"AUSTRAL TOBRUK"

PROPOSED ILU DEVELOPMENT

120 TENTH AVENUE, AUSTRAL

Assessment of Traffic and Parking Implications

May 2019
(Rev D)

Reference 15286

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LIST OF ILLUSTRATIONS

1. INTRODUCTION

This report has been prepared for RSL Life Care to accompany revised plans for a Development Application to Liverpool City Council for a proposed Independent Living Unit development on the "Austral Tobruk" site on 120 Tenth Avenue at Austral (Figure 1).

The Austral and Leppington North area is a large new urban precinct which will benefit from good transport services (focused on the new Leppington Railway Station) as well as large open space areas, retail and educational facilities. The precinct will also have ready access to the arterial road system and the major regional facilities available in Liverpool CBD.

The Austral Tobruk site is located in the central part of the precinct, just to the north of Bringelly Road and the Railway Station, with frontages to the southern side of Tenth Avenue and the western side of Edmondson Avenue. There are existing RACF and ILU buildings with community facilities on the site and a previous consent was granted for residential apartment (Senior Housing) development on the southern part.

The proposed new ILU development involves 8 buildings with 145 apartments and basement car parking with landscaped surrounds and a pedestrian/vehicle access network.

The purpose of this report is to:

* describe the site and the proposed development
* describe the existing and future road network and traffic circumstances
* assess the adequacy of the proposed parking provision
* assess the potential traffic implications of development
* assess the appropriateness of the proposed access, internal circulation and servicing arrangements

LEGEND

N

LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING USE

The total Austral Tobruk site (Figure 2) is a consolidation of Lots 1 & 2 in DP 1146302 located to the north of Bringelly Road. The proposed development will occupy the largely vacant southern part of the site while the central and western part was partly excavated for the previously approved development. The existing development on the northern part comprises:

- RACF building on the western part
- ILU apartment buildings on the eastern part with community facilities
- Vehicle accesses on the Tenth Avenue frontage

The surrounding development comprises:

- the Primary School on the eastern side of Edmondson Avenue opposite the site
- the Austral Neighbourhood Centre including an IGA Supermarket on the northern side of Tenth Avenue
- the adjoining Church which has frontages to Edmondson Avenue and Tenth Avenue
- the rural residential properties which adjoin to the west and south

LEGEND

LOCATION

FIG 2

2.2 PRECINCT PLANNING

The Austral and Leppington North Precinct has been master planned to:

- create a primarily residential neighbourhood providing for some 17,500 homes
- reduce environmental impact and facilitate greater social interaction
- provide a mix of housing types and active streets
- provide open space amenity with 135.4ha of parkland
- focus on Leppington major centre, Austral local centre and 3 neighbourhood centres
- provide 2 high schools and 5 primary schools
- ensure to full advantage is made of the proposed rail and bus services as well as cyclist and pedestrian networks

The Indicative Layout Plan for Austral and Leppington North which is reproduced in Section 4 illustrates the envisaged broad development outcome along with the land uses, density ramps, open space, transport linkages and location of community facilities and schools.

2.3 APPROVED DEVELOPMENT

Consent was previously granted for a development scheme on the site comprising a total of 127 residential apartments (81 x 2 Bed and 46 x 3 Bed). Work was substantially Senior Housing Units on this project with excavation for basement carparking however work was suspended.

Details of the approved development are provided on the plans reproduced in Appendix A.

2.4 PROPOSED DEVELOPMENT

It is proposed to extend the existing excavated basement areas and construct 8 new buildings comprising:

- 145 x two bed apartments
- Shared pedestrian/vehicle access corridor
- Basement and at-grade parking for residents, visitors and service vehicles
- Vehicle access connecting to Edmondson Avenue and the existing access road connecting to Tenth Avenue

The development will provide for the proposed widening of Edmondson Avenue, and the central median island to be provided in conjunction with that widening will restrict vehicle access on Edmondson Avenue to left turn IN/OUT. It is understood that Council has received funding for the design and construction of the proposed roadworks along Edmondson Avenue.

Details of the proposed development are provided on the revised plans prepared by AJ+C which accompany the Development Application and are reproduced in part in Appendix B.

3. EXISTING ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

The existing road network serving the site (Figure 3) comprises:

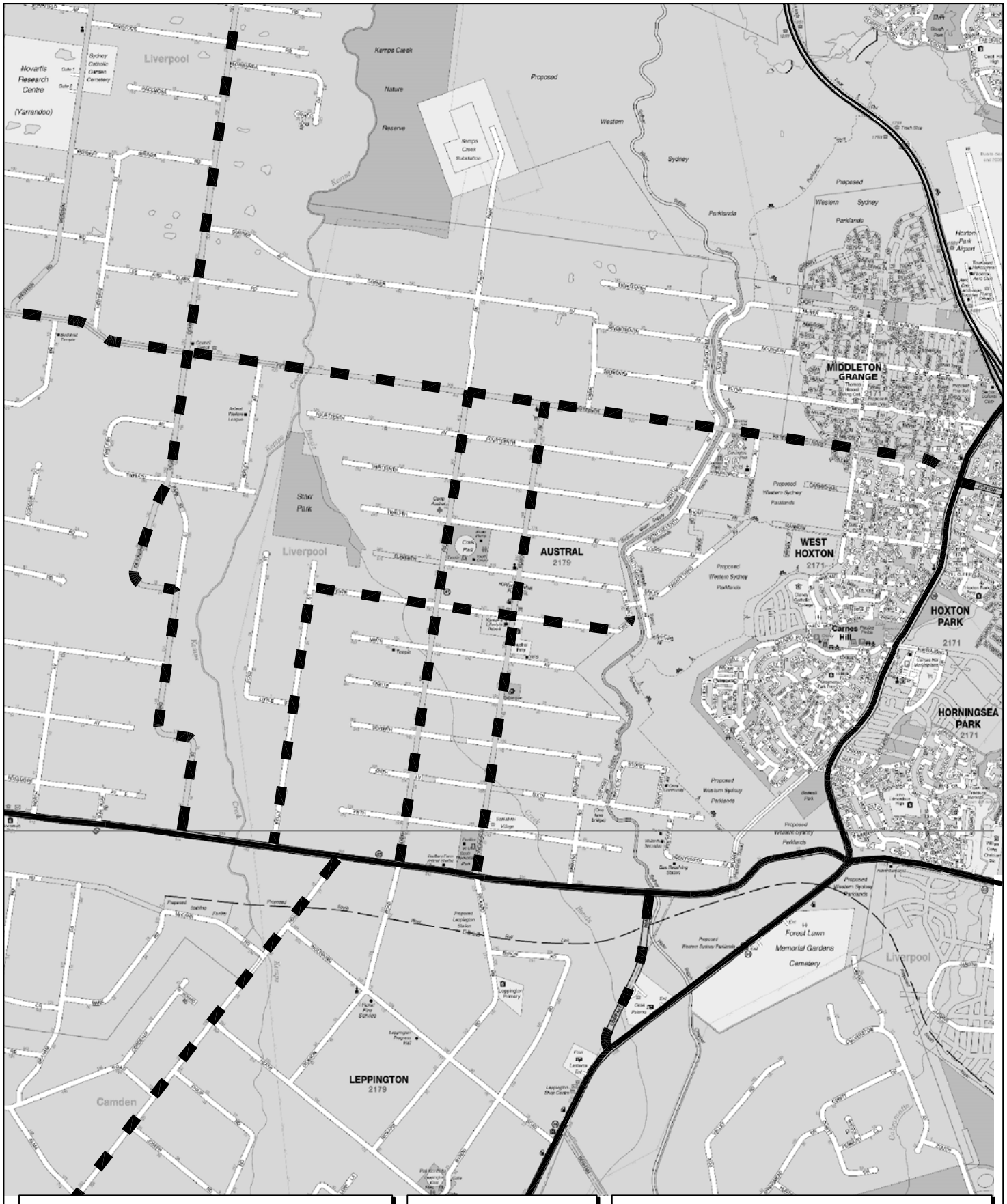
- *Camden Valley Way* – a State Road and arterial route which connects between the Hume Highway at Casula and Camden
- *Cowpasture Road* – a State Road and arterial route which connects between the Horsley Drive at Bossley Park and Camden Valley Way at Horningsea Park
- *Bringelly Road* – a State Road and subarterial route which connects between Cowpasture Road/Camden Valley Way at Horningsea Park and The Northern Road at Bringelly
- *Cowpasture Road (South)* – a State Road and collector route which connects between Camden Valley Way and Bringelly Road
- *Edmondson Avenue* – a collector road connecting between Bringelly Road and Fifteenth Avenue
- *Tenth Avenue* – a minor collector road connecting across Edmondson Road between Kelly Street and Twentyninth Avenue

Edmondson Road is some 12.8m wide with one travel lane and one parking lane in each direction while Tenth Avenue has a 2 lane rural pavement largely without kerb and gutter or footways.

3.2 TRAFFIC CONTROLS

The limited existing traffic controls on the road network (Figure 4) comprise:

- the 60 kmph speed limit on Edmondson Avenue at Tenth Avenue with a 40 kmph school speed limit in the vicinity of the Primary School (opposite the site)



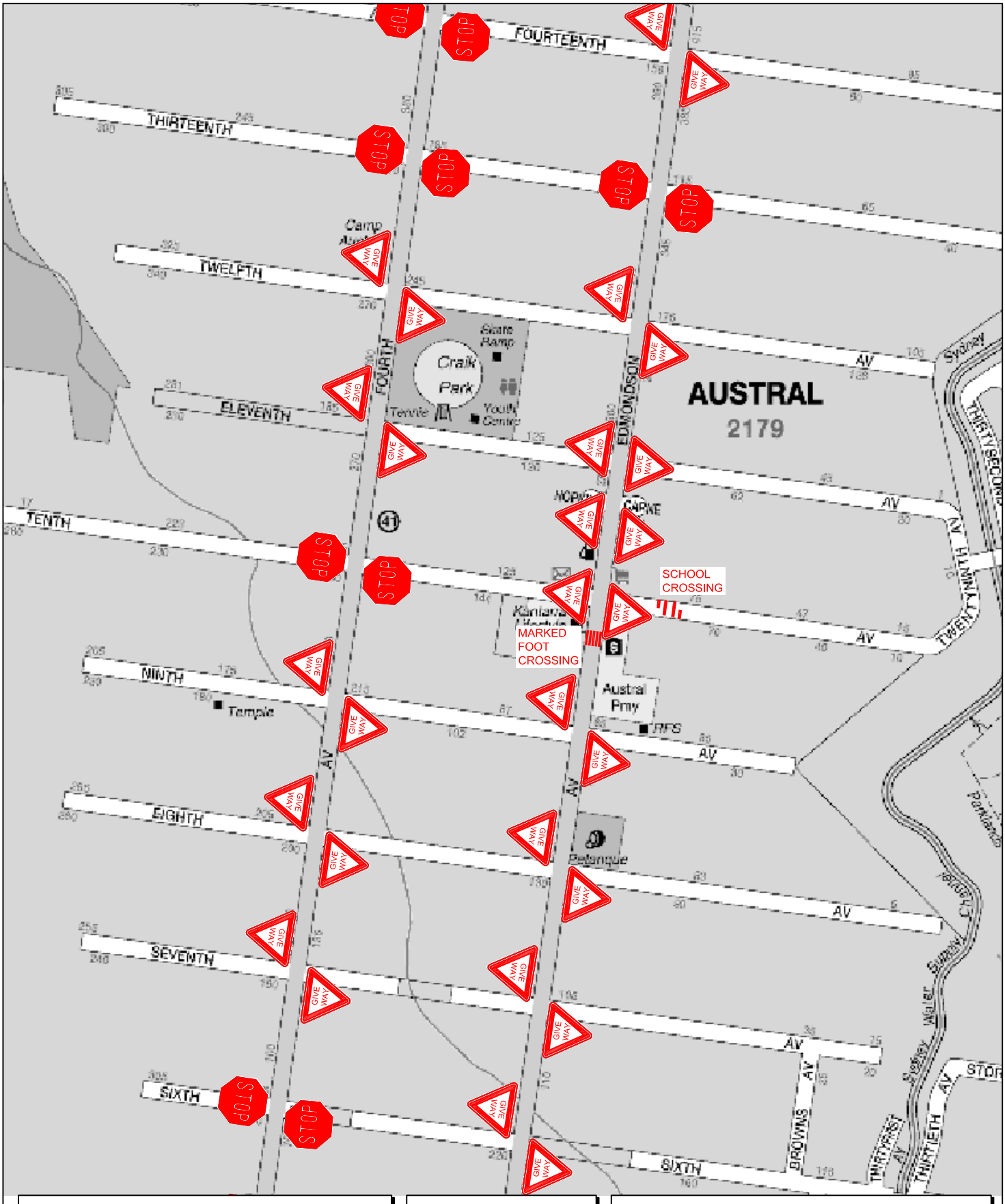
LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR

N

ROAD NETWORK

FIG 3



LEGEND

- TRAFFIC SIGNAL CONTROL
- ROUNDABOUT
- RESTRICTED TURNING MOVEMENT
- STOP SIGN
- GIVE WAY SIGN

N

TRAFFIC CONTROLS

FIG 4

- the "Wombat" style marked footcrossing in Edmondson Avenue at the School frontage and "school crossing" on the Tenth Avenue frontage
- the 70 kmph speed restriction on Bringelly Road east of Cowpasture Road (South) and 80 kmph to the west
- the part time BUS ZONE and NO PARKING school start/finish times on Edmondson Avenue
- the GIVE WAY and STOP sign controls on the 'side streets' of intersections along Edmondson Avenue and Fourth Avenue
- the small central median islands and adjacent kerbside lane islands in Edmondson Avenue at Tenth Avenue and the southern side of the school frontage

3.3 TRAFFIC CONDITIONS

The existing traffic volumes on Bringelly Road to the west of Camden Valley Way are as follows:

AADT	AM Peak	PM Peak
9,090	700	800

The existing traffic flows on Edmondson Avenue and Tenth Avenue during the morning and afternoon peak periods are as follows:

	AM	PM
Edmondson Avenue		
Northbound	285	185
Southbound	170	250
Tenth Avenue		
Eastbound	110	70
Westbound	65	125

The operational performance of intersections in the vicinity of the site during the morning and afternoon peak periods is quite satisfactory at the present time without any undue queuing or congestion. There is some heightened localised activity in the vicinity of the Primary School during 'set-down/pick-up' times just before and after school hours.

3.4 TRANSPORT SERVICES

Bus services are provided by Interline Route 855 which runs along Edmondson Avenue connecting between Liverpool and Leppington Railway Stations where access is provided to the Metropolitan Transport Network (see details overleaf).

Campbelltown, Liverpool, Bringelly and Oran Park bus network map

Transport Buses

Diagrammatic Map
Not to Scale

NORTH

Bringelly
Rossmore
Rutleigh Park
Austral
Middleton Grange
West Hoxton
Hoxton Park
Cartwright
Liverpool
Lurnea
Casula
Prestons
Carnes Hill
Horningsea Park
Leppington
Edmondson Park
Glenfield
Macquarie Fields
Ingleburn
Bow Bowing
Raby
Kearns
St Andrews
Long Point
Catherine Field
Oran Park
Harrington Park
Gregory Hills
Denham Court
Eschol Park
Eagle Vale
Woodbine
Claymore
Currans Hill
Smeaton Grange
Narellan
Narellan Vale
Leumeah
Campbelltown
Blairmount
Glen Alpine
Bradbury
Minto

Train towards Sydney CBD & Blacktown
Train towards Sydney CBD
Train towards Southern Highlands

Liverpool Inset

Street Legend
1. Shortland Ave
2. Bligh Ave
3. Old Kurrajong Rd
4. Ingham Dr
5. San Marino Dr
6. Canterbury Rd
7. Brooks St
8. Chester Rd
9. Midlothian Rd
10. Aberdeen Rd
11. Townson Ave
12. Redfern Rd
13. Kent St
14. Stafford St
15. Macquarie Links Dr

Key

- Bus route
- 853 Bus route number
- Occasional journey
- B Bus terminus
- T Train line/station

It's easy to plan your trip

On the web
transportnsw.info

Questions and feedback
Phone 131 500
TTY 1800 637 500

4. FUTURE ROAD NETWORK, TRAFFIC AND TRANSPORT CIRCUMSTANCES

ROAD NETWORK

Details of the planned road system for the Austral-Leppington North Precinct are provided on the diagrams overleaf together with details of the planned street types.

Particular features of this planning are:

- the principal arterial routes of Camden Valley Way and Bringelly Road
- the Transit Boulevards on Fifteenth Avenue and Edmondson Avenue
- the Collector Roads including Fourth Avenue and Tenth Avenue

The design provisions for Edmondson Avenue at the site frontage require road widening to provide for BUS LANE, bus stop bays and a central median island.

TRAFFIC CONTROLS

The provision of traffic signals is proposed at:

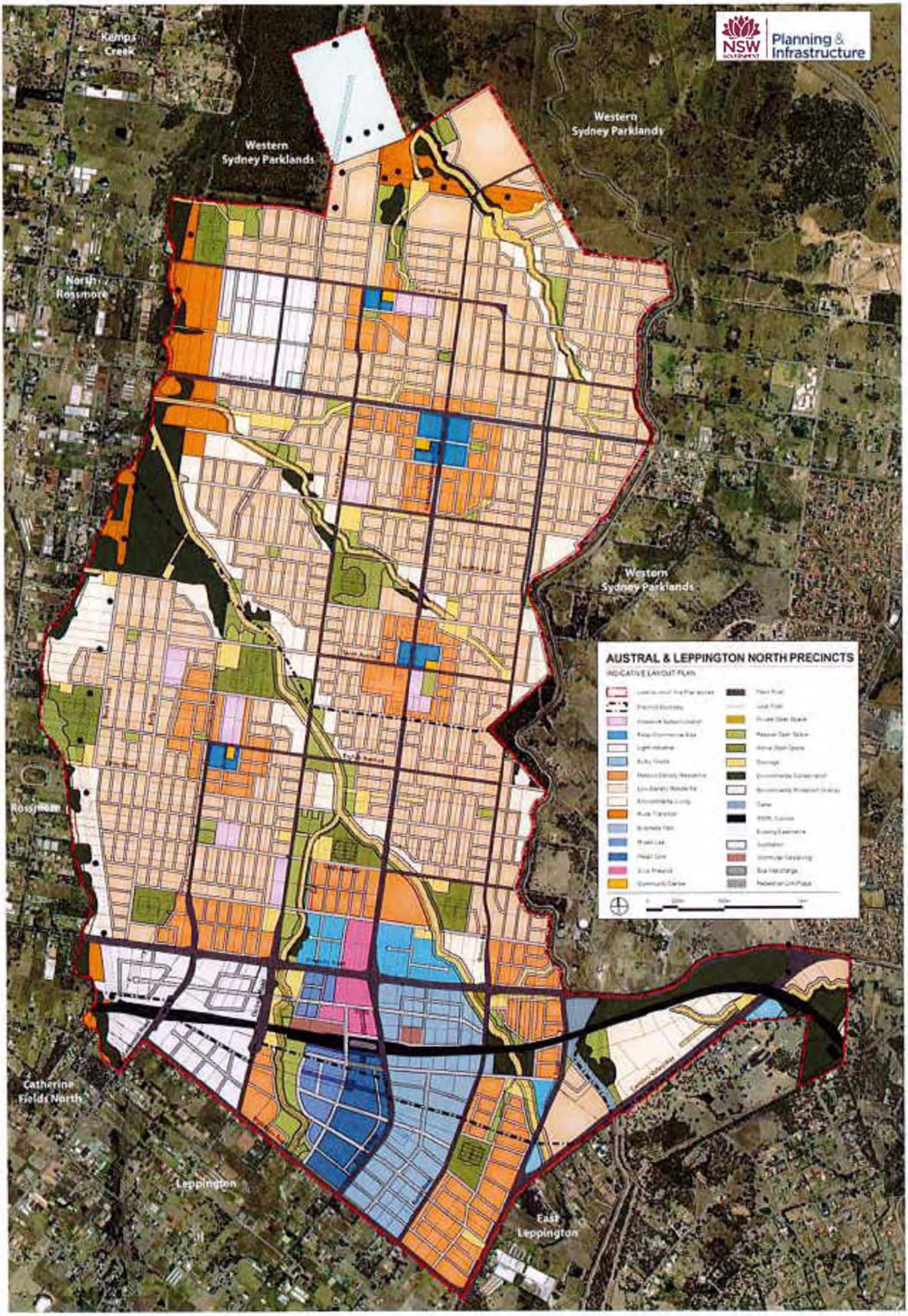
- the intersection of Edmondson Avenue and Tenth Avenue
- the intersections Bringelly Road and Fifteenth Avenue with Edmondson Avenue

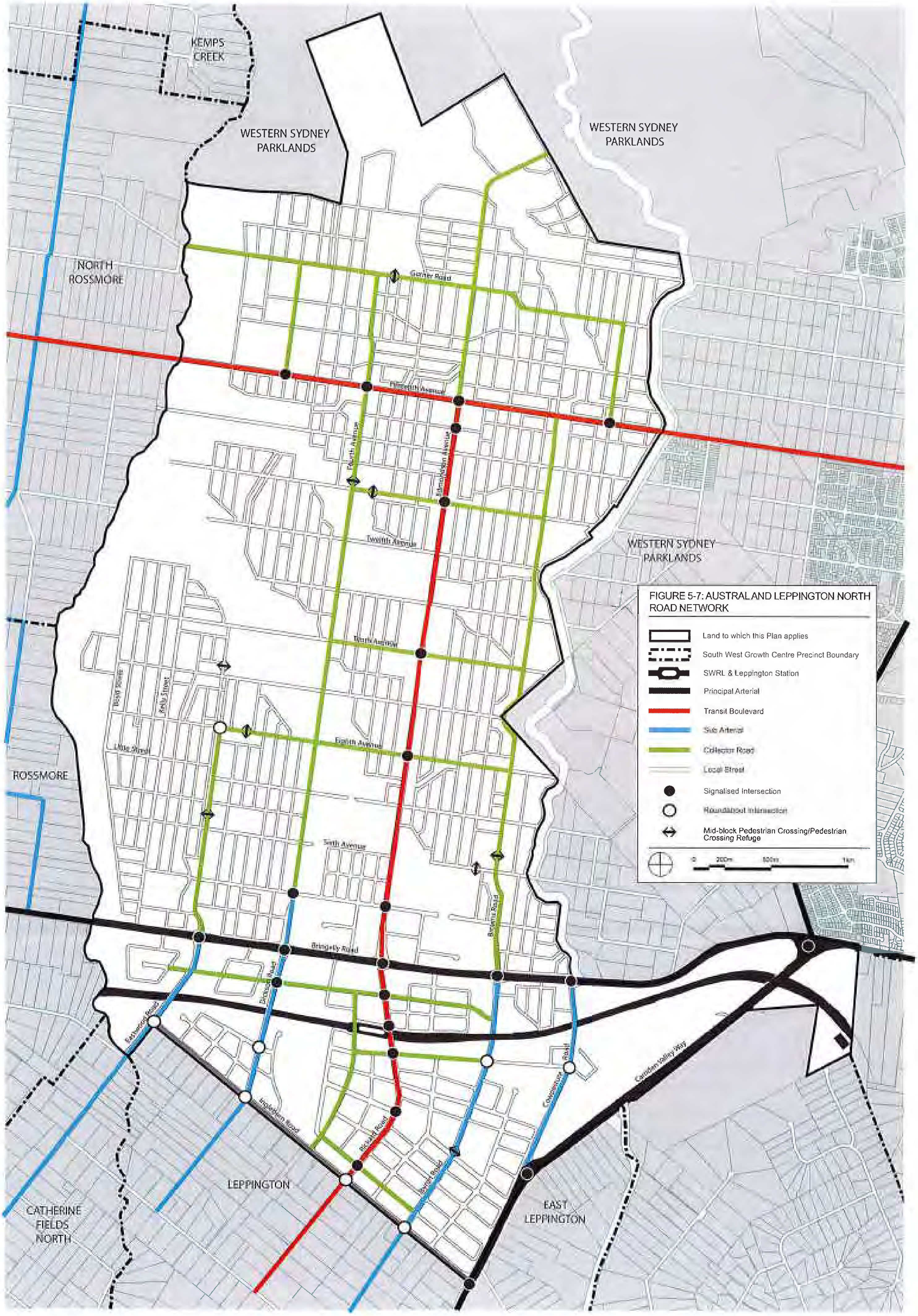
It is presumed that these pedestrian facilities which exist on Edmondson Avenue and Tenth Avenue will be replaced by the new intersection traffic signals.

TRANSPORT SERVICES

Details of the planned bus services are provided on the diagram overleaf with the principal features being:

- the bus priority corridor along Edmondson Avenue
- the bus routes connecting along Fourth Avenue and Eighth Avenue

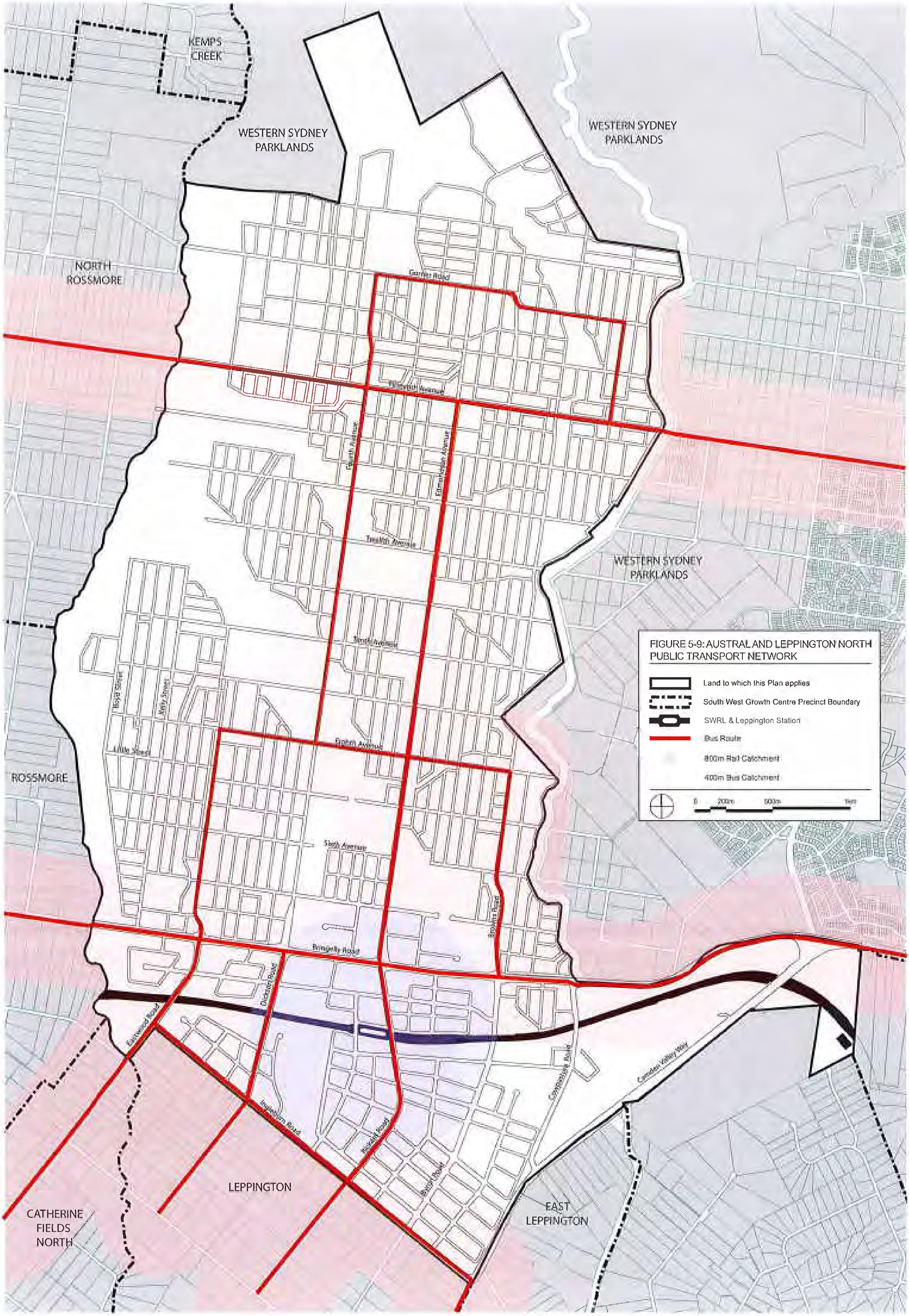

NSW GOVERNMENT
Planning & Infrastructure
Kemps Creek
Western Sydney Parklands
Western Sydney Parklands
Western Sydney Parklands
North Rossmore
Rossmore
Catherine Fields North
Leppington
East Leppington
AUSTRAL & LEPPINGTON NORTH PRECINCTS
INDICATIVE LAYOUT PLAN



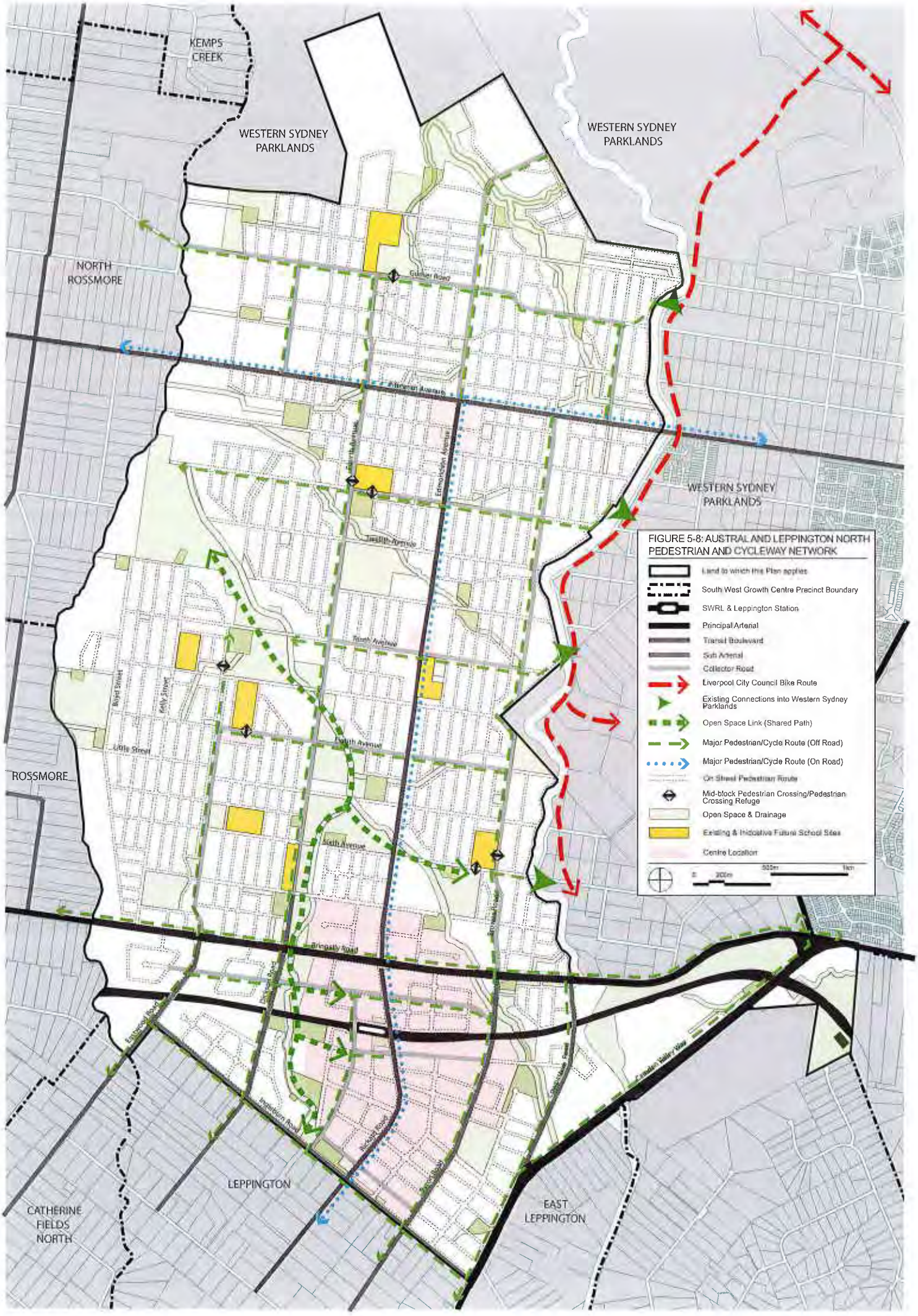
KEMPS CREEK
WESTERN SYDNEY PARKLANDS
WESTERN SYDNEY PARKLANDS
NORTH ROSSMORE
WESTERN SYDNEY PARKLANDS
ROSSMORE
LEPPINGTON
CATHERINE FIELDS NORTH
EAST LEPPINGTON
Fifteenth Avenue
Twelfth Avenue
Ninth Avenue
Eighth Avenue
Sixth Avenue
Bringelly Road
Camden Valley Way
FIGURE 5-7: AUSTRAL AND LEPPINGTON NORTH ROAD NETWORK
Land to which this Plan applies
South West Growth Centre Precinct Boundary
SWRL & Leppington Station
Principal Arterial
Transit Boulevard
Sub Arterial
Collector Road
Local Street
Signalised Intersection
Roundabout Intersection
Mid-block Pedestrian Crossing/Pedestrian Crossing Refuge

BICYCLE AND PEDESTRIAN NETWORK

Details of the planned bicycle and pedestrian network are provided on the diagram overleaf. There will be dedicated on-street bicycle lanes along Edmondson Avenue and a shared off-street path along the Tenth Avenue east-west route.



KEMPS CREEK
WESTERN SYDNEY PARKLANDS
WESTERN SYDNEY PARKLANDS
NORTH ROSSMORE
Garfield Road
Fifteenth Avenue
Fourth Avenue
Edmondson Avenue
Twelfth Avenue
WESTERN SYDNEY PARKLANDS
Tenth Avenue
Boyd Street
Kelly Street
Little Street
Eighth Avenue
ROSSMORE
Sixth Avenue
Browns Road
Bringelly Road
Dickson Road
Eastwood Road
Ingleburn Road
Camden Valley Way
Cowpasture Road
Byron Road
Rickard Road
LEPPINGTON
CATHERINE FIELDS NORTH
EAST LEPPINGTON
FIGURE 5-9: AUSTRAL AND LEPPINGTON NORTH PUBLIC TRANSPORT NETWORK
Land to which this Plan applies
South West Growth Centre Precinct Boundary
SWRL & Leppington Station
Bus Route
800m Rail Catchment
400m Bus Catchment


KEMPS CREEK
WESTERN SYDNEY PARKLANDS
WESTERN SYDNEY PARKLANDS
NORTH ROSSMORE
WESTERN SYDNEY PARKLANDS
ROSSMORE
LEPPINGTON
EAST LEPPINGTON
CATHERINE FIELDS NORTH
Gurner Road
Edmondson Avenue
Tenth Avenue
Ninth Avenue
Eighth Avenue
Seventh Avenue
Byrnes Road
Kelly Street
Little Street
Bringelly Road
Cowpasture Road
Camden Valley Way
Appleton Road
Rickard Road
FIGURE 5-8: AUSTRAL AND LEPPINGTON NORTH PEDESTRIAN AND CYCLEWAY NETWORK
Land to which this Plan applies
South West Growth Centre Precinct Boundary
SWRL & Leppington Station
Principal Arterial
Transit Boulevard
Sub Arterial
Collector Road
Liverpool City Council Bike Route
Existing Connections into Western Sydney Parklands
Open Space Link (Shared Path)
Major Pedestrian/Cycle Route (Off Road)
Major Pedestrian/Cycle Route (On Road)
On Street Pedestrian Route
Mid-block Pedestrian Crossing/Pedestrian Crossing Refuge
Open Space & Drainage
Existing & Indicative Future School Sites
Centre Location
0
200m
500m
1km

5. ACCESS AND TRAFFIC

ACCESS

It is highly desirable to have both pedestrian and vehicle access to Edmondson Avenue due to the flexibility that this will provide and to avoid a concentration of vehicle movements onto the existing access on Tenth Avenue.

The proposed provision of traffic signals at the Tenth Avenue intersection will replace the existing pedestrian crossing and will also result in some change to the kerbside parking arrangements as it would seem to be undesirable to retain school set-down/pick-up provisions on the western side of the road (as exist) with these future changed circumstances.

The proposed access connection on Edmondson Road will:

- be located on a straight and level section of road and will have appropriate sight distances
- be well removed from the Tenth Avenue intersection
- be restricted to left turn IN/OUT by the proposed central median island

TRAFFIC

The RMS Technical Direction TDT 2013-4b indicates a weekday peak generation for Housing for Seniors of 0.40vtph, however this is for the "site peak" and not the AM or PM road network peaks. It is also an average of numerous types of aged care accommodation (some being high care with significant staffing) and an average of Metropolitan and Non Metropolitan sites.

In reality the RMS data is not entirely relevant to the proposed development, however if the details are extracted for the Network Peak for the Metropolitan Area sites the average traffic generation is 0.26 vtph per dwelling. Application of this to the proposed 145 ILU's indicates a generation of some 40vtph with the assessed distribution as follows:

AM		PM	
IN	**OUT**	**IN**	**OUT**
15	25	25	15

It is apparent that a minor proportion of these movements could choose to access via the Tenth Avenue driveway while the others will be spread to the north and south on Edmondson Avenue although the majority will be to/from the north.

Access movements on Edmondson Avenue will be limited to left turn IN/OUT while the provision of traffic signals at the Edmondson Avenue and Tenth Avenue intersection will assist the access movements occurring at that intersection.

It is apparent that the traffic generation of the proposed development will be of a "low order" and will not result in any adverse traffic implications.

6. PARKING

The SEPP (Housing for Seniors or People with a Disability) 2004 specifies the following minimum parking provision for "Self Contained Dwellings (ILU's)":

1.0 space for each 5 dwellings for development by a Social Housing Provider

It is proposed to provide 145 parking spaces in the basements for residents (i.e. 1 space for each apartment) as well as 30 spaces for visitors (i.e. 1 space per 5 apartments). It is also proposed to provide 26 bicycle spaces. It is apparent that the proposed parking provision will be quite adequate and appropriate and there will be an appropriate quantum of accessible spaces for residents and visitors.

7. INTERNAL CIRCULATION, SERVICING AND BUS STOP

INTERNAL CIRCULATION

The design of the access, circulation and car parking areas will comply with the requirements of AS2890.1 and 6 particularly in terms of bays, grades, aisles, headroom and manoeuvring area. It is noted that there will be downward grades towards the frontage footways and this will obviate any issue in relation to sighting of pedestrians.

SERVICING

Refuse will be collected by a small contract truck, however a turning path assessment for a 11.0m truck turning as required along the driveway is provided in Appendix C. Small service vehicles (e.g. service personnel) will be able to park in the visitor spaces while any occasional delivery truck requirements will be satisfied by use of the loading bays or temporary standing on the access road system.

BUS STOP

Provision has been made for a bus stop with shelter to be provided on the Edmondson Avenue site frontage just to the south of the proposed access driveway. The proposed bus stop will be suitably located and will provide for suitable sight distances as well as pedestrian access.

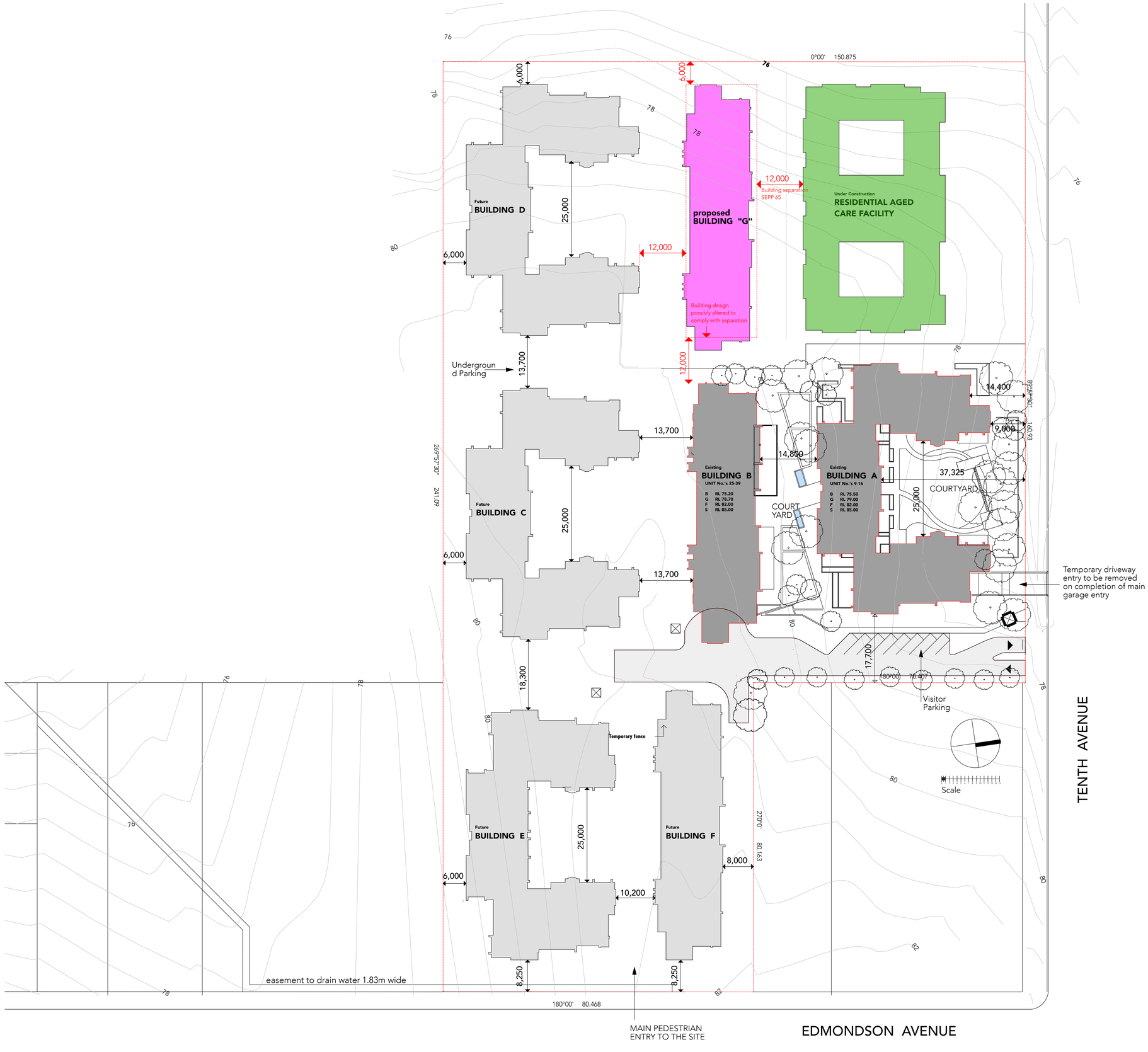
8. CONCLUSION

The proposed Austral Tobruk Independent Living development at Austral will provide much needed accommodation in a peaceful environment. Assessment of the proposal has concluded that:

* the provisions for vehicle access and servicing will be satisfactory and appropriate
* there will be no adverse traffic implications
* the proposed parking provision will be quite adequate and will comply with the SEPP criteria

APPENDIX A

APPROVED PLANS



ARCHITECTS

CAMPBELL LUSCOMBE ARCHITECTS

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w. www.CLArchitects.com.au
ABN 65 141 119 413

ISSUE	DATE	REVISION

RSL LifeCare

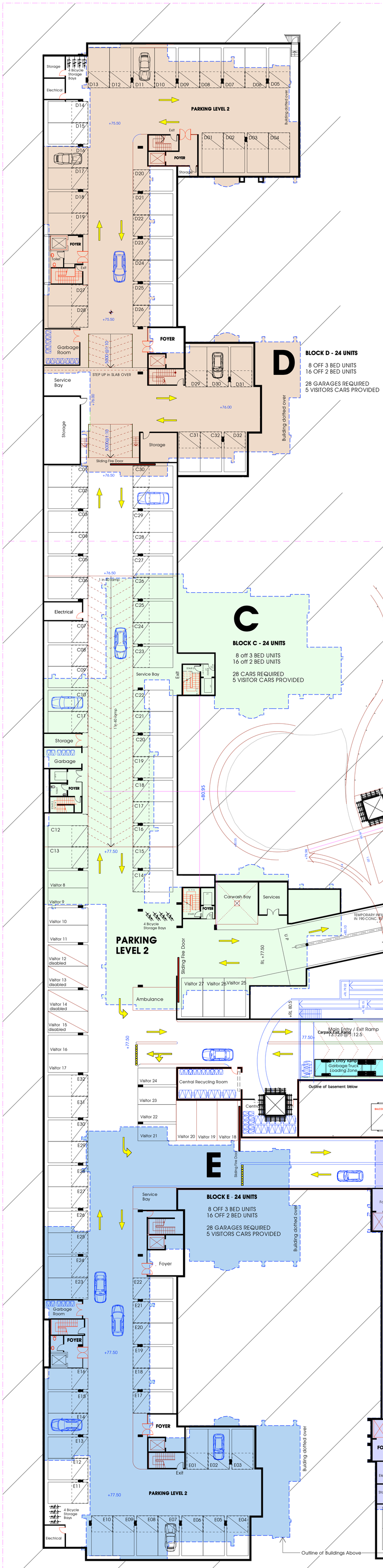
TSA MANAGEMENT

Project
AUSTRAL TOBRUK

Project Address
120 TENTH AVENUE,
AUSTRAL NSW 2171

Drawing
STAGE 2
SITE FEASIBILITY

PROJECT #	CLA2015-0136	REV	DWG #
DATE	May 2015		
SCALE @ A1	NTS		
DRAWN	MT		**FS01**



PARKING LEVELS 1 & 2

ARCHITECTS

CAMPBELL LUSCOMBE ARCHITECTS

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e: info@CLArchitects.com.au
w. www.CLArchitects.com.au
ABN 65 141 119 413

BLOCK A - 24 UNITS

8 off 3 BED UNITS
16 off 2 BED UNITS

28 CARS REQUIRED
5 VISITOR (18%)

BLOCK B - 16 UNITS

6 off 3 BED UNITS
10 off 2 BED UNITS

19 CARS REQUIRED
3.4 VISITOR (18%)

BLOCK C - 24 UNITS

8 off 3 BED UNITS
16 off 2 BED UNITS

28 CARS REQUIRED
5 VISITOR (18%)

BLOCK D - 24 UNITS

8 off 3 BED UNITS
16 off 2 BED UNITS

28 CARS REQUIRED
5 VISITOR (18%)

BLOCK E - 24 UNITS

8 off 3 BED UNITS
16 off 2 BED UNITS

28 CARS REQUIRED
5 VISITOR (18%)

BLOCK F - 16 UNITS

8 off 3 BED UNITS
8 off 2 BED UNITS

20 CARS REQUIRED
3.6 VISITOR (18%)

AMBULANCE 1

STAFF CARS 8

TOTAL RESIDENT CARS REQUIRED 151

TOTAL VISITOR CARS REQUIRED 27 (or 18%)

TOTAL CARS SPACES REQUIRED 187

BLOCKS A & B

TOTAL RESIDENT CARS = 46
TOTAL VISITOR CARS = 8
AMBULANCE = 1
TOTAL CARS = 55

VISITORS' PARKING

BLOCK A	- 5
BLOCK B	- 3.4
BLOCK C	- 5
BLOCK D	- 5
BLOCK E	- 5
BLOCK F	- 3.6
TOTAL	**27**

N

ISSUE	DATE	REVISION

CLIENT

RSL LifeCare

TSA MANAGEMENT

PROJECT

AUSTRAL TOBRUK

PROJECT

PROJECT ADDRESS

120 TENTH AVENUE
AUSTRAL NSW 2171

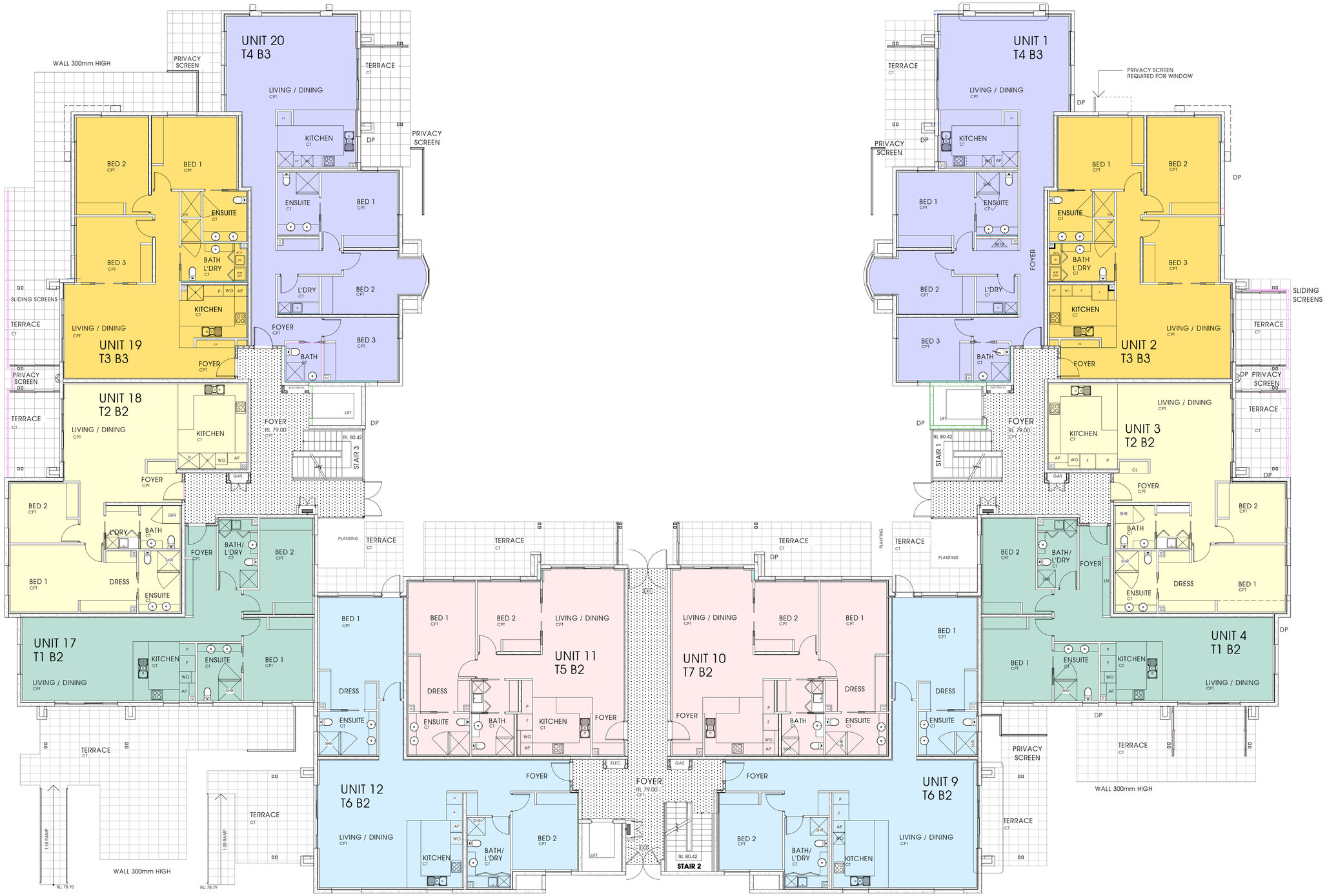
DRAWING

PARKING LEVELS
For All Buildings

PROJECT #	CLA2015-0136
DATE	13 May 2015
SCALE @ A1	1:100
DRAWN	BG

DWG # FS 06

REV



GROUND FLOOR PLAN
LEVEL 2 BUILDING C & D

ARCHITECTS

CAMPBELL LUSCOMBE ARCHITECTS

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ABN 65 141 119 413

ISSUE	DATE	REVISION

RSL LifeCare

TSA MANAGEMENT

PROJECT
AUSTRAL TOBRUK

PROJECT ADDRESS
120 TENTH AVENUE
AUSTRAL NSW 2171

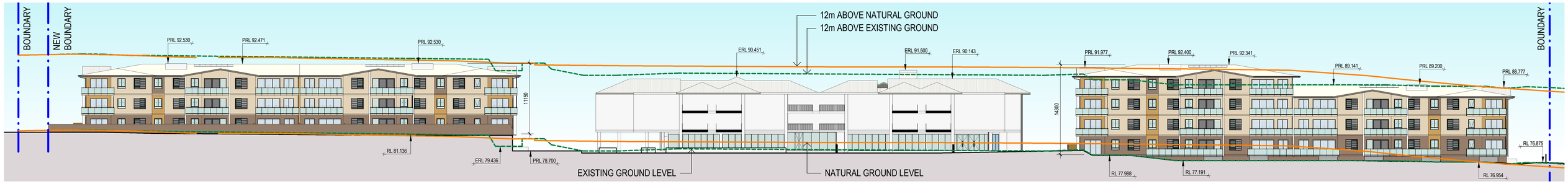
DRAWING
GROUND FLOOR - Level 2
Building A

PROJECT #	CLA2015-0136
DWG #	
REV	
DATE	13 May 2015
SCALE @ A1	1:100
DRAWN	bg

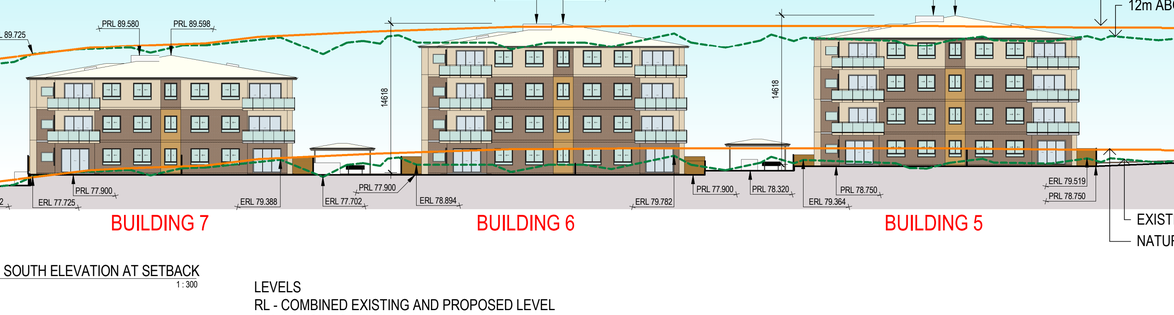
FS 02

APPENDIX B

DEVELOPMENT PLANS

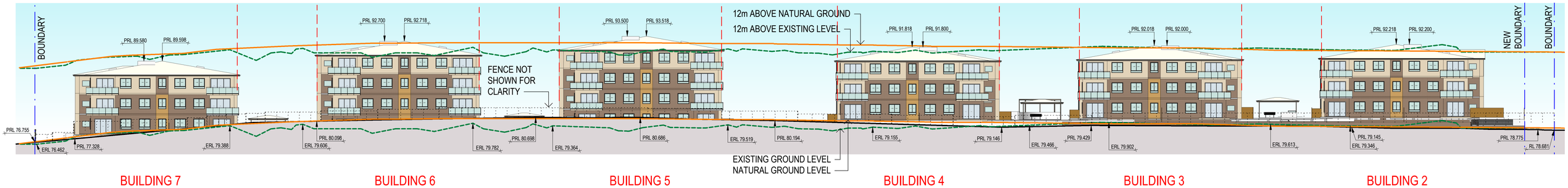


4 NORTH BOUNDARY ELEVATION
1 : 300



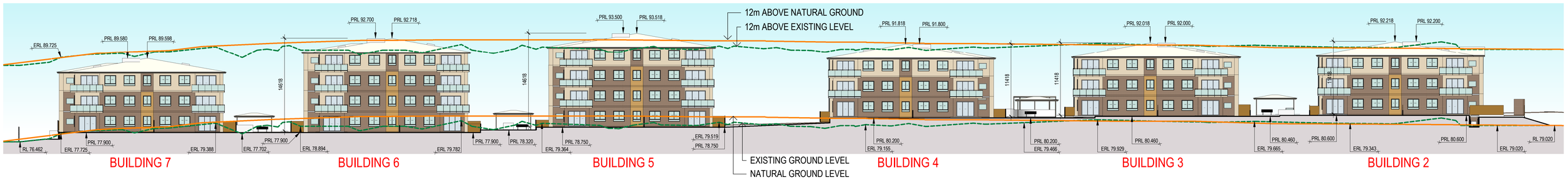
3 WEST BOUNDARY ELEVATION
1 : 300

2 EAST BOUNDARY ELEVATION
1 : 300



EXCAVATED ZONE — UNEXCAVATED ZONE

1 SOUTH BOUNDARY ELEVATION
1 : 300



5 SOUTH ELEVATION AT SETBACK
1 : 300

LEVELS
RL - COMBINED EXISTING AND PROPOSED LEVEL
ERL - EXISTING LEVEL
PRL - PROPOSED LEVEL

NATURAL GROUND LINE PRIOR TO CONSTRUCTION OF EXISTING BUILDINGS.

EXISTING GROUND LINE AFTER PREVIOUS EXCAVATIONS.

THE LINES INDICATING THE 12m MAXIMUM ALLOWABLE BUILDING HEIGHTS ARE SHOWN AT THE MAIN FACADE, USUALLY THE 6m SETBACK LINE, AND DO NOT TAKE INTO CONSIDERATION THAT THE GROUND MAY RISE HIGHER TOWARDS THE RIDGE LINE.

RSL LifeCare TSA MANAGEMENT

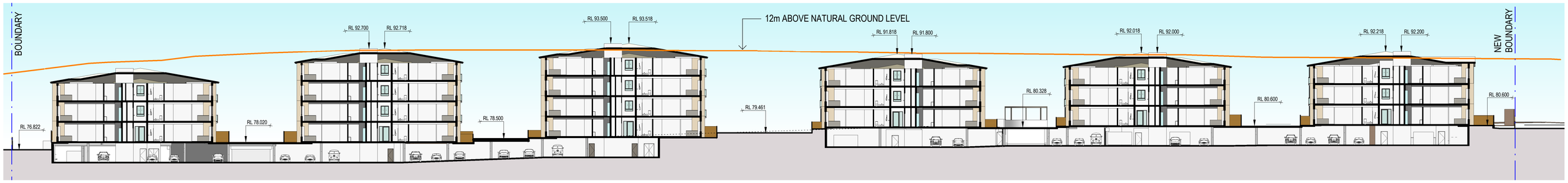
0 3 6 12 24 m

N

09.04.19 - AUSTRAL TOBRUK INDEPENDENT LIVING UNITS 15042 - Rev 7

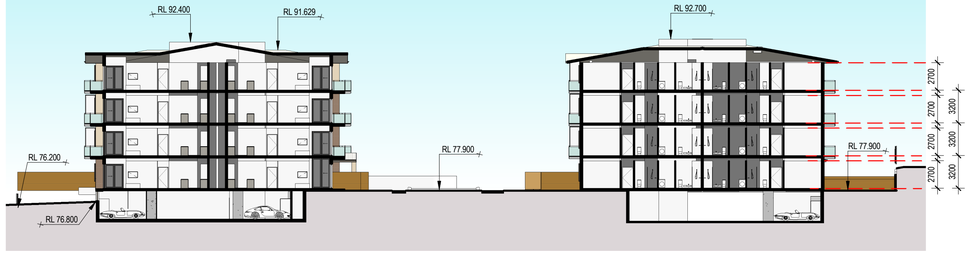
1011 - BOUNDARY ELEVATIONS

AJ+C ALLEN JACK+COTTIER



1 SECTION THROUGH BUILDING 2-7
1 : 300

3 SECTION THROUGH BUILDING 1 AND 3
1 : 300



4 SECTION THROUGH BUILDING 8 AND 6
1 : 300

0 3 6 12 24 m

09.04.19 - AUSTRAL TOBRUK INDEPENDENT LIVING UNITS 15042 - Rev 4

1013 - LONGITUDINAL SECTIONS

EASEMENT FOR UNDERGROUND CABLES 1.0m WIDE (DP1139459)
EASEMENT FOR PADMOUNT SUBSTATION 2.75
m WIDE SHOWN RED DOTTED (DP113959)
RESTRICTION ON THE USE OF LAND (DP 1139459)

ELECTRICITY SUBSTATION

EXISTING ACCESS

TENTH AVENUE

BOUNDARY 58.795

BOUNDARY 53.68

STORMWATER PIPE

STAGE 2
EXISTING BUILDING RACF

STAGE 1
EXISTING BUILDING A RL 79.0

EXISTING BUILDINGS A & B
RUBBISH ROOMS IN BASEMENT CARPARK

EXISTING ROAD

8 CARSPACES FOR VISITORS

EASEMENT FOR UNDERGROUND
CABLES 1.0 m WIDE SHOWN RED

5.5 x 2.75m EASEMENT
KISSOK SUB-STATION

BCA - BUILDING A
BUILDING 1

67300 | 6000 | 4700
FLOOR LEVEL 81.430 | SETBACK

EXISTING PORTE COCHERE
RETAINING WALL

BOUNDARY 80.16

NEW KERB LINE
EXISTING KERB LINE
NEW BOUNDARY
EXISTING BOUNDARY

EXISTING 2.5mWIDE
EASEMENT FOR
OVERLAND FLOW

BUILDING 8
6264 | 67250 | 13852
FLOOR LEVEL 78.100

REFER TO A1700

78.7 EX

PIT
ex.RL78.46

TRUCK BAY

RL 78.180

RAMP UP 1:8

ERL 79.800

NEW GREEN SPACE @ RL 78.8
REFER TO LANDSCAPE ARCHITECT'S LAYOUT

STORMWATER PIPE

TREES TO BE REMOVED

EDMONSON AVENUE

BOUNDARY 80.47

7792 | 22500

ex.RL82.91 (2006)
ex.RL82.17 (2006)
ex.RL82.02 (2006)
ex.RL81.96 (2006)
ex.RL81.93
ex.RL81.61
ex.RL80.94
ex.RL80.75

TREES TO BE REMOVED

NEW CROSS-OVER

13162 | 23880 | 6030

91594 | 22482 | 26040

WORK SHOP

COMMUNITY GARDEN
REFER TO LANDSCAPE
ARCHITECT'S LAYOUT
RL 77.950

PERGOLA OVER RAMP

RAMP UP 1:5
CARPARK ENTRY

RL 78.020

RL 77.870
RL 77.870
RL 78.710
RL 79.166
RL 80.000
RL 80.070
RL 80.200
RL 80.440
RL 80.680

1:22 | 1:36 | 1:184 | 1:196 | 1:45 | 1:114

SHARED DRIVEWAY AND FOOTPATH

SFL 81.430

V6 V5 V4 V3 V2 V1

RL 81.150

19188

NEW BOUNDARY FOR
ROAD WIDENING

NEW BUS STOP BY COUNCIL

SEE LANDSCAPE DRAWINGS
FOR VERGE DETAIL

23880

7110

3711

V13 V12 V11 V10

DESIGNATED PEDESTRIAN
ZONE ON SHARED AREA

COMMUNITY GARDEN
REFER TO LANDSCAPE
ARCHITECT'S LAYOUT

SERVICE VEHICLE

SFL 78.900
SFL 80.400
SFL 80.600
SFL 80.800

RL 78.100

RL 77.980

RL 78.330

CARPARK ENTRY

PERGOLA OVER RAMP

V9 V8 V7

EXIT FROM BASEMENT

4900 | 1600

DRAINAGE EASEMENT 1.83 m WIDE
NEW KERB LINE
EXISTING KERB LINE

BCA - BUILDING C

BOUNDARY 241. 09

BCA - BUILDING B

BUILDING 7
6400 | 25700
FLOOR LEVEL 78.100

12700

BUILDING 6
25700
FLOOR LEVEL 78.100

12700

BUILDING 5
25700
FLOOR LEVEL 78.900

18400

BUILDING 4
25700
FLOOR LEVEL 80.400

12700

BUILDING 3
25700
FLOOR LEVEL 80.600

12700

BUILDING 2
25700
FLOOR LEVEL 80.800

6500 | 4700
SETBACK

EXCAVATED ZONE | UNEXCAVATED ZONE

2 STOREY
BRICK
DWELLING TILE
ROOF No.222

PLANTING ZONE
FOOTPATH
SEAT
GAZEBO

LEGEND

- EXISTING ROAD
- NEW FOOTPATH AND ROAD
- EXISTING LANDSCAPE
- EXISTING FOOTPATH
- NEW ROAD PITUMEN
- EXISTING BUILDINGS

- COURTYARD
- PLANTING ZONE
- PATHWAY / SEATING

0 4 8 16 32 m

N

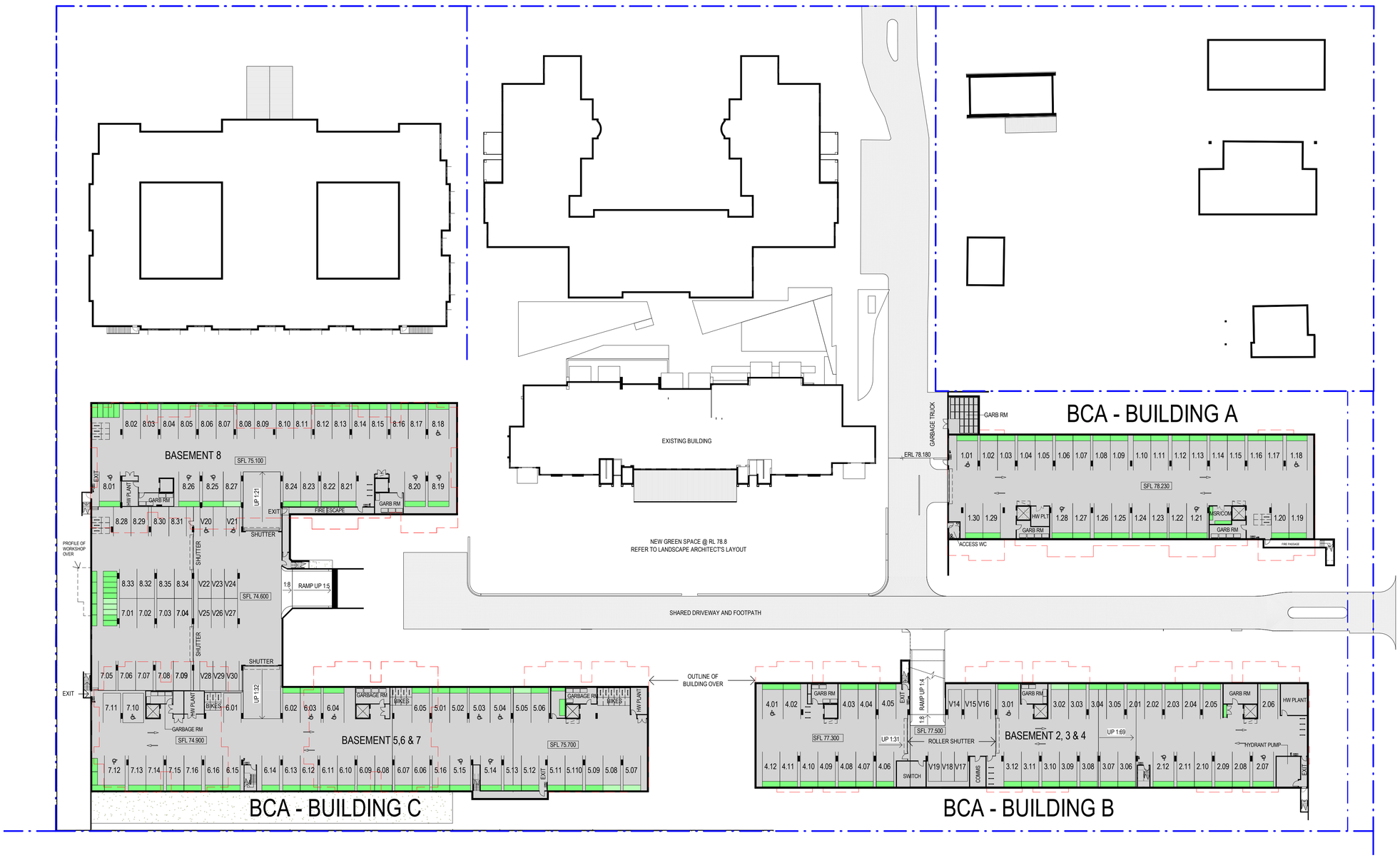
RSL LifeCare | TSA MANAGEMENT

09.04.19 - AUSTRAL TOBRUK INDEPENDENT LIVING UNITS 15042 - Rev 16

1001 - GROUND FLOOR SITE PLAN

AJ+C ALLEN JACK+COTTIER

TENTH AVENUE



RSL LifeCare TSA MANAGEMENT

0 4 8 16 32 m

N

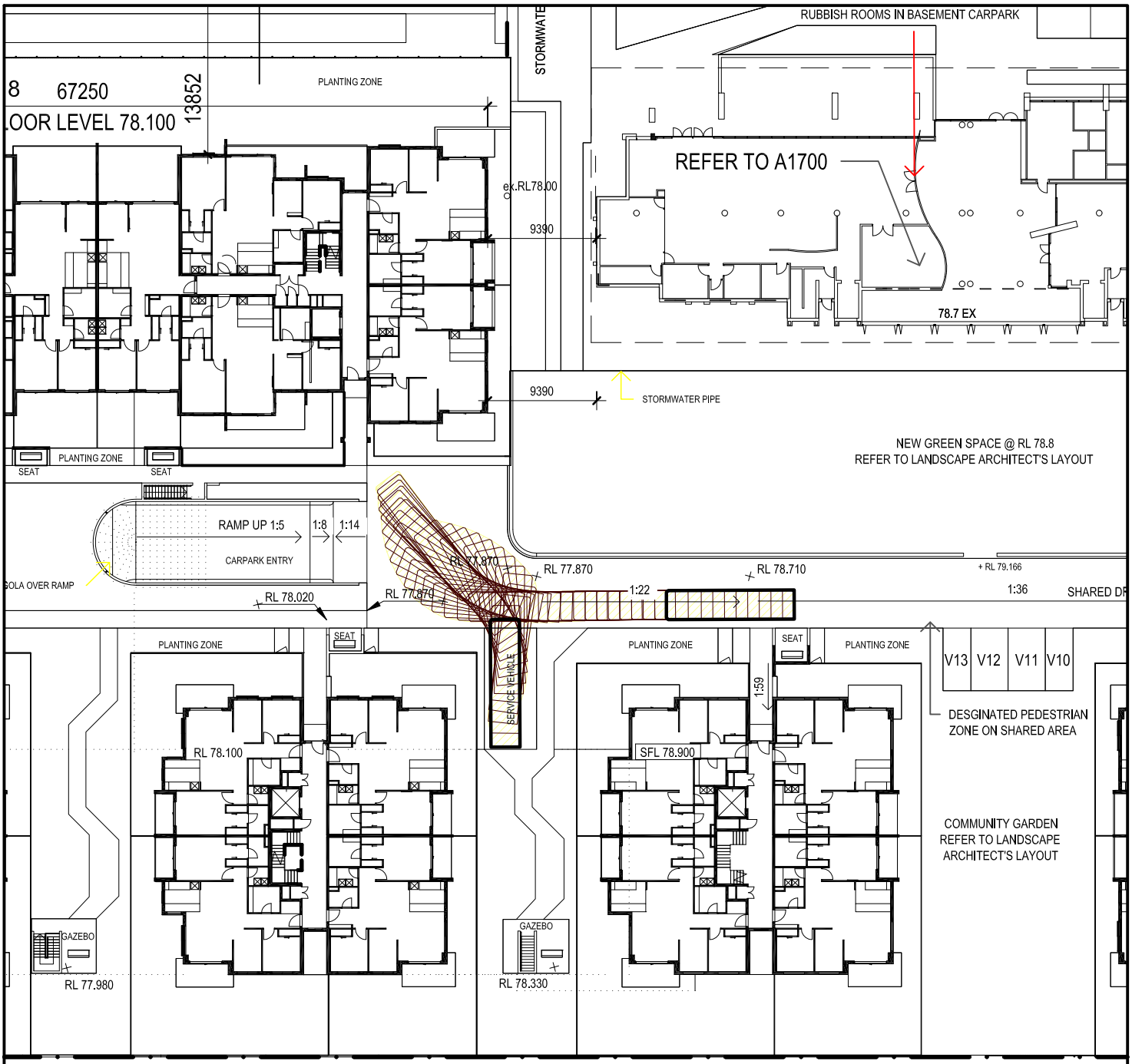
09.04.19 - AUSTRAL TOBRUK INDEPENDENT LIVING UNITS 15042 - Rev 4

1002 - BASEMENT LEVEL SITE PLAN

AJ+C ALLEN JACK+COTTIER

APPENDIX C

TURNING PATH ASSESSMENT



BCA - BUILDING C

BOUNDARY 241. 09

BUILDING 6

BUILDING 5

12700 | 25700 | 12700 | 25700 | 18400

FLOOR LEVEL 78.100

FLOOR LEVEL 78.900

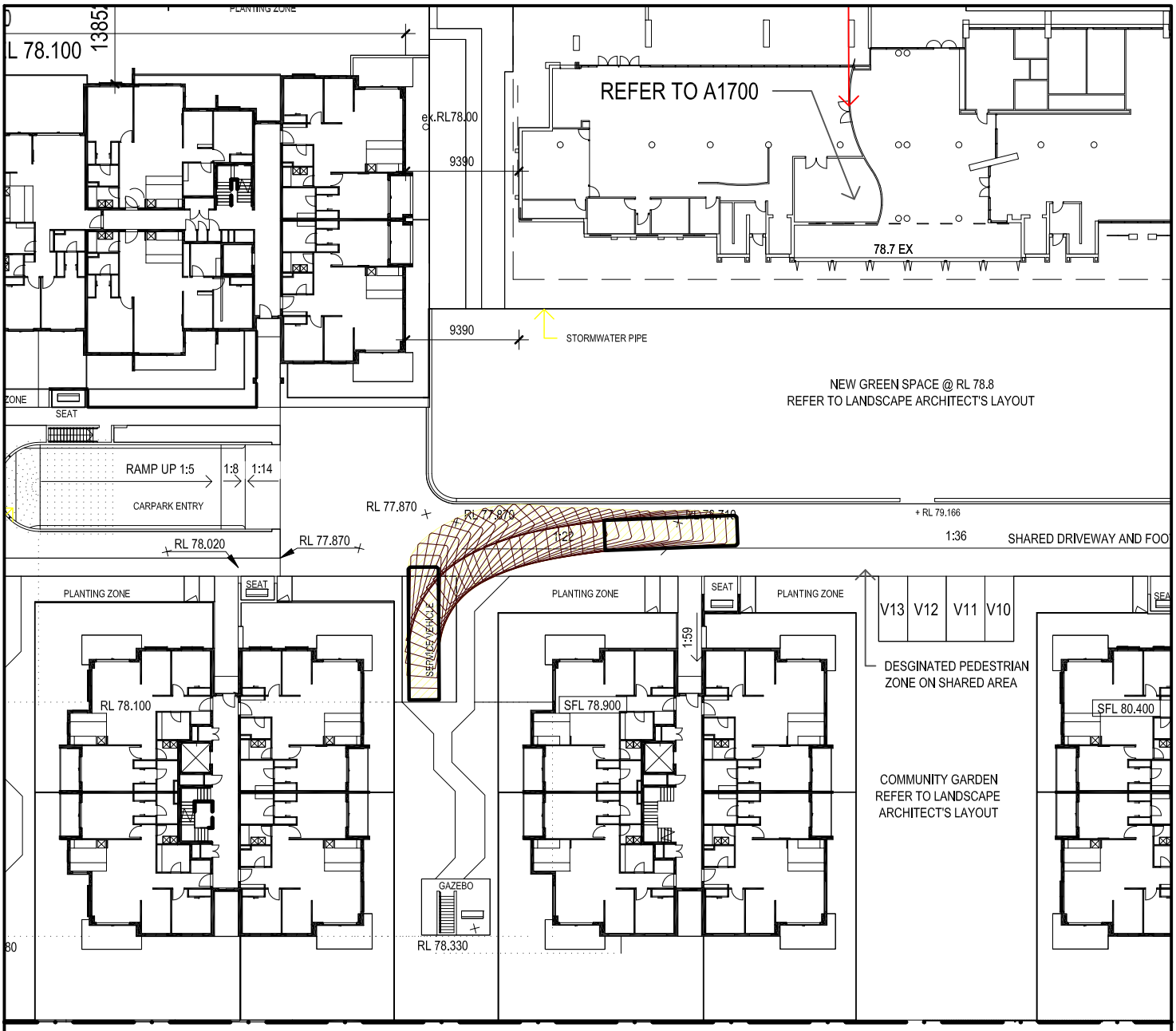
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 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.

N

SWEPT PATH ANALYSIS OF AN 11m RIGID VEHICLE ENTERING THE SITE

SP 1

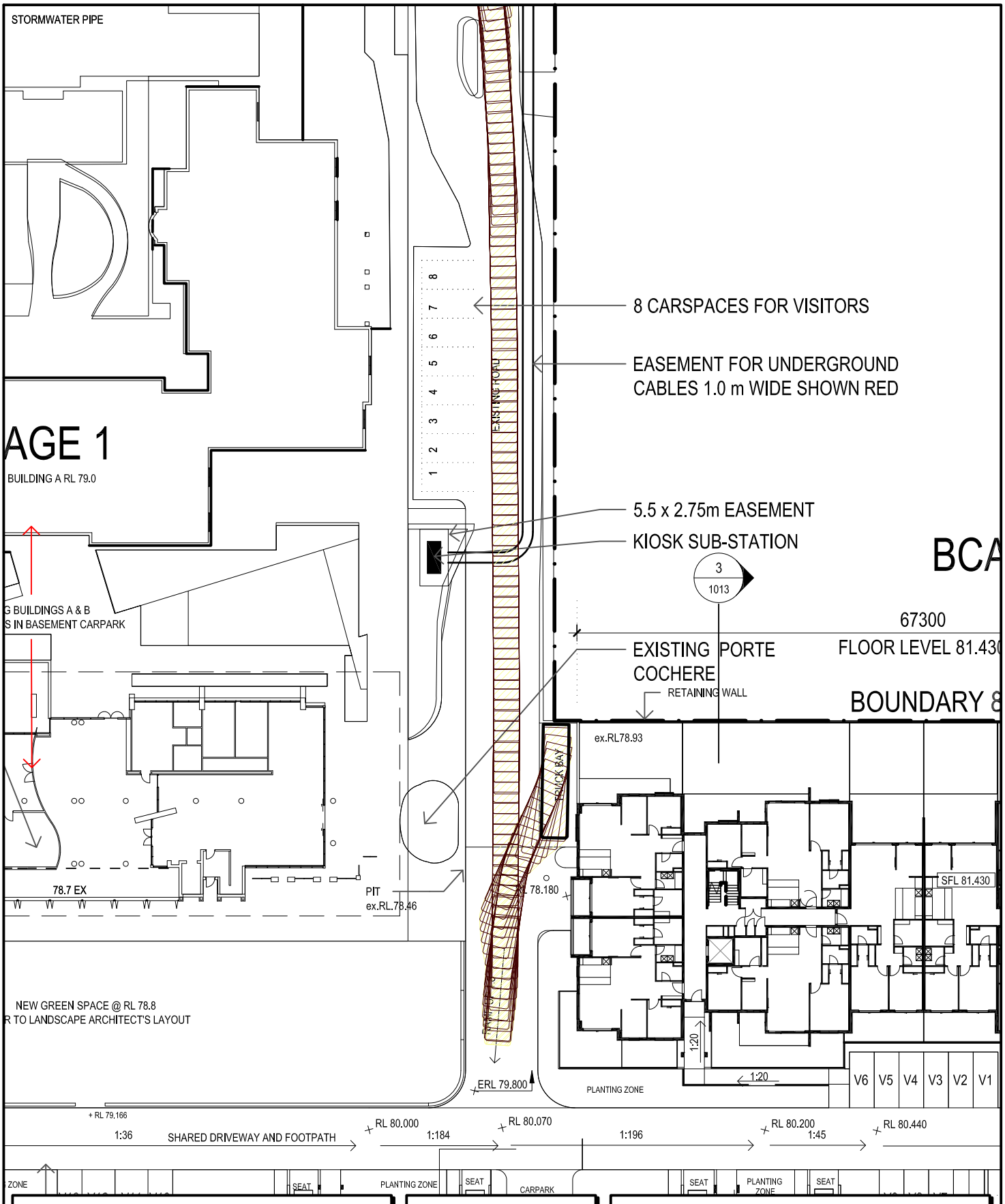


LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 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 11m RIGID VEHICLE EXITING THE SITE

SP 2



LEGEND

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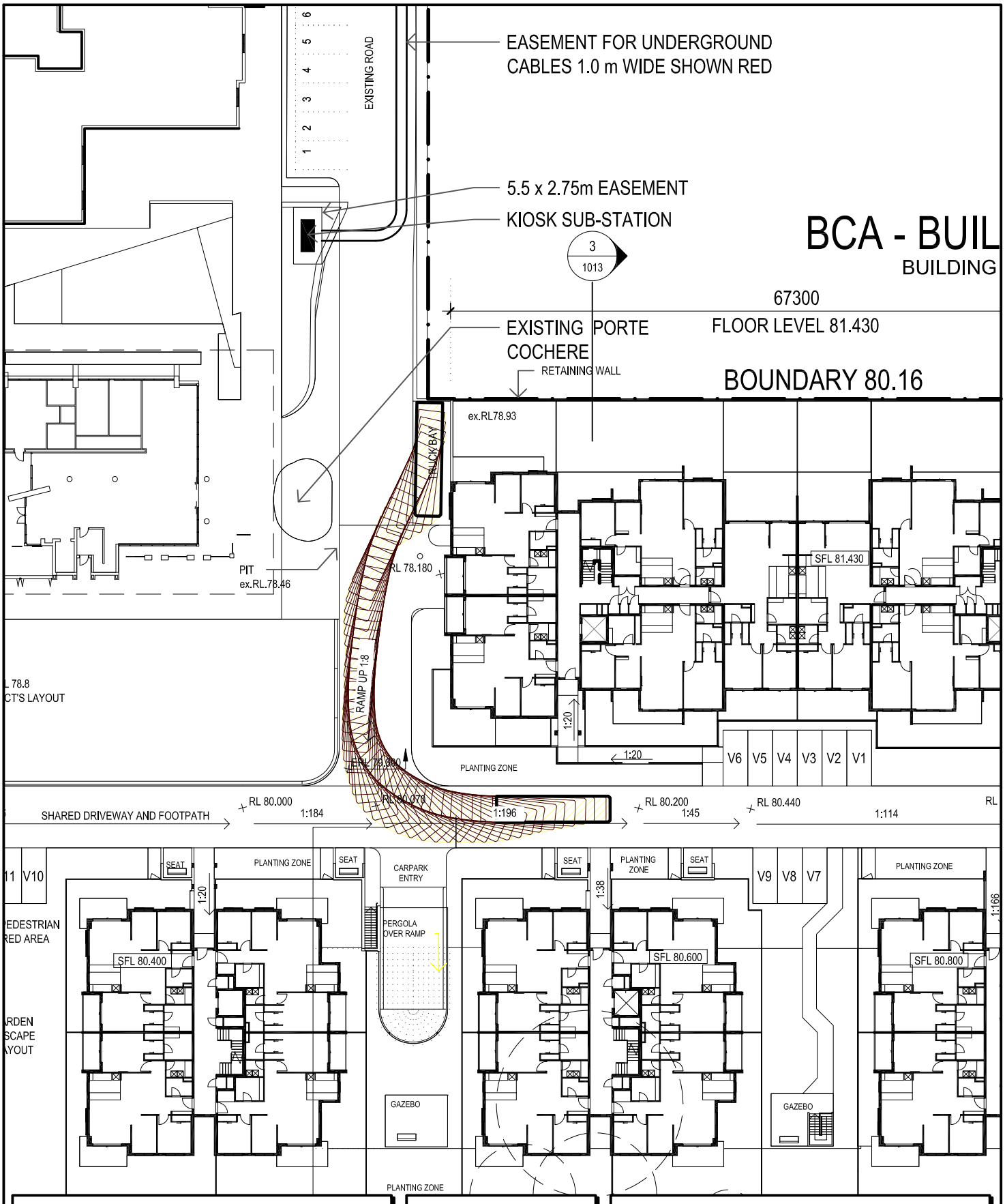
N

SWEPT PATH ANALYSIS OF AN 11m RIGID VEHICLE ENTERING THE SITE

SP 3



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 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 11m RIGID VEHICLE EXITING THE SITE

SP 4