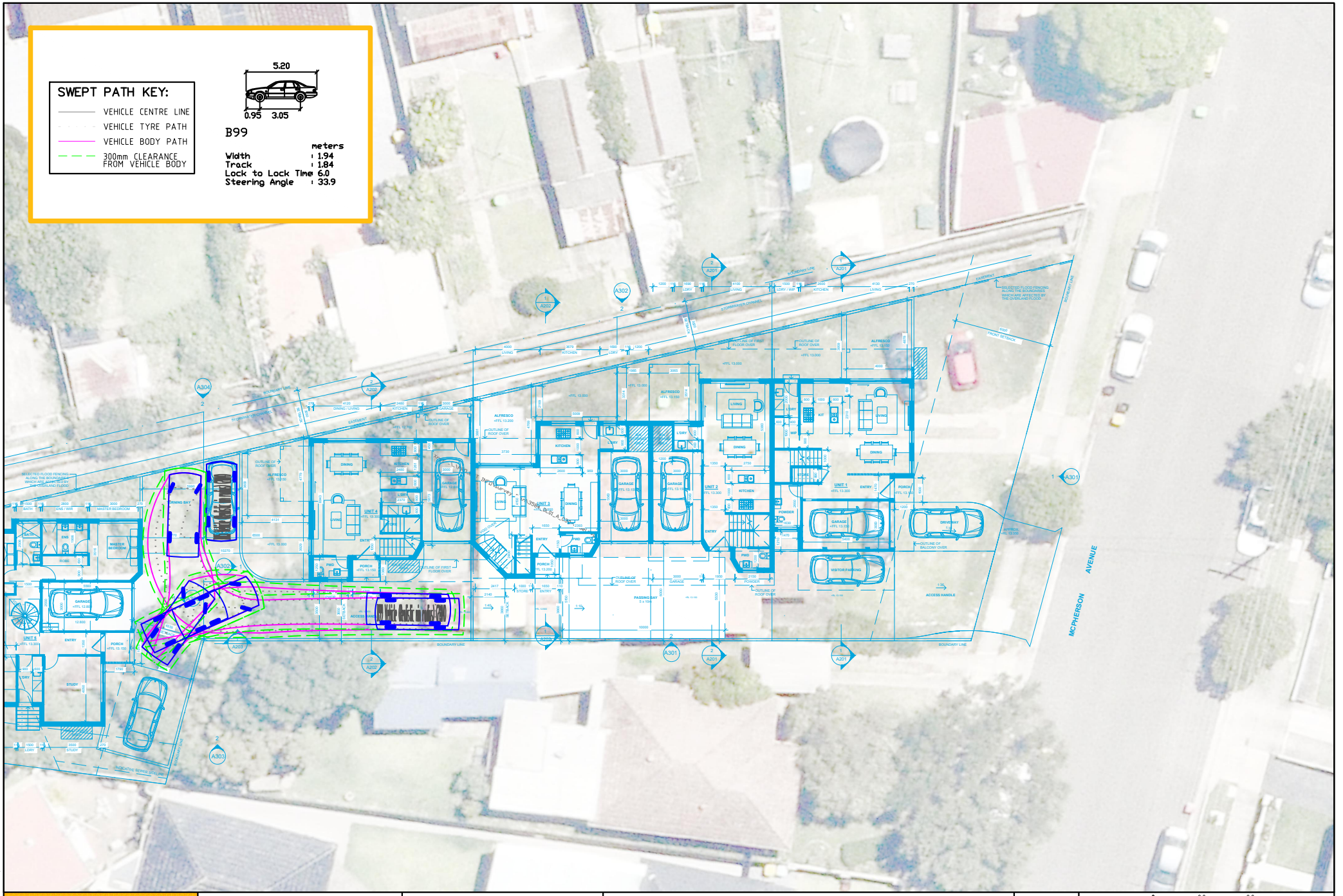
1 MCPHERSON AVENUE, PUNCHBOWL
CAR PARK COMPLIANCE REVIEW - GROUND
B85 PASSING PATHS

SCALE 0 3.0 6.0 1:300 @ A4

DRAWING NO. 25001-D01-V3 | SHEET NO. 09 OF 10

ISSUE DATE 19 March 2025 | DRAWN BY D. ALOC | REVIEWED BY C. PALMER



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1 MCPHERSON AVENUE, PUNCHBOWL
CAR PARK COMPLIANCE REVIEW - GROUND
B99 TURNAROUND PATH

SCALE 0 3.0 6.0 1:300 @ A4
DRAWING NO. 25001-D01-V3
SHEET NO. 10 OF 10
ISSUE DATE 19 March 2025
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