

Proposed S4.55 Modification

47-49 Percy Street, Bankstown

Proposed Residential Development

25158

Prepared for

TQM

5 May 2026



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Document Information

Report	Proposed S4.55 Modification
Client	TQM
Proposal	Proposed Residential Development
Architect	DWA
Project Location	47-49 Percy Street, Bankstown
Council	Canterbury-Bankstown Council
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1	25/03/2026	Draft	AX, LM	BL
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1 Introduction

1.1 Background

This report has been prepared to accompany a S4.55 Modification to Canterbury-Bankstown Council for a proposed residential development at 47-49 Percy Street, Bankstown (Figure 1-1).

Figure 1-1 Site



Source: Mecone (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the approved and proposed development scheme
- describe the existing site, road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements



1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Australian Standard Part 6: Off-street Parking for People with Disabilities (AS2890.6:2022)
- Development Control Plan (Canterbury-Bankstown Council), 2023
- Assessment of Traffic and Parking Implications for the subject site, Revision E, Transport and Traffic Planning Associates, March 2017



2 Development Scheme

2.1 Approved Development

The approved development scheme (DA-74/2017) involves the demolition of existing site structures and construction of a new six (6) storey residential building comprising:

- 60 apartments in the following composition:
 - 1 x studio apartment
 - 17 x one-bed apartments
 - 37 x two-bedroom apartments
 - 2 x three-bedroom apartments
- Two (2) basement levels will accommodate 69 total car parking spaces as follows:
 - 57 x Residents
 - 12 x Visitors

New vehicle access will be provided at Percy Street.

Details of the approved scheme are indicated in the architectural plans are reproduced in **Attachment 1**.

2.2 Proposed Development

The S4.55 modification seeks consent to amend the following elements:

- Change of apartment composition while retaining the yield of 60 total units, as follows:
 - 5 x studio apartment
 - 16 x one-bedroom apartments
 - 35 x two-bedroom apartments
 - 4 x three-bedroom apartments
- Minor amendments to the basement carpark layout to accommodate essential services, accommodating 62 spaces with the following mix:
 - 50 x Residents (including 5 accessible spaces)
 - 12 x Visitors

Vehicle access on Percy Street will be retained as per approved.

Details of the proposed scheme are indicated in the architectural plans prepared by DWA which accompany the submission and are reproduced in part in **Attachment 1**.

3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lot 30 and 31 in DP 6649, located at 47-49 Percy Street, Bankstown. The site occupies an area of 2,023m² and has a frontage to Percy Street.

Figure 3-1 Site Context



Source: Metromap (Modified by Genesis Traffic)

The site is occupied by a childcare centre and a residential dwelling at present (see inset above), with vehicle access points located at Percy Street.

The adjoining and surrounding land uses include:

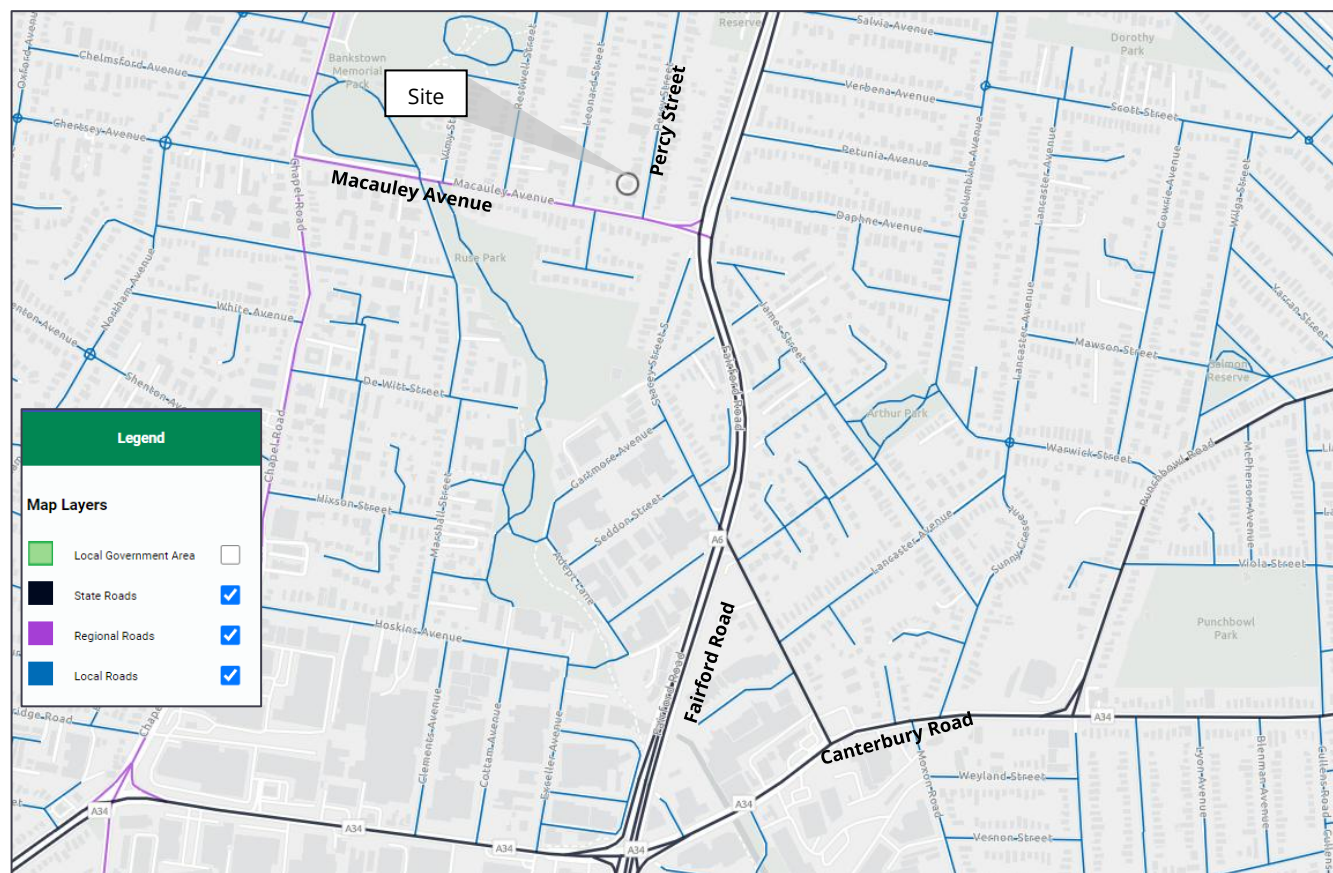
- Bankstown Train Station to the northeast
- St Brendan's Catholic Primary School to the northeast
- residential developments along Percy Street



3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:

Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Canterbury Road (A34)	- State Road - Speed limit 60 km/h 2 lanes in each direction - Clearway restriction between 6am - 7pm Monday to Friday along both sides of the street
Fairford Road (A6)	- State Road - Speed limit 70 km/h 3 lanes in each direction - Clearway restriction between 6am - 7pm Monday to Friday along both sides of the street



Macauley Avenue	· Regional Road · Speed limit 60 km/h · 2 lanes in each direction · No Stopping restriction along both sides of the street
Percy Street	· Local Road · 1 lane in each direction · Unrestricted on-street parking along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

Table 3-2 Surrounding Traffic Controls

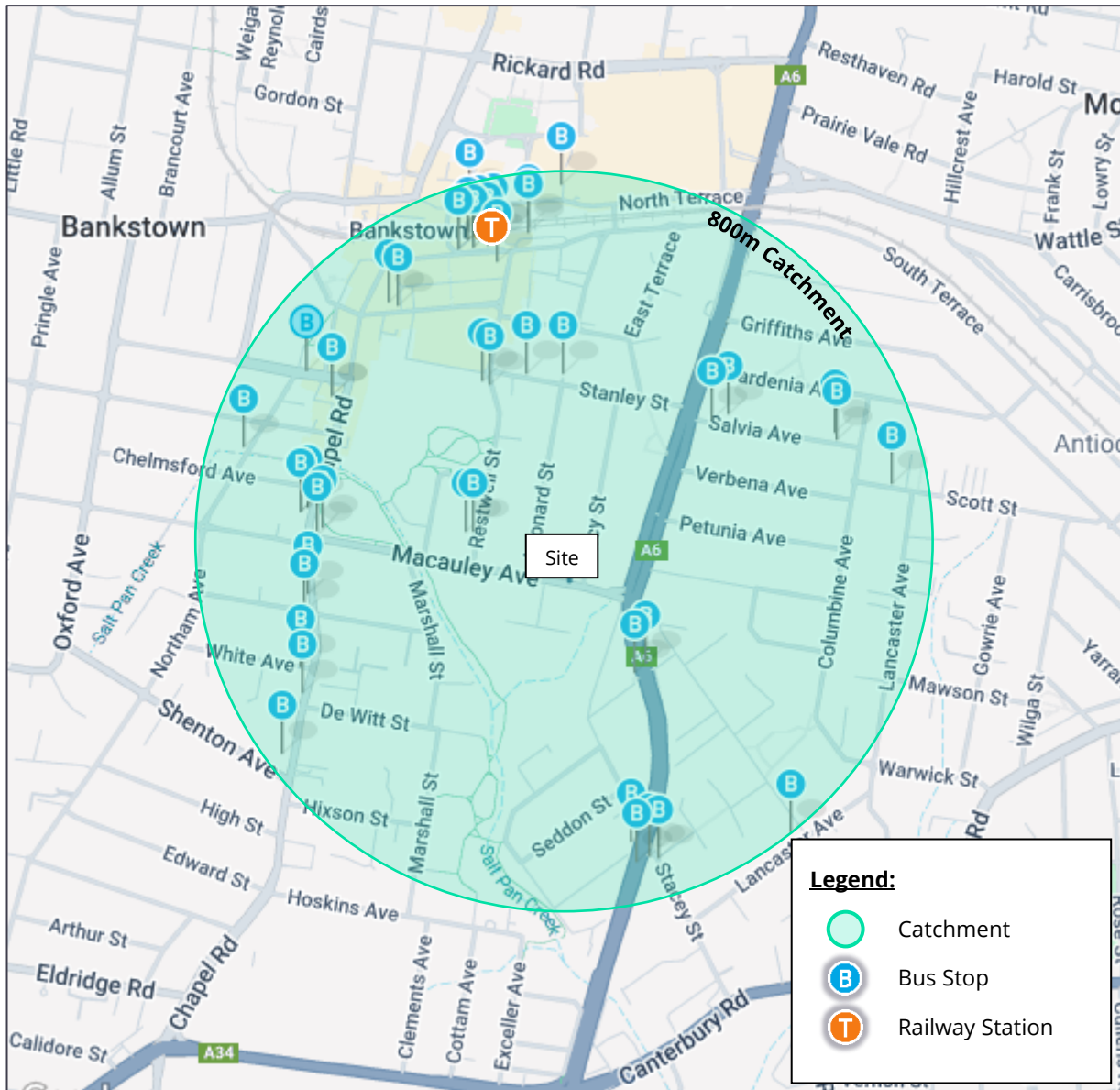
Traffic Control	Location
Traffic Signal	· Intersections of: ○ Canterbury Road and Fairford Road ○ Macauley Avenue and Fairford Road
Give-way / Stop Control	· Intersection of: ○ Percy Street and Macauley Avenue
Bus Lane	· Along parts of ○ Macauley Avenue in proximity to the intersection with Stacey Street



3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Metromap (Modified by Genesis Traffic)

Train

The site is located within 800m of Bankstown Train Station. This station currently provides T6 (Lidcombe & Bankstown Line) services, with services for the M1 (Metro North West & Bankstown Line) planned to commence in the second half of 2026. This will provide a connection to the Sydney Central Business District (CBD) with a travel time of approximately 30 minutes.



Bus

Local bus services are within walking distance (400m) of the site, as follows (Table 3-3).

Table 3-3 Bus Services Provision

Bus Line	Bus Route	Frequency
922	East Hills to Bankstown via Milperra	1-2 trips per hour
923	Panania to Bankstown via Picnic Point	1-2 trips per hour
924	East Hills to Bankstown via Panania	1-2 trips per hour
925	East Hills to Lidcombe via Bankstown	1-2 trips per hour
926	Revesby Heights to Bankstown	1-2 trips per hour
944	Bankstown to Mortdale via Peakhurst Heights	1-2 trips per hour
945	Hurstville to Bankstown via Mortdale	2-5 trips per hour
960	Sutherland to Bankstown	2-3 trips per hour
M90	Burwood to Liverpool	4-6 trips per hour
M91	Hurstville to Parramatta via Padstow & Chester Hill	4-5 trips per hour



4 Parking Assessment

4.1 Car Parking Requirements

Approved DA

The approved traffic report made reference to the Apartment Design Guide (ADG) rates for Metropolitan Sub-Regional developments, which are tabulated below in Table 4-1.

Table 4-1 RMS Car Parking Rates for Metropolitan Sub-Regional

Land Use	Element	Parking Rates
Residential	1-Bed	0.6 spaces per unit
	2-Bed	0.9 spaces per unit
	3-Bed	1.4 spaces per unit
Visitors		1 space per 5 units

Application of the approved rates to the proposed scheme indicates the following requirements in Table 4-2.

Table 4-2 Required Car Parking Spaces

Land Use	Element	Unit/GFA	Requirement	Provision
Residential Flat	1-Bed	21 units	12.6	50
	2-Bed	35 units	31.5	
	3-Bed	4 units	5.6	
	Visitor	60 units	12	12
Total			61.7 (62) spaces	62 spaces

It is proposed to provide 62 parking spaces to comply with the above criteria. These spaces will include:

- 50 x Resident (including 5 accessible spaces)
- 12 x Visitor



4.2 Bicycle Parking and End of Trip Facility Requirement

The applicable bicycle parking rates (Table 4-3) are provided in the Canterbury Bankstown DCP 2023, Chapter 3.2.

Table 4-3 Bicycle Parking Rates

Development Type	Element	Parking Rates
Residential Flat Buildings and Serviced Apartments	Resident	N/A
	Visitor	1 space per 10 dwellings

Application of the above DCP rates to the proposal indicates the following bicycle parking requirements, tabulated in Table 4-4 overleaf.

Table 4-4 Required Bicycle Storage/Parking Spaces

Element	Unit/GFA	Requirement		Provision
		<u>Resident/Employee</u>	<u>Visitor</u>	
Residential Flat Buildings and Serviced Apartments	60 units	N/A	6	22
Total		6 spaces		22 spaces

The proposal of 22 bicycle parking spaces complies with the DCP requirement.

4.3 Motorcycle Parking Requirement

Neither the DCP nor the SEPP requires the provision of motorcycle space for residential flat buildings. Nonetheless, the proposal provides 2 motorcycle spaces for residents.

4.4 Loading and Servicing Requirement & Arrangement

The development waste will be collected on-street along the Percy Street frontage by Council's waste team. Other infrequent loading and servicing needs will also be satisfied by the ample on-street parking, as is normal for developments of this nature and scale.



5 Access and Circulation Design

5.1 Access

The proposed access driveway will be located at Percy Street for carpark access

Details of the access design and geometry are discussed in Section 5.2.

5.2 Design Assessment and Internal Circulation

A detailed review of the carpark has been undertaken to assess its conformance with the relevant AS2890.1 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	Provided	Yes	
Access Width	(Category 1) 3.0m - 5.5m	5.5m	Yes	
Passing Provision	1 per 30m	Provided	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
First 6m Ramp Grade	Max 5% (1:20) down Max 12.5% (1:8) up	0.8m @ level 3.2m @ 1:8 up 2.0m @ level	Yes	
Straight Ramp				
Ramp Grade	Longer than 20m Max 20% (1:5)	1:5	Yes	
Transitions	Min 2.0m	2.0m	Yes	
Grade Transitions	Max 12.5% (1:8)	<1:8	Yes	
Roadways Width (Two-way)	Min 5.5m	5.5m	Yes	
Vertical Obstruction Clearance / Kerbs	300mm on both sides	Provided	Yes	
Headroom Clearance	Min 2.2m Min 2.26m (Close to Transition)	>2.2m	Yes	
Curved Ramp				
Kerbs	Outside kerb: 500mm Inside kerb: 300mm	Provided	Yes	



Lane Width (Two-way)	Two-way: Min 6.7m	6.7m – 7.1m	Yes	
Parking Modules				
Car Space Dimension (Residents)	User Class 1A 5.4m long x 2.4m wide	5.4m x 2.4m	Yes	
Car Space Dimension (Visitors)	User Class 3 5.4m long x 2.6m wide	5.4m x 2.6m	Yes	
Aisle Width	User Class 1A & 3 5.8m (+ 300mm from wall)	>6.1m	Yes	
Car Space Dimension (Parallel)	6.5m long x 2.4m wide (Between 2 structures/columns)	6.5m x 2.4m	Yes	
Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	Provided	Yes	
Headroom Clearance	Min 2.2m	>2.2m	Yes	
Gradient	Max 5% (1:20) parallel to direction of parking Max 6.25% (1:16) any other direction	Level	Yes	
Motorcycle Space Dimension	2.5m long x 1.2m wide	2.5m x 1.2m	Yes	

Table 5-2 Bicycle Parking (AS2890.3:2015) Criteria

Features	Requirement	Provision	Compliance	Notes
Vertical Bicycle Parking				
Space Dimension	1.2m long x 0.5m wide	1.2m x 0.5m	Yes	
Aisle	1.5m	1.5m	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Height Clearance	Min 2.2m	>2.2m	Yes	

Table 5-3 Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria

Features	Requirement	Provision	Compliance	Notes
Space Dimension	5.4m long x 2.4m wide	5.4m x 2.4m	Yes	
Shared Zone + Bollard	5.4m long x 2.4m wide	5.4m x 2.4m	Yes	
Height Clearance	Min 2.5m	>2.5m	Yes	
Gradient	Max 2.5% (1:40)	Level	Yes	



In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890 design criteria.

5.3 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 2**.



6 Traffic Assessment

6.1 Existing Traffic Conditions

Observations in the site's locality reveal minor delays on Stacey Street during peak periods due to its proximity to the traffic control signal. Nonetheless, there is no apparent capacity constraint on Percy Street.

6.2 Development Traffic Generation

Approved Scheme

The approved Assessment of Traffic and Parking Implications assessed the proposal on the basis of the rates published in the RMS Development Guidelines (TDT 2013-4b). The rate used for projected traffic generation was for a high density residential development within walking distance of a train station and in the Sydney Metropolitan Area, for which the specified rates are:

- 0.19 vehicle trips per hour (vtph) during the AM peak
- 0.15 vtph during the PM peak

Application of these trip rates to the approved scheme of 60 residential units indicated a peak hour traffic generation outcome of 12 vtph and 9 vtph respectively.

Proposed Scheme

The total number of residential apartments remains unchanged. As such, it is anticipated that the proposed modification would not generate any additional trip movements during peak periods



7 Conclusion

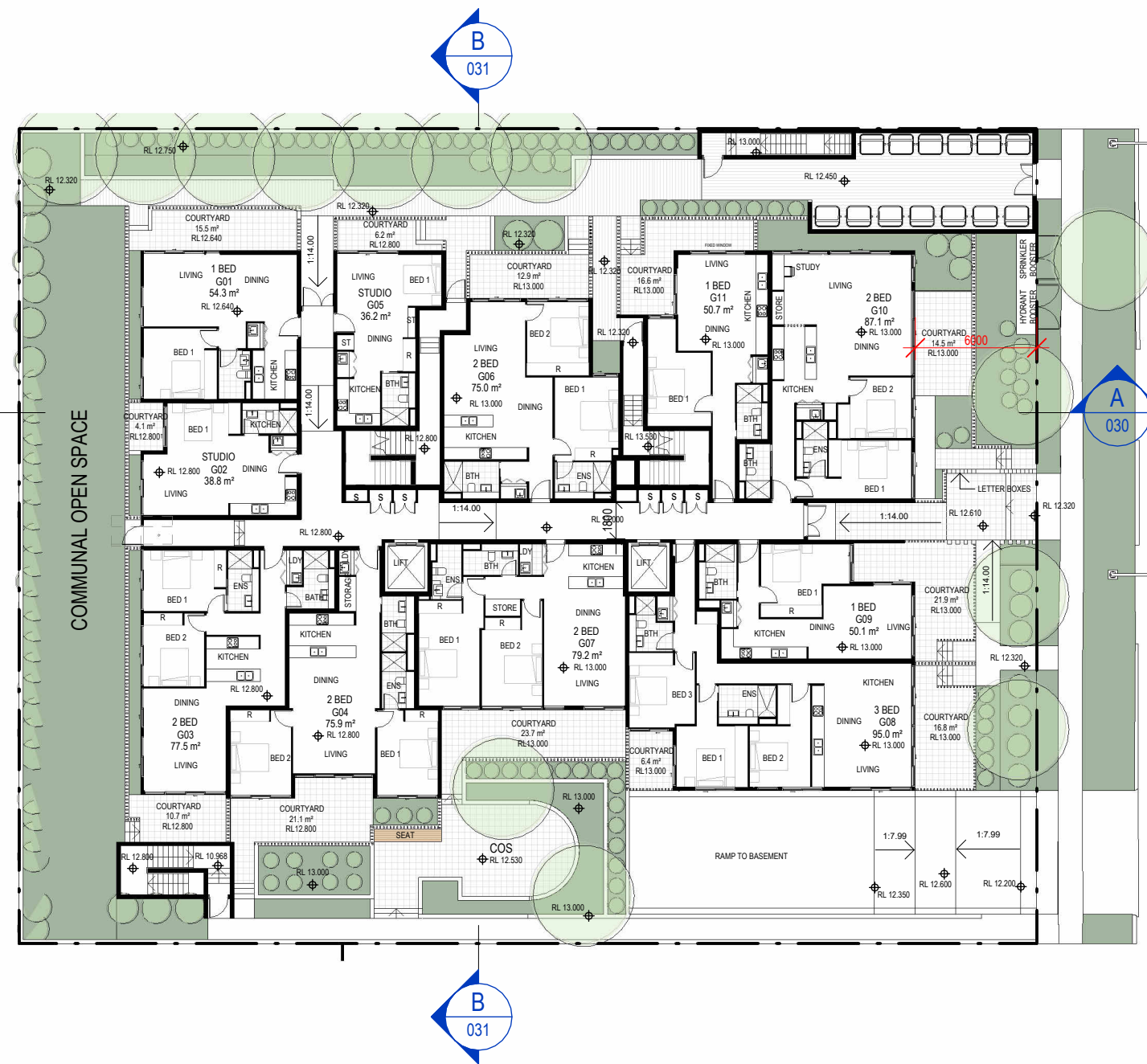
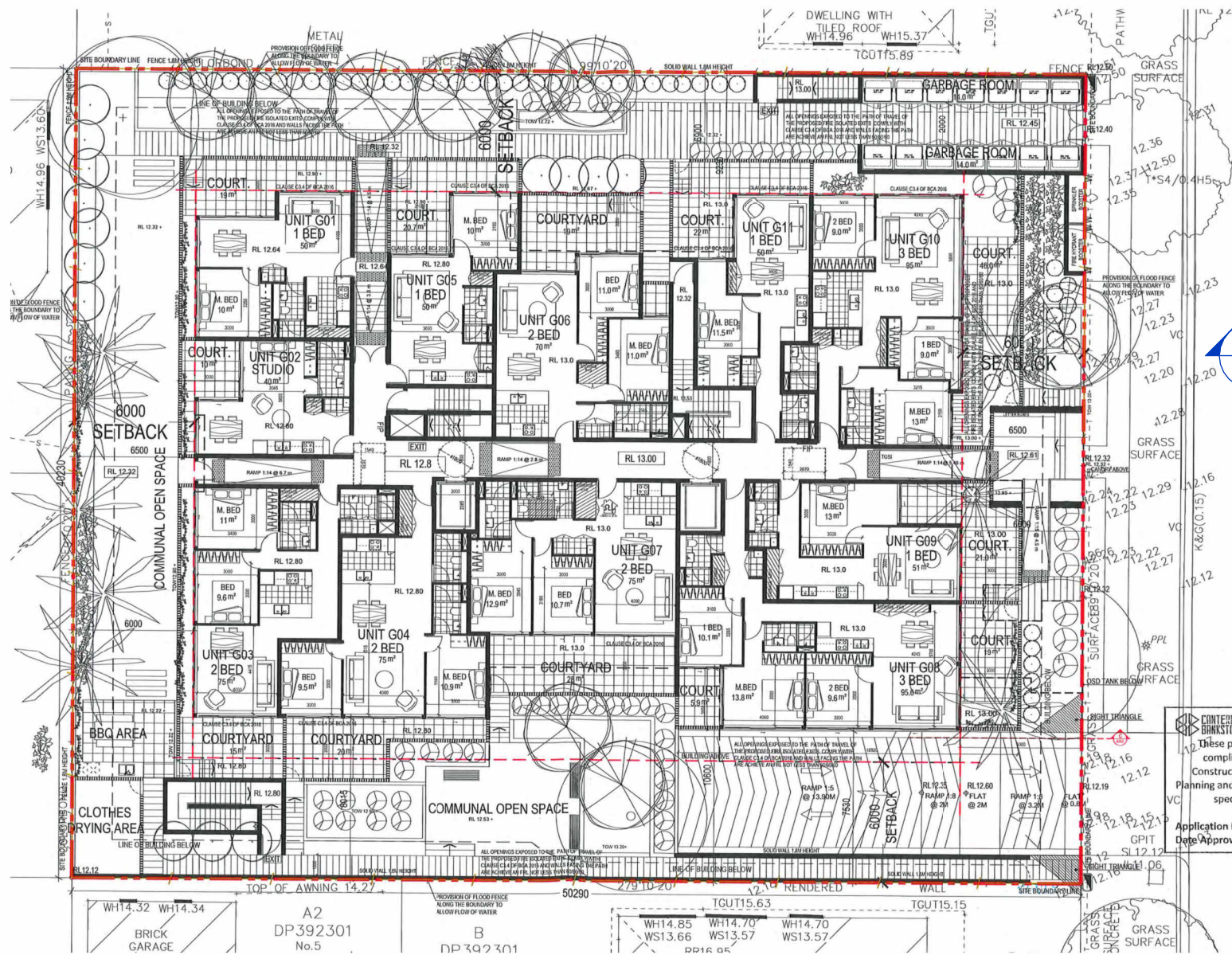
The traffic and parking assessment undertaken for this S4.55 modification at 47-49 Percy Street, Bankstown has concluded that:

- the proposed scheme will not generate additional traffic or present any adverse traffic implications
- the proposed parking provision will comply with the previously approved arrangement under the SEPP 65 ADG, and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria



Attachment 1

Approved & Proposed Plan



APPROVED - GROUND FLOOR

PROPOSED - GROUND FLOOR

DISCLAIMER
Subject to: full site survey, measurements are preliminary, discussions and meetings with authorities, approval from authorities, relevant consultant information as per council DA requirements. Feasibility completed based on information provided by client. Drawings are not for sale or suitable for purchase of property. All parking and ramps to suitable for purchase of property. (Subject to Approval)

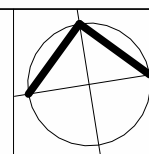
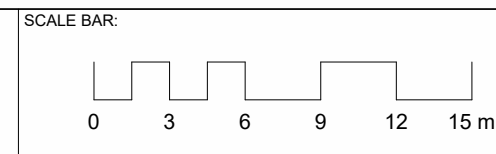
REF.	DATE	AMENDMENT
P	09.04.2026	DEVELOPMENT APPLICATION

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Nominated Architect:
Robert Gizzi (Reg. 8286)

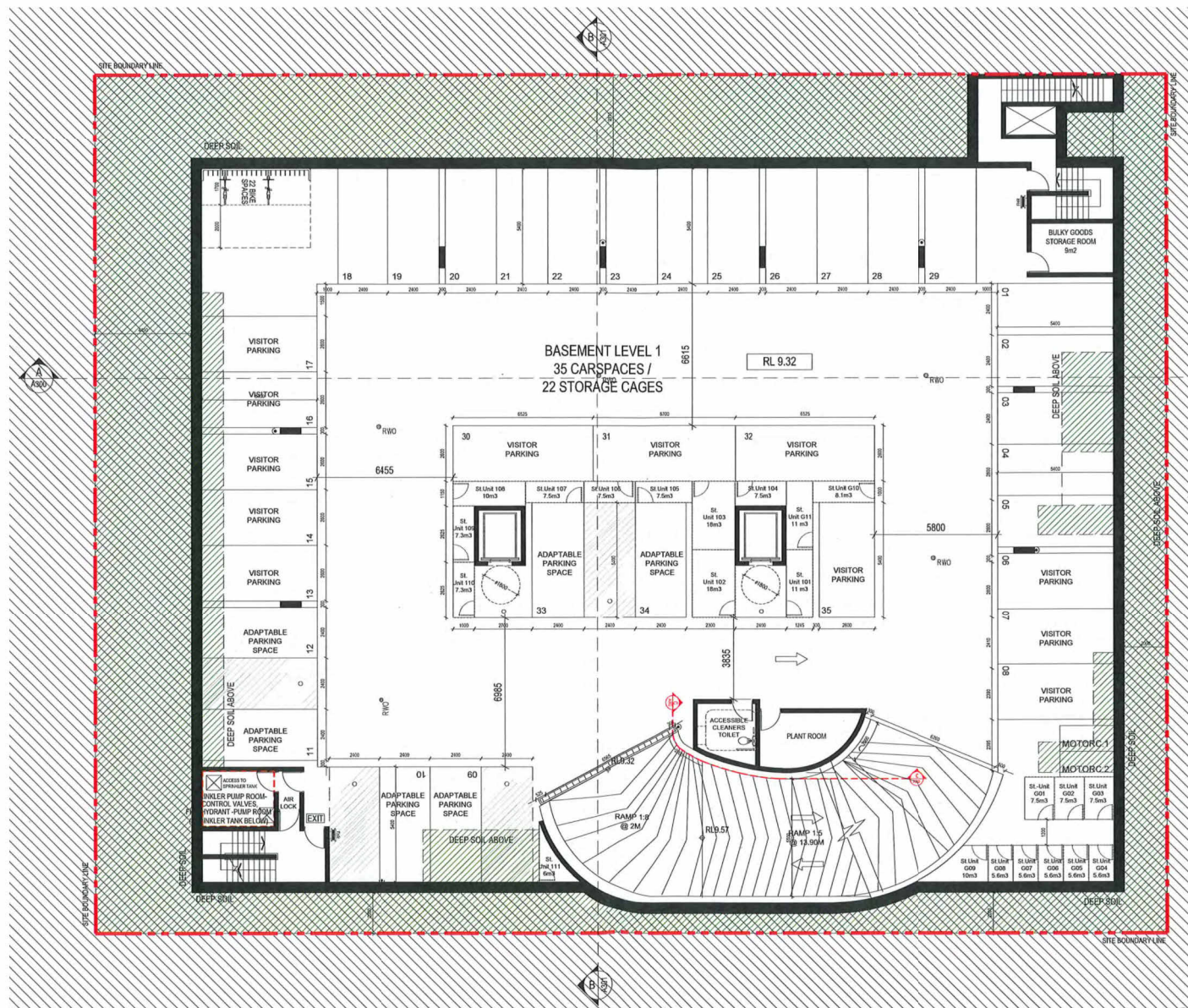
CLIENT: TQMD
RESIDENTIAL DEVELOPMENT
ADDRESS: 47-49 PERCY STREET,
BANKSTOWN, NSW 2200
DRAWING NAME: APPROVED + PROPOSED FLOOR PLAN - GROUND LEVEL



ISSUE DATE: 09.04.2026
DRAWN: JS, NT
SCALE: 1 : 300
QA: RG
PROJECT No. 1705
DWG No. 012
Rev. P

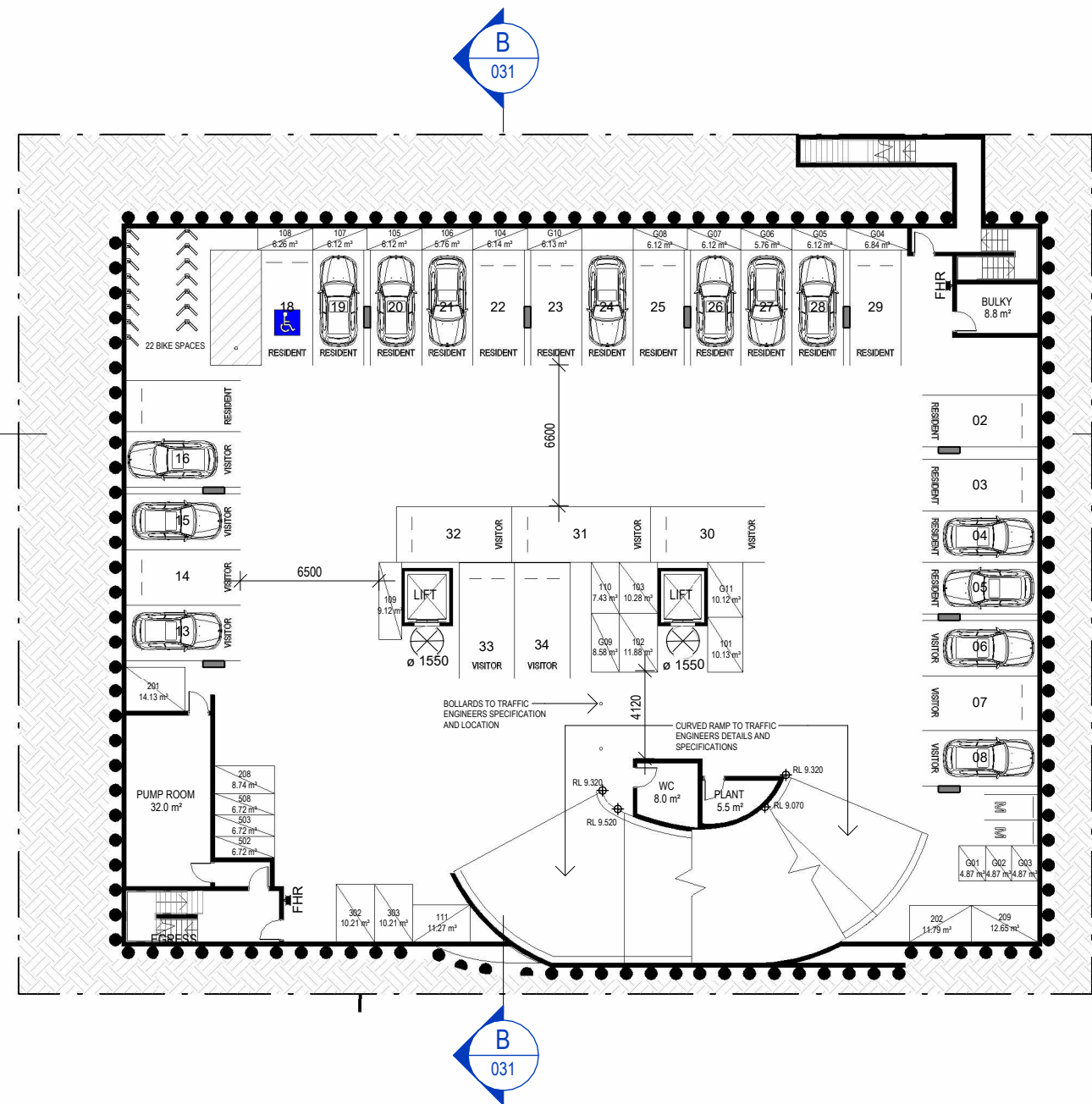


DEVELOPMENT APPLICATION



APPROVED - BASEMENT LEVEL 1

1 : 300



PROPOSED - BASEMENT LEVEL 1

1 : 300

DISCLAIMER

Subject to: full site survey, measurements are preliminary, discussions and meetings with authorities, approval from authorities, relevant consultant information as per council DA requirements. Feasibility completed based on information provided by client. Drawings are not for sale or purchase of property. All parking and ramps to traffic engineers details. (Subject to Approval)

REF. P DATE 09.04.2026 AMENDMENT DEVELOPMENT APPLICATION

DWA

DESIGN WORKSHOP AUSTRALIA

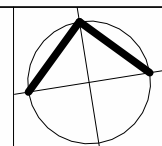
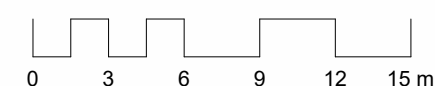
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Nominated Architect:
Robert Gizzi (Reg. 8286)

CLIENT: TQMD
RESIDENTIAL DEVELOPMENT
ADDRESS: 47-49 PERCY STREET,
BANKSTOWN, NSW 2200

DRAWING NAME: APPROVED + PROPOSED FLOOR PLAN - BASEMENT LEVEL 1

SCALE BAR:

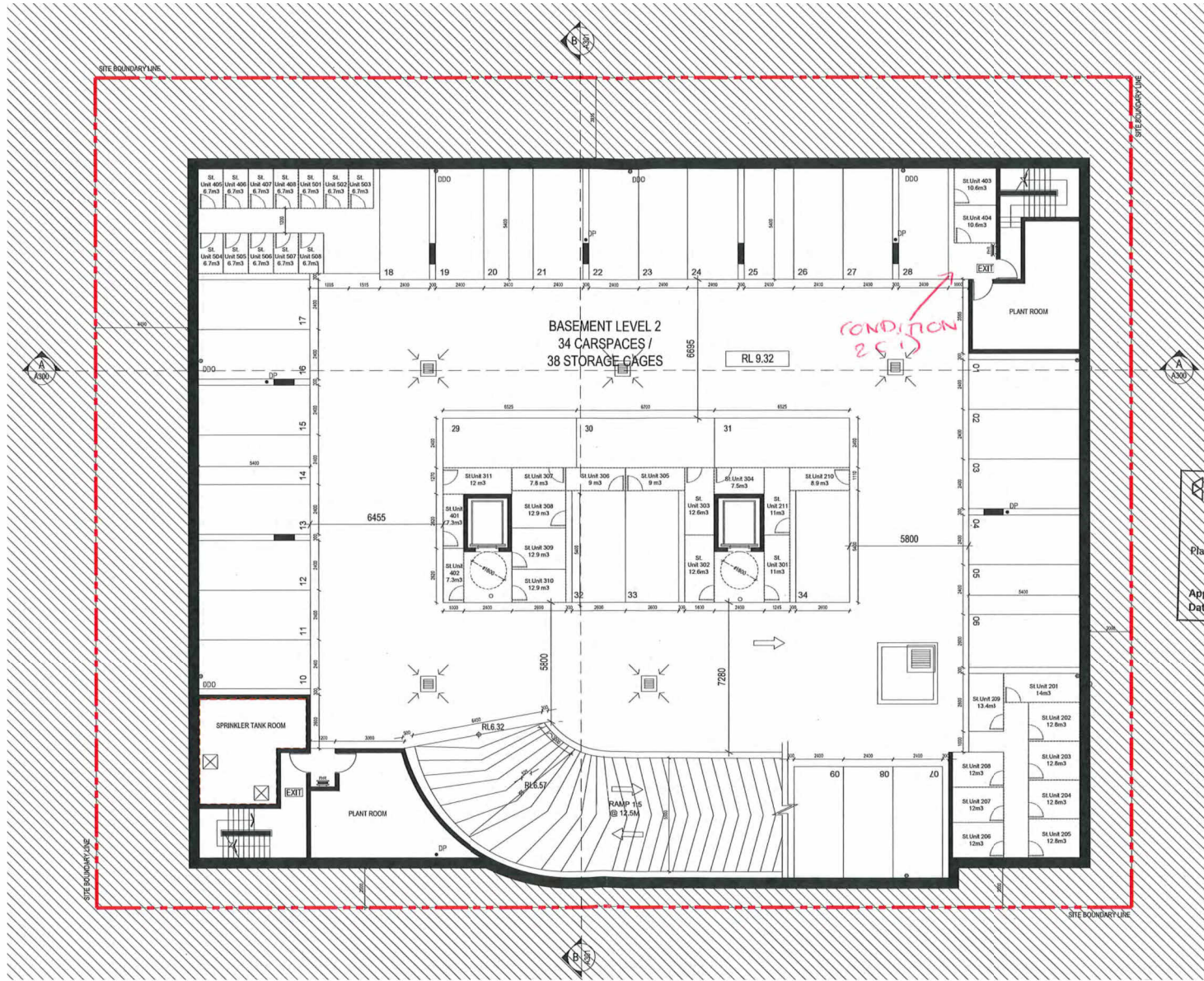


ISSUE DATE: 09.04.2026
DRAWN: JS, NT
SCALE: 1 : 300
QA: RG

PROJECT No. 1705
DWG No. 011
Rev. P

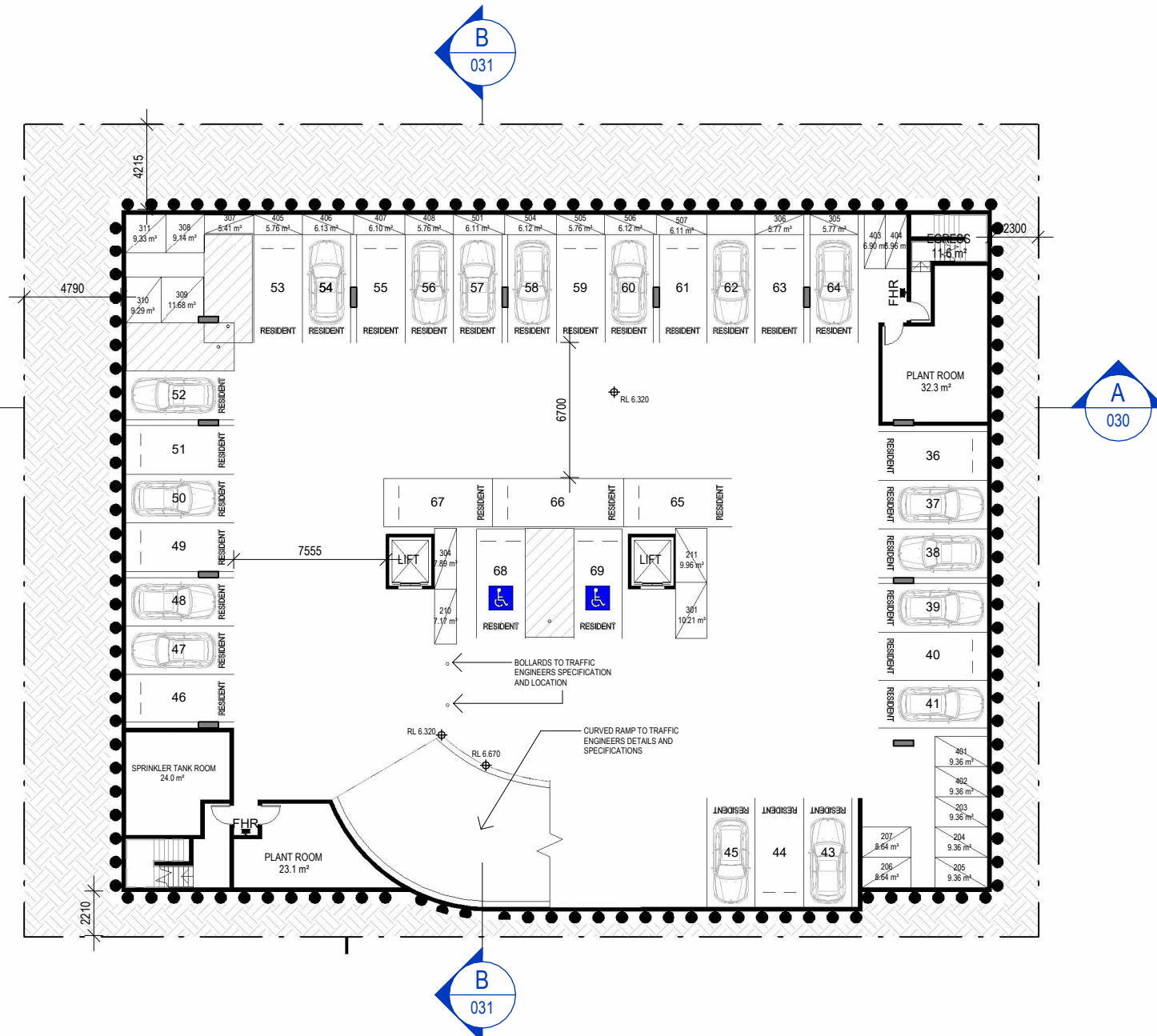


DEVELOPMENT APPLICATION



APPROVED - BASEMENT LEVEL 2

1 : 300



PROPOSED - BASEMENT LEVEL 2

1 : 300

DISCLAIMER

Subject to: full site survey, measurements are preliminary, discussions and meetings with authorities, approval from authorities, relevant consultant information as per council DA requirements. Feasibility completed based on information provided by client. Drawings are not suitable for purchase of property. All parking and ramps to traffic engineers details. (Subject to Approval)

REF.	DATE	AMENDMENT
P	09.04.2026	DEVELOPMENT APPLICATION

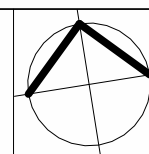
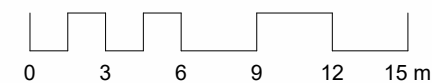
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Email: info@designworkshop.com.au
Web: www.designworkshop.com.au

Sydney
Level 10, 6 Mount
Olympus Boulevard,
Wolli Creek NSW 2205
Nominated Architect:
Robert Gizzi (Reg. 8286)

CLIENT: TQMD
RESIDENTIAL DEVELOPMENT
ADDRESS: 47-49 PERCY STREET,
BANKSTOWN, NSW 2200
DRAWING NAME: APPROVED + PROPOSED FLOOR PLAN - BASEMENT LEVEL 2

SCALE BAR:



ISSUE DATE: 09.04.2026
DRAWN: JS, NT
SCALE: 1 : 300
QA: RG

PROJECT No. 1705
DWG No. 010
Rev. P



DEVELOPMENT APPLICATION



Attachment 2

Turning Path Assessment



ISSUE DATE 5 May 2026

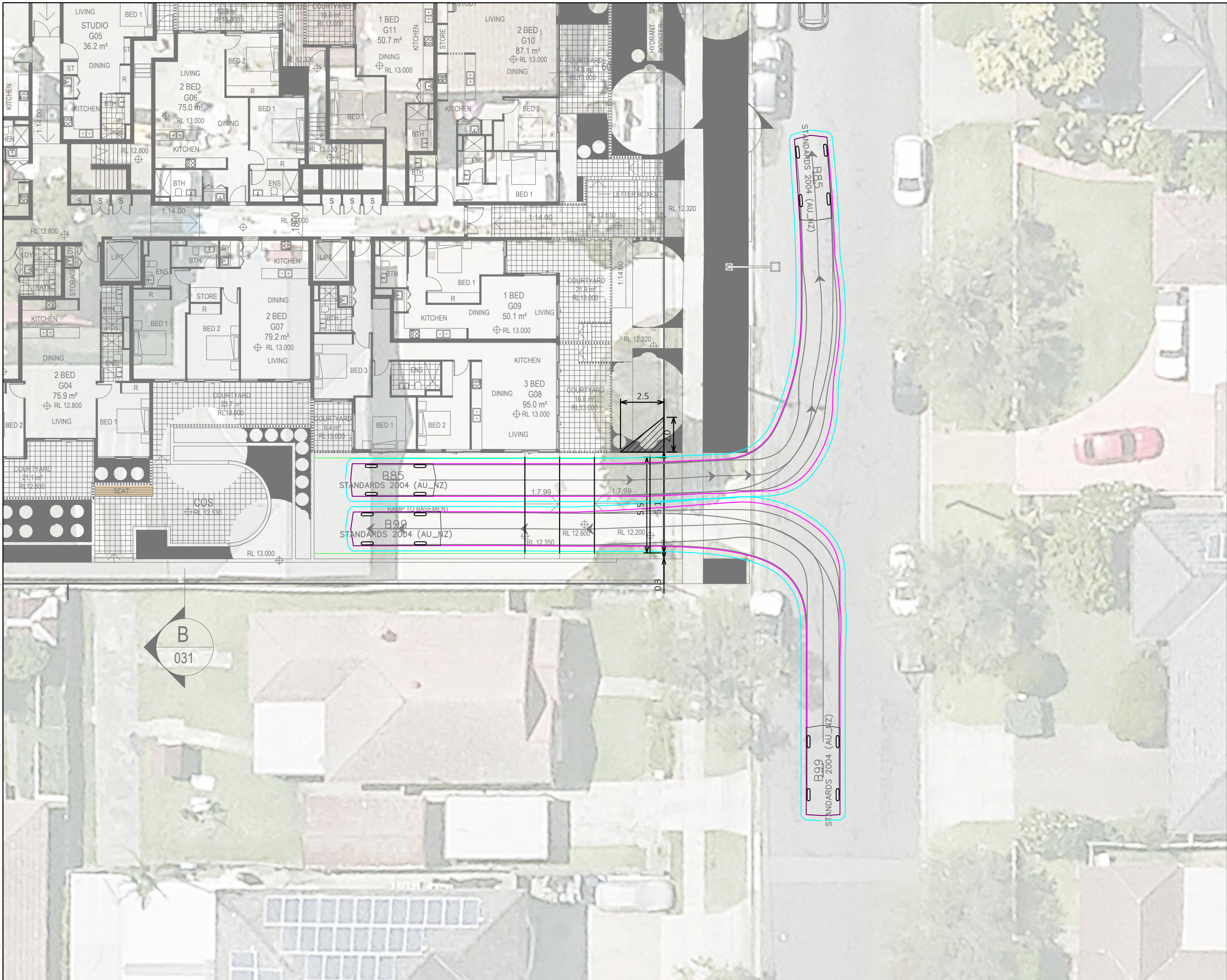
SHEET NO. 1 OF 8

DRAWING REF NO. 25158-V1.4-SP

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004
ANY VERTICAL DROPS EXCEEDING 0.6m IN HEIGHT SHOULD BE PROTECTED BY STRUCTURAL WALL/BARRIER

C:\Users\JimmyPham\OneDrive - Genesis Traffic Solutions\Genesis Projects - Documents\2025\25158 - 47-49 Percy Street, Bankstown\Drawings\S455\25158-V1.4-SP.dwg
Plotted by Jimmy Pham



PROJECT
47-49 PERCY STREET,
BANKSTOWN

TITLE
SWEPT PATH ASSESSMENT

B85 & B99 PASSING
PROVISION

GROUND FLOOR

SCALE
A3
1:200
0 2.0 4.0

DESIGNED BY
J.PHAM

REVIEWED BY
L.NG

DRAWING REFERENCE (SOURCE):
S455/20260505

ISSUE DATE
5 May 2026

SHEET NO.
2 OF 8

DRAWING REF NO.
25158-V1.4-SP

LEGENDS/NOTES

SWEPT PATH KEY:

VEHICLE CENTRE LINE

VEHICLE TYRE PATH

VEHICLE BODY PATH

300mm CLEARANCE
FROM VEHICLE BODY

B85

Width

Track

Lock to Lock Time

Steering Angle

4.91

0.92 2.80

1.87

1.77

6.0

34.1

B99

Width

Track

Lock to Lock Time

Steering Angle

5.20

0.95 3.05

1.94

1.84

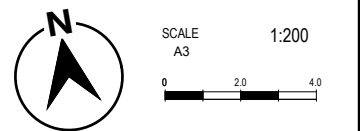
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33.9

PROJECT
47-49 PERCY STREET,
BANKSTOWN

TITLE
COMPLIANCE CHECK

BASEMENT 1



DESIGNED BY
J.PHAM

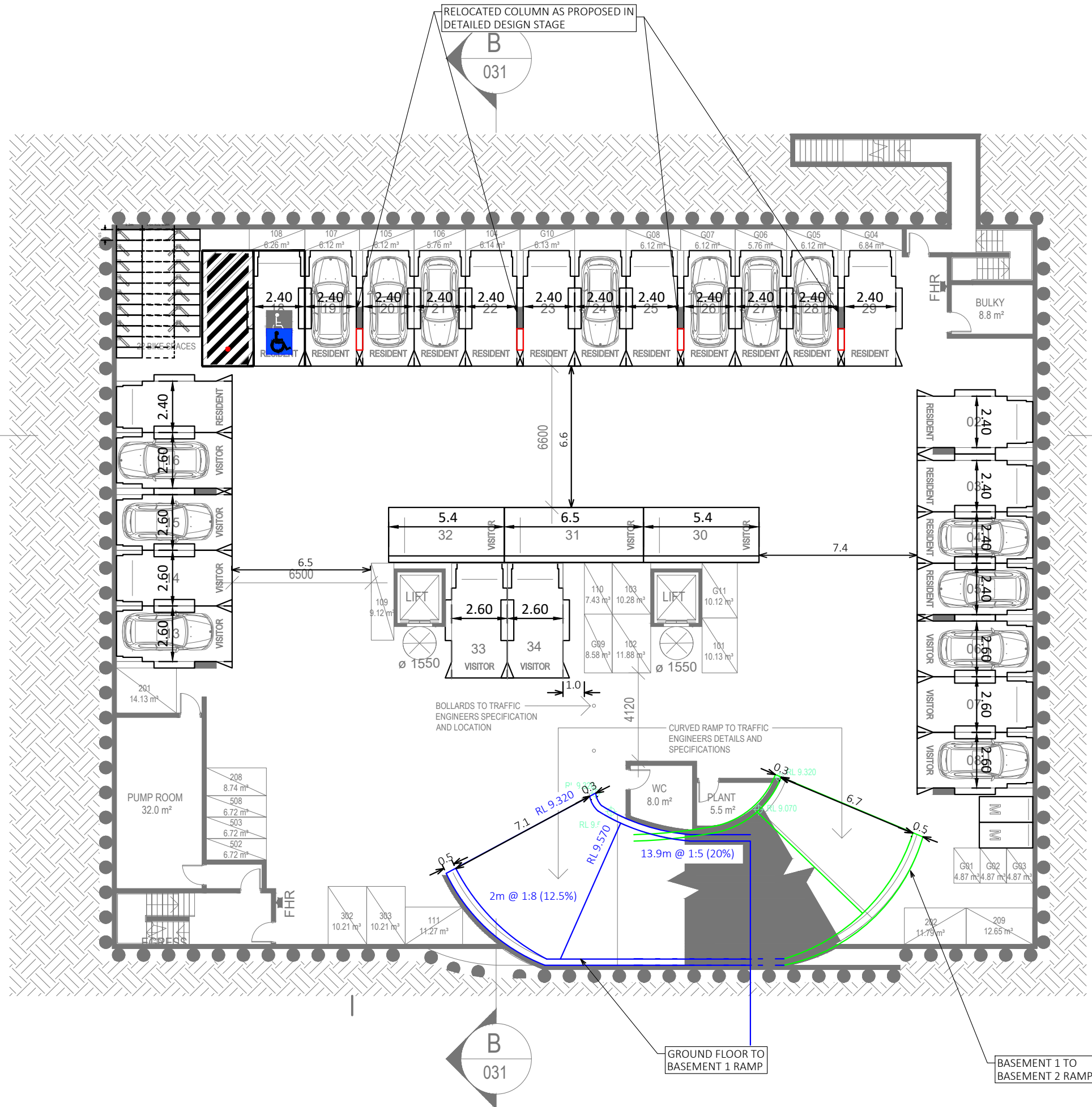
REVIEWED BY
L.NG

DRAWING REFERENCE (SOURCE):
S455/20260505

ISSUE DATE 5 May 2026
SHEET NO. 3 OF 8
DRAWING REF NO. 25158-V1.4-SP

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- MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
- MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
- HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3 AS2890.1:2004
- ANY VERTICAL DROPS EXCEEDING 0.6m IN HEIGHT SHOULD BE PROTECTED BY STRUCTURAL WALL/BARRIER

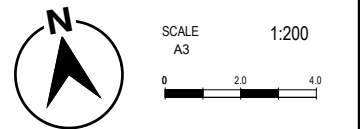


PROJECT
47-49 PERCY STREET,
BANKSTOWN

TITLE
SWEPT PATH ASSESSMENT

B99 & B85 PASSING
PROVISION

BASEMENT 1



DESIGNED BY
J.PHAM

REVIEWED BY
L.NG

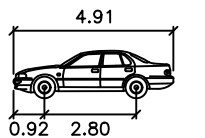
DRAWING REFERENCE (SOURCE):
S455/20260505

ISSUE DATE 5 May 2026
SHEET NO. 4 OF 8
DRAWING REF NO. 25158-V1.4-SP

LEGENDS/NOTES

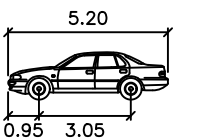
SWEPT PATH KEY:

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



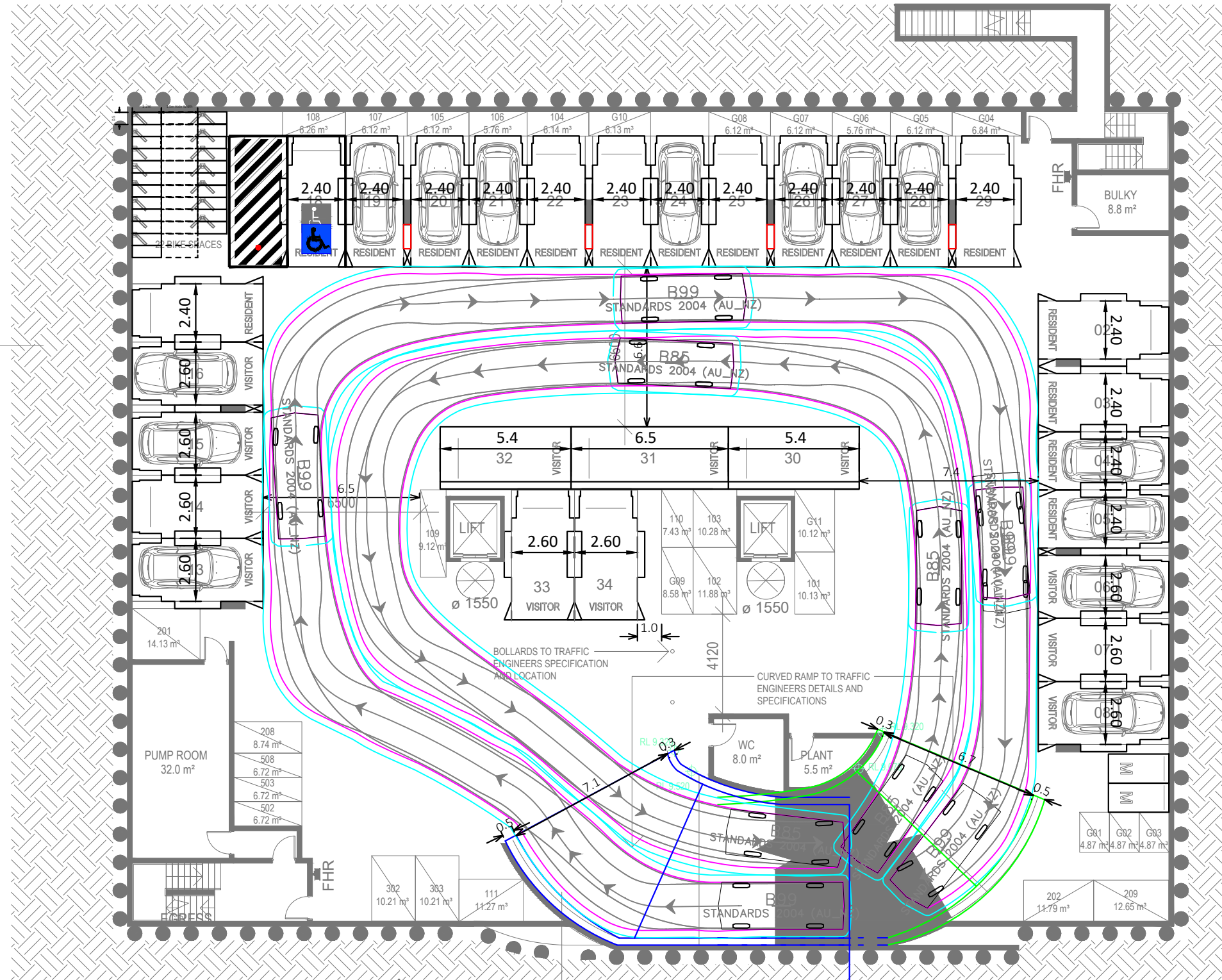
B85

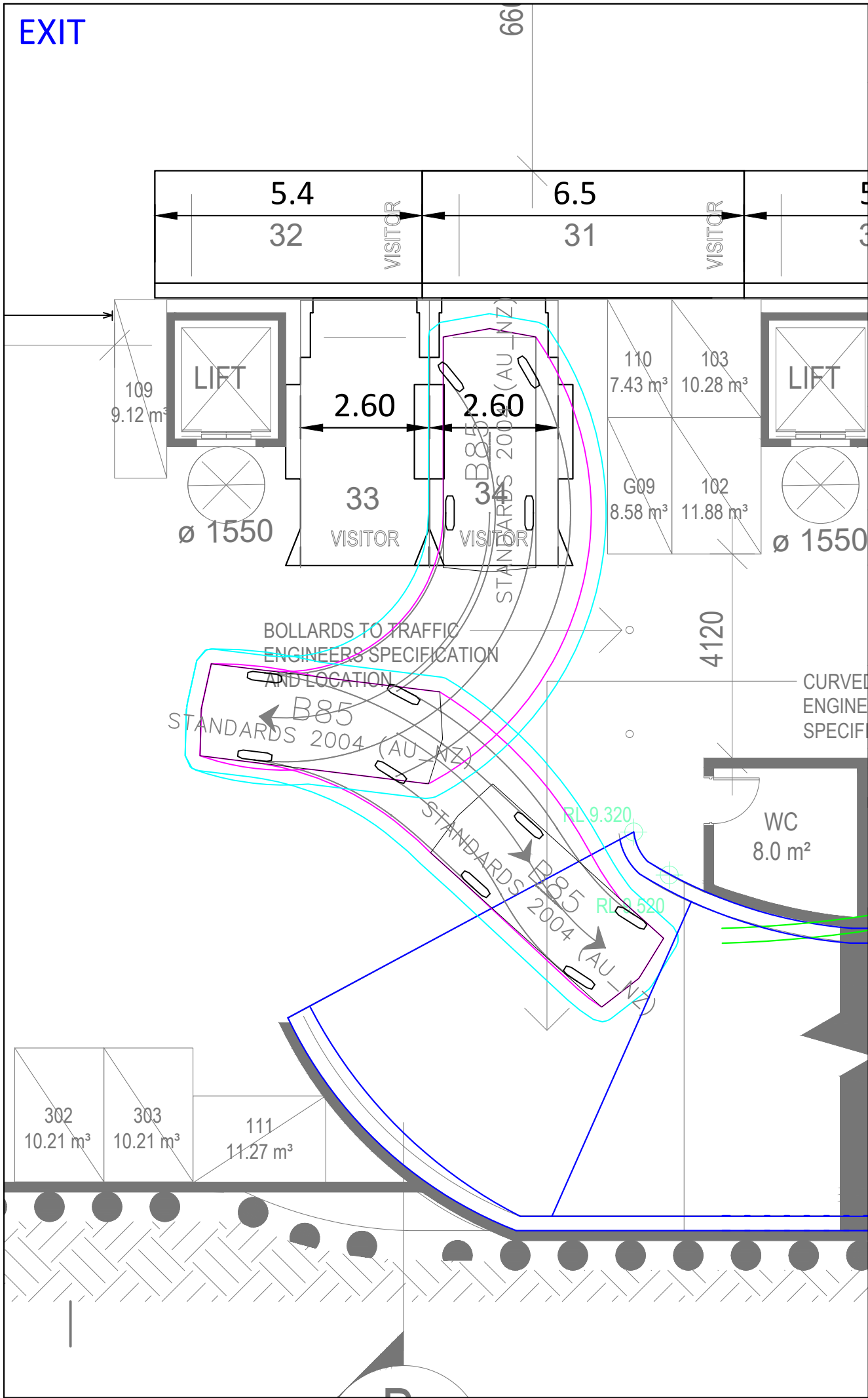
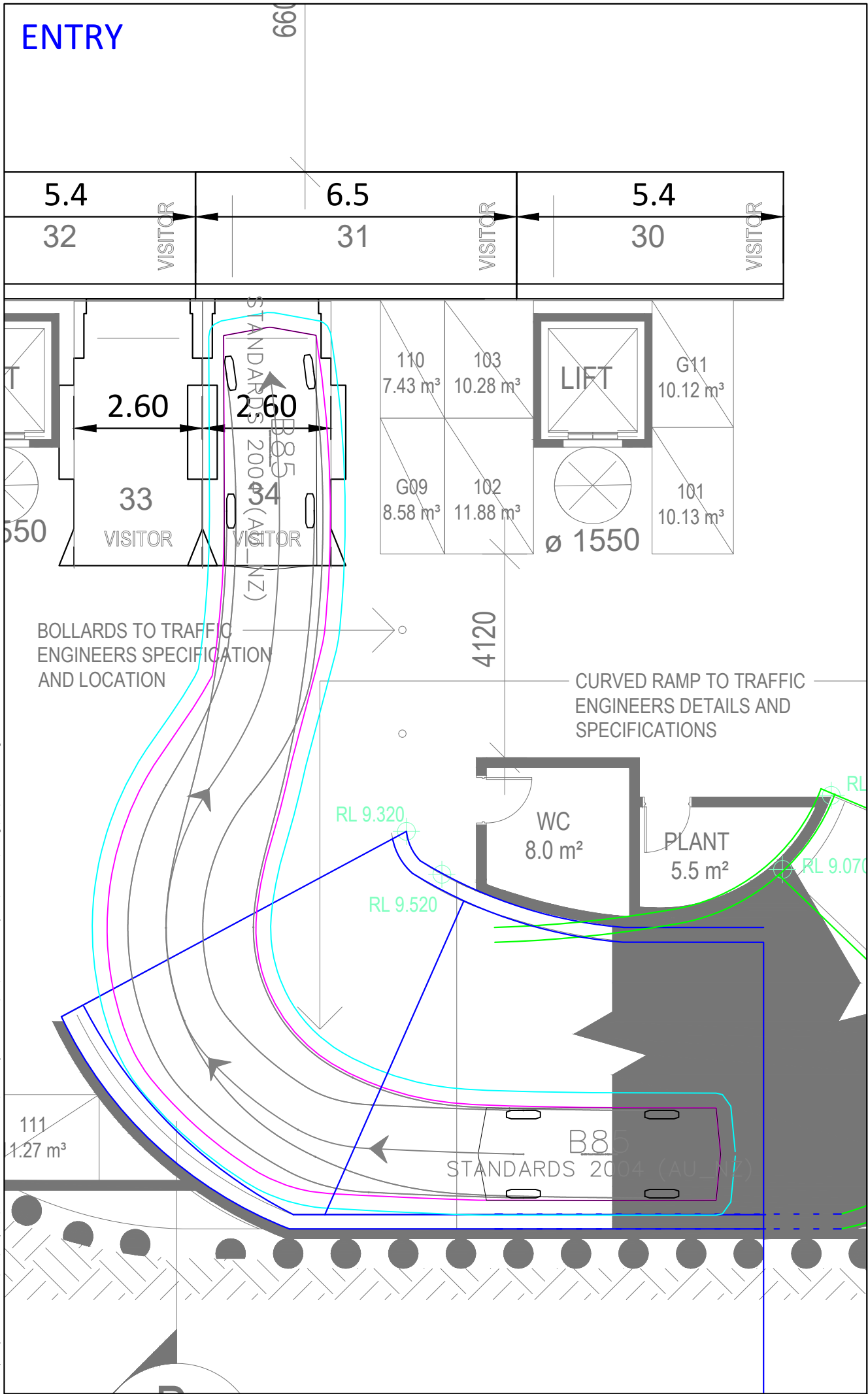
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



B99

Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9





GenesisTraffic.

PROJECT
47-49 PERCY STREET,
BANKSTOWN

TITLE
SWEPT PATH ASSESSMENT

B85 PARKING ENTRY & EXIT

BASEMENT 1

DESIGNED BY
J.PHAM

REVIEWED BY
L.NG

DRAWING REFERENCE (SOURCE):
S455/20260505

ISSUE DATE
5 May 2026

SHEET NO.
5 OF 8

DRAWING REF NO.
25158-V1.4-SP

LEGENDS/NOTES

SWEPT PATH KEY:

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

B85

Width : 1.87 meters

Track : 1.77

Lock to Lock Time : 6.0

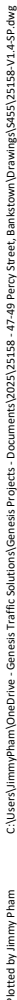
Steering Angle : 34.1



ISSUE DATE 5 May 2026
SHEET NO. 6 OF 8
DRAWING REF NO. 25158-V1.4-SP

LEGENDS/NOTES

- MAXIMUM CHANGE IN GRADE FOR CARS SHOULD BE 1:8 OVER 2m
MINIMUM HEIGHT CLEARANCE OF 2.2m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE CIRCULATION AISLES AND PARKING SPACES
MINIMUM HEIGHT CLEARANCE OF 2.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE ACCESSIBLE PARKING SPACES
MINIMUM HEIGHT CLEARANCE OF 4.5m (TO SERVICES AND STRUCTURE) SHOULD BE PROVIDED ABOVE SERVICE VEHICLE ACCESS ROADWAYS AND LOADING DOCKS
HEIGHT CLEARANCE ABOVE A SAG CHANGE IN GRADES SHOULD BE MEASURED IN ACCORDANCE WITH FIGURE 5.3
AS2890.1:2004
ANY VERTICAL DROPS EXCEEDING 0.6m IN HEIGHT SHOULD BE PROTECTED BY STRUCTURAL WALL/BARRIER

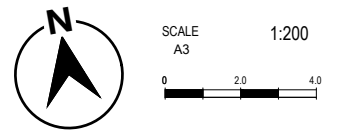


PROJECT
47-49 PERCY STREET,
BANKSTOWN

TITLE
SWEPT PATH ASSESSMENT

B85 & B99 PASSING
PROVISION

BASEMENT 2



DESIGNED BY
J.PHAM

REVIEWED BY
L.NG

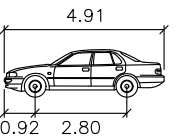
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S455/20260505

ISSUE DATE 5 May 2026
SHEET NO. 7 OF 8
DRAWING REF NO. 25158-V1.4-SP

LEGENDS/NOTES

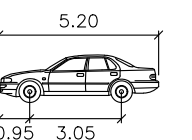
SWEPT PATH KEY:

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



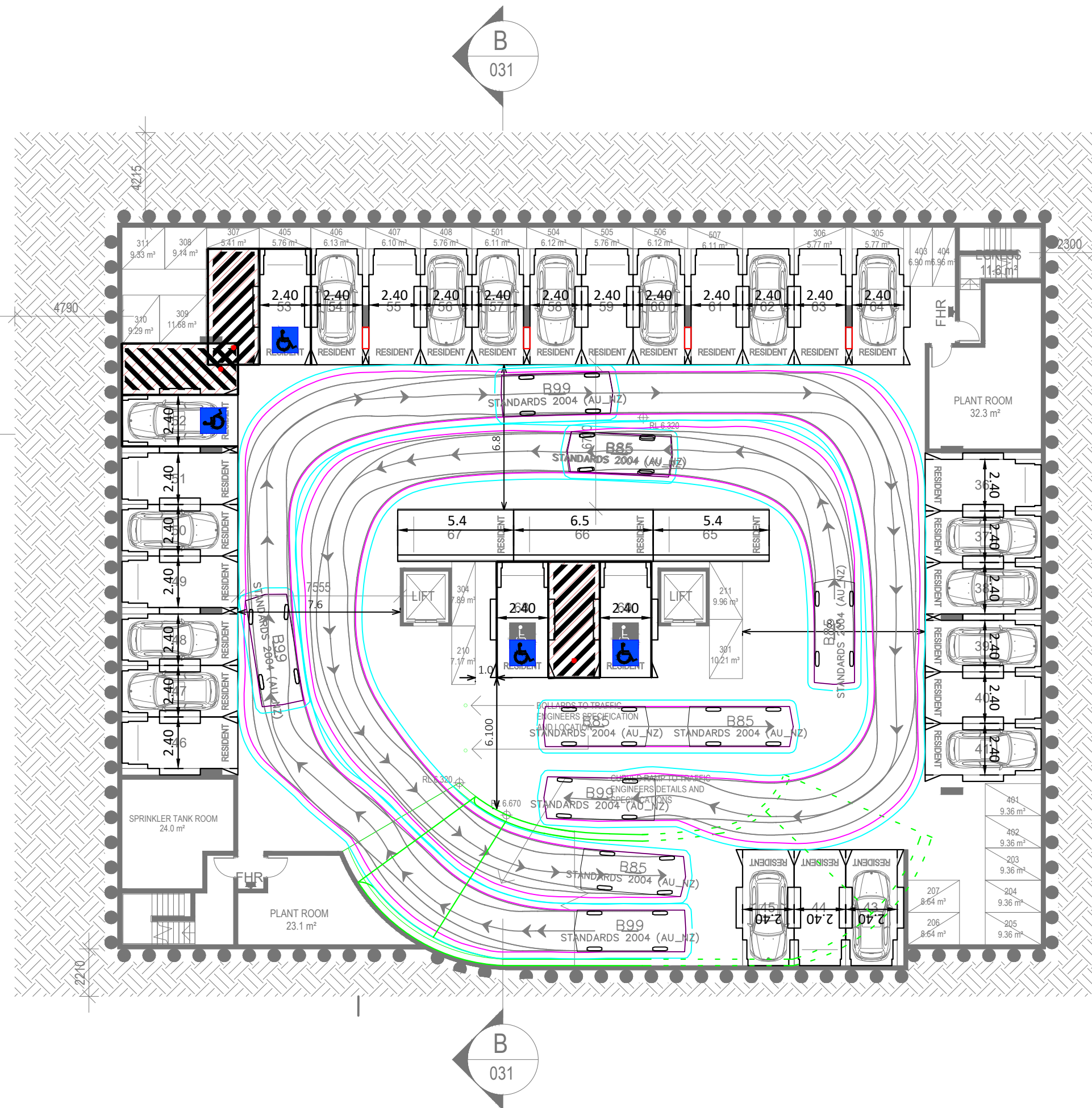
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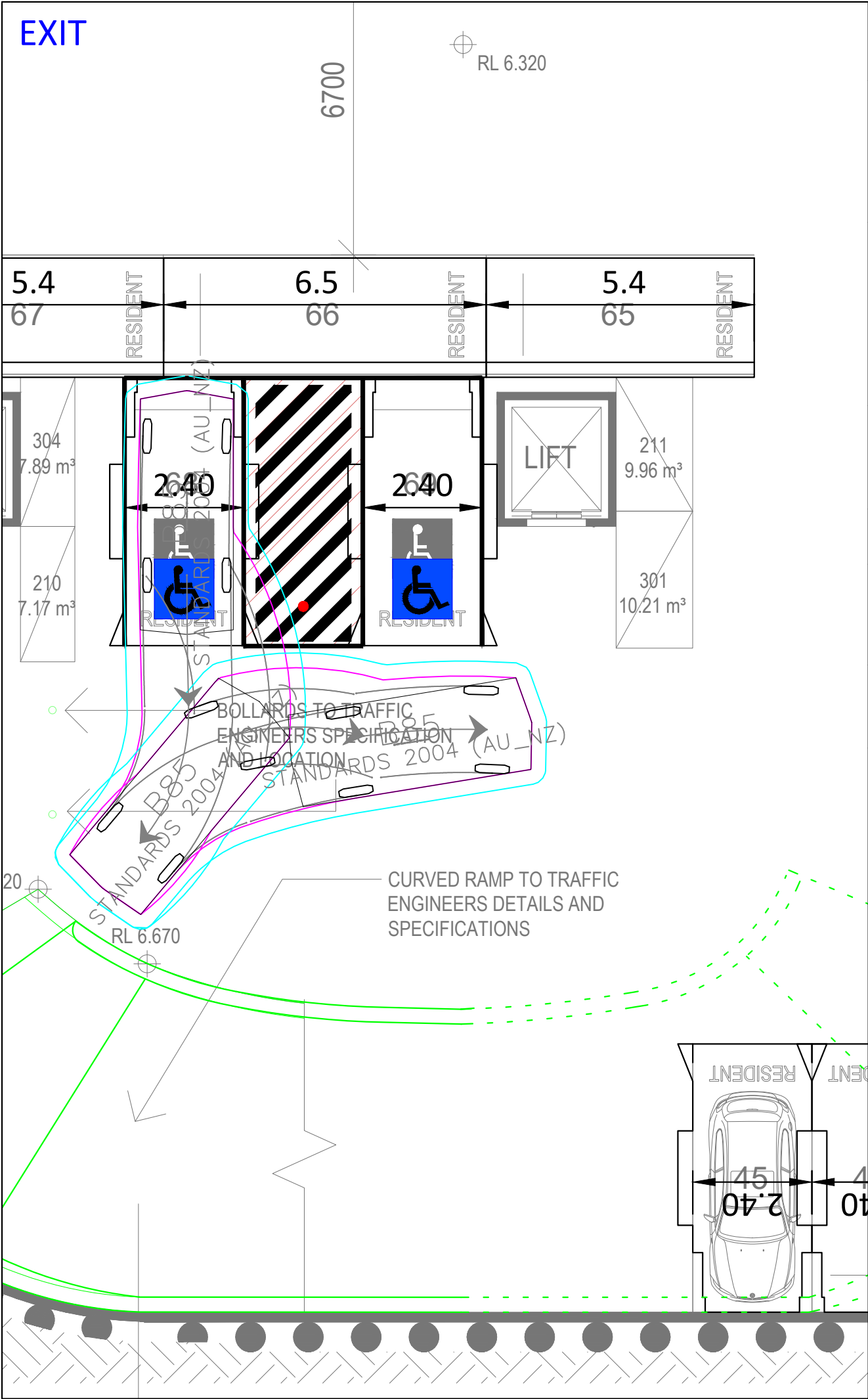
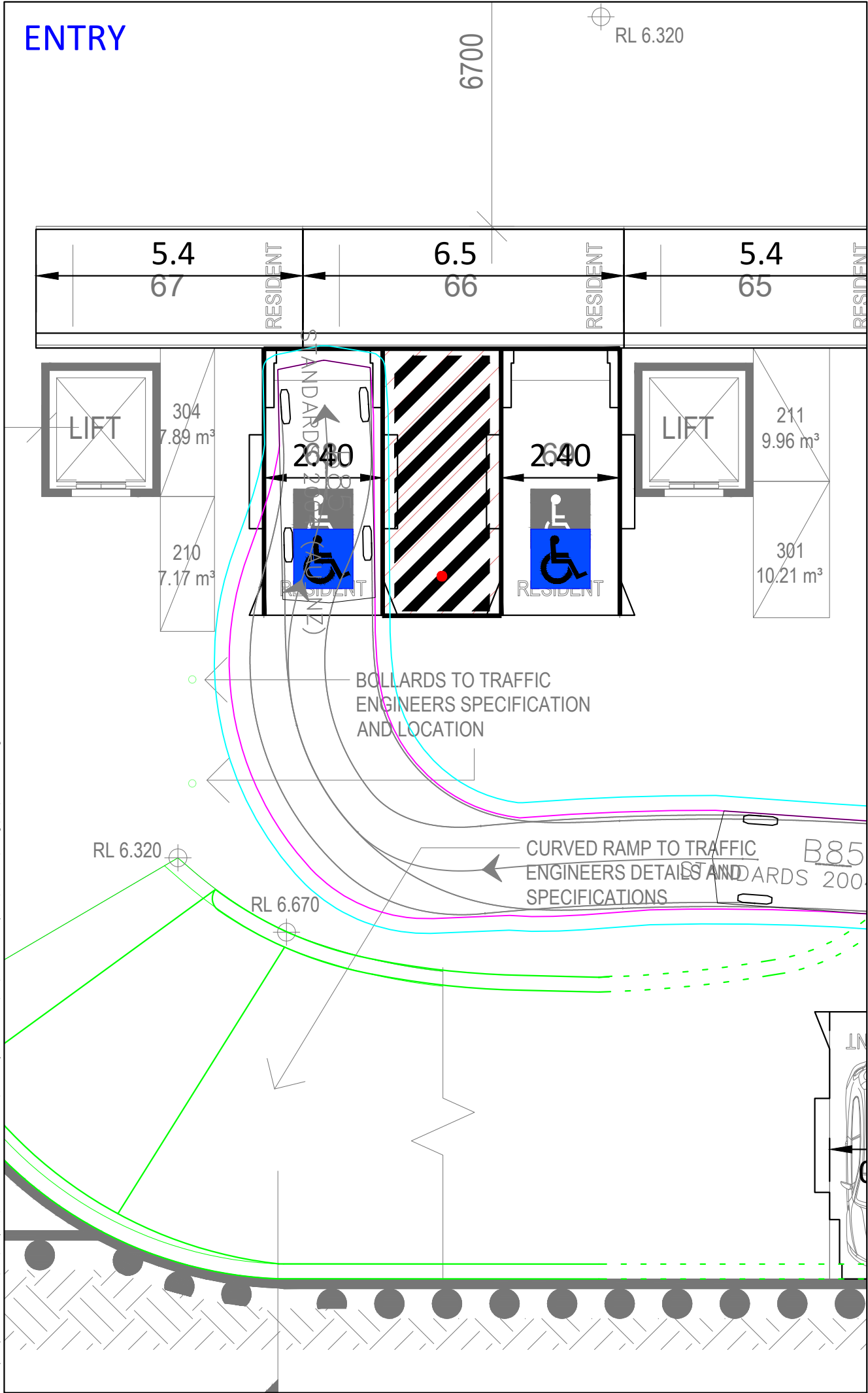
Width : 1.87 meters
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.1



B99

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9





GenesisTraffic.

PROJECT
47-49 PERCY STREET,
BANKSTOWN

TITLE
SWEPT PATH ASSESSMENT
B85 PARKING ENTRY & EXIT
BASEMENT 2

DESIGNED BY
J.PHAM

REVIEWED BY
L.NG

DRAWING REFERENCE (SOURCE):
S455/20260505

ISSUE DATE
5 May 2026

SHEET NO.
8 OF 8

DRAWING REF NO.
25158-V1.4-SP

LEGENDS/NOTES

SWEPT PATH KEY:

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

B85

4.91

0.92 2.80

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



Better Developments with
Genesis Traffic