Revised Traffic & Parking Assessment Report

DA0593/23

20 Heradale Parade, Batemans Bay

Proposed Residential Apartment Development

Ref 22177

3rd September 2024

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Document Control

Project Number	22177			
Project Address	20 Heradale Parade, Batemans Bay			
Revision	**Date**	**Details**	**Author**	**Approved By**
Draft	06.12.22	First draft	C. Palmer	C. Palmer
Final	21.03.23	Final for submission	C. Palmer	C. Palmer
Final V2	03.09.24	Amendments made	C. Palmer	C. Palmer

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1. Introduction

1.1 Project Summary

CJP has been engaged by Place Studio to prepare a revised Traffic & Parking Assessment Report (TPAR) in support of an amended Development Application (DA0593/23) to Eurobodalla Shire Council, involving a new residential development to be located at 20 Heradale Parade, Batemans Bay.

In summary, the original DA scheme involved the demolition of the 2 existing residential dwelling houses and associated outbuildings on the site and the construction of a new residential apartment building, comprising a total of 57 units.

Off-street parking in the original DA scheme was proposed for 115 cars, 3 car wash bays and 25 bicycles within a new single-level basement parking area, accessed via Heradale Parade.

The proposed amended DA scheme again involves the demolition of the 2 existing residential dwelling houses and associated outbuildings on the site and the construction of a new residential apartment building, now comprising a total of 60 units.

Off-street parking in the amended DA scheme is now proposed for 88 cars, 3 car wash bays and 29 bicycles within a new single-level basement parking area, again accessed via Heradale Parade.

Plans of the proposed development have been prepared by Place Studio and are reproduced in Appendix A.

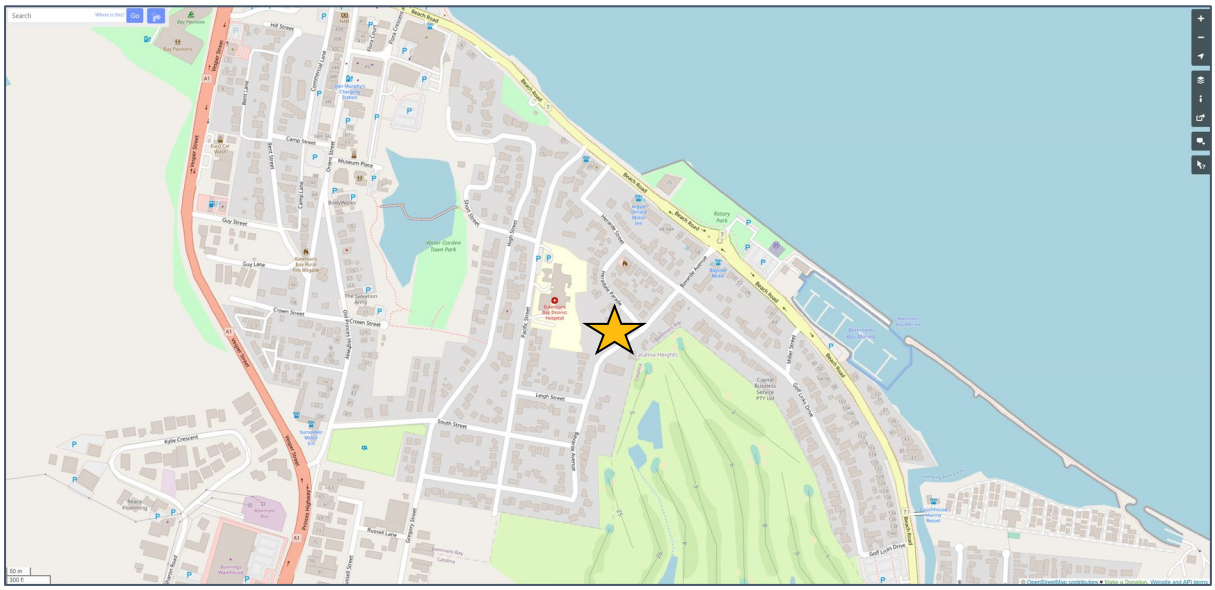


Figure 1.1 – Site Location (Source: Open Street Map)

Based on State Environmental Policy (Transport & Infrastructure) 2021, Schedule 3 – Traffic Generating Development, referral to Transport for NSW is not required.

1.2 Assessment Tasks

The purpose of this revised TPAR is to assess the traffic, parking, access, transport and servicing characteristics of the DA, and the associated impacts of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised below:

- Description of the existing site and its location
- Existing traffic and parking conditions
- Public and active transport infrastructure
- Traffic generation potential of the proposal and its impacts on the surrounding road network
- Off-street parking/access requirements and provisions
- Loading/servicing requirements and provisions
- Design of access driveway and parking area layout

1.3 Relevant Planning Controls

The site lies within the Eurobodalla Shire Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this revised TPAR include:

- Eurobodalla Local Environmental Plan 2012 (ELEP 2012)
- Eurobodalla Development Control Plan 2012 (EDCP 2012)
- Eurobodalla Batemans Bay Regional Development Control Plan (2011)
- Eurobodalla Local Strategic Planning Statement (2020)
- Eurobodalla Parking and Access Code (2011)
- Eurobodalla Site Waste Minimisation and Management Code (2011)

1.4 Traffic, Transport & Parking Guidelines & Standards

In preparing this revised TPAR, references are also made to the following site access, traffic and parking guidelines:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- State Environmental Planning Policy 65: Design Quality of Residential Apartment Development (SEPP 65)
- Apartment Design Guide 2015 (ADG)
- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicles Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2009 – Off-Street Parking for People with Disabilities (AS2890.6)
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)

2. Existing Conditions

2.1 Site Location & Description

The development site is located on the western corner of the Bavarde Avenue & Heradale Parade intersection. The site has street frontages of approximately 90m in length to Bavarde Avenue, approximately 41m in length Heradale Parade and occupies a total area of approximately 8,409m^2. A copy of the survey plan prepared by CEH Consulting Pty Ltd is reproduced below.

Figure 2.1 – Survey plan (Source: CEH Consulting Pty Ltd)

The site is currently occupied by two weatherboard cottages along with a number of associated outbuildings, all concentrated in the eastern portion of the site. The remainder of the site is vacant of structure and comprises established tall trees along its western boundary, however, is otherwise grassed.

Off-street parking is provided for the property, with vehicular access provided via a single driveway located at the northern end of the Heradale Parade site frontage.

A recent aerial image of the site and its surroundings is reproduced on the following page, along with a series of Streetview images.

Figure 2.2 – Aerial map (Source: Nearmap)

Figure 2.3 – Streetview image of the Bavarde Ave & Heradale Pde intersection, looking west (Source: Google Maps)

Figure 2.4 – Streetview image of the Heradale Pde site frontage, looking south (Source: Google Maps)

2.2 Planning Context

The site is zoned R3 Medium Density Residential under ELEP 2012 whilst the maximum height of building is 11.5m, as indicated in the maps below. The proposed residential apartment development is therefore permissible in the zone, subject to development consent.

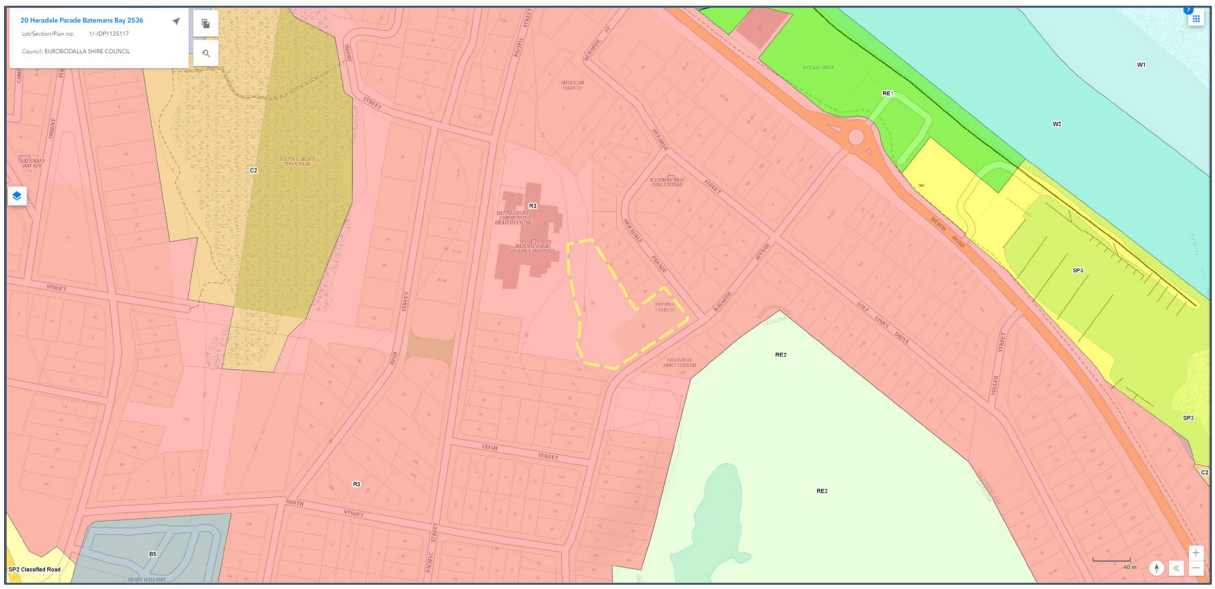


Figure 2.5 – Zoning Map (Source: ePlanning Spatial Viewer)

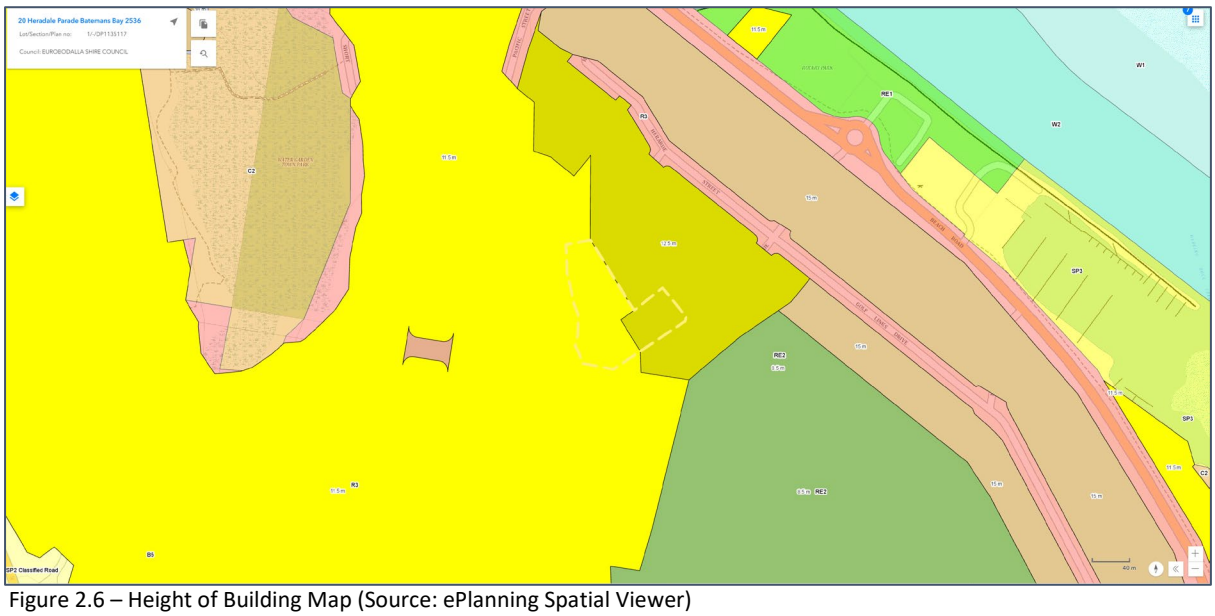


Figure 2.6 – Height of Building Map (Source: ePlanning Spatial Viewer)

2.3 Batemans Bay Regional Centre

The site lies within the Batemans Bay Regional Centre, as defined in Council's Batemans Bay Regional Centre DCP 2011 and indicated in the plan extract on the following page. Specifically, the site lies within the R3 Medium Density Residential Zone, most of which is located within 1-2km from the town centre.

The Residential General Precinct envelops the town centre and is to provide a range of varied housing opportunities that cater for both tourists and permanent residents. This area has a high level of accessibility to public transport, shopping, community facilities and employment.

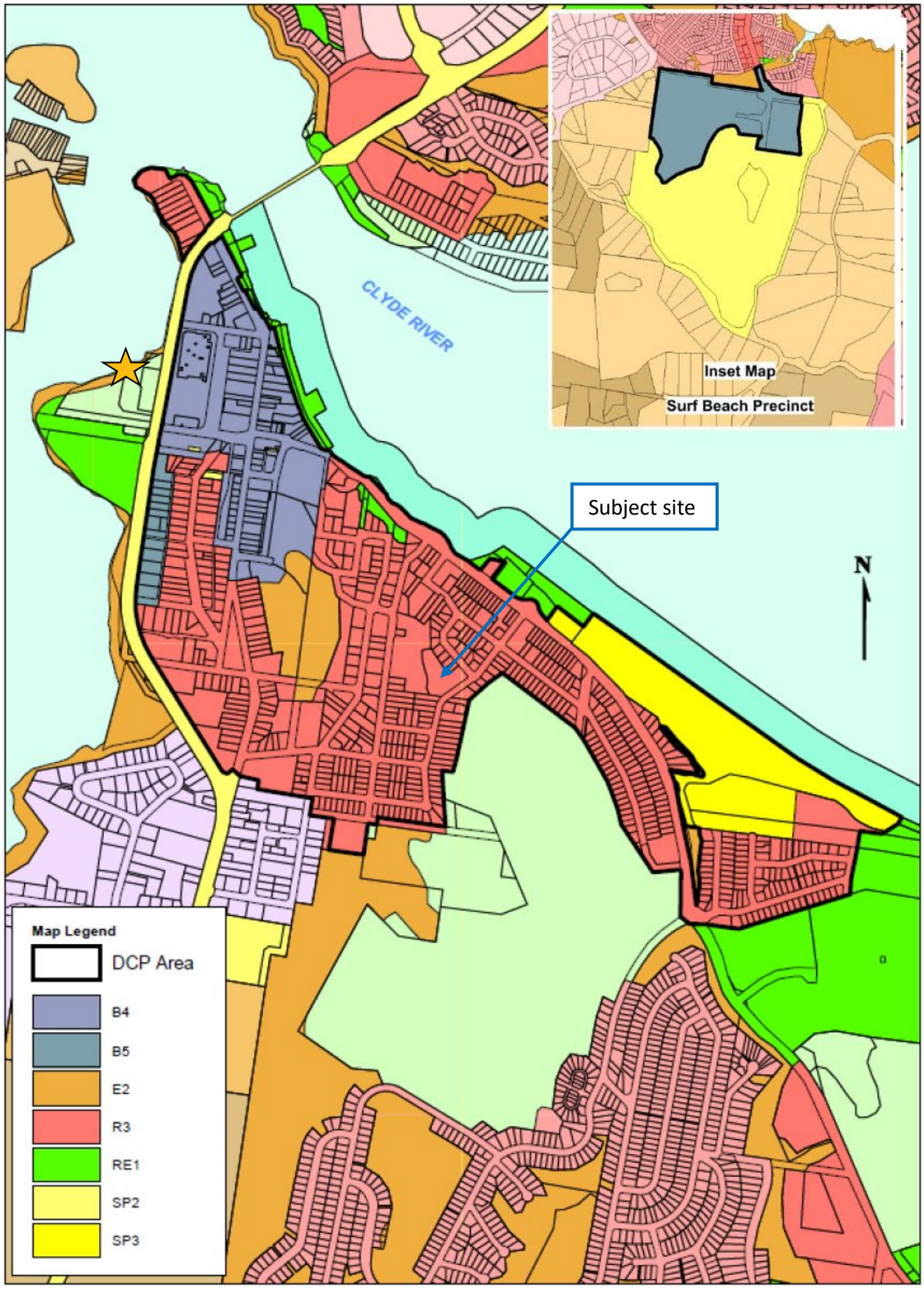


Figure 2.7 – Batemans Bay Regional Centre (Source: Eurobodalla Council)

The aim of the Batemans Bay Regional Centre DCP 2011 is to further the aims of the Eurobodalla LEP 2012 and the particular objectives for the R3, B4 and B5 zones, as stated in the LEP. The Plan also aims to achieve the following objectives in relation to the Batemans Bay Regional Centre:

- promote efficient use of land by encouraging redevelopment that benefits local residents as well as visitors to Batemans Bay, and
- encourage the amalgamation of small properties for redevelopment, and
- ensure that future buildings neither dominate this coastal setting nor intrude unreasonably onto coastal views that are available from surrounding residential hillsides, and
- promote the highest standards of urban and architectural design quality, and
- ensure high levels of amenity along streets and laneways

2.5 Eurobodalla Local Strategic Planning Statement (2020)

The Local Strategic Planning Statement (LSPS) is the strategic plan for Eurobodalla, setting out a 20-year vision for land use planning in the Shire. The plan identifies the community's main priorities and aspirations for the future and to plan an approach to achieve these goals. It outlines how growth and change will be managed to ensure high levels of liveability, prosperity and environmental protection are achieved in Eurobodalla.

Batemans Bay is the largest town in the Shire and has grown through the amalgamation of several coastal villages that stretch up and down the coast from the Clyde River. the area is a popular tourist destination and recognised as the main commercial centre in the region, supporting towns and villages.

The LSPS identifies 13 planning priorities over the coming years, with those of relevance summarised below:

- encourage greater housing diversity and affordability
- consolidate development within town and village centres
- collaborate with NSW government in delivering strategic infrastructure projects
- align local infrastructure delivery with planned growth
- develop highly accessible town and activity centres

2.6 Existing Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)

The road hierarchy in the vicinity of the site is shown in the figure on the following page, whilst the key roads are summarised as follows:

- The Princes Highway (A1) is classified as a State Road which provides a key north-south road link along the South Coast of NSW. Through the Batemans Bay town centre it is known as Vesper Street and typically carries two traffic lanes in each direction, with turning lanes provided at key intersections.

- Beach Road is classified as a Regional Road which provides a key north-south road link through the Batemans Bay town centre. It carries two traffic lane in each direction, with kerbside parking generally prohibited.

- Bavarde Avenue and Heradale Parade are both local roads with a typical 10.8m wide road carriageway, providing access to frontage properties. Kerbside parking is generally permitted, subject to signposted restrictions.

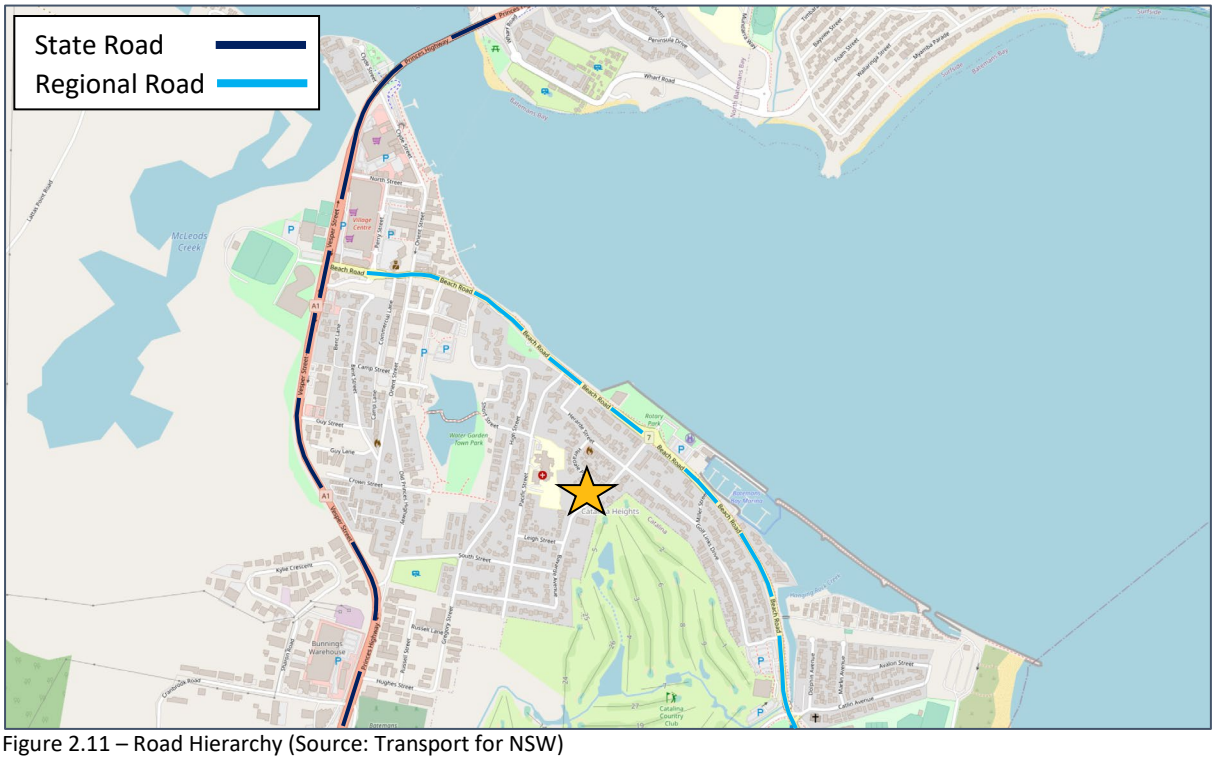


Figure 2.11 – Road Hierarchy (Source: Transport for NSW)

2.7 Public & Active Transport

The site is situated 400m walking distance to the nearest bus stop which is located on Pacific Street.

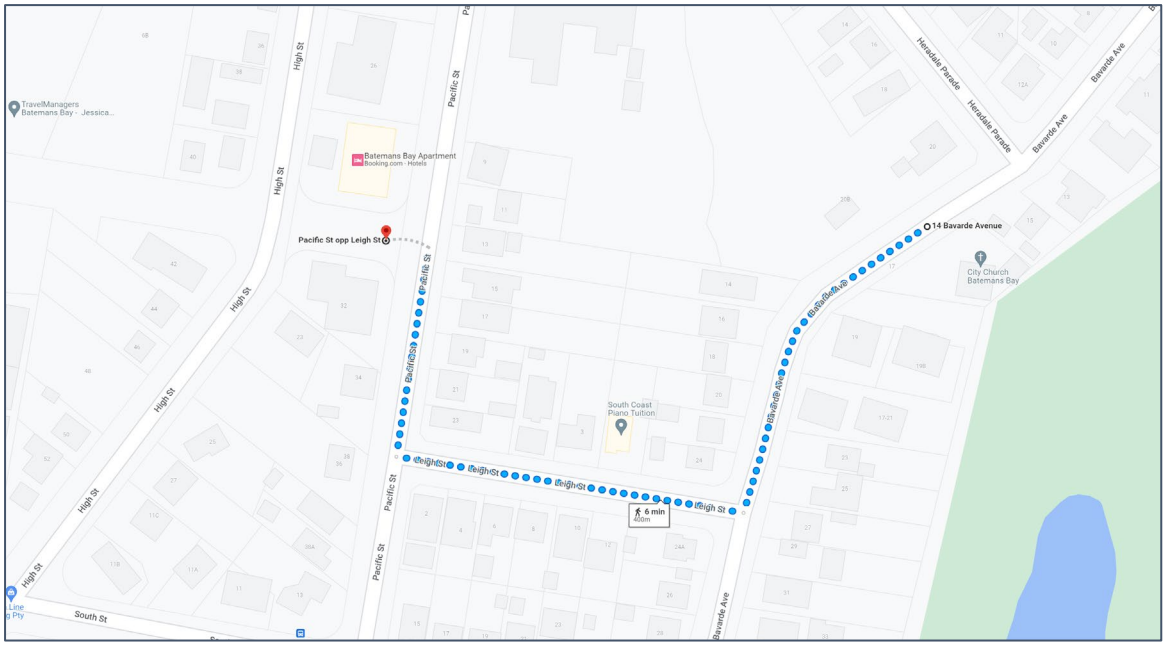


Figure 2.12 – Walking distance to/from Pacific Street bus stop (Source: Google Maps)

The local bus network map for the Batemans Bay area is provided below.

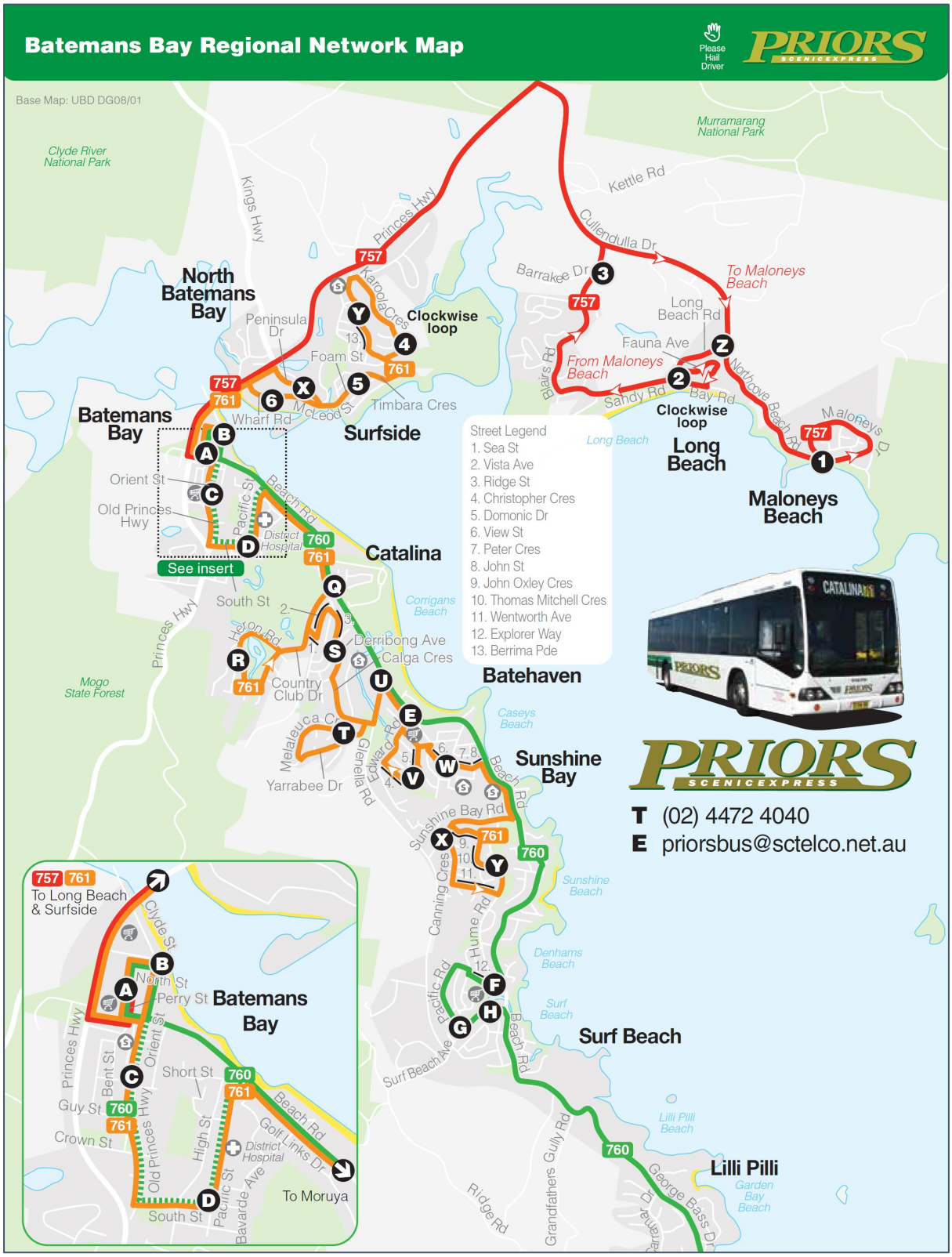


Figure 2.13 – Eurobodalla Coast bus network map (Source: Priors Bus)

Research suggests that proximity to bus services influence the travel mode choice for areas within 400m walking distance (approximately 5 minutes) of a bus stop. As such, the proposed development has potential for future residents to utilise buses for their commute to/from work.

The existing bicycle network in the vicinity of the site is reproduced in the figure below, which shows there are a number of existing cycle routes within the surrounding area, linking North Batemans Bay to Lilli Pilli.

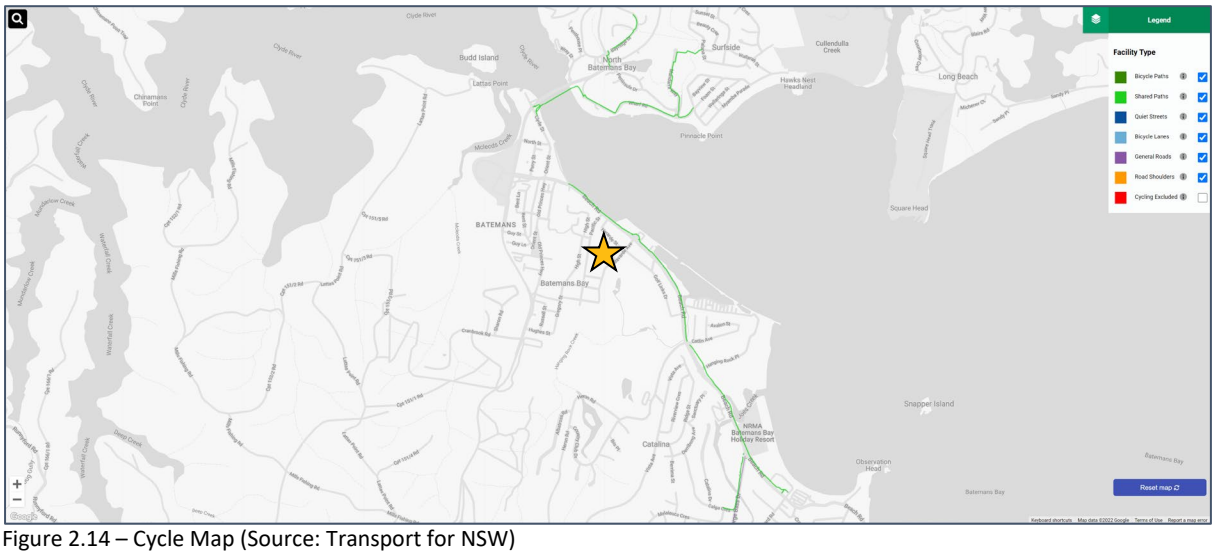


Figure 2.14 – Cycle Map (Source: Transport for NSW)

The Planning Guidelines for Walking and Cycling identify a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the Guidelines note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density also enhances the viability of public transport services.

2.8 Existing Surrounding Traffic Controls

The existing traffic Controls in the vicinity of the site comprise:

- Traffic signals at the intersection of the Pacific Highway (Vesper Street) & Old Princes Highway (northern end)
- Channelised right and left turn lanes in the Pacific Highway where it meets Old Princes Highway (southern end)
- a 50km/h speed limit along most surrounding local roads, including Heradale Parade and Bavarde Avenue
- a roundabout in Beach Road where it intersects with Bavarde Avenue
- a give way restriction in Heradale Parade where it intersects with Bavarde Avenue

3. Proposed Development

3.1 Development Description

The proposed development involves the demolition of the 2 existing dwelling houses and associated outbuildings on the site and the construction of a new residential apartment building comprising a total of 60 units, as set out in Table 3.1 below.

Table 3.1 – Proposed Apartment Mix	
Bedroom Type	**Quantity**
1 bedroom	2 apartments
2 bedroom	12 apartments (inc. 7 adaptable)
3 bedroom	42 apartments (inc. 10 adaptable)
4 bedroom	4 apartments
Total	**60 apartments (inc. 17 adaptable)**

3.2 Parking Arrangements

Off-street parking is proposed for 88 cars (including 16 accessible spaces) and 3 dedicated car wash bays within a new single-level basement parking area, in accordance with Council's numerical requirements.

In addition, 29 bicycles are also provided at various locations throughout the basement parking area.

3.3 Waste Collection

Waste collection is to be undertaken by Council's contractor, noting bins will not be lined up along the street for collection. In this regard, a dedicated at-grade hardstand area is proposed to be provided alongside the vehicular access ramp to the basement, such that the truck reverses off Heradale Parade onto the loading bay. Once the bins are emptied, the truck exits the site in a forward direction.

3.4 Vehicular Access

Vehicular access to the basement parking area is proposed to be provided via a new 6.1m wide two-way driveway located at the northern end of the Heradale Parade site frontage, in essentially the same location as the existing driveway.

A dedicated service driveway is also proposed adjacent to the basement access driveway off Heradale Parade for the waste truck.

4. Traffic Impact Assessment

4.1 Traffic Generation Guidelines

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of the proposed uses on the site is provided by reference to the following documents:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)

4.2 Proposed Development Traffic Generation

The proposed land use on the site is defined by the RMS Guide as a "high density residential flat building". Based on the RMS trip generation rates for high density residential buildings located in regional areas, the proposed development has a traffic generation potential of between 19-32 vehicle trips during the weekday morning and afternoon peak hour, as set out in the table below.

Table 4.1 – Proposed Peak Traffic Generation

Land Use	Period	Vehicle Trip Rate	Quantity	Proposed Peak Trips*	Split
Apartment building	Weekday AM	0.53 trips/unit	60 units	32 peak trips	6 trips IN & 26 trips OUT
	Weekday PM	0.32 trips/unit	60 units	19 peak trips	15 trips IN & 4 trips OUT

* entry/exit combined

4.3 Traffic Impact

As noted above, the traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses.

The above peak period traffic volumes are relatively minimal and average 1 trip every 2-3 minutes. These volumes fall within typical daily fluctuations of the local road network. Furthermore, these peak period traffic volumes are consistent with the existing R3 zoning and desired future character of the area. Whilst there is a minor exceedance in the height limit of the proposed development, this exceedance translates into a negligible quantum of additional traffic volume.

In any event, the microsimulation models that analyse intersections and road networks are unlikely to be impacted to any significant extent by 19-32 additional vehicle movements, such that the road network operation is expected to remain at the same Level of Service as it is currently.

The proposed development is therefore supportable in terms of its traffic impacts.

5. Access, Parking & Servicing Assessment

5.1 Applicable Car Parking Rates

The off-street car parking rates applicable to the development proposal are specified in the Eurobodalla Parking & Access Code 2011, as set out below.

3.2.1 Table 1 - Car Parking Guidelines

ACCOMMODATION LAND USES	
Land Use Type	**Parking Requirement**
Residential Flat Building	1 bedroom 1 space per unit 2 or more bedrooms 2 spaces per unit

(Source: Eurobodalla Council Parking & Access Code 2011)

In addition, EDCP 2012 requires the provision of car wash bays at a rate of *1 space per 4 dwellings, up to a maximum of 3 spaces.*

Notwithstanding, discussions with Council during the DA review process indicated they were supportive of applying the "high density residential" parking rates specified in the RMS Guide, as set out below.

5.4.3 High density residential flat buildings.

Definition.

A *high density residential flat building* refers to a building containing 20 or more dwellings. This does not include aged or disabled persons' housing. *High density residential flat buildings* are usually more than five levels, have basement level car parking and are located in close proximity to public transport services. The building may contain a component of commercial use.

Parking.

The recommended minimum number of off-street resident parking spaces is as follows:

Metropolitan Sub-Regional Centres:

- 0.6 spaces per 1 bedroom unit.
- 0.9 spaces per 2 bedroom unit.
- 1.40 spaces per 3 bedroom unit.
- 1 space per 5 units (visitor parking).

(Source: RMS Guide)

5.2 Car Parking Requirements

Based on the proposal for 60 apartments and the application of the RMS Guide parking rates, the proposed development requires the provision of a minimum of 88 car parking spaces, as set out in Table 5.1 on the following page.

Table 5.1 – Off-Street Car Parking Requirement						
	Eurobodalla Parking & Access Code 2011			RMS Guide		
Use	**Rate**	**Quantity**	**Requirement**	**Rate**	**Quantity**	**Requirement**
1 bedroom	1 space/unit	2	2 spaces	0.6 spaces/unit	2	1.2 spaces
2 bedroom	2 spaces/unit	12	24 spaces	0.9 spaces/unit	12	10.8 spaces
3 bedroom	2 spaces/unit	42	84 spaces	1.4 spaces/unit	42	58.8 spaces
4 bedroom	2 spaces/unit	4	8 spaces	1.4 spaces/unit	4	5.6 spaces
Visitors	-	60	-	1 space/5 units	60	12.0 spaces
Total			**118 spaces**			**88.4 spaces**

5.3 Accessible Parking

Clause 4.6 of the Batemans Bay Regional Centre DCP specifies that for residential flat buildings of 4 units or more must ensure that 25% of the dwellings are adaptable housing. The applicable dwellings must comply with Australian Standard AS4299 – Adaptable Housing.

In turn, developments containing adaptable housing must allocate at least one accessible parking space to each adaptable unit.

Based on the proposal for 60 apartments, the proposed development requires the provision of 15 adaptable apartments, all of which require an accessible car parking space each.

That requirement is satisfied by the proposed provision of 16 accessible spaces within the basement parking area.

5.4 Proposed Car Parking Provisions

The proposed development makes provision for a total of 88 off-street residential car parking spaces within the basement (including 16 accessible spaces), plus 3 dedicated car wash bays, thereby satisfying Council's Parking & Access Code's numerical minimum requirements.

5.5 Bicycle Parking

The off-street bicycle parking requirements applicable to the development proposal are specified in the Eurobodalla Parking & Access Code 2011, Clause 3.1.3, as follows:

3.1.3 Bicycle facilities

Developments, such as shopping centres, education facilities, sporting facilities, swimming pools, gymnasiums, etc, where such developments are in excess of 200m^2 GFA, must include the provision of bicycle parking in accordance with AS2890.3 - 1993 *Bicycle Parking Facilities*. Secure and accessible bicycle storage facilities must also be provided on site.

(Source: Eurobodalla Council Parking & Access Code 2011)

Notwithstanding, AS2890.3:2015 does not specify bicycle parking rates, only the design requirements. As such, reference is made to the NSW Government's Planning Guidelines for Walking & Cycling (December 2004), Table 1, which recommends a bicycle parking rate of 20-30% of units for residents and 5-10% of units for visitors.

Accordingly, based on the proposal for 58 apartments, the Guidelines recommends the provision of 12-18 residential bicycle spaces and 3-6 visitor bicycle spaces.

That requirement is satisfied by the proposed provision of 29 bicycle spaces within the basement, designed in accordance with the dimensions AS2890.3.

5.6 Loading & Servicing

Council's Site Waste Minimisation and Management Code document sets out the waste collection requirements the proposed development needs to satisfy. Section 4.2.4 of the document notes that *"where site characteristics, number of bins and length of street frontage allow, bins may be collected from a kerbside location. In instances where kerbside collection is not appropriate, bins must be collected on-site. Bins that are collected on site are to be collected either from their usual storage point or from an on site temporary holding area located inside the property boundary and close to the property entrance".*

The amended scheme has taken on board the Local Traffic Committee's previous comments and has included a waste collection bay immediately within the boundary, adjacent to the vehicular access ramp. The proposed design requires the truck to reverse onto the site of Heradale Parade, thereby being able to exit in a forward direction. This arrangement is typical and commonplace in today's modern apartment buildings and urban landscape and considered acceptable in this instance.

6. Design Assessment

6.1 Applicable Design Standards

The following design standards have been used as the basis for compliance with respect to the revised vehicular access, parking and loading requirements:

- Australian Standards 2890.1:2004 – Off-Street Car Parking (AS2890.1)
- Australian Standards 2890.2:2018 – Off-Street Commercial Vehicles Facilities (AS2890.2)
- Australian Standards 2890.3:2015 – Bicycle Parking (AS2890.3)
- Australian Standards 2890.6:2009 – Off-Street Parking for People with Disabilities (AS2890.6)

Whilst the revised vehicular access, parking and loading area have been designed in accordance with the above Australian Standards, it is expected that a condition(s) of consent would be imposed requiring reconfirmation of compliance at the Construction Certificate stage (CC). Any minor amendments required to the current DA design can therefore be addressed at the CC stage.

6.2 Vehicular Access & Circulation Design

The following key compliances are noted with respect to the revised vehicular access design and circulation system:

- a 6.1m wide two-way access driveway in accordance with “Category 2” requirements
- driveway located outside of the 6m “prohibited” tangent points of an intersection
- maximum ramp grade of 25% (1:4)
- 2m ramp transitions of 12.5% (1:8)
- a 2.5m x 2.0m pedestrian sight triangle on the exit side of the basement access driveway at street level
- minimum 5.8m wide aisles
- minimum 1m “aisle extension” at the end of the dead-end parking aisles
- minimum 2.2m overhead clearance provided throughout the vehicular circulation system

Further to the above, the revised vehicular access arrangements have been designed to accommodate the swept turning path requirements of the B99 design vehicle as specified in AS2890.1, allowing them to circulate through the site, pass another vehicle, and to enter and exit the site in a forward direction at all times. Swept paths are provided in Appendix B.

6.3 Parking & Loading Design

The following key compliances are noted with respect to the revised parking and loading area designs and the AS2890 series:

- minimum 5.4m long x 2.4m wide residential car parking spaces in accordance with User Class 1A requirements
- 5.4m long x 2.4m wide accessible car parking spaces *plus* 5.4m long x 2.4m wide “shared area”, in accordance with AS2890.6
- 5.4m long x 3.0m wide car wash bays

- additional 300mm width for parking spaces located against walls
- minimum 2.5m overhead clearance provided above accessible parking spaces and adjacent shared area
- minimum 2.2m overhead clearance provided above all other parking spaces
- columns in parking areas generally located ~750mm back from the edge of the parking aisle
- no obstructions within the “design envelope” of any car parking spaces
- bicycle parking areas designed in accordance with AS2890.3
- all vehicles are able to enter and exit the site in a forward direction at all times, with the exception of the waste truck

7. Conclusion

In summary, the proposed development involves the demolition of the two existing dwelling houses on the site and the construction of a new residential apartment development, comprising a total of 60 units.

Off-street car and bicycle parking is proposed within a new single-level basement parking area, in accordance with Eurobodalla Parking & Access Code 2011 requirements.

Based on the findings contained within this report, the following conclusions are made:

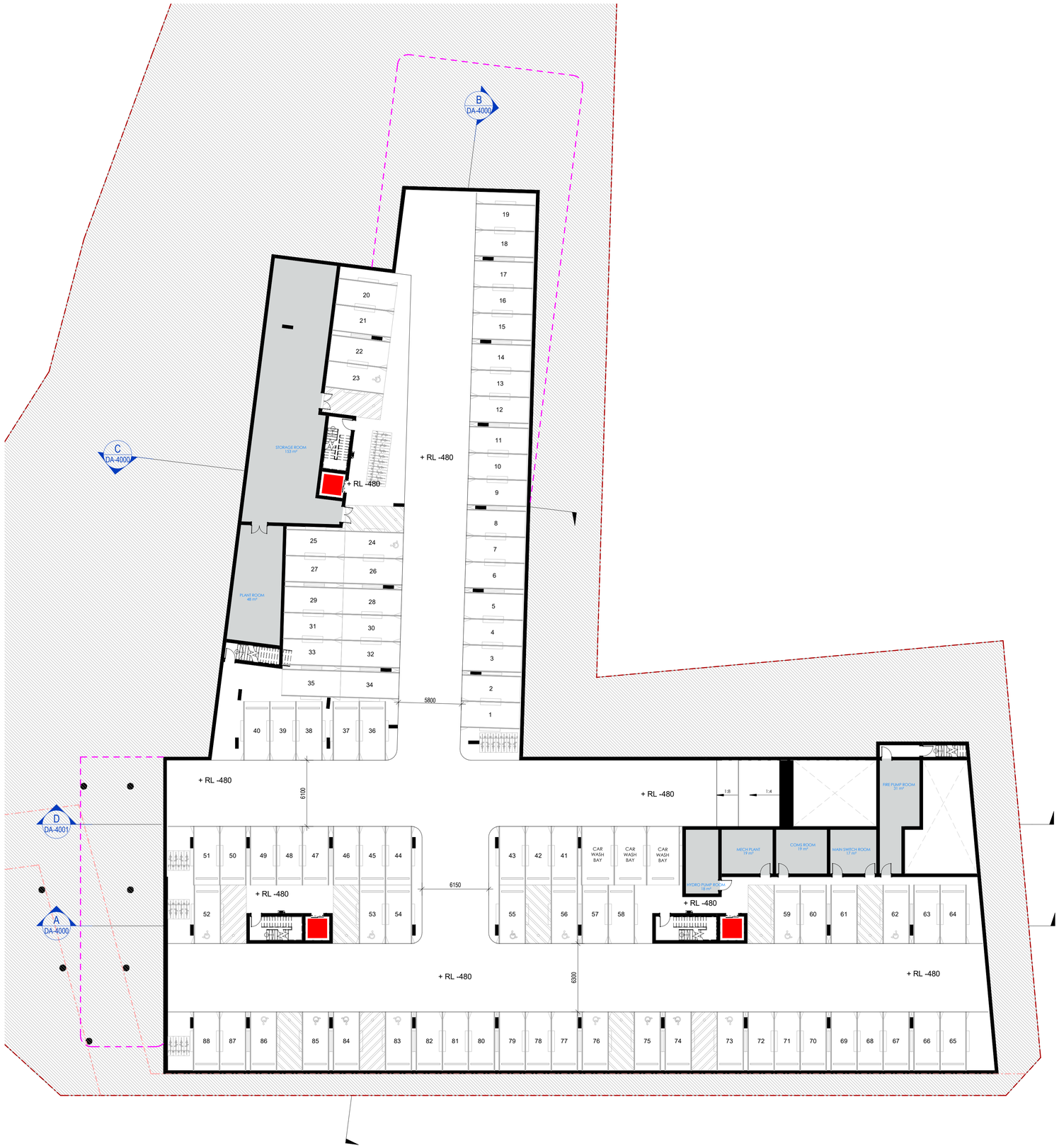
- the site is located within easy walking distance to bus services
- the proposed development is expected to generate in the order of 19-32 vehicle trips during the weekday morning and afternoon peak periods
- the proposed level of traffic activity is minimal and not expected to result in any unacceptable traffic implications to the surrounding road network, nor will any road or infrastructure upgrades be required
- the proposed development makes provision for 116 residential car parking spaces (including 16 accessible spaces) and 3 dedicated car wash bays
- the proposed development also makes provision for 25 bicycle spaces
- the proposed vehicular access, parking and loading area design complies with the relevant requirements of the AS2890 series

In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

CJP | CONSULTING ENGINEERS

Appendix A

Proposed Architectural Plans



LEGEND

- 1 BED
- 2 BED
- 2 BED - ADA
- 3 BED
- 3 BED - ADA
- 4 BED
- BALCONY
- COMMUNAL
- SERVICE ROOM

PARKING SCHEDULE

TYPE	QTY
Residential Adaptable Car Space (5400 x 2400)	16
Residential Car Space (5400 x 2400)	72
Residential Car Wash Bay	3
	91

PRELIMINARY
NOT FOR CONSTRUCTION
DEVELOPMENT APPLICATION

Document Notes
Verify all dimensions on site before commencing work. Report all discrepancies to the architect prior to construction. Place Studio shall not be held responsible for any variations to specifications or drawings due to any discrepancies without consultation. Use figured dimensions in preference to scaled dimensions. Drawings made to larger scales and those showing particular parts of the works take precedence over drawings made to smaller scales or for general purposes. All work is to conform to relevant Australian Standards and Codes together with all Authorities' requirements and Regulations.

REV	DATE	DESCRIPTION	APP
A	21/03/2023	DA SUBMISSION	SK
B	02/06/2023	DA RFI Response	SK
C	24/11/2023	DA RFI Response	JA
D	03/09/2024	DA Submission	BA

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SCALE: 1 : 200 @ A1

PROJECT:
#2021029
HERADALE BATEMANS BAY
20 HERADALE PARADE
BATEMANS BAY

DRAWING TITLE:
GA - BASEMENT FLOOR PLAN

SHEET NUMBER: **DA-2002**
REV: **D**
DATE: 03/09/2024

9/2/2024 4:48:06 PM

LEGEND

- 1 BED
- 2 BED
- 2 BED - ADA
- 3 BED
- 3 BED - ADA
- 4 BED
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PRELIMINARY
NOT FOR CONSTRUCTION
DEVELOPMENT APPLICATION

ARCHITECT:
PLACE STUDIO
PLACE STUDIO AU PTY LTD |
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T | 61 431 088 534 | J ALEXANDER-HATZIPLIS NSW ARB #10535
W | www.PlaceStudio.com.au E | Studio@PlaceStudio.com.au

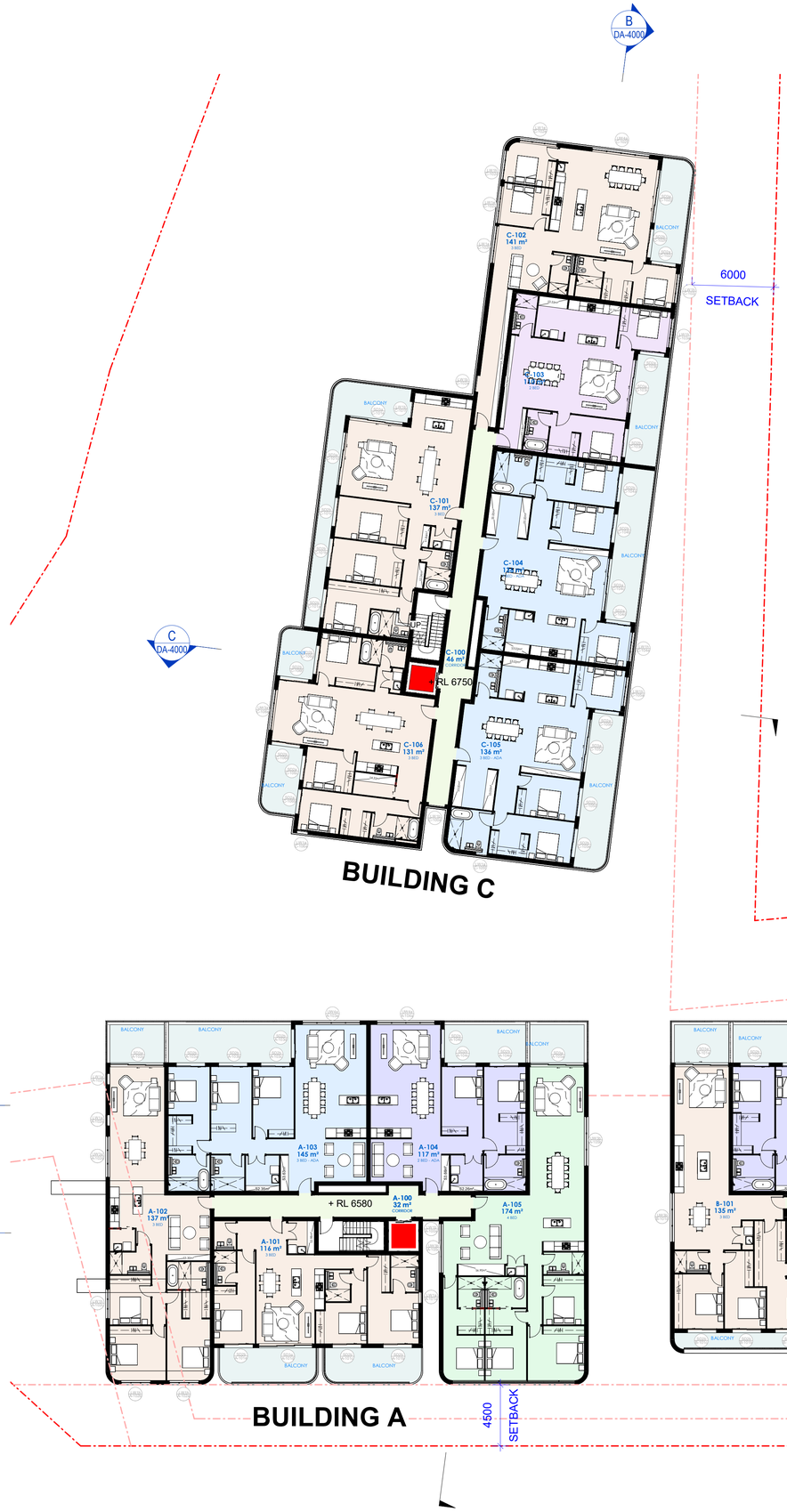
SCALE: 1 : 200 @ A1

PROJECT:
#2021029
HERADALE BATEMANS BAY
20 HERADALE PARADE
BATEMANS BAY

DRAWING TITLE:
GA - GROUND FLOOR PLAN

SHEET NUMBER: **DA-2004**
REV: **D**
DATE: 03/09/2024

9/2/2024 4:58:26 PM



LEGEND

- 1 BED
- 2 BED
- 2 BED - ADA
- 3 BED
- 3 BED - ADA
- 4 BED
- BALCONY
- COMMUNAL
- SERVICE ROOM

Document Notes
Verify all dimensions on site before commencing work. Report all discrepancies to the architect prior to construction. Place Studio shall not be held responsible for any variations to specifications or drawings due to any discrepancies without consultation. Use figured dimensions in preference to scaled dimensions. Drawings made to larger scales and those showing particular parts of the works take precedence over drawings made to smaller scales or for general purposes. All work is to conform to relevant Australian Standards and Codes together with all Authorities' requirements and Regulations.

REV	DATE	DESCRIPTION	APP
A	21/03/2023	DA SUBMISSION	SK
B	24/11/2023	DA RFI Response	JA
C	03/09/2024	DA Submission	BA

PRELIMINARY
NOT FOR CONSTRUCTION
DEVELOPMENT APPLICATION

ARCHITECT:
PLACE STUDIO
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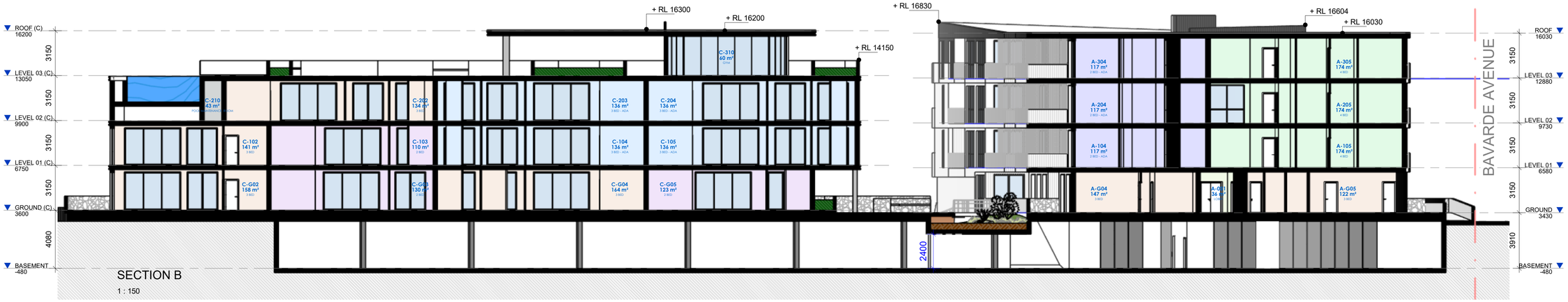
SCALE: 1 : 200 @ A1

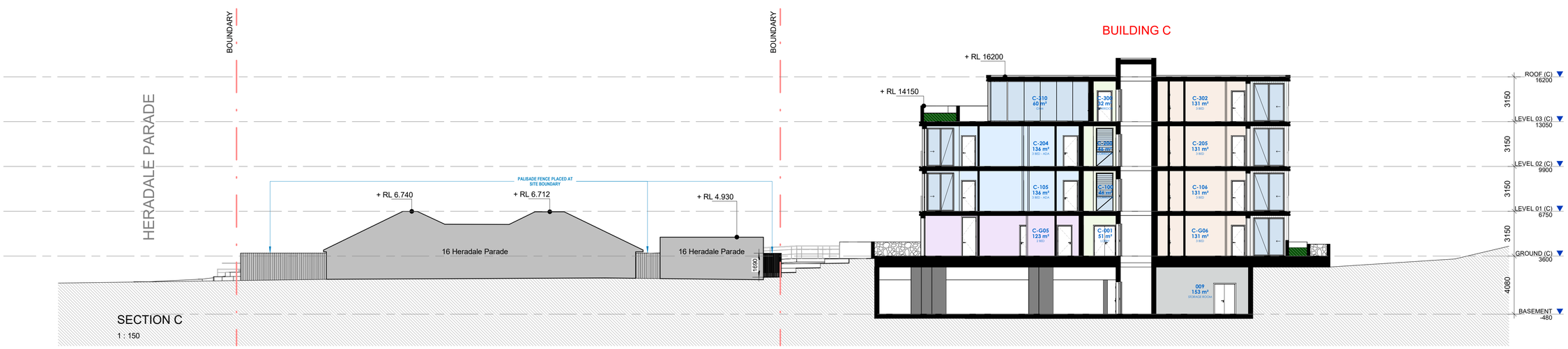
PROJECT:
#2021029
HERADALE BATEMANS BAY
20 HERADALE PARADE
BATEMANS BAY

DRAWING TITLE:
GA - LEVEL 01 PLAN

SHEET NUMBER: **DA-3000**
REV: **C**
DATE: 03/09/2024

9/2/2024 4:48:15 PM





PRELIMINARY
NOT FOR CONSTRUCTION
DEVELOPMENT APPLICATION

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REV	DATE	DESCRIPTION	APP
A	21/03/2023	DA SUBMISSION	SK
B	24/11/2023	DA RFI Response	JA
C	22/03/2024	Council RFI Response	BA
D	03/09/2024	DA Submission	BA

ARCHITECT:
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SCALE: 1 : 150 @ A1

PROJECT:
#2021029
HERADALE BATEMANS BAY
20 HERADALE PARADE
BATEMANS BAY

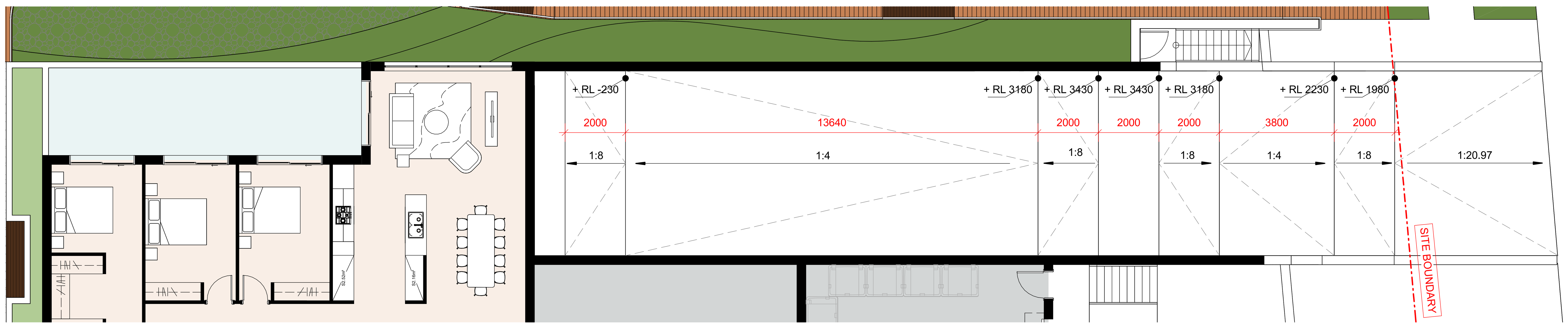
DRAWING TITLE:
SECTIONS

SHEET NUMBER: **DA-4000**
REV: **D**
DATE: 03/09/2024

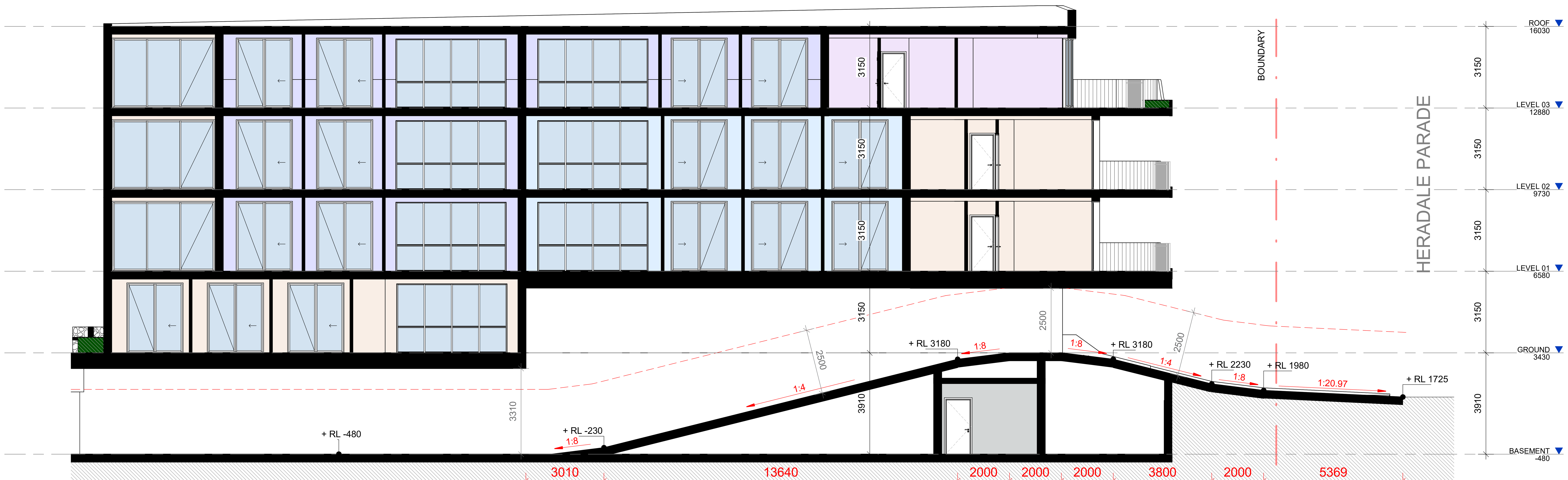
9/2/2024 4:20:26 PM

Document Notes
Verify all dimensions on site before commencing work. Report all discrepancies to the architect prior to construction. Place Studio shall not be held responsible for any variations to specifications or drawings due to any discrepancies without consultation. Use figured dimensions in preference to scaled dimensions. Drawings made to larger scales and those showing particular parts of the works take precedence over drawings made to smaller scales or for general purposes. All work is to conform to relevant Australian Standards and Codes together with all Authorities' requirements and Regulations.

REV	DATE	DESCRIPTION	APP
A	21/03/2023	DA SUBMISSION	SK
B	24/11/2023	DA RFI Response	JA
C	03/09/2024	DA Submission	BA



BASEMENT RAMP_GROUND FLOOR
1 : 100



SECTION D
1 : 100

PRELIMINARY
NOT FOR CONSTRUCTION
DEVELOPMENT APPLICATION

ARCHITECT:
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SCALE: 1 : 100 @ A1

PROJECT:
#2021029
HERADALE BATEMANS BAY
20 HERADALE PARADE
BATEMANS BAY

DRAWING TITLE:
DRIVEWAY RAMP SECTION

SHEET NUMBER: **DA-4001**
REV: **C**
DATE: 03/09/2024

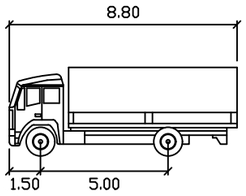
9/2/2024 4:20:45 PM

Appendix B

Swept Turn Paths

SWEPT PATH KEY:

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



MRV

	meters
Width	: 2.50
Track	: 2.50
Lock to Lock Time	6.0
Steering Angle	: 34.0

BUILDING C

HERADALE PARADE

6000 SETBACK

4000 SETBACK

EASEMENT FOR WATER SUPPLY

COUNCIL GARBAGE TRUCK

MRV - Medium Rigid Vehicle

BUILDING A

BUILDING B

Plotted by CJP CONSULTING ENGRS

CJP CONSULTING ENGINEERS

CJP Consulting Engineers
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PRELIMINARY PLAN

FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

WARNING

THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY. THE EXACT LOCATIONS SHALL BE PROVEN ON SITE. ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

20 HERADALE PARADE, BATEMANS BAY
CAR PARK COMPLIANCE REVIEW - GROUND FLOOR
MRV ENTRY AND EXIT PATH

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22177-D02-V2

SHEET NO. 01 OF 06

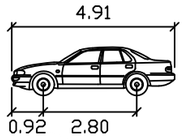
ISSUE DATE 27 August 2024

DRAWN BY D. ALOC

REVIEWED BY C. PALMER

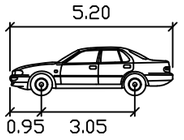
SWEPT PATH KEY:

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



B85

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



B99

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

BUILDING C

HERADALE PARADE

6000 SETBACK

EASEMENT FOR WATER SUPPLY

4500 SETBACK

COUNCIL GARBAGE TRUCK

4000 SETBACK

BUILDING A

BUILDING B

Plotted by CJP CONSULTING ENGRS

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20 HERADALE PARADE, BATEMANS BAY
CAR PARK COMPLIANCE REVIEW - GROUND FLOOR
B99 ENTRY PATH AND B85 EXIT PATH

SCALE 0 4.0 8.0 1:400 @ A3

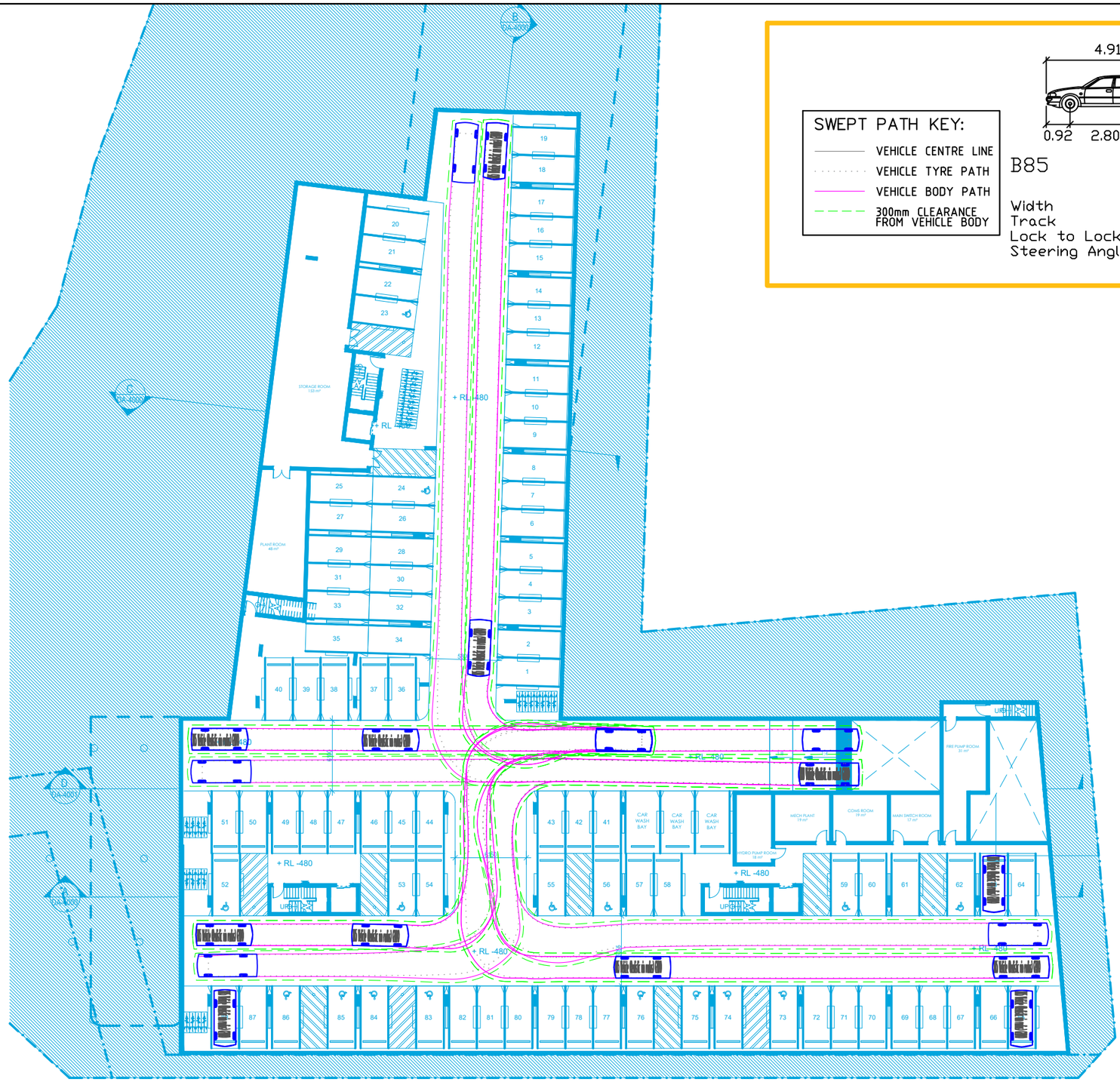
DRAWING NO. 22177-D02-V2

SHEET NO. 02 OF 06

ISSUE DATE 27 August 2024

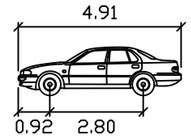
DRAWN BY D. ALOC

REVIEWED BY C. PALMER



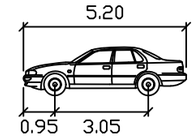
SWEPT PATH KEY:

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



B85

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



B99

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

Plotted by CJP CONSULTING ENGRS

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20 HERADALE PARADE, BATEMANS BAY
CAR PARK COMPLIANCE REVIEW - BASEMENT
B99 ENTRY PATH AND B85 EXIT PATH

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22177-D02-V2

SHEET NO. 03 OF 06

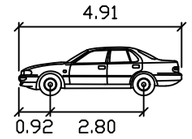
ISSUE DATE 27 August 2024

DRAWN BY D. ALOC

REVIEWED BY C. PALMER

SWEPT PATH KEY:

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



B85

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

Plotted by CJP CONSULTING ENGRS

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20 HERADALE PARADE, BATEMANS BAY
CAR PARK COMPLIANCE REVIEW - BASEMENT
B85 ENTRY AND EXIT PATHS

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22177-D02-V2

SHEET NO. 04 OF 06

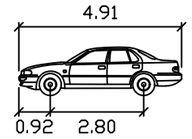
ISSUE DATE 27 August 2024

DRAWN BY D. ALOC

REVIEWED BY C. PALMER

SWEPT PATH KEY:

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



B85

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

Plotted by CJP CONSULTING ENGRS

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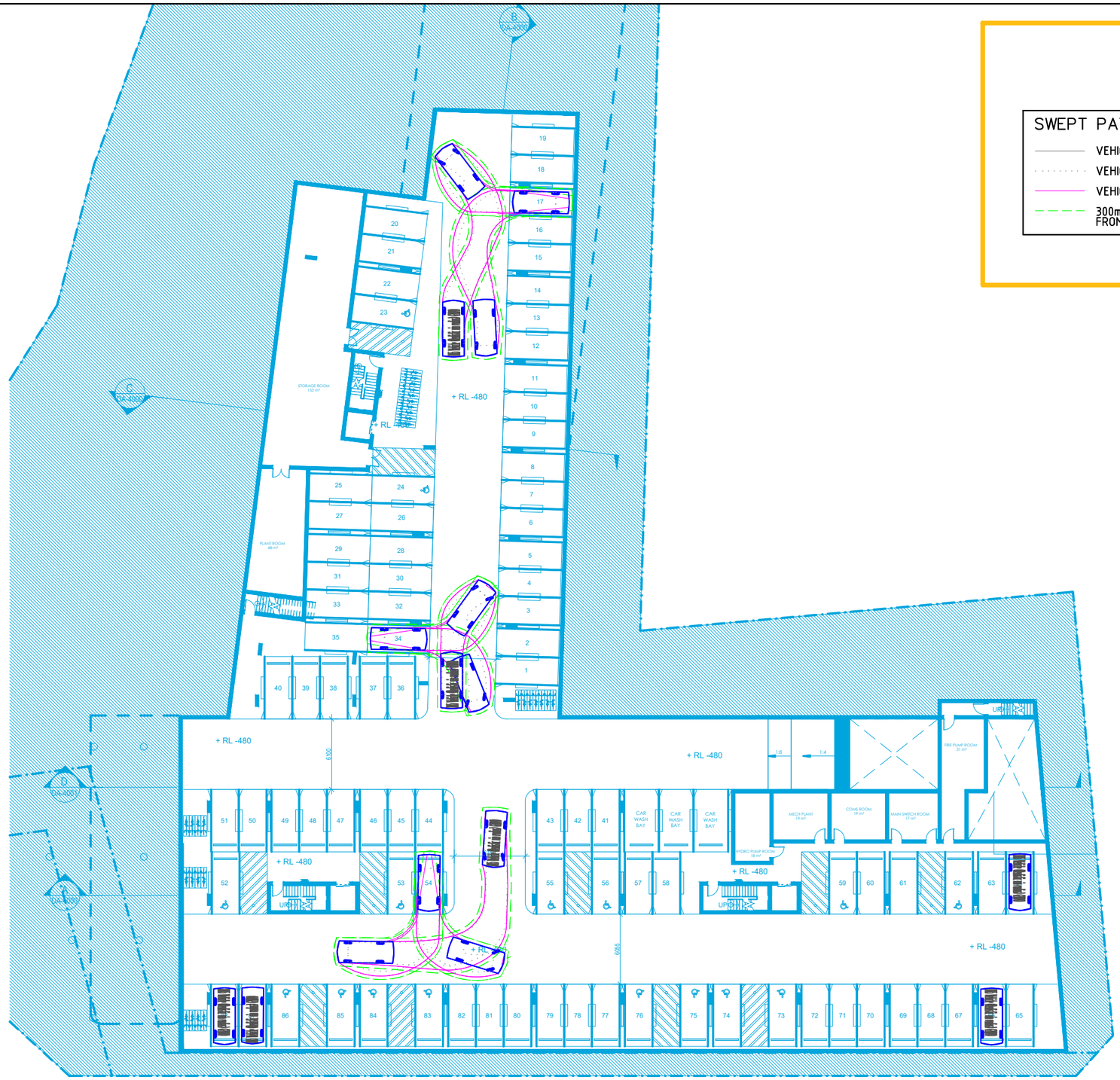
20 HERADALE PARADE, BATEMANS BAY
CAR PARK COMPLIANCE REVIEW - BASEMENT
B85 ENTRY AND EXIT PATHS

SCALE 0 4.0 8.0 1:400 @ A3

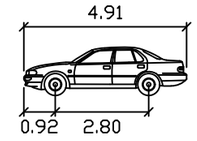
DRAWING NO. 22177-D02-V2 | SHEET NO. 05 OF 06

ISSUE DATE 27 August 2024 | DRAWN BY D. ALOC | REVIEWED BY C. PALMER



SWEPT PATH KEY:

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



B85

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

Plotted by CJP CONSULTING ENGRS

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20 HERADALE PARADE, BATEMANS BAY
CAR PARK COMPLIANCE REVIEW - BASEMENT
B85 ENTRY AND EXIT PATHS

SCALE 0 4.0 8.0 1:400 @ A3

DRAWING NO. 22177-D02-V2 | SHEET NO. 06 OF 06

ISSUE DATE 27 August 2024 | DRAWN BY D. ALOC | REVIEWED BY C. PALMER