



TRAFFIC & PARKING IMPACT ASSESSMENT

Proposed Mixed Use Development

15 Manning Street

Tuncurry NSW 2428



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Hazelbrook NSW 2779



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Revision	Details	Date	Author
A	TIA - Report	14/04/2024	NP

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2024

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1 INTRODUCTION

1.1 BACKGROUND

Traffic & Safety Solutions Pty Ltd has been engaged by Cherco Pty Ltd to prepare a Traffic and Parking Impact Assessment to accompany a development application to Mid Coast Council for a proposed mixed-use development at the site located at 15 Manning Street, Tuncurry NSW 2428.

The development proposal consists of a 9-storey mixed use development with commercial and residential components as described in the schedule below.

Commercial Schedule				
Level	Description	GFA (sqm)	GLFA (sqm)	Parking Spaces
Ground	Commercial	73	54.75	2
1	101	55	41.25	1
1	102	59	44.25	1
2	201A	80	60	2
2	201B	90	67.5	2
Apartment Schedule				
Level	Description	Bedrooms		Parking Spaces
2	201	3		2
2	202	2		1
3	301	3		2
3	302	2		1
4	401	3		2
4	402	2		1
5	501	3		2
5	502	2		1
6	601	3		2
6	602	2		1
7	701	3		2
7	702	2		1
8	Pergola	0		0

TABLE 1.1: DEVELOPMENT SCHEDULE
SOURCE: STEPHEN JONES DESIGN

In summary the development proposes:

- 5 commercial units with a combined GFA of
- 6 x 2-bedroom units.
- 6 x 3-bedroom units.
- 28 car parking spaces including 2 mobility parking spaces.
- 18 bicycle parking spaces on the ground floor.

1.2 REPORT PURPOSE

This report sets out an assessment of the traffic and parking impact of the proposed development, with specific consideration of the following:

- Description and analysis of the existing road network and traffic conditions.
- Description of the proposed development.
- Assessment of the on-site car parking supply with regard to the car parking and bicycle parking requirements of the Mid Coast Council Great Lakes Development Control Plan 2014 (DCP).
- Assessment of the on-site car parking, access and circulation.
- Estimation of the traffic generated by the proposed development.
- Assessment of the traffic impact resulting from the proposed development.
- Pedestrian accessibility.
- Access to public transport.

1.3 REPORT REFERENCES

This report has been based upon the following reference sources:

- Architectural plans prepared by Stephen Jones Design (Project No. S01132 Issue A dated 13/3/2024).
- Mid Coast Council Great Lakes Development Control Plan 2014 (DCP).
- Roads & Maritime Services (RMS) Guide to Traffic Generating Developments and Technical Direction TDT 2013/04a.
- Australian Standard Parking Facilities: Part 1 Off-street car parking (AS 2890.1-2004).

2 EXISTING CONDITIONS

2.1 SITE DESCRIPTION

The subject site is located at 15 Manning Street, Tuncurry NSW 2428 within the local government area of Mid Coast Council as shown in figure 2.1 and figure 2.2.

The site is comprised of Lot 20 in DP5370022 and Lot E in DP382125 with a combined site area of approximately 981m².

The site has frontages to Manning Street and Bakers Lane.

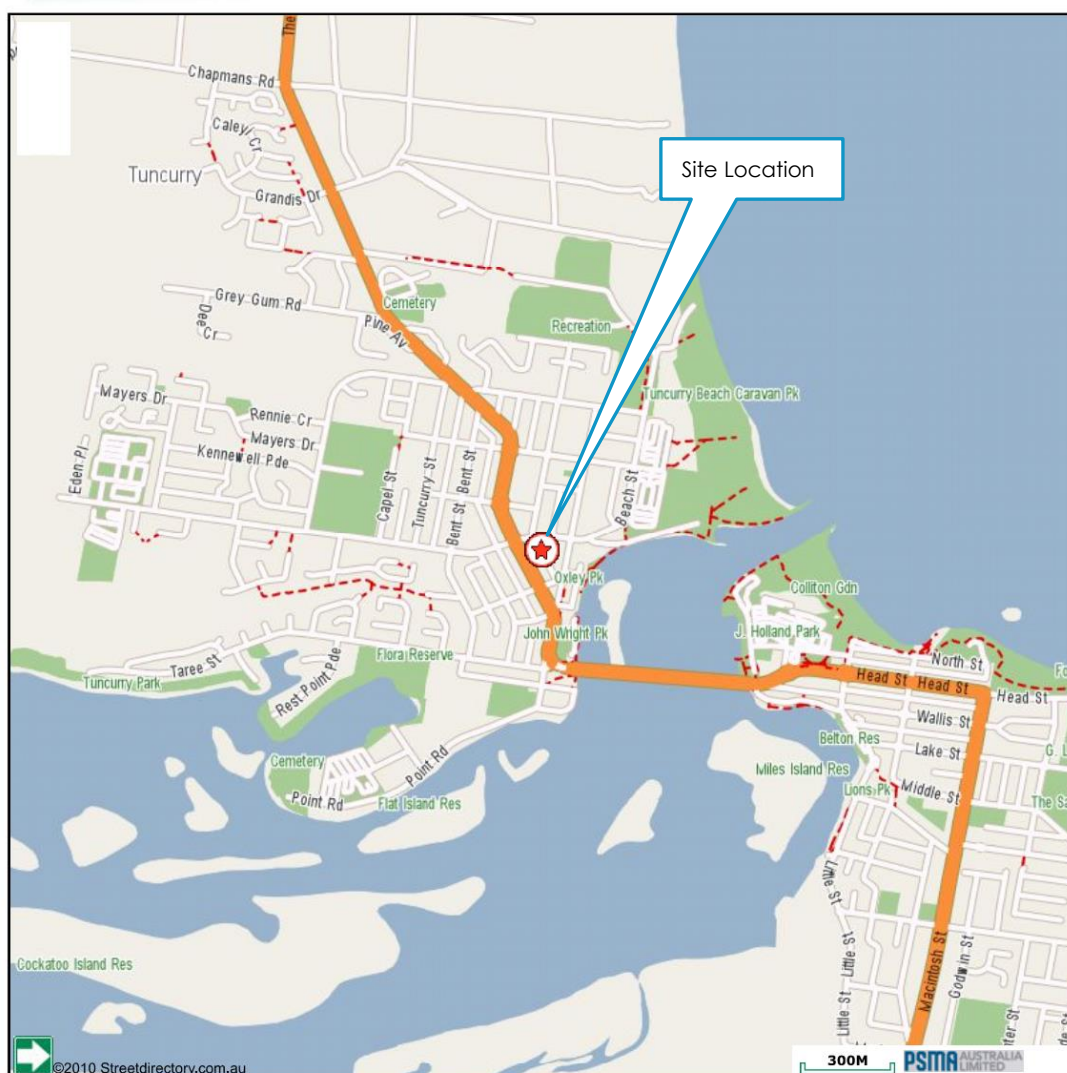


FIGURE 2.1: SITE LOCALITY MAP
SOURCE: WWW.STREET-DIRECTORY.COM.AU

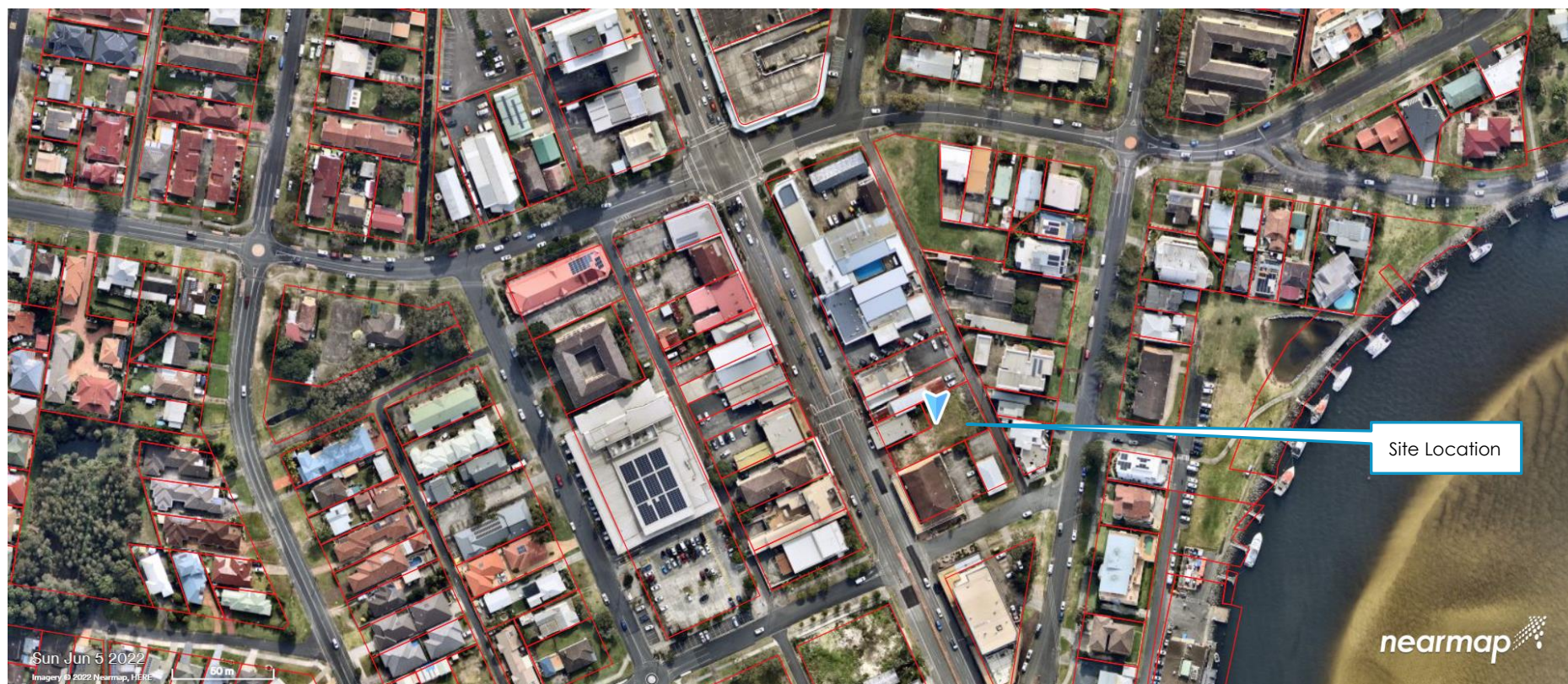


FIGURE 2.2: SITE AERIAL MAP – 15 MANNING STREET, TUNCURRY
SOURCE: NEARMAP IMAGE DATE 5/6/2022

The photographs below show the site in relation to the road network.



FIGURE 2.3: MANNING STREET FRONTAGE
PHOTOGRAPH SOURCE: GOOGLE STREET VIEW IMAGE DATE JULY 2022



FIGURE 2.4: BAKERS LANE FRONTAGE
PHOTOGRAPH SOURCE: GOOGLE STREET VIEW IMAGE DATE JULY 2022

2.2 LAND USE

The site is located in the southern end of the Tuncurry commercial area and is zoned *B2 Local Centre* in the *Great Lakes Local Environmental Plan 2014*.

The surrounding land use comprises of a mix of low to medium density land use to the west, commercial land use to the north and high density residential and holiday accommodation to the south.

Other land uses close to the site include:

- NSW Ambulance Station located on the corner of Manning and Kent Street opposite the site, and
- Woolworths Shopping Centre located 100m west of the site on the corner of Kent Street and Manning Lane, and
- Retail strip shops along Manning Street to the north.

2.3 ROAD NETWORK

The existing road network in the vicinity of the site is shown in figure 2.7.

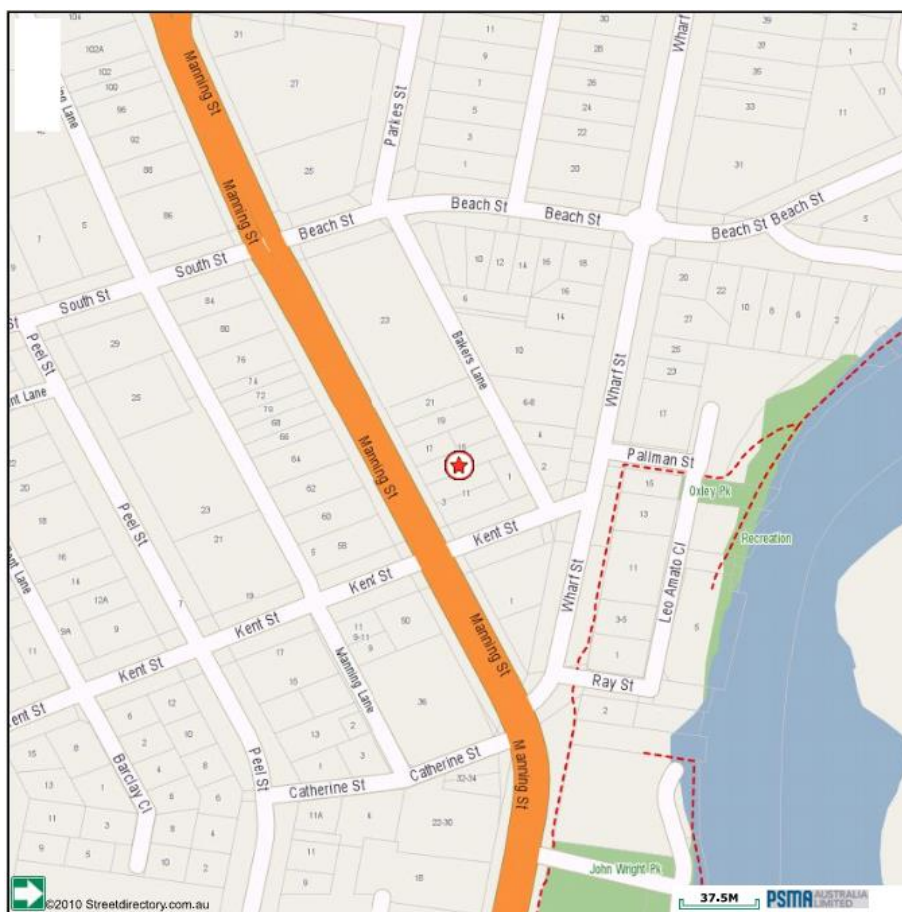


FIGURE 2.7: ROAD NETWORK MAP
SOURCE: WWW.STREET-DIRECTORY.COM.AU

A description of the roads in the immediate vicinity of the site is described below.

2.3.1 MANNING STREET:

- is a state road (MR692) under the care and control of Transport for NSW (TfNSW) connecting the M1 to Forster,

- has a road configuration along the site frontage that consists of a divided two-way carriageway, approximately 22m wide, with 2 traffic lanes in each direction and with a right turn bay at Beach Street and a parking shoulder lane,
- has a speed limit of 50km/h,
- is a bus route,
- permits 2P on-street parallel parking from 8:30AM to 6PM Monday to Fridays and 8:30AM to 12:30PM on Saturdays, and
- provides a pedestrian footpath on both sides of the street.

2.3.2 KENT STREET:

- is a local road under the care and control of Mid Coast Council,
- has a road configuration that consists of an undivided two-way carriageway, approximately 12m wide,
- has a speed limit of 50km/h,
- permits 2P on-street parallel parking from 8:30AM to 6PM Monday to Fridays and 8:30AM to 12:30PM on Saturdays,
- provides a pedestrian footpath on both sides of the street, and
- has all traffic left controls at the intersection with Manning Street due to the central median in Manning Street.

2.3.3 BEACH STREET:

- is a local road under the care and control of Mid Coast Council,
- has a road configuration that consists of an undivided two-way carriageway, approximately 13.9m wide,
- has a speed limit of 50km/h,
- permits ½P on-street parallel parking from 8:30AM to 6PM Monday to Fridays and 8:30AM to 12:30PM on Saturdays, and
- provides a pedestrian footpath on both sides of the street, and
- has all traffic signals controls at the intersection with Manning Street.

2.3.4 BAKERS LANE

- is a local road under the care and control of Mid Coast Council,
- has a road configuration that consists of an undivided two-way carriageway, approximately 5.8m wide,
- has a speed limit of 50km/h,
- has No Parking restrictions on the western side of the street,
- has narrow verges without dedicated pedestrian footpaths on either side of the street, and
- has all traffic left controls at the intersection with Manning Street due to the central median in Manning Street.

2.4 PUBLIC TRANSPORT

The site is located within walking distance of bus stops in Manning Street and Beach Street serviced by the 150, 151, 303, 304, 308, 309 and 310 bus services. These services generally operate at 45 and 90 minute frequencies during the weekday and every 2 and half frequencies on Saturdays.

The bus stops are shown in figure 2.8 and 2.9 and the bus route map for the is shown in figure 2.10.



FIGURE 2.8: BUS STOP IN MANNING STREET 300M SOUTH OF SITE
PHOTOGRAPH SOURCE: GOOGLE STREET VIEW IMAGE CAPTURE MAY 2018



FIGURE 2.9: BUS STOP IN BEACH STREET 150M NORTH OF SITE
PHOTOGRAPH SOURCE: GOOGLE STREET VIEW IMAGE CAPTURE MAY 2018



FIGURE 2.10: BUS ROUTE MAP

SOURCE: [HTTPS://WWW.BUSLINESGROUP.COM.AU/WP-CONTENT/UPLOADS/2021/08/FORSTER_BUSLINES_TOWN_MAP.PDF](https://www.buslinesgroup.com.au/wp-content/uploads/2021/08/FORSTER_BUSLINES_TOWN_MAP.PDF)

3 PROPOSED DEVELOPMENT

3.1 DEVELOPMENT DESCRIPTION

The development proposal consists of a 9-storey mixed use development with commercial and residential components as described in the schedule below.

Commercial Schedule				
Level	Description	GFA (sqm)	GLFA (sqm)	Parking Spaces
Ground	Commercial	73	54.75	2
1	101	55	41.25	1
1	102	59	44.25	1
2	201A	80	60	2
2	201B	90	67.5	2
Apartment Schedule				
Level	Description	Bedrooms		Parking Spaces
2	201	3		2
2	202	2		1
3	301	3		2
3	302	2		1
4	401	3		2
4	402	2		1
5	501	3		2
5	502	2		1
6	601	3		2
6	602	2		1
7	701	3		2
7	702	2		1
8	Pergola	0		0

TABLE 3.1: DEVELOPMENT SCHEDULE
SOURCE: STEPHEN JONES DESIGN



FIGURE 3.1: PROPOSED DEVELOPMENT
SOURCE: STEPHEN JONES DESIGN

In summary the development proposes:

- 5 commercial units with a combined GFA of
- 6 x 2-bedroom units.
- 6 x 3-bedroom units.
- 28 car parking spaces including 2 mobility parking spaces.
- 18 bicycle parking spaces on the ground floor.

3.2 VEHICULAR ACCESS ASSESSMENT

All vehicular access is proposed from Bakers Lane with is no vehicular access from Manning Street.

Vehicular access is proposed via two driveways from Bakers Lane.

3.2.1 DRIVEWAY 1

Driveway 1 is located approximately 37m from the intersection with Kent Street and provides combined ingress and egress to the ramp to the car

parking on the first floor only. The driveway is 6m wide at the boundary for a distance of approximately 8.7m and then narrows to 4.3m wide.

A ramp management system will be used to control the two-way movements along the ramp. Refer to section 3.4 for further details.

3.2.2 DRIVEWAY 2

Driveway 2 is located approximately 47m from the intersection with Kent Street and provides combined ingress and egress to the car parking located on the ground floor only. The driveway is 5.5m wide at the boundary and provides an internal aisle width of approximately 6.15m.

3.2.3 SITE DISTANCE ASSESSMENT

The sight distance for the proposed driveways has been assessed in accordance with AS 2890.1:2004, Parking Facilities – Off-street car parking which sets out the sight distance requirements for access driveways. Table 3.2 provides a summary of the sight distance assessment.

Feature	Sight Distance required (50km/h 5s gap)	Sight Distance Available
Southern Driveway	69m	37m to intersection
Northern Driveway	69m	47m to intersection

TABLE 3.2: SIGHT DISTANCE ASSESSMENT
SOURCE: AS 2890.1:2004, PARKING FACILITIES – OFF-STREET CAR PARKING

Apart from the proposed development, Bakers Lane provides vehicle access to other commercial properties along Manning Street and residential properties fronting Wharf Street which results in low traffic volumes.

It is important to note that whilst the sight distance calculations are based on the road frontage speed i.e. 50km/h, the actual speed of vehicles turning from Kent Street into Bakers Lane would be considerably lower. Considering the low-speed environment combined with the low volumes in Bakers Lane, the sight distance to/from the driveway is considered to be acceptable.

3.3 CAR PARKING ASSESSMENT

The car parking requirements applicable to residential and commercial developments is provided in the *Great Lakes Development Control Plan 2014* where residential parking is dependent on the number of bedrooms of the unit and commercial parking dependent on the gross leasable floor area (GLFA). GLFA which is defined in the RTA Guide to Traffic Generating Developments as 75% of the Gross Floor Area (GFA).

An assessment of the car parking is summarised in table 3.3.

Description	DCP Parking Rate	GLFA or number of units	Number of parking spaces required	Number of parking spaces allocated
Ground Floor Commercial unit	1 space per 40m ² GLFA	54.8 m ²	1.37	2
Level 1 Commercial Unit (101)	1 space per 40m ² GLFA	41.3 m ²	1.03	1
Level 1 Commercial Unit (102)	1 space per 40m ² GLFA	44.3 m ²	1.11	1
Level 2 Commercial Unit (201A)	1 space per 40m ² GLFA	60 m ²	1.5	2
Level 2 Commercial Unit (201B)	1 space per 40m ² GLFA	67.5 m ²	1.69	2
2-bedroom units	1.2 spaces per dwelling	6	7.2	6
3-bedroom units	1.5 spaces per dwelling	6	9	12
Visitor	0.2 spaces per dwelling	2.4	2.4	2
Total			25.3	28

TABLE 3.3: CAR PARKING ASSESSMENT FOR THIS PROPOSAL
SOURCE: GREAT LAKES DEVELOPMENT CONTROL PLAN 2014

The assessment shows that the proposed number of car spaces exceeds the DCP requirements for the number of car spaces required.

The parking schedule and allocation is shown in table 3.4.

Parking Schedule			
Parking Space	Level	Type	Allocated to
1	Ground	Mobility	Visitor parking
2	Ground	Single	Visitor parking
3	Ground	Tandem	201
4	Ground	Tandem	201
5	Ground	Tandem	301
6	Ground	Tandem	301
7	Ground	Tandem	401
8	Ground	Tandem	401
9	Ground	Single	101
10	Ground	Single	102
11	Ground	Single	GF Commercial
12	Ground	Single	GF Commercial
13	First Floor	Mobility	302
14	First Floor	Single	202
15	First Floor	Tandem	501
16	First Floor	Tandem	501
17	First Floor	Tandem	601
18	First Floor	Tandem	601
19	First Floor	Tandem	701
20	First Floor	Tandem	701
21	First Floor	Single	402
22	First Floor	Single	502
23	First Floor	Single	602
24	First Floor	Single	702
25	First Floor	Single	201A
26	First Floor	Single	201A

27	First Floor	Single	201B
28	First Floor	Single	201B

TABLE 3.4: PARKING SCHEDULE AND ALLOCATION

The car parking arrangement for the development proposal has been assessed with regard to the requirements of Australian Standard Parking Facilities Part 1 Off-street car parking (AS 2890.1-2004) and Australian Standard Parking Facilities Part 6 Off-street Parking for People with a Disability (AS 2890.1-2009).

A swept path analysis has been undertaken for the parking layout for the each of the parking spaces as shown in Appendix A. The assessment demonstrates that vehicles can enter the site in a forward direction, park within an allocated parking space and exit the site in a forward direction.

3.4 RAMP MANAGEMENT

The parking spaces located on the first floor is accessed from driveway 1 that provides access to a ramp that is 6m wide at the boundary for a distance of approximately 8.7m and then narrows to 4.3m wide. The 4.3m wide section that does not allow for simultaneous two-way traffic movements.

The swept path analysis plans show that kerbs a 300mm body clearance is achieved from the face of the wall on the ramps and therefore complies with AS2890.1. It is recommended that kerbs be also installed 300mm from the walls to provide delineation.

The ramp will be used to facilitate two-way movements with a traffic management system installed to safely manage vehicle movements.

The traffic management system uses a vehicle priority system where traffic lights and vehicle detection sensors (either in ground or beam sensors) are installed to control the vehicle entry and exit movements along the ramp.

The traffic management system includes the following hardware:

- Stop lines and signage to indicate to drivers where the vehicle needs to be positioned whilst waiting for a green signal.
- A two-aspect traffic light will be installed on the column at the entrance to the ramp on the ground floor and first floor that is visible to vehicles stopped at the stop lines painted within the car park,

- Vehicle detection sensors (either in ground or beam sensors) to detect when the vehicles are waiting at the stop line.

An example of the wiring system that is required is shown in figure 3.2.

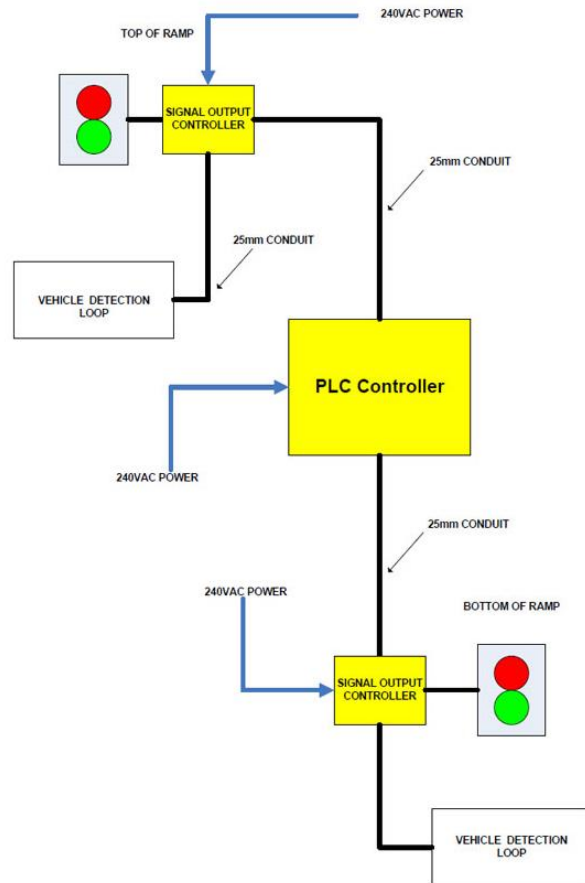


FIGURE 3.2: WIRING DETAILS FOR TRAFFIC LIGHT SYSTEM

SOURCE: [HTTPS://TRAFFICPARKING.COM.AU/VEHICLE-PRIORITY-SYSTEMS.PHP](https://trafficparking.com.au/vehicle-priority-systems.php)

The system is used in many car parks where site constraints require the use of ramp controls to manage two-way movements.

The operation of the ramp access is summarised in the figure 3.3.

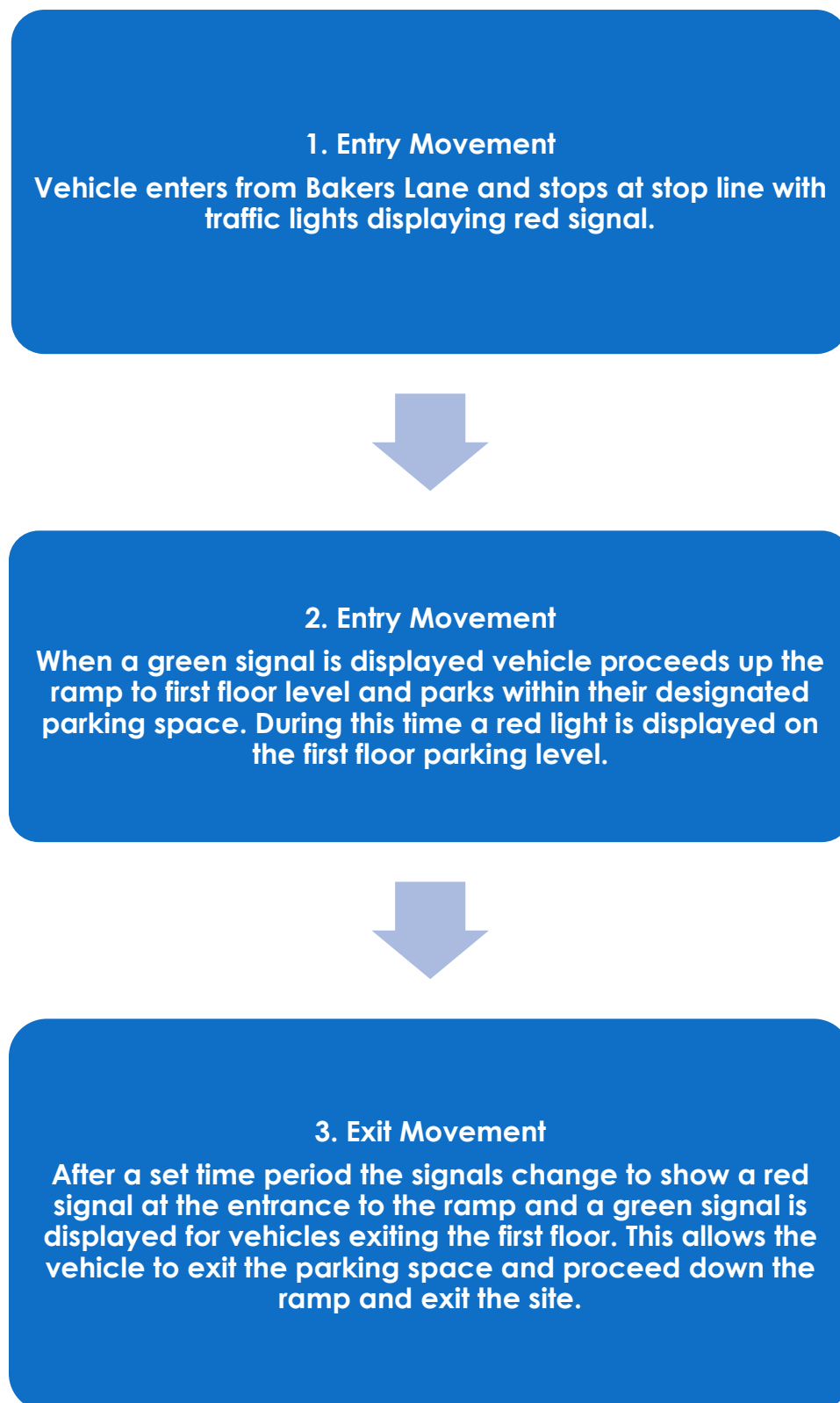


FIGURE 3.3: TRAFFIC MANAGEMENT SYSTEM FOR RAMP OPERATION

3.5 BICYCLE PARKING

The bicycle parking requirements applicable to residential and commercial developments is provided in the *Great Lakes Development Control Plan 2014*.

The DCP car parking rates and an assessment of the proposed bicycle parking spaces for the development proposal is summarised in table 3.5.

Description	DCP Parking Rate	GLFA or number of units	Number of parking spaces required	Number of spaces proposed
Ground Floor Commercial unit	1 space per 500m ² GLFA	54.8 m ²	1	18
Level 1 Commercial Unit (101)	1 space per 500m ² GLFA	41.3 m ²	1	
Level 1 Commercial Unit (102)	1 space per 500m ² GLFA	44.3 m ²	1	
Level 2 Commercial Unit (201A)	1 space per 500m ² GLFA	60 m ²	1	
Level 2 Commercial Unit (201B)	1 space per 500m ² GLFA	67.5 m ²	1	
Residential Units	1 space per unit	12	12	
Total			17	18

TABLE 3.5: BICYCLE PARKING ASSESSMENT FOR THIS PROPOSAL
SOURCE: GREAT LAKES DEVELOPMENT CONTROL PLAN 2014

The assessment shows that the proposed number of bicycle spaces exceed the DCP requirements for the number of bicycle spaces required.

3.6 TRAILER PARKING

Councils DCP includes a requirement for trailer parking at a rate of one (1) space per eight (8) dwellings.

This is an unusual requirement for high density residential developments and can only be assumed to relate to the abundance of water activities available within the region.

Vehicles towing trailers, particularly boat trailers, cannot negotiate the ramp and access arrangements which have been designed in accordance with AS 2890.1:2004.

Vehicles towing trailers require much wider aisles and intersections to negotiate through a car parking area and the provision of trailer parking is generally consistent with at grade car parks and not for multi storey car parks.

To comply with the DCP, with 12 units would require the inclusion of one trailer space within the proposed development. The large spatial requirements to accommodate trailer parking and the associated swept paths is considered to be impractical for a mixed-use development with multi storey car parks and given the existing site constraints is unfeasible.

An alternative for any resident owning a trailer is available a short distance away at Great Lakes Boat, Caravan and Furniture Storage 12 Dee Crescent, Tuncurry.

3.7 SERVICING AND WASTE REMOVAL

Dedicated loading facilities are not proposed within the development. Considering the size of the commercial tenancies it is unlikely that large delivery vehicles would be required to service the site and it is expected that the largest delivery vehicle that would service these tenancies would be a light commercial vehicle such as a van which is equivalent to a B99 vehicle. Similar to other commercial developments in Manning Street, the commercial tenancies of the proposed development would need to use the existing on street parking located in either Manning Street or Kent Street for deliveries.

A hard stand bin storage area is located adjacent to Bakers Lane where waste bins from the residential and commercial bin store room located on the ground floor will be moved to allow kerbside waste removal.

4 TRAFFIC IMPACT ASSESSMENT

4.1 TRAFFIC GENERATION OF PROPOSED DEVELOPMENT

The TfNSW Technical Direction TDT2013/04a provides an update to the RTA *Guide to Traffic Generating Developments* for vehicle trip generation rates. The updated trip generation rates are:

4.1.1 HIGH DENSITY RESIDENTIAL DEVELOPMENT (BASED ON REGIONAL AVERAGE RATE):

- 0.53 peak hour vehicle trips per unit in the AM peak, and
- 0.32 peak hour vehicle trips per unit in the PM peak.

4.1.2 COMMERCIAL DEVELOPMENT (BASED ON REGIONAL OFFICE BLOCK RATE):

- 1.6 peak hour vehicle trips per 100m² GFA in the AM peak, and
- 1.2 peak hour vehicle trips per 100m² GFA in the PM peak.

Using the above-mentioned rates, the total weekday AM and PM traffic generation after the completion of both this proposal and the potential future development is summarised in table 4.1 and 4.2.

This Proposal				
Land Use Type	Time Period	Design Trip Rate	Number of Units or GFA	Total Trips
Residential	AM Peak	0.53 trips per unit	12	6.4
Residential	PM Peak	0.32 trips per unit	12	3.8
Commercial	AM Peak	1.6 trips per 100m ² GFA	357m ²	5.7
Commercial	PM Peak	1.2 trips per 100m ² GFA	357m ²	4.3
Total AM Trips				12
Total PM Trips				8

TABLE 4.1: THIS PROPOSAL DEVELOPMENT TRAFFIC GENERATION
SOURCE: TFNSW TECHNICAL DIRECTION TDT2013/04A

It can therefore be concluded that the future traffic generated by the complete development:

- is very low (AM peak 12 trips and PM peak 8 trips) and will have minimal impact on existing traffic flows, intersection capacities or neighbourhood amenity,
- will be readily able to enter and leave the site without delay, and
- will not present any unsatisfactory traffic safety or capacity issues on the surrounding road network.

5 CONCLUSIONS

The proposed mixed-use development for the development proposal at the site located at 15 Manning, Tuncurry NSW 2428 has been assessed to determine the suitability of the proposal, compliance with Great Lakes Development Control Plan 2014 and Australian Standards.

The assessment undertaken in this report indicates that:

- The provision of car parking exceeds the requirements of the DCP.
- The proposed internal driveway access and car parking layout meets the requirements of AS 2890.1:2004 and AS2890.6:2004.
- The future traffic generated by the proposed development after completion is considered to be very low with a combined total of only 12 vehicle trips in the AM peak and 8 vehicle trips in the PM peak.
- The swept path analysis of the car park demonstrates that vehicles can enter the site in a forward direction, park within an allocated parking space and exit the site in a forward direction.

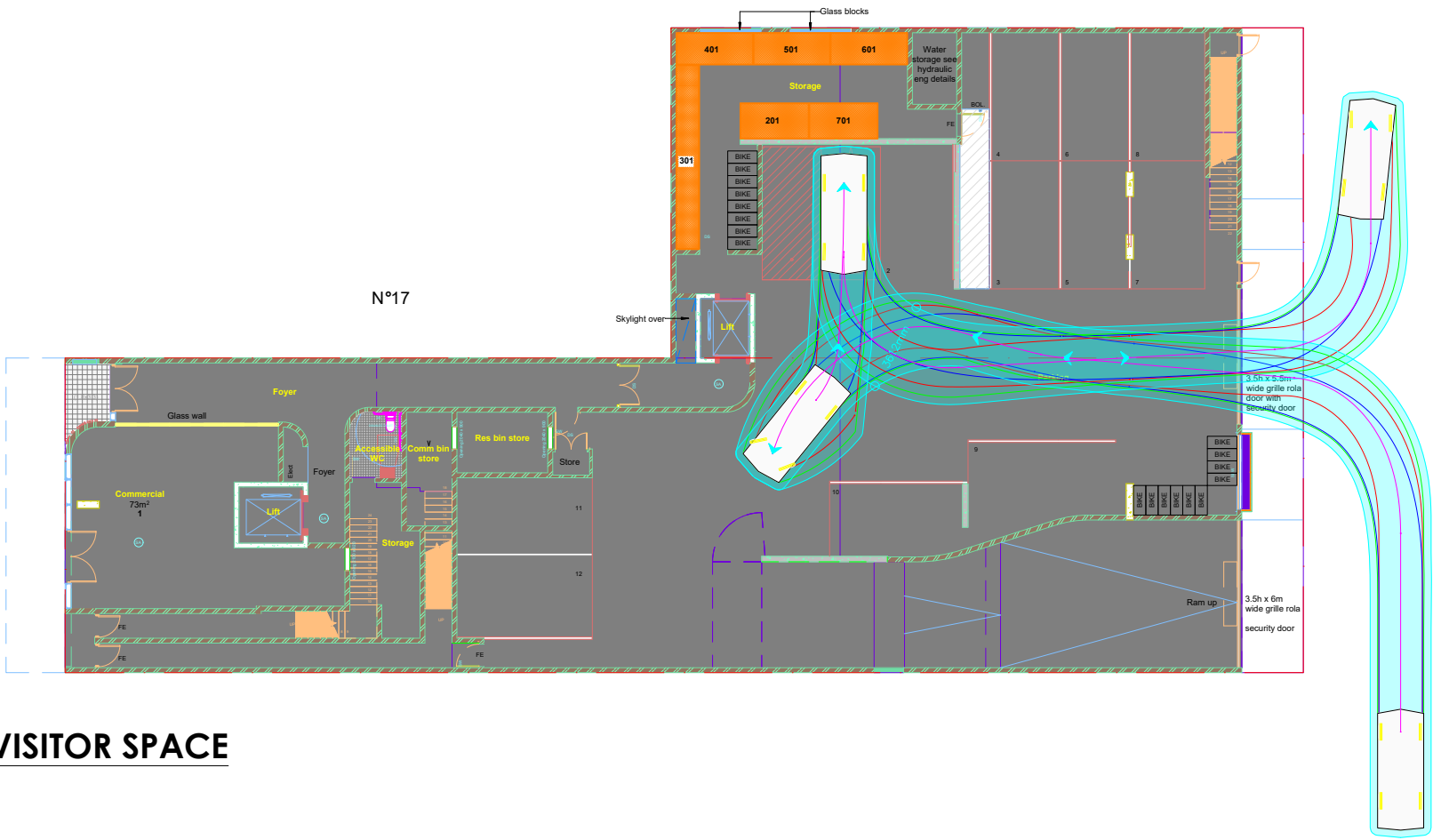
Considering the comments above and the assessment contained in this report, it is of my professional opinion that the proposed development will not present any unsatisfactory traffic safety or capacity issues on the existing road network traffic after the completion of the development and is therefore recommended for approval.



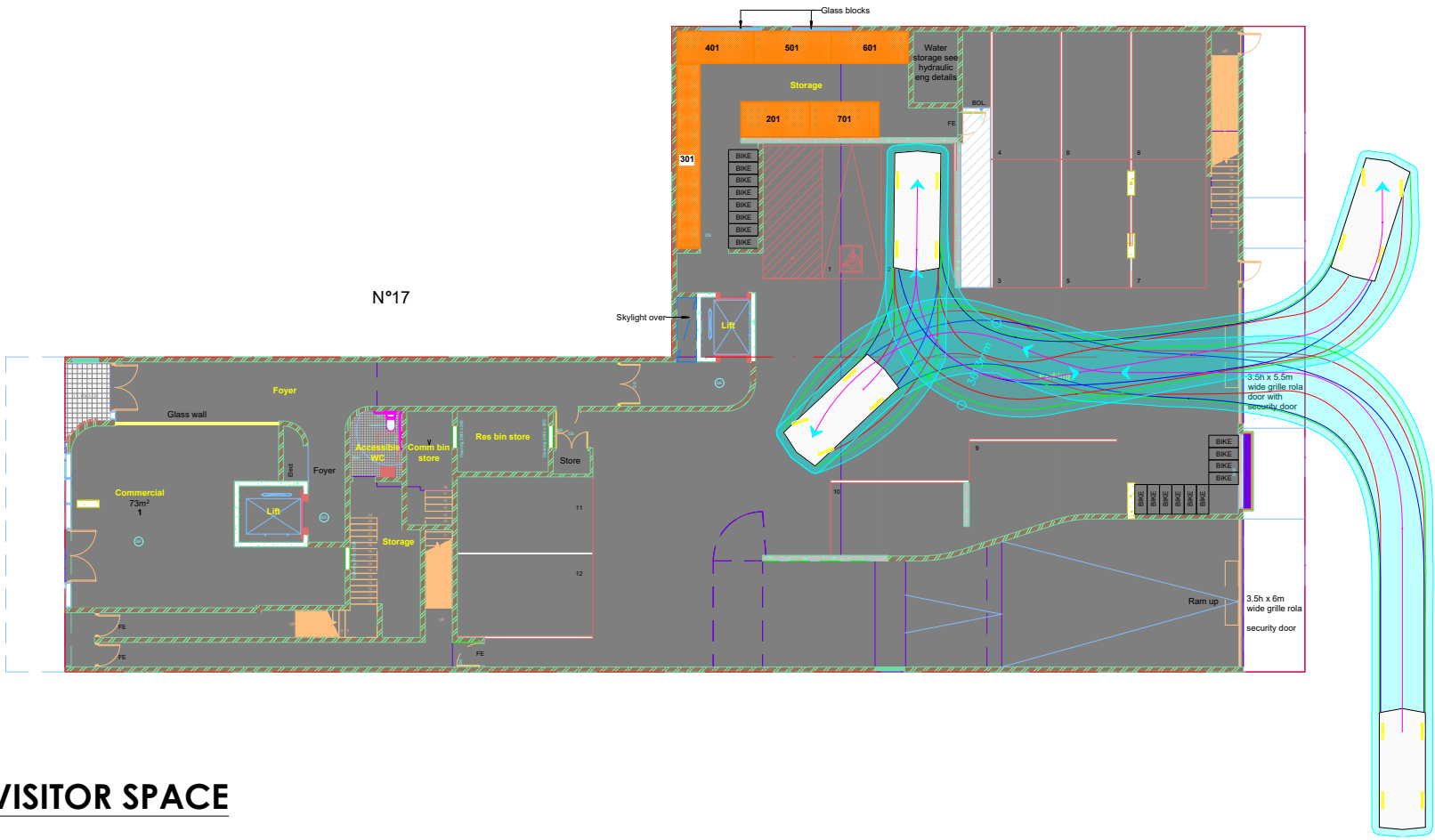
Navin Prasad (Bachelor of Engineering Technology – Civil Engineering)
Director
Traffic & Safety Solutions PTY LTD

APPENDIX A – SWEPT PATH ANALYSIS

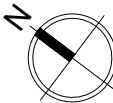
SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



PARKING SPACE 1 - VISITOR SPACE

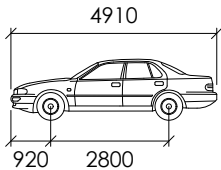


PARKING SPACE 2 - VISITOR SPACE



Notes:

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2. THIS SWEEP PATH ANALYSIS HAS BEEN PREPARED USING CAD PLANS PROVIDED BY STEPHEN JONES DESIGN.
3. THE SWEEP PATH ANALYSIS HAS BEEN UNDERTAKEN USING AUTOTURN SOFTWARE AND IS FOR THE 2D LAYOUT ONLY BASED ON AN AUSTRALIAN STANDARD DESIGN VEHICLES AS NOTED.
4. A 3D ASSESSMENT HAS NOT BEEN UNDERTAKEN AND ANY HEIGHT LIMITATIONS HAVE NOT BEEN CONSIDERED FOR ANY OVERHEIGHT VEHICLE THAT MAY ACCESS THE SITE.
5. WHILST DUE CARE HAS BEEN TAKEN IN PREPARING THE SWEEP PATH ANALYSIS, TRAFFIC & SAFETY SOLUTIONS PTY LTD DOES NOT ACCEPT ANY LIABILITY OR RESPONSIBILITY FOR THE SUITABILITY OF THIS PLAN AND CANNOT BE HELD LIABLE OR RESPONSIBLE FOR ANY INCIDENT OR DAMAGE THAT MAY ARISE AS A RESULT OF THIS PLAN.



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL



CLIENT: CHERCO PTY LTD
15 KANGAROO STREET
LAWSON NSW 2783

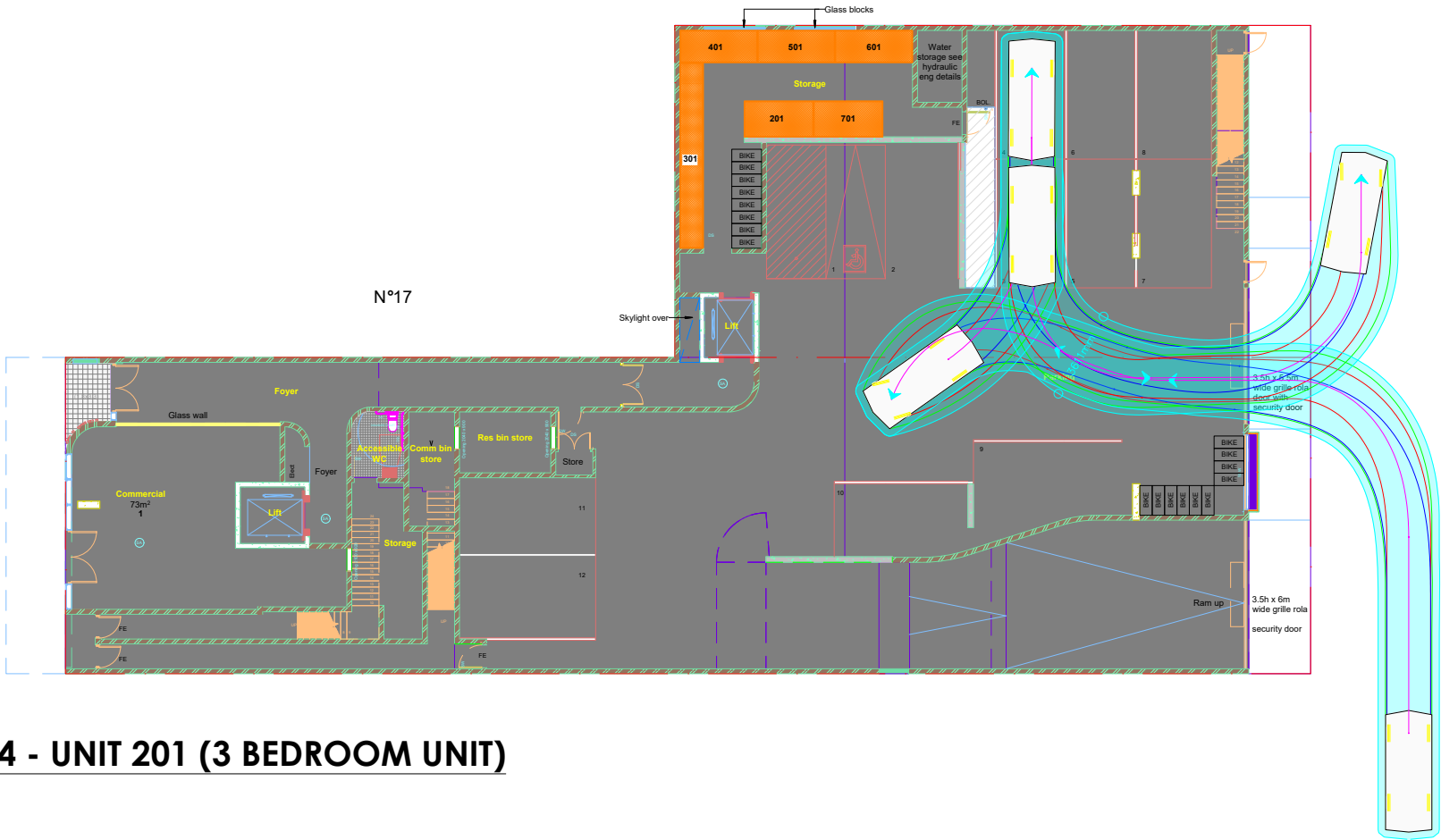
DRAFTED: TRAFFIC & SAFETY SOLUTIONS PTY LTD
CONTACT: NAV PRASAD
PH: 0408 468 729
EMAIL: trafficandsafetyolutions@gmail.com

SITE: 15 MANNING STREET
TUNCURRY NSW 2428

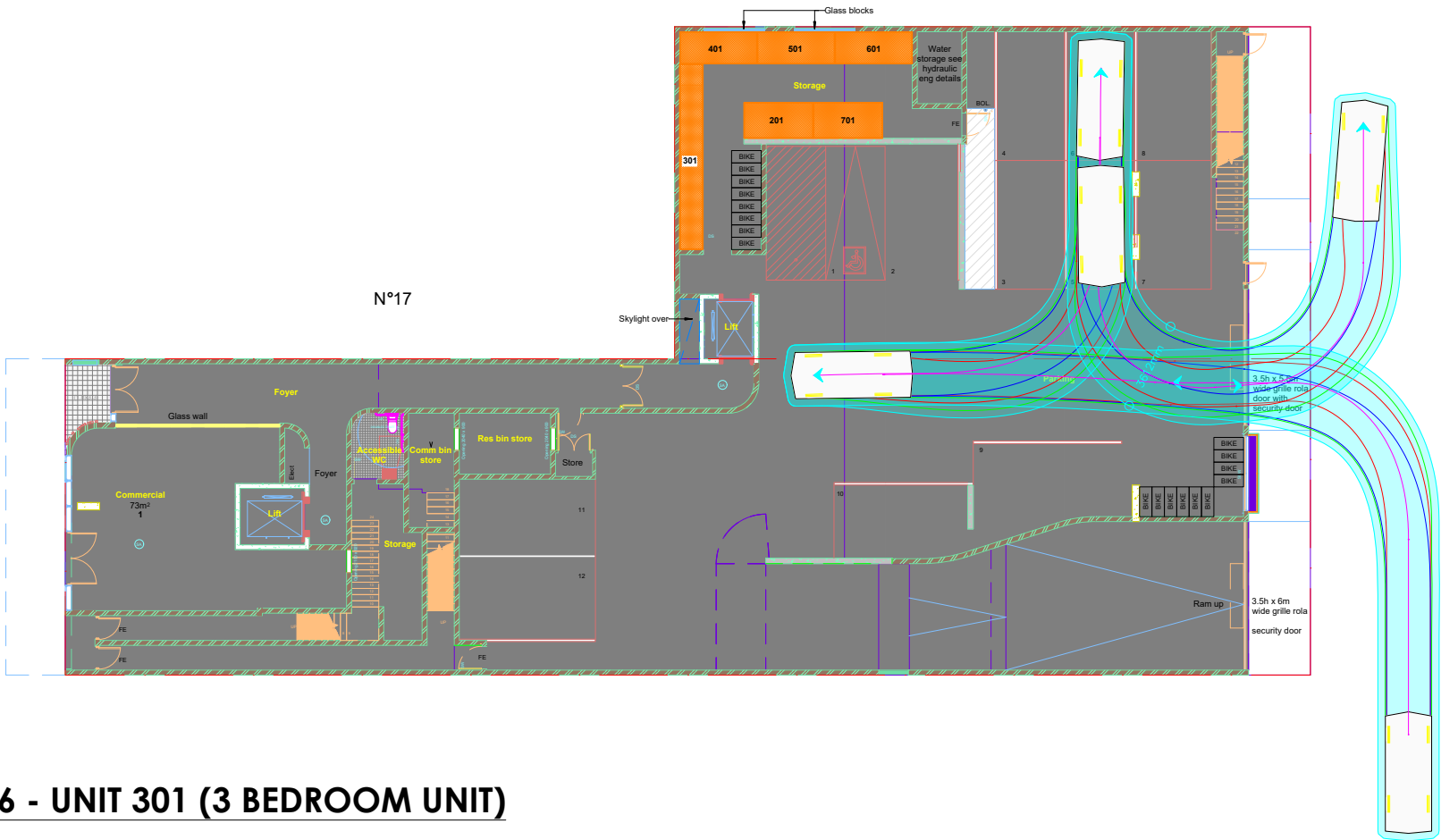
TITLE: SWEPT PATH ANALYSIS
PROPOSED CAR PARKING LAYOUT

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
1/12	TSS-20240304-1	A	

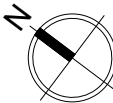
SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



PARKING SPACE 3 & 4 - UNIT 201 (3 BEDROOM UNIT)

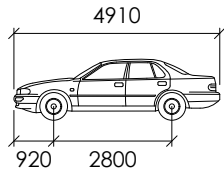


PARKING SPACE 5 & 6 - UNIT 301 (3 BEDROOM UNIT)



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV.	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL



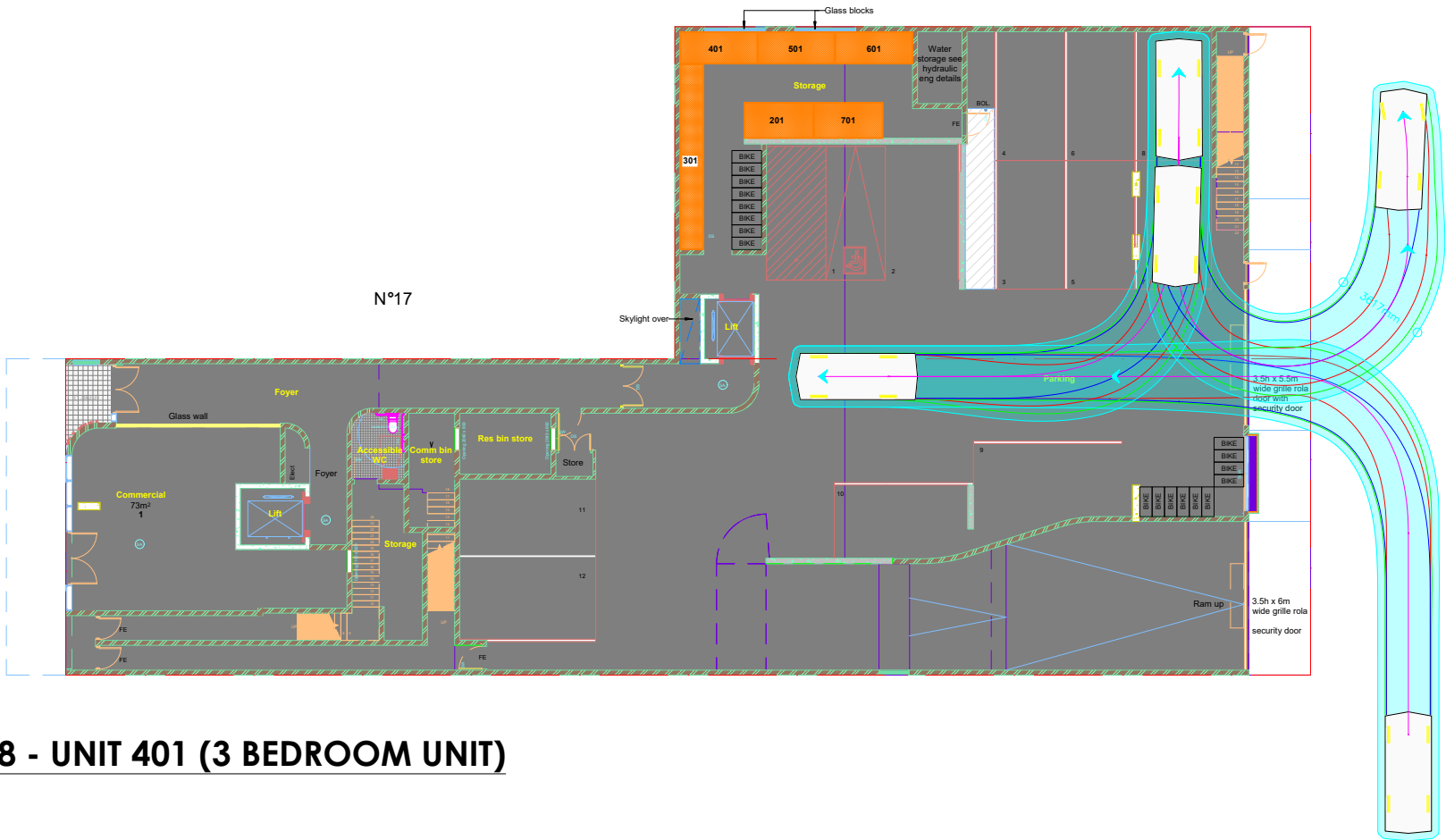
CLIENT:	CHERCO PTY LTD 15 KANGAROO STREET LAWSON NSW 2783
DRAFTED:	TRAFFIC & SAFETY SOLUTIONS PTY LTD CONTACT: NAV PRASAD PH: 0408 468 729 EMAIL: trafficandsafetyolutions@gmail.com

SITE:	15 MANNING STREET TUNCURRY NSW 2428
-------	--

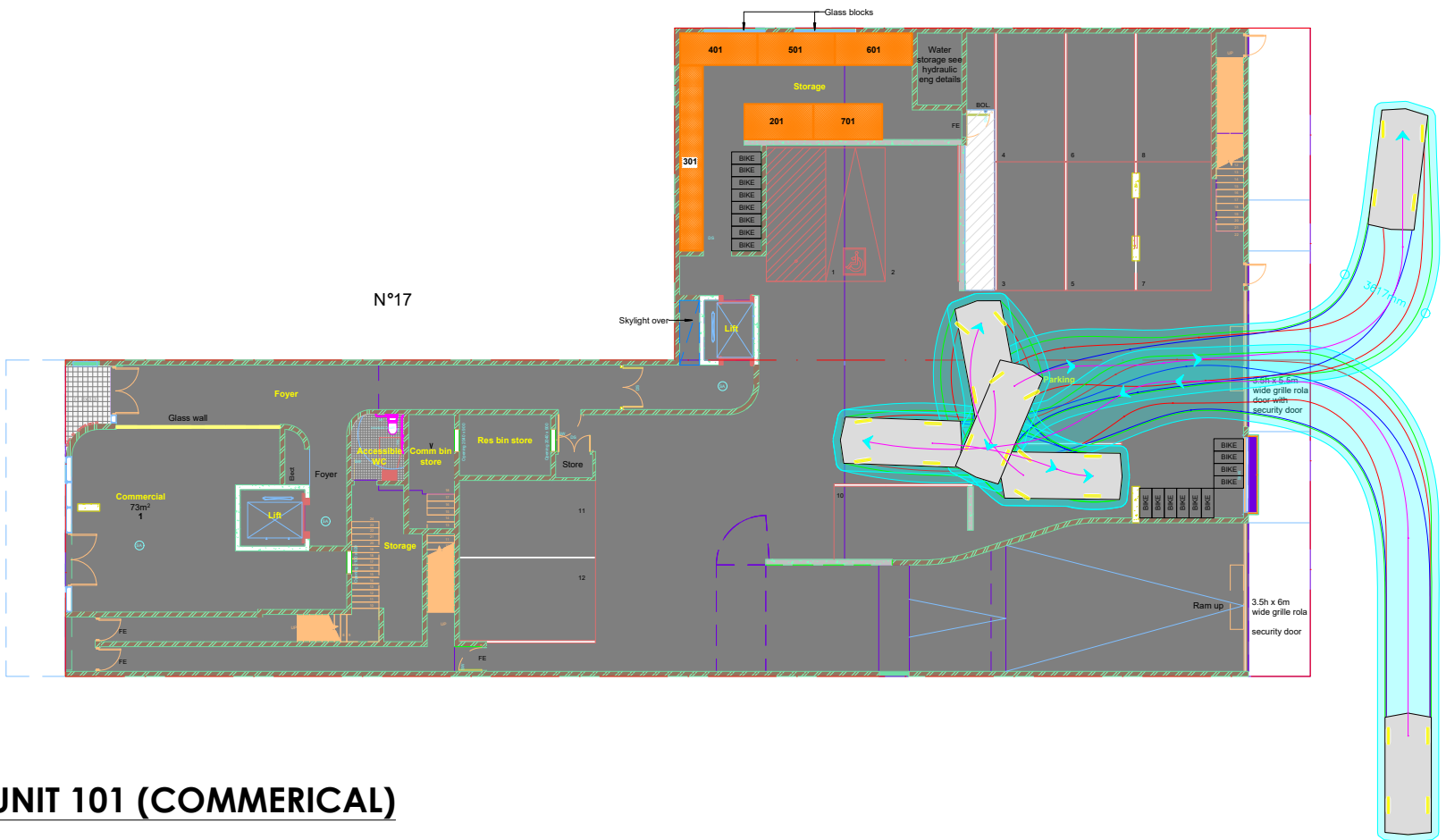
TITLE:	SWEPT PATH ANALYSIS PROPOSED CAR PARKING LAYOUT
--------	--

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
2/12	TSS-20240304-1	A	

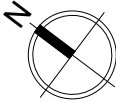
SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



PARKING SPACE 7 & 8 - UNIT 401 (3 BEDROOM UNIT)

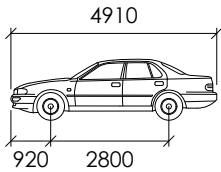


PARKING SPACE 9 - UNIT 101 (COMMERICAL)



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL



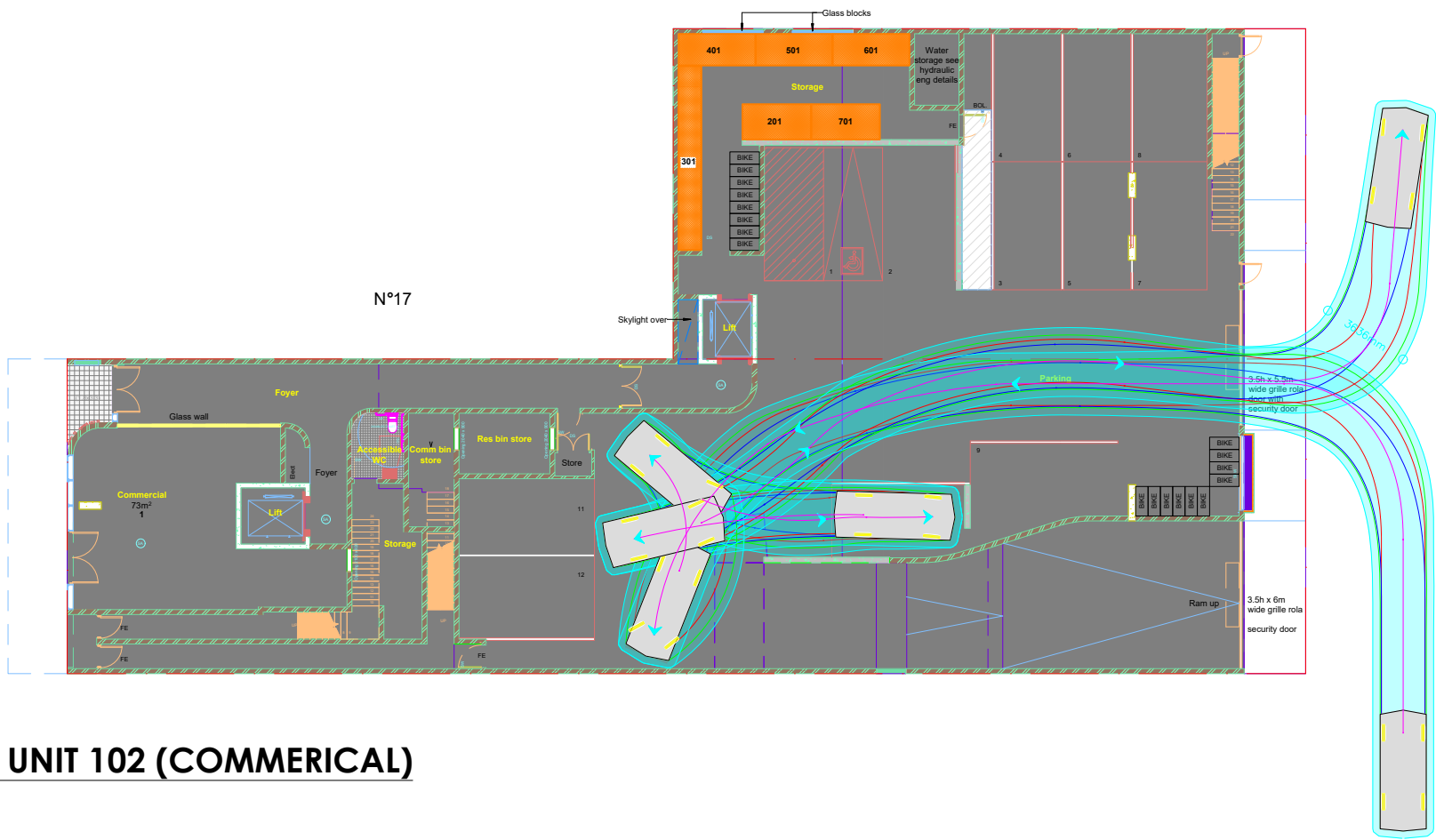
CLIENT:	CHERCO PTY LTD 15 KANGAROO STREET LAWSON NSW 2783
DRAFTED:	TRAFFIC & SAFETY SOLUTIONS PTY LTD CONTACT: NAV PRASAD PH: 0408 468 729 EMAIL: trafficandsafetyolutions@gmail.com

SITE:	15 MANNING STREET TUNCURRY NSW 2428
-------	--

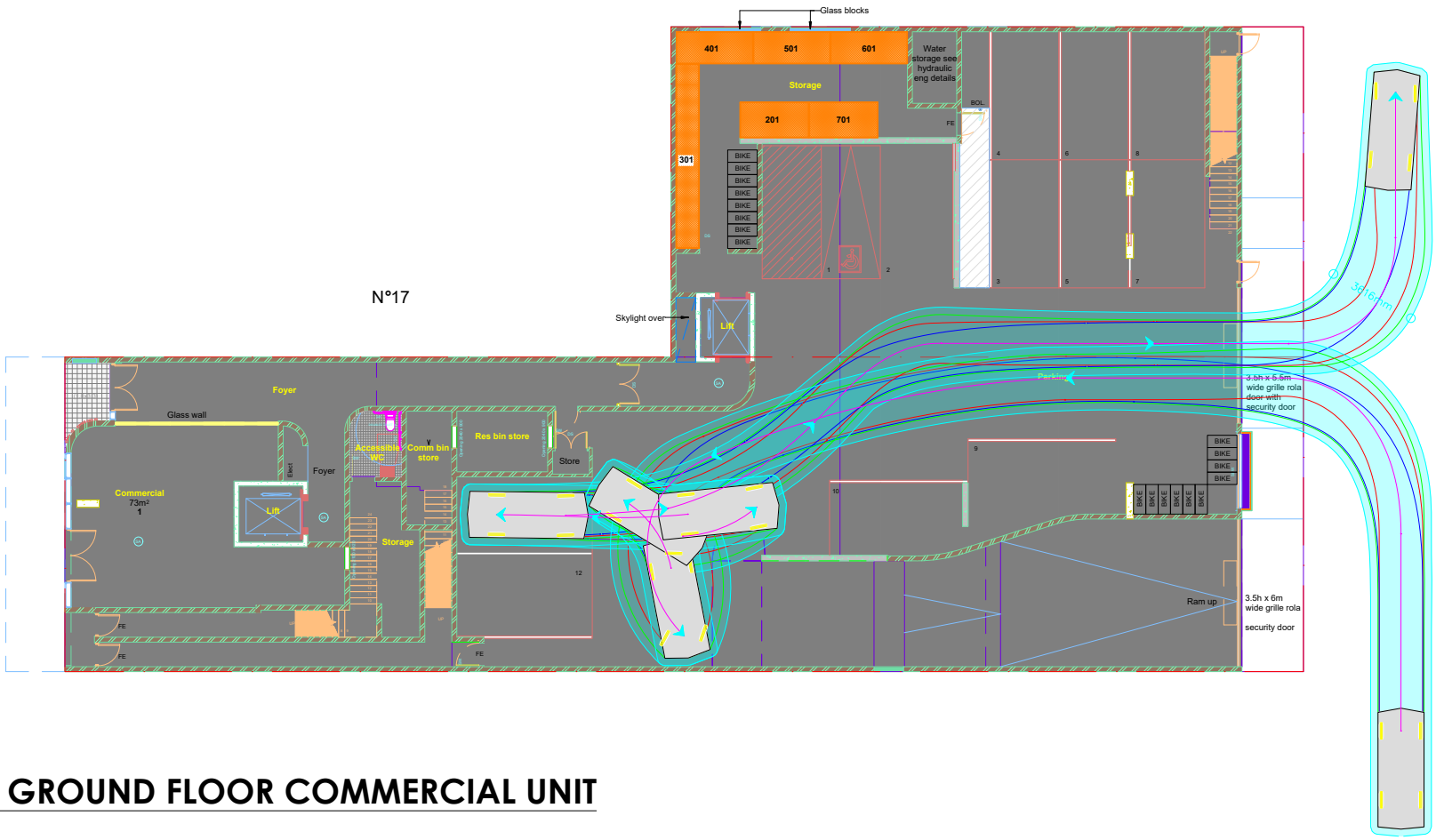
TITLE:	SWEPT PATH ANALYSIS PROPOSED CAR PARKING LAYOUT
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SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
3/12	TSS-20240304-1	A	

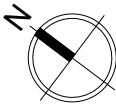
SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



PARKING SPACE 10 - UNIT 102 (COMMERICAL)

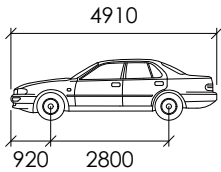


PARKING SPACE 11 - GROUND FLOOR COMMERCIAL UNIT



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL



CLIENT: CHERCO PTY LTD
15 KANGAROO STREET
LAWSON NSW 2783

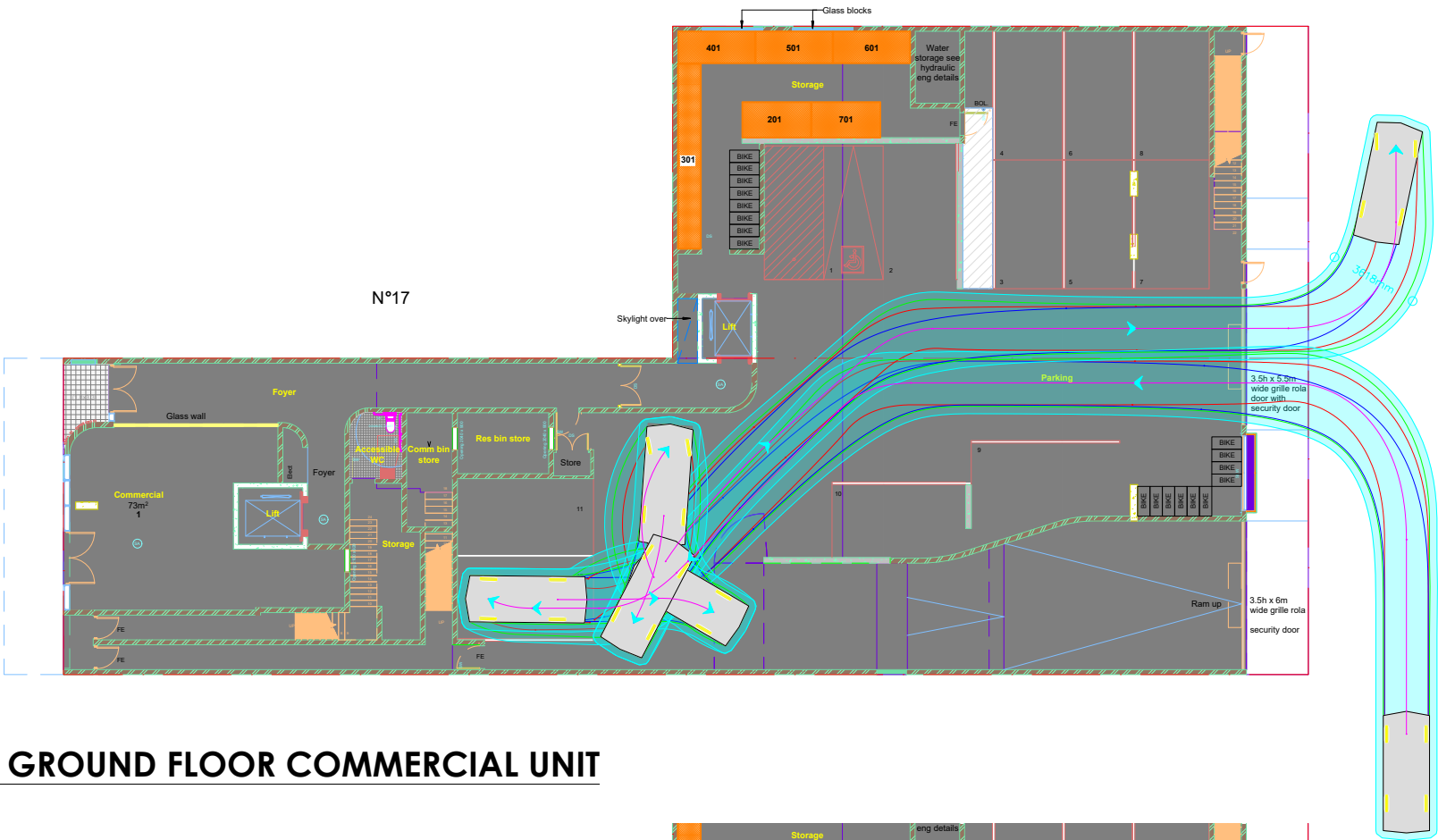
DRAFTED: TRAFFIC & SAFETY SOLUTIONS PTY LTD
CONTACT: NAV PRASAD
PH: 0408 468 729
EMAIL: trafficandsafetyolutions@gmail.com

SITE: 15 MANNING STREET
TUNCURRY NSW 2428

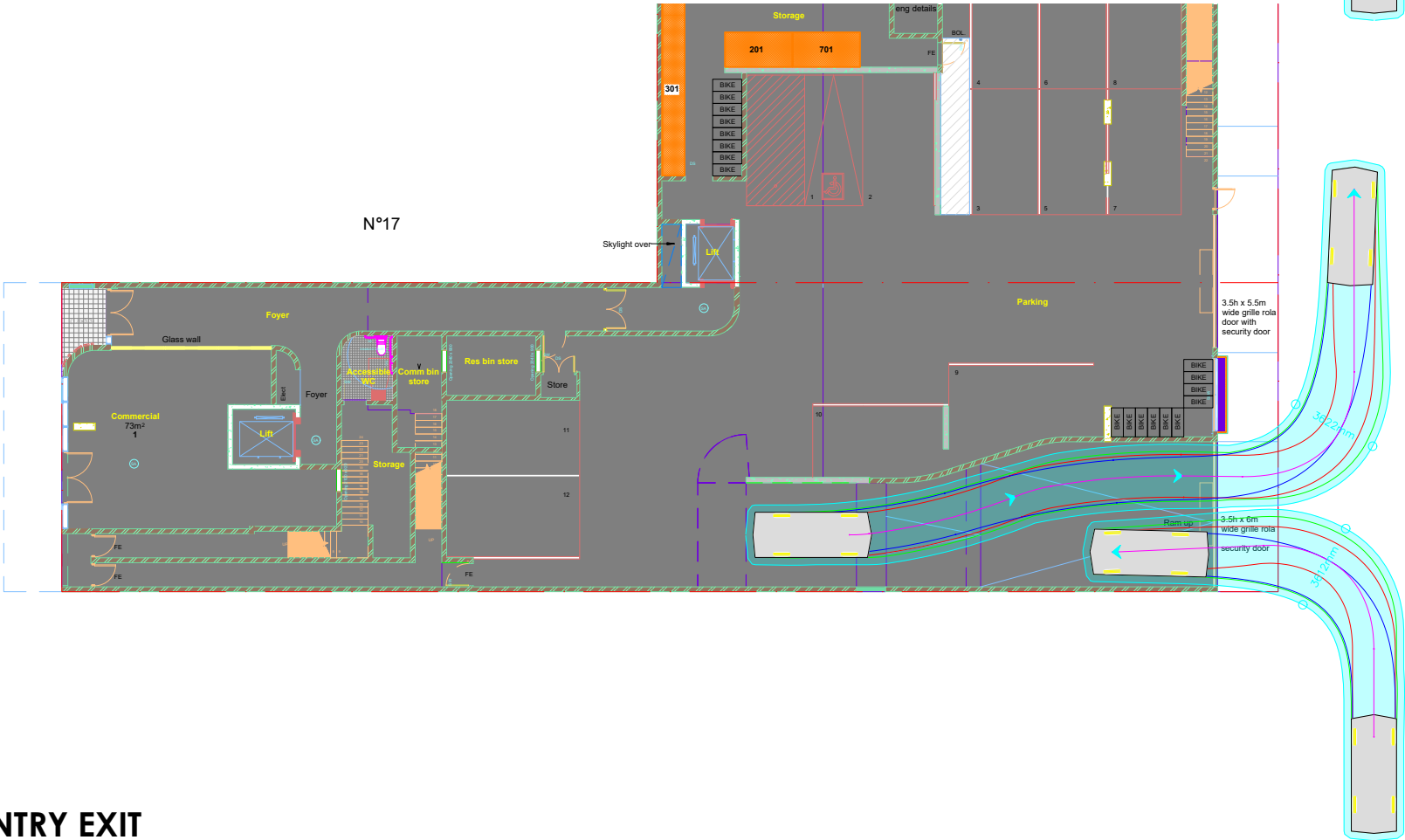
TITLE: SWEPT PATH ANALYSIS
PROPOSED CAR PARKING LAYOUT

SCALE	AT	DATE:	DRAWN:	CHECKED:
AS SHOWN		14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:		
4/12	TSS-20240304-1	A		

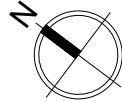
SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



PARKING SPACE 12 - GROUND FLOOR COMMERCIAL UNIT

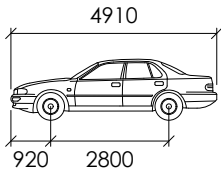


FIRST FLOOR RAMP ENTRY EXIT



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

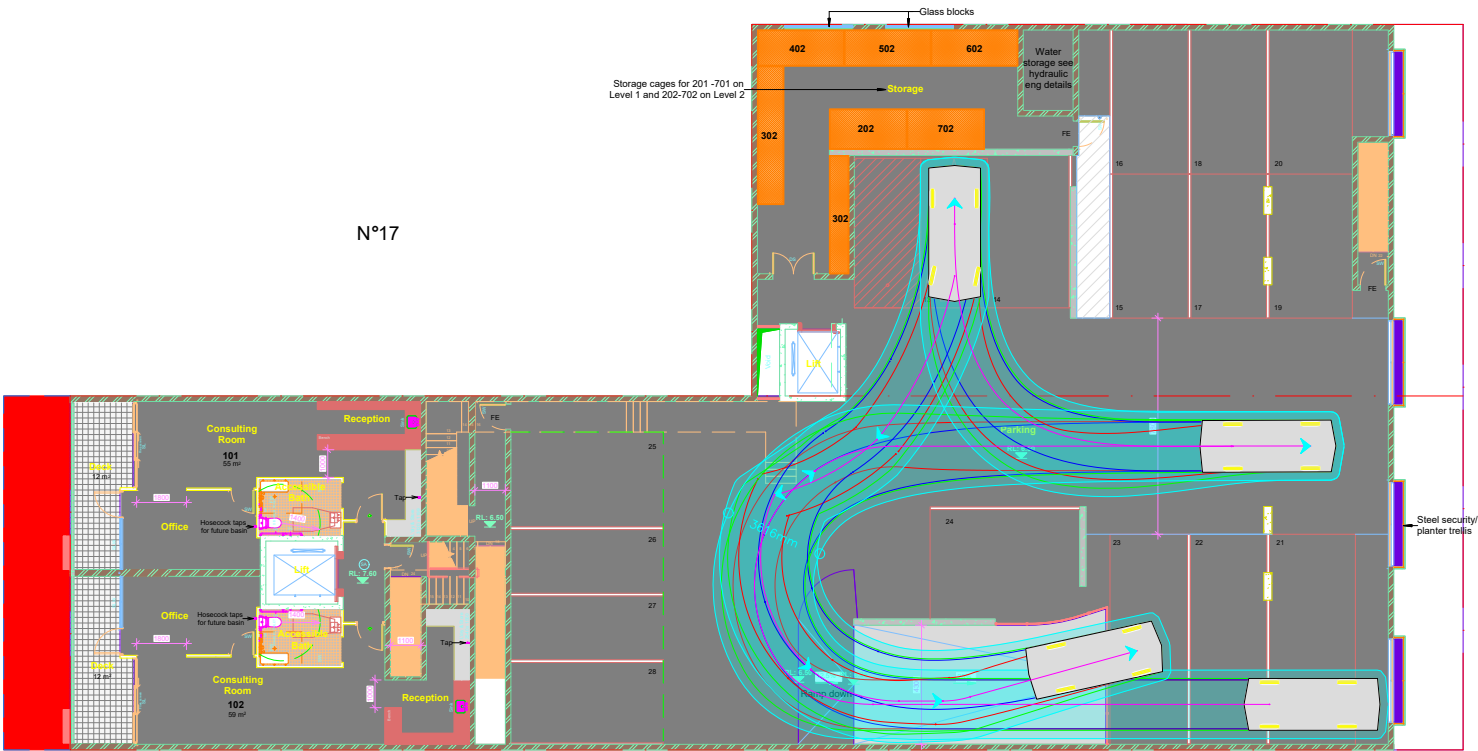
STATUS: FOR DA APPROVAL



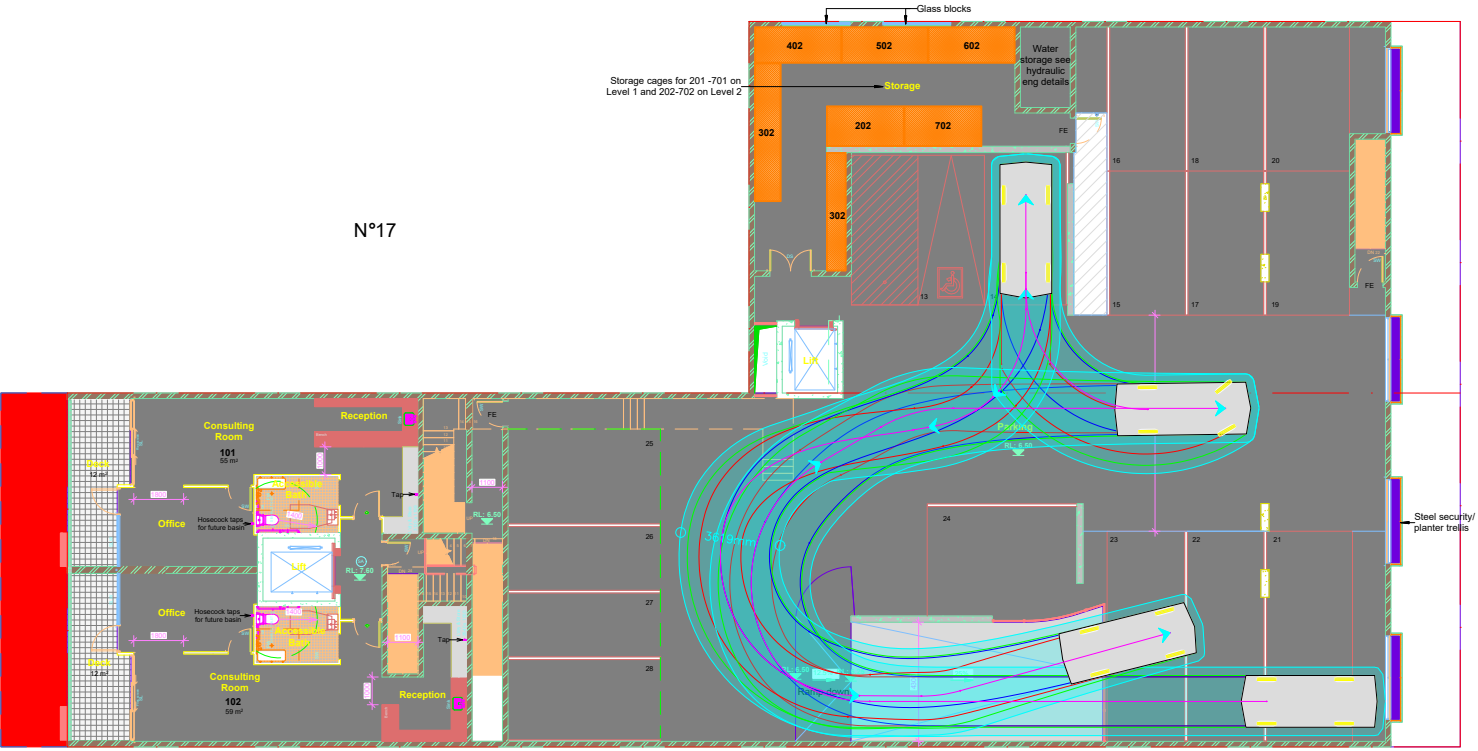
CLIENT:	CHERCO PTY LTD 15 KANGAROO STREET LAWSON NSW 2783
DRAFTED:	TRAFFIC & SAFETY SOLUTIONS PTY LTD CONTACT: NAV PRASAD PH: 0408 468 729 EMAIL: trafficsolutions@gmail.com

SITE:				15 MANNING STREET TUNCURRY NSW 2428	
TITLE: SWEEP PATH ANALYSIS PROPOSED CAR PARKING LAYOUT					
SCALE AT A3: AS SHOWN		DATE: 14/04/24	DRAWN: NP	CHECKED: NP	
SHEET NO: 5/12		DRAWING NO: TSS-20240304-1		REVISION: A	

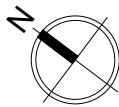
SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



PARKING SPACE 13 - UNIT 302 (2 BEDROOM ADAPTABLE UNIT)

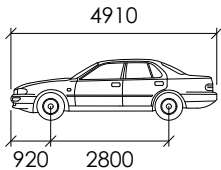


PARKING SPACE 14 - UNIT 202 (2 BEDROOM UNIT)



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL



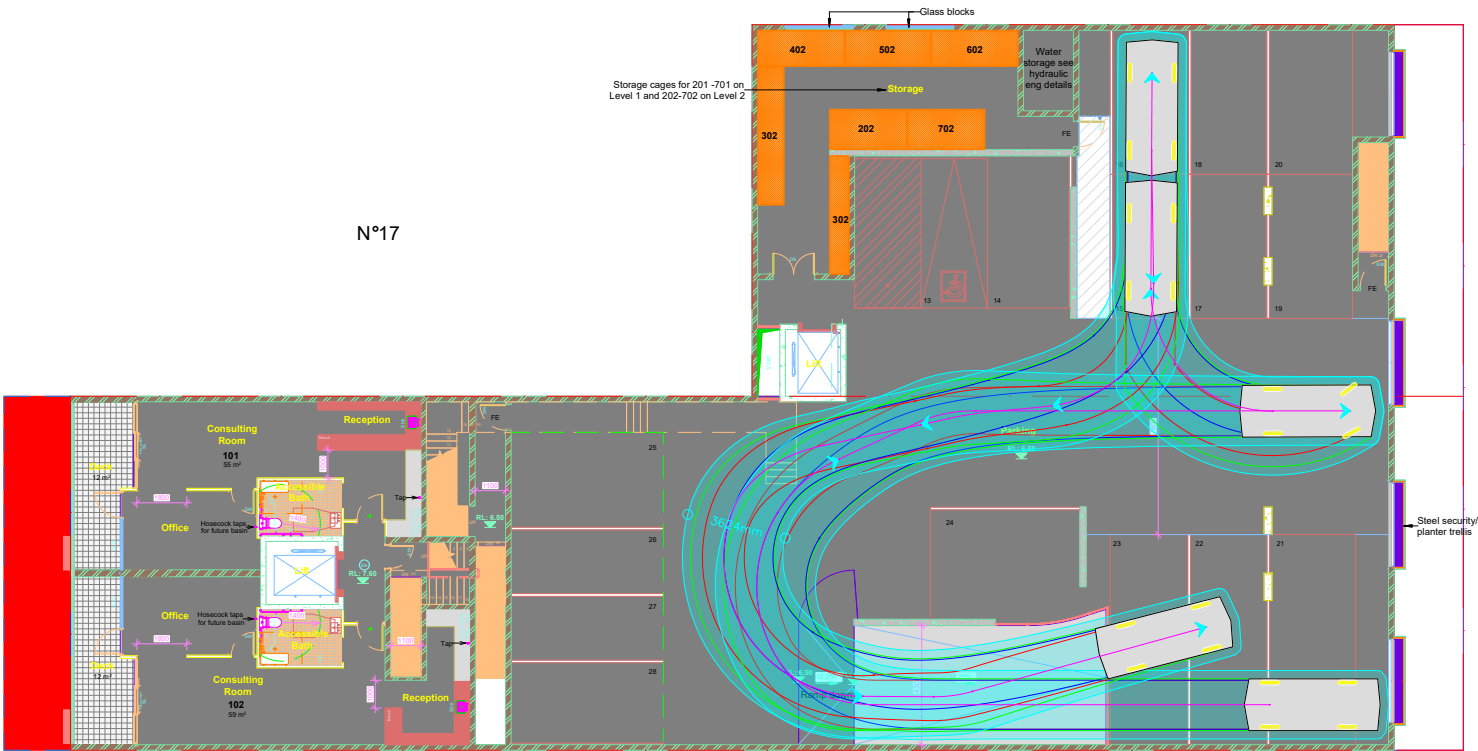
CLIENT:	CHERCO PTY LTD 15 KANGAROO STREET LAWSON NSW 2783
DRAFTED:	TRAFFIC & SAFETY SOLUTIONS PTY LTD CONTACT: NAV PRASAD PH: 0408 468 729 EMAIL: trafficandsafetysolutions@gmail.com

SITE:	15 MANNING STREET TUNCURRY NSW 2428
-------	--

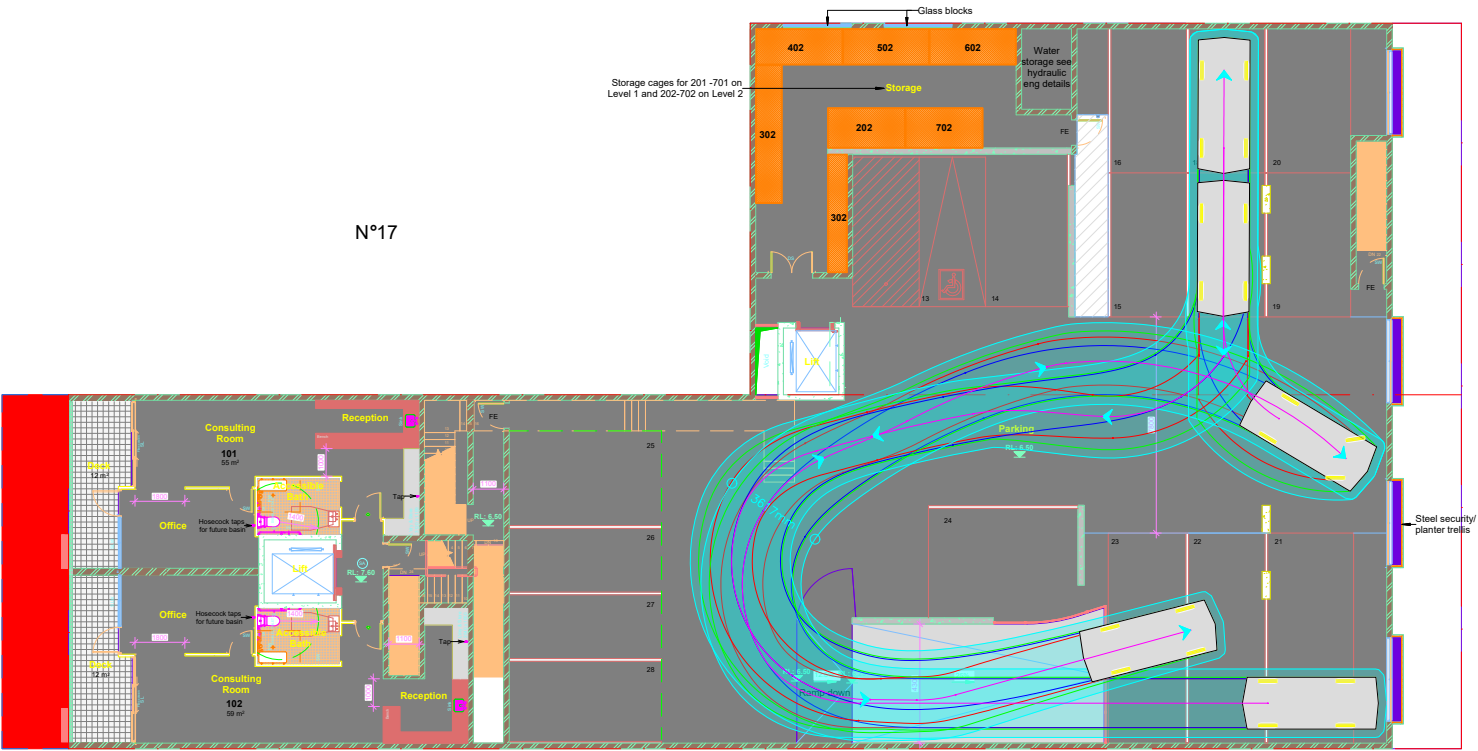
TITLE:	SWEPT PATH ANALYSIS PROPOSED CAR PARKING LAYOUT
--------	--

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
6/12	TSS-20240304-1	A	

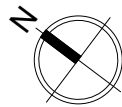
SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



PARKING SPACE 15 & 16 - UNIT 501 (3 BEDROOM UNIT)

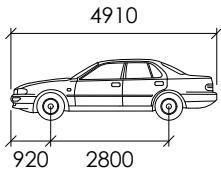


PARKING SPACE 17 & 18 - UNIT 601 (3 BEDROOM UNIT)



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL



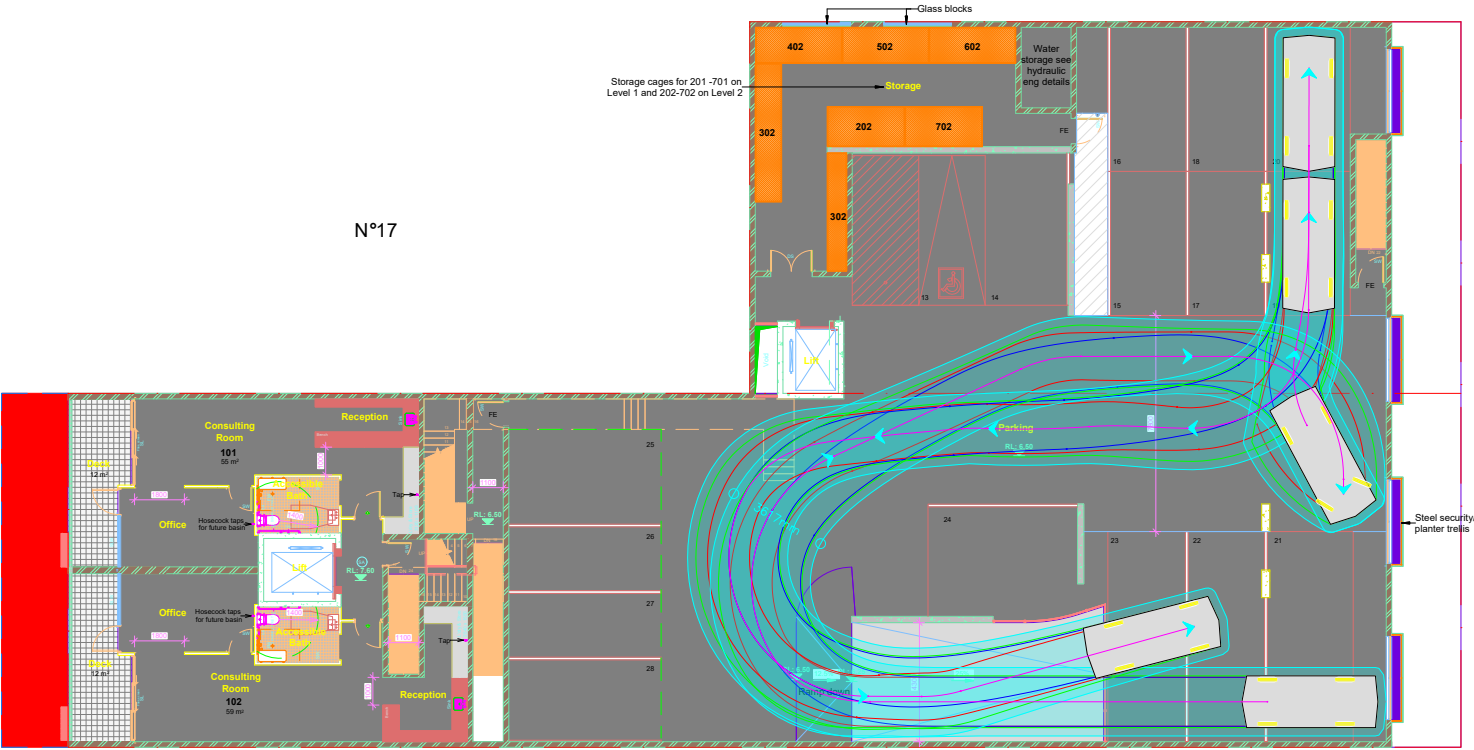
CLIENT:	CHERCO PTY LTD 15 KANGAROO STREET LAWSON NSW 2783
DRAFTED:	TRAFFIC & SAFETY SOLUTIONS PTY LTD CONTACT: NAV PRASAD PH: 0408 468 729 EMAIL: trafficandsafetyolutions@gmail.com

SITE:	15 MANNING STREET TUNCURRY NSW 2428
-------	--

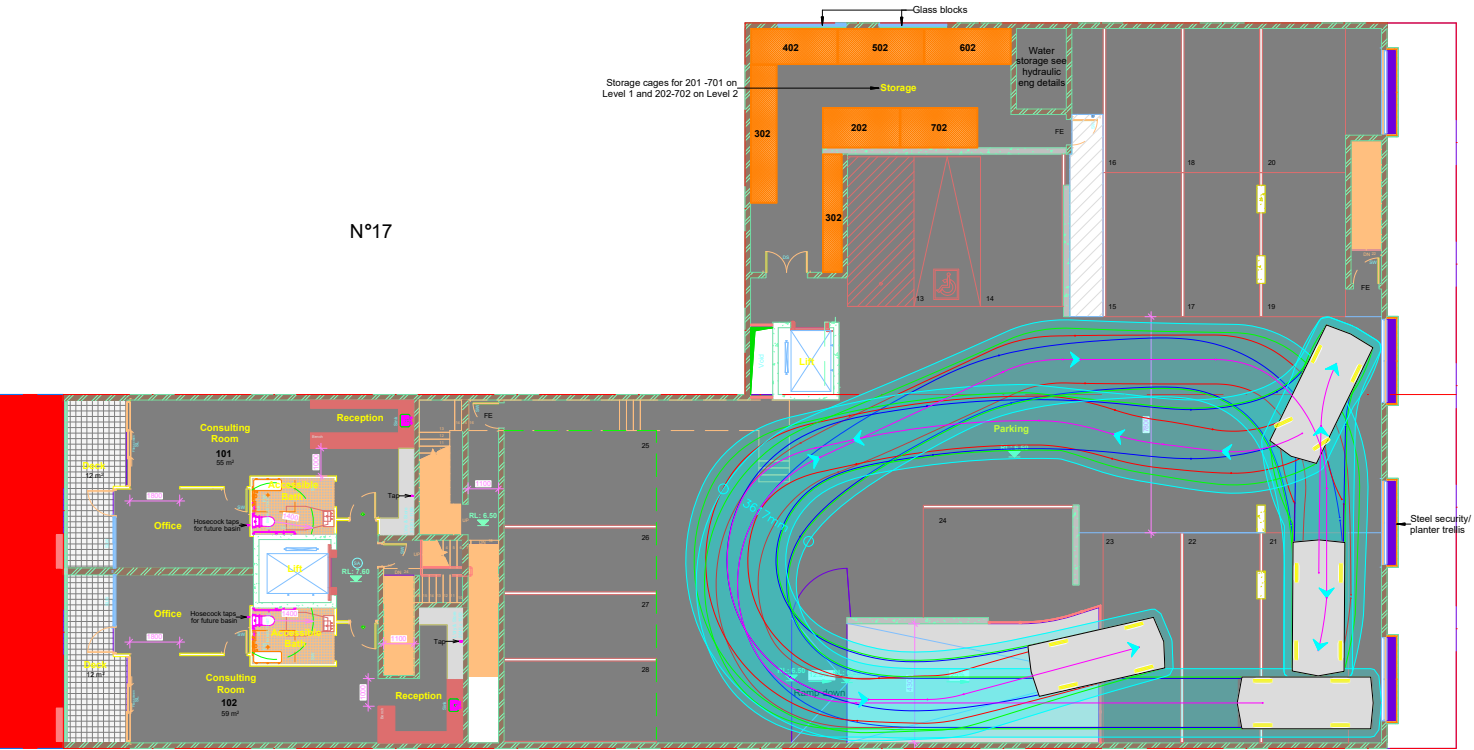
TITLE:	SWEPT PATH ANALYSIS PROPOSED CAR PARKING LAYOUT
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SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
7/12	TSS-20240304-1	A	

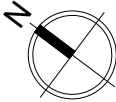
SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



PARKING SPACE 19 & 20 - UNIT 701 (3 BEDROOM UNIT)

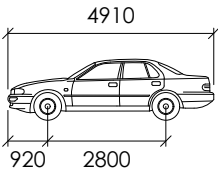


PARKING SPACE 21 - UNIT 402 (2 BEDROOM UNIT)



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL



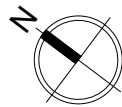
CLIENT:	CHERCO PTY LTD 15 KANGAROO STREET LAWSON NSW 2783
DRAFTED:	TRAFFIC & SAFETY SOLUTIONS PTY LTD CONTACT: NAV PRASAD PH: 0408 468 729 EMAIL: trafficandsafetyolutions@gmail.com

SITE:	15 MANNING STREET TUNCURRY NSW 2428
-------	--

TITLE:	SWEPT PATH ANALYSIS PROPOSED CAR PARKING LAYOUT
--------	--

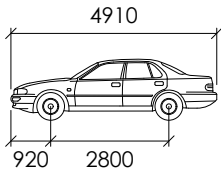
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
8/12	TSS-20240304-1	A	

SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



Notes:

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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL

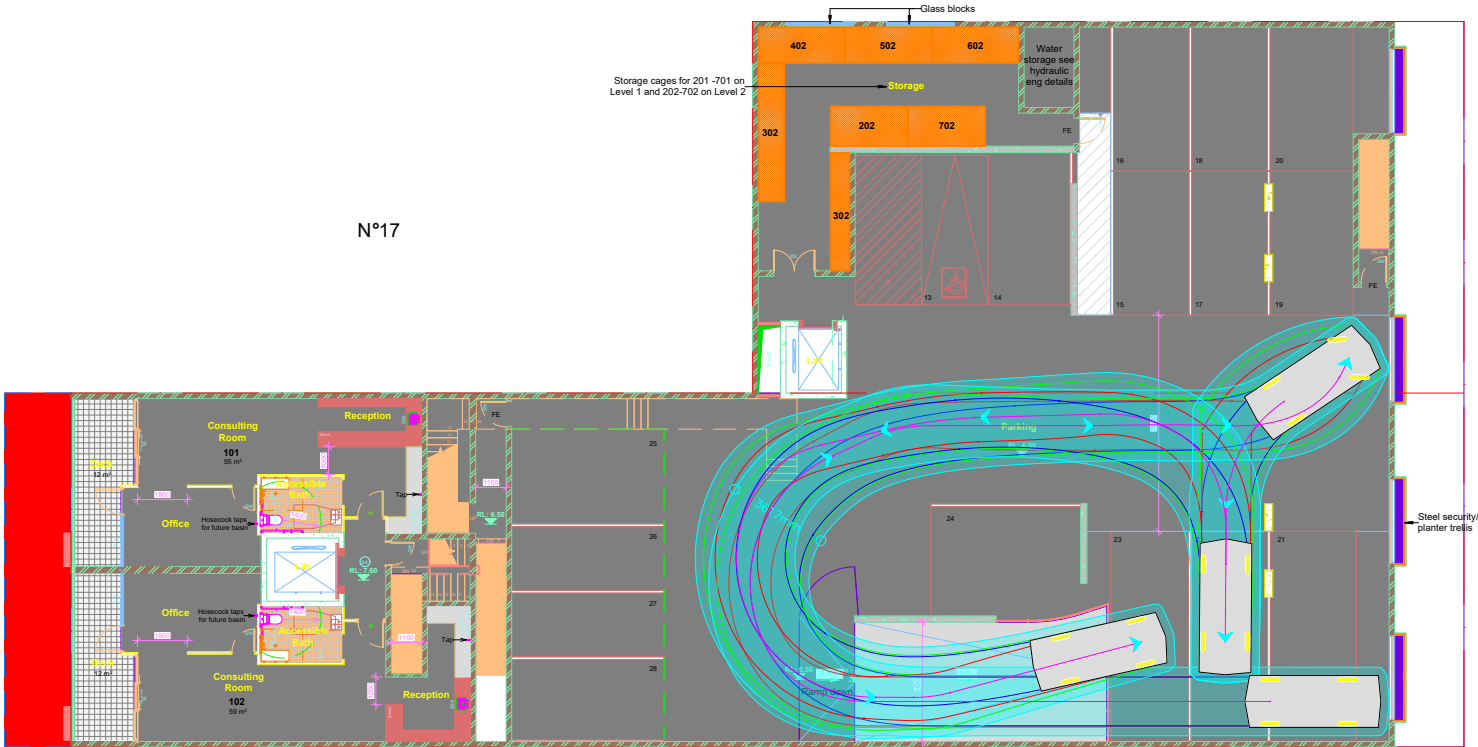


CLIENT:	CHERCO PTY LTD 15 KANGAROO STREET LAWSON NSW 2783
DRAFTED:	TRAFFIC & SAFETY SOLUTIONS PTY LTD CONTACT: NAV PRASAD PH: 0408 468 729 EMAIL: trafficandsafetyolutions@gmail.com

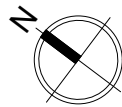
SITE:	15 MANNING STREET TUNCURRY NSW 2428
-------	--

TITLE:	SWEPT PATH ANALYSIS PROPOSED CAR PARKING LAYOUT
--------	--

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
9/12	TSS-20240304-1	A	

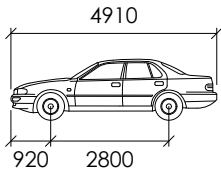


SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL

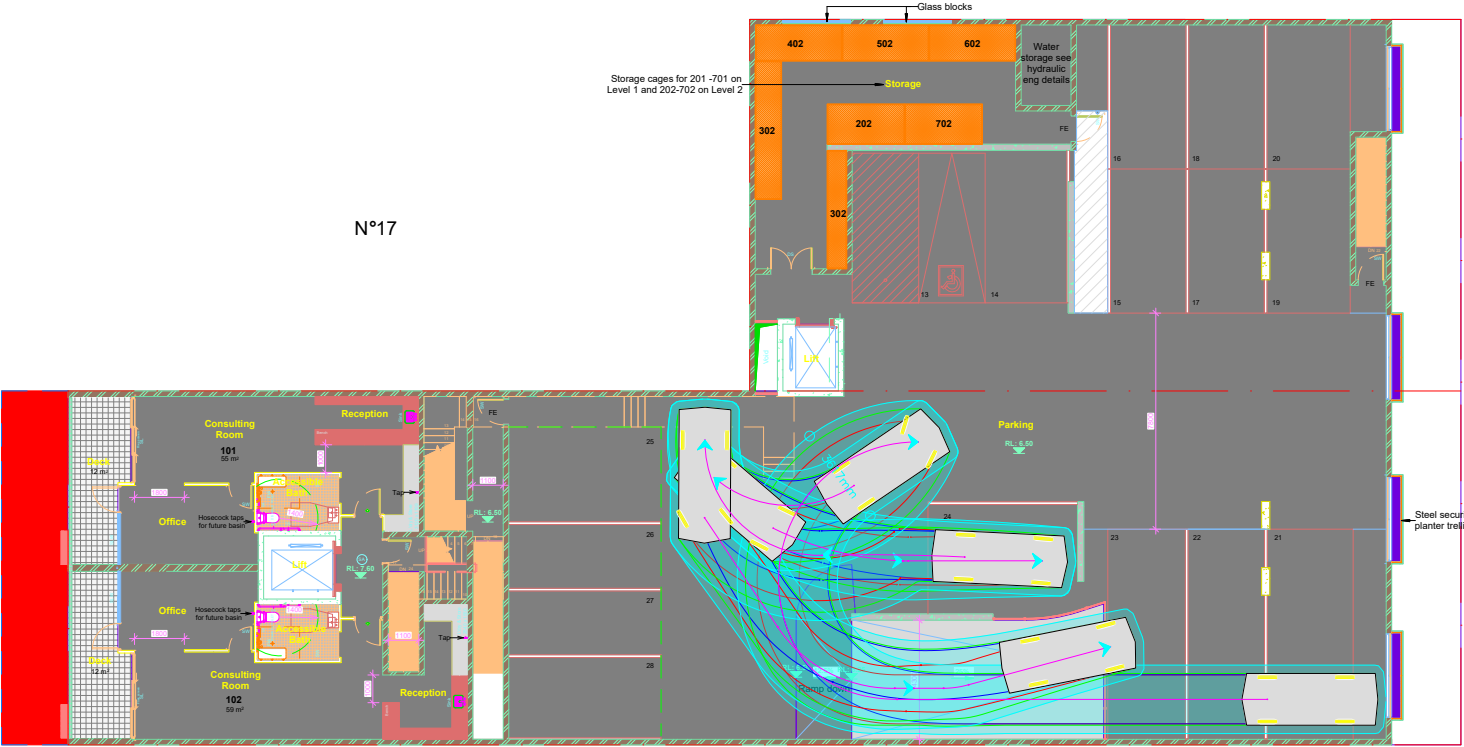


CLIENT:	CHERCO PTY LTD 15 KANGAROO STREET LAWSON NSW 2783
DRAFTED:	TRAFFIC & SAFETY SOLUTIONS PTY LTD CONTACT: NAV PRASAD PH: 0408 468 729 EMAIL: trafficandsafetyolutions@gmail.com

SITE:	15 MANNING STREET TUNCURRY NSW 2428
-------	--

TITLE:	SWEPT PATH ANALYSIS PROPOSED CAR PARKING LAYOUT
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SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
10/12	TSS-20240304-1	A	



PARKING SPACE 24 - UNIT 702 (2 BEDROOM UNIT)

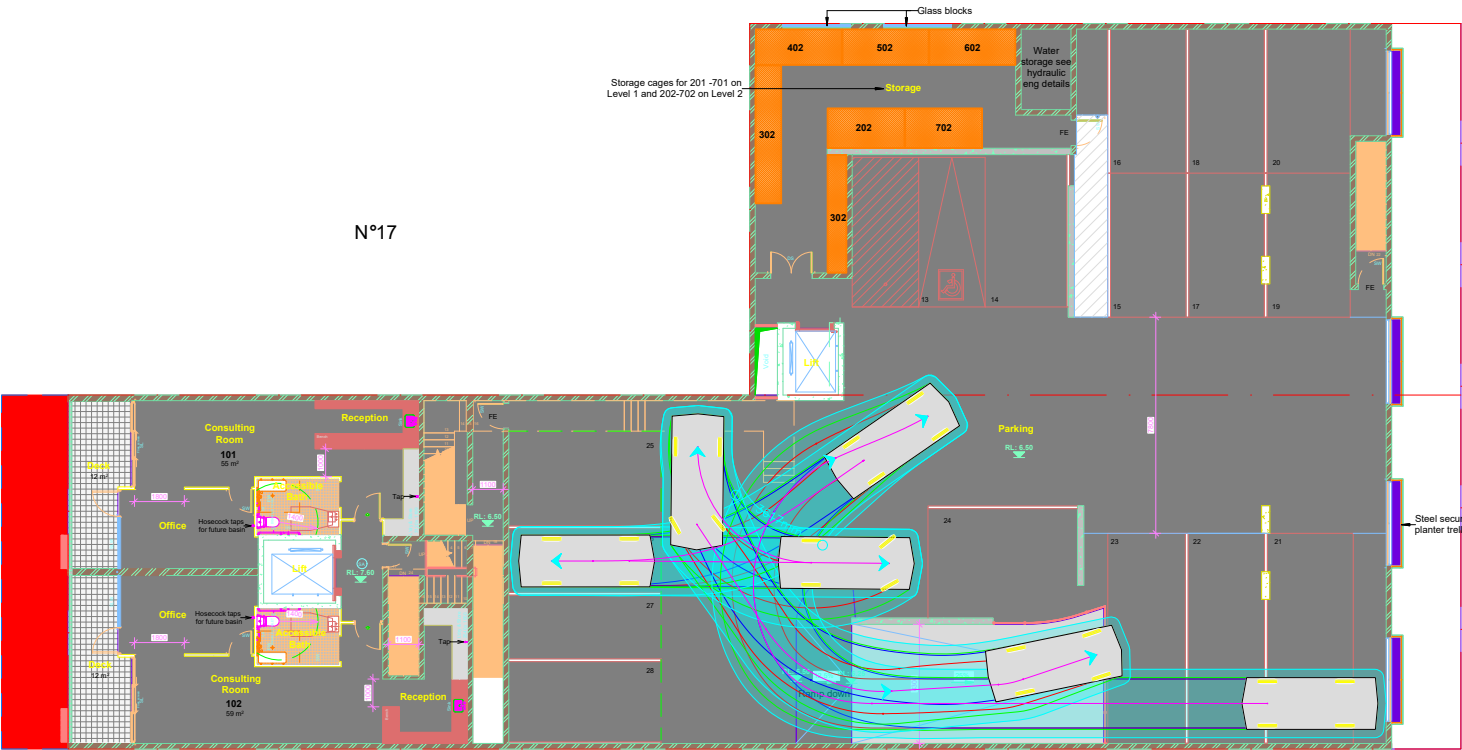
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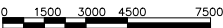
PARKING SPACE 25 - UNIT 201A (COMMERICAL)

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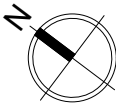
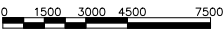
SWEPT PATH ANALYSIS
15 MANNING STREET, TUNCURRY



PARKING SPACE 26 - UNIT 201A (COMMERICAL)

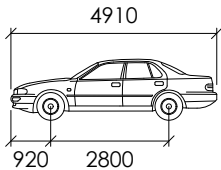


PARKING SPACE 27 - UNIT 201B (COMMERICAL)



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL



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DRAFTED:	TRAFFIC & SAFETY SOLUTIONS PTY LTD CONTACT: NAV PRASAD PH: 0408 468 729 EMAIL: trafficandsafetyolutions@gmail.com

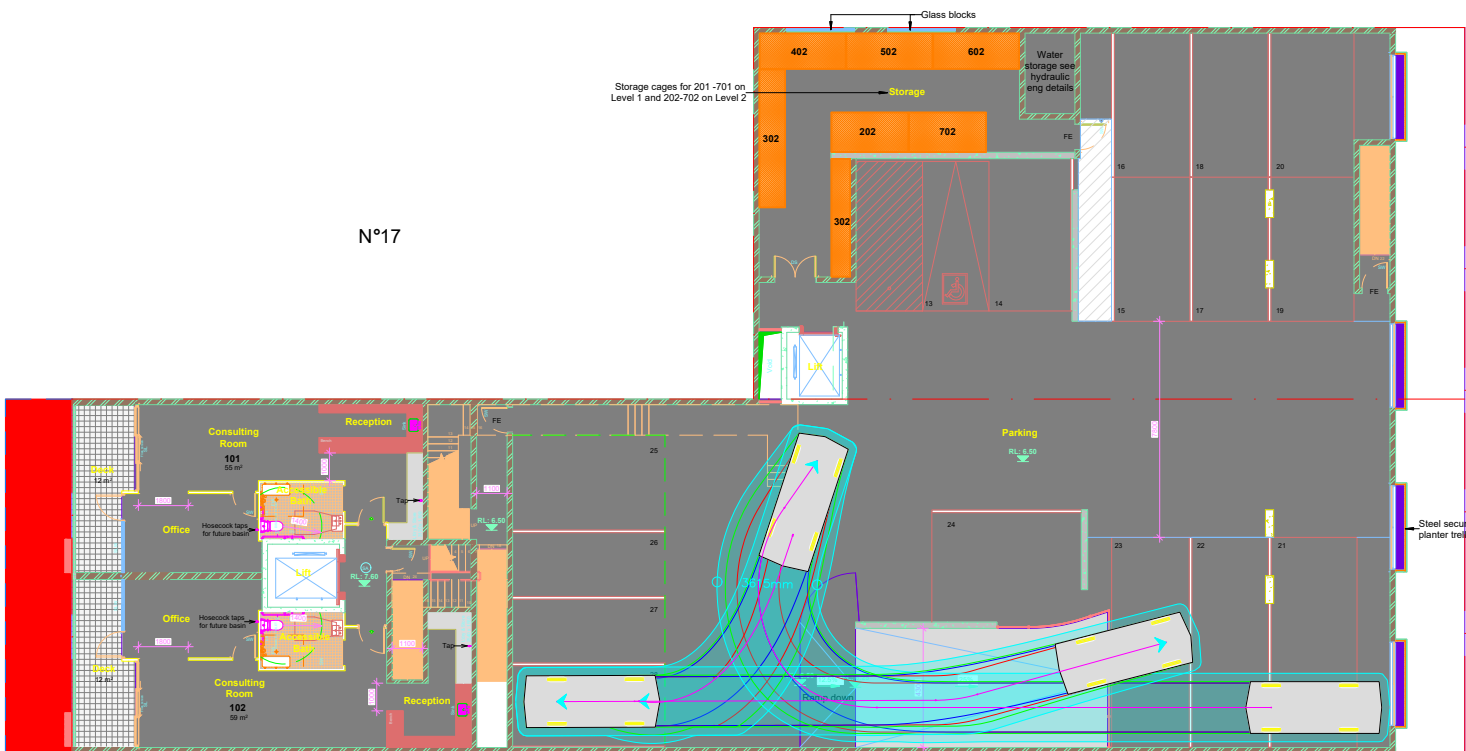
SITE:	15 MANNING STREET TUNCURRY NSW 2428
-------	--

TITLE:	SWEPT PATH ANALYSIS PROPOSED CAR PARKING LAYOUT
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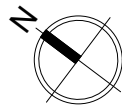
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
11/12	TSS-20240304-1	A	

SWEPT PATH ANALYSIS

15 MANNING STREET, TUNCURRY

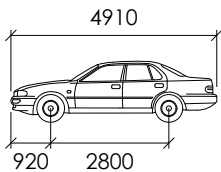


PARKING SPACE 28 - UNIT 201B (COMMERICAL)



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B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

SWEPT PATH KEY	
COLOUR	DESCRIPTION
RED	FRONT TYRES
BLUE	REAR TYRES
GREEN	VEHICLE BODY
CYAN	300mm BODY CLEARANCE

REV:	DESCRIPTION:	BY:	DATE:
A	SWEPT PATH ANALYSIS	NP	14/04/24

STATUS: FOR DA APPROVAL



CLIENT:	CHERCO PTY LTD 15 KANGAROO STREET LAWSON NSW 2783
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SITE:	15 MANNING STREET TUNCURRY NSW 2428
-------	--

TITLE:	SWEPT PATH ANALYSIS PROPOSED CAR PARKING LAYOUT
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SCALE AT A3:	DATE:	DRAWN:	CHECKED:
AS SHOWN	14/04/24	NP	NP
SHEET NO:	DRAWING NO:	REVISION:	
12/12	TSS-20240304-1	A	