



Traffic Assessment

25-27 Warriewood Road, Warriewood
Proposed Residential Development

J & G Knowles & Associates Pty Ltd



Revision Record

No.	Author	Reviewed	Description	Date
1.	Paul Cai	Kirk Martinez	Rev 01	01.08.2017
2.	Paul Cai	Calum Hutcheson	Rev 02	04.08.2017
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6.	Paul Cai	Calum Hutcheson	Rev 06	18.09.2017

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1 Introduction

TTM Consulting was engaged by J&K Knowles & Associates Pty Ltd to prepare a traffic engineering report investigating a proposed residential unit and townhouse development at 27-29 Warriewood Road, Warriewood NSW.

It is understood that a development application will be lodged with Northern Beaches Council (formerly Pittwater Council).

1.1 Scope

This report investigates the transport aspects associated with the proposed development. The scope investigated includes:

- Parking supply required to cater for development demand.
- Parking layout to provide efficient and safe internal manoeuvring.
- Identification of likely traffic volumes and traffic distribution from the future development.
- Identification of likely traffic impact of development on the public road network.
- Access configuration to provide efficient and safe manoeuvring between the site and the public road network.
- Access to suitable levels of public transport.

The development plans have been assessed against the following:

- Pittwater Council: Development Control Plan (DCP) 2015.
- Warriewood Valley Roads Masterplan 2018.
- Warriewood Valley Strategic Review Report (2012).
- Warriewood Valley Strategic Review Addendum Report (2014).
- Australian Standard (AS 2890).
- RTA (RMS) Guide to Traffic Generating Developments.

1.2 Development profile

The proposed residential development contains:

- Lot 21
 - One dwelling house
- Lot 22
 - 11 residential townhouses (including 3 adaptable units).
 - 32 residential units (including 8 adaptable units):
 - 4 x one bedroom units
 - 22 x two bedrooms units
 - 6 x three bedrooms units
 - Two levels basement car parks.

The proposed basement car park has a total of 83 car parking spaces including 2 accessible bays, 8 adaptable spaces, 11 visitor spaces and 1 car wash bay.

36 bicycle parking spaces are proposed in addition to the car parking spaces.

Each townhouse and the dwelling house will be allocated with two car spaces within a garage as part of each lot. Three visitor parking spaces and one accessible spaces will be provided on Lorikeet Grove.

1.3 Site location

The site is located at 25-27 Warriewood Road, as shown in Figure 1-1. It has road frontages to Warriewood Road. The site is currently undeveloped.



Figure 1-1: Site location

A development application has been submitted to Council for a proposed Aged Care Facility at the south boundary of the site and the extension of Lorikeet Grove (see Figure 1-2 & Figure 1-3). The aged care facility is proposed to house 130 residents. Parking for 70 vehicles is proposed to be provided over ground and basement parking.



Figure 1-2: Proposed residential development

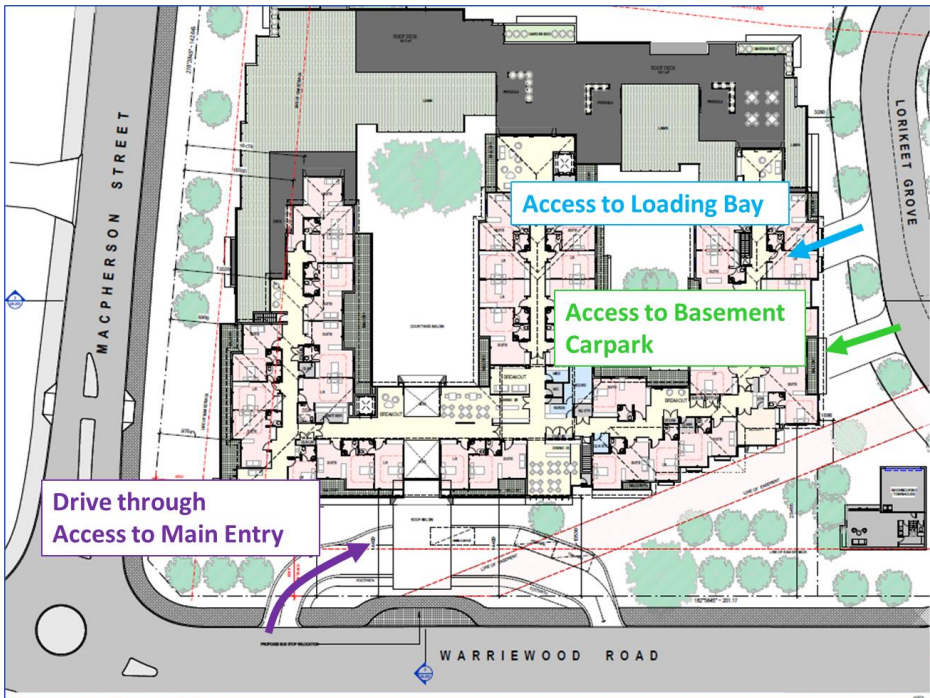


Figure 1-3: Proposed aged care facility

It is understood that the adjacent site at 29-31 Warriewood Road has current approval for residential subdivision to provide 40 lots. Eleven of the residential lots will have direct access to Warriewood Road. The remaining 29 lots will access the local road network via the proposed extension of Lorikeet Grove as shown in Figure 1-4.



Figure 1-4: 40 Lot subdivision at 29-31 Warriewood Road¹

¹ Source: *Proposed Residential Subdivision 29-31 Warriewood Road Warriewood – Traffic Impact Assessment 16 April 2013 prepared by Ray Dowsett Traffic and Transport Planning Pty Ltd*

1.4 Warriewood Valley Roads Masterplan (2018)

The Warriewood Valley Roads Masterplan (2018) sets out Council’s plans for the road system including road cross sections, traffic calming and management, and pedestrian and cycle routes within the Warriewood Valley Precinct.

The Masterplan includes an indicative road network. It also identifies an off road shared pedestrian and cycleway path along Warriewood Road.

Warriewood Roads Release Area - Landscape Masterplan and Design Guidelines (Public Domain) specifies the hierarchy for vehicle and pedestrian links. This plan includes an indicative location for a road running from the planned Lorikeet Grove extension through to the intersection of Warriewood Road and Hill Street.



Figure 1-5: Indicative location of road running from Lorikeet Grove extension through to Warriewood Road and Hill Street²

² Source: Northern Beaches Council – Pittwater, Warriewood Valley Release Area – Landscape Masterplan and Design Guidelines (Public Domain) November 2016, viewed 18th September 2018.

2 Existing transport network and traffic situation

2.1 Road network

The subject site has street frontages to Warriewood Road. Warriewood Road and internal roads yet to be constructed. The roads in the vicinity of the site are maintained by Northern Beaches Council. The local road characteristics are summarised in Table 2-1.

Table 2-1: Road characteristics

Road	Speed Limit	Lanes	Road Authority
Warriewood Road	50kph	2 (undivided, plus parking)	Council
Hill Street	50kph	2 (undivided, plus parking)	Council
Lorikeet Grove (future road)	50kph	2 (undivided, plus parking)	Council
Laneway (future road)	40 or 50kph (to be determined by Council)	2 (undivided, plus parking)	Council

Warriewood Road has a 12-metre-wide carriageway at the site frontage. The intersection of Warriewood Road/Hill Street and the intersection of Warriewood Road/ Macpherson Street are priority-controlled (Give-way) intersections.

Warriewood Road, in conjunction with Foley Street to the north, forms a connection between Pittwater Road and Mona Vale Road with traffic signals controlling access at each intersection. Adjacent to the site Warriewood Road has a reserve width of 20 metres, pavement width of 9.0 metres with kerb and gutter along the eastern side only providing a grassed footway 5.5 metres wide.

The proposed development includes a public road linking Warriewood Road to the planned extension of Lorikeet Grove. Lorikeet Grove currently exists as a no through road as shown in Figure 2-1. Lorikeet Grove has carriageway widths of 5.5 metres to 7.5 metres in parts.

The proposed residential flat building will have access driveway on Lorikeet Grove to the basement carpark. The proposed townhouses will have access driveway on the proposed laneway. The dwelling house on Lot 21 will have an access driveway on Lorikeet Grove.

The cross section for Lorikeet Drive will be similar to what has already been constructed further north (see Table 2-1).



Figure 2-1: Lorikeet Grove further north

2.2 Assessment of existing travel options

2.2.1 Public transport

Bus stops are located on Macpherson Street and Warriewood Road fronting the development site, with services to / from Sydney CBD and Warriewood / Mona Vale. Sydney Buses operates bus routes 185, E85 and L85 which service the site, as shown in Figure 2-2 to Figure 2-4.

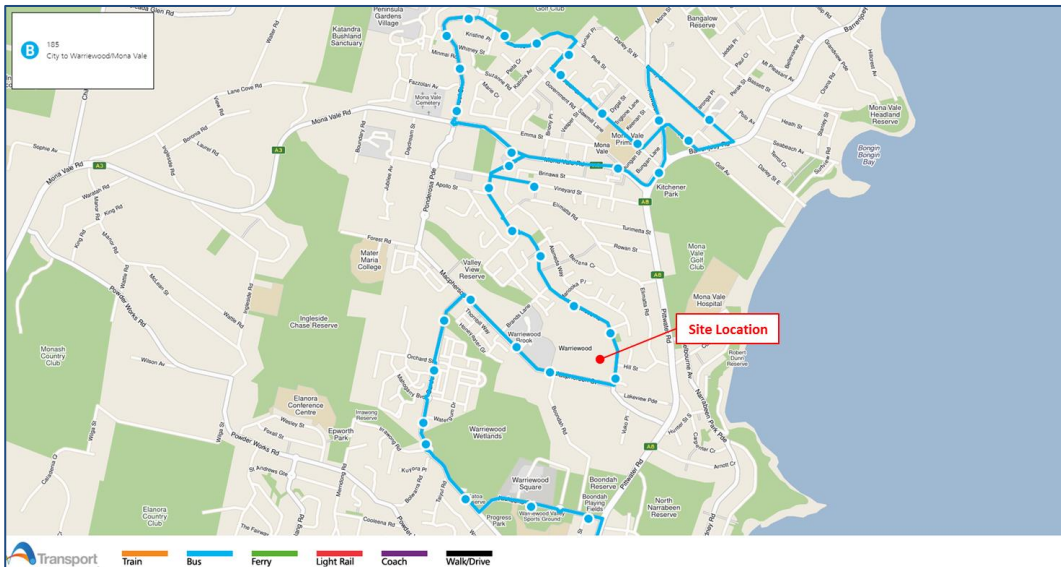


Figure 2-2: Bus route 185 network diagram³

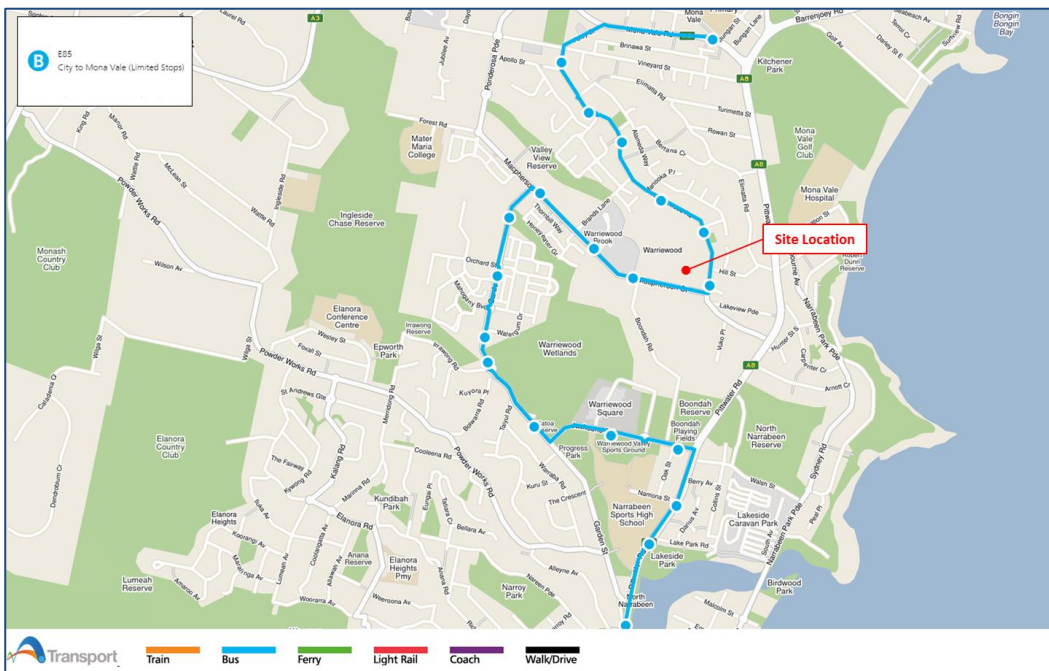


Figure 2-3: Bus route E85 network diagram³

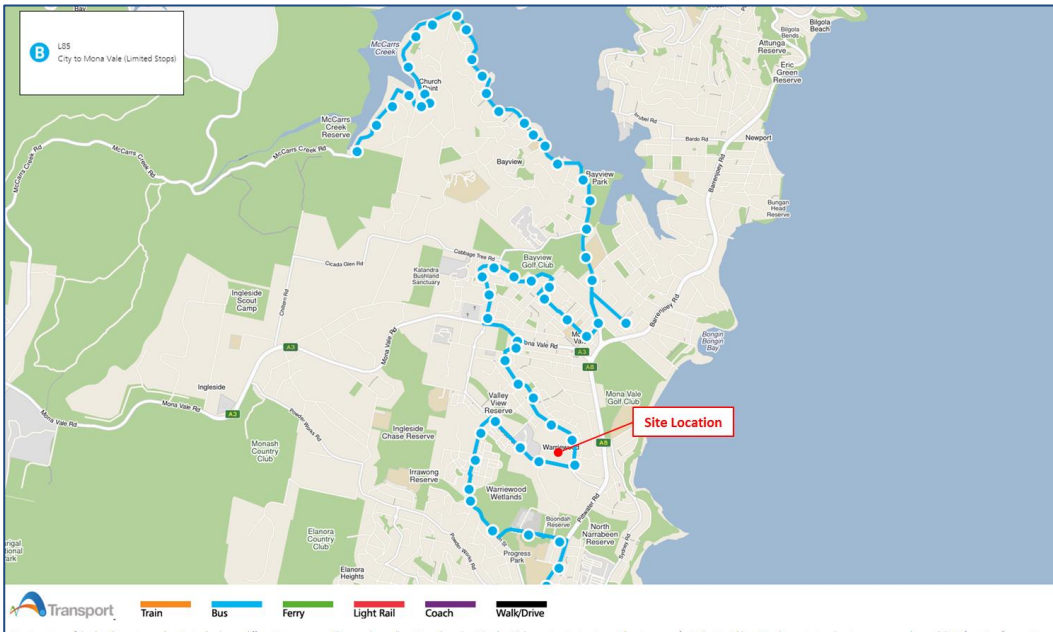


Figure 2-4: Bus route L85 network diagram³

³ Source: Transport NSW Website (<http://www.transportnsw.info/>)

2.2.2 Walking and cycling infrastructure

Formal pedestrian paths are not currently provided on Warriewood Road in the direct vicinity of the site. Pedestrians were observed walking on the southern side of Warriewood Road as shown in Figure 2-5.

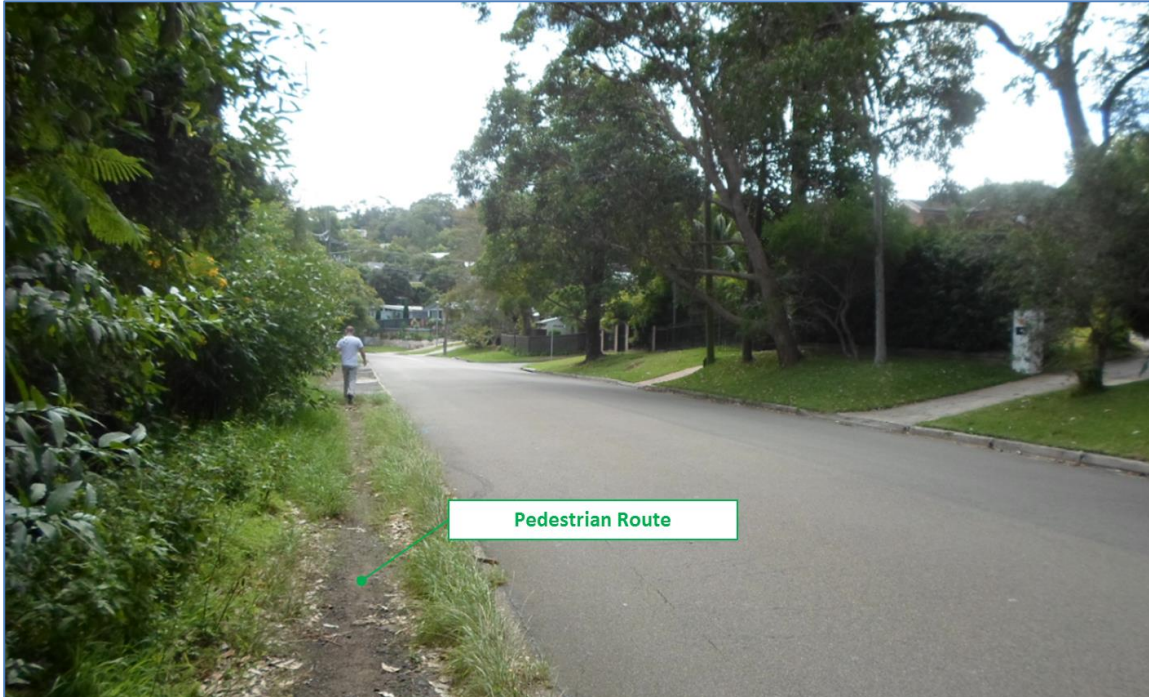


Figure 2-5: Pedestrian route on the southern side of Warriewood Road

There are limited dedicated cycle ways within the vicinity of the site as presented in Figure 2-6.

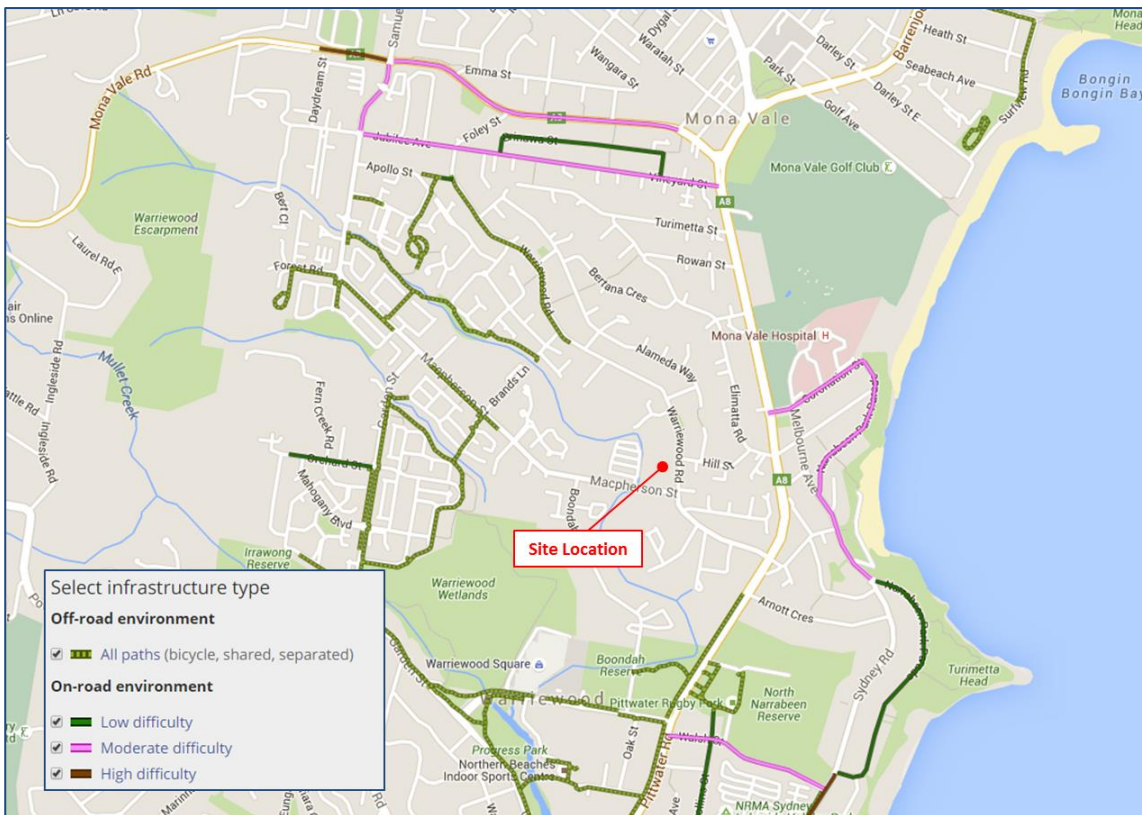


Figure 2-6: RMS Cycle Network⁴

Pittwater Council Road Reserve Walking Plan and Cycle sub plan identities existing and proposed footpaths and shared paths in the vicinity of the site (see Figure 2-7).

⁴ Source: NSW Road Maritime Services Website: <http://www.rms.nsw.gov.au/roads/using-roads/bicycles/cyclewayfinder/index.html>

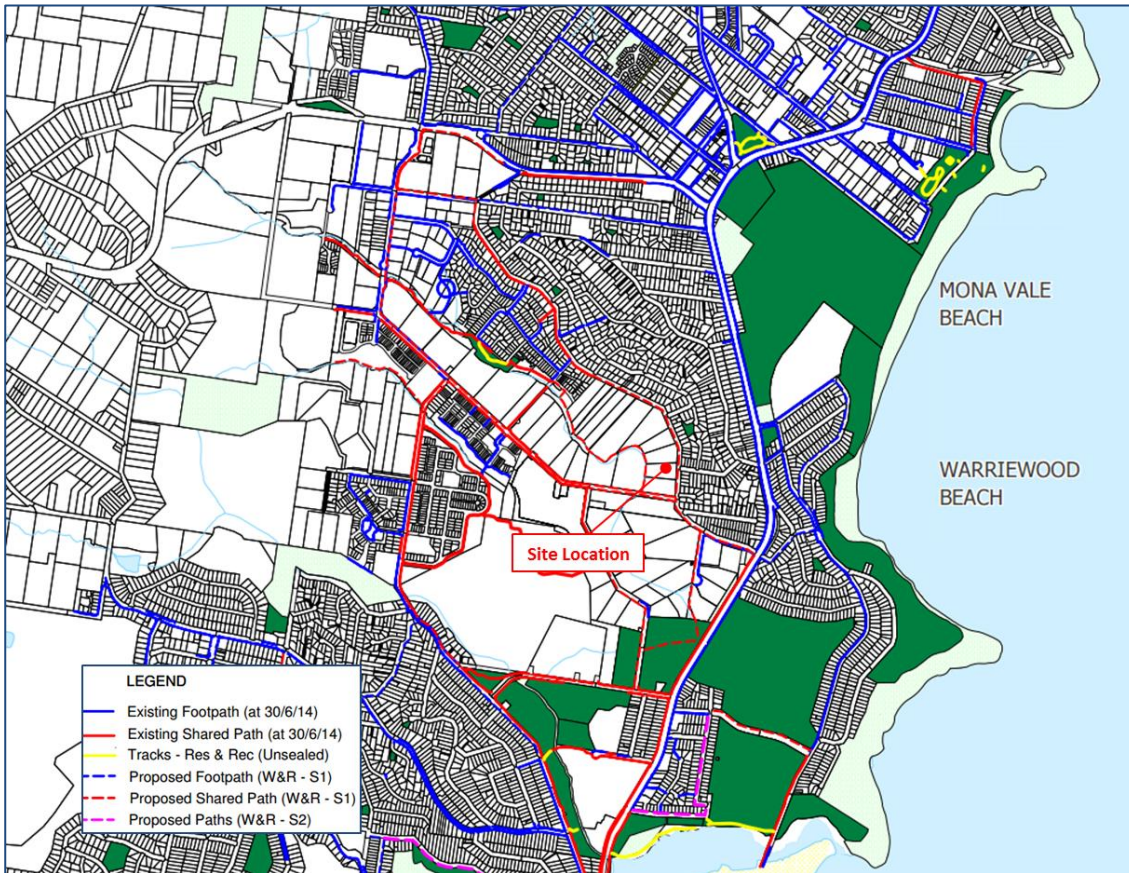


Figure 2-7: Existing and proposed footpaths and shared paths in the vicinity of the site⁵

⁵ Source: Northern Beaches Council- Pittwater, 2014, *Road Reserve Walking Sub Plan and Cycle Sub Plan Map*, viewed 1st September 2016, <http://portal.pittwater.nsw.gov.au/common/Output/DataworksAccess.aspx?id=z%252bgvDiTtU4M%253d&ext=pdf>

3 Parking

3.1 Council car parking requirements

Councils parking requirement for this type of development are identified in 'Pittwater 21 Development Control Plan (DCP) 2015 – Part B6.3 Off-Street Vehicle Parking Requirement' is presented in Table 3-1.

Table 3-1: Councils parking requirements

Land Use	Units	Minimum Parking Rates
Residential Flat Building	1 bedroom	1 space per dwelling
	2 bedrooms or more	2 spaces per dwelling
	Visitor parking	1 space per 3 dwellings
	Car wash bay	1 for development with 10 or more dwellings
Dwellings/Town Houses	2 bedrooms or more	2 spaces per dwelling

Table 3-2 presents the parking requirements for compliance with the Councils DCP.

Table 3-2: Proposed development car parking supply (Council rates)

Development Type	Number of bedrooms	Council Minimum Parking Supply	Proposed Car Parking Provision
Residential Flat Building	4 x one bedroom	4.0	71 (including 8 adaptable spaces and 2 accessible bays)
	22 x two bedrooms	44.0	
	6 x three bedrooms	12.0	
	Visitor parking	10.7	11
	Car wash bay	1	1
	Total		70.7
Townhouses	11 x three bedrooms	22	22
Dwelling House	1 x Three bedrooms	2	2

Four indented car parking spaces will be provided on Lorikeet Grove. This is in addition to the 11 visitor parking spaces provided in the residential flat building.

3.2 Accessible bay requirements

Pittwater 21 DCP requires that ‘accessible parking bays for people with disabilities should be provided at a rate of 3% the required number of parking spaces or part thereof with a minimum of one parking space’.

The accessible car parking requirements are summarised in Table 3-3.

Table 3-3: Accessible parking rate requirements (Pittwater 21 DCP 2014)

Accessible Parking Requirement	Required number of parking spaces		Number of Accessible Parking Spaces to be Provided on Site
3% of the required car parking spaces (min one accessible parking space)	Residential Flat Building	71	2.1

Two accessible parking bays are provided within the basement car park for the proposed residential units. These two accessible bays are designed in accordance with ‘AS 2890.6: Off street parking for people with disabilities’. In addition, eight adaptable parking bays are designed for adaptable units in accordance with ‘AS4299 – 1995: Adaptable housing’ (5.4m × 3.8m as per Clause 3.7.2).

The provision for accessible bays satisfies Council’s DCP requirements.

3.3 Bicycle parking requirements

Council bicycle parking requirements for this type of development are identified in ‘Pittwater 21 DCP 2015’ states:

‘for residential development (other than a dwelling house, dual occupancy, secondary dwellings, exhibition homes and rural workers’ dwellings), secure bicycle storage facilities must be provided within the building at the rate of 1 bicycle rack per 3 dwellings.’

Table 3-4 presents the bicycle parking requirements for compliance with the Councils DCP.

Table 3-4: Proposed bicycle parking supply

Land Use	Councils rates	Council bicycle requirements	Bicycle provisions
Apartments (32 Units)	Residential 1 space per 3dwellings	10.7	36 Bicycle parking provided on-site

The proposed development provides 36 bicycle parking spaces, thus complying with Council DCP bicycle parking requirements.

3.4 Car park layout

Table 3-5 identifies the characteristics of the proposed parking areas with respect to the Council requirements. The last column identifies the compliance of each design aspect.

Table 3-5: Parking design requirement (residential units)

Design Aspect	Council / AS 2890 Requirements	Proposed Provision	Compliance
Parking space length: – Standard bay – Accessible bay – Visitor Bay	5.4m (min) 5.4m (min) 5.4m (min)	5.4m 5.4m 5.4m	Compliant Compliant Compliant
Parking space width: – Standard bay – Accessible bay – Visitor Bay	2.4m (min) 4.8m (min) 2.4m (min)	2.4m Refer to Section 3.4.1 2.4m	Compliant Refer to Section 3.4.1 Compliant
Access Driveway Width	3.0 to 6.0m (min)	6m (minimum)	Compliant
Aisle Width: Parking aisle Circulation aisle/ramp	5.8m (min)	5.8m (minimum)	Compliant
Access Driveway	First 6m from the property boundary shall be a maximum of 1:20 (5%)	First 6m from the property boundary has a gradient of 1:20 (5%)	Compliant
Parking envelope clearance - Column adjacent to bay	Located between 0.75m and 1.75m of aisle	Located between 0.75m and 1.75m of aisle	Compliant
Rump Grade Transitions	Up to 18% for 2m transitions	12.5% for 2m transition	Compliant
Maximum Gradient Ramp	Up to 20m long – 1 in 4 (25%)	25%	Compliant
Blind Aisle	1m extension beyond the last parking space	Minimum 1m extension beyond the last parking space	Compliant
Height Clearance: General Min. Over PWD bay	2.2m 2.5m	2.2m (minimum) 2.5m (minimum)	Compliant

Table 3-6: Garage parking design requirement (Townhouses)

Design Aspect	Council / AS 2890 Requirements	Proposed Provision	Compliance
Garage length – 2 adjacent vehicles	6m (min)	6m	Compliant
Garage width - 2 adjacent vehicles	5.7m (min)	5.7m	Compliant
Access Driveway Width	3.0 to 6.0m (min)	5.2m (minimum)	Compliant

3.4.1 Accessible bays

The eight accessible bays are designed for adaptable housing in accordance with ‘AS4299 – 1995: Adaptable housing’.

4 Service vehicles

The residential refuse of the apartment will be collected by southbound waste vehicles on Lorikeet Grove.

A temporary bin store area will be allocated at the northwest of the site boundary. Bins will be wheeled out to the temporary bin store area from the refuse room on the ground floor the day before waste collection.

TTM has been advised that bins will be serviced by a rear lift vehicle. The waste vehicle coming from norther Lorikeet Grove will be pulled up at the side of the road. The stopping area of the waste truck will be at least 10 metres from the intersection up north of Lorikeet Grove.

The residential refuse of the townhouses will be collected from Warriewood Road, in the frontage of the site, except townhouse TH12. Waste collection of Townhouse TH12 will occur kerb side on Lorikeet Grove.

It is our advice that the proposed service vehicle arrangement is considered acceptable for the development.

Further information is contained in the waste report prepared separately by TTM Consulting.

5 Impact of proposed development

The RTA (RMS) Guide to Traffic Generating Developments specifies land use traffic generation rates for the proposed development, as presented below:

Table 5-1: Traffic Generation Rates

Land Use	RMS Traffic Generation Rates (Medium Density Residential Flat building)	Vehicles Trips (peak hour)
Residential Units		
26 x one / two bedrooms	Up to 2 bedrooms: 0.4 - 0.5 vehicle trips / dwelling	10.8
6 x three bedrooms	3 bedrooms or more: 0.5 - 0.65 vehicle trips/dwelling	3
Town Houses / Dwelling House		
11 town houses	0.5 - 0.65 vehicle trips/dwelling	6.6
1 dwelling house	0.5 - 0.65 vehicle trips/dwelling	0.6
Total Traffic Generation		21 vehicle trips

The traffic generation potential of up to 21 vehicles in the morning and evening peak periods is relatively minor and not of a level normally associated with unacceptable traffic implications in terms of road network capacity or traffic related environmental effect.

6 Conclusions

6.1 Development access

The proposed access complies with the Council requirements and is considered acceptable for the development.

6.2 Car parking arrangements

The proposed parking supply for the site satisfies Council parking requirements. The proposed car parking layout complies with AS2890 and AS4299 requirements.

TTM advises the proposed car parking arrangement for this development is acceptable.

6.3 Impact on surrounding road network

Assessment of the proposed development indicates that the development will not have a significant impact on the road network.

6.4 Service vehicle arrangements

Servicing for this development will be facilitated along Lorikeet Grove. There will be very low and infrequent service vehicle demands for this site. The service vehicle arrangement is considered acceptable for the development.

6.5 Public transport and bicycle / pedestrian facilities

The current public transport infrastructure and proposed site provisions for pedestrian and bicycle facilities is considered adequate for the development.

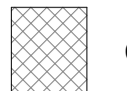


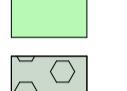




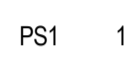

6.6 Conclusion

TTM see no traffic engineering reason why the relevant approvals should not be granted

Appendix A Proposed site plan

PROJECT NO: 1510121 DRAWING NO: DA-100 REV: H DATE: 03.09.2018



- LEGEND**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE LANDSCAPE DOCUMENTS
-  CONCRETE FOOTPATH
 -  STONE FOOTPATH
 -  GARDEN
 -  GRASS
 -  PERMEABLE PAVING
 -  PRIVATE OPEN SPACE - APARTMENTS
 -  TREE - PROPOSED
REFER TO LANDSCAPE PLAN FOR DETAILS
 -  AIR-CONDITIONING CONDENSER UNITS -
REFER TO PLANS FOR LOCATIONS
 -  EB1 RETRACTABLE EXTERNAL BLINDS
(REFER TYPICAL DETAIL ON SHEET DA-250)
 -  PS1 1700MM HIGH PRIVACY SCREEN

12.5m SETBACK LINE FROM TITLE BOUNDARY FOR 8.5M HEIGHT LIMIT FROM NGL

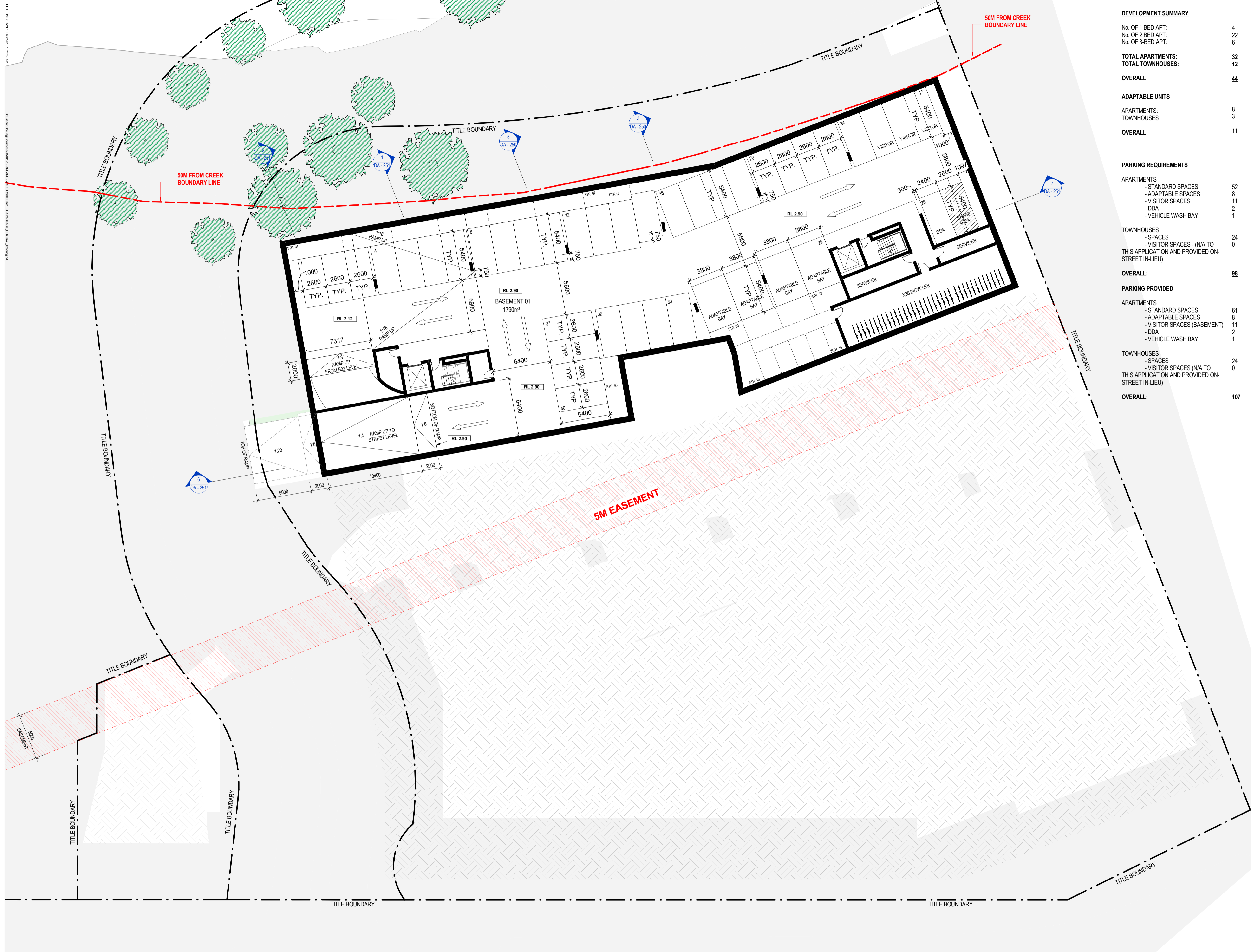
12.5m SETBACK LINE FROM TITLE BOUNDARY FOR 8.5M HEIGHT LIMIT FROM NGL

PROJECT
WARRIEWOOD RESIDENTIAL DEVELOPMENT
 ADDRESS
 25 - 27 WARRIEWOOD ROAD, NSW 2102
 DRAWING TITLE
 PROPOSED APARTMENT GROUND FLOOR PLAN / TOWNHOUSE GARAGE LOWER LEVEL FLOOR PLAN
 KNOWLES GROUP

DEVELOPMENT APPLICATION

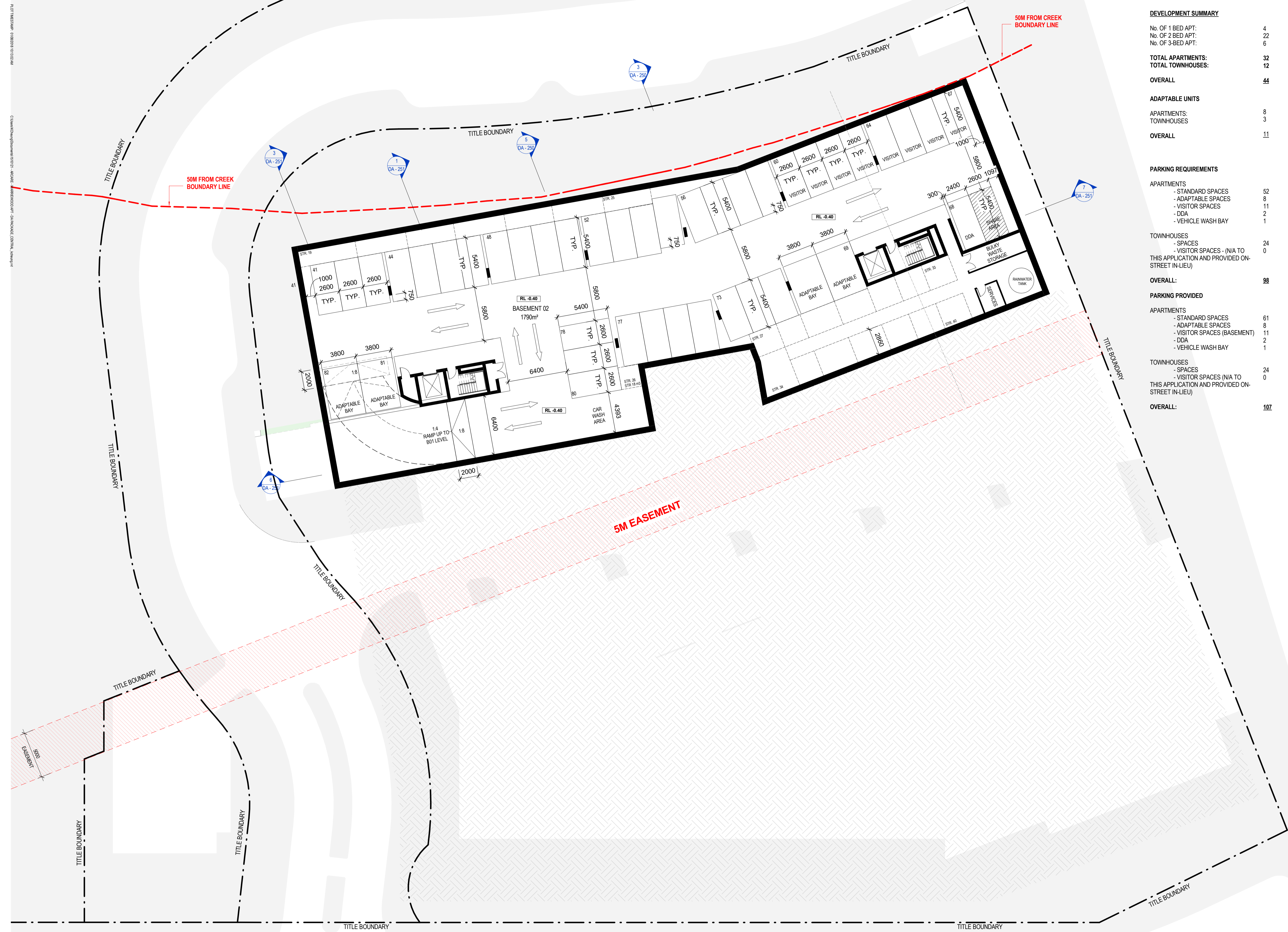
NORTH
 PROJECT NO:
 1510121
 PROJECT DATE:
 JULY 2018
 SCALE (BAY):
 1:200
 DRAWING NO:
 DA-100
 REV:
 H
 DATE:
 03.09.2018





DEVELOPMENT SUMMARY		APARTMENT NUMBER	CARPARK NUMBER	STORAGE NUMBER
No. OF 1 BED APT:	4	<u>GROUND FLOOR</u>		
No. OF 2 BED APT:	22	STANDARD APARTMENTS		
No. OF 3-BED APT:	6	APT. G01	01	01
TOTAL APARTMENTS:	32	APT. G03	02	02
TOTAL TOWNHOUSES:	12	APT. G04	03	03
OVERALL	44	APT. G05	04	04
ADAPTABLE UNITS		APT. G06	05	05
APARTMENTS:	8	APT. G07	06	06
TOWNHOUSES	3	APT. G09	07	07
OVERALL	11	APT. G10	08	08
		APT. G11	09	09
		APT. G12	10	10
		APT. G13	11	11
		APT. G14	12	12
		APT. G15	13	13
		APT. G16	14	14
		APT. G17	15	15
		APT. G18	16	16
PARKING REQUIREMENTS		ADAPTABLE APARTMENTS		
APARTMENTS		APT. G02	29 (Adaptable)	12
- STANDARD SPACES	52	APT. G08	33	12
- ADAPTABLE SPACES	8	APT. G09	41	19
- VISITOR SPACES	11	APT. G10	82 (Adaptable)	31
- DDA	2		42	
- VEHICLE WASH BAY	1		81 (Adaptable)	
TOWNHOUSES		FIRST FLOOR		
- SPACES	24	STANDARD APARTMENTS		
- VISITOR SPACES - (N/A TO THIS APPLICATION AND PROVIDED ON-STREET IN-LIEU)	0	APT. 1.01	17	15
OVERALL:	98	APT. 1.03	18	16
PARKING PROVIDED		APT. 1.04	19	17
APARTMENTS		APT. 1.07	20	17
- STANDARD SPACES	61	APT. 1.08	37	18
- ADAPTABLE SPACES	8	APT. 1.10	38	18
- VISITOR SPACES (BASEMENT)	11	APT. 1.11	39	18
- DDA	2	APT. 1.12	40	20
- VEHICLE WASH BAY	1	APT. 1.13	43	21
TOWNHOUSES		APT. 1.14	44	21
- SPACES	24	APT. 1.15	45	21
- VISITOR SPACES (N/A TO THIS APPLICATION AND PROVIDED ON-STREET IN-LIEU)	0	APT. 1.16	46	22
OVERALL:	107	APT. 1.17	47, 48	22
		APT. 1.18	49	34
		APT. 1.19	50	23
		ADAPTABLE APARTMENTS		
		APT. 1.02	30 (Adaptable)	11
		APT. 1.05	34	10
		APT. 1.06	31 (Adaptable)	10
		APT. 1.09	35	09
		APT. 1.10	32 (Adaptable)	09
		APT. 1.11	36	30
		APT. 1.12	59	30
		APT. 1.13	69 (Adaptable)	29
		APT. 1.14	58	
		APT. 1.15	70 (Adaptable)	
		SECOND FLOOR		
		APT. 2.01	51, 52	24
		APT. 2.02	22	35
		APT. 2.03	53	25
		APT. 2.04	54	
		APT. 2.05	55, 56	32
		APT. 2.06	23	33
		APT. 2.07	57	28
		APT. 2.08	71	
		APT. 2.09	72	27
		APT. 2.10	73	
		APT. 2.11	74, 75	39
		APT. 2.12	24	40
		APT. 2.13	76	38
		APT. 2.14	77	
		APT. 2.15	78, 79	26
		APT. 2.16	80	36
		VISITORS / DDA		
		VISITORS	25	
		VISITORS	26	
		VISITORS	27	
		DDA	28	
		VISITORS	29	
		VISITORS	61	
		VISITORS	62	
		VISITORS	63	
		VISITORS	64	
		VISITORS	65	
		VISITORS	66	
		VISITORS	67	
		DDA	68	

DEVELOPMENT APPLICATION



DEVELOPMENT SUMMARY

No. OF 1 BED APT:	4
No. OF 2 BED APT:	22
No. OF 3-BED APT:	6
TOTAL APARTMENTS:	32
TOTAL TOWNHOUSES:	12
OVERALL	44
ADAPTABLE UNITS	
APARTMENTS:	8
TOWNHOUSES	3
OVERALL	11

PARKING REQUIREMENTS

APARTMENTS	52
- STANDARD SPACES	8
- ADAPTABLE SPACES	11
- VISITOR SPACES	2
- DDA	1
- VEHICLE WASH BAY	1
TOWNHOUSES	24
- SPACES	0
- VISITOR SPACES - (N/A TO THIS APPLICATION AND PROVIDED ON-STREET IN-LIEU)	0
OVERALL:	98

PARKING PROVIDED

APARTMENTS	61
- STANDARD SPACES	8
- ADAPTABLE SPACES	11
- VISITOR SPACES (BASEMENT)	2
- DDA	1
- VEHICLE WASH BAY	1
TOWNHOUSES	24
- SPACES	0
- VISITOR SPACES (N/A TO THIS APPLICATION AND PROVIDED ON-STREET IN-LIEU)	0
OVERALL:	107

APARTMENT NUMBER

GROUND FLOOR	CARPARK NUMBER	STORAGE NUMBER
STANDARD APARTMENTS		
APT. G01	01	01
APT. G03	02	02
APT. G04	03	03
APT. G05	04	04
APT. G06	05	05
APT. G07	06	06
APT. G09	07	07
APT. G11	08	08
APT. G10	09	09
APT. G10	10	10
APT. G10	11	11
APT. G10	12	12
APT. G10	13	13
APT. G10	14	14
APT. G10	15	15
APT. G10	16	16

ADAPTABLE APARTMENTS	CARPARK NUMBER	STORAGE NUMBER
APT. G02	29 (Adaptable)	12
APT. G08	33	19
APT. G10	41	19
APT. G10	82 (Adaptable)	31
APT. G10	42	31
APT. G10	81 (Adaptable)	31

FIRST FLOOR

STANDARD APARTMENTS	CARPARK NUMBER	STORAGE NUMBER
APT. 1.01	17	15
APT. 1.03	18	16
APT. 1.03	19	16
APT. 1.03	20	16
APT. 1.04	20	17
APT. 1.04	37	17
APT. 1.07	38	18
APT. 1.08	39	08
APT. 1.08	40	08
APT. 1.10	43	20
APT. 1.10	44	21
APT. 1.10	45	21
APT. 1.10	46	21
APT. 1.11	47, 48	22
APT. 1.11	47	34
APT. 1.13	49	23
APT. 1.13	50	23

ADAPTABLE APARTMENTS	CARPARK NUMBER	STORAGE NUMBER
APT. 1.02	30 (Adaptable)	11
APT. 1.05	31 (Adaptable)	10
APT. 1.06	35	09
APT. 1.06	32 (Adaptable)	09
APT. 1.09	36	30
APT. 1.12	59	29
APT. 1.12	69 (Adaptable)	29
APT. 1.12	58	29
APT. 1.12	70 (Adaptable)	29

SECOND FLOOR	CARPARK NUMBER	STORAGE NUMBER
APT. 2.01	51, 52	24
APT. 2.01	22	35
APT. 2.02	53	25
APT. 2.02	54	25
APT. 2.03	55, 56	32
APT. 2.04	23	33
APT. 2.04	57	28
APT. 2.05	71	27
APT. 2.05	72	27
APT. 2.06	73	39
APT. 2.06	74, 75	40
APT. 2.07	24	38
APT. 2.07	76	38
APT. 2.07	77	38
APT. 2.08	78, 79	26
APT. 2.08	80	36

VISITORS / DDA	CARPARK NUMBER	STORAGE NUMBER
VISITORS	25	
VISITORS	26	
VISITORS	27	
VISITORS	28	
DDA	28	
VISITORS	60	
VISITORS	61	
VISITORS	62	
VISITORS	63	
VISITORS	64	
VISITORS	65	
VISITORS	66	
VISITORS	67	
DDA	68	