Terraffic Pty Ltd

Traffic and Parking Consultants

ABN 83 078 415 871

27th May 2022
Ref 22021

Alistair Knox
Pikes and Verekers Lawyers
Level 2, 50 King Street
Sydney NSW 2000

Dear Alistair,

LAND AND ENVIRONMENT COURT PROCEEDINGS 2021/295821
PROPOSED CHILD CARE CENTRE - 4-8 ELIZA PLACE, PICTON
RESPONSE TO TRAFFIC AND PARKING RELATED CONTENTIONS

As requested, this assessment has been prepared to address the traffic and parking related contentions for the abovementioned development proposal. This assessment will firstly outline the development proposal, the compliances with Council's Controls and relevant Australian Standards, the traffic generating potential of the proposal and the traffic impacts. The assessment will then address the relevant traffic and parking contentions.

The Proposed Development

The proposed development comprises the construction of a Child Care Centre containing 87 children and 14 full and part-time employees including the 12 primary contact staff, 1 director and 1 cook at any one time. The Centre will operate 52 weeks a year from 6.30am to 6.00pm Monday to Friday (excluding public holidays).

The Centre will be served by a 22 space at-grade carpark including 1 disabled parking space. Of the 22 spaces, 4 will be allocated as staff parking as they are in a tandem arrangement which will require the vehicle parked closest to the aisle to move should the owner of the stacked vehicle wish to depart the site. The remaining 18 spaces will be utilised by staff and visitors.

Vehicular access to the site is via a 6.0m wide combined entry/exit driveway off Eliza Place located approximately 31m east of the Argyle Street roundabout. The driveway is positioned within an 11m wide Right of Carriageway (ROW) that will also include a pedestrian path that will connect the proposed Child Care Centre to Eliza Place. The ROW is 32m long and will also provide vehicular access to the two (2) proposed residential dwellings at 2 Eliza Place.

Council Off-Street Parking Requirements

Clause 2.10 in Volume 5 of the Wollondilly Development Control Plan 2016 specifies the following parking requirement for Centre Based Child Care Centres:

> 1 space for every 4 children in attendance. The number of children shall be determined in accordance with the numbers licensed by the NSW Government.

Application of this parking rate to the proposed Child Care Centre yields a total parking requirement of 22 spaces calculated as follows:

87 children @ 1 space per 4 children 21.75 spaces (rounded up to 22 spaces)

The proposed Child Care Centre satisfies this requirement with the provision of 22 parking spaces.

Carpark Compliance

The proposed carpark and vehicular access arrangements have been designed to satisfy the following requirements of the Australian Standard AS/NZS2890.1:2004 – "Off-street Car Parking":

- User class 1A "long-stay" staff parking spaces have a minimum length of 5.4m and width of 2.4m
- User class 3 "short-stay" visitor parking spaces have a minimum length of 5.4m and width of 2.6m
- An additional 0.3m has been provided for spaces adjacent to a wall or obstruction
- The access/manoeuvring aisle has a minimum width of 6.8m and clearly exceeds the minimum width requirement of 5.8m for User Class 1A and 3 parking facilities
- A 1.0m wide blind aisle extension has been provided
- Pavement grades do not exceed 5% (1 in 20) in any direction
- The access driveway has a minimum width of 6.0m kerb to kerb
- The ROW does not exceed 5% (1 in 20) from the proposed carpark to Eliza Place
- Pedestrian sight line triangles have been provided in accordance with Figure 3.3

The disabled visitor parking space has been designed in accordance with the Australian Standard AS/NZS2890.6:2009 – "Off-street parking for people with disabilities" as follows:

- A 5.4m long x 2.4m wide dedicated (non-shared) parking space
- An adjacent shared area that is also 5.4m long x 2.4m wide
- A minimum headroom of 2.5m above the disabled spaces
- Pavement cross-falls in disabled spaces do not exceed 2.5% (1 in 40) in any direction

Deliveries to the Centre will be made outside of peak periods and are likely to be carried out by vans and small rigid vehicles that will unload goods in one of the many vacant visitor parking spaces at that time.

Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken at the intersection of Argyle Street (Old Hume Hwy)/Eliza Place/Regreme Road between 7.00-10.00am and 3.00-6.00pm on Wednesday 27th April 2022.

The results of the traffic surveys are reproduced in full in Appendix A and reveal that:

- the morning peak period occurs between 8.00-9.00am. At that time, the two-way traffic flows on Argyle Street to the south of Eliza Place were 910 vehicles per hour (vph) comprising 447vph heading northbound and 463vph heading southbound.

- during the morning peak period, the two-way traffic flows on Eliza Place were only 9vph comprising 4vph heading eastbound and 5vph heading westbound.

- the afternoon peak period occurs between 4.15-5.15pm. At that time, the two-way traffic flows on Argyle Street to the south of Eliza Place were 960vph comprising 460vph heading northbound and 500vph heading southbound.

- during the afternoon peak period, the two-way traffic flows on Eliza Place were only 5vph comprising 3vph heading eastbound and 2vph heading westbound.

Projected Traffic Generation

The Roads and Maritime Services publication *"Guide to Traffic Generating Developments"* (October 2002) specifies the following traffic generation rates for Child Care Centres:

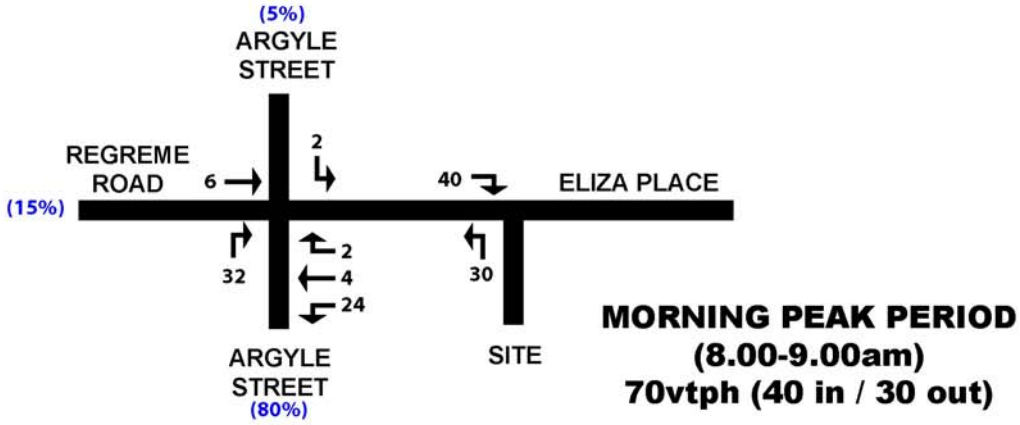
Morning Peak Period	0.8vtph per child
Evening Peak Period	0.7vtph per child

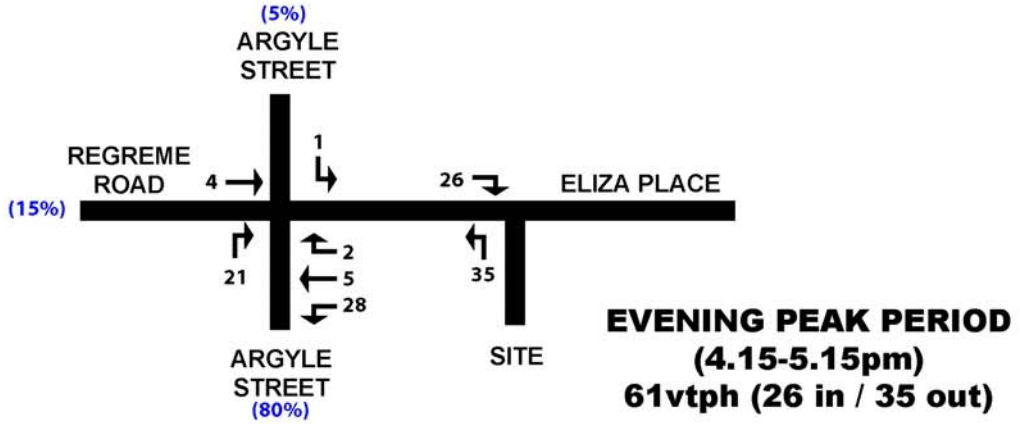
Application of these traffic generation rates to the proposed Child Care Centre yields a traffic generation potential of 70vtph during the morning peak period and 61vtph during the evening peak period as follows:

Morning Peak Period	87 children @ 0.8vtph per child	70vtph (40 inbound, 30 outbound)
Evening Peak Period	87 children @ 0.7vtph per child	61vtph (26 inbound, 35 outbound)

The applicant has indicated that approximately 80% of children attending the Centre will be generated from the south (Picton township) while approximately 15% will live to the west (via Regreme Road) and only 5% to the north.

Based on these projections, the assignment of traffic through the roundabout and accessing the site is illustrated on Figure 1.





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PROPOSED DEVELOPMENT
TRAFFIC ASSIGNMENT

FIGURE 1

Potential Future Traffic Generation of Eliza Place

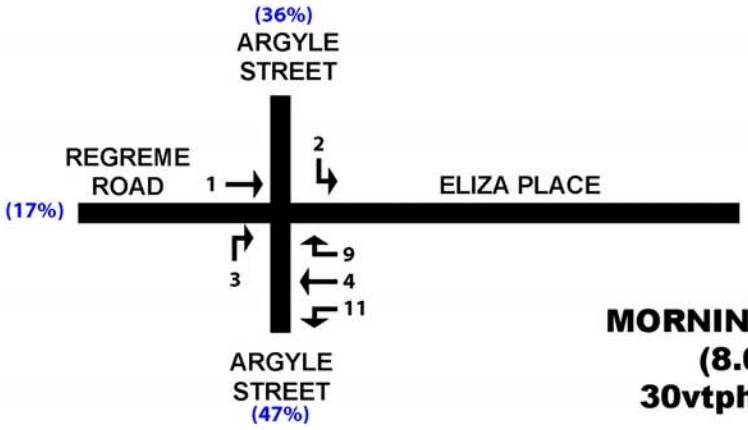
According to cadastral maps, there are 21 residential lots on Eliza Place (excluding the subject site). An inspection of the site on Wednesday 4th May 2022 revealed that 9 dwellings on Eliza Place were occupied while 4 were under construction. The remaining 8 lots were either cleared or untouched. This can be verified by the aerial photograph below taken on Tuesday 3rd May 2002.

Aerial photograph of Eliza Place taken Tuesday 3rd May 2022

Based on the RMS Guidelines, dwelling houses generate 1 vehicle trip per hour (vtph) during peak periods. This rate is confirmed by the traffic survey indicating that Eliza Place generates 9vph during the morning peak.

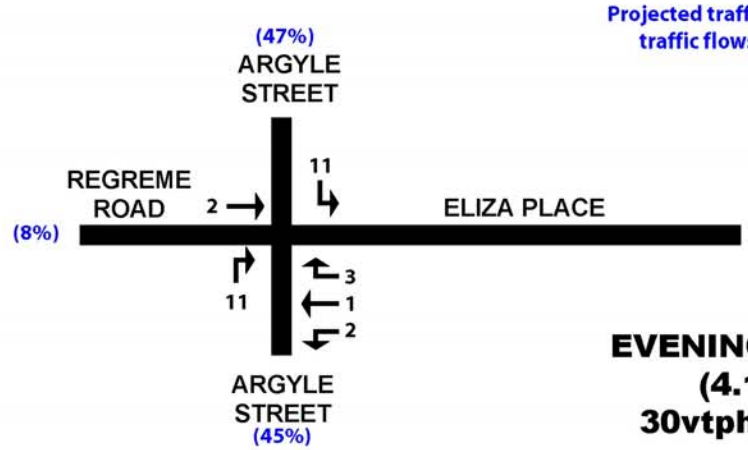
For the purposes of providing a conservative assessment, it has been assumed that the traffic generation of the 20 occupied dwellings on Eliza Place will be 30vtph during peak periods.

The assignment of the future traffic through the roundabout accessing Eliza Place is illustrated on Figure 2. Traffic has been assigned as per current traffic flows through the roundabout.



MORNING PEAK PERIOD
(8.00-9.00am)
30vtph (6 in / 24 out)

Projected traffic flows based on existing traffic flows entering roundabout



EVENING PEAK PERIOD
(4.15-5.15pm)
30vtph (24 in / 6 out)

POTENTIAL TRAFFIC FLOWS GENERATED BY DWELLINGS ON ELIZA PLACE

FIGURE 2

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Traffic Implications – Road Network Capacity

The main traffic implication of the proposed development in terms of road network capacity concerns the impacts on the Argyle Street / Eliza Place / Regreme Road roundabout. That effect can be assessed using the SIDRA traffic model and criteria for interpreting the results of SIDRA analysis are set out on the schedule reproduced in Appendix B.

The results of the SIDRA analysis of the operating performance of the Argyle Street / Eliza Place / Regreme Road roundabout under existing traffic flows are set out in Table 1 and on the SIDRA MOVEMENT SUMMARY SHEETS reproduced in Appendix B. The analysis reveals that the roundabout currently operates at a high level of service.

TABLE 1 – RESULTS OF SIDRA ANALYSIS OF THE ARGYLE STREET/ELIZA PLACE/REGREME ROAD ROUNDABOUT - EXISTING TRAFFIC FLOWS

	Level of Service	Degree of Saturation	Total Average Vehicle Delay (sec)
AM Peak	A	0.288	4.5
PM Peak	A	0.338	4.0

The results of the SIDRA analysis of the operating performance of the Argyle Street / Eliza Place / Regreme Road roundabout under existing traffic flows including the future Eliza Place flows indicated on Figure 2 are set out in Table 2 and on the SIDRA MOVEMENT SUMMARY SHEETS reproduced in Appendix C. The analysis reveals that the roundabout will operate at a high level of service once Eliza Place is fully occupied.

TABLE 2 – RESULTS OF SIDRA ANALYSIS OF THE ARGYLE STREET/ELIZA PLACE/REGREME ROAD ROUNDABOUT - EXISTING TRAFFIC FLOWS INCLUDING FUTURE ELIZA PLACE RESIDENT FLOWS

	Level of Service	Degree of Saturation	Total Average Vehicle Delay (sec)
AM Peak	A	0.298	4.6
PM Peak	A	0.349	4.0

The results of the SIDRA analysis of the operating performance of the Argyle Street / Eliza Place / Regreme Road roundabout under existing traffic flows including the future Eliza Place flows plus the proposed Child Care Centre (Figure 1) are set out in Table 3 and on the SIDRA MOVEMENT SUMMARY SHEETS reproduced in Appendix D. The analysis reveals that

the roundabout will operate at a high level of service once Eliza Place is fully occupied and the Child Care Centre is fully operational.

TABLE 3 – RESULTS OF SIDRA ANALYSIS OF THE ARGYLE STREET/ELIZA PLACE/REGREME ROAD ROUNDABOUT - EXISTING TRAFFIC FLOWS INCLUDING FUTURE ELIZA PLACE RESIDENT FLOWS PLUS PROPOSED CHILD CARE CENTRE

	Level of Service	Degree of Saturation	Total Average Vehicle Delay (sec)
AM Peak	A	0.323	4.8
PM Peak	A	0.362	4.2

In the circumstances, it can be concluded that the proposed development has no unacceptable traffic or parking implications.

Contention 8 – Referral to and Concurrence from TfNSW

The above traffic assessment that includes a traffic survey and SIDRA analysis should be referred to TfNSW by Council for their concurrence. As the proposal will have no adverse traffic related impacts, it is anticipated that TfNSW concurrence will be granted.

Contention 9 - Inadequate Vehicular Access & Pedestrian Safety Issues

a) *The short offset location for the proposed driveway serving the subject development is not justified on the basis of traffic flow efficiency grounds, road safety grounds or vehicular queuing grounds within Eliza Place between the proposed driveway and the Argyle Street roundabout.*

The SIDRA analysis indicates that the projected 95th percentile queue on Eliza Place on the approach to the roundabout will be 1.7m for the morning peak and 1.5m for the evening peak. The SIDRA analysis also confirms the proposal will have no adverse traffic related impacts.

b) *The proposed vehicular access driveway requires modifications to the existing concrete median within Eliza Place to facilitate compliant simultaneous swept path needs of opposing B99 / B85 Design Cars in accordance with AS2890.1:2004. Any modifications to the existing median and road pavement (noting the level difference in the road pavement on either side of the median) will require the approval of Council and its Local Traffic Committee.*

Consulting engineers D&M Consulting have been engaged to undertake the civil engineering works for the proposed development. Drawing Number 200774 is reproduced in Appendix E showing a modification to the centre median island to facilitate concurrent entry and exit of vehicles accessing the proposed development.

The swept path of the B99 vehicle entering and B85 exiting the development site concurrently is also reproduced in Appendix E confirming that the modification to the median island is clearly satisfactory.

c) *The development site incorporates Lots 502 and 503 in DP 1201968 plus Lot 506 in DP 1201969. There is a restriction on the use of the land for the adjacent Lot 504 in DP 1201968 that prohibits direct vehicular access for Lot 504 from either Argyle Street or Eliza Place which must utilise rights of carriageway over Lots 502 and 503 for purposes of vehicular access.*

Consulting engineers D&M Consulting have been engaged to undertake the civil engineering works for the proposed residential dwellings on Lot 504 that will gain vehicular access from the Right of carriageway. Plans of this proposal including B85 vehicle swept paths are reproduced in Appendix F. It may be necessary for the swept paths to be updated on the latest ROW design.

d) *The Site Analysis Plan (Drawing No. 19242-13, Sheet 6/10, Issue "O" dated 23 November 2020) as prepared by Accurate Design and Drafting shows landscaping for the full length of the access driveway adjacent to the boundary with Lot 504, thus preventing vehicular access to Lot 504.*

As can be seen in response to Contention 9(d), the amended plans do not restrict vehicular access to Lot 504.

e) *The lodged SECA traffic report does not address conflicts with vehicles entering / leaving Lot 504, including its legal rights and restrictions as well as the required swept path needs for vehicles entering and leaving Lot 504. Further, the sight lines for drivers emerging from Lot 504 has not been addressed in the SECA traffic report.*

The ROW is flat and straight and will not result in an unsafe situation for cars accessing the proposed child care centre. Vehicle speeds will be relatively low on the ROW giving drivers sufficient time to view a vehicle exiting the garages on Lot 504 and brake if necessary. Furthermore the garages serving the 2 dwellings are setback 950mm from the ROW.

f) *A vehicular access point for Lot 504 could reasonably be located towards the rear of that lot that which would create conflicts with pedestrians at the proposed zebra crossing that is shown at the southern end of the Lot 503 access handle.*

The swept paths prepared by D&M Consulting do not indicate that vehicles accessing Residence 2 will create a conflict with the pedestrian crossing on the subject site.

g) *The proposed stacked staff car parking arrangement is likely to create conflicts with pedestrians moving around the car park and along the proposed internal footpath.*

The stacked staff spaces are located at the end of the aisle and will not create pedestrian safety issues.

h) *The existing picket fence along the Eliza Place frontage of Lot 504, which is required to be retained in future development of that site, restricts the exit driver view lines to pedestrians on the public footpath within Eliza Place contrary to Clause 3.2.4 and Figure 3.3 of AS2890.1:2004.*

As can be seen in the photographs reproduced in Appendix G, sight lines through the picket fence will not restrict sight lines to pedestrians on the Eliza Place footpath.

i) *The availability of spare on-site car parking for use by parents / visitors at peak times is not readily visible by approaching drivers within Eliza Place. Accordingly, parents / visitors may park on-street instead of on-site due to the lack of adequate intervisibility.*

As noted in the foregoing, the proposed development satisfies the Council DCP requirement. Additional spaces due to the lack of intervisibility are not warranted especially when taking into account the numerous developments with basement carparks that do not provide any intervisibility.

j) *The applicant has failed to provide consent from the owners of properties benefited by the rights of carriageway in relation to #1 and #2 on DP 1201968 in relation to variation of terms.*

This contention has been addressed by others.

Contention 10 – Inadequate Parking Design

a) *Inadequate details are provided that confirms on-site compliance with the quantum of car and bicycle parking provision in accordance with WDCP, including provision of trees within the car park.*

The amended plans provide sufficient information to confirm on-site compliance. It should be noted that the Council DCP does not specify a bicycle parking requirement for Child care Centres, to that end bicycle parking has not been provided. In saying that, there is sufficient space on-site to provide bicycle racks if necessary.

b) *Inadequate details are provided that confirms on-site compliance with the dimensional requirements of car and bicycle parking provision in accordance with AS2890.1:2004 [cars], AS2890.6:2009 [disabled] and AS2890.3-2015 [bicycle].*

As noted in the foregoing, the proposed development satisfies the relevant Australian Standards.

c) *Inadequate details are provided that confirms on-site compliance with WDCP 2016 and with the dimensional requirements of service vehicle provision in accordance with AS2890.2:2018.*

As is common practice with Child Care Centres, deliveries will be made outside of peak periods and are likely to be carried out by vans and small rigid vehicles that will unload goods in one of the many vacant visitor parking spaces at that time.

d) *Allocation of staff and parent / visitor bays have not been fully identified.*

The Centre will be served by a 22 space at-grade carpark including 1 disabled parking space. Of the 22 spaces, 4 spaces are 2.4m wide and will be allocated as staff parking as they are in a tandem arrangement. The remaining 18 spaces are all 2.6m wide and will be utilised by staff and visitors. Parking spaces can be allocated if necessary.

I trust this advice satisfies your requirements and will remain available during office hours should you require any further assistance.

Yours Faithfully,

Michael Logan *MTraff (Monash University)*
Director
Terraffic Pty Ltd

APPENDIX A

TRAFFIC COUNT DATA

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph. Mob.0418-239019

Client : Terraffic Pty. Ltd.
Job No/Name : 7654 PICTON Eliza Place
Day/Date : Wednesday 27th April 2022

Lights

Time Per	NORTH Argyle St			WEST Regreme Rd			SOUTH Argyle St			EAST Eliza Pl			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0715	0	68	2	6	0	20	6	82	1	1	0	0	**186**
0715 - 0730	2	49	3	12	0	26	12	99	1	2	0	0	**206**
0730 - 0745	0	75	2	18	0	30	10	112	2	1	0	1	**251**
0745 - 0800	0	52	3	16	0	34	8	99	1	2	0	1	**216**
0800 - 0815	0	68	2	6	1	26	14	94	0	1	0	0	**212**
0815 - 0830	0	75	3	7	0	31	5	109	1	0	0	1	**232**
0830 - 0845	0	69	4	10	0	37	23	98	0	1	0	2	**244**
0845 - 0900	1	96	5	5	1	40	17	76	0	0	0	0	**241**
0900 - 0915	0	76	3	10	0	26	20	70	1	0	0	0	**206**
0915 - 0930	0	59	2	3	0	32	13	67	0	0	0	0	**176**
0930 - 0945	0	66	2	3	0	17	23	74	0	1	0	0	**186**
0945 - 1000	0	51	4	6	0	25	11	86	0	1	0	0	**184**
Period End	**3**	**804**	**35**	**102**	**2**	**344**	**162**	**1066**	**7**	**10**	**0**	**5**	**2540**

Lights

Peak Time	NORTH Argyle St			WEST Regreme Rd			SOUTH Argyle St			EAST Eliza Pl			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0800	2	244	10	52	0	110	36	392	5	6	0	2	**859**
0715 - 0815	2	244	10	52	1	116	44	404	4	6	0	2	**885**
0730 - 0830	0	270	10	47	1	121	37	414	4	4	0	3	**911**
0745 - 0845	0	264	12	39	1	128	50	400	2	4	0	4	**904**
0800 - 0900	1	308	14	28	2	134	59	377	1	2	0	3	**929**
0815 - 0915	1	316	15	32	1	134	65	353	2	1	0	3	**923**
0830 - 0930	1	300	14	28	1	135	73	311	1	1	0	2	**867**
0845 - 0945	1	297	12	21	1	115	73	287	1	1	0	0	**809**
0900 - 1000	0	252	11	22	0	100	67	297	1	2	0	0	**752**
PEAK HOUR	**1**	**308**	**14**	**28**	**2**	**134**	**59**	**377**	**1**	**2**	**0**	**3**	**929**

Heavies

Time Per	NORTH Argyle St			WEST Regreme Rd			SOUTH Argyle St			EAST Eliza Pl			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0715	0	2	0	0	0	0	0	1	0	0	0	0	**3**
0715 - 0730	0	1	0	0	0	1	2	6	0	0	0	0	**10**
0730 - 0745	0	2	0	0	0	1	1	4	0	0	0	0	**8**
0745 - 0800	0	1	1	0	0	0	0	2	0	0	0	0	**4**
0800 - 0815	0	3	0	0	0	1	1	4	0	0	0	0	**9**
0815 - 0830	0	5	0	0	0	0	0	0	0	0	0	0	**5**
0830 - 0845	0	4	0	0	0	0	0	1	0	0	0	0	**5**
0845 - 0900	0	6	0	0	0	0	0	4	0	0	0	0	**10**
0900 - 0915	0	2	0	0	0	1	0	2	0	0	0	0	**5**
0915 - 0930	0	1	0	0	0	0	0	2	0	0	0	0	**3**
0930 - 0945	0	3	0	0	0	0	0	4	0	0	0	0	**7**
0945 - 1000	0	3	0	0	0	0	0	1	0	0	0	0	**4**
Period End	**0**	**33**	**1**	**0**	**0**	**4**	**4**	**31**	**0**	**0**	**0**	**0**	**73**

Heavies

Peak Per	NORTH Argyle St			WEST Regreme Rd			SOUTH Argyle St			EAST Eliza Pl			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0800	0	6	1	0	0	2	3	13	0	0	0	0	**25**
0715 - 0815	0	7	1	0	0	3	4	16	0	0	0	0	**31**
0730 - 0830	0	11	1	0	0	2	2	10	0	0	0	0	**26**
0745 - 0845	0	13	1	0	0	1	1	7	0	0	0	0	**23**
0800 - 0900	0	18	0	0	0	1	1	9	0	0	0	0	**29**
0815 - 0915	0	17	0	0	0	1	0	7	0	0	0	0	**25**
0830 - 0930	0	13	0	0	0	1	0	9	0	0	0	0	**23**
0845 - 0945	0	12	0	0	0	1	0	12	0	0	0	0	**25**
0900 - 1000	0	9	0	0	0	1	0	9	0	0	0	0	**19**
PEAK HOUR	**0**	**18**	**0**	**0**	**0**	**1**	**1**	**9**	**0**	**0**	**0**	**0**	**29**

Combined

Time Per	NORTH Argyle St			WEST Regreme Rd			SOUTH Argyle St			EAST Eliza Pl			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0715	0	70	2	6	0	20	6	83	1	1	0	0	**189**
0715 - 0730	2	50	3	12	0	27	14	105	1	2	0	0	**216**
0730 - 0745	0	77	2	18	0	31	11	116	2	1	0	1	**259**
0745 - 0800	0	53	4	16	0	34	8	101	1	2	0	1	**220**
0800 - 0815	0	71	2	6	1	27	15	98	0	1	0	0	**221**
0815 - 0830	0	80	3	7	0	31	5	109	1	0	0	1	**237**
0830 - 0845	0	73	4	10	0	37	23	99	0	1	0	2	**249**
0845 - 0900	1	102	5	5	1	40	17	80	0	0	0	0	**251**
0900 - 0915	0	78	3	10	0	27	20	72	1	0	0	0	**211**
0915 - 0930	0	60	2	3	0	32	13	69	0	0	0	0	**179**
0930 - 0945	0	69	2	3	0	17	23	78	0	1	0	0	**193**
0945 - 1000	0	54	4	6	0	25	11	87	0	1	0	0	**188**
Period End	**3**	**837**	**36**	**102**	**2**	**348**	**166**	**1097**	**7**	**10**	**0**	**5**	**2613**

Combined

Peak Per	NORTH Argyle St			WEST Regreme Rd			SOUTH Argyle St			EAST Eliza Pl			TOT
	L	T	R	L	T	R	L	T	R	L	T	R	
0700 - 0800	2	250	11	52	0	112	39	405	5	6	0	2	**884**
0715 - 0815	2	251	11	52	1	119	48	420	4	6	0	2	**916**
0730 - 0830	0	281	11	47	1	123	39	424	4	4	0	3	**937**
0745 - 0845	0	277	13	39	1	129	51	407	2	4	0	4	**927**
0800 - 0900	1	326	14	28	2	135	60	386	1	2	0	3	**958**
0815 - 0915	1	333	15	32	1	135	65	360	2	1	0	3	**948**
0830 - 0930	1	313	14	28	1	136	73	320	1	1	0	2	**890**
0845 - 0945	1	309	12	21	1	116	73	299	1	1	0	0	**834**
0900 - 1000	0	261	11	22	0	101	67	306	1	2	0	0	**771**
PEAK HOUR	**1**	**326**	**14**	**28**	**2**	**135**	**60**	**386**	**1**	**2**	**0**	**3**	**958**

R.O.A.R DATA

Reliable, Original & Authentic Results

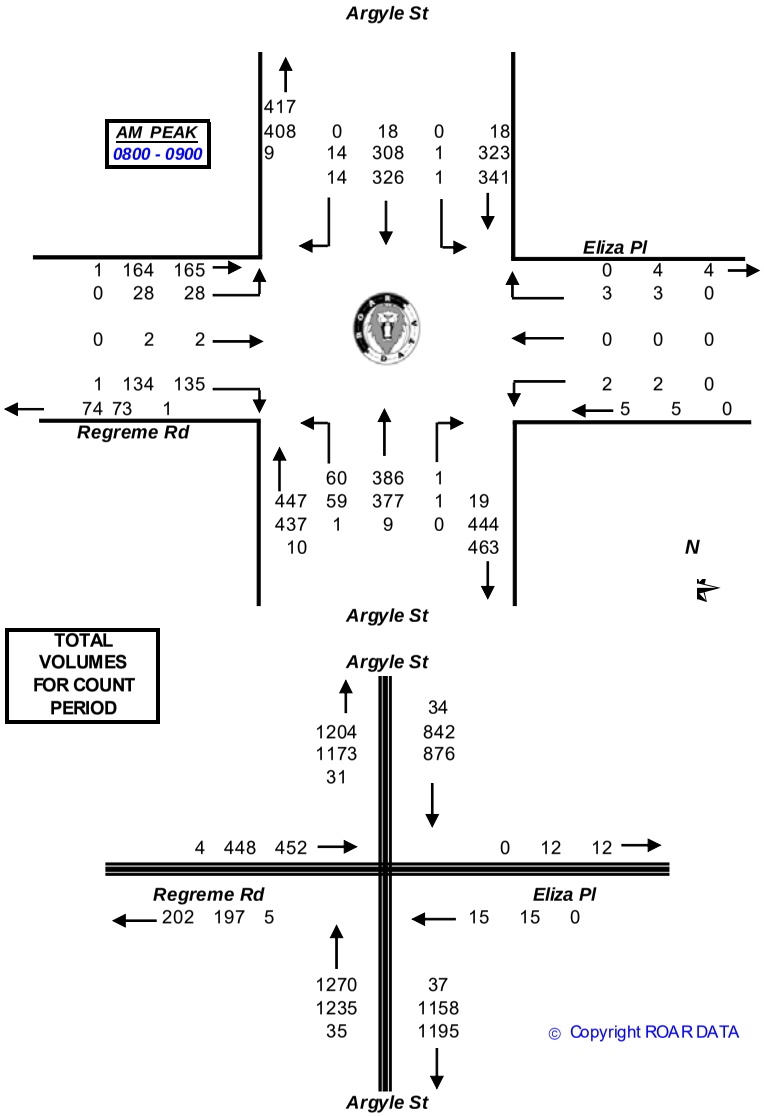
Ph. Mob.0418-239019

Client : Terraffic Pty. Ltd.
Job No/Name : 7654 PICTON Eliza Place
Day/Date : Wednesday 27th April 2022

Peds	NORTH	WEST	SOUTH	EAST	
	Argyle St	*Regreme Rd*	*Argyle St*	*Eliza Pl*	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0700 - 0715					0
0715 - 0730					0
0730 - 0745		NOT	REQUIRED		0
0745 - 0800					0
0800 - 0815					0
0815 - 0830					0
0830 - 0845					0
0845 - 0900					0
0900 - 0915					0
0915 - 0930					0
0930 - 0945					0
0945 - 1000					0
Period End	0	0	0	0	0

Peds	NORTH	WEST	SOUTH	EAST	
	Argyle St	*Regreme Rd*	*Argyle St*	*Eliza Pl*	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
0700 - 0800	0	0	0	0	0
0715 - 0815	0	0	0	0	0
0730 - 0830	0	0	0	0	0
0745 - 0845	0	0	0	0	0
0800 - 0900	0	0	0	0	0
0815 - 0915	0	0	0	0	0
0830 - 0930	0	0	0	0	0
0845 - 0945	0	0	0	0	0
0900 - 1000	0	0	0	0	0

PEAK HR	0	0	0	0	0



R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph. Mob.0418-239019

Client : Terraffic Pty. Ltd.
Job No/Name : 7654 PICTON Eliza Place
Day/Date : Wednesday 27th April 2022

Lights

	NORTH			WEST			SOUTH			EAST			
	Argyle St			*Regreme Rd*			*Argyle St*			*Eliza Pl*			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1515	0	98	4	4	1	19	15	62	0	1	0	0	**204**
1515 - 1530	0	67	3	6	0	20	16	52	0	1	1	0	**166**
1530 - 1545	0	94	12	2	0	13	32	89	1	1	0	0	**244**
1545 - 1600	0	71	9	3	0	16	31	94	2	3	0	2	**231**
1600 - 1615	0	102	11	4	0	13	23	72	1	1	0	1	**228**
1615 - 1630	0	108	11	4	0	20	29	92	2	0	0	0	**266**
1630 - 1645	0	106	4	6	0	25	38	77	0	1	0	0	**257**
1645 - 1700	0	97	7	5	0	9	16	78	0	0	0	0	**212**
1700 - 1715	0	109	9	3	0	11	34	83	1	1	0	0	**251**
1715 - 1730	0	105	13	4	0	19	36	67	2	1	0	0	**247**
1730 - 1745	0	130	8	1	0	17	37	69	1	0	1	0	**264**
1745 - 1800	0	107	5	2	0	11	23	56	0	0	0	0	**204**
Period End	**0**	**1194**	**96**	**44**	**1**	**193**	**330**	**891**	**10**	**10**	**2**	**3**	**2774**

Lights

	NORTH			WEST			SOUTH			EAST			
	Argyle St			*Regreme Rd*			*Argyle St*			*Eliza Pl*			
Peak Time	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1600	0	330	28	15	1	68	94	297	3	6	1	2	**845**
1515 - 1615	0	334	35	15	0	62	102	307	4	6	1	3	**869**
1530 - 1630	0	375	43	13	0	62	115	347	6	5	0	3	**969**
1545 - 1645	0	387	35	17	0	74	121	335	5	5	0	3	**982**
1600 - 1700	0	413	33	19	0	67	106	319	3	2	0	1	**963**
1615 - 1715	0	420	31	18	0	65	117	330	3	2	0	0	**986**
1630 - 1730	0	417	33	18	0	64	124	305	3	3	0	0	**967**
1645 - 1745	0	441	37	13	0	56	123	297	4	2	1	0	**974**
1700 - 1800	0	451	35	10	0	58	130	275	4	2	1	0	**966**
PEAK HOUR	**0**	**420**	**31**	**18**	**0**	**65**	**117**	**330**	**3**	**2**	**0**	**0**	**986**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Argyle St			*Regreme Rd*			*Argyle St*			*Eliza Pl*			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1515	0	4	0	0	0	0	0	5	0	0	0	0	**9**
1515 - 1530	0	1	0	0	0	0	0	4	0	0	0	0	**5**
1530 - 1545	0	3	0	0	0	3	1	4	0	0	0	0	**11**
1545 - 1600	0	1	0	0	0	3	0	1	0	0	0	0	**5**
1600 - 1615	0	0	0	0	0	1	2	4	0	0	0	0	**7**
1615 - 1630	0	6	0	0	0	0	2	1	0	0	0	0	**9**
1630 - 1645	0	2	0	0	0	0	0	2	0	0	0	0	**4**
1645 - 1700	0	2	0	0	0	0	1	1	0	0	0	0	**4**
1700 - 1715	0	3	0	0	0	0	0	3	0	0	0	0	**6**
1715 - 1730	0	0	0	0	0	0	0	1	0	0	0	0	**1**
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1745 - 1800	0	0	0	0	0	0	0	1	0	0	0	0	**1**
Period End	**0**	**22**	**0**	**0**	**0**	**7**	**6**	**27**	**0**	**0**	**0**	**0**	**62**

Heavies

	NORTH			WEST			SOUTH			EAST			
	Argyle St			*Regreme Rd*			*Argyle St*			*Eliza Pl*			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1600	0	9	0	0	0	6	1	14	0	0	0	0	**30**
1515 - 1615	0	5	0	0	0	7	3	13	0	0	0	0	**28**
1530 - 1630	0	10	0	0	0	7	5	10	0	0	0	0	**32**
1545 - 1645	0	9	0	0	0	4	4	8	0	0	0	0	**25**
1600 - 1700	0	10	0	0	0	1	5	8	0	0	0	0	**24**
1615 - 1715	0	13	0	0	0	0	3	7	0	0	0	0	**23**
1630 - 1730	0	7	0	0	0	0	1	7	0	0	0	0	**15**
1645 - 1745	0	5	0	0	0	0	1	5	0	0	0	0	**11**
1700 - 1800	0	3	0	0	0	0	0	5	0	0	0	0	**8**
PEAK HOUR	**0**	**13**	**0**	**0**	**0**	**0**	**3**	**7**	**0**	**0**	**0**	**0**	**23**

Combined

	NORTH			WEST			SOUTH			EAST			
	Argyle St			*Regreme Rd*			*Argyle St*			*Eliza Pl*			
Time Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1515	0	102	4	4	1	19	15	67	0	1	0	0	**213**
1515 - 1530	0	68	3	6	0	20	16	56	0	1	1	0	**171**
1530 - 1545	0	97	12	2	0	16	33	93	1	1	0	0	**255**
1545 - 1600	0	72	9	3	0	19	31	95	2	3	0	2	**236**
1600 - 1615	0	102	11	4	0	14	25	76	1	1	0	1	**235**
1615 - 1630	0	114	11	4	0	20	31	93	2	0	0	0	**275**
1630 - 1645	0	108	4	6	0	25	38	79	0	1	0	0	**261**
1645 - 1700	0	99	7	5	0	9	17	79	0	0	0	0	**216**
1700 - 1715	0	112	9	3	0	11	34	86	1	1	0	0	**257**
1715 - 1730	0	105	13	4	0	19	36	68	2	1	0	0	**248**
1730 - 1745	0	130	8	1	0	17	37	69	1	0	1	0	**264**
1745 - 1800	0	107	5	2	0	11	23	57	0	0	0	0	**205**
Period End	**0**	**1216**	**96**	**44**	**1**	**200**	**336**	**918**	**10**	**10**	**2**	**3**	**2836**

Combined

	NORTH			WEST			SOUTH			EAST			
	Argyle St			*Regreme Rd*			*Argyle St*			*Eliza Pl*			
Peak Per	L	T	R	L	T	R	L	T	R	L	T	R	TOT
1500 - 1600	0	339	28	15	1	74	95	311	3	6	1	2	**875**
1515 - 1615	0	339	35	15	0	69	105	320	4	6	1	3	**897**
1530 - 1630	0	385	43	13	0	69	120	357	6	5	0	3	**1001**
1545 - 1645	0	396	35	17	0	78	125	343	5	5	0	3	**1007**
1600 - 1700	0	423	33	19	0	68	111	327	3	2	0	1	**987**
1615 - 1715	0	433	31	18	0	65	120	337	3	2	0	0	**1009**
1630 - 1730	0	424	33	18	0	64	125	312	3	3	0	0	**982**
1645 - 1745	0	446	37	13	0	56	124	302	4	2	1	0	**985**
1700 - 1800	0	454	35	10	0	58	130	280	4	2	1	0	**974**
PEAK HOUR	**0**	**433**	**31**	**18**	**0**	**65**	**120**	**337**	**3**	**2**	**0**	**0**	**1009**

R.O.A.R DATA

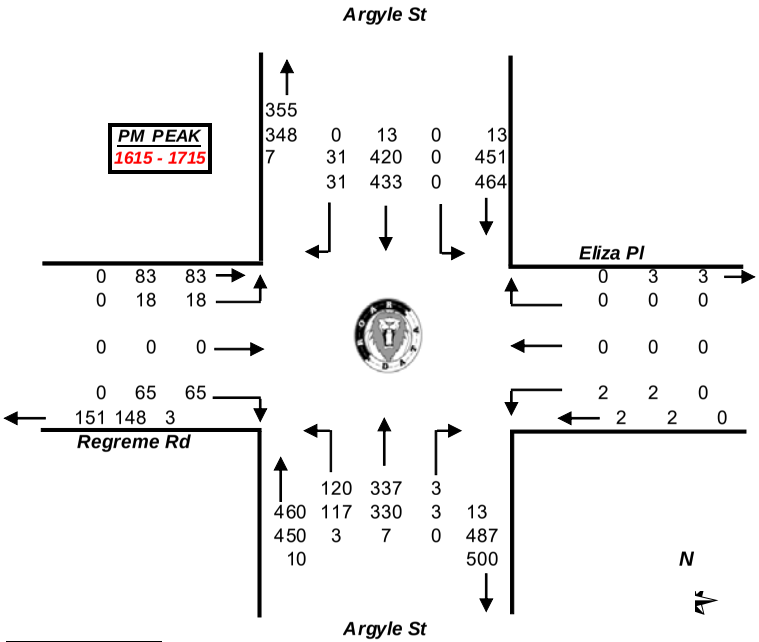
Reliable, Original & Authentic Results

Ph. Mob.0418-239019

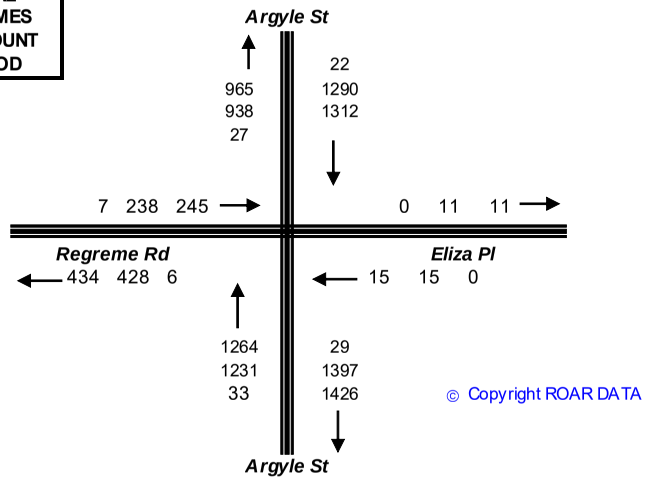
Client : Terraffic Pty. Ltd.
Job No/Name : 7654 PICTON Eliza Place
Day/Date : Wednesday 27th April 2022

Peds	NORTH	WEST	SOUTH	EAST	
	Argyle St	*Regreme Rd*	*Argyle St*	*Eliza Pl*	
Time Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1500 - 1515					0
1515 - 1530					0
1530 - 1545		NOT	REQUIRED		0
1545 - 1600					0
1600 - 1615					0
1615 - 1630					0
1630 - 1645					0
1645 - 1700					0
1700 - 1715					0
1715 - 1730					0
1730 - 1745					0
1745 - 1800					0
Period End	0	0	0	0	0

Peds	NORTH	WEST	SOUTH	EAST	
	Argyle St	*Regreme Rd*	*Argyle St*	*Eliza Pl*	
Peak Per	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	UNCLASSIFIED	TOT
1500 - 1600	0	0	0	0	0
1515 - 1615	0	0	0	0	0
1530 - 1630	0	0	0	0	0
1545 - 1645	0	0	0	0	0
1600 - 1700	0	0	0	0	0
1615 - 1715	0	0	0	0	0
1630 - 1730	0	0	0	0	0
1645 - 1745	0	0	0	0	0
1700 - 1800	0	0	0	0	0
PEAK HR	0	0	0	0	0



TOTAL VOLUMES FOR COUNT PERIOD



APPENDIX B

SIDRA ANALYSIS – EXISTING TRAFFIC FLOWS

Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good operation.	Good operation.
'B'	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
'C'	Satisfactory.	Satisfactory but accident study required.
'D'	Operating near capacity.	Near capacity and accident study required.
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.
'F'	Unsatisfactory and requires additional capacity.	Unsatisfactory and requires other control mode.

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way and Stop Signs
A	less than 14	Good operation.	Good operation.
B	15 to 28	Good with acceptable delays and spare capacity.	Acceptable delays and spare capacity.
C	29 to 42	Satisfactory.	Satisfactory but accident study required.
D	43 to 56	Operating near capacity.	Near capacity and accident study required.
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode.	At capacity and requires other control mode.

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

MOVEMENT SUMMARY

Site: [Argyle St / Eliza Pl / Regreme Rd, Picton - Existing AM Peak (Site Folder: General)]

Existing AM Peak - 8.00-9.00am
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Argyle St														
1	L2	60	1	60	1.7	0.288	3.4	LOS A	1.3	9.6	0.08	0.38	0.08	47.2
2	T1	386	9	386	2.3	0.288	3.3	LOS A	1.3	9.6	0.08	0.38	0.08	48.1
3	R2	1	0	1	0.0	0.288	7.1	LOS A	1.3	9.6	0.08	0.38	0.08	48.1
Approach		447	10	447	2.2	0.288	3.3	LOS A	1.3	9.6	0.08	0.38	0.08	48.0
East: Eliza Pl														
4	L2	2	0	2	0.0	0.006	4.8	LOS A	0.0	0.2	0.43	0.55	0.43	45.4
5	T1	1	0	1	0.0	0.006	4.7	LOS A	0.0	0.2	0.43	0.55	0.43	46.3
6	R2	3	0	3	0.0	0.006	8.5	LOS A	0.0	0.2	0.43	0.55	0.43	46.2
Approach		6	0	6	0.0	0.006	6.6	LOS A	0.0	0.2	0.43	0.55	0.43	46.0
North: Argyle St														
7	L2	1	0	1	0.0	0.204	3.8	LOS A	1.0	7.3	0.29	0.45	0.29	46.4
8	T1	226	18	226	8.0	0.204	3.8	LOS A	1.0	7.3	0.29	0.45	0.29	47.3
9	R2	14	0	14	0.0	0.204	7.5	LOS A	1.0	7.3	0.29	0.45	0.29	47.3
Approach		241	18	241	7.5	0.204	4.1	LOS A	1.0	7.3	0.29	0.45	0.29	47.3
West: Regreme Rd														
10	L2	28	0	28	0.0	0.170	5.4	LOS A	0.9	6.1	0.51	0.69	0.51	44.5
11	T1	2	0	2	0.0	0.170	5.4	LOS A	0.9	6.1	0.51	0.69	0.51	45.3
12	R2	135	1	135	0.7	0.170	9.2	LOS A	0.9	6.1	0.51	0.69	0.51	45.3
Approach		165	1	165	0.6	0.170	8.5	LOS A	0.9	6.1	0.51	0.69	0.51	45.2
All Vehicles		859	29	859	3.4	0.288	4.5	LOS A	1.3	9.6	0.23	0.46	0.23	47.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: [Argyle St / Eliza Pl / Regreme Rd, Picton - Existing PM Peak (Site Folder: General)]

Existing PM Peak - 4.15-5.15pm
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Argyle St														
1	L2	120	3	120	2.5	0.310	3.5	LOS A	1.5	10.6	0.12	0.40	0.12	47.0
2	T1	337	7	337	2.1	0.310	3.4	LOS A	1.5	10.6	0.12	0.40	0.12	48.0
3	R2	3	0	3	0.0	0.310	7.1	LOS A	1.5	10.6	0.12	0.40	0.12	48.0
Approach		460	10	460	2.2	0.310	3.4	LOS A	1.5	10.6	0.12	0.40	0.12	47.7
East: Eliza Pl														
4	L2	2	0	2	0.0	0.004	5.5	LOS A	0.0	0.1	0.52	0.54	0.52	45.5
5	T1	1	0	1	0.0	0.004	5.4	LOS A	0.0	0.1	0.52	0.54	0.52	46.4
6	R2	1	0	1	0.0	0.004	9.2	LOS A	0.0	0.1	0.52	0.54	0.52	46.3
Approach		4	0	4	0.0	0.004	6.4	LOS A	0.0	0.1	0.52	0.54	0.52	45.9
North: Argyle St														
7	L2	1	0	1	0.0	0.338	3.6	LOS A	1.9	13.4	0.22	0.41	0.22	46.6
8	T1	433	13	433	3.0	0.338	3.5	LOS A	1.9	13.4	0.22	0.41	0.22	47.5
9	R2	31	0	31	0.0	0.338	7.3	LOS A	1.9	13.4	0.22	0.41	0.22	47.5
Approach		465	13	465	2.8	0.338	3.8	LOS A	1.9	13.4	0.22	0.41	0.22	47.5
West: Regreme Rd														
10	L2	18	0	18	0.0	0.084	4.9	LOS A	0.4	2.8	0.45	0.64	0.45	44.8
11	T1	1	0	1	0.0	0.084	4.9	LOS A	0.4	2.8	0.45	0.64	0.45	45.7
12	R2	65	0	65	0.0	0.084	8.7	LOS A	0.4	2.8	0.45	0.64	0.45	45.6
Approach		84	0	84	0.0	0.084	7.8	LOS A	0.4	2.8	0.45	0.64	0.45	45.5
All Vehicles		1013	23	1013	2.3	0.338	4.0	LOS A	1.9	13.4	0.20	0.42	0.20	47.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

APPENDIX C

SIDRA ANALYSIS – EXISTING TRAFFIC FLOWS INCLUDING FUTURE ELIZA PLACE FLOWS

MOVEMENT SUMMARY

Site: [Argyle St / Eliza Pl / Regreme Rd, Picton - Existing AM Peak incl future Eliza Pl (Site Folder: General)]

Existing AM Peak including future Eliza Place flows (30vtph)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Argyle St														
1	L2	60	1	60	1.7	0.298	3.4	LOS A	1.4	10.1	0.11	0.38	0.11	47.1
2	T1	386	9	386	2.3	0.298	3.3	LOS A	1.4	10.1	0.11	0.38	0.11	48.0
3	R2	3	0	3	0.0	0.298	7.1	LOS A	1.4	10.1	0.11	0.38	0.11	48.0
Approach		449	10	449	2.2	0.298	3.4	LOS A	1.4	10.1	0.11	0.38	0.11	47.9
East: Eliza Pl														
4	L2	11	0	11	0.0	0.024	4.8	LOS A	0.1	0.7	0.44	0.57	0.44	45.6
5	T1	4	0	4	0.0	0.024	4.8	LOS A	0.1	0.7	0.44	0.57	0.44	46.5
6	R2	9	0	9	0.0	0.024	8.6	LOS A	0.1	0.7	0.44	0.57	0.44	46.5
Approach		24	0	24	0.0	0.024	6.2	LOS A	0.1	0.7	0.44	0.57	0.44	46.1
North: Argyle St														
7	L2	2	0	2	0.0	0.205	3.9	LOS A	1.0	7.3	0.29	0.45	0.29	46.4
8	T1	226	18	226	8.0	0.205	3.8	LOS A	1.0	7.3	0.29	0.45	0.29	47.3
9	R2	14	0	14	0.0	0.205	7.5	LOS A	1.0	7.3	0.29	0.45	0.29	47.3
Approach		242	18	242	7.4	0.205	4.1	LOS A	1.0	7.3	0.29	0.45	0.29	47.3
West: Regreme Rd														
10	L2	28	0	28	0.0	0.171	5.4	LOS A	0.9	6.2	0.52	0.69	0.52	44.5
11	T1	2	0	2	0.0	0.171	5.4	LOS A	0.9	6.2	0.52	0.69	0.52	45.3
12	R2	135	1	135	0.7	0.171	9.2	LOS A	0.9	6.2	0.52	0.69	0.52	45.3
Approach		165	1	165	0.6	0.171	8.5	LOS A	0.9	6.2	0.52	0.69	0.52	45.1
All Vehicles		880	29	880	3.3	0.298	4.6	LOS A	1.4	10.1	0.24	0.46	0.24	47.1

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: [Argyle St / Eliza Pl / Regreme Rd, Picton - Existing PM Peak incl future Eliza Pl (Site Folder: General)]

Existing PM Peak including future Eliza Place flows (30vtph)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Argyle St														
1	L2	120	3	120	2.5	0.316	3.5	LOS A	1.5	10.9	0.13	0.40	0.13	47.0
2	T1	337	7	337	2.1	0.316	3.4	LOS A	1.5	10.9	0.13	0.40	0.13	47.9
3	R2	11	0	11	0.0	0.316	7.1	LOS A	1.5	10.9	0.13	0.40	0.13	47.9
Approach		468	10	468	2.1	0.316	3.5	LOS A	1.5	10.9	0.13	0.40	0.13	47.7
East: Eliza Pl														
4	L2	2	0	2	0.0	0.007	5.5	LOS A	0.0	0.2	0.52	0.58	0.52	45.0
5	T1	1	0	1	0.0	0.007	5.5	LOS A	0.0	0.2	0.52	0.58	0.52	45.9
6	R2	3	0	3	0.0	0.007	9.3	LOS A	0.0	0.2	0.52	0.58	0.52	45.8
Approach		6	0	6	0.0	0.007	7.4	LOS A	0.0	0.2	0.52	0.58	0.52	45.6
North: Argyle St														
7	L2	11	0	11	0.0	0.349	3.6	LOS A	1.9	13.8	0.24	0.42	0.24	46.6
8	T1	433	13	433	3.0	0.349	3.6	LOS A	1.9	13.8	0.24	0.42	0.24	47.5
9	R2	31	0	31	0.0	0.349	7.3	LOS A	1.9	13.8	0.24	0.42	0.24	47.5
Approach		475	13	475	2.7	0.349	3.8	LOS A	1.9	13.8	0.24	0.42	0.24	47.5
West: Regreme Rd														
10	L2	18	0	18	0.0	0.085	5.0	LOS A	0.4	2.9	0.46	0.64	0.46	44.8
11	T1	2	0	2	0.0	0.085	5.0	LOS A	0.4	2.9	0.46	0.64	0.46	45.7
12	R2	65	0	65	0.0	0.085	8.8	LOS A	0.4	2.9	0.46	0.64	0.46	45.6
Approach		85	0	85	0.0	0.085	7.9	LOS A	0.4	2.9	0.46	0.64	0.46	45.5
All Vehicles		1034	23	1034	2.2	0.349	4.0	LOS A	1.9	13.8	0.21	0.43	0.21	47.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

APPENDIX D

SIDRA ANALYSIS – EXISTING TRAFFIC FLOWS INCLUDING FUTURE ELIZA PLACE FLOWS PLUS PROPOSED DEVELOPMENT

MOVEMENT SUMMARY

Site: [Argyle St / Eliza Pl / Regreme Rd, Picton - Projected AM Peak (Site Folder: General)]

Existing AM Peak including future Eliza Place flows (30vtph) plus proposed development (70vtph)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Argyle St														
1	L2	60	1	60	1.7	0.323	3.5	LOS A	1.6	11.5	0.13	0.41	0.13	46.9
2	T1	386	9	386	2.3	0.323	3.4	LOS A	1.6	11.5	0.13	0.41	0.13	47.8
3	R2	35	0	35	0.0	0.323	7.1	LOS A	1.6	11.5	0.13	0.41	0.13	47.8
Approach		481	10	481	2.1	0.323	3.6	LOS A	1.6	11.5	0.13	0.41	0.13	47.7
East: Eliza Pl														
4	L2	35	0	35	0.0	0.054	4.9	LOS A	0.2	1.7	0.45	0.58	0.45	45.9
5	T1	8	0	8	0.0	0.054	4.8	LOS A	0.2	1.7	0.45	0.58	0.45	46.8
6	R2	11	0	11	0.0	0.054	8.6	LOS A	0.2	1.7	0.45	0.58	0.45	46.8
Approach		54	0	54	0.0	0.054	5.6	LOS A	0.2	1.7	0.45	0.58	0.45	46.2
North: Argyle St														
7	L2	4	0	4	0.0	0.216	4.0	LOS A	1.0	7.6	0.33	0.47	0.33	46.3
8	T1	226	18	226	8.0	0.216	4.0	LOS A	1.0	7.6	0.33	0.47	0.33	47.2
9	R2	14	0	14	0.0	0.216	7.7	LOS A	1.0	7.6	0.33	0.47	0.33	47.2
Approach		244	18	244	7.4	0.216	4.2	LOS A	1.0	7.6	0.33	0.47	0.33	47.1
West: Regreme Rd														
10	L2	28	0	28	0.0	0.183	5.7	LOS A	1.0	6.8	0.54	0.70	0.54	44.4
11	T1	8	0	8	0.0	0.183	5.7	LOS A	1.0	6.8	0.54	0.70	0.54	45.2
12	R2	135	1	135	0.7	0.183	9.5	LOS A	1.0	6.8	0.54	0.70	0.54	45.2
Approach		171	1	171	0.6	0.183	8.7	LOS A	1.0	6.8	0.54	0.70	0.54	45.1
All Vehicles		950	29	950	3.1	0.323	4.8	LOS A	1.6	11.5	0.27	0.49	0.27	47.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: [Argyle St / Eliza Pl / Regreme Rd, Picton - Projected PM Peak (Site Folder: General)]

Existing PM Peak including future Eliza Place flows (30vtph) plus proposed development (61vtph)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] veh/h	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
South: Argyle St														
1	L2	120	3	120	2.5	0.335	3.5	LOS A	1.7	11.8	0.15	0.42	0.15	46.8
2	T1	337	7	337	2.1	0.335	3.4	LOS A	1.7	11.8	0.15	0.42	0.15	47.8
3	R2	32	0	32	0.0	0.335	7.2	LOS A	1.7	11.8	0.15	0.42	0.15	47.8
Approach		489	10	489	2.0	0.335	3.7	LOS A	1.7	11.8	0.15	0.42	0.15	47.6
East: Eliza Pl														
4	L2	30	0	30	0.0	0.046	5.7	LOS A	0.2	1.5	0.54	0.61	0.54	45.7
5	T1	6	0	6	0.0	0.046	5.6	LOS A	0.2	1.5	0.54	0.61	0.54	46.6
6	R2	5	0	5	0.0	0.046	9.4	LOS A	0.2	1.5	0.54	0.61	0.54	46.5
Approach		41	0	41	0.0	0.046	6.1	LOS A	0.2	1.5	0.54	0.61	0.54	45.9
North: Argyle St														
7	L2	12	0	12	0.0	0.362	3.8	LOS A	2.0	14.1	0.27	0.44	0.27	46.5
8	T1	433	13	433	3.0	0.362	3.7	LOS A	2.0	14.1	0.27	0.44	0.27	47.4
9	R2	31	0	31	0.0	0.362	7.5	LOS A	2.0	14.1	0.27	0.44	0.27	47.4
Approach		476	13	476	2.7	0.362	3.9	LOS A	2.0	14.1	0.27	0.44	0.27	47.4
West: Regreme Rd														
10	L2	18	0	18	0.0	0.091	5.1	LOS A	0.4	3.1	0.48	0.65	0.48	44.8
11	T1	6	0	6	0.0	0.091	5.1	LOS A	0.4	3.1	0.48	0.65	0.48	45.6
12	R2	65	0	65	0.0	0.091	8.9	LOS A	0.4	3.1	0.48	0.65	0.48	45.6
Approach		89	0	89	0.0	0.091	7.9	LOS A	0.4	3.1	0.48	0.65	0.48	45.4
All Vehicles		1095	23	1095	2.1	0.362	4.2	LOS A	2.0	14.1	0.24	0.45	0.24	47.2

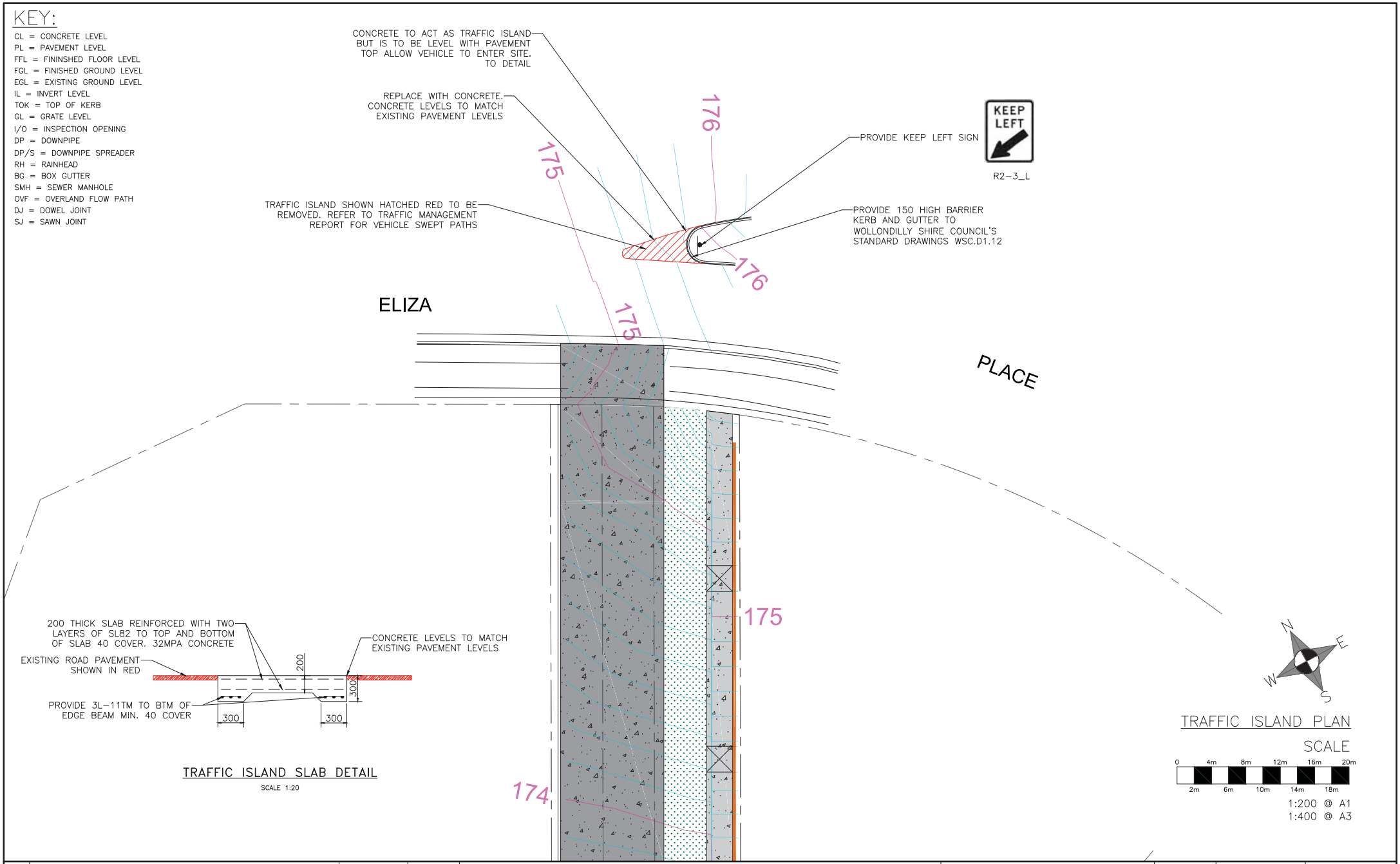
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

APPENDIX E

D&M CONSULTING DRAWING AND SWEPT PATH ANALYSIS

KEY:

CL = CONCRETE LEVEL
PL = PAVEMENT LEVEL
FFL = FININSHED FLOOR LEVEL
FGL = FINISHED GROUND LEVEL
EGL = EXISTING GROUND LEVEL
IL = INVERT LEVEL
TOK = TOP OF KERB
GL = GRATE LEVEL
I/O = INSPECTION OPENING
DP = DOWNPIPE
DP/S = DOWNPIPE SPREADER
RH = RAINHEAD
BG = BOX GUTTER
SMH = SEWER MANHOLE
OVF = OVERLAND FLOW PATH
DJ = DOWEL JOINT
SJ = SAWN JOINT



TRAFFIC ISLAND SLAB DETAIL

SCALE 1:20

TRAFFIC ISLAND PLAN

SCALE

1:200 @ A1
1:400 @ A3

REV	AMENDMENTS	REV DATE	INITIALS
–	–	–	–
–	–	–	–
B	DRIVEWAY LAYOUT AMENDED	25/05/22	SDL
A	CIVIL PLANS REVISED TO SUIT NEW ARCH PLANS	13/05/22	SDL
A1	SCALE: AS SHOWN ON SHEET	DATE: 28/09/2020	

D&M CONSULTING
CIVIL & STRUCTURAL ENGINEERS

D & M CONSULTING
CIVIL AND STRUCTURAL ENGINEERS
SHOP 1 & 2,
16 MITCHELL STREET, CAMDEN
PH (02) 4647 4014
EMAIL: engineer@dmceng.com.au

PROJECT: CIVIL DESIGN FOR PROPOSED CHILDCARE CENTRE

SHEET: 17/17

DWG NO: 200774

DESIGNED: BW
DRAWN: BW
CHECKED: AJB

ADDRESS: LOTS 502-503 (DP1201968) & LOT 506 (DP1201969)
4-8 ELIZA PLACE
PICTON NSW 2571

CLIENT: ENVIRONMENTAL PROPERTY SERVICES

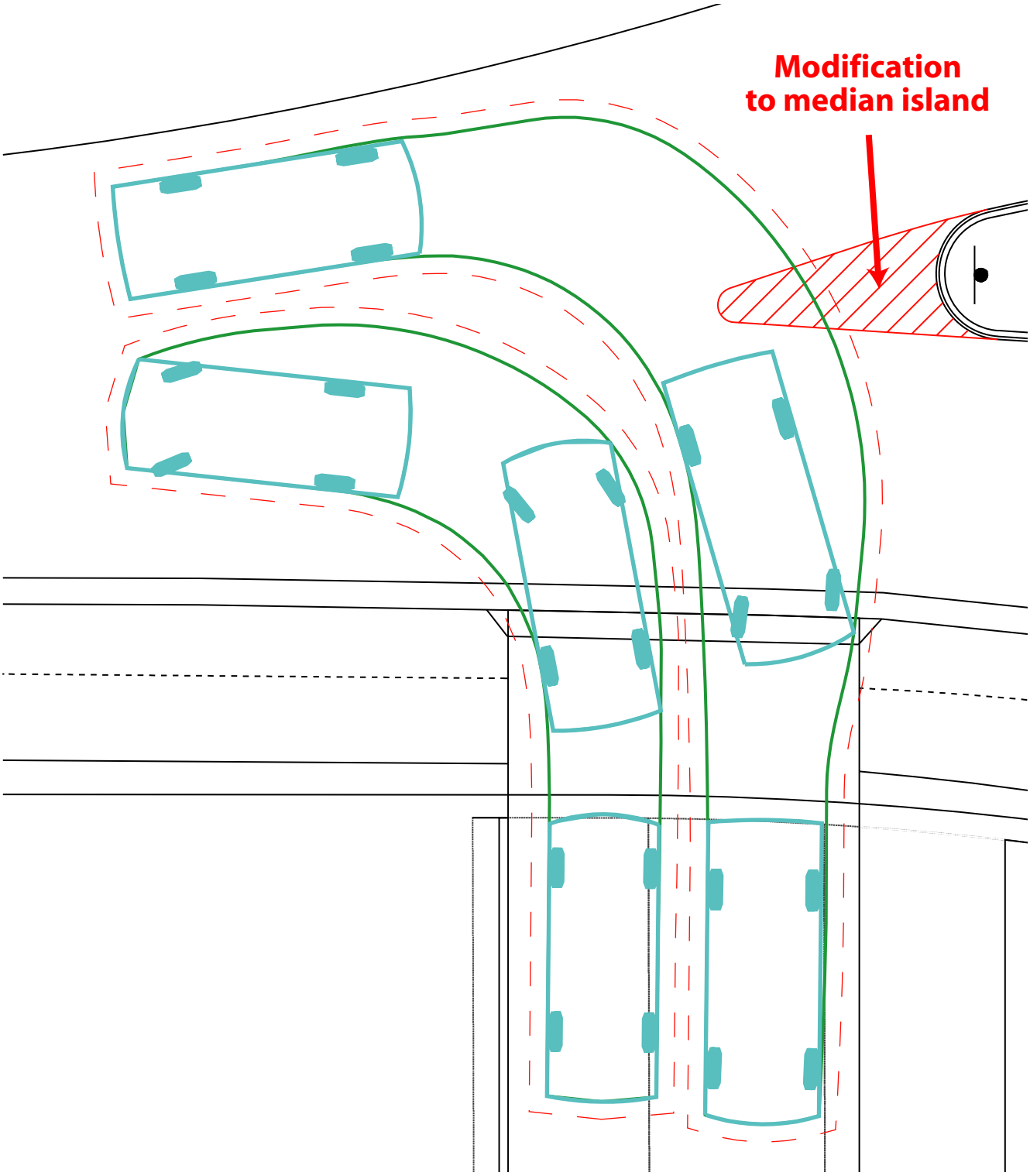
CERTIFIED DESIGNED IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS.

SIGNED & APPROVED: D.TURNER

B.E.(MIEAust) CPEng

Path prepared using
Autodesk Vehicle Tracking

0 1 2 3 4 5 10
METRES
SCALE 1:100



Vehicle Path
300mm Clearance Path

Manoeuvring Path of Australian Standard AS/NZS2890.1:2004 B99 Vehicle Entering Site and B85 Vehicle Exiting Site

Terraffic Pty Ltd
TRAFFIC & PARKING CONSULTANTS

APPENDIX F

D&M CONSULTING PLANS FOR THE LOT 504 RESIDENTIAL DEVELOPMENT

TURNING PATH PLANS FOR PROPOSED DUAL OCCUPANCY
2 ELIZA PLACE, PICTON, NSW 2571
LOT 504 DP 1201968

NOTE:
IT IS THE CONTRACTORS RESPONSIBILITY TO LOCATE ALL SERVICES PRIOR TO COMMENCEMENT OF WORKS

DIAL BEFORE YOU DIG www.1100.com.au

NOTES

PRIOR TO COMMENCEMENT OF WORKS THE CONTRACTOR SHALL:

1. PRODUCE REGISTRATION/ PERMITS FOR ALL PLANT TO BE USED ON THE ROAD RESERVE INC FOOTPATH.
2. PRODUCE INSURANCES REQUIRED AS DEVELOPMENT CONSENT CONDITIONS.
3. HAVE SITE MEETING WITH COUNCILS DEVELOPMENT SECTION.
4. INSTALL SEDIMENT AND EROSION CONTROL DEVICES, AND OBTAIN A COPY OF "URBAN EROSION AND SEDIMENT CONTROL – FIELD GUIDE" AS PUBLISHED BY CALM.
5. BE AWARE OF THE FOLLOWING:
   - THESE NOTES DO NOT REPLACE THE NEED TO READ COUNCILS CONSTRUCTION SPECIFICATION.
   - THE NEED FOR THE PROVISION OF A WORK–AS–EXECUTED PLAN AND SUPERVISION BY THE THE PERSON DOING THE WORK–AS–EXECUTED PLAN.
   - TAKE SPECIAL NOTE OF THE ROLL KERB AND GUTTER PROFILE AND THE SPECIAL ROOF WATER OUTLET.
   - ONLY PLASTIC GUIDEPOSTS ARE TO BE USED, OF A TYPE APPROVED BY THE ENGINEER.
   - ERRORS AND OVERSIGHTS ON PLANS ARE TO BE RECTIFIED AT THE ENGINEERS DISCRETION.
   - TEST RESULTS ARE TO BE SENT TO COUNCIL'S SUPERVISING ENGINEER IMMEDIATELY.
   - PROPOSED VARIATIONS TO THE PLANS ARE TO BE REFERRED BACK TO COUNCIL FOR APPROVAL.
   - THE CONTRACTOR SHOULD BE AWARE THAT IF HE PROVIDES THE MAINTENANCE BOND ON BEHALF OF THE DEVELOPER, THEN IF THIS IS THE ONLY BOND HELD, IT WILL BE USED TO GUARANTEE PERFORMANCE OF ALL WORK REQUIRED FOR THE DEVELOPMENT, REGARDLESS OF WHO WAS RESPONSIBLE FOR CARRYING OUT THE WORK.

PAVEMENT TESTING NOTES

1. THE ROLLER TEST WILL BE CARRIED OUT BY COUNCILS SUPERVISING ENGINEER, USING A THREE POINT ROLLER (ALSO DESCRIBED AS A STEAM–ROLLER)
2. DENSITY TEST, BEAM TESTS AND CBR TESTS ARE TO BE CARRIED OUT BY A COUNCIL APPROVED NATA REGISTERED LABORATORY (BEAM TESTS ARE ABLE TO BE CARRIED OUT BY COUNCIL – CONTACT MAY BE MADE WITH COUNCILS PAVEMENTS ENGINEER FOR A QUOTE).
3. TEST RESULTS ARE TO BE SENT IMMEDIATELY TO THE COUNCILS SUPERVISING ENGINEER.
4. "STANDARD" COMPACTION TESTING TO BE USED.
5. A THREE POINT ROLLER (ALSO DESCRIBED AS A STEAM–ROLLER), IN ACCORDANCE WITH COUNCILS CONSTRUCTION SPECIFICATION , IS TO BE USED ON ALL BUT THE NARROWEST SHOULDERS, FOR ROLLER TESTING.

STORMWATER DRAINAGE NOTES

1. ALL STORMWATER PIPES 375MM DIA AND GREATER TO BE RUBBER RING JOINTED CLASS "2" OR HIGHER CLASS AS NOTED. FOR SMALLER PIPES, UPVC (SOLVENT WELD – WITH SOME RESTRICTIONS) OR VCP (RRJ) MAY BE USED.
2. TRENCH WIDTH MIN = OUTSIDE DIA OF COLLAR + 200MM.
3. PIPES IN FILL GROUND ARE TO BE PLACED AFTER COMPLETION AND APPROVAL OF FILLING.

EROSION CONTROL DEVICES

1. PROVIDE KERB INLET SEDIMENT TRAPS AT ALL RM10 TYPE PITS. TO RM 23 OF COUNCIL SPEC.

GENERAL NOTES

1. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH COUNCIL SPEC AND TO THE SATISFACTION OF THE ENGINEER.
2. ATTENTION IS DRAWN TO COUNCIL "TREE PRESERVATION ORDER" UNDER WHICH NO TREES ARE TO BE REMOVED OTHER THAN THOSE AFFECTED BY ROAD, LANDFILL (OR CUT) OR DRAINAGE WORKS. COUNCILS SUPERVISING ENGINEER WILL DETERMINE WHETHER TREES ARE DEEMED TO BE AFFECTED BY THIS CLAUSE.
3. INSPECTION AND APPROVAL OF THE WORKS IS REQUIRED BY THE ENGINEER AT THE FOLLOWING STAGES:
   - WHEN DRAINAGE LINES HAVE BEEN LAID, JOINTED AND BEDDED PRIOR TO BACKFILLING.
   - WHEN ROADWORKS HAVE BEEN EXCAVATED TO SUBGRADE LEVEL PRIOR TO PLACEMENT OF PAVEMENT MATERIAL. (SEE TESTING)
   - WHEN PART (AS SPECIFIED BY COUNCILS SUPERVISING ENGINEER) OF THE PAVEMENT DEPTH HAS BEEN INSTALLED. (SEE TESTING)
   - AT COMPLETION OF KERB AND GUTTER SUBGRADE. (SEE TESTING)
   - AT COMPLETION OF PAVEMENT SHAPING AND CONSOLIDATION PRIOR TO PRIMING. (SEE TESTING)
   - AT SEALING (NOTE 24 HOURS REQUIRED BETWEEN PRIMING AND SEALING.
   - AT COMPLETION OF ALL WORK.

NOTE: A MIN 24 HOURS NOTICE IS REQUIRED FOR ALL INSPECTIONS.

4. PAVEMENT TESTING TO BE CARRIED OUT AT THE FOLLOWING STAGES:
   - SUBGRADE – DENSITY AND ROLLER TESTS.
   - AT INTERMEDIATE LEVELS(IF REQUIRED BY COUNCILS SUPERVISING ENGINEER) – DENSITY AND ROLLER TEST.
   - AT KERB AND GUTTER SUBGRADE – ROLLER TEST.
   - AT FINISHED PAVEMENT LEVEL : DENSITY , ROLLER AND BENKLEMAN BEAM TESTS.
5. SERVICES SHOWN ON THE PLAN ARE APPROX ONLY AND HAVE BEEN LOCATED FROM SITE INVESTIGATION AND THE RELEVANT AUTHORITY. ALL SERVICES ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE PRIOR TO CONSTRUCTION.
6. ANY ADJUSTMENT TO PUBLIC UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR/DEVELOPER.
7. PUBLIC UTILITY SERVICES (WATER, GAS, ELECTRICITY, TELEPHONE, ETC.) REQUIRE TO BE INSTALLEDIN CONJUNCTION WITH THE WORK , ARE TO BE INSTALLED PRIOR TO THE LAYING OF ANY ROAD PAVEMENT MATERIAL, AS ARE CONDUITS FOR BOTH PUBLIC UTILITIES AND INDIVIDUAL ALLOTMENT SERVICES.
8. SUBSOIL DRAINS ARE TO BE CONSTRUCTED TO THE SATISFACTION OF THE SHIRE ENGINEER AND WHERE DIRECTED BY THE SHIRE ENGINEER.
9. A SMOOTH JUNCTION IS TO BE PROVIDED WITH EXISTING WORK.
10. UNSUITABLE MATERIAL IS TO BE REMOVED FROM ROADS AND LOTS PRIOR TO FILLING.
11. STRIP AND STOCKPILE TOPSOIL FROM ROADWAYS AND SITE REGRADING AREAS AND RE–SPREAD ON FOOTPATHS, BATTERS AND FILL AREAS TO A MAXIMUM DEPTH OF 300MM WITH A MINIMUM DEPTH OF 100MM.
12. DURING CONSTRUCTION NOTIFY THIS OFFICE IF ANY QUERIES ARISE – NEVER ASSUME.
13. LIMIT OF CONSTRUCTION AS SHOWN ON PLANS.
14. ALL PAVEMENTS TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL CONSTRUCTION SPECIFICATION.
15. DISTURBED AREAS TO BE BITUMEN STRAW MULCH THEN SPRAY GRASS.
16. PROVIDE A 1M WIDE TURF STRIP BEHIND THE PROPOSED KERB.

LOCALITY PLAN (NTS)

N

SHEET NO.	DRAWING TITLE
1	NOTE SHEET
2	DRIVEWAY PLAN
3	TURNING PATHS 1
4	TURNING PATHS 2

NOTE:
ALL BOUNDARIES SHOWN ARE APPROXIMATE ONLY AND ARE SUBJECT TO FINAL SURVEY BY A REGISTERED SURVEYOR AND THE POSITION SHOWN ON THESE PLANS AND SPATIALLY IN ANY DATA ISSUED HAS BEEN SUPPLIED TO D&M CONSULTING BY 3RD PARTIES. AS SUCH D&M CONSULTING HAVE NO CONTROL OVER THE ACCURACY OF SUCH DATA OR IT'S FITNESS FOR PURPOSE.

CIVIL SETOUT OF WORKS INCLUDING DRAINAGE AND RETAINING WALL POSITIONS IS NOT RELATED SPACIALLY TO THE FINAL SURVEYED BOUNDARIES AND MUST BE ADJUSTED ACCORDINGLY SUCH THAT THE ENTIRE WALL, TOE AND FOOTINGS ARE ENTIRELY CONTAINED WITHIN THE BOUNDARIES OF THE LOT WHICH THE WALL IS RETAINING IN FAVOR OF.

THE CONTRACTOR SHALL CONTACT THE COUNCIL'S INFRASTRUCTURE PLANNING DEPARTMENT IN WRITING A MINIMUM OF 7 DAYS PRIOR TO COMMENCING WORK AND APPLY FOR A 138 CONSENT (SECTION 138 OF THE ROADS ACT FOR APPROVAL TO WORK ON A PUBLIC ROAD) AND INCLUDE COPIES OF CURRENT PUBLIC LIABILITY INSURANCE FOR A VALUE OF $20,000,000 AND PAYMENT OF THE CURRENT FEE. REFERENCES FOR PREVIOUS WORK EXPERIENCE MAY BE REQUESTED BY COUNCIL

REV	AMENDMENTS	REV DATE	INITIALS
–	–	–	–
–	–	–	–
–	–	–	–
–	–	–	–

A1 SCALE: AS SHOWN ON SHEET — DATE: 7/03/22

DMC
D&M CONSULTING
CIVIL & STRUCTURAL ENGINEERS

D & M CONSULTING
CIVIL AND STRUCTURAL ENGINEERS
SHOP 1 & 2,
16 MITCHELL STREET, CAMDEN
PH (02) 4647 4014
EMAIL: engineer@dmceng.com.au

PROJECT: TURNING PATHS PLAN FOR PROPOSED DUAL OCCUPANCY –

SHEET: 1/4

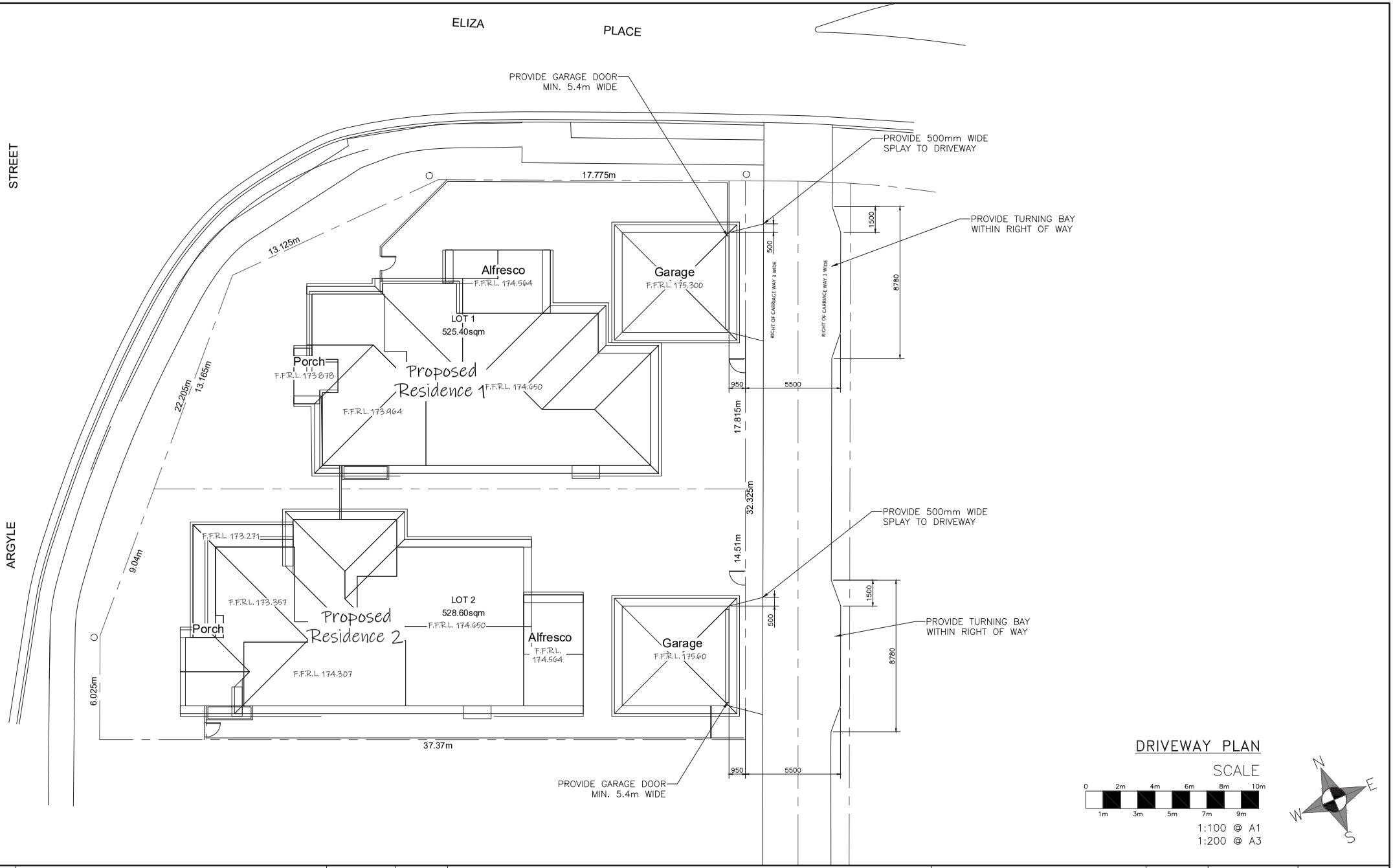
DWG NO: 220132

DESIGNED: SDL
DRAWN: SDL
CHECKED: AJB

ADDRESS: 2 ELIZA PLACE
PICTON, NSW 2571
LOT 504 DP 1201968

CLIENT: ACCURATE DESIGN & DRAFTING

CERTIFIED DESIGNED IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS.
SIGNED & APPROVED: D.TURNER
B.E.(MIEAust) CPEng



DRIVEWAY PLAN

SCALE

0 2m 4m 6m 8m 10m
1m 3m 5m 7m 9m

1:100 @ A1
1:200 @ A3

N E S W

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–	–	–	–
REV	AMENDMENTS	REV DATE	INITIALS
A1	SCALE: AS SHOWN ON SHEET	DATE: 7/03/22	

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CIVIL & STRUCTURAL ENGINEERS

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SHOP 1 & 2,
16 MITCHELL STREET, CAMDEN
PH (02) 4647 4014
EMAIL: engineer@dmceng.com.au

PROJECT: TURNING PATHS PLAN FOR PROPOSED DUAL OCCUPANCY
–

SHEET: 2/4

DWG NO: 220132

DESIGNED: SDL
DRAWN: SDL
CHECKED: AJB

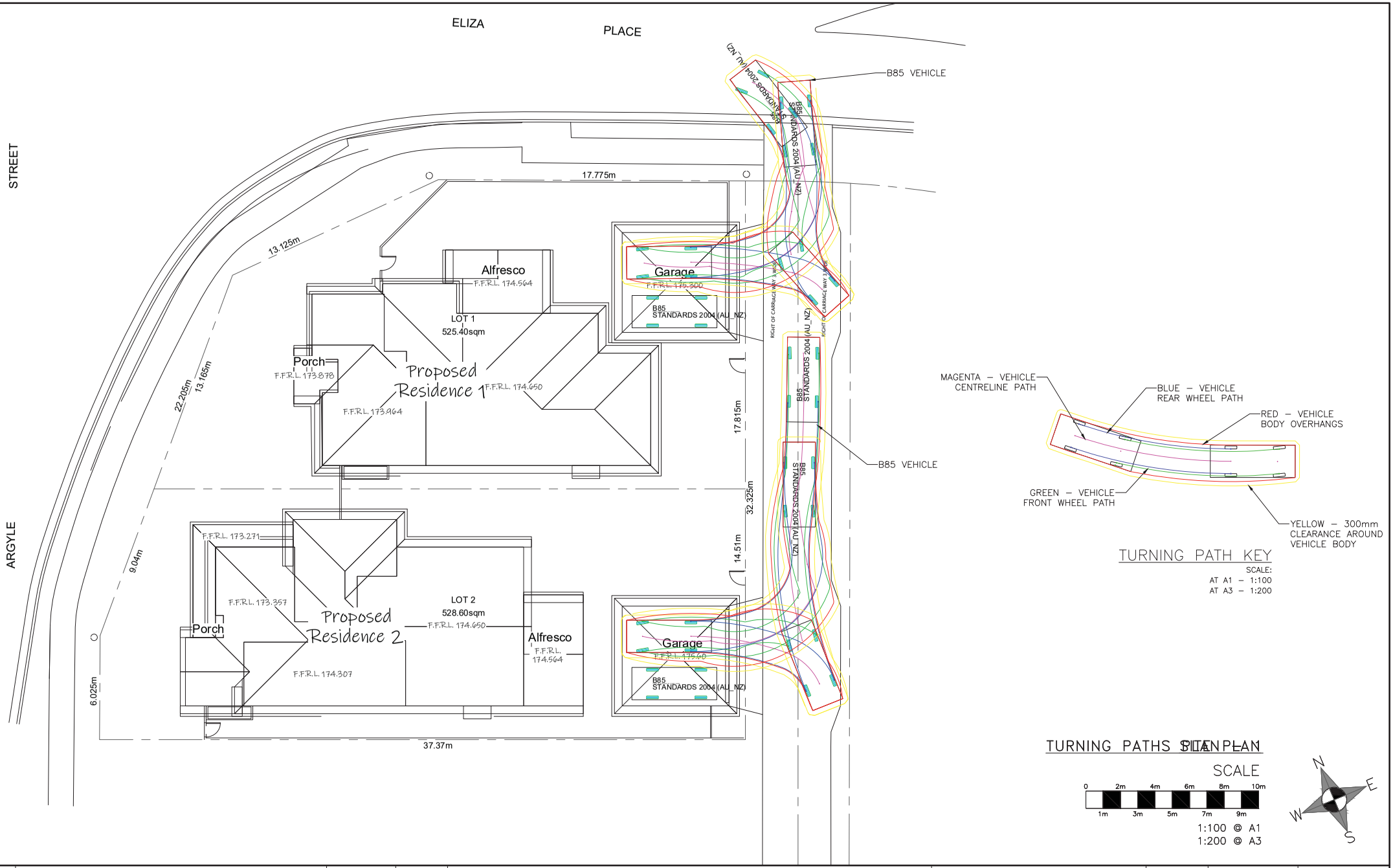
ADDRESS: 2 ELIZA PLACE
PICTON, NSW 2571
LOT 504 DP 1201968

CLIENT: ACCURATE DESIGN & DRAFTING

CERTIFIED DESIGNED IN ACCORDANCE WITH RELEVANT AUSTRALIAN STANDARDS.

SIGNED & APPROVED: D.TURNER

B.E.(MIEAust) CPEng



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REV	AMENDMENTS	REV DATE	INITIALS
A1	SCALE: AS SHOWN ON SHEET	DATE: 7/03/22	

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PROJECT: TURNING PATHS PLAN FOR PROPOSED DUAL OCCUPANCY
–

SHEET: 3/4

DWG NO: 220132

DESIGNED: SDL
DRAWN: SDL
CHECKED: AJB

ADDRESS: 2 ELIZA PLACE
PICTON, NSW 2571
LOT 504 DP 1201968

CLIENT: ACCURATE DESIGN & DRAFTING

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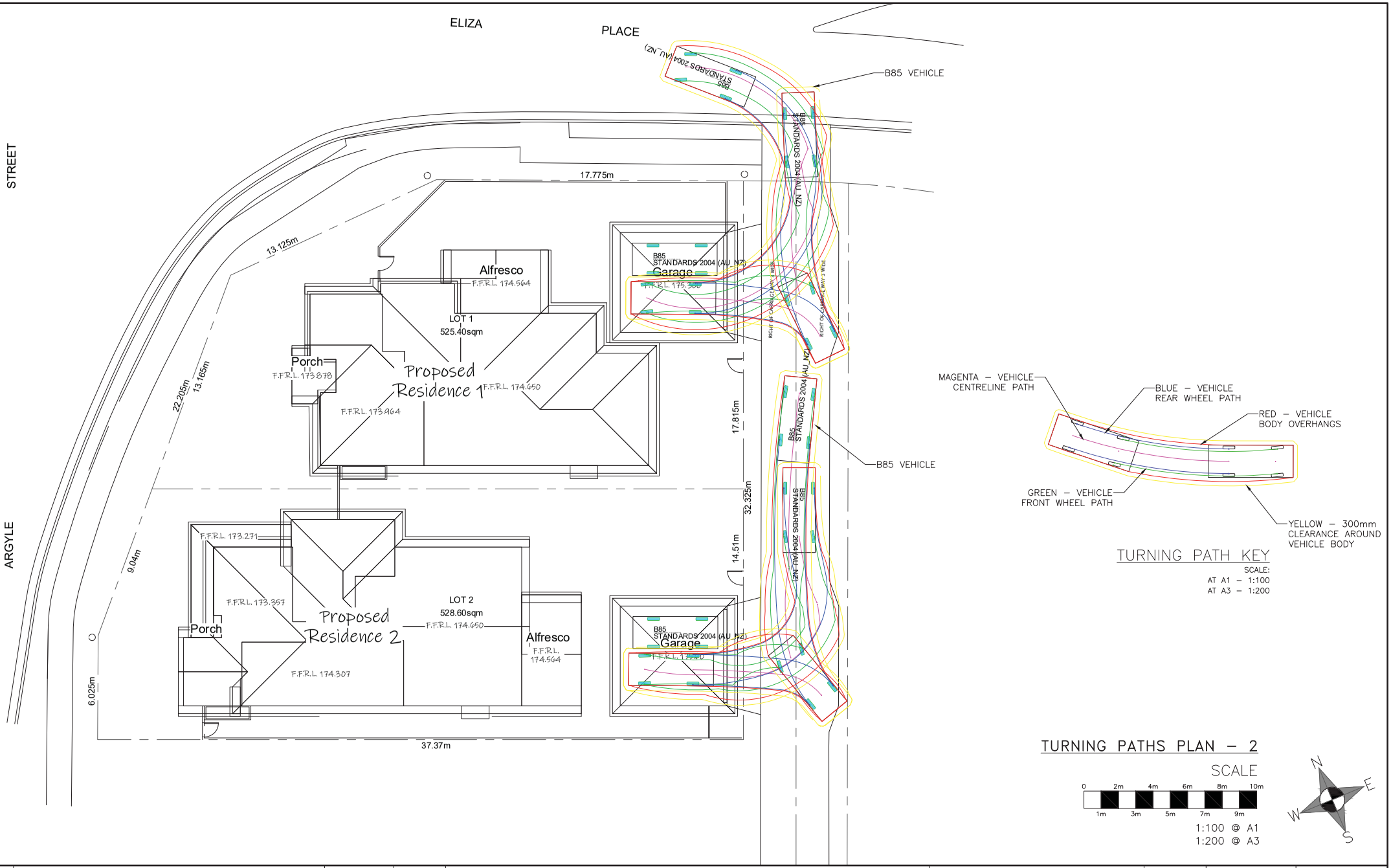
SIGNED & APPROVED: D.TURNER
B.E.(MIEAust) CPEng



REV	AMENDMENTS	REV DATE	INITIALS
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–	–	–	–
–	–	–	–
–	–	–	–
A1	SCALE: AS SHOWN ON SHEET	DATE: 7/03/22	

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PROJECT: TURNING PATHS PLAN FOR PROPOSED DUAL OCCUPANCY
–

SHEET: 4/4

DWG NO: 220132

DESIGNED: SDL
DRAWN: SDL
CHECKED: AJB

ADDRESS: 2 ELIZA PLACE
PICTON, NSW 2571
LOT 504 DP 1201968

CLIENT: ACCURATE DESIGN & DRAFTING

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APPENDIX G

PEDESTRIAN SIGHT LINE PHOTOGRAPHS