



Reference: 18.677r02v01

15 March 2019

Stasia Holdings Pty Ltd  
C/- Candalepas Associates  
309 Sussex Street  
Sydney, NSW 2000

Attention: Mr David Hristoforidis

**Re: 72-84 Foveaux Street, Surry Hills  
Proposed Commercial Development  
Traffic Impact Statement**

Dear David,

TRAFFIX has been commissioned to assess the traffic impacts in support of a Planning Proposal relating to a commercial development located at 72-84 Foveaux Street, Surry Hills. The proposed development will involve alterations and additions to an existing six (6) storey office and retail building to a building for use by a single commercial tenant. The subject site is located within the City of Sydney Local Government Area and has been assessed under that Council's controls.

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The proposed development is considered to be a minor development with a Gross Floor Area (GFA) less than 10,000m<sup>2</sup>. As such, the Planning Proposal will not require referral to the Roads and Maritime Services (RMS) under the provisions of State Environmental Planning Policy (Infrastructure) 2007.

### Site and Location

The subject site is located at 72-84 Foveaux Street, Surry Hills and is approximately 1 kilometre south of Sydney central business district (CBD). More specifically, it is located on the north-western corner of the intersection of Foveaux Street and Waterloo Street.

The site is irregular in configuration and has a total site area of 861.5 m<sup>2</sup>. The site has three (3) street frontages, with frontage lengths of 30.29 metres along Foveaux Street, 26.55 metres along Waterloo Street and 10.62 metres along Corben Street.

A vehicular crossing on Waterloo Street provides the only access to the site, leading to a parking area on the ground and basement levels of the existing building.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should be made to the Photographic Record presented in **Attachment 1**, which provides an appreciation of the general character of roads and other key attributes within proximity of the site.



Figure 1: Location Plan





Figure 2: Site Plan



## ► Road Hierarchy

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Elizabeth Street:** forms part of an RMS Unclassified Regional Road (RR 7083) that traverses north-south between King Street in the north and Cleveland Street in the south. South of Foveaux Street, Elizabeth Street is one way southbound accommodating three lanes of traffic, including a bus lane. It is subject to a 50km/h speed zoning and permits on-street parking with restrictions, which can limit traffic to two lanes.
- **Foveaux Street:** forms part of an RMS Unclassified Regional Road (RR 7301) that traverses westbound between Bourke Street in the east and Elizabeth Street in the west. Foveaux Street is a one-way road, accommodating three lanes of traffic. It is subject to a 50km/h speed zoning and permits on-street parking with restrictions, which can limit traffic to two lanes.
- **Waterloo Street:** a local road that traverses north-south between Albion Street in the north and Devonshire Street in the south. Within the immediate vicinity of the site, Waterloo Street is a one-way road in a southerly direction. It accommodates one lane of traffic and permits restricted on-street parking between Belmore Lane and Foveaux Street. South of Foveaux Street, it accommodates a single lane of traffic in either direction within an undivided carriageway and has a 50 km/h speed zoning.
- **Corben Street:** a local road that traverses north-south between Fitzroy Street in the north and Foveaux Street in the south. North of Foveaux Street, it operates two-way traffic flow with parking on either side, leaving a single lane of traffic. Corben Street has a 50 km/h speed zoning.

It can be seen from **Figure 3** that the site is conveniently located with respect to arterial and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising traffic impacts.



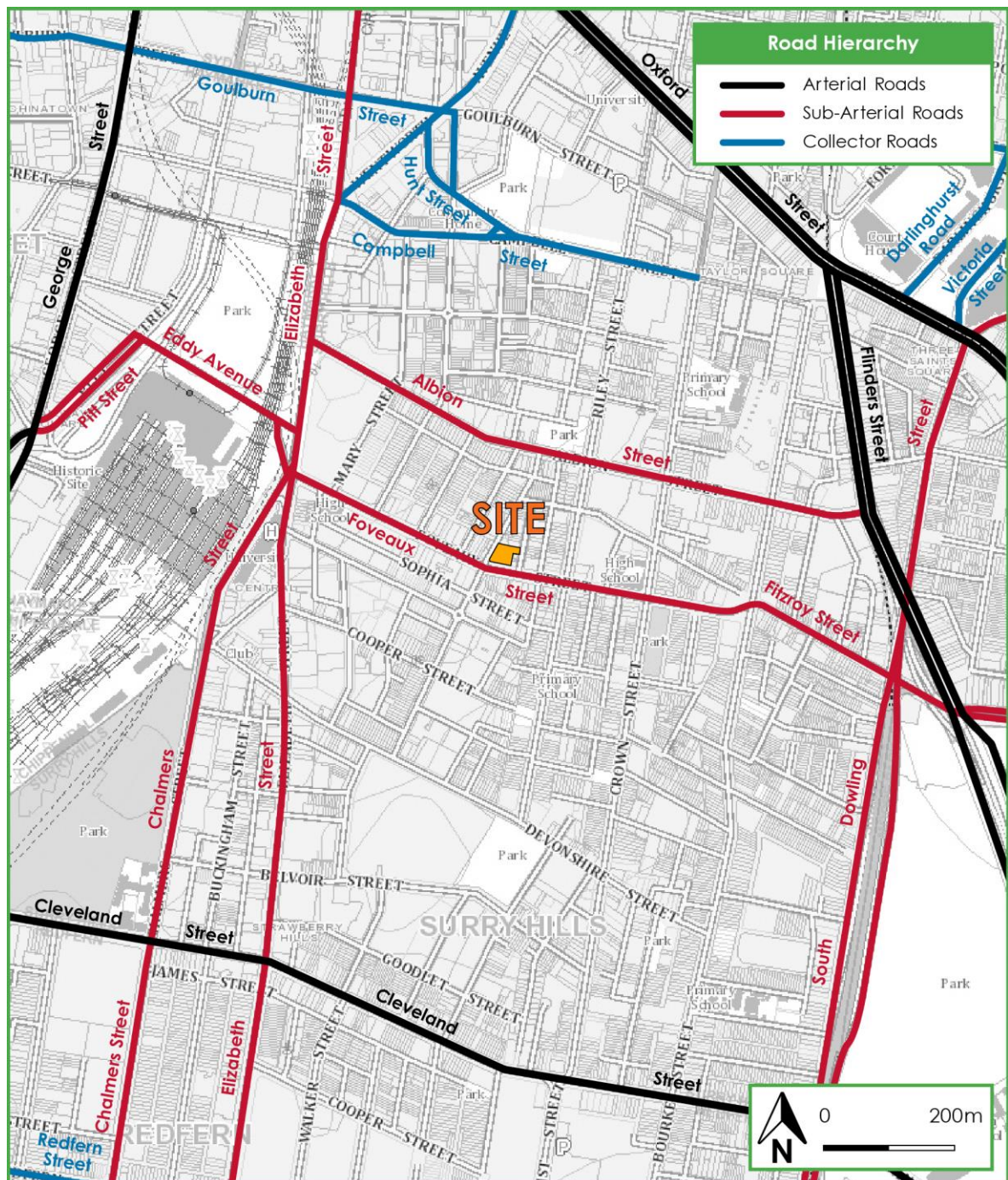


Figure 3: Road Hierarchy



## Public Transport

The existing public transport services that operate in the locality are presented in **Figure 4** and are summarised as follows:

### Bus Services

The subject site is within optimal walking distance (400 metres) of several bus services. These services and destinations are summarised below:

- 304 – Rosebery to City Circular Quay via Zetland
- 338 – Clovelly to Central Railway Square
- 339 – Clovelly to City Gresham Street
- 352 – Marrickville Metro to Bondi Junction via Oxford Street, Crown Street and King Street
- 372 – Coogee to Central Railway Square
- 374 – Coogee to City Circular Quay via Bream Street
- 376 – Maroubra Beach to Central Railway Square
- 391 – La Perouse to Central Railway Square
- 393 – Little Bay to Central Railway Square via Maroubra and Kingsford

### Railway Services

The site is also conveniently situated within 400 metres of Central Railway Station. This railway station provides services to the routes outlined in **Table 1** below:

**Table 1 – Central Railway Station Existing Services and Routes**

Train Line	Routes	Train Line	Routes
CCN	Central Coast and Newcastle Line	BMT	Blue Mountains Line
SHL	Southern Highlands Line	T1	North Shore, Northern and Western Line
SCO	South Coast Line	T2	Inner West and Leppington Line
Regional NSW	North Coast NSW	T3	Bankstown Line
	North West NSW	T4	Eastern Suburbs and Illawarra Line
	Southern NSW	T7	Olympic Park Line
	Western NSW	T8	Airport and South Line

### Light Rail Services

In addition, the site is within 800 metres of several existing and future light rail stations along the Inner West and Sydney CBD light rail lines. The existing Inner West Line provides services to 23 stations along the L1 Line between Central and Dulwich Hill. The existing stations for this line are outlined below:





- Central Light Rail Stop; and
- Capitol Square Light Rail Stop.

Upon completion, the future Sydney CBD and South East Lines will feature a total of 19 stations between The Rocks, Kingsford and Randwick. The future stations for this line are outlined below:

- Haymarket Light Rail Stop;
- Central Station Chalmers Street Light Rail Stop; and
- Surry Hills Light Rail Stop.

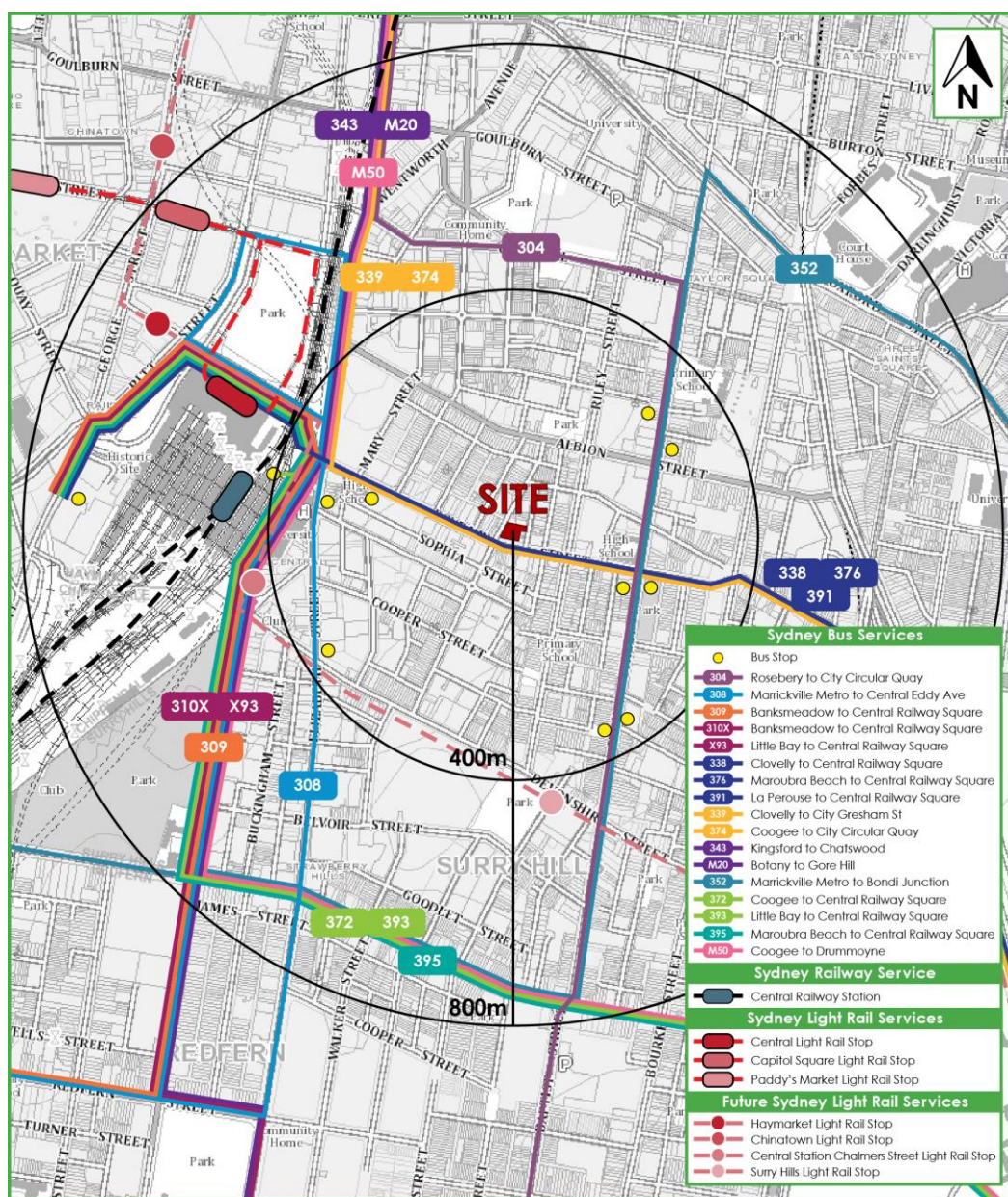


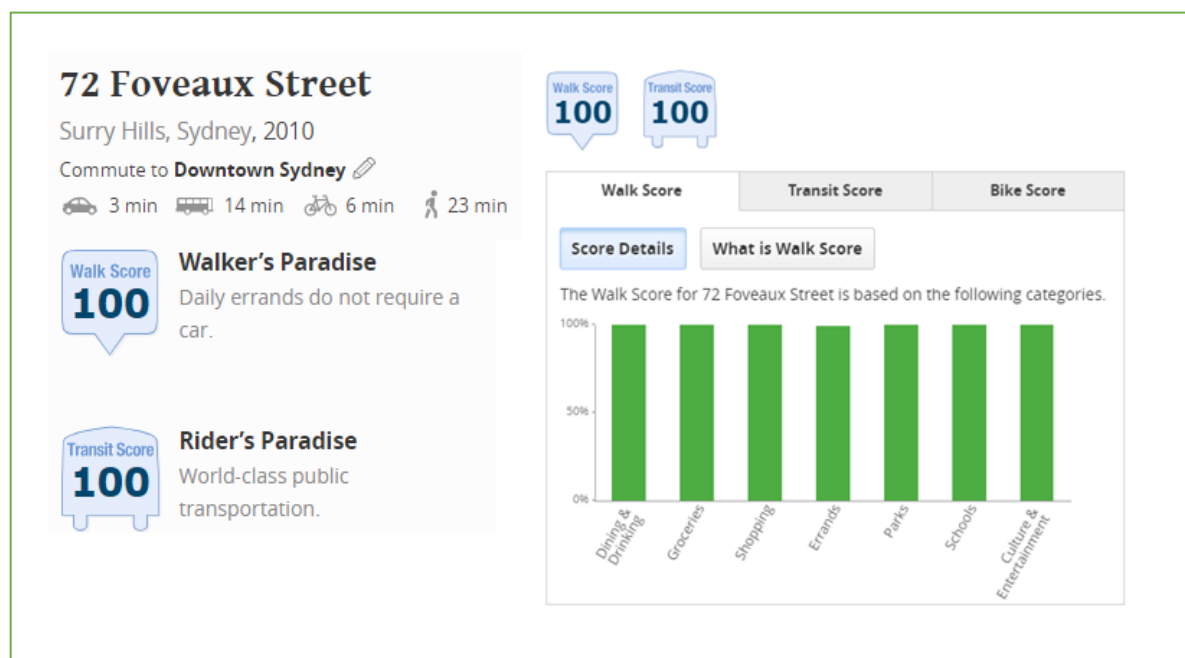
Figure 4: Public Transport



## Walking Facilities

The site is ideally placed with several pedestrian facilities available in the locality. There are existing pedestrian footpaths surrounding the site, with footpaths provided along both sides of the road along Foveaux Street and Corben Street. In addition, thresholds are generally provided for connecting roads along the north side of Foveaux Street, as well as a signalised pedestrian crossing near the Commonwealth Street intersection.

Furthermore, the site is also located within walking distance of several amenities such as restaurants, cafés, bars, supermarkets, shopping centres, parks and schools. Walk-Score is an excellent way of measuring the 'walkability' of the site with respect to nearby amenities based on distance and pedestrian friendly areas. Application of the site results in the walk scores presented in **Figure 5** below.



**Figure 5: Walk-Score Summary for 72 Foveaux Street**

It can be seen from **Figure 5**, that the subject site is considered to be highly walkable to the surrounding amenities and public transport, with a Walk-Score and Transit Score of 100. Accordingly, the location of the site is such that daily errands can be accomplished on foot, while also providing convenient public transport options to various areas.

## Cycling Infrastructure

The site is also located within close proximity to separated bicycle lanes, off-road shared paths and bicycle friendly roads available throughout the area. These cycleways can be used concurrently with other bicycle routes to provide connections to various areas. The existing cycling facilities are presented in **Figure 6**, with the cycleways summarised as follows:

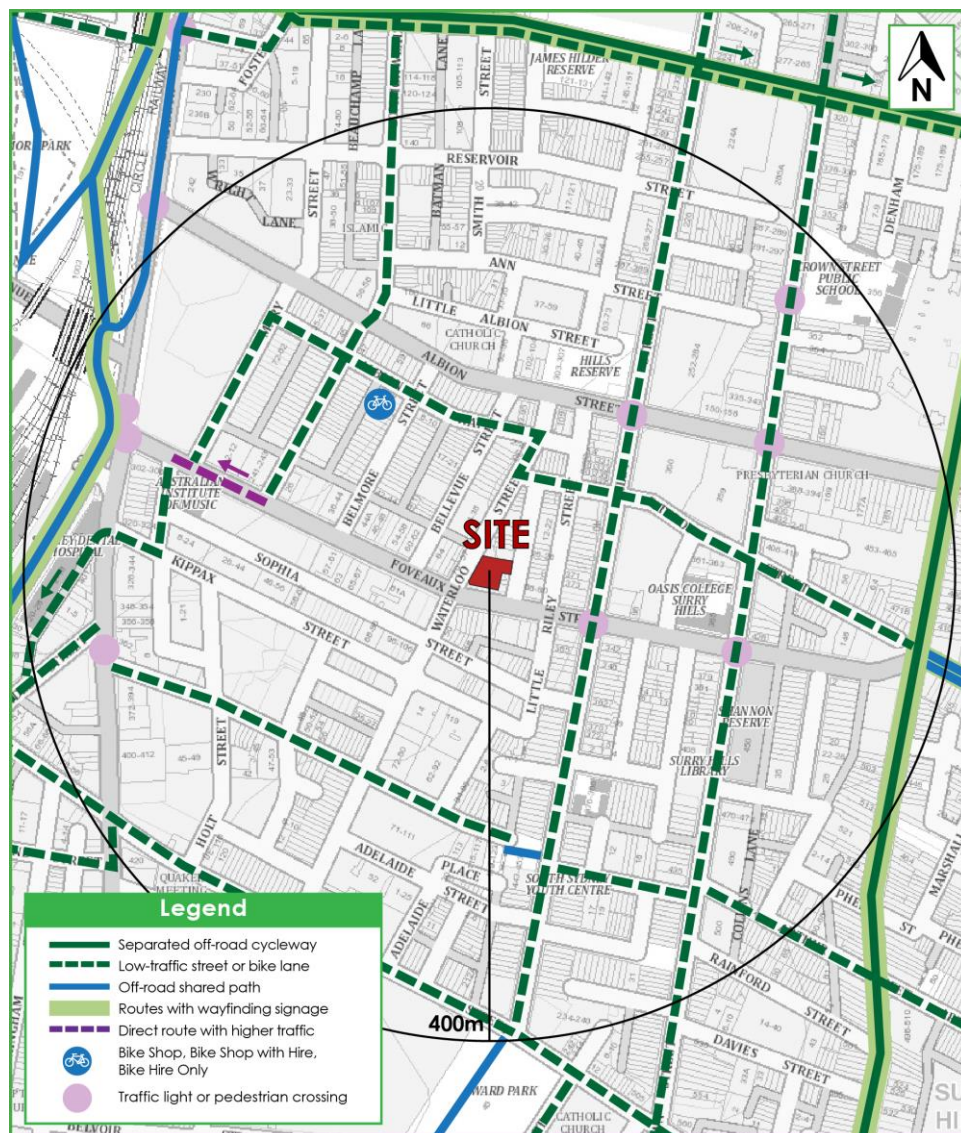
- Separated Bicycle Lanes Bourke Street and Campbell Street accommodate dedicated lanes. These lanes provide access to areas such as Woolloomooloo and Moore Park.





- **Low-Traffic On-road Routes** Crown, Devon Fitzroy and Riley Street accommodate low-traffic on-road routes. These routes provide access to areas such as Darlinghurst, Haymarket and Redfern.
- **Off-Road Shared Paths** Sections of Elizabeth, Fitzroy, Flinders and Albion Streets accommodate off-road shared paths for bicycles. These routes provide access to areas towards Chippendale, Paddington and Moore Park.
- **Wayfinding Signage Routes** Bourke, Campbell, Chalmers and Fitzroy Streets accommodate routes with wayfinding signage. These routes provide access to areas such as Randwick, Waterloo, Redfern and Darlinghurst.

It can be seen from **Figure 6** that the site is conveniently located with respect to the various cycle infrastructure serving the locality. As such, the site is considered highly accessible via the existing cycling network.



**Figure 6: Existing Cycleways in the Locality**



## Car Sharing Services

The site is also within 400 metres of numerous GoGet car pods located within the Surry Hills area. This scheme allows share cars to be rented for short-term trips. The existing GoGet car pods in the locality are presented in **Figure 7** below.

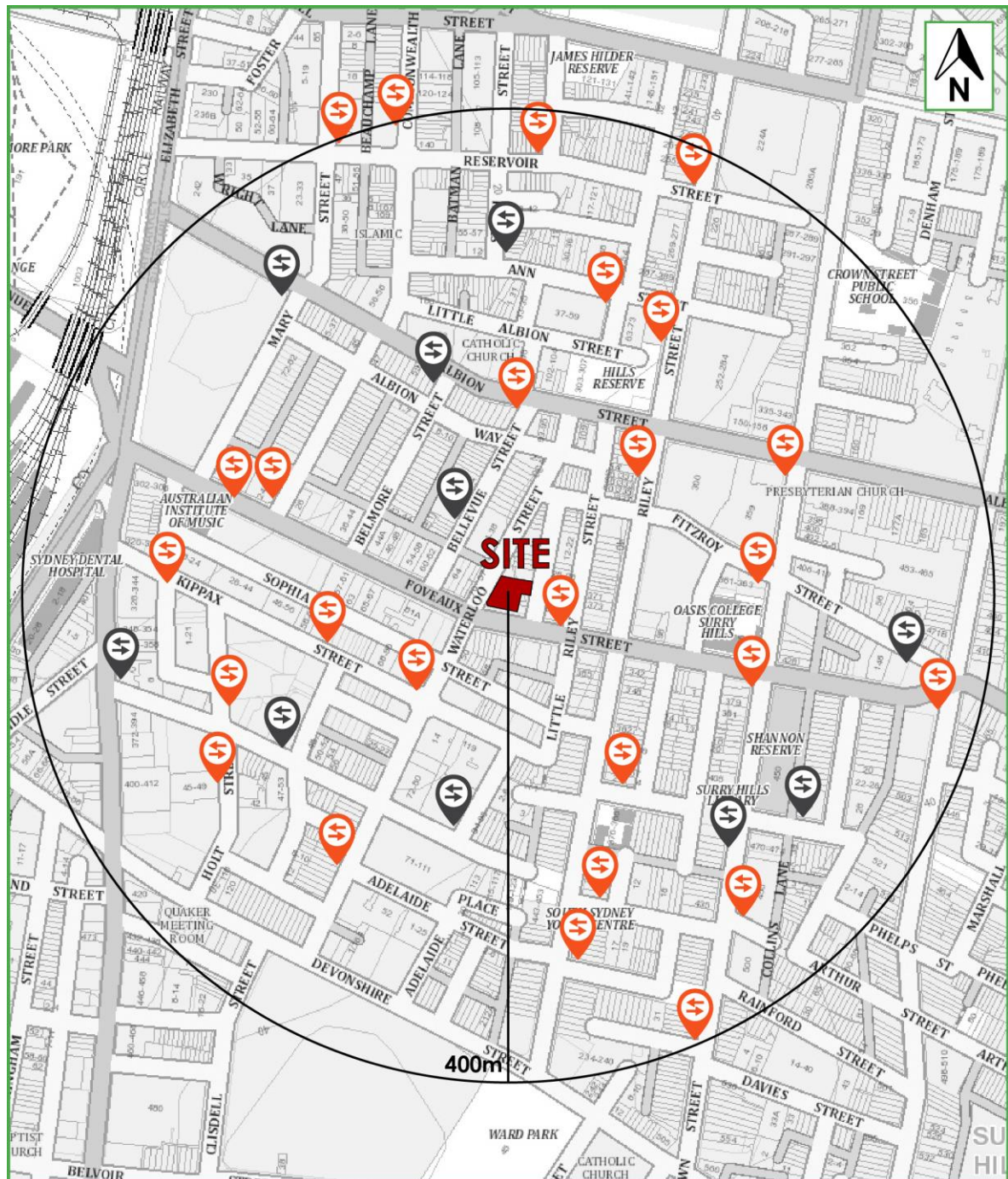


Figure 7: GoGet Pods in the Locality





## • Description of Proposed Development

A full description of the proposed development can be found in the SEE, prepared separately. In summary, the proposal for which approval is now sought comprises the following components:

- Retention of the existing building;
- Removal of the existing vehicular access off Waterloo Street;
- Alterations and additions to the existing building for a total area of 3,333m<sup>2</sup> GFA comprising:
  - 2,261m<sup>2</sup> GFA of commercial space;
  - Ancillary components amounting to 1,072m<sup>2</sup> GFA comprising:
    - 385m<sup>2</sup> GFA of staff training space;
    - 644m<sup>2</sup> GFA of staff canteen space; and
    - 43m<sup>2</sup> GFA of rooftop space.
- Provision of 32 bicycle parking spaces within the basement level;
- Provision of bicycle End-Of-Trip (EOT) facilities within the basement level.

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 2**.

## • Parking Requirements

### Car Parking

The City of Sydney Local Environmental Plan 2012 (LEP) provides the parking provision for commercial developments based on the land category and floor space ratio (FSR). It is noted that the site is classified as 'Category E', as per the City of Sydney LEP, with a proposed FSR of 3.58:1. As such, the *maximum* parking rate and provision is calculated using the following formula:

$$M = \frac{(G \times A)}{(50 \times T)}$$

Where:

- M = Maximum number of car parking spaces,
- G = 2,261m<sup>2</sup> GFA (Commercial space);
- A = 861.5m<sup>2</sup> (Site area); and
- T = 3,584m<sup>2</sup> GFA (Commercial, staff training, staff canteen and EOT facilities).

Application of the above formula and areas of the proposed development, results in the maximum parking allowance for 11 car parking spaces. In response, the development proposes no car parking spaces, as permissible. The proposed provision for no on-site parking is considered acceptable and appropriate given the following reasons:

- The subject site is located within proximity of various bus services, as well as Central Railway Station. Furthermore, the future Sydney Light Rail network will provide commuters with additional access to various locations around Sydney CBD. As such, the site is considered to have excellent access to existing and future public transport services, thereby significantly reducing the parking demand of the development;



- The site benefits from being situated within walking distance to the surrounding amenities, with the resultant Walk-Score and Transit Score, equating to 100. This walk score in conjunction with the various cycleways in the locality suggests that the majority of errands can be accomplished using active travel modes. This in turn, would encourage the use of active travel for the development, thereby minimising parking demands;
- The site is also situated within close proximity to several car share services such as GoGet. These car share services can provide an economic alternative to privately owned vehicles, with several pods available in the locality. As such, the availability of this car share service will further reduce the parking demand of the development.
- A Green Travel Plan can be developed for the proposed development, with the primary objectives summarised as follows:
  - Promote the use of sustainable transport modes, thus reducing congestion and pollution in the local area;
  - Encourage a positive image for the development as an innovative and environmentally-aware place of residence; and
  - Encouraging healthier travel options for residents, such as walking and cycling to promote a healthier lifestyle.

Within the Green Travel Plan a Travel Access Guide (TAG) would be provided. A TAG is prepared to reduce the reliance on private vehicle usage associated with the proposed development. The provision of this information to staff and visitors will ensure that they are aware of the public transport options and frequencies available to them, as well as the location of relevant services. As such, a reduction in car-oriented trips to and from the site is expected over a comparable development without a Green Travel initiative. Furthermore, increasing the number of journey-to-work trips by public and active transport is considered to be one of the most relevant State Government policies that are applicable to the subject site;

In summary, the provision for no car parking spaces is considered appropriate and acceptable for the proposed development. The location of the site, with respect to the various services and active travel infrastructure reinforce the proposed provision for no spaces.

### **Accessible and Motorcycle Parking**

The City of Sydney Development Control Plan (DCP) 2012 provides the following rates for accessible and motorcycle parking:

- 1 accessible car parking space for every 20 parking spaces or part thereof; and
- 1 motorcycle parking space per 12 car parking spaces.

As no on-site parking is provided, there is no requirement to provide accessible and motorcycle parking spaces. In response, the development proposes no accessible car parking spaces and no motorcycle spaces and is thereby compliant with the DCP.

### **Car Sharing**

The City of Sydney DCP states that developments are to provide car share parking spaces in addition to the maximum number of car parking spaces permitted. This rate and provision is based on the aforementioned City of Sydney LEP classification of the site, being 'Category E'. This rate is summarised below:

- 1 car share space per 40 car parking spaces.





As no on-site parking is provided, there is no requirement to provide car sharing parking spaces. In response, the development proposes no car share parking spaces and is thereby compliant with the DCP.

### Bicycle Parking

The City of Sydney DCP provides the bicycle parking rates and provisions for commercial developments. These *minimum* rates and provisions are summarised in **Table 2** below:

**Table 2 – DCP Minimum Bicycle Parking Rate and Provisions**

Type	GFA	DCP Minimum Bicycle Parking Rate	Parking Required*	Parking Provided
Office or Business Premises				
Employees	2,261m²	1 space per 150m² GFA	15.1	32
Visitors		1 space per 400m² GFA	5.7	
Totals			20.8 (21)	32

\* The minimum number of bicycle parking spaces is to be rounded up to the nearest whole number, as per the DCP.

It can be seen from Table 2 that the proposed development is required to provide a minimum of 21 bicycle parking spaces. In response, the development proposes a total of 32 bicycle parking spaces located at the basement level in the form of bicycle storage units. This provision is superior to the minimum requirements of the DCP and as such considered acceptable.

In addition to the above, the City of Sydney DCP requires EOT facilities be provided at the following rates:

- 1 personal locker for each bicycle parking space;
- 1 shower and change cubicle for up to 10 bicycle parking spaces;
- 2 shower and change cubicles for 11 to 20 or more bicycle parking spaces; and
- 2 additional showers and cubicles for each additional 20 bicycle parking spaces or part thereof.

In response, the development proposes EOT facilities located at the basement level with an area of 251m<sup>2</sup>. These EOT facilities include the provision of personal lockers, as well as male, female and accessible showers and change cubicles. These EOT facilities are considered acceptable given the nature and scale of the development.

### Servicing and Refuse Collection

The City of Sydney DCP states the minimum rate for service vehicle parking for commercial developments. This rate is summarised below:

- 1 service per 3,300 sqm GFA, or part thereof, for the first 50,000sqm.

Application of the above rate to the commercial component of 2,261m<sup>2</sup> GFA, results in a requirement for one (1) service vehicle parking space. In response, the development proposes to utilise the existing on-street loading space located at the frontage of the site, on Foveaux Street. As the development is proposed to be for a single commercial tenant with no retail space and a reduced commercial GFA, the service vehicle arrangement is considered appropriate.



It should be noted that the existing DA consent includes an agreement with Council to have garbage collection take place from Waterloo Street. As such, the development proposes no change to the existing on-street collection service since the proposed commercial GFA of 2,261m<sup>2</sup> is less than that of the existing GFA of 2,560m<sup>2</sup>. Accordingly, the existing on-street collection is considered appropriate and supportable, given the nature and scale of the proposed development.

## ● Traffic Generation

### Existing Development

The existing development comprises of a commercial component of 2,560m<sup>2</sup> GFA and a retail component of 89m<sup>2</sup> GLFA. In accordance with the *RMS Technical Direction TDT 2013/04a*, the following traffic generation rates are recommended:

- Commercial Component:
  - 1.6 per 100m<sup>2</sup> GFA during the AM peak period.
  - 1.2 per 100m<sup>2</sup> GFA during the PM peak period.
- Retail Component classified as A(SS) – Speciality shops:
  - 4.6 A(SS) vehicle trips per 100m<sup>2</sup> during the PM peak period.

Application of the above rates, results in the following existing traffic generation:

- Commercial Component:
  - 41 veh/hr during the AM peak period (33 in, 8 out)
  - 31 veh/hr during the PM peak period (6 in, 25 out)
- Retail Component classified as A(SS) – Speciality shops:
  - 0 veh/hr during the AM peak period (0 in, 0 out)
  - 4 veh/hr during the PM peak period (2 in, 2 out)

Accordingly, the combined traffic generation of the existing development equates to the following:

- Combined Existing Development:
  - 41 veh/hr during the AM peak period (33 in, 8 out)
  - 35 veh/hr during the PM peak period (8 in, 27 out)

### Proposed Development

The proposed development comprises of a commercial component of 2,261m<sup>2</sup> GFA. Application of the abovementioned traffic generation rates from the *RMS Technical Direction TDT 2013/04a*, results in the following anticipated traffic generation for the proposed development:

- 36 veh/hr during the AM peak period (29 in, 7 out)
- 27 veh/hr during the PM peak period (5 in, 22 out)





### Net Traffic Generation

The above traffic generation of the proposed development does not take into account the existing commercial and retail components. Accordingly, the net change in traffic generation over the existing conditions is anticipated to be:

- 5 veh/hr during the AM peak period (-4 in, -1 out)
- 8 veh/hr during the PM peak period (-3 in, -5 out)

It can be seen from the above, that the proposed development is expected to result in a reduction of vehicle trips during both the AM and PM peak periods. Notwithstanding the above, the development proposes no on-site car parking spaces, thereby further reducing the anticipated traffic generation. As such, the proposed development is anticipated to have no material impact on the surrounding road network.

### Internal Design

Bicycle parking spaces are provided within the basement level. The development proposes a provision of 32 bicycle parking spaces in the form of storage units. The storage units are designed in accordance with AS 2890.3 to standard bicycles.

In summary, the internal configuration of the basement level has been designed in accordance with AS 2890.3 (2015). It is however envisaged that a condition of consent would be imposed requiring compliance with these standards. As such, any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

### Conclusion

On the basis of the above, the proposed commercial development at 72-84 Foveaux Street, Surry Hills in our view is considered supportable.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

### Traffic

Vince Doan  
**Executive Engineer**

Encl: Attachment 1 – Photographic Record  
Attachment 2 – Reduced Plans

# ATTACHMENT 1

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Photographic Record





View looking northeast from Waterloo Street, towards the subject site.



View looking northwest from Foveaux Street, towards the subject site.





View looking east from the subject site, towards Foveaux Street.



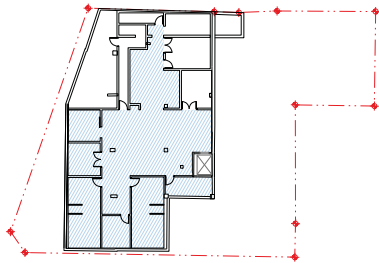
View looking west from the subject site, towards Foveaux Street and Waterloo Street.

## ATTACHMENT 2

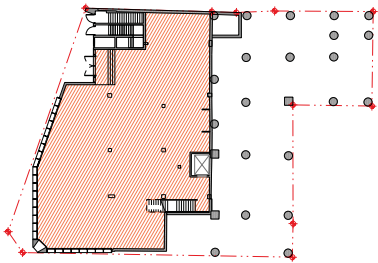
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Reduced Plans

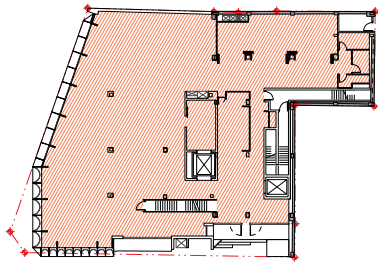




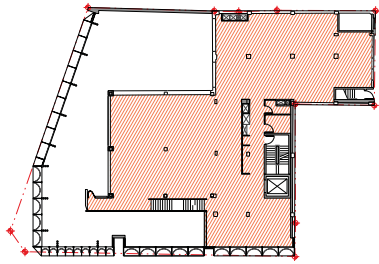
BASEMENT LEVEL PLAN



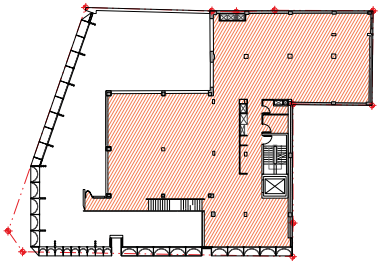
LOWER GROUND LEVEL PLAN



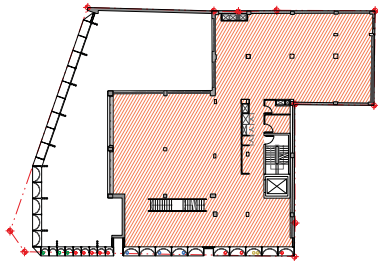
GROUND LEVEL PLAN



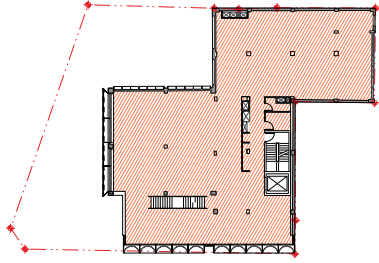
LEVEL 1 PLAN



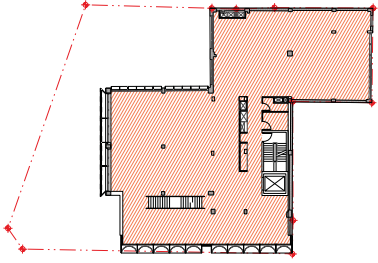
LEVEL 2 PLAN



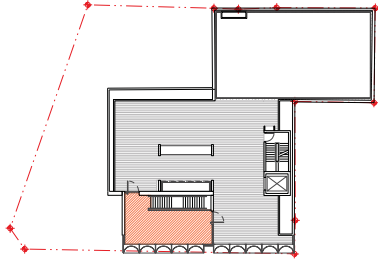
LEVEL 3 PLAN



LEVEL 4 PLAN



LEVEL 5 PLAN



LEVEL 6 PLAN

CONTROLS ANALYSIS (LEP 2012)	
ZONE:	B4 MIXED USE
HEIGHT:	15m
FSR:	2.5 : 1

FSR ANALYSIS – EXISTING	
SITE AREA:	861.5sqm *
GFA	2,568.7sqm **
FSR:	2.98 : 1 **

GROSS FLOOR AREAS – PROPOSED		
LEVEL	USE	AREA
BASEMENT LEVEL	EOT	251sqm ****
LOWER GROUND	STAFF TRAINING	385sqm
GROUND LEVEL	STAFF CANTEEN	644sqm
LEVEL 1	COMMERCIAL	423sqm
LEVEL 2	COMMERCIAL	440sqm
LEVEL 3	COMMERCIAL	466sqm
LEVEL 4	COMMERCIAL	466sqm
LEVEL 5	COMMERCIAL	466sqm
LEVEL 6	ROOFTOP	43sqm
TOTAL GFA		3,333sqm

FSR ANALYSIS – PROPOSED	
SITE AREA:	861.5sqm *
GFA	3,333sqm
FSR:	3.87 : 1

- NOTES
- \* REFER TO SURVEY PLAN No.A1 – 10254D (DATED 9.4.10) PREPARED BY BYRNE & ASSOCIATES CONSULTING SURVEYORS & ENGINEERS
  - \*\* REFER TO GROSS FLOOR AREA & FLOOR SPACE RATIO DETERMINATION (DATED 2.9.13) PREPARED BY GEOMETRA CONSULTING
  - \*\*\* PREPARED IN ACCORDANCE WITH SYDNEY LOCAL ENVIRONMENTAL PLAN 2012
  - \*\*\*\* END OF JOURNEY FLOOR SPACE (SHOWERS, CHANGE ROOMS, LOCKERS, BICYCLE STORAGE AREAS) EXCLUDED FROM GFA CALCULATION IN ACCORDANCE WITH CoS LEP 2012 CLAUSE 6.13

LEGEND	
	AREAS INCLUDED IN GFA CALCULATIONS
	AREAS NOT INCLUDED IN GFA CALCULATIONS****
	VOID
	SITE BOUNDARY

18/03/19 FOR COORDINATION  
22/03/19 FOR COORDINATION  
06/02/19 FOR COORDINATION  
18/01/19 FOR COORDINATION  
11/01/19 FOR COORDINATION

P7  
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Issue Date Description

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ARCHITECT:  
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E: architects@candalepas.com.au  
NSW ARCHITECTS REG No. – 5773

PROJECT:  
72–84 FOVEAUX STREET, SURRY HILLS

CLIENT:  
STASIA HOLDINGS PTY LTD

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DATE:  
MAR 2019

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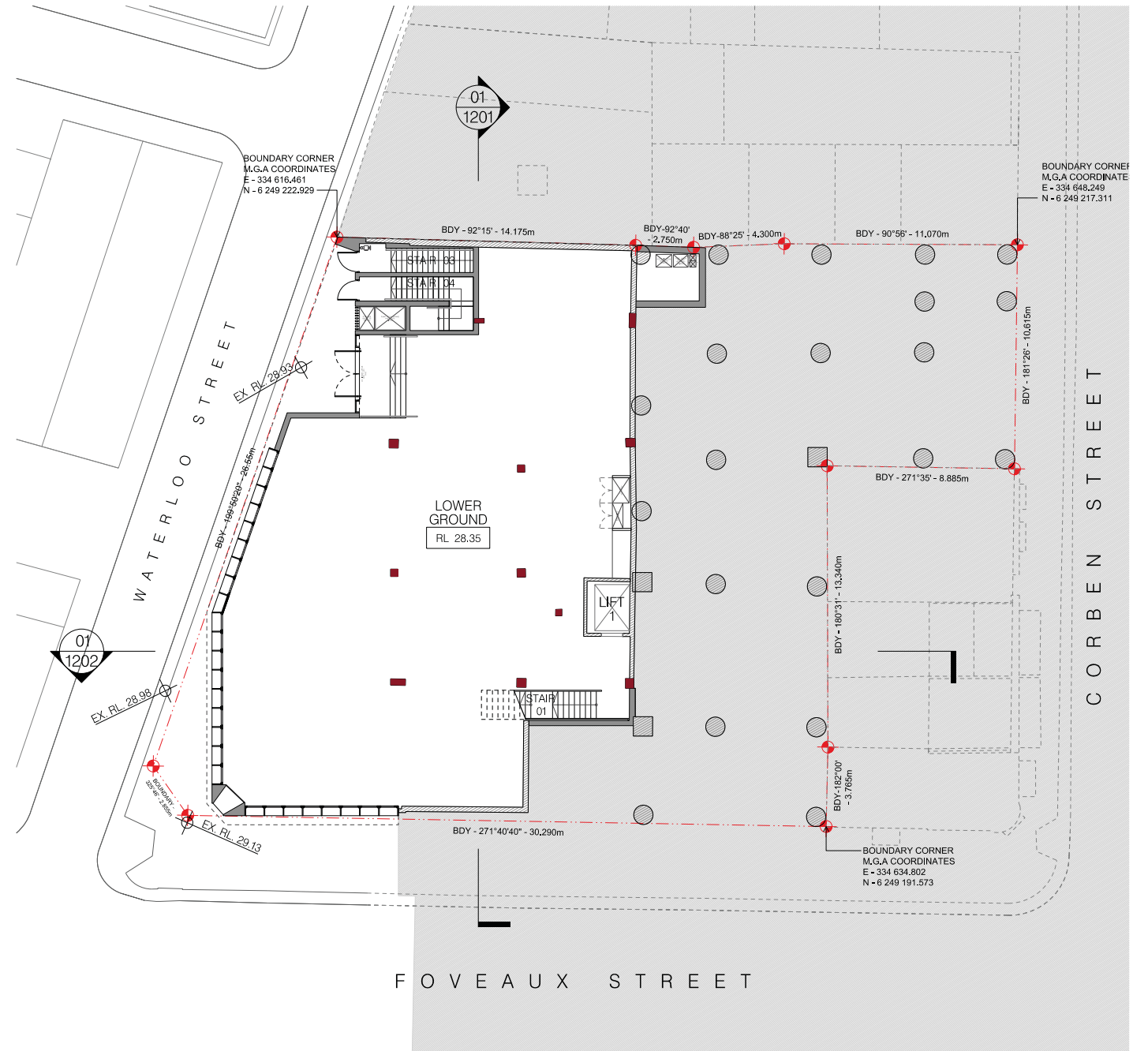
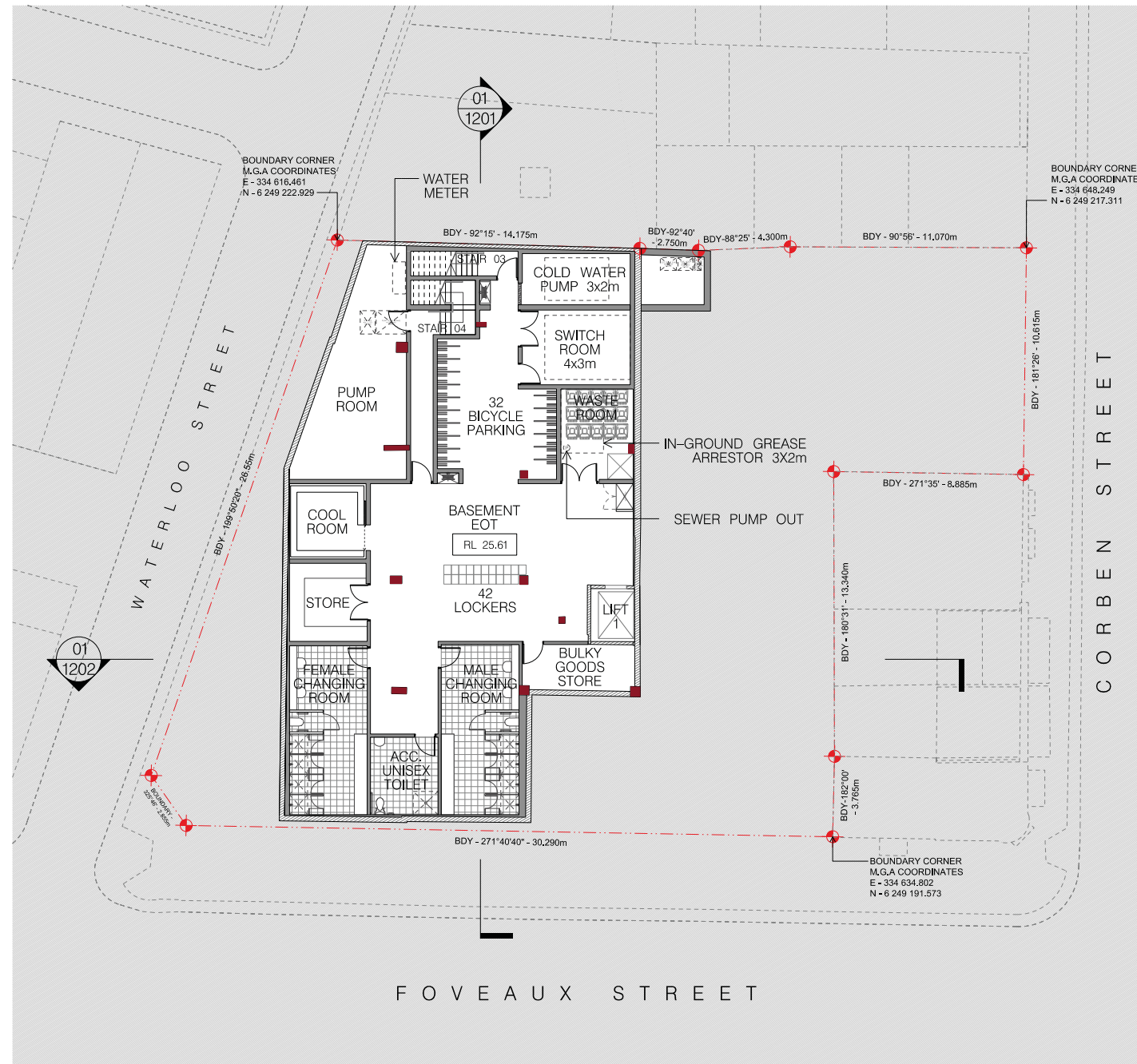
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KC, LM

DRAWING:  
DEVELOPMENT CALCULATIONS

DRAWING No.  
DA – 1601

JOB No.  
8635

ISSUE  
P7



P R E L I M I N A R Y

Issue	Date	Description
P7	08.03.19	FOR COORDINATION
P6	01.03.19	FOR COORDINATION
P5	22.02.19	CLIENT REVIEW
P4	08.02.19	FOR COORDINATION
P3	30.01.19	FOR COORDINATION
P2	18.01.19	FOR COORDINATION
P1	11.01.19	FOR COORDINATION

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NSW ARCHITECTS REG. No. - 577

PROJECT:  
72-84 FOVEAUX STREET, SURRY HILLS

CLIENT:  
STASIA HOLDINGS PTY LTD

SCALE: 1:200@A2

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DATE:  
MAR 2019

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ACu

DRAWN BY:  
KC LM

DRAWING:  
BASEMENT &  
LOWER GROUND  
FLOOR PLAN

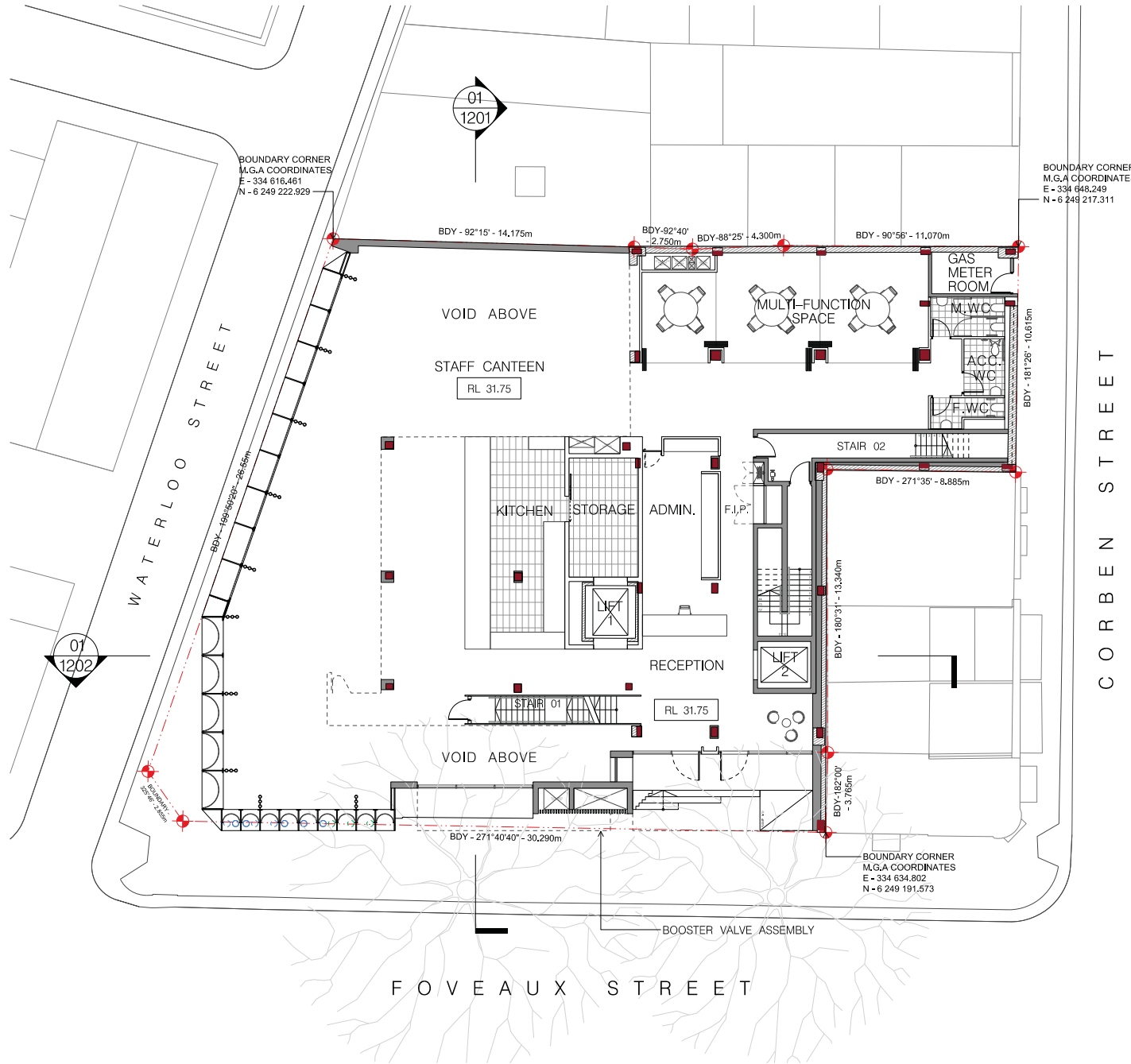
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DA - 1101

ISSUE P7

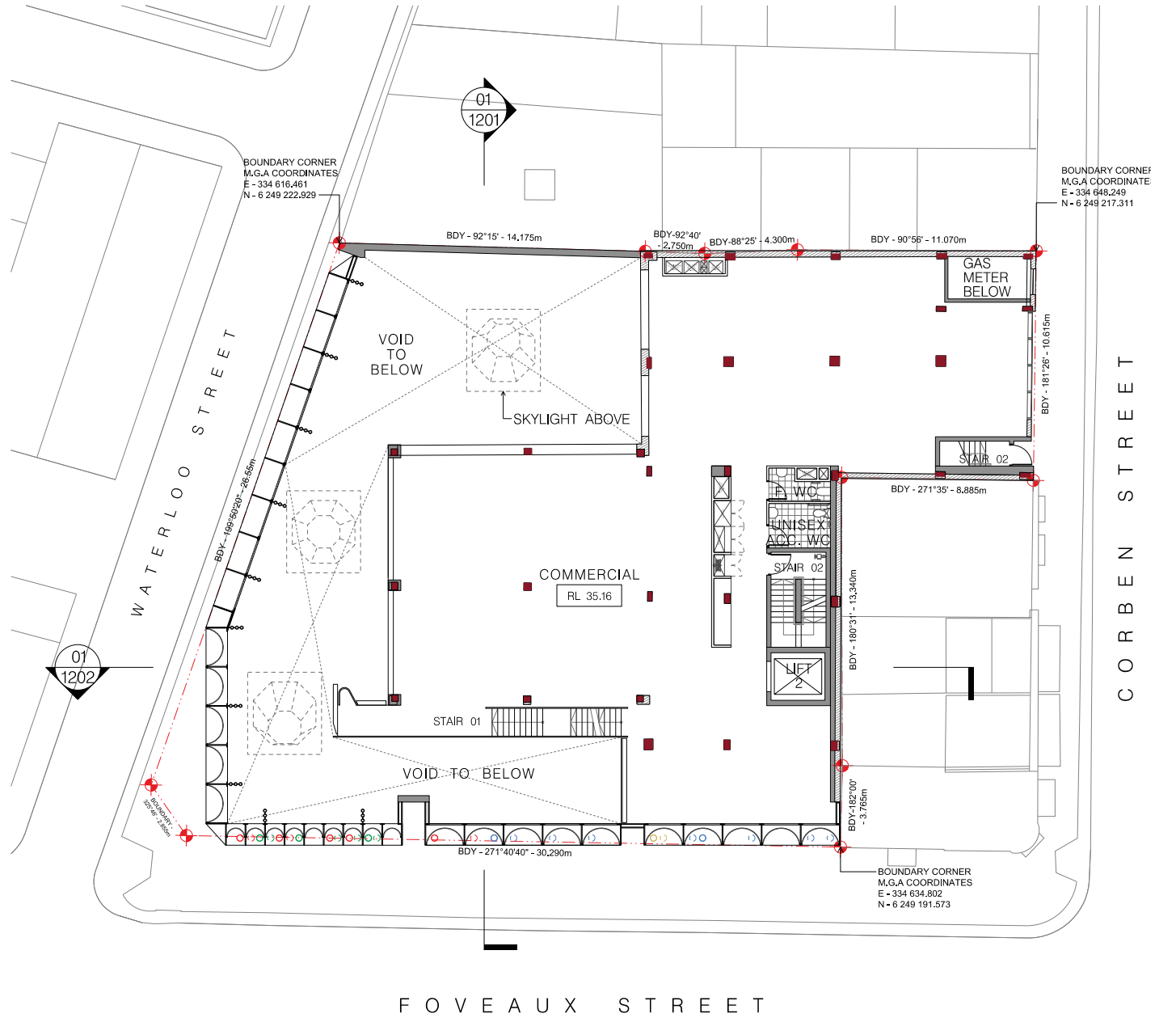
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JOB No. 5638





01 GROUND FLOOR PLAN  
1:200



02 LEVEL 1 PLAN  
1:200

PRELIMINARY

Issue	Date	Description
P7	18.03.19	FOR COORDINATION
P2	15.03.19	FOR COORDINATION
P1	14.02.19	FOR COORDINATION
P1	13.02.19	FOR COORDINATION
P1	12.02.19	FOR COORDINATION
P1	11.02.19	FOR COORDINATION

Drawing Original Size A2

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PROJECT:  
72-84 FOVEAUX STREET, SURRY HILLS  
CLIENT:  
STASIA HOLDINGS PTY LTD  
SCALE: 1:200@A2  
0 5m 10m

DATE:  
MAR 2019  
CHECKED 1:  
LM  
CHKD2/APPD:  
ACU  
DRAWN BY:  
KC, LM

DRAWING:  
GROUND &  
LEVEL 1 FLOOR  
PLAN  
DRAWING No.  
DA - 1102

JOB No.  
5638  
ISSUE  
P7