

**PROPOSED
SENIORS LIVING DEVELOPMENT
NELSON SHORT STREET, POTTS HILL**
*Assessment of Traffic and
Parking Implications*

August 2017
(Rev B)

Reference 17047

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 502, Level 5
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email: info@ttpa.com.au

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	PROPOSED DEVELOPMENT SCHEME.....	2
2.1	Site, Context And Development Circumstances.....	2
2.2	Proposed Development.....	2
3.	ROAD NETWORK AND TRAFFIC CONDITIONS	4
3.1	Road Network.....	4
3.2	Traffic Controls	5
3.3	Traffic Conditions	5
3.4	Transport Services	6
4.	PARKING	7
5.	TRAFFIC	9
6.	ACCESS, INTERNAL CIRCULATION AND SERVICING	11
7.	CONCLUSION	12

APPENDIX A	DEVELOPMENT PLANS
APPENDIX B	SIDRA RESULTS
APPENDIX C	TURNING PATH ASSESSMENT

LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
FIGURE 2	SITE
FIGURE 3	ROAD NETWORK
FIGURE 4	TRAFFIC CONTROLS
FIGURE 5	EXISTING PEAK TRAFFIC FLOWS
FIGURE 6	FUTURE PEAK TRAFFIC FLOWS

1. INTRODUCTION

This report has been prepared to accompany a Development Application to Canterbury-Bankstown Council for a proposed Seniors Living complex on a site in Nelson Short Street at Potts Hill (Figure 1).

The development site is located within the Potts Hill Reservoir precinct where the south-eastern part of large Sydney Water landholding has been subdivided to permit a number of new developments including major Police and Sydney Water facilities.

The proposed development comprises 6 buildings providing for:

- * 157 ILU's (apartments)
- * 108 RACF beds
- * Medical Centre 122m²
- * Retail, restaurant, lounge and café

The purpose of this report is to:

- * describe the site, its context and the proposed development scheme
- * describe the 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

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND DEVELOPMENT CIRCUMSTANCES

The site (Figure 2) is part of the subdivision of a large Sydney Water landholding located on the northern side of Brunner Road being just to the east of Rookwood Road. The irregular shaped site, which comprises an area of 18,920m², also has frontages to Nelson Short Street and Graf Avenue. The site is cleared and vacant at the present time being relatively level with a very slight fall towards the east.

The surrounding uses comprise:

- * the water reservoir to the west
- * the residential dwellings to the east and south
- * the large NSW Police facility which adjoins to the north and the Sydney Water Regional Office and depot further to the north

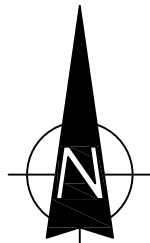
2.2 PROPOSED DEVELOPMENT

It is proposed to clear and excavate the site to provide for the construction of 6 new buildings over a basement parking level. The proposed development scheme comprises:

	One- bed ILU	Two- bed ILU	Three- bed ILU	Dementia beds	Residential care beds	Medical Centre GFA	Retail / Restaurant GFA
Building A				14	32		
Building B	11	27	4				
Building C	17	20	1				
Building D	8	23	5			122m ²	280m ² rest. 43m ² ret.
Building E	11	26	4				82m ² café
Building F				14	48		
Total	47	96	14	28	80	122m²	405m²
	Total ILU		157	Total RACF	108		
	RACF Staff – 20 max. daytime						



LEGEND



SITE

FIG 2

A total of 233 parking spaces will be provided in a single basement level with vehicle access on the Nelson Short Street frontage.

Details of the development scheme are provided on the architectural plans prepared by Jackson Teece which accompany the Development Application and are reproduced in part in Appendix A.

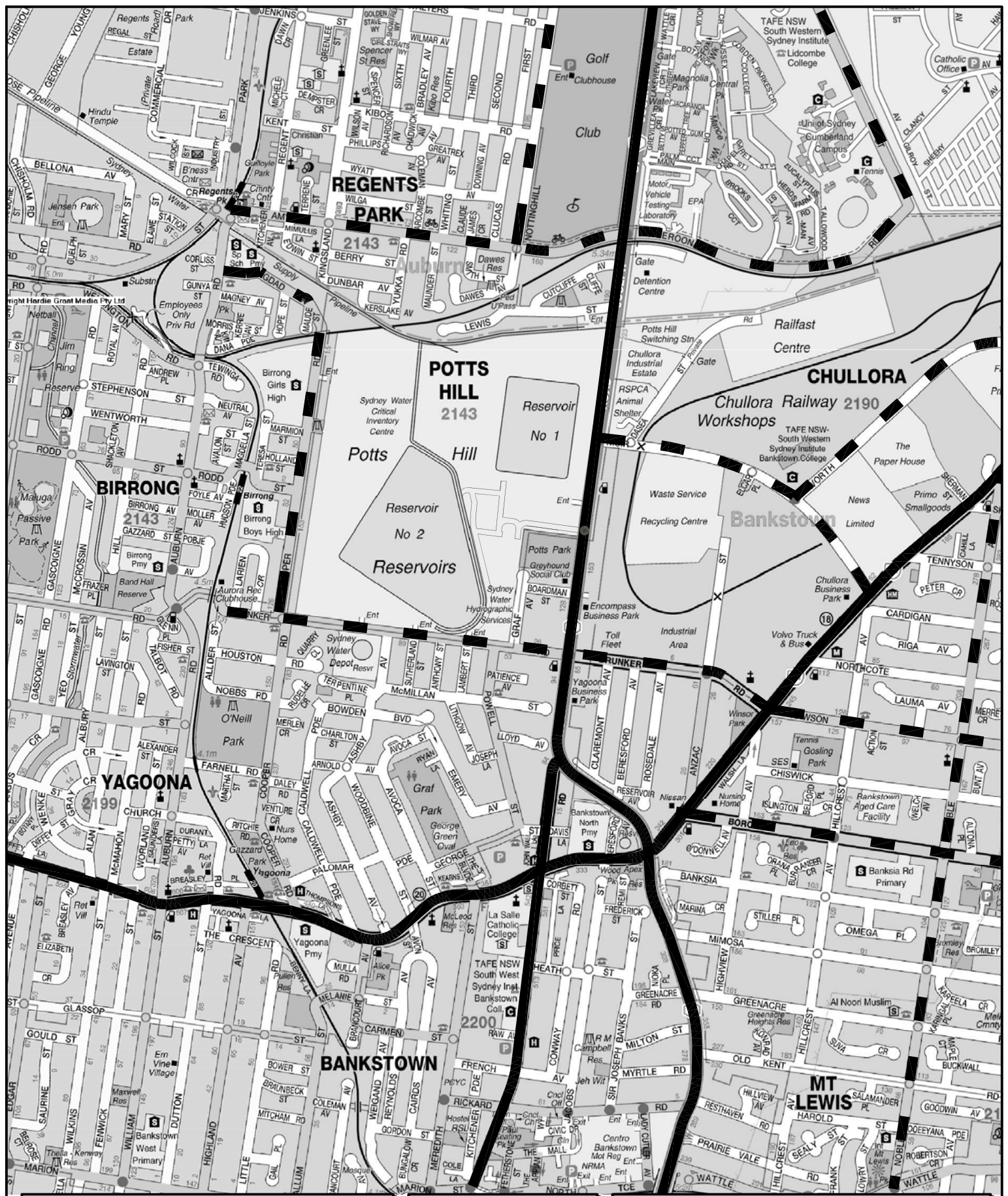
3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK




The existing road network is shown on Figure 3 and comprises:

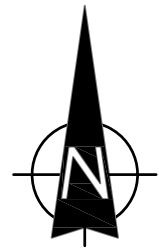
- * *Hume Highway* – a State Road and arterial route between the City and Liverpool
- * *Roberts Road* – a State Road and part of a major arterial route connecting across the Metropolitan Area
- * *Rookwood Road / Stacey Street / Joseph Street* – a State Road and part of an arterial providing a north-south connection providing a north-south connection linking with numerous other arterial routes
- * *Brunker Road* – a Regional Road and major collector route connecting between Hume Highway and Auburn Road
- * *Auburn Road* – a Regional Road and collector route
- * *Sraf Avenue / Boardman Street* – a local access road serving the Sydney Water Precinct
- * *Nelson Short Street* – a local access road into the Sydney Water Precinct connecting to Brunker Road

Nelson Short Street is relatively flat with a curved alignment and one traffic lane in each direction.



LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR



ROAD NETWORK

FIG 3

3.2 TRAFFIC CONTROLS

The existing traffic controls shown in Figure 4 comprise:

- * traffic signals at the Brunner Road and Nelson Short Street intersection with the closure of Lambert Street (see details overleaf)
- * the traffic signals along Rookwood Road at the Brunner Road, Boardman Street and William Holmes Street intersections
- * the roundabout at the Brunner Road and Cooper Road intersection
- * the traffic signals at numerous intersections along the Hume Highway route

3.3 TRAFFIC CONDITIONS

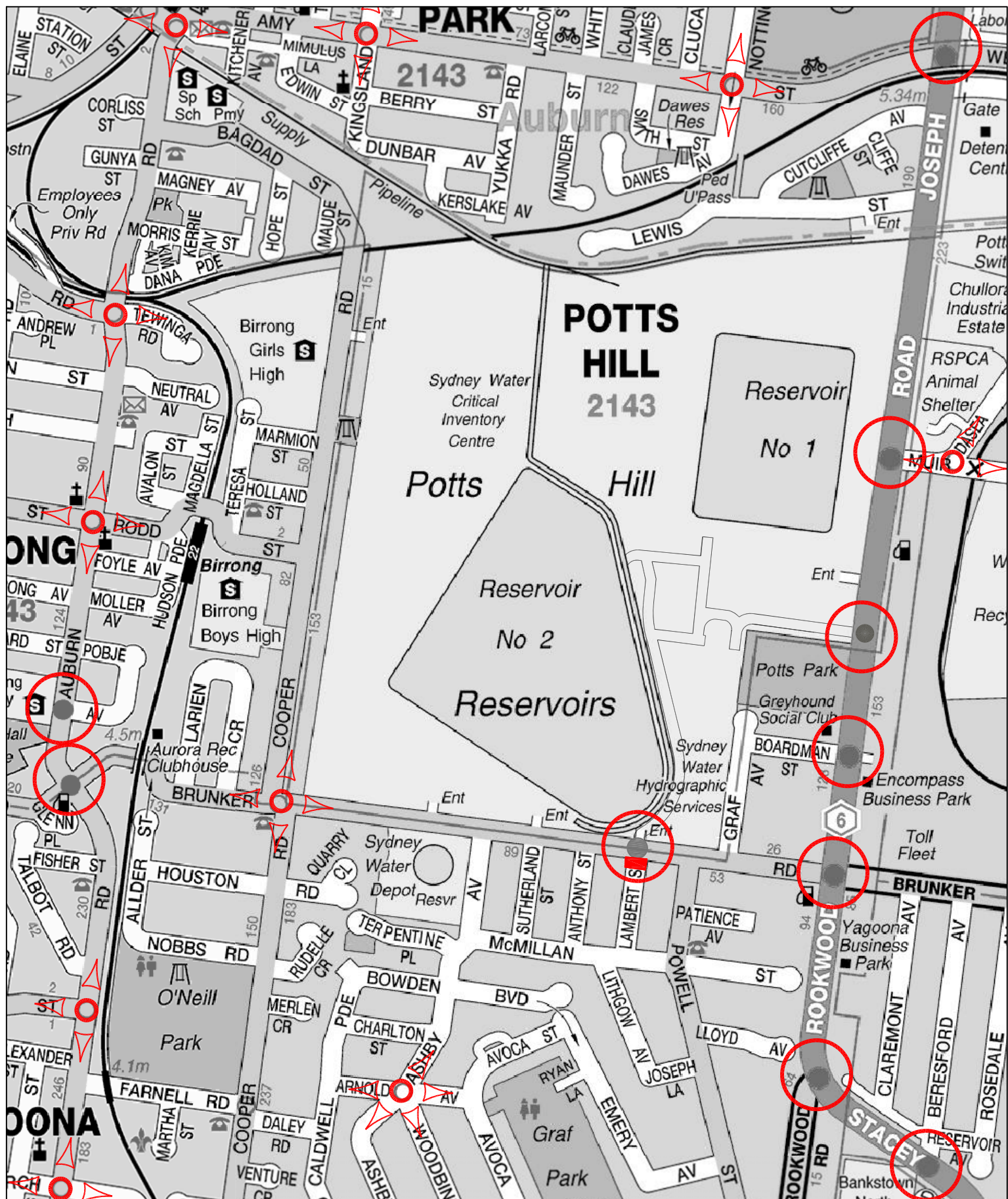
During the morning and afternoon peak periods there are significant traffic flows along Hume Highway and Rookwood Road while the most recent RMS volume recordings in the area are:

	AADT
Hume Highway north of Worth Street	59,296
Rookwood Road north of Muir Road	52,967

Traffic surveys have been undertaken at the Brunner Road / Nelson Short Street intersection during the morning and afternoon periods and the results are summarised in Figure 5.

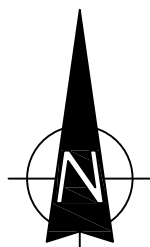
The operational performance of this intersection under the existing peak hour flows has been assessed using SIDRA. The results of that assessment indicating a relatively satisfactory performance are provided in Appendix B and summarised in the following while the criteria for interpreting these results is summarised overleaf.

AM			PM		
LOS	DS	AVD	LOS	DS	AVD
B	0.385	10.3	B	0.432	15.0



LEGEND

- TRAFFIC SIGNAL CONTROL
- ROUNDBABOUT
- RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

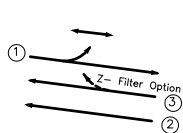
FIG 4

DRAWN BY CADD
DO NOT AMEND MANUALLY

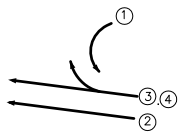
DATE IN SERVICE: 00/00/00



N



A PHASE

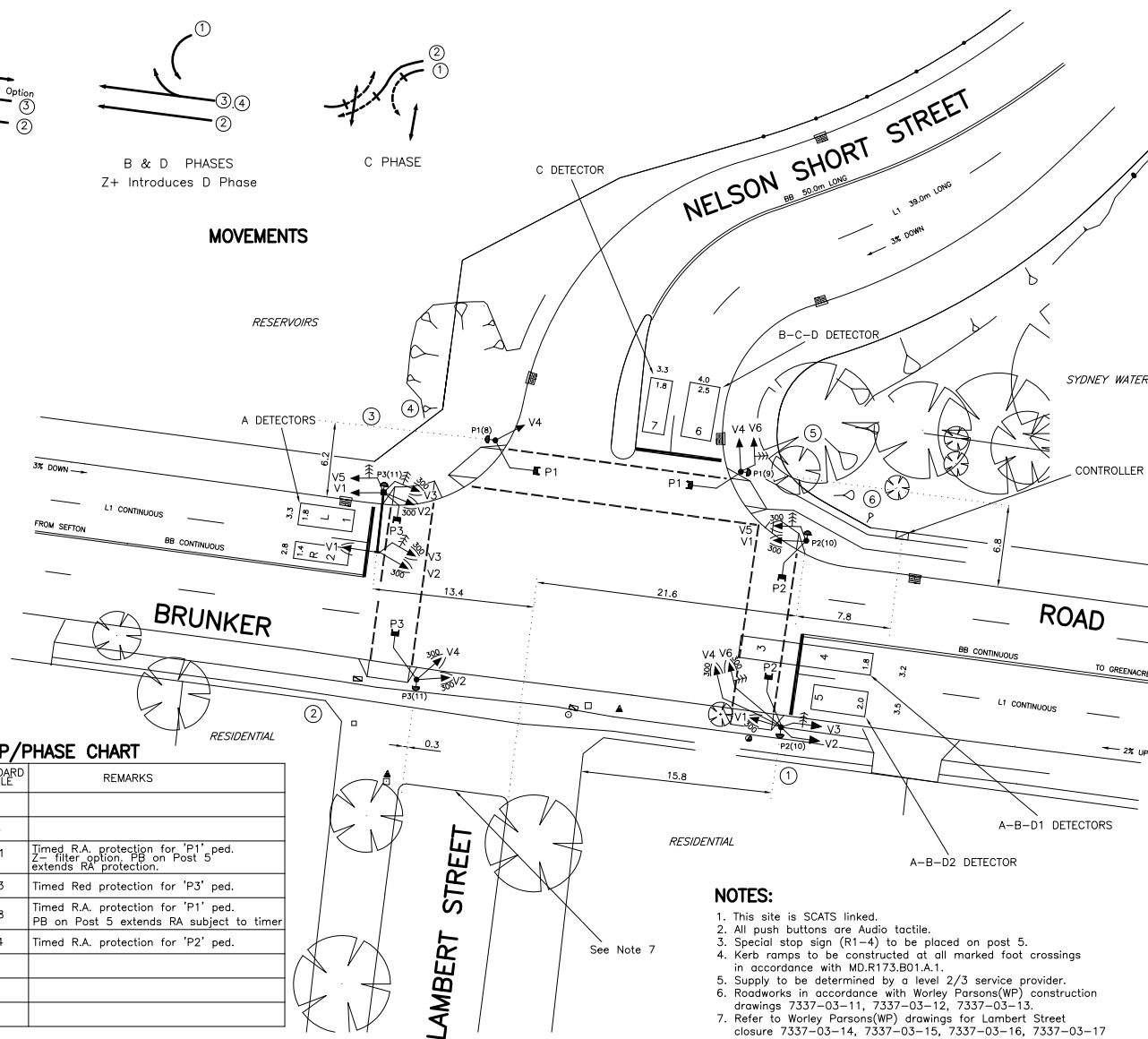


B & D PHASES
Z+ Introduces D Phase



C PHASE

MOVEMENTS



POSTS

POST	TYPE	LENGTH	OFFSET	REMARKS
1	2	4.1	1.0	NEW
2	2*	4.1	1.0	NEW
3	9	—	1.0	NEW 5m OUTREACH
4	2	4.1	1.0	NEW
5	2*	4.1	1.0	NEW
6	2	4.1	1.0	NEW

* TYPE 6 FOOTING

DETECTOR SPECIFICATION

Detector	Specifications			
A	FN	A(L)	A(E1)	
	SG/PS	A	A	
	DS	—	—	
A-B-D1	FN	B(PR)	D(PR)	B(E4) D(E4)
	SG/PS	A	A	B D
	DS	—	Z+	A(NEXT) A(NEXT)
A-B-D1	FN	A(L)B(L)	D(L)	A(E3)
	SG/PS	A/B/D	A/B/D	A
	DS	—	Z+	A-B-D1(PR).B(NEXT).D(NEXT)
A-B-D1	FN	B(E3)		D(E3)
	SG/PS	B		D
	DS	A(NEXT).D(NEXT)		A(NEXT).B(NEXT)
A-B-D2	FN	A(L)	A(E2)	B(E2) D(E2)
	SG/PS	A/B/D	A	B D
	DS	—	B(NEXT).D(NEXT)	A(NEXT).D(NEXT) A(NEXT).B(NEXT)
B-C-D	FN	B(PR)	D(PR)	B(E1)
	SG/PS	B.C.D	B.C.D	B
	DS	C	Z+C	C(NEXT).D(NEXT)
B-C-D	FN	C(E1)		D(E1)
	SG/PS	C		D
	DS	B(NEXT).D(NEXT)		B(NEXT).C(NEXT)
C	FN	C(L)	C(E2)	
	SG/PS	C	C	
	DS	—	—	
P1 P.B.	FN	A(PB)	C(L)	
	SG/PS	P1(WALK)	A.P1(WALK)	
	DS	—	B.C.D	
P2 P.B.	FN	C(PB)	A(L)	
	SG/PS	P2(WALK)	C.P2(WALK)	
	DS	—	A.B.D	
P3 P.B.	FN	C(PB)	A(L)	
	SG/PS	P3(WALK)	C.P3(WALK)	
	DS	—	A.B.D	

SIGNAL GROUP/PHASE CHART

SIGNAL GROUP	PHASES WHEN GREEN				STANDARD TABLE	REMARKS
	A	B	C	D		
V1	X				1	
V2	X	X		X	3	
V3		X		X	81	Timed R.A. protection for 'P1' ped. Z+ filter option, PB on Post 5 extends RA protection.
V4			C		73	Timed Red protection for 'P3' ped.
V5			C		78	Timed R.A. protection for 'P1' ped. PB on Post 5 extends RA subject to timer
V6		X	C	X	14	Timed R.A. protection for 'P2' ped.
P1	X				2	
P2			X		2	
P3			X		2	

NOTES:

- This site is SCATS linked.
- All push buttons are Audio tactile.
- Special stop sign (R1-4) to be placed on post 5.
- Kerb ramps to be constructed at all marked foot crossings in accordance with MD.R173.B01.A.1.
- Supply to be determined by a level 2/3 service provider.
- Roadworks in accordance with Worley Parsons(WP) construction drawings 7337-03-11, 7337-03-12, 7337-03-13.
- Refer to Worley Parsons(WP) drawings for Lambert Street closure 7337-03-14, 7337-03-15, 7337-03-16, 7337-03-17, 7337-03-18, 7337-03-19 and 7337-03-20

See Note 7

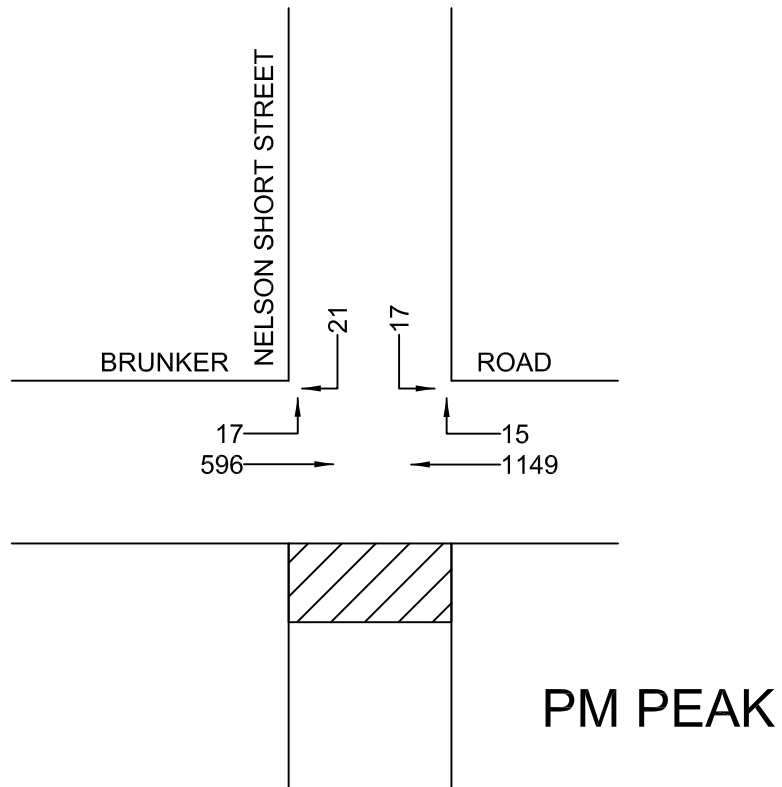
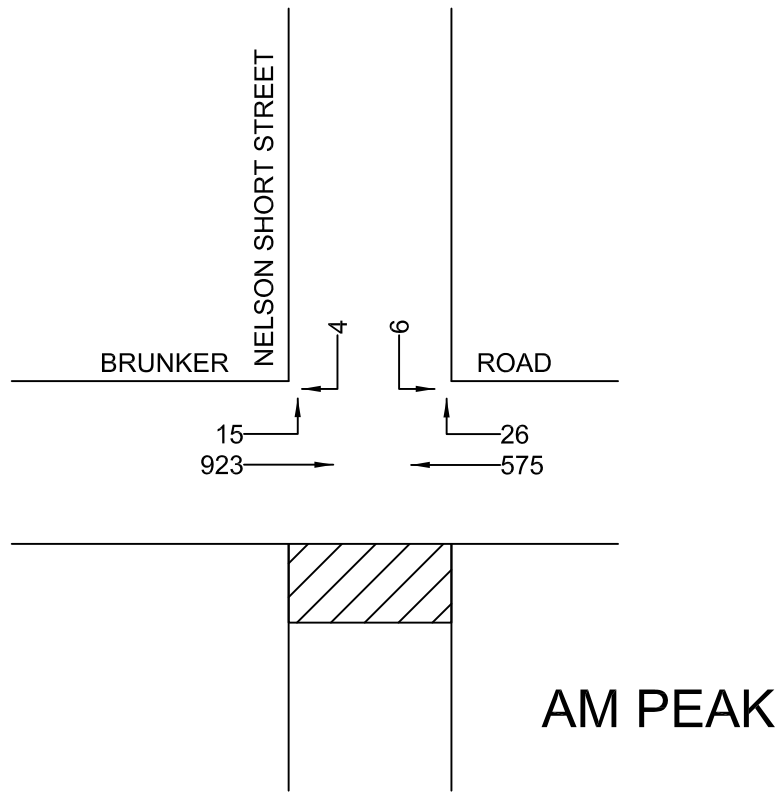
A ORIGINAL ISSUE

PUBLIC UTILITY LEGEND		REFERENCE PLANS		U.B.D.Ref	
HYDRANT	□	SYMBOLS/ABRS	V0003-E	U.S.G. E.	303 041
STOP VALVE	▲	STD. POST	V0001-S	CO-ORDS	N: 1 247 795
GAS VALVE	■	DESIGNED VCT		CHECKED	AM
SEWER MANHOLE	⊗			DATE	23.12.09
TELECOM PIT	⊙			DESIGN PREPARED BY	ROSS, NETTLE
ELECT LIGHT POLE	⊕			POSITION	DIRECTOR
POWER POLE	⊖			DATE	23.12.09
STAY POLE	⊗			TRANSPORT AND TRAFFIC	PLANNING ASSOCIATES
TELEPHONE BOX	⊙			POSITION	
TELECOM PILLAR	⊕			DATE	

DESIGN APPROVAL		RTA ACCEPTANCE	
APPROVED	RECOMMENDED	APPROVED	RECOMMENDED
ROSS, NETTLE			
POSITION	DIRECTOR		
DATE	23.12.09		
DESIGN PREPARED BY			
TRANSPORT AND TRAFFIC	PLANNING ASSOCIATES		
POSITION			
DATE			

Roads and Traffic Authority, N.S.W.	
BANKSTOWN CITY COUNCIL AREA	
TRAFFIC SIGNALS AT THE INTERSECTION OF	
BRUNKER ROAD AND NELSON SHORT STREET	
POTTS HILL	
DESIGN LAYOUT	TCS No. 4360

EXISTING		PROPOSED	
CADD FILE:	W4360_1A.dgn	SCALE	1:200
FILE	26 TS 379	SUPERSEDES SHEET/ISSUE	—
REGN.	7000.026.W.4360	SHEET	1



LEGEND



**EXISTING PEAK
TRAFFIC FLOWS**

FIG 5

Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'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, Roundabouts	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.

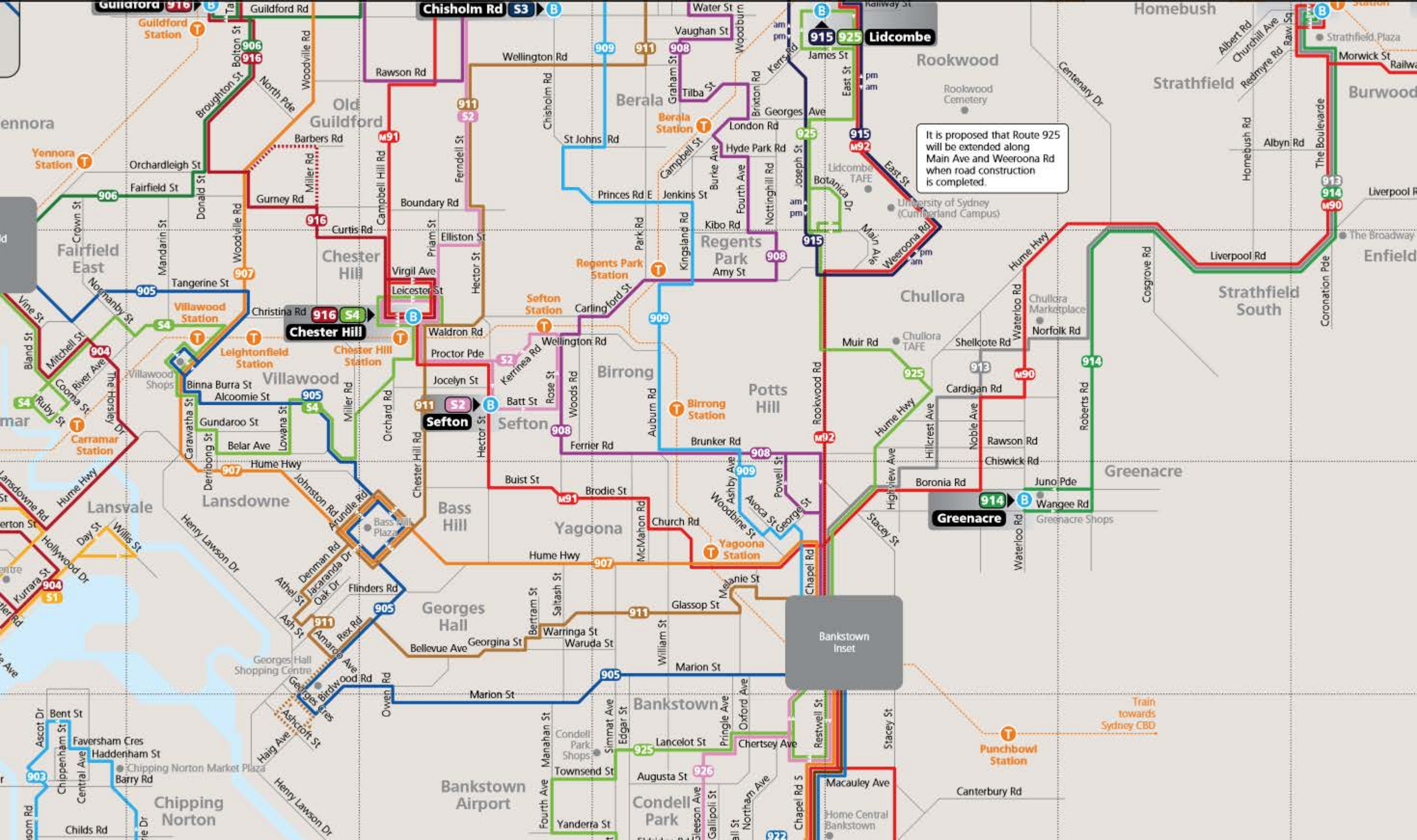
For intersections controlled by **traffic signals**¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

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.

¹ the values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs

3.4 TRANSPORT SERVICES

Birrong Railway Station on the Bankstown line is located just to the west of the site and within easy walking distance. Bus services (Routes M92, 906 and 909) run along the Rockwood Road just to the east of the site and Brunner Road providing connections to railway stations and the Metropolitan transport system.



It is proposed that Route 925 will be extended along Main Ave and Weeroona Rd when road construction is completed.

Train towards Sydney CBD

4. PARKING

The SEPP (Housing for Seniors or People with A Disability) specifies the following criteria for Parking Provision:

RACF

- 1 space per 10 beds
- 1 space per 15 beds (dementia)
- 1 space per 2 staff

ILUs

- 0.5 space per bedroom
- 1 bed 0.5 space
- 2 bed 1.0 space
- 3 bed 1.5 space
- Visitor 1 space per 5 ILU's

Councils DCP specifies the following criteria:

- | | |
|-----------------------|--|
| Retail | 1 space per 40m ² |
| Restaurant | 15 spaces per 100m ² in excess of 100m ² |
| Medical Centre | 1 space per 25m ² |

Application of this criteria to the proposed development would indicate the following parking requirements:

RACF

- | | |
|------------------|------------------|
| 108 Beds | 11 spaces |
| 28 Dementia Beds | 2 spaces |
| 20 Staff | 10 spaces |
| Total | 23 spaces |

ILUs

47 x One-Bed	23.5 spaces
96 x Two-Bed	96 spaces
14 x Three-Bed	21 spaces
Visitors (157)	31.4 spaces
Total	172 spaces

Retail 43m ²	1 space
Restaurant/café 280m ²	12 spaces
Medical Centre 122m ²	5 spaces
Total	18 spaces
Grand Total	190 spaces

It is proposed to provide a total of 233 spaces including an appropriate quantum of accessible spaces in compliance with the SEPP and DCP criteria.

5. TRAFFIC

The RMS Guidelines provide traffic generation criteria for various landuses, however the nature of the proposed development is not accurately reflected in the RMS publication (e.g. there are no separate rates for RACF and ILU while the retail rate is for a large shopping centre, etc.). The traffic generation of the development can be assessed in relation to the various identified traffic activities as follows:

RACF and ILU's (TTPA surveys)

	AM	PM
RACF (per bed)	0.17 vtpd	0.22 vtpd
ILU (apartment)	0.20 vtpd	0.20 vtpd
(separate)	0.35 vtpd	0.30 vtpd

Retail

43m² – 1 parking space (say 1 vtpd staff)

Restaurant (say 4 vtpd staff/deliveries)

(minimal in Network peaks)

Medical Centre 300m²

(9 vtpd/100m²)

Application of these factors to the proposed development would indicate the following:

	AM	PM
RACF 108 Beds	19	24
ILUs 157	32	32
Retail	1	1
Restaurant	4	4
Medical Centre	11	11
Total	67	72

In reality, the traffic generation external to the site would be reduced by the co-located trips origins/ends (i.e. dual use) of the site itself as well as the adjacent Police and Sydney Water facilities. However, in order to provide a worst case assessment there has been no discount applied to reflect these factors and the projected traffic generation is as follows:

	AM		PM	
	IN	OUT	IN	OUT
RACF	15	4	5	19
ILUs	10	22	22	10
Retail	1	-	-	1
Restaurant	2	2	2	2
Medical Centre	9	2	2	9
Total	37	30	31	41

The projected distribution onto the access road system is:

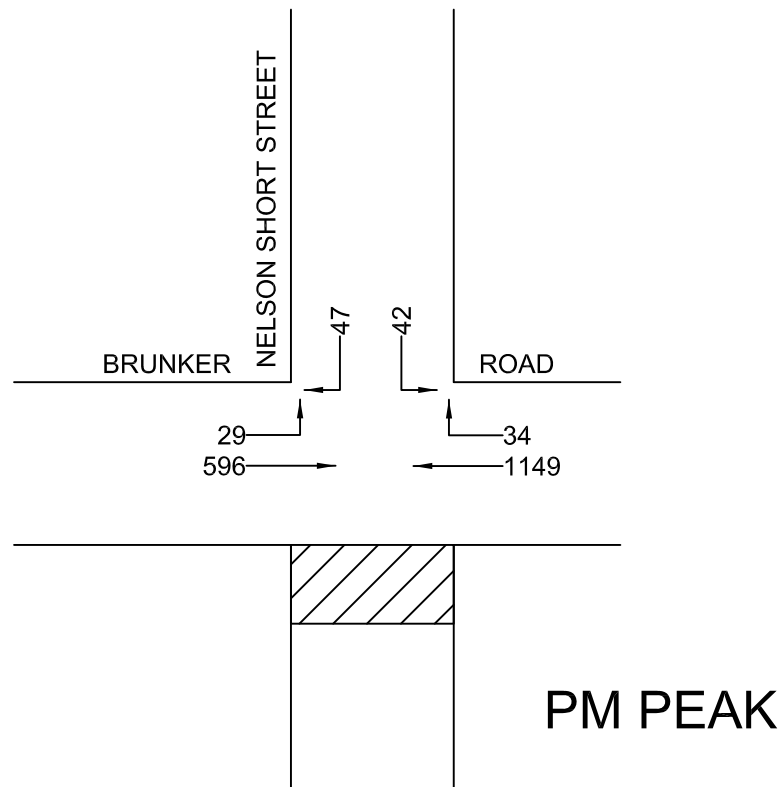
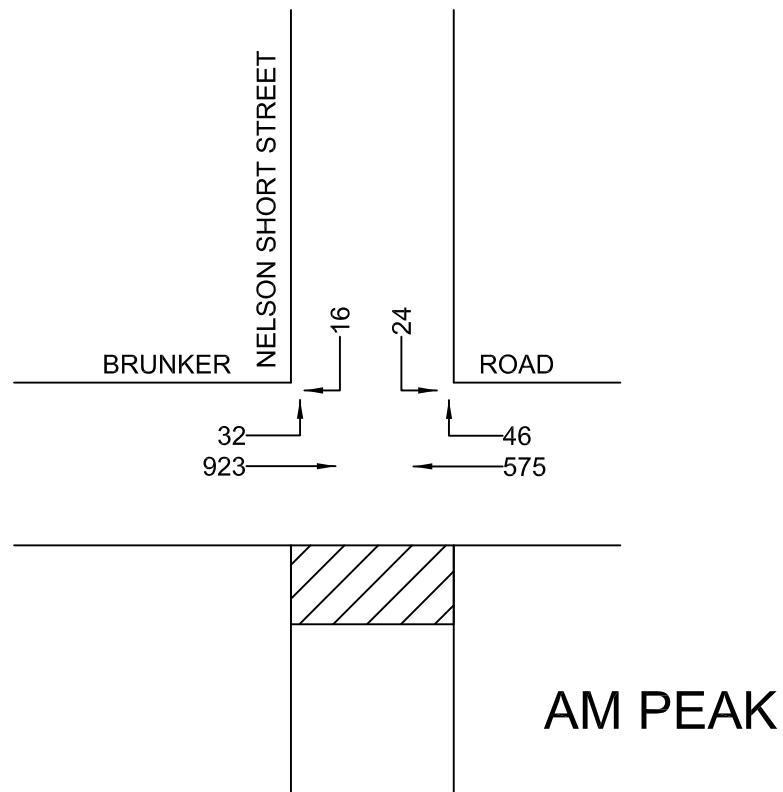
- * 20% to the north (Rookwood Road)
- * 20% to the south-east (Rookwood Road / Stacey Street)
- * 20% to the west (Brunker Road)
- * 20% to the south-west (Cooper Street / Hume Highway)
- * 20% to the east (Brunker Road)

The additional movements at the Brunker Road / Nelson Short Street intersection are shown on Figure 6.

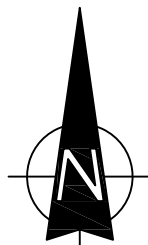
The operational performance of this intersection under the post development circumstances has been assessed using SIDRA. The results of that assessment are provided in Appendix C and summarised in the following indicating a satisfactory outcome:

AM			PM		
LOS	DS	AVD	LOS	DS	AVD
B	0.397	11.3	B	0.472	18.1

Due to the relatively broad directional spread of approach and departure movements there will be no perceptible impact on the other intersections in the area.



LEGEND



FUTURE PEAK
TRAFFIC FLOWS

FIG 6

6. ACCESS, INTERNAL CIRCULATION AND SERVICING

ACCESS

The vehicle access arrangements will comprise a 6.1 metre wide combined ingress/egress driveway for the carpark/loading dock and separate ingress and egress driveway for the two porte cocheres. These driveways will be located where there are good sight distances available and where suitable separation is provided from intersections. The design of the driveways will be compliant with the AS2890.1 and 2890.2 criteria and will accommodate all vehicles requiring to access the site.

The ability for refuse removal and delivery/service vehicles to satisfactorily access the site is demonstrated on the turning path diagrams provided in Appendix C.

INTERNAL CIRCULATION

Very generous circulation provisions are made in the design particularly for the circulation and manoeuvring of vehicles.

The circulation, manoeuvring and parking arrangement for trucks and cars accord to the requirements of AS2890.1 and 2890.2 and details of the vehicle movements indicating satisfactory design provision are provided in Appendix C.

SERVICING

Refuse removal will be undertaken by contract vehicles from the main basement loading dock while other service/delivery vehicles will also utilise this dock. Small service vehicles will be able to utilise the secondary dock in the south-western part of the basement level while service personnel will also be able to utilise the visitor spaces.

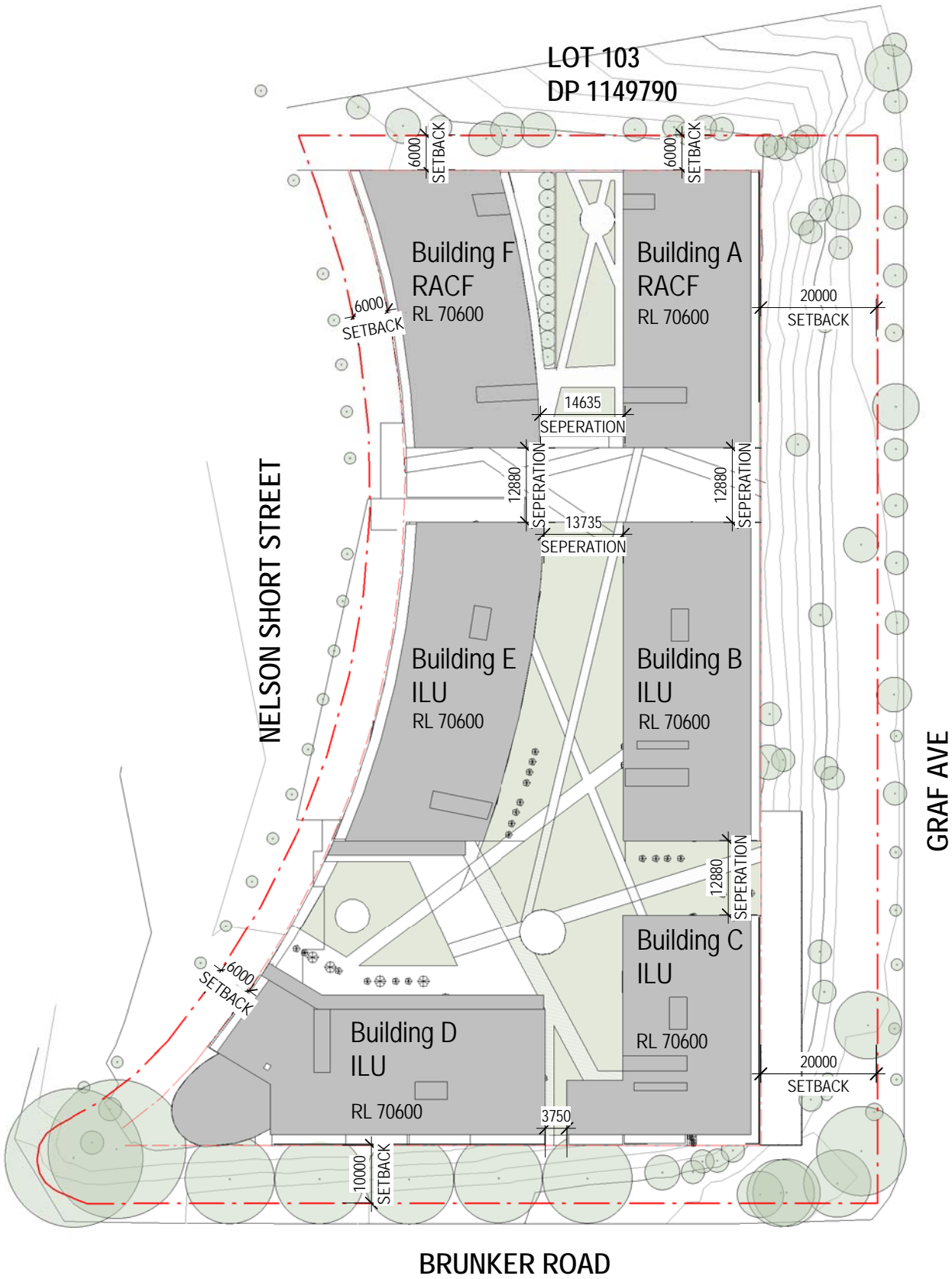
7. CONCLUSION

Assessment for the proposed Seniors Living development in Nelson Short Street at Potts Hill has concluded that:

- * the development will not present any unsatisfactory traffic implications
- * the proposed parking provision will be suitable and appropriate
- * the proposed internal circulation, parking and servicing arrangements will be satisfactory
- * the proposed vehicle access arrangements will be acceptable and there will be no adverse impacts.

APPENDIX A

DEVELOPMENT PLANS



SCALE @ A3 : 1 : 1000

50mm on original

Date generated: 13/04/2017 8:48:28 PM C:\Revit_LOCAL\2016097-JT-0-SHT-AR-_-17_3_AKowalczyk.rvt

Potts Hill

SITE PLAN
SK-060

CONCEPTS AND INFORMATION CONTAINED IN THIS DRAWING ARE COPYRIGHT AND MAY NOT BE REPRODUCED IN WHOLE OR PART OR BY ANY MEDIA, WITHOUT THE WRITTEN PERMISSION OF JACKSON TEECE. DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY. VERIFY ALL PROJECT DIMENSIONS BEFORE COMMENCING ON-SITE WORK OR OFF-SITE FABRICATION. NOTIFY JACKSON TEECE OF ANY DISCREPANCIES AND SEEK INSTRUCTIONS.

AMENDMENTS

ISSUE	DESCRIPTION	APPROVED	DATE
P1	Preliminary Issue	JS	31/7/17
P2	Preliminary Issue for Consultant Co-ordination	JS	11/08/17



1 North Elevation- RACF -Building A & F



2 South Elevation- ILU -Building C & D - Brunker Road

ABBREVIATIONS

BAL-01	Framed glass
BAL-03	1800mm high balcony dividing wall.
CD-02	Cladding- Terracotta Facade System
COL	Column Off-form concrete finish
CONC-01	Precast concrete, paint finish.
D-01	Solid Core Fire Door
D-02	Glazed Sliding Door
D-03	Glazed Sliding Door
PFC-01	PFC Slab edge detail, Micaceous iron oxide paint finish. Natural Grey
R-01	Render / Plaster
SCE-01	External Screen - Vertical Terracotta Baguette 50x50mm
SCE-02	External Screen - Vertical Terracotta Baguette 100x50mm
SCE-10	Perforated Metal Screen
SKL-01	Skylight
STO	Storage
W-1	Window Type 1 - XXXX
W-2	Window Type 2 - Fixed Glazed Window Anodised Aluminium Frame
W-4	Window Type 4 - Hinged Window (planter access) High level Vent Panel
W-5	Window Type 5 - Hinged Window (planter access) High level Vent Panel
W-6	Window Type 6 - Glazed Window Anodised Aluminium Frame
W-7	Window Type 7 - Glazed Window Anodised Aluminium Frame

NOTE: THESE DRAWINGS ARE FOR DEVELOPMENT APPLICATION PURPOSES ONLY. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DOCUMENTATION INCLUDING BUT NOT LIMITED TO REPORTS RELATING TO STRUCTURAL, CIVIL, HYDRAULIC, MECHANICAL, ELECTRICAL, FIRE ENGINEERING AND LANDSCAPE. ALL WORKS TO COMPLY WITH THE RELEVANT NCC BUILDING CODE OF AUSTRALIA, CODES, REGULATIONS AND AUSTRALIAN STANDARDS.

50mm on original

THIS DRAWING ISSUE HAS BEEN REVIEWED FOR

PRELIMINARY

APPROVED BY:	CHECKED BY:
JS	JS
CLIENT	
Mushan Project Management	

DRAWING ELEVATIONS - 02

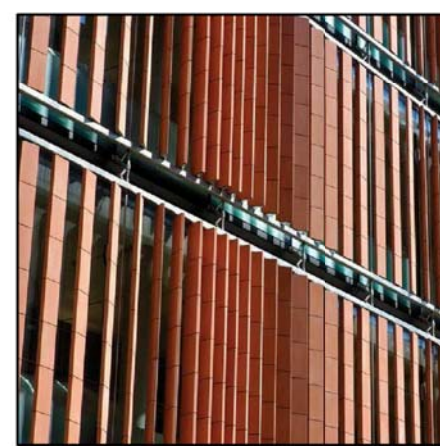
DATE	SCALE @ A1	DRAWN
11/08/17	1 : 200	CR,AK,CW,CT
PROJECT No.	DRAWING No.	ISSUE
2016097	DA-301	P2

PROJECT
Potts Hill Seniors Living

Lot 1, Pier 8-9, 23 Hickson Road
Walsh Bay New South Wales 2000 Australia
T 61 2 9290 2722 F 61 2 9290 1150
E sydney@jacksonteece.com
Jackson Teece Chesterman Willis Pty Ltd
Trading as Jackson Teece
ABN 15 083 837 290
Nominated Architect Ian Brodie (4275)

JACKSON TEECE

MATERIAL PALETTE



1. TERRACOTTA FINIS



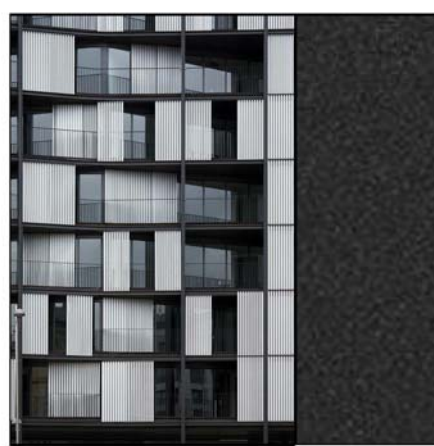
2. TERRACOTTA VERTICAL SCREENS



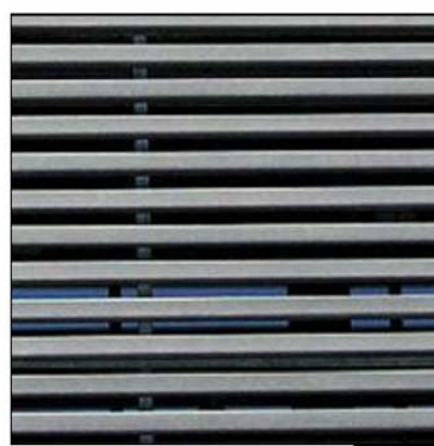
3. TERRACOTTA FACADE SYSTEM



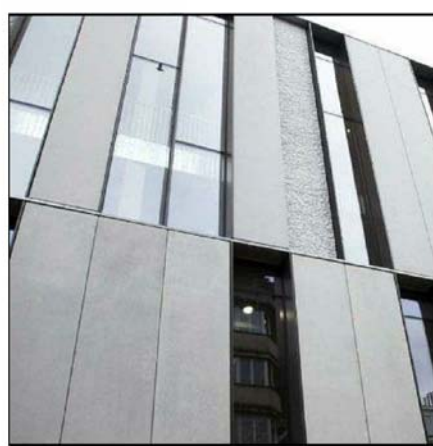
4. GLASS BALUSTRADE



5. EXPRESSED PFC TO SLAB EDGE
MICACEOUS IORN OXIDE PAINT
FINISH, NATURAL GREY



6. HORIZONTAL TERRACOTTA
SUNSCREEN TO POOL
FACADE



7. TEXTURED PRECAST CONCRETE



8. FIBRE CEMENT SOFFIT LINING
PAINT FINISH: WHITE



9. PERFORATED METAL FOLDING SCREENS



10. HORIZONTAL ALUMINIUM VENETIAN
BLINDS

AMENDMENTS			
ISSUE	DESCRIPTION	APPROVED	DATE
P1	Preliminary Issue	JS	31/7/17
P2	Preliminary Issue for Consultant Co-ordination	JS	11/08/17

Calculating...

BAL-01	Framed glass
BAL-03	1800mm high balcony dividing wall.
CD-02	Cladding - Terracotta Facade System
COL	Column Off-form concrete finish
CONC-01	Precast concrete, paint finish.
D-01	Solid Core Fire Door
D-02	Glazed Sliding Door
D-03	Glazed Sliding Door
PFC-01	PFC Slab edge detail, Micaceous iron oxide paint finish. Natural Grey
R-01	Render / Plaster
SCE-01	External Screen - Vertical Terracotta Baguette 50x50mm
SCE-02	External Screen - Vertical Terracotta Baguette 100x50mm
SCE-10	Perforated Metal Screen
SKYL-01	Skylight
STO	Storage
W-1	Window Type 1 - XXXX
W-2	Window Type 2 - Fixed Glazed Window Anodised Aluminium Frame
W-4	Window Type 4 - Hinged Window (glanter access) High level Vent Panel
W-5	Window Type 5 - Hinged Window (glanter access) High level Vent Panel
W-6	Window Type 6 - Glazed Window Anodised Aluminium Frame
W-7	Window Type 7 - Glazed Window Anodised Aluminium Frame

50mm on original

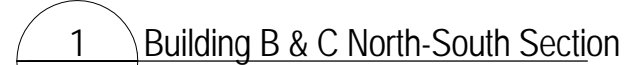
THIS DRAWING ISSUE HAS BEEN REVIEWED FOR

APPROVED BY: JS
CLIENT: Mushan Project Management

DATE 11/08/17	SCALE @ A1 1 : 200 CR,AK,CW,CT	DRAWN
PROJECT No. 2016097	DRAWING No. DA-401	ISSUED P2

Lot 1, Pier 8-9, 23 Hickson Road
Walsh Bay New South Wales 2000 Australia
T 61 2 9290 2722 F 61 2 9290 1150
E sydney@jacksonteece.com
Jackson Teece Chesterman Willis Pty Ltd
Trading as Jackson Teece
ABN 15 083 837 290
Nominated Architect Ian Brodie (4275)

JACKSON TEECE



AMENDMENTS

ISSUE	DESCRIPTION	APPROVED	DATE
P1	Preliminary Issue	JS	31/7/17
P2	Preliminary Issue for Consultant Co-ordination	JS	11/08/17

Department Legend

- Amenities
- BOH
- Circulation
- Communal
- Communal Outdoor
- ILU - 1 bed
- ILU - 1 bed balcony
- ILU - 2 bed
- ILU - 2 bed balcony
- ILU - 3 bed
- ILU - 3 bed balcony
- Medical Centre
- RACF
- RACF - 1 bed balcony
- RACF-Auxiliary
- Retail
- Service
- Store
- Calculating...

NOTE:
THESE DRAWINGS ARE FOR DEVELOPMENT APPLICATION PURPOSES ONLY.
DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DOCUMENTATION INCLUDING BUT NOT LIMITED TO REPORTS RELATING TO STRUCTURAL, CIVIL, HYDRAULIC, MECHANICAL, ELECTRICAL, FIRE ENGINEERING AND LANDSCAPE.
ALL WORKS TO COMPLY WITH THE RELEVANT NCC BUILDING CODE OF AUSTRALIA, CODES, REGULATIONS AND AUSTRALIAN STANDARDS.

50mm on original

THIS DRAWING ISSUE HAS BEEN REVIEWED FOR

PRELIMINARY

APPROVED BY: JS
CLIENT: Mushan Project Management

DRAWING: FLOOR PLAN - GROUND FLOOR

DATE: 11/08/17
SCALE: 1:250
DRAWN: CR,AK,CW,CT

PROJECT No. 2016097 A
DISC. DA-100
ISSUE P2

PROJECT: Potts Hill Seniors Living

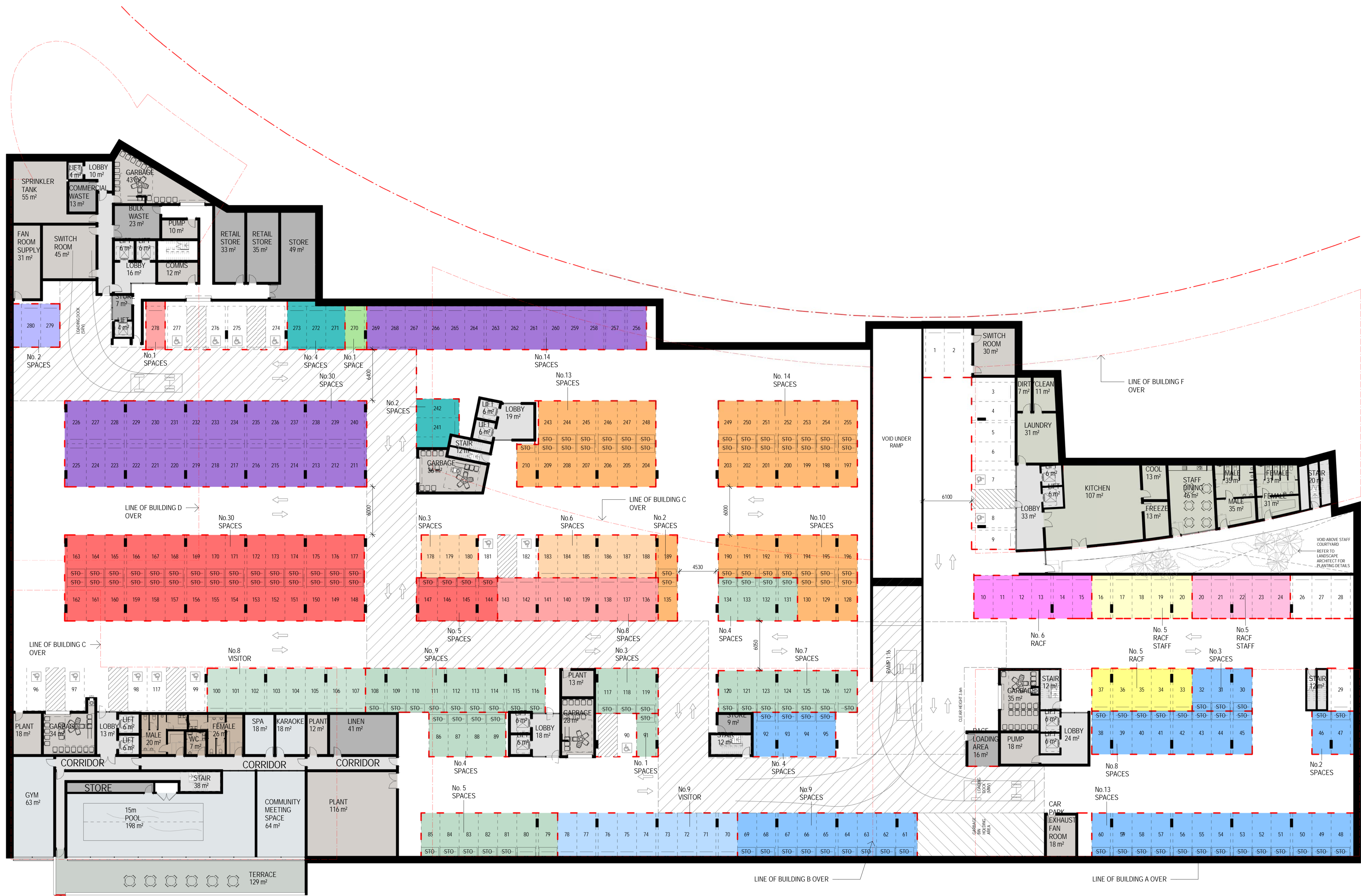
Lot 1, Pier 8-9, 23 Hickson Road
Wahia Bay New South Wales 2000 Australia
T 61 2 9290 2722 F 61 2 9290 1150
E sydney@jacksonteece.com
Jackson Teece Chesterman Wills Pty Ltd
Trading as Jackson Teece
ABN 15 083 837 290
Nominated Architect Ian Brodie (4275)

JACKSON TEECE



AMENDMENTS

ISSUE	DESCRIPTION	APPROVED	DATE
P1	Preliminary Issue	JS	31/7/17
P2	Preliminary Issue for Consultant Co-ordination	JS	11/08/17



Department Legend

Amenities	PARKING BUILDING C	PARKING MEDICAL CENTRE
BOH	PARKING BUILDING C VISITOR	PARKING RESTURANT
Circulation	PARKING BUILDING D	PARKING RETAIL
Communal	PARKING BUILDING D VISITOR	PARKING VISITOR
Communal Outdoor	PARKING BUILDING E	Retail
PARKING BUILDING A	PARKING BUILDING E VISITOR	Service
PARKING BUILDING A STAFF	PARKING BUILDING F	Shafts
PARKING BUILDING B	PARKING BUILDING F STAFF	Store
PARKING BUILDING B VISITOR	PARKING CAFE	Calculating...

Building_No	Comments	Count
A	Standard Car Parking Bay	5
B	Standard Car Parking Bay	39
C	Standard Car Parking Bay	35
D	Standard Car Parking Bay	34
E	Standard Car Parking Bay	39
F	Standard Car Parking Bay	6
Surplus	Standard Car Parking Bay	11
Total Number of Standard Parking Spaces:		169

Building_No	Comments	Count
V-B	Visitor	9
V-C	Visitor	8
V-D	Visitor	9
V-E	Visitor	9
Total Number of Visitor Parking Spaces:		35

Building_No	Comments	Count
D	Medical	5
D	Restaurant	44
D	Retail	2
E	Restaurant	1
Total Number of Parking Spaces:		52

Building_No	Comments	Count
A	RACF STAFF	5
F	RACF STAFF	5
Total Number of RACF Staff Parking Spaces:		10

Building_No	Comments	Count
	Accessible Car Parking Bay	14
Total Number of Accessible Parking Spaces:		14

Notes:

- SEPP Seniors: Schedule 3.5 Requires 5% of the total number of car parking spaces must be designated to enable the width of the space to be increased to 3.8m
- Minimum required parking Accessible Car Spaces 269 (total required car parking spaces) x 0.05 = 13.45 spaces
- Standard Car Parking Bay 2.4m x 5.4m to AS 2890.1:2004
- Storage Note: 3.2m³ overbonnet storage provided
- Visitor = 1 space per 5 ILU's

NOTE: THESE DRAWINGS ARE FOR DEVELOPMENT APPLICATION PURPOSES ONLY. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DOCUMENTATION INCLUDING BUT NOT LIMITED TO REPORTS RELATING TO STRUCTURAL, CIVIL, HYDRAULIC, MECHANICAL, ELECTRICAL, FIRE ENGINEERING AND LANDSCAPE. ALL WORKS TO COMPLY WITH THE RELEVANT NCC BUILDING CODE OF AUSTRALIA, CODES, REGULATIONS AND AUSTRALIAN STANDARDS.

50mm on original

THIS DRAWING ISSUE HAS BEEN REVIEWED FOR

PRELIMINARY

APPROVED BY: JS
CLIENT: Mushan Project Management

DRAWING: FLOOR PLAN - BASEMENT 1

DATE: 11/08/17
PROJECT No: 2016097
SCALE @ A1: 1 : 250
DRAWING No: DA-099
DRAWN: CRAK
ISSUE: P2

PROJECT: Potts Hill Seniors Living

Lot 1, Pier 8-9, 23 Hickson Road
Walsh Bay New South Wales 2000 Australia
T 61 2 9290 2722 F 61 2 9290 1150
E sydney@jacksonteece.com
Jackson Teece Chesterman Willis Pty Ltd
Trading as Jackson Teece
ABN 15 083 837 290
Nominated Architect Ian Brodie (4275)

JACKSON TEECE

APPENDIX B

SIDRA RESULTS

MOVEMENT SUMMARY



Site: 101 [BRUNKER/NELSON INTERSECTION EXISTING AM PEAK]

New Site

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: BRUNKER ROAD											
5	T1	605	0.0	0.352	8.1	LOS A	8.7	61.0	0.36	0.32	49.7
6	R2	27	0.0	0.352	58.6	LOS E	4.6	32.2	0.96	0.75	24.8
Approach		633	0.0	0.352	10.3	LOS B	8.7	61.0	0.39	0.34	47.6
North: NELSON STREET											
7	L2	6	0.0	0.014	42.2	LOS D	0.3	1.9	0.78	0.65	28.6
9	R2	4	0.0	0.023	58.5	LOS E	0.2	1.6	0.92	0.64	30.1
Approach		11	0.0	0.023	48.7	LOS D	0.3	1.9	0.84	0.65	29.3
West: BRUNKER ROAD											
10	L2	16	0.0	0.385	15.4	LOS B	12.9	90.5	0.49	0.45	50.3
11	T1	972	0.0	0.385	9.9	LOS A	13.0	90.7	0.49	0.45	48.0
Approach		987	0.0	0.385	10.0	LOS A	13.0	90.7	0.49	0.45	48.0
All Vehicles		1631	0.0	0.385	10.3	LOS B	13.0	90.7	0.45	0.40	47.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	9.6	LOS A	0.1	0.1	0.40	0.40	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		158	39.4	LOS D			0.77	0.77	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Wednesday, 23 August 2017 10:09:19 AM

Project: F:\WORK17\17047 - NELSON SHORT STREET, POTTS HILL\MODELLING\BRUNKER NELSON INTERSECTION.sip7

MOVEMENT SUMMARY



Site: 101 [BRUNKER/NELSON INTERSECTION EXISITING PM PEAK]

New Site

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: BRUNKER ROAD											
5	T1	1209	0.0	0.431	6.5	LOS A	14.8	103.8	0.41	0.37	51.5
6	R2	16	0.0	0.431	15.4	LOS B	14.8	103.8	0.50	0.46	46.4
Approach		1225	0.0	0.431	6.6	LOS A	14.8	103.8	0.41	0.37	51.4
North: NELSON STREET											
7	L2	18	0.0	0.019	20.3	LOS C	0.5	3.5	0.51	0.65	38.7
9	R2	22	0.0	0.119	59.8	LOS E	1.2	8.5	0.94	0.71	29.9
Approach		40	0.0	0.119	42.1	LOS D	1.2	8.5	0.75	0.68	32.4
West: BRUNKER ROAD											
10	L2	18	0.0	0.432	34.7	LOS C	13.8	96.7	0.79	0.69	39.7
11	T1	627	0.0	0.432	29.2	LOS C	13.9	97.0	0.79	0.68	34.6
Approach		645	0.0	0.432	29.3	LOS C	13.9	97.0	0.79	0.68	34.8
All Vehicles		1911	0.0	0.432	15.0	LOS B	14.8	103.8	0.54	0.49	43.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	29.5	LOS C	0.1	0.1	0.70	0.70	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		158	46.0	LOS E			0.87	0.87	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Wednesday, 23 August 2017 10:09:20 AM

Project: F:\WORK17\17047 - NELSON SHORT STREET, POTTS HILL\MODELLING\BRUNKER NELSON INTERSECTION.sip7

MOVEMENT SUMMARY



Site: 101 [BRUNKER/NELSON INTERSECTION AM PEAK]

New Site

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: BRUNKER ROAD											
5	T1	605	0.0	0.370	5.9	LOS A	9.4	65.5	0.34	0.30	52.0
6	R2	48	0.0	0.370	59.9	LOS E	4.3	30.0	0.96	0.76	24.1
Approach		654	0.0	0.370	9.9	LOS A	9.4	65.5	0.38	0.33	47.9
North: NELSON STREET											
7	L2	25	0.0	0.054	42.0	LOS D	1.1	7.8	0.79	0.70	28.6
9	R2	17	0.0	0.091	59.5	LOS E	0.9	6.4	0.94	0.70	29.8
Approach		42	0.0	0.091	49.0	LOS D	1.1	7.8	0.85	0.70	29.2
West: BRUNKER ROAD											
10	L2	34	0.0	0.397	16.0	LOS B	13.6	94.9	0.51	0.47	49.8
11	T1	972	0.0	0.397	10.4	LOS B	13.6	95.3	0.51	0.46	47.4
Approach		1005	0.0	0.397	10.6	LOS B	13.6	95.3	0.51	0.46	47.5
All Vehicles		1701	0.0	0.397	11.3	LOS B	13.6	95.3	0.47	0.42	46.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	10.0	LOS B	0.1	0.1	0.41	0.41	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		158	39.5	LOS D			0.77	0.77	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

MOVEMENT SUMMARY



Site: 101 [BRUNKER/NELSON INTERSECTION FUTURE PM PEAK]

New Site

Signals - Fixed Time Isolated Cycle Time = 120 seconds (User-Given Cycle Time)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: BRUNKER ROAD											
5	T1	1209	0.0	0.467	8.7	LOS A	17.3	120.8	0.46	0.42	49.2
6	R2	36	0.0	0.467	21.2	LOS C	17.3	120.8	0.63	0.58	41.5
Approach		1245	0.0	0.467	9.0	LOS A	17.3	120.8	0.46	0.42	48.9
North: NELSON STREET											
7	L2	44	0.0	0.044	19.1	LOS B	1.2	8.3	0.49	0.67	39.5
9	R2	49	0.0	0.266	61.1	LOS E	2.8	19.4	0.96	0.74	29.6
Approach		94	0.0	0.266	41.2	LOS D	2.8	19.4	0.74	0.71	32.6
West: BRUNKER ROAD											
10	L2	31	0.0	0.472	37.3	LOS D	14.7	103.1	0.82	0.72	38.5
11	T1	627	0.0	0.472	31.8	LOS C	14.8	103.7	0.82	0.71	33.3
Approach		658	0.0	0.472	32.0	LOS C	14.8	103.7	0.82	0.71	33.6
All Vehicles		1997	0.0	0.472	18.1	LOS B	17.3	120.8	0.59	0.53	41.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

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.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
P3	North Full Crossing	53	31.6	LOS D	0.1	0.1	0.73	0.73	
P4	West Full Crossing	53	54.3	LOS E	0.2	0.2	0.95	0.95	
All Pedestrians		158	46.7	LOS E			0.88	0.88	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

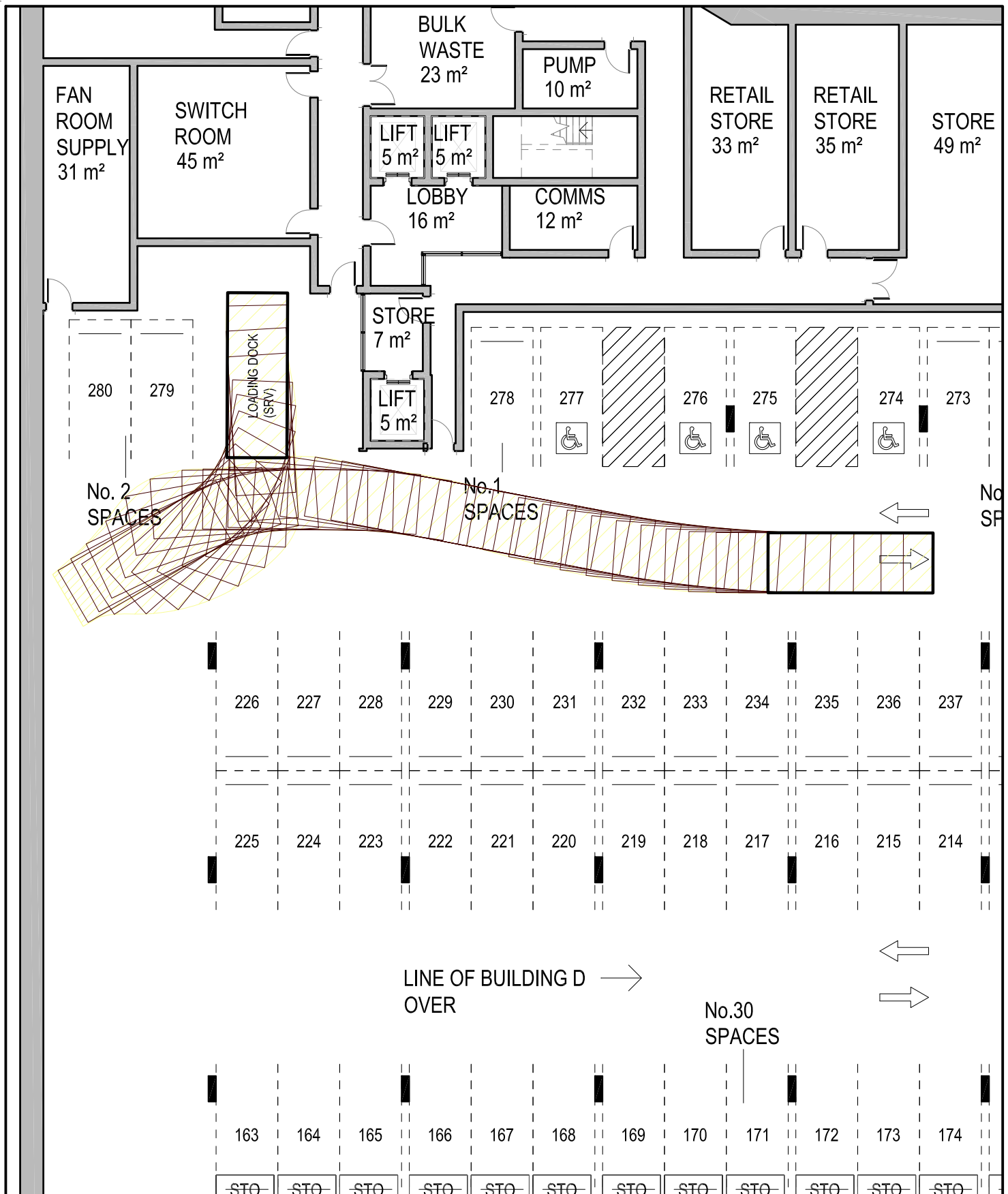
SIDRA INTERSECTION 7.0 | Copyright © 2000-2017 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Wednesday, 23 August 2017 10:01:55 AM

Project: F:\WORK17\17047 - NELSON SHORT STREET, POTTS HILL\MODELLING\BRUNKER NELSON INTERSECTION.sip7

APPENDIX C

TURNING PATH ASSESSMENT



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 6.4m RIGID
VEHICLE ENTERING THE SITE**

SP 1



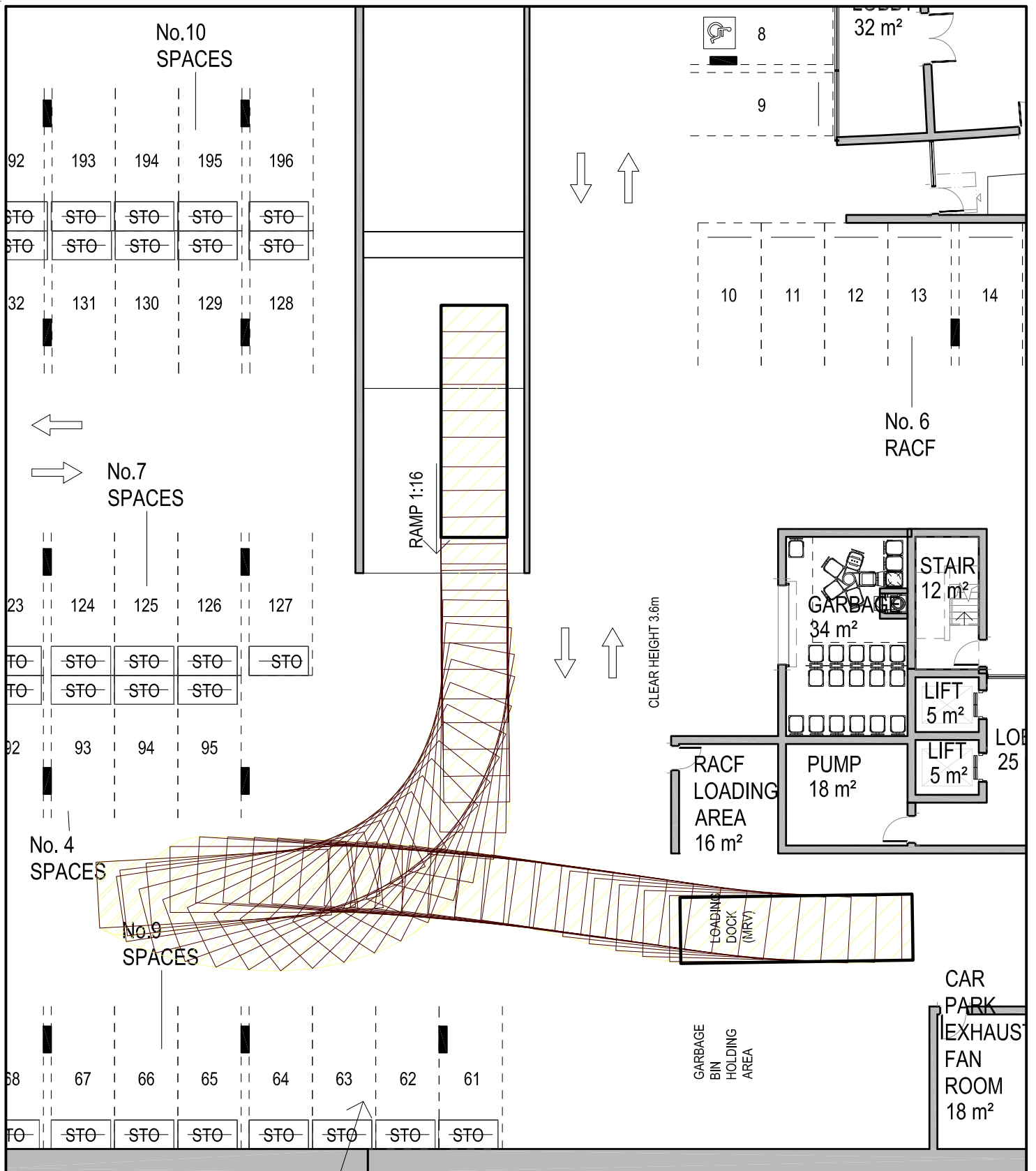
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF A 6.4m RIGID VEHICLE EXITING THE SITE

SP 2



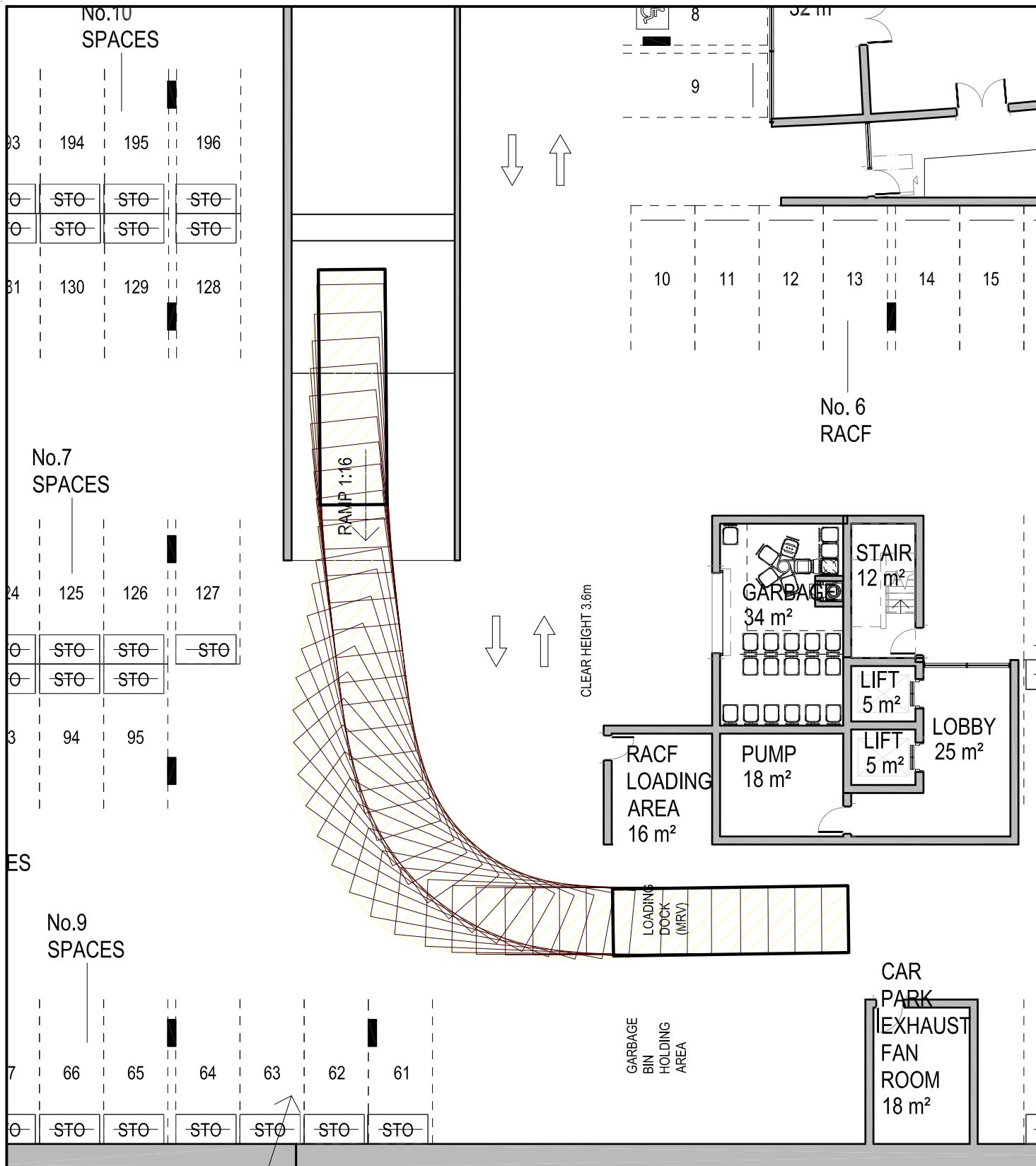
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF AN 8.8m RIGID VEHICLE ENTERING THE SITE

SP 3



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF AN 8.8m RIGID VEHICLE EXITING THE SITE

SP 4

MENT OF ACCESS
WAY, GRADE CHANGE &
E TRANSITIONS TO BE IN
RDANCE WITH AS 2890.1
VEHICLE CROSSING IN
RDANCE WITH THE
STOWN ENGINEERING
DARDS

NEW VEHICLE CROSSING IN
ACCORDANCE WITH THE
BANKSTOWN ENGINEERING
STANDARDS

PORTE COCHERE
AWNING OVER
AMBULANCE BAY

DROP OFF

Terrace
64 m²

TRANSITION
FALL 1:20

FALL 1:16

RAMP
1:6.5

2BED
E-GR-05
92 m²
2B-12

+RL56730

Building F - RACF

LOUNGE
111 m²

RECEP
9 m²

OFFICE
7 m²

MED
6 m²

NURSE
8 m²

MEDICAL
CENTRE
31 m²

OFFICE
30 m²

BALC
6 m²

BALC
7 m²

BALC
7 m²

1BED
F-GF-01
31 m²

COR
+RL

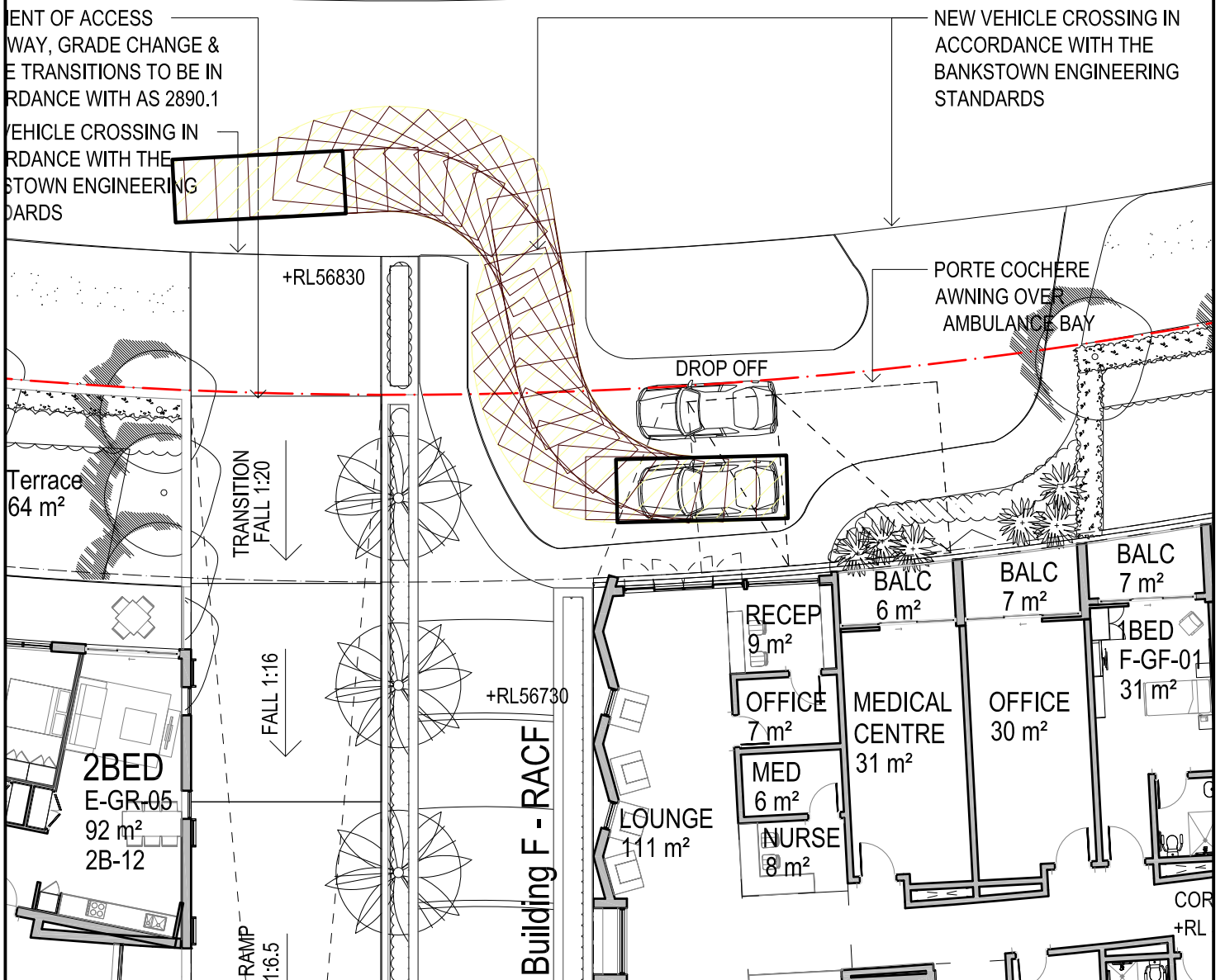
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF AN AMBULANCE ENTERING THE SITE

SP 5



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF AN AMBULANCE EXITING THE SITE

SP 6

MENT OF ACCESS ———
WAY, GRADE CHANGE &
E TRANSITIONS TO BE IN
RDANCE WITH AS 2890.1

VEHICLE CROSSING IN ORDNANCE WITH THE STOWN ENGINEERING DARDS

~~NEW VEHICLE CROSSING IN ACCORDANCE WITH THE BANKSTOWN ENGINEERING STANDARDS~~



PORT COCHERE
AWNING OVER
AMBULANCE BAY

~~DROP OFF~~

Terrace
64 m²

TRANSITION
FALL 1:20

FALL 1:16

+RL56730

Building F - RACF

2BED
E-GR-05
92 m²
2B-12

RECEIVED

OFFICE

MED

NURSE

MEDICAL
CENTRE
31 m²

OFFICE
30 m²

BALC

BIBED

0

2

14

—

C

+

†

三

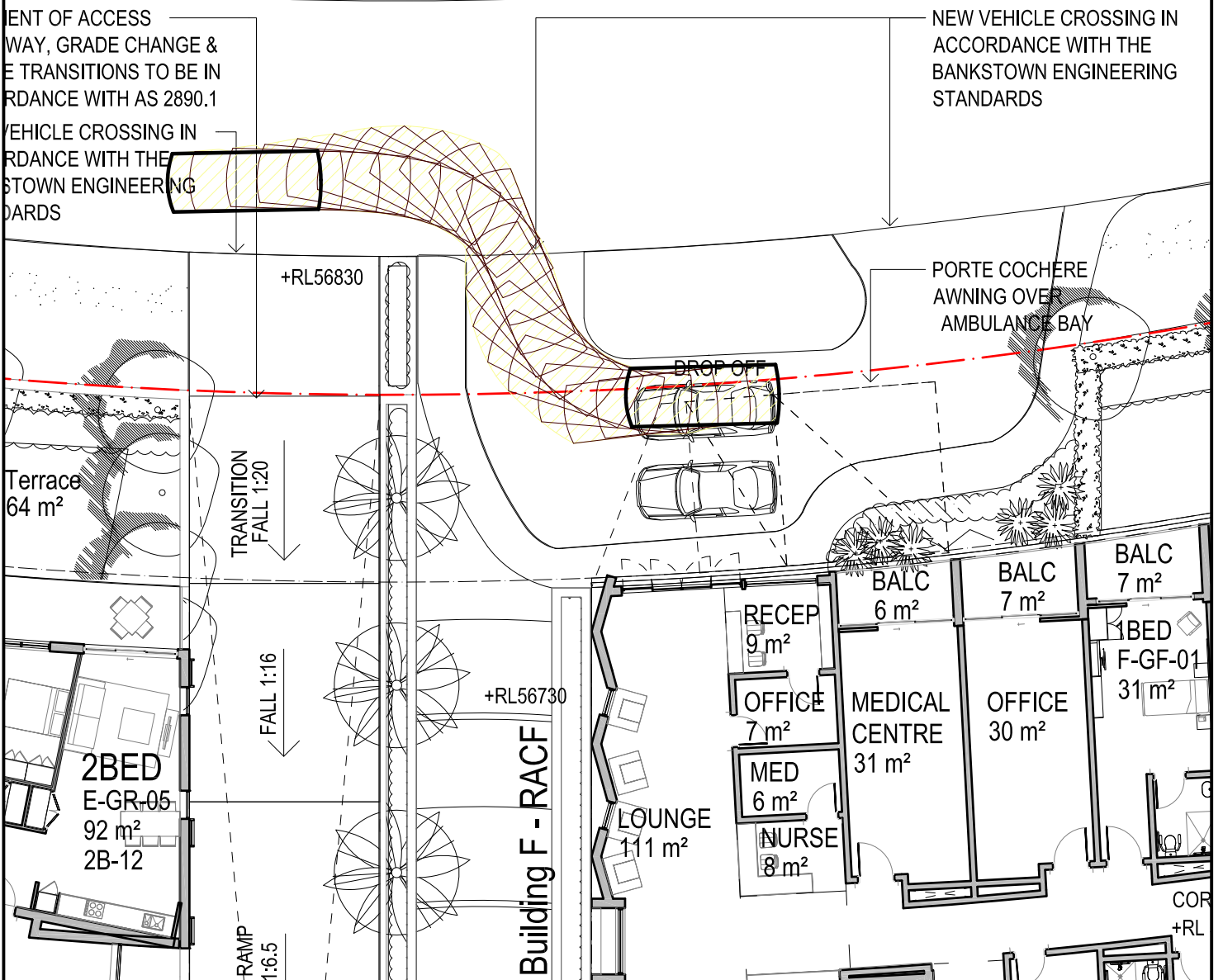
7

1

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SP 7



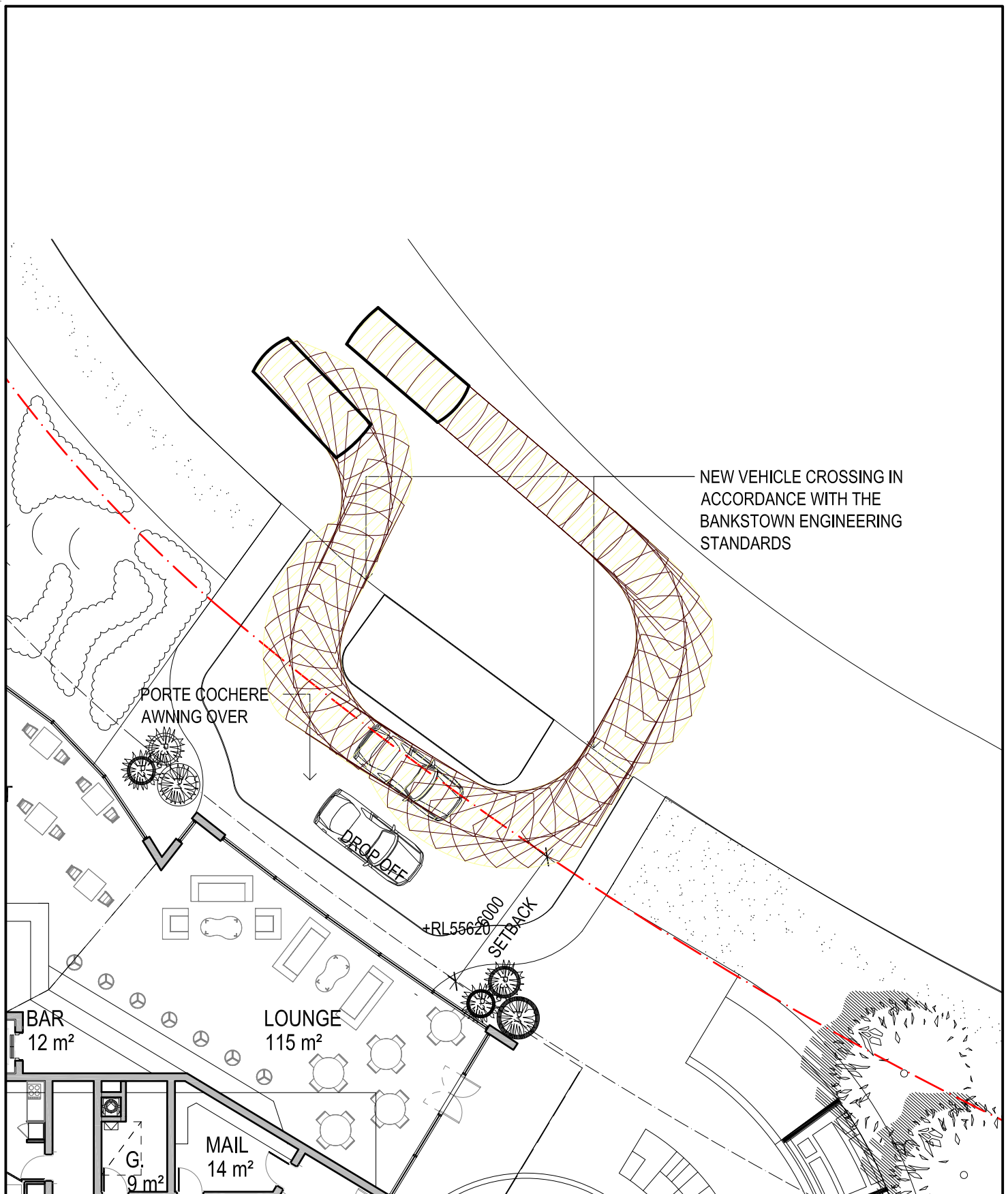
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE EXITING THE SITE**

SP 8



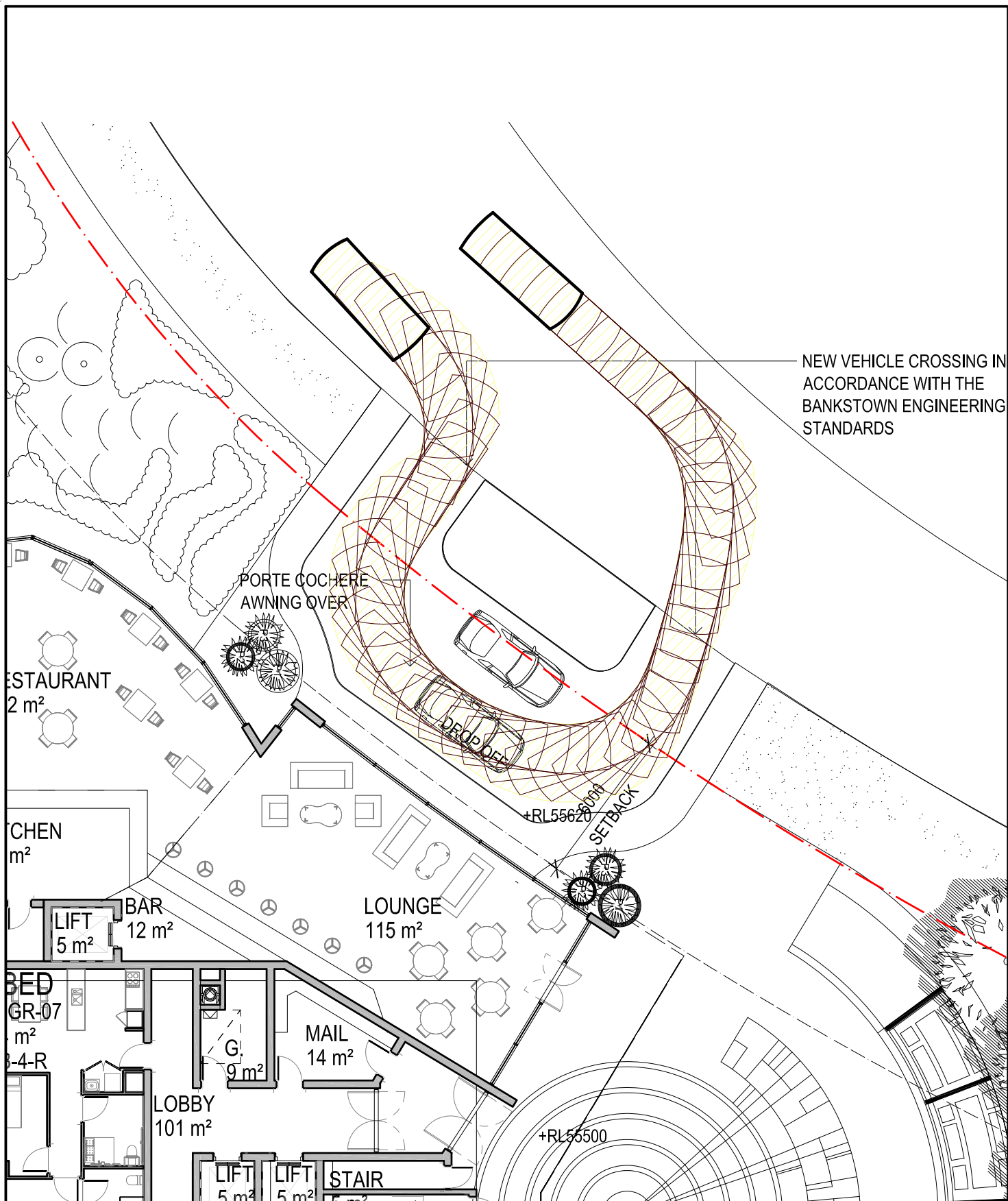
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE ENTERING AND
EXITING THE SITE THE SITE**

SP 9



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF AN 85th PERCENTILE
VEHICLE EXITING THE SITE**

SP 10