

Traffic Impact Assessment

2 Sydenham Road, Brookvale

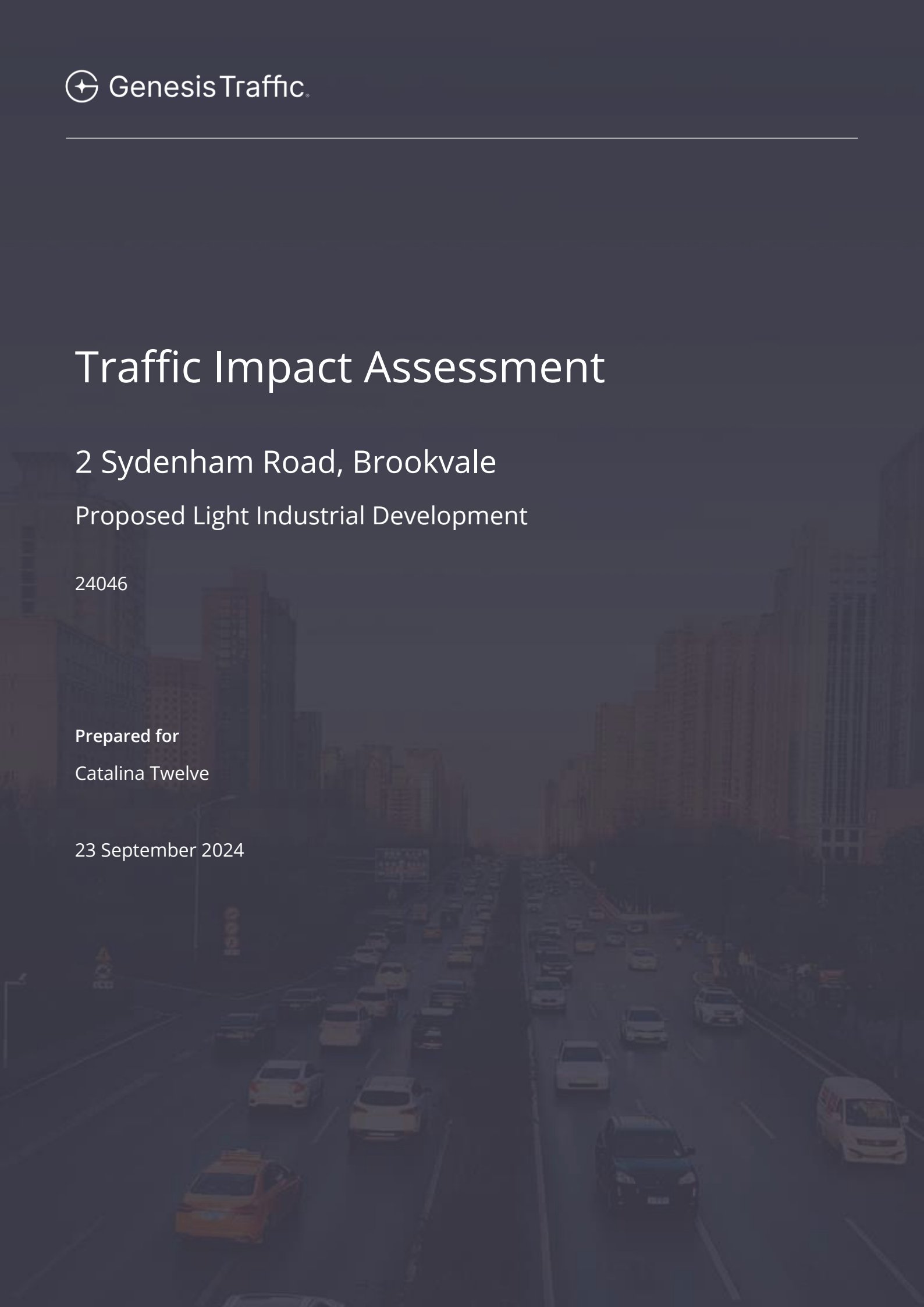
Proposed Light Industrial Development

24046

Prepared for

Catalina Twelve

23 September 2024





Contact Information

Genesis Traffic	Suite 3, 53 Grandview Street, Pymble
	www.genesistrffic.com.au
	ABN 34 660 055 532
Email	bernard@genesistrffic.com.au
Approved By	Bernard Lo

Document Information

Report	Traffic Impact Assessment
Client	Catalina Twelve
Proposal	Proposed Light Industrial Development
Architect	Walsh Architects
Project Location	2 Sydenham Road, Brookvale
Council	Northern Beaches Council
Job Number	24046

Document History

Version	Effective Date	Description of Revision	Prepared by	Reviewed by
1	21/08/2024	Draft	NB	BL
2	04/09/2024	For issue	BB	BL
3	23/09/2024	For issue	LM	BL



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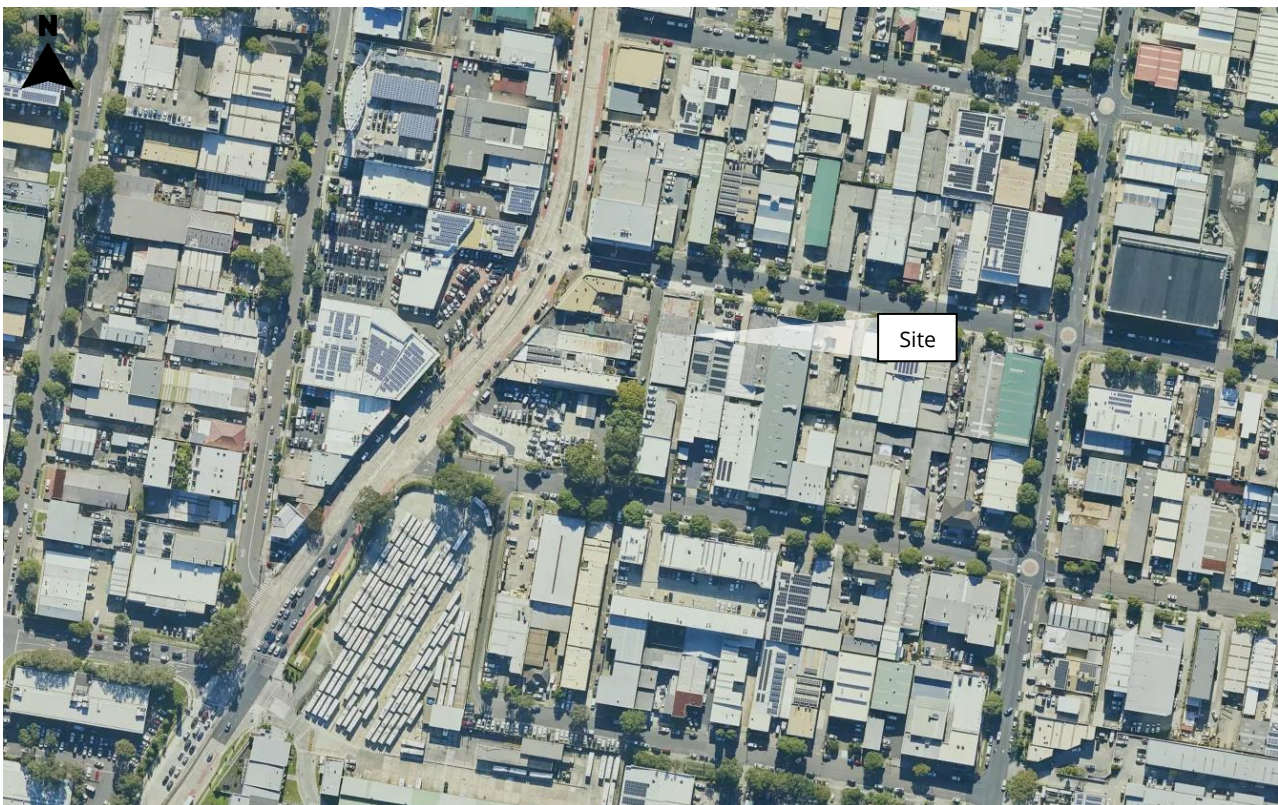


1 Introduction

1.1 Background

This report has been prepared to accompany a Development Application to Northern Beaches Council for a Proposed Light Industrial Development at 2 Sydenham Road, Brookvale (Figure 1-1).

Figure 1-1 Site



Source: Metromap (Modified by Genesis Traffic)

1.2 Scope of Works

The purpose of this report is to:

- describe the proposed development scheme
- describe the existing site, road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements



1.3 Reference Documents

Reference has been made to the following documents when preparing this report:

- Australian Standard Part 1: Off-street Car Parking (AS2890.1:2004)
- Australian Standard Part 2: Off-street Commercial Vehicle Facilities (AS2890.2:2018)
- Australian Standard Part 3: Bicycle Parking (AS2890.3:2015)
- Australian Standard Part 6: Off-street Parking for People with Disabilities (AS2890.6:2022)
- Warringah Development Control Plan 2011 (Northern Beaches Council)
- Guide to Traffic Generating Developments, RMS, 2002
- Guide to Traffic Generating Developments, Updated Traffic Surveys, RMS, TDT 2013/14a
- Pre-lodgement Meeting Notes (PLM2024/0043, 16 July 2024)

2 Proposed Development

The proposal (Figure 2-1) seeks consent for a development outcome that involves:

- 3-storey Light industrial complex with a total GFA of 2183m²
- Take away food and drink premises 49m² GFA
- Basement car park - 42 car spaces

A driveway will be constructed on Sydenham Road and access to the loading bay will be located on Charlton Lane.

Figure 2-1 Development Plan



Source: Walsh Architects

Details of the proposal are indicated in the architectural plans prepared by Walsh Architects which accompany the submission and are reproduced in part in **Attachment 1**.

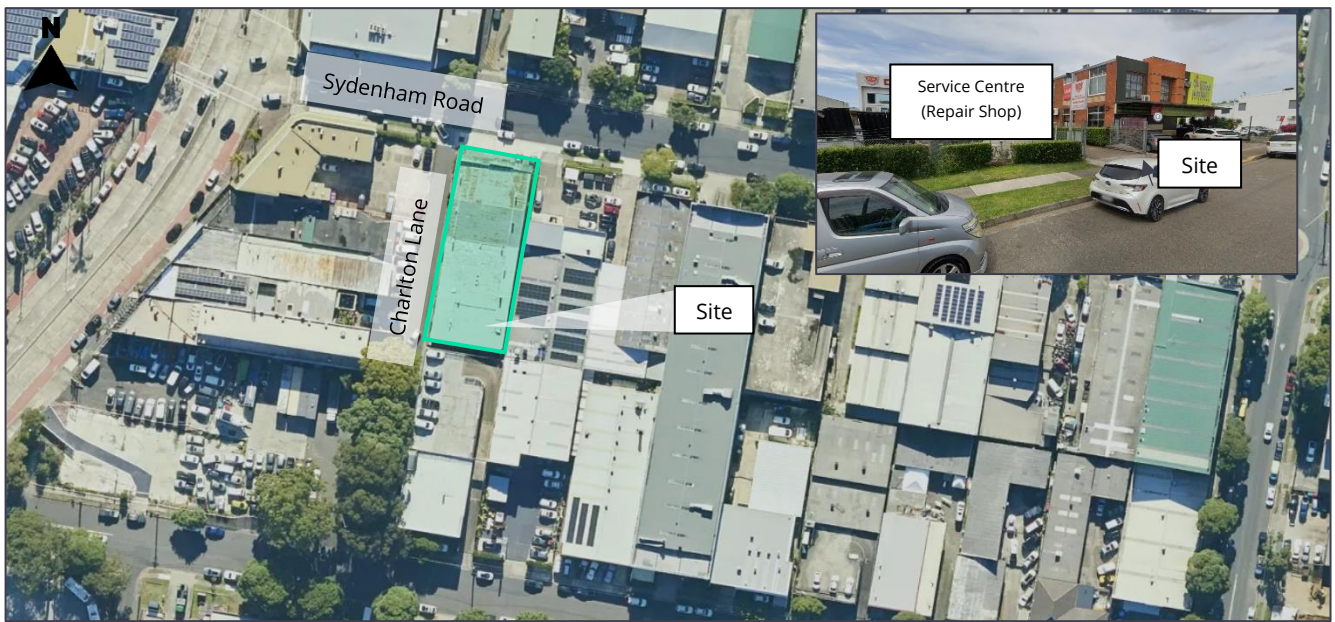


3 Existing Conditions

3.1 Site and Surrounding Context

The development site (Figure 3-1) is legally known as Lot 6, 8 of DP1521, located at 2 Sydenham Road, Brookvale. The site occupies an area of 1,002m² and has frontages to Sydenham Road and Charlton Lane.

Figure 3-1 Site Context



Source: Metromap and Google Map (Modified by Genesis Traffic)

The site is occupied by a warehouse (Sydney Woodworker warehouse) of approximately 1,264m² GFA at present (see inset above), with multiple vehicle access point(s) located at Sydenham Road and Charlton Lane.

The adjoining and surrounding land uses include:

- similar nature industry/warehouses
- commercial shops to the west and north

3.2 Road Network

The existing road network serving the site area (Figure 3-2) are detailed in Table 3-1:



Figure 3-2 Road Network



Source: TfNSW (modified by Genesis Traffic)

Table 3-1 Surrounding Road Network

Road Name	Description
Pittwater Road	<ul style="list-style-type: none"> State Road Speed limit 60 km/h 2 lane(s) in each direction Clearway restriction between 6am – 10am Monday to Friday along both sides of the street
Winbourne Road	<ul style="list-style-type: none"> Regional Road Speed limit 50 km/h 1 lane in each direction Time restricted (1P) on-street parking along both sides of the street
Sydenham Road	<ul style="list-style-type: none"> Local Road Speed limit 50 km/h 1 lane in each direction Time restricted (1P) on-street parking along both sides of the street
Orchard Road	<ul style="list-style-type: none"> Local Road



	<ul style="list-style-type: none"> · Speed limit 50 km/h · 1 lane in each direction · Time restricted (1P) on-street parking along both sides of the street
Mitchell Road	<ul style="list-style-type: none"> · Local Road · Speed limit 50 km/h · 1 lane in each direction · Time restricted (1P) on-street parking along both sides of the street
Charlton Lane	<ul style="list-style-type: none"> · Local Road · Speed limit 50 km/h · 1 lane in each direction · No Parking restriction along both sides of the street

3.3 Traffic Controls

The traffic controls on the road system in the vicinity of the site comprise (Table 3-2):

Table 3-2 Surrounding Traffic Controls

Traffic Control	Location
Traffic Signal	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Pittwater Road and Sydenham Road ○ Pittwater Road and Orchard Road
Roundabout	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Sydenham Road and Mitchell Road ○ Orchard Road and Mitchell Road
Give-way / Stop Control	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Sydenham Road and Charlton Lane ○ Orchard Road and Charlton Lane
No Right Turn	<ul style="list-style-type: none"> · From Orchard Road to Pittwater Road
Bus Lane	<ul style="list-style-type: none"> · Along part(s) of <ul style="list-style-type: none"> ○ Pittwater Road
School Zone	<ul style="list-style-type: none"> · Along part(s) of <ul style="list-style-type: none"> ○ Winbourne Road
Pedestrian Crossing	<ul style="list-style-type: none"> · Intersection(s) of: <ul style="list-style-type: none"> ○ Sydenham Road and Mitchell Road ○ Orchard Road and Mitchell Road



3.4 Public Transport Services

The local public transport services are illustrated in Figure 3-3.

Figure 3-3 Local Public Transport Locations



Source: Metromap (Modified by Genesis Traffic)

Train/Metro

No train station is available within the vicinity of the site. Nevertheless, there are ample bus services that provide connections to the surrounding suburbs.

Bus

Local bus services are within walking distance (30m to the nearest bus stop) of the site, as follows (Table 3-3).



Table 3-3 Bus Services Provision

Bus Line	Bus Route	Peak Frequency
176X	Dee Why to City Wynyard via North Curl Curl (Express Service)	10-20 min
177	Dee Why to Warringah Mall	21-60 min
177X	Dee Why to City Wynyard via Wingala (Express Service)	10-20 min



4 Parking Assessment

4.1 Car Parking Requirement

The applicable car parking rates (Table 4-1) are provided in Warringah DCP – Part H Appendix 1 Car Parking Requirements.

Table 4-1 DCP Car Parking Rates

Land Use	Parking Rates
Industry	1.3 space(s) per 100m ² GFA (Including up to 20% of floor area as office space component. Office space component above 20% determined at office rate).
Take away food and drink premises	Drive-in take-away food outlet with no on-site seating: 12 spaces per 100 m ² GFA Drive-in take-away food outlet with on-site seating: 12 spaces per 100 m ² GFA or greater of: <ul style="list-style-type: none"> · 1 space per 5 seats (internal and external), or · 1 space per 2 seats (internal)

Application of the proposal using the above criteria would indicate the following requirement(s) in Table 4-2.

Table 4-2 Required Car Parking Spaces

Element	Unit/GFA	Requirement	Provision
Industry	2183m ² GFA	28.4 (29)	29
Take away food and drink premises	49 m ² GFA (10 seats)	5.88 (6)	12
Total		35 spaces	41 spaces

It is proposed to provide 42 parking spaces to comply with the above criteria. These spaces will include:

- 29 x Warehouse Visitor
- 12 x Take away food and drink premises



4.2 Bicycle Parking and End of Trip Facility Requirement

The applicable bicycle parking rates (Table 4-3) are provided in Warringah DCP Part C3(A) Bicycle Parking and End of Trip Facilities.

Table 4-3 Bicycle Parking Rates

Development Type	Element	Bicycle Parking Rates
Light and General Industry	High-Medium Security Level	1 space per 200m ² GFA
	Visitor	1 space per 600m ² GFA
Take-way food Shop (> 20 seating)¹	Staff	3-5% of Staff
	Visitor	5-10% of Seating Capacity

Application of the above DCP rates to the proposal indicates the following bicycle parking requirement(s) (Table 4-4).

Table 4-4 Required Bicycle Storage/Parking Spaces

Element	Unit/GFA	Requirement		Provision
		<u>Employee</u>	<u>Visitor</u>	
Light and General Industry	2183m ² GFA	10.9 (11)	3.6 (4)	16
Take-way food Shop	49m ² GFA	1	1	3
Total		17 spaces		19 spaces

It is proposed to provide 19 bicycle spaces to comply with the DCP requirement, in the following composition:

- 13 x Employee
- 6 x Visitor

4.3 Loading and Servicing Requirement & Arrangement

The development will be subject to infrequent servicing activities. All loading/unloading of goods/waste will take place within the designated loading bay accessible via Charlton Lane.

¹ Reference to the rates specified in the NSW Planning Guidelines for Walking and Cycling



5 Access and Circulation Design

5.1 Access

The proposed access driveway for the carpark will be located at Sydenham Road. Access to the loading area will be located at Charlton Lane.

Details of the access design and geometry are discussed in Section 5.2.

5.2 Design Assessment and Internal Circulation

A detailed review of the car park has been undertaken to assess its conformance with the relevant AS2890.1 design criteria. The assessment outcome is tabulated below for ease of reference.

Table 5-1 Off-street Car Parking (AS2890.1:2004) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Driveway Location	6m clear from intersection	> 6m	Yes	
Access Width	(Category 1) 3m – 5.5m	5.7m	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
Sight Distance (50km/h)	Min 45m	Provided	Yes	
First 6m Ramp Grade	Max 5% (1:20) down Max 12.5% (1:8) up	5% (1:20) down	Yes	
Across Footpaths	Max 2.5% (1:40)	2.5% (1:40)	Yes	As per existing
Vehicular Control Point	Max 5% (1:20)	N/A	N/A	
Type of Vehicular Control Point	Island with Intercom / Security Gate	N/A	N/A	
Straight Ramp / Driveway				
Ramp Grade	Public Carpark: Max 20% (1:5)	20% (1:5)	Yes	
Transitions	Min 2.0m	2.0m	Yes	
Grade Transitions	Max 12.5% (1:8)	10% (1:10)	Yes	
Roadways Width (Two-way)	Min 5.5m	> 5.5m	Yes	
Vertical Obstruction Clearance / Kerbs	300mm on both sides	Provided	Yes	



Headroom Clearance	Min 2.2m Min 2.26m (Close to Transition)	> 2.2m	Yes	
Internal Circulation	B85 and B99 Passing Area	Provided	Yes	
Parking Modules				
Car Space Dimension	User Class 1 5.4m long x 2.4m wide	5.4m long x 2.5m wide	Yes	
Aisle Width	User Class 1 5.8m (+ 300mm from wall)	6.2m	Yes	
Door Clearance	300mm	Provided	Yes	
Blind Aisle	Min 1.0m	Provided	Yes	
Headroom Clearance	Min 2.2m	> 2.2	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Turning Bay (except Residents and Staff)		N/A	Yes	

Table 5-2 Off-street Commercial Vehicle Facilities (AS2890.2:2018) Criteria

Features	Requirement	Provision	Compliance	Notes
Access Driveways				
Access Width (Combined)	9.0m	> 9.0m	Yes	
Sight Triangle (Pedestrian)	2.5m long x 2.0m wide	Provided	Yes	
First 7m Ramp Grade	Max 5% (1:20)	Level	Yes	
Type of Service	Occasional - no passing required	Accepted	Yes	
Parking Modules				
Space Dimension	8.8m long x 3.5m wide (MRV)	8.8m long x 5.1m wide	Yes	
Headroom Clearance	Min 4.5m	> 4.5m	Yes	
Gradient	Max 4% (1:25)	Level	Yes	

Table 5-3 Bicycle Parking (AS2890.3:2015) Criteria

Features	Requirement	Provision	Compliance	Notes
Vertical Bicycle Parking				
Space Dimension	1.2m long x 0.5m wide	Provided	Yes	
Aisle	1.5m	Provided	Yes	
Gradient	Max 5% (1:20)	Level	Yes	
Height Clearance	Min 2.2m	>2.2m	Yes	



Table 5-4 Off-street Parking for People with Disabilities (AS2890.6:2022) Criteria

Features	Requirement	Provision	Compliance	Notes
Space Dimension	5.4m long x 2.4m wide	Provided	Yes	
Shared Zone + Bollard	5.4m long x 2.4m wide	Provided	Yes	
Height Clearance	Min 2.5m	>2.5m	Yes	
Gradient	Max 2.5% (1:40)	Level	Yes	

In summary, the assessment confirms that the design provisions in relation to the access, car parking circulation and arrangement in respect to the proposal generally comply with the AS2890 design criteria.

5.3 Loading and Servicing Circulation

The proposed loading arrangement complies with the requirements of AS2890.2:2018 for an 8.8m MRV as demonstrated in Table 5-2. The designated service vehicle(s) can enter and exit the site and loading area in a satisfactory manner (refer to Section 5.4: Swept Path Analysis).

5.4 Swept Path Analysis

All critical vehicle movements in the proposed car parking facility have been assessed using Autoturn. Details of the assessment outcome, which demonstrate a satisfactory design provision, are provided in **Attachment 2**.



6 Traffic Assessment

6.1 Existing Traffic Condition

Observations in the site's locality reveal minor delays on Sydenham Road during peak periods due to its proximity to the traffic control signal. Nonetheless, there is no apparent capacity constraint on Sydenham Road.

6.2 Traffic Generation

Existing Land Use - Vehicle Repair Station

The RMS Guideline specifies peak hour traffic generation rate of 0.5 vtp/100m² for warehouses. The existing premises of some 1,264m² indicates a peak hour traffic generation outcome of 7 vehicle trips per hour (vtp).

Industry - Warehouse

The RMS Guide to Traffic Generating Development specifies a morning peak hour trip generation rate of 0.5 trips per 100 m² of GFA for warehouses. Applying this trip rate to the proposed warehouse indicates a peak hour traffic generation outcome of 11 vtp.

Take Away Food and Drink Premises

The RMSGTTD provides an evening peak traffic generation rate of 5 vtp per 100m² GFA for 'restaurant' floor space. Application of this rate to the proposed take away food and drink floor space would indicate a peak hour traffic generation outcome of 3 vtp.

Net Addition

Based on the above, the assessment projects a net additional traffic movement of 9 vtp on road network during the peak periods.

Traffic generation outcome of this scale and magnitude is minor (being an average of 1 every 6-7 minutes), and the assessment concludes that the proposal will be acceptable from a traffic standpoint.



7 Conclusion

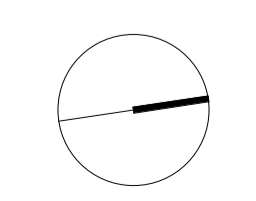
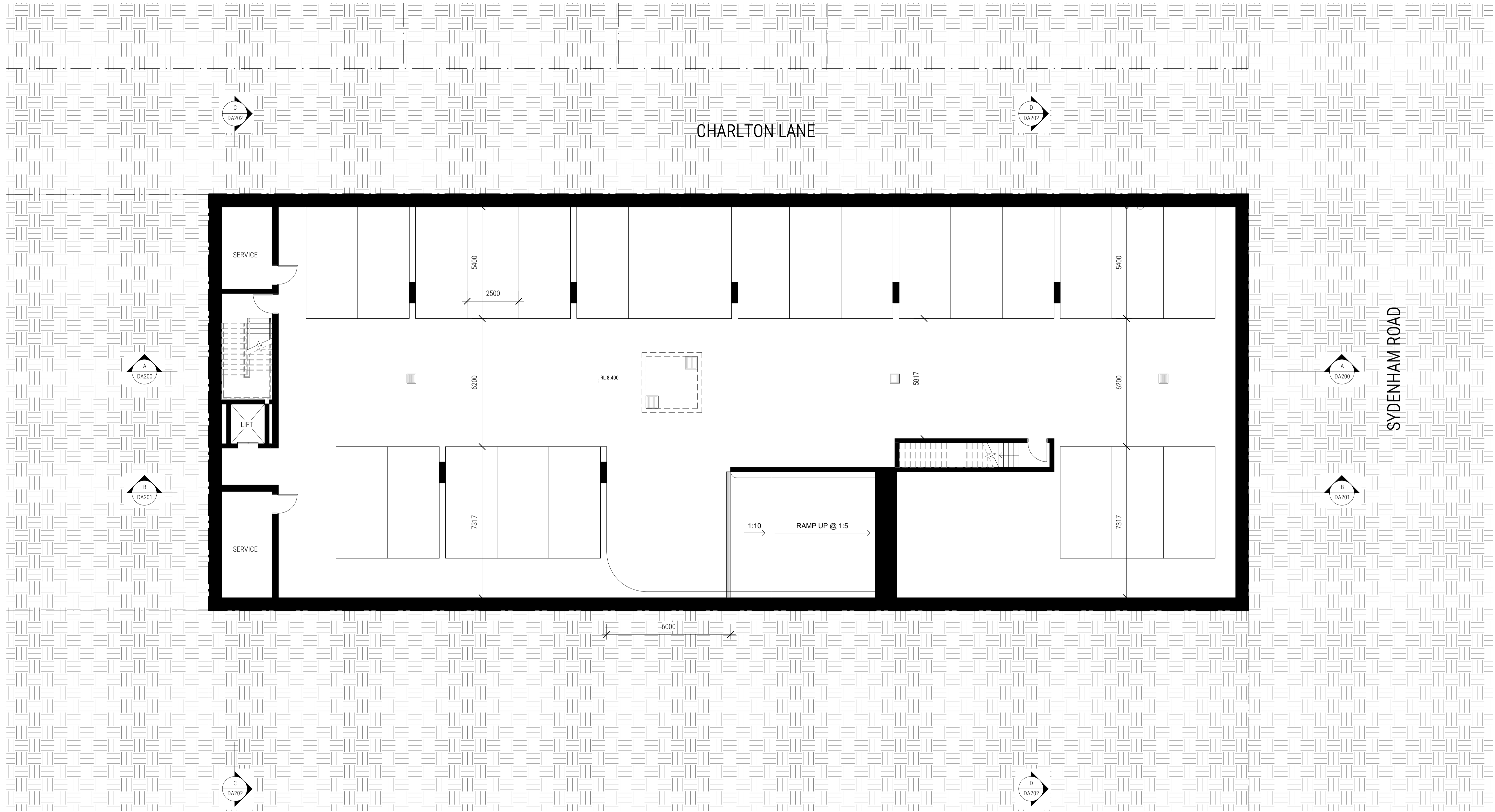
The traffic and parking assessment undertaken for the Proposed Light Industrial Development at 2 Sydenham Road, Brookvale has concluded that:

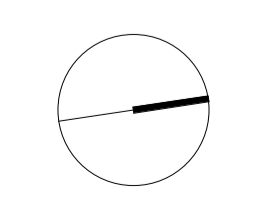
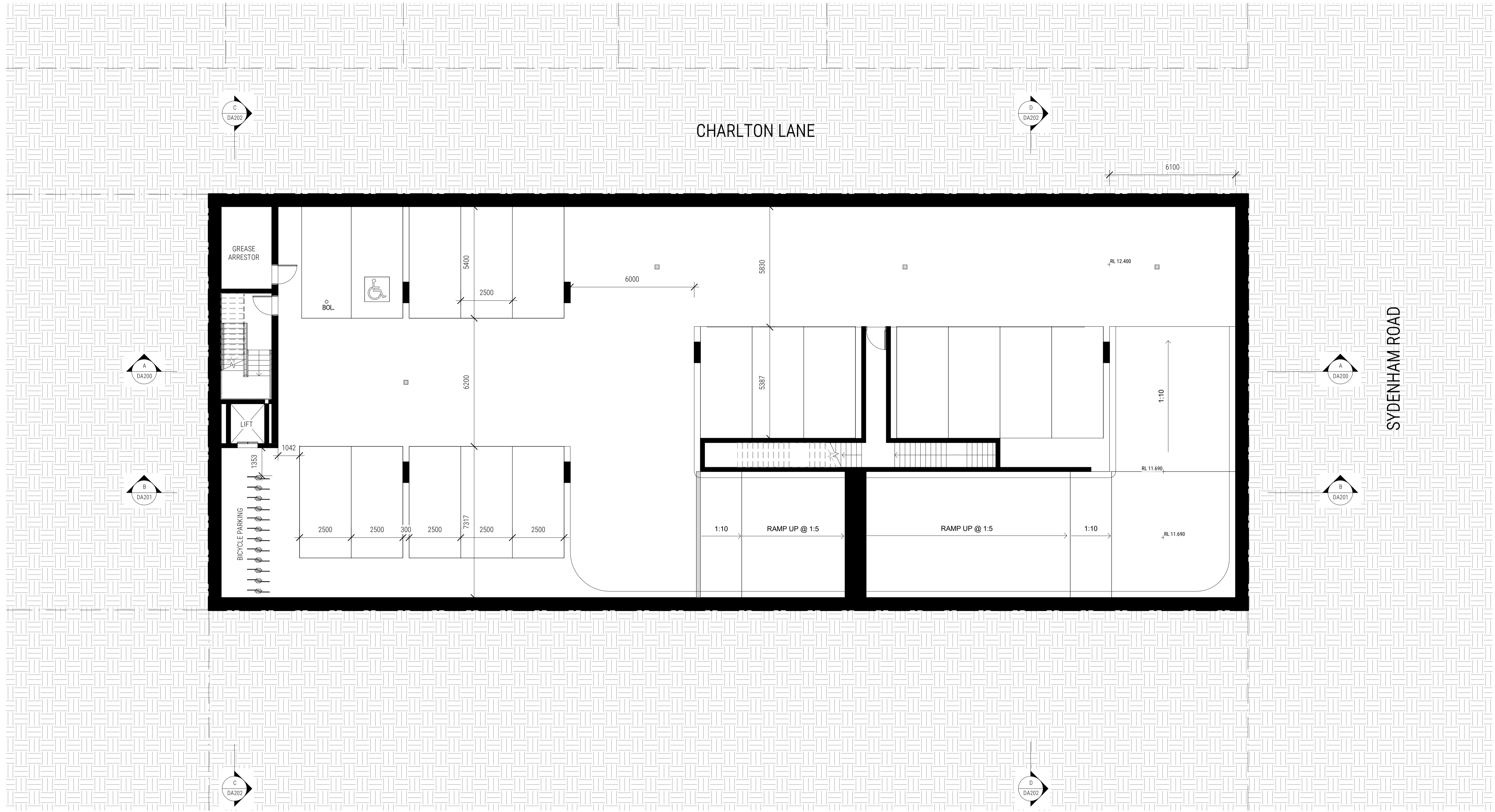
- the traffic generation of the proposed development will not present any adverse traffic implications
- the proposed parking provision will comply with the Council's DCP criteria and will adequately serve the development
- the proposed access, internal circulation and parking arrangements will be appropriate to AS design criteria



Attachment 1

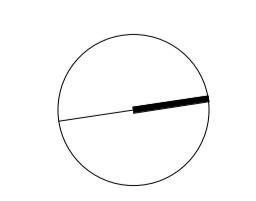
Architectural Plan





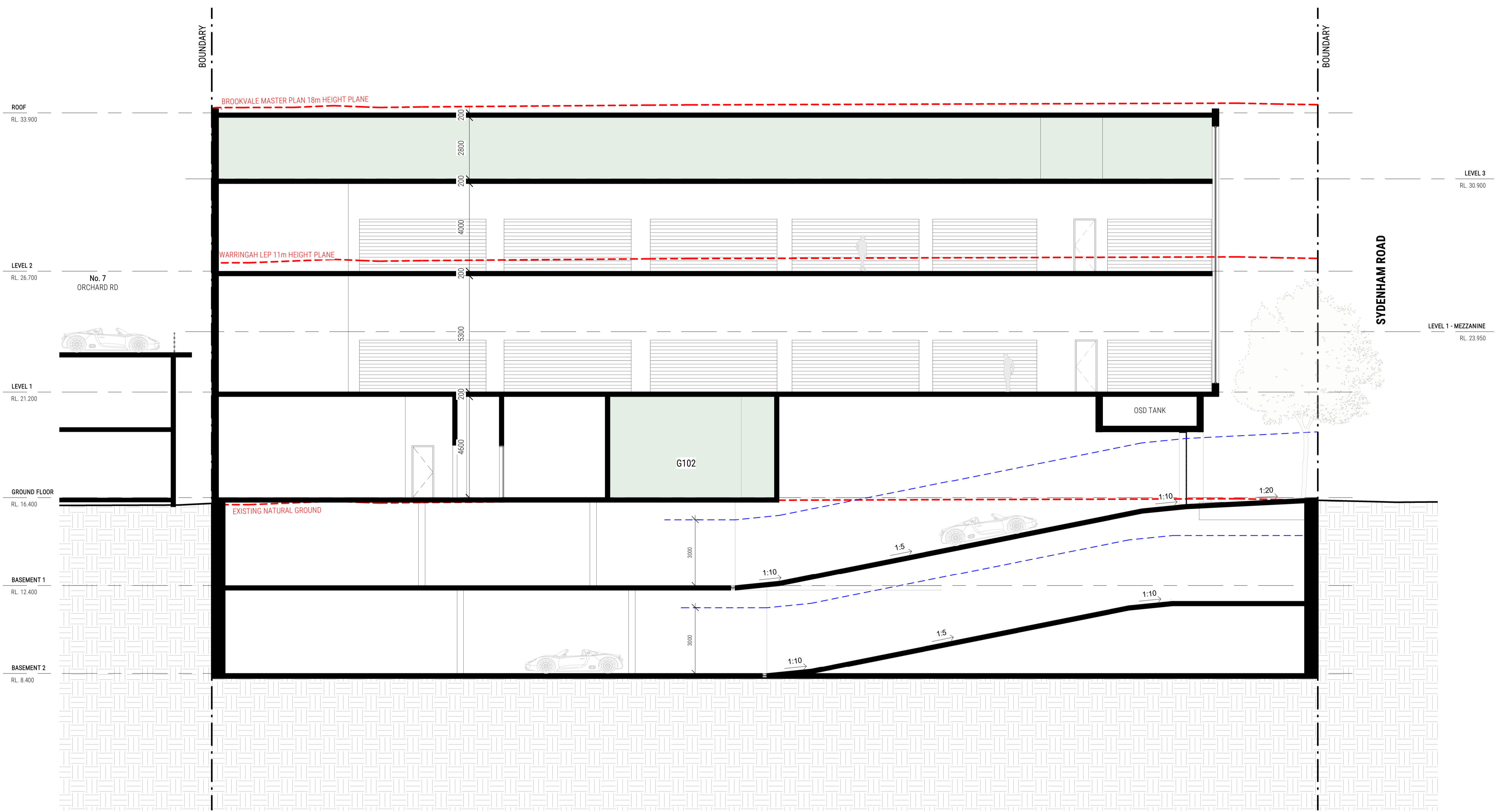
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A	ISSUE FOR DA APPROVAL	05.09.2024

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SHEET NUMBER	DA101
REVISION	A
SCALE @ A1	1 : 100
2 SYDENHAM ROAD BROOKVALE	



REV NO.	DESCRIPTION	REV DATE
A	ISSUE FOR DA APPROVAL	05.09.2024

GROUND FLOOR PLAN	
SHEET NUMBER	DA102
REVISION	A
SCALE @ A1	1 : 100
2 SYDENHAM ROAD BROOKVALE	



B LONG SECTION B - B
DA2017 1:100 @ A1



Attachment 2

Turning Path Assessment



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**2 SYDENHAM ROAD, BROOKVALE
GROUND FLOOR
CARPARK COMPLIANCE ASSESSMENT**

DRAWING REF NO. 24046-V1.2-SP

SHEET NO. 01 OF 09

ISSUE DATE 4 September 2024

DESIGNED BY
N.BORJA / B.BUI

REVIEWED BY
B.LO

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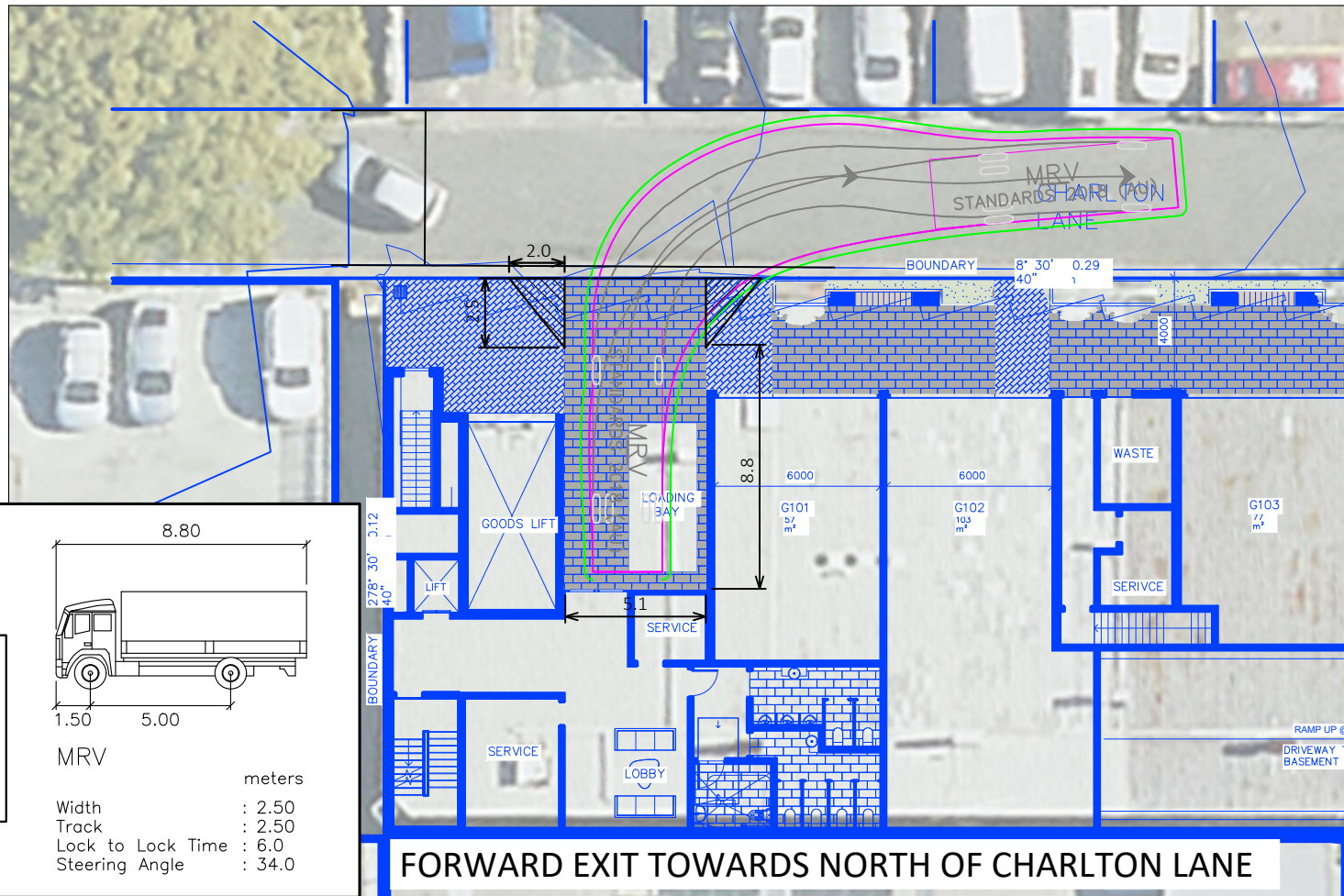
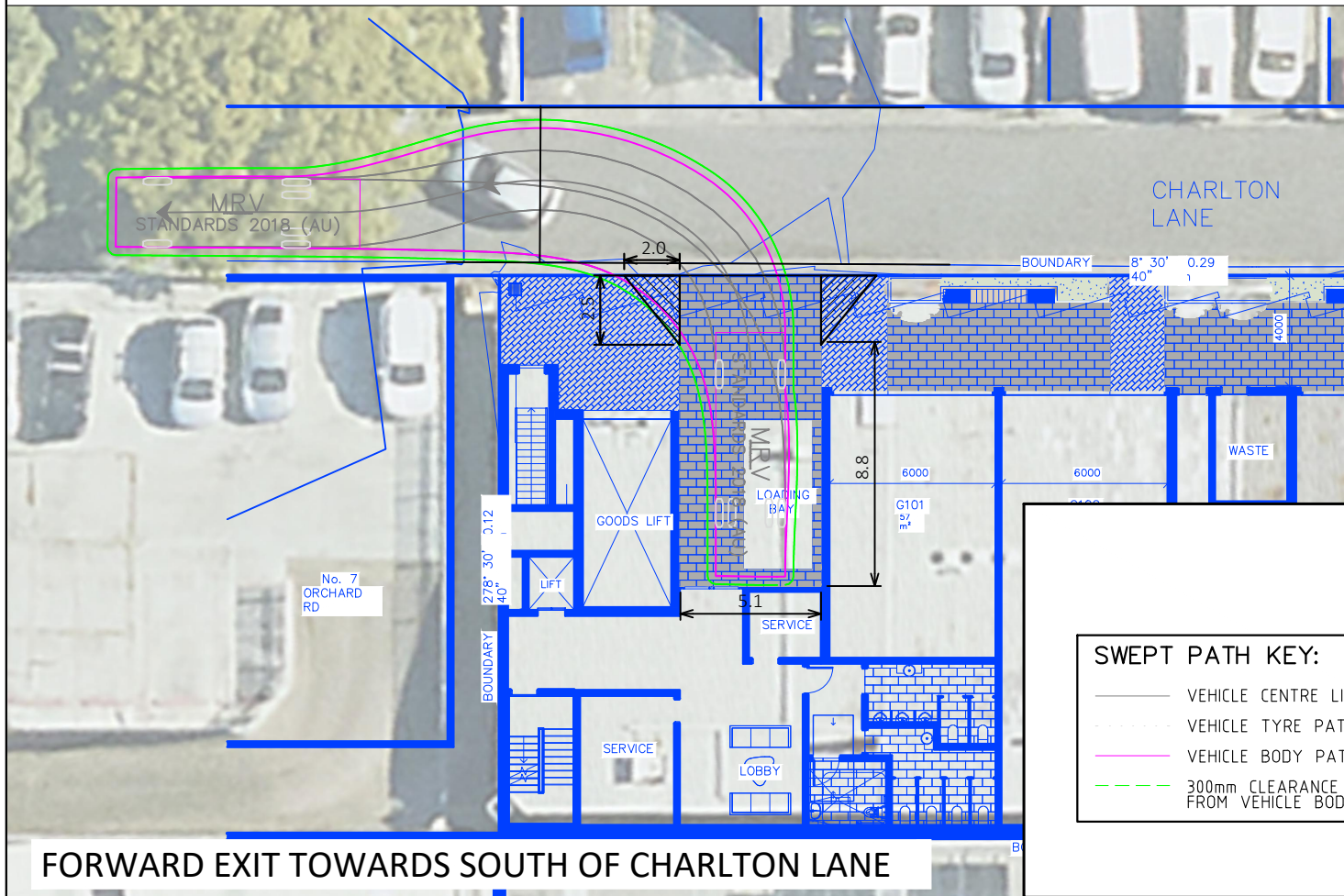
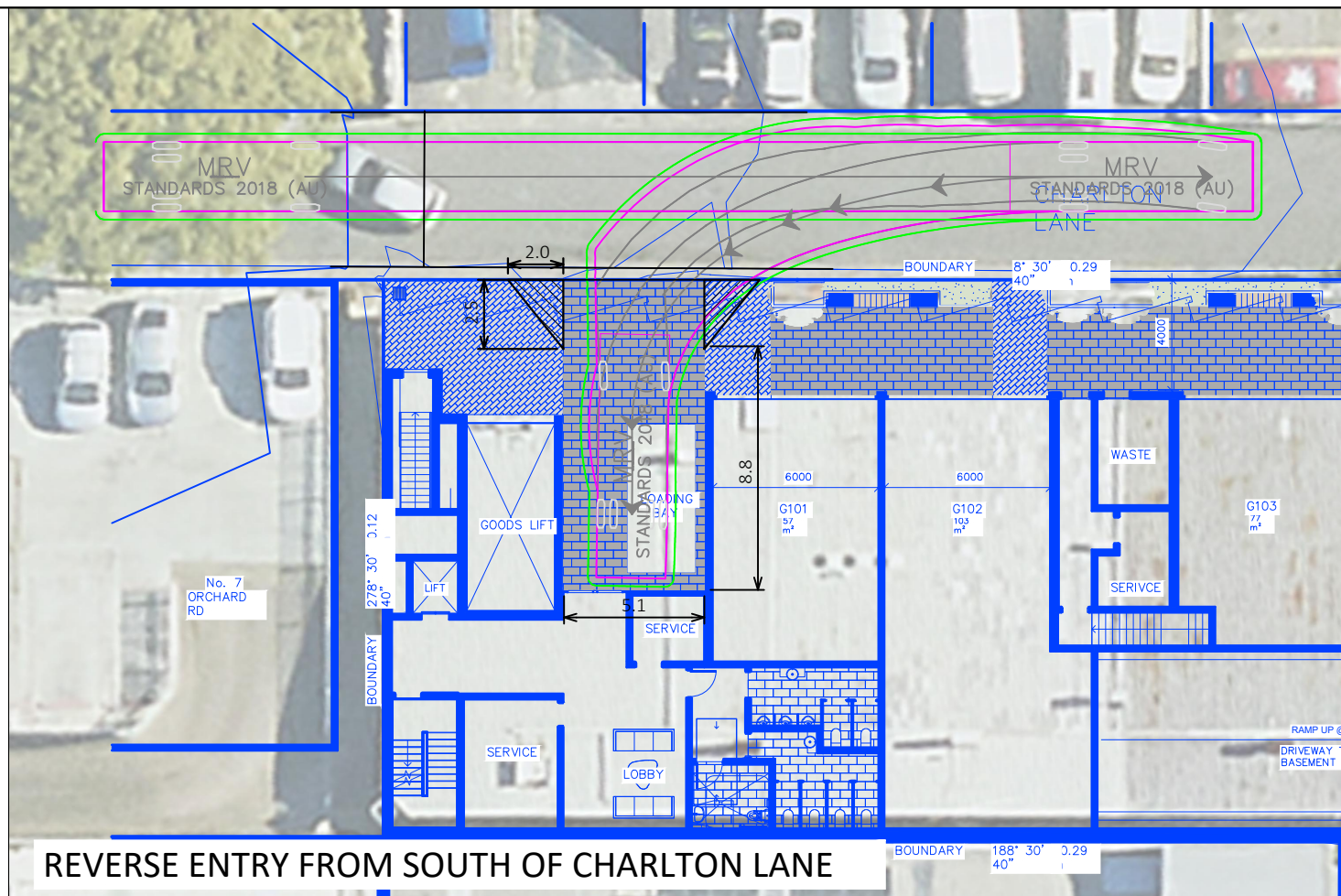
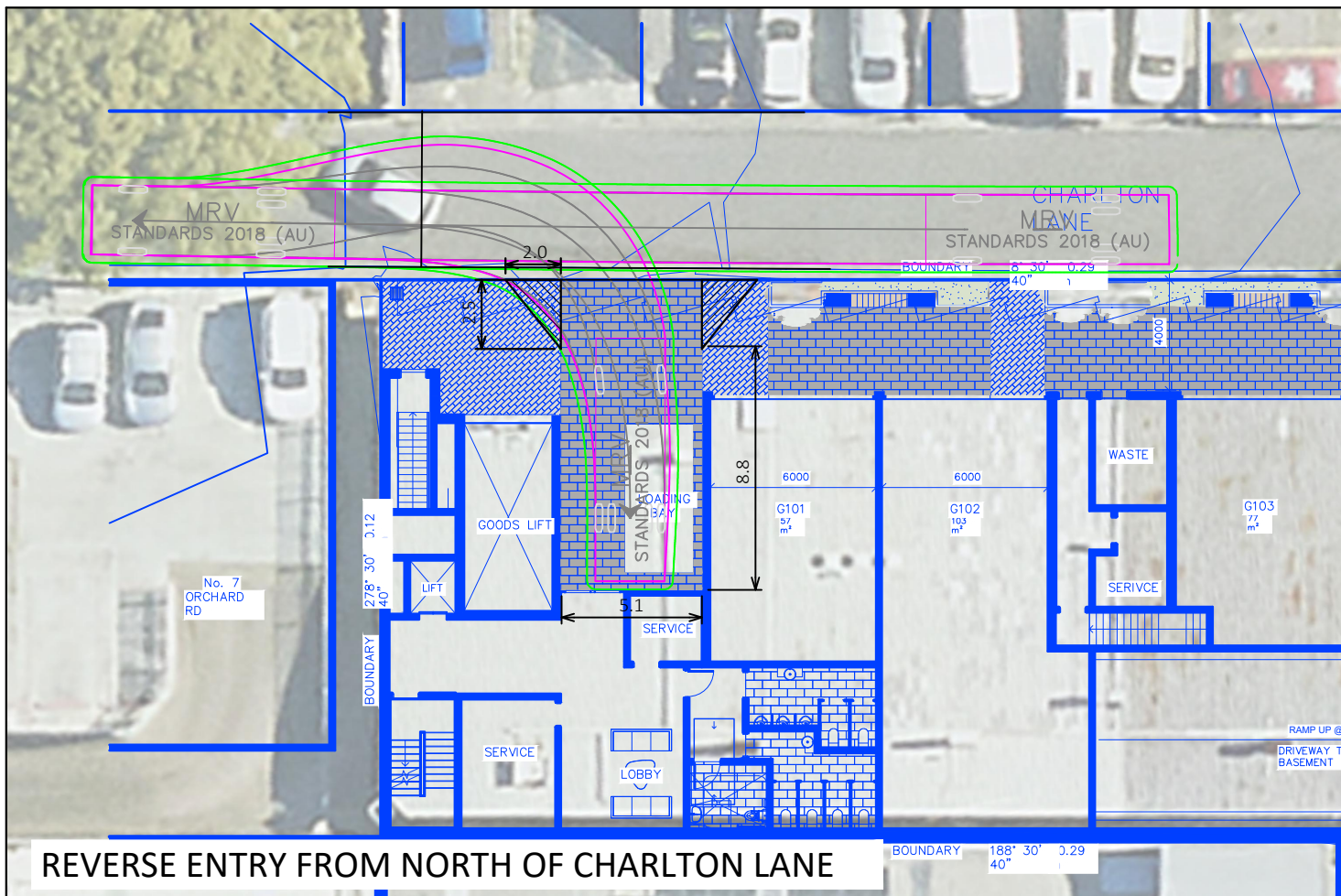


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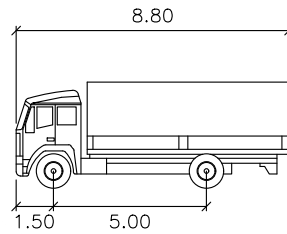


Genesis Traffic



SWEPT PATH KEY:

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



MRV

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

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2 SYDENHAM ROAD, BROOKVALE
GROUND FLOOR
SWEPT PATH ASSESSMENT

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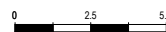
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B.LO

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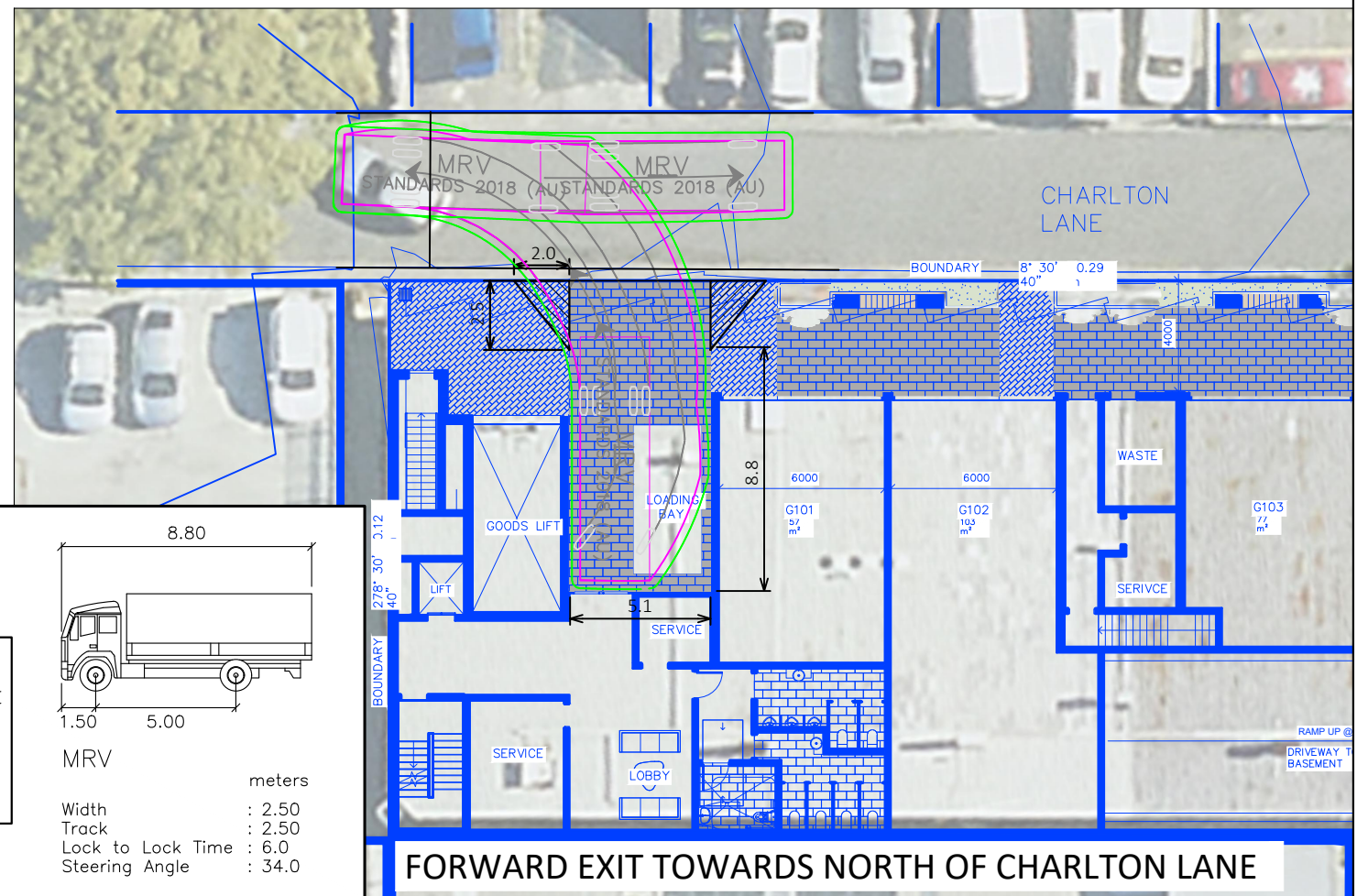
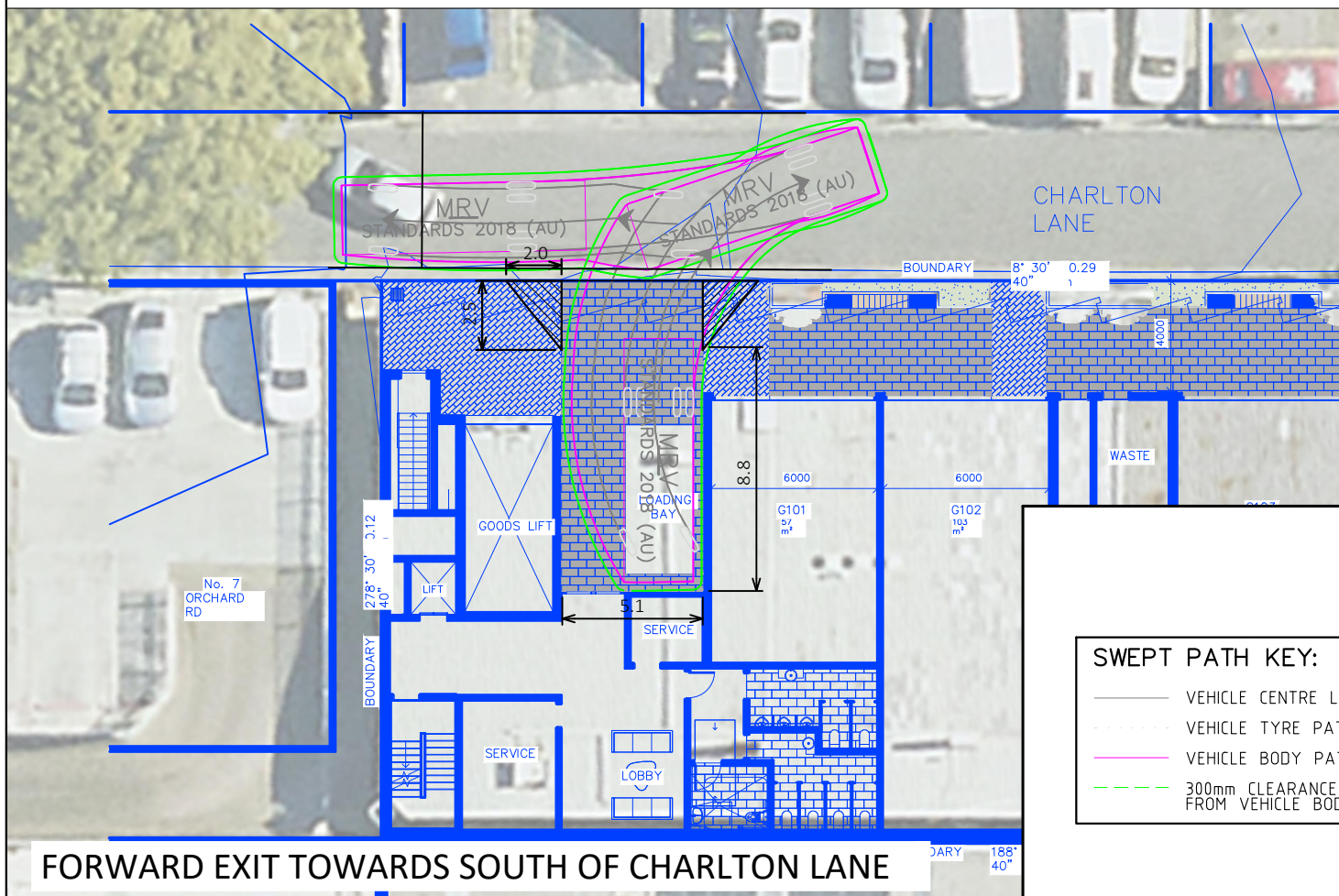
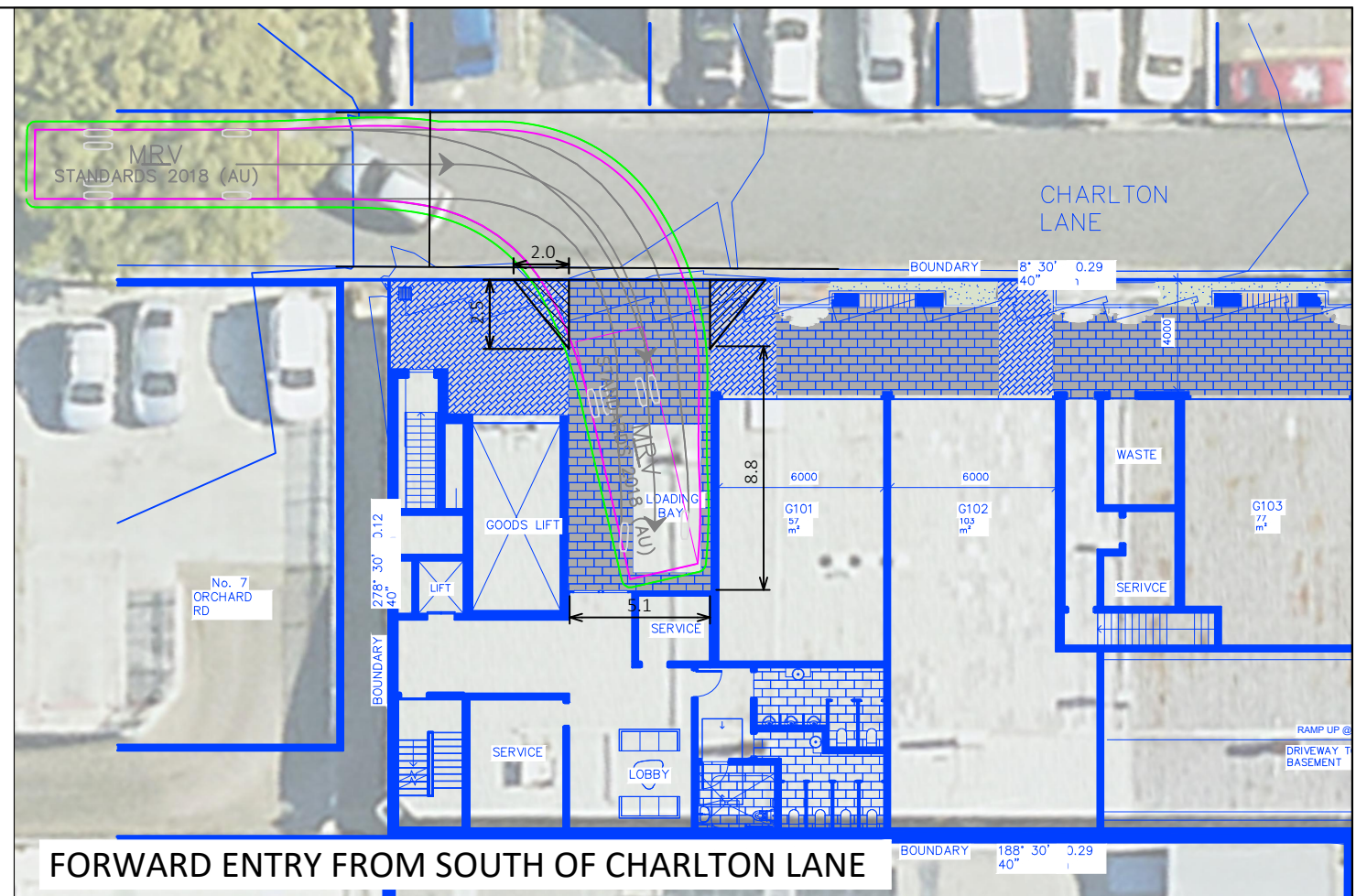
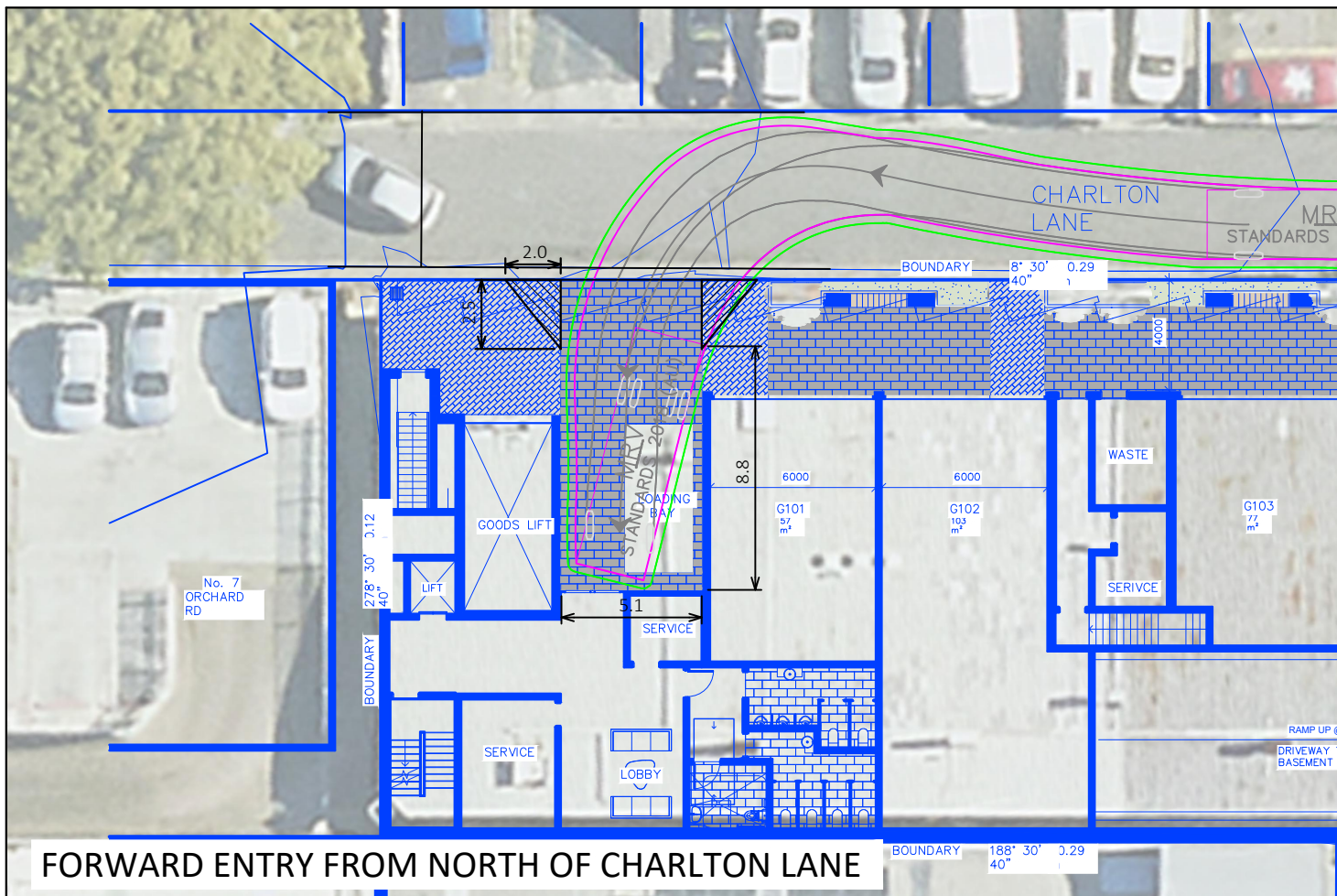


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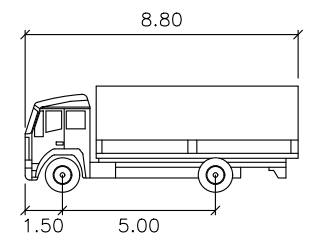
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GenesisTraffic



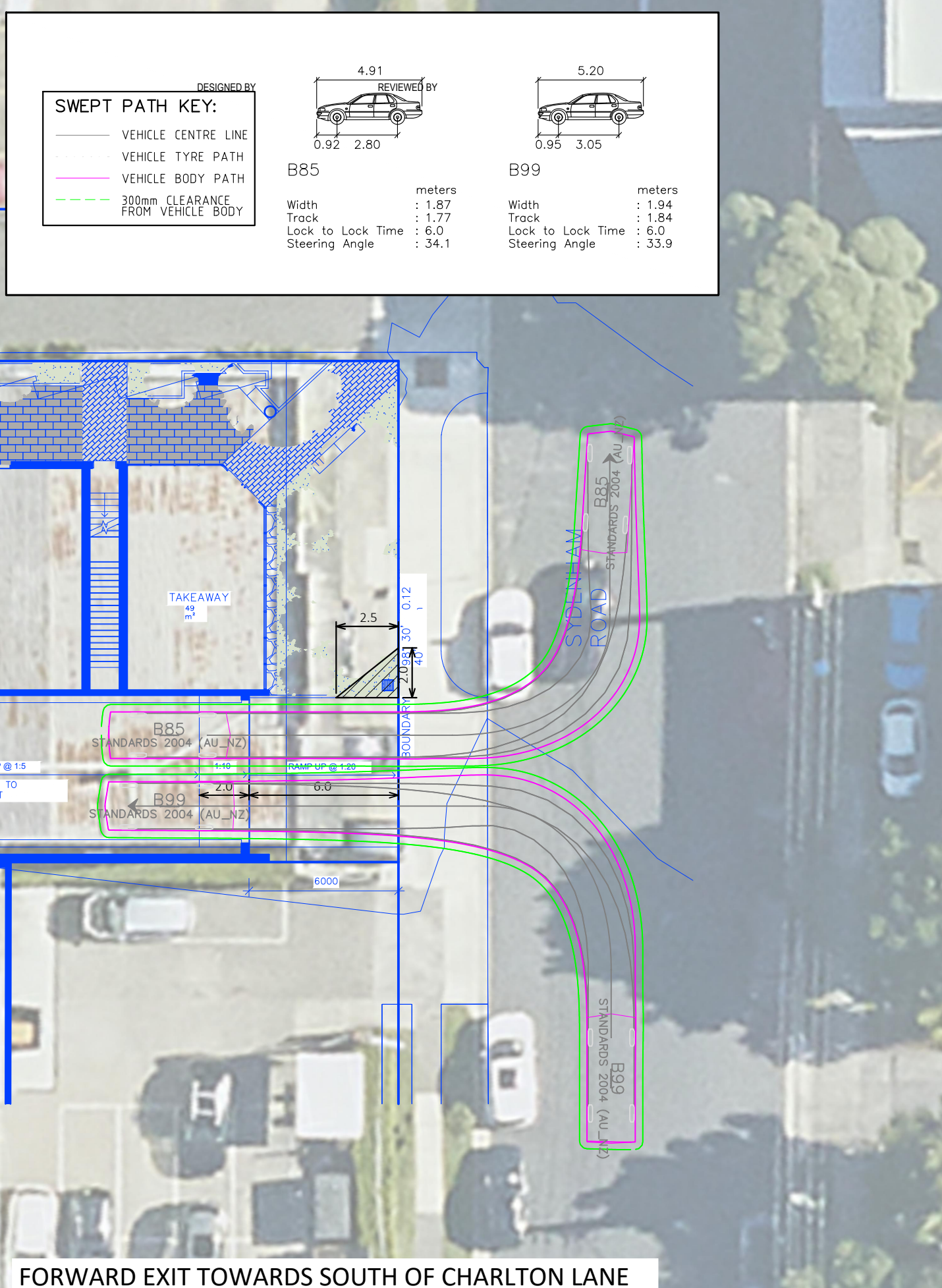
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 - VEHICLE TYRE PATH
 - VEHICLE BODY PATH
 - - - 300mm CLEARANCE FROM VEHICLE BODY



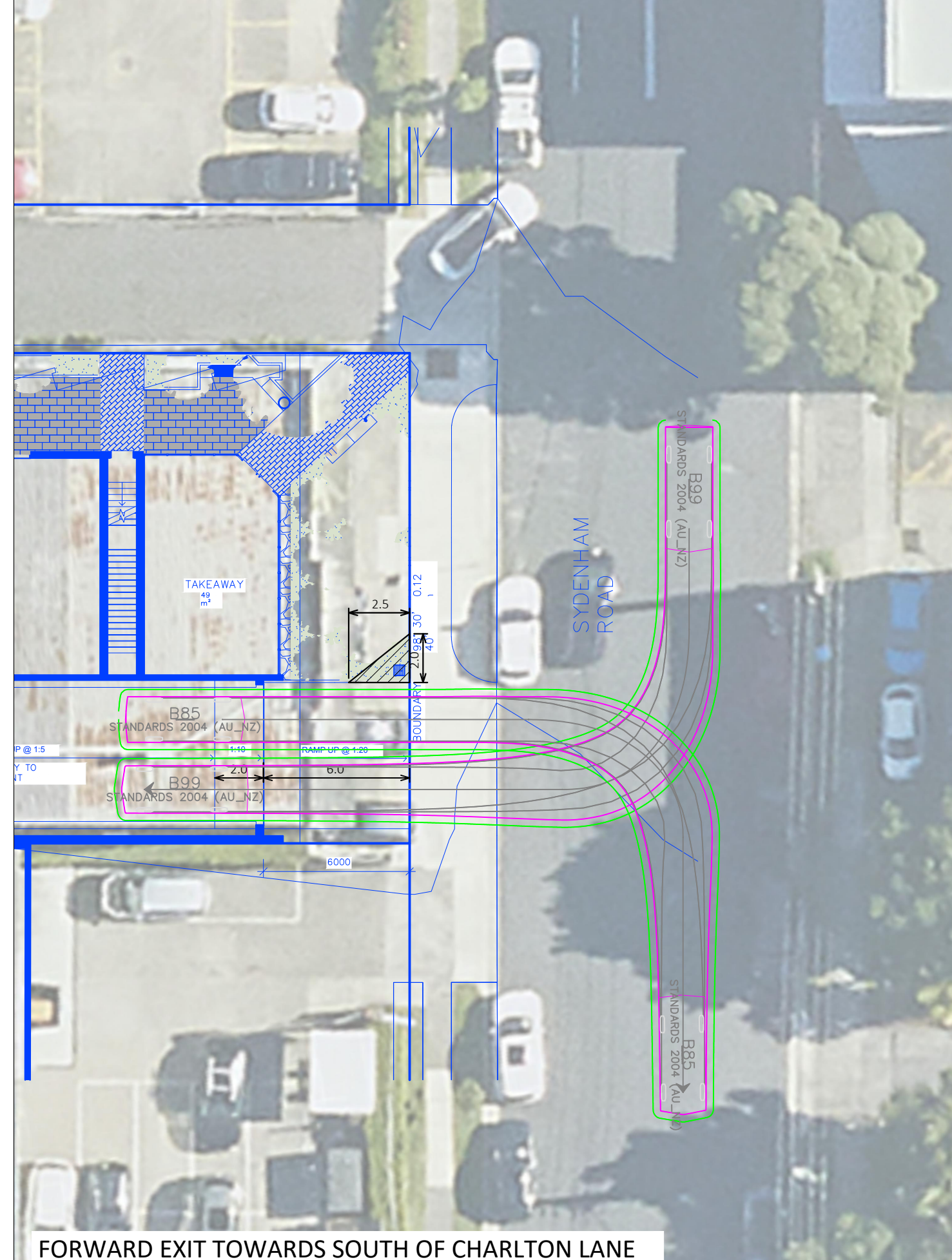
MRV

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

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FORWARD EXIT TOWARDS SOUTH OF CHARLTON LANE



FORWARD EXIT TOWARDS SOUTH OF CHARLTON LANE

DESIGNED BY

SWEPT PATH KEY:

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

Model	Width (meters)	Track (meters)	Lock to Lock Time (meters)	Steering Angle (degrees)
B85	1.87	1.77	6.0	34.1
B99	1.94	1.84	6.0	33.9

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2 SYDENHAM ROAD, BROOKVALE
GROUND FLOOR
SWEPT PATH ASSESSMENT
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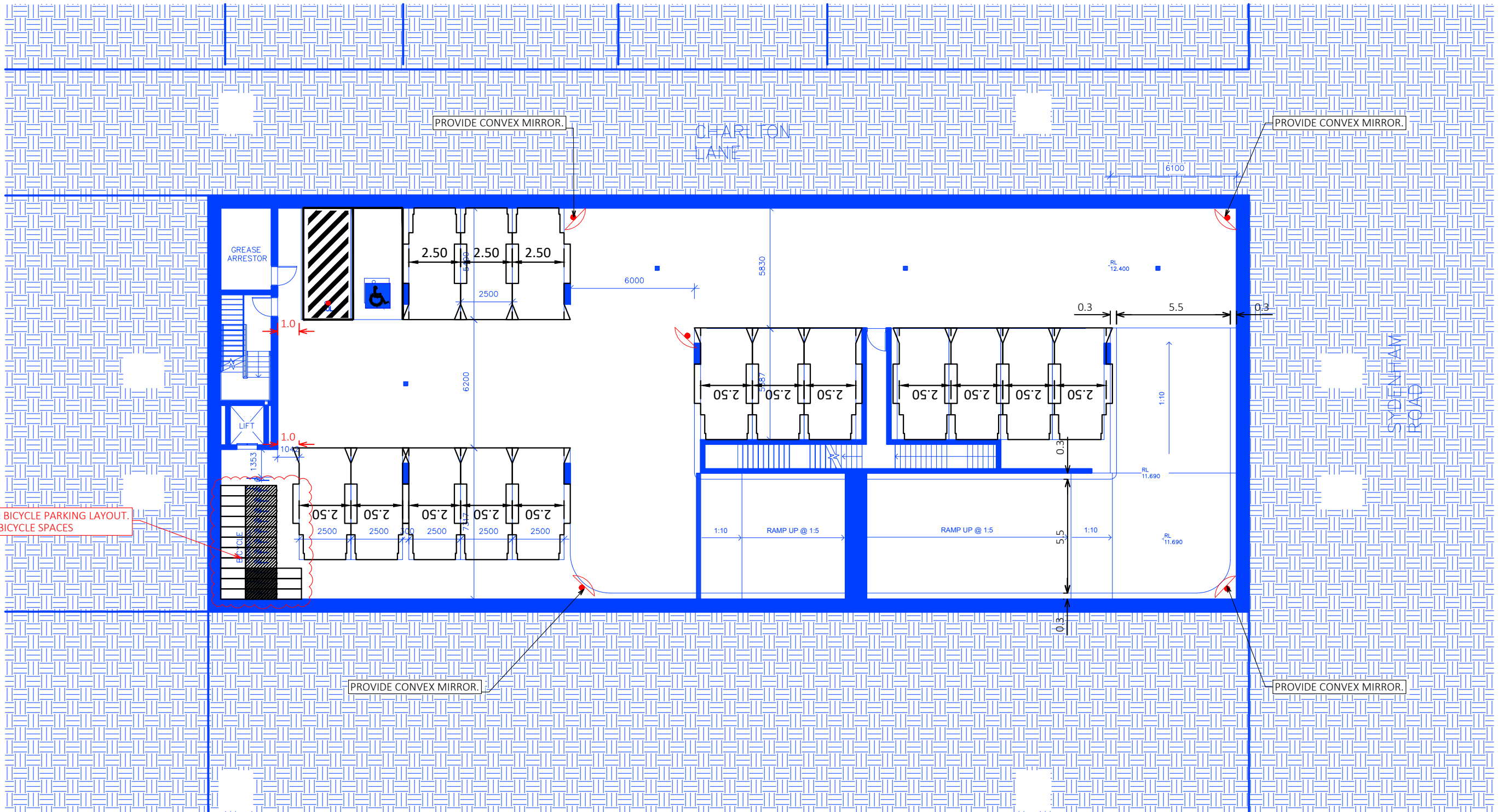
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ISSUE DATE 4 September 2024

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GenesisTraffic



PROPOSED BICYCLE PARKING LAYOUT.
TOTAL 19 BICYCLE SPACES

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2 SYDENHAM ROAD, BROOKVALE
BASEMENT 1
CARPARK COMPLIANCE ASSESSMENT

DRAWING REF NO. 24046-V1.2-SP

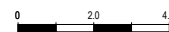
SHEET NO. 05 OF 09

ISSUE DATE 4 September 2024

DESIGNED BY
N.BORJA / B.BUI

REVIEWED BY
B.LO

SCALE
A3



1:200

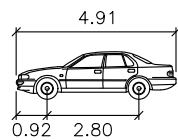
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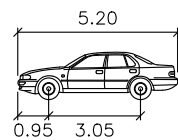
SWEEP PATH KEY:

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



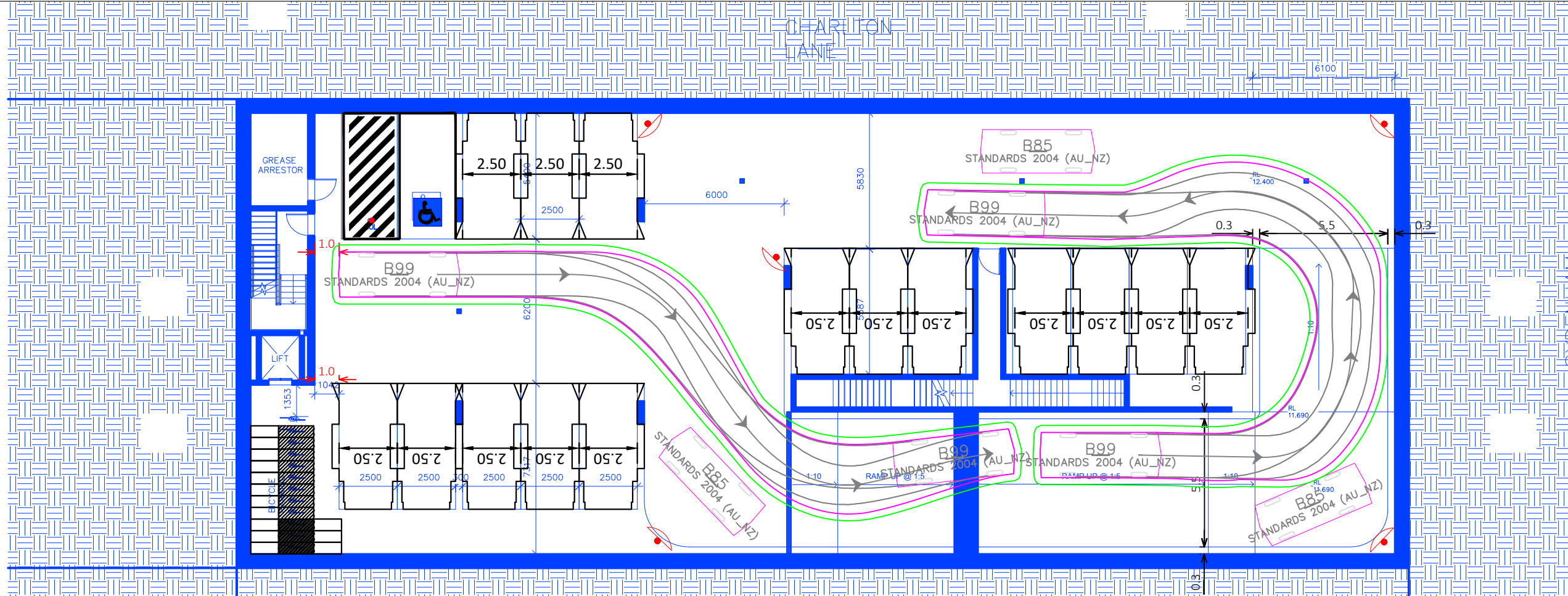
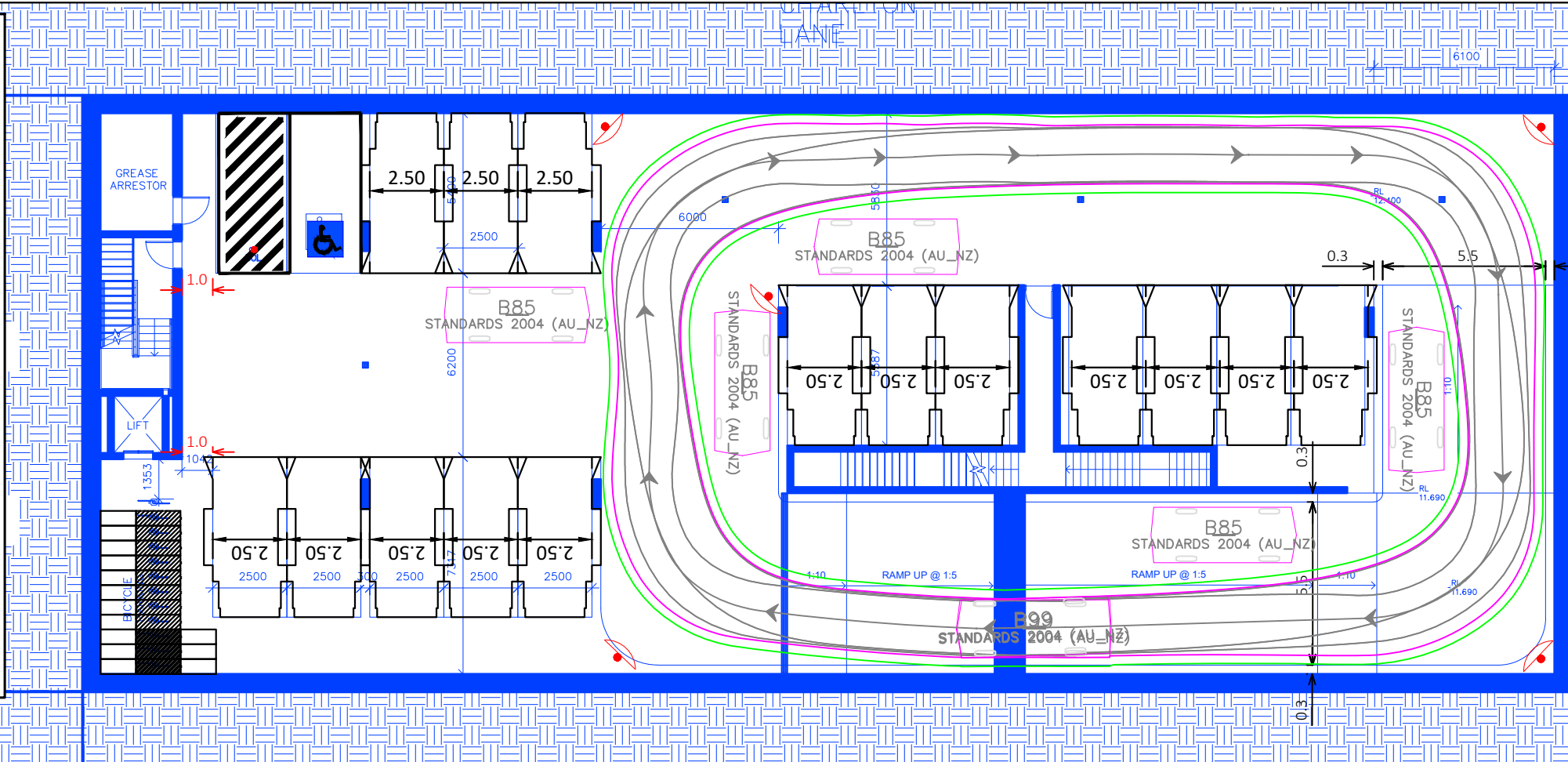
B85

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



B99

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



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2 SYDENHAM ROAD, BROOKVALE
BASEMENT 1
SWEEP PATH ASSESSMENT
 DRAWING REF NO. 24046-V1.2-SP

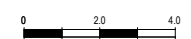
SHEET NO. 06 OF 09

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 B.LO

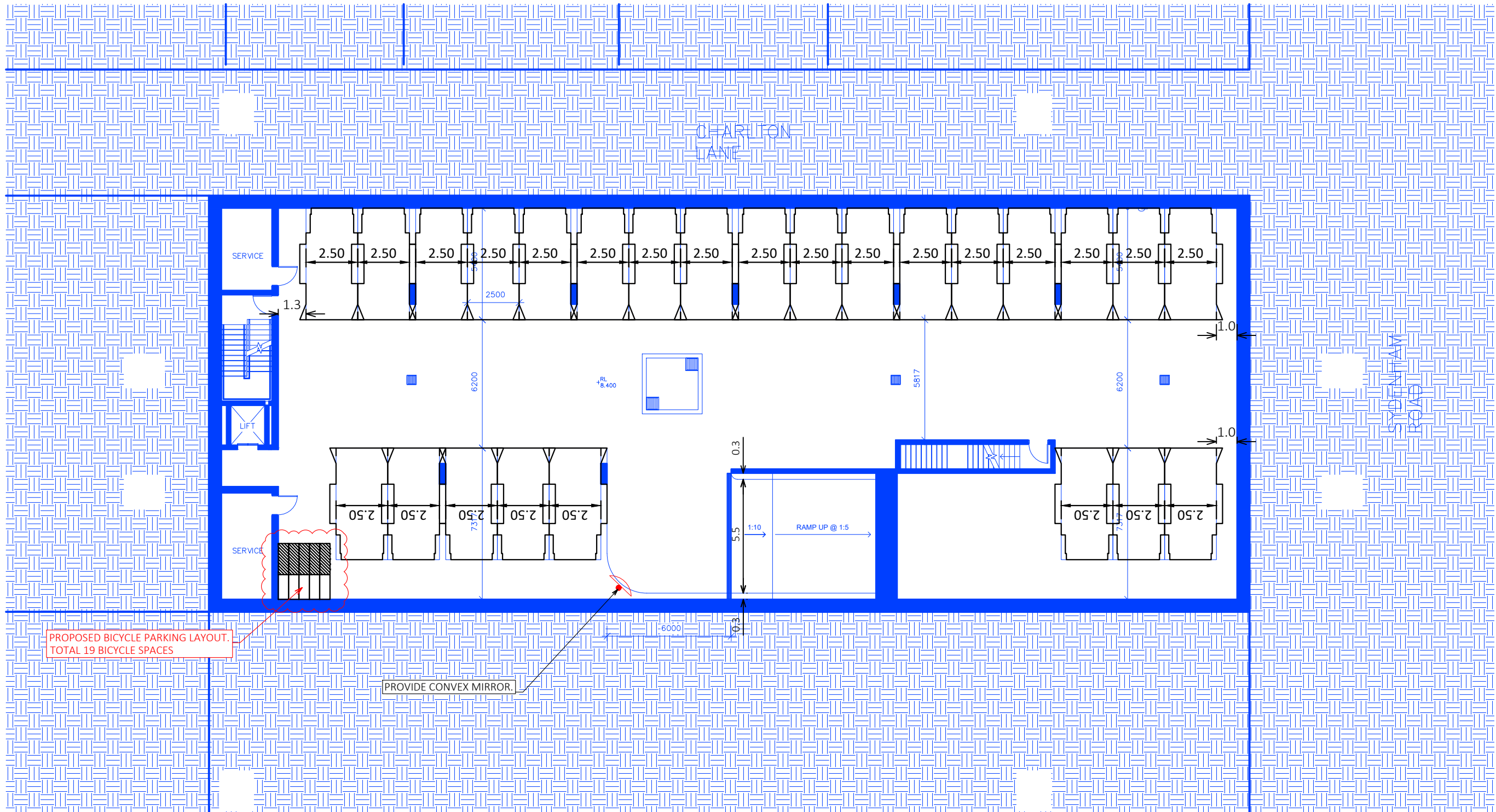
SCALE
 A3



1:200

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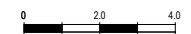
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 BASEMENT 2
 CARPARK COMPLIANCE ASSESSMENT
 DRAWING REF NO. 24046-V1.2-SP

SHEET NO. 07 OF 09

ISSUE DATE 4 September 2024

DESIGNED BY
 N.BORJA / B.BUI
 SCALE
 A3

REVIEWED BY
 B.LO
 1:200



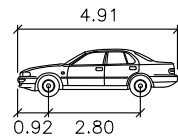
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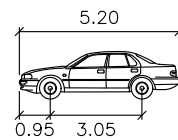
SWEPT PATH KEY:

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



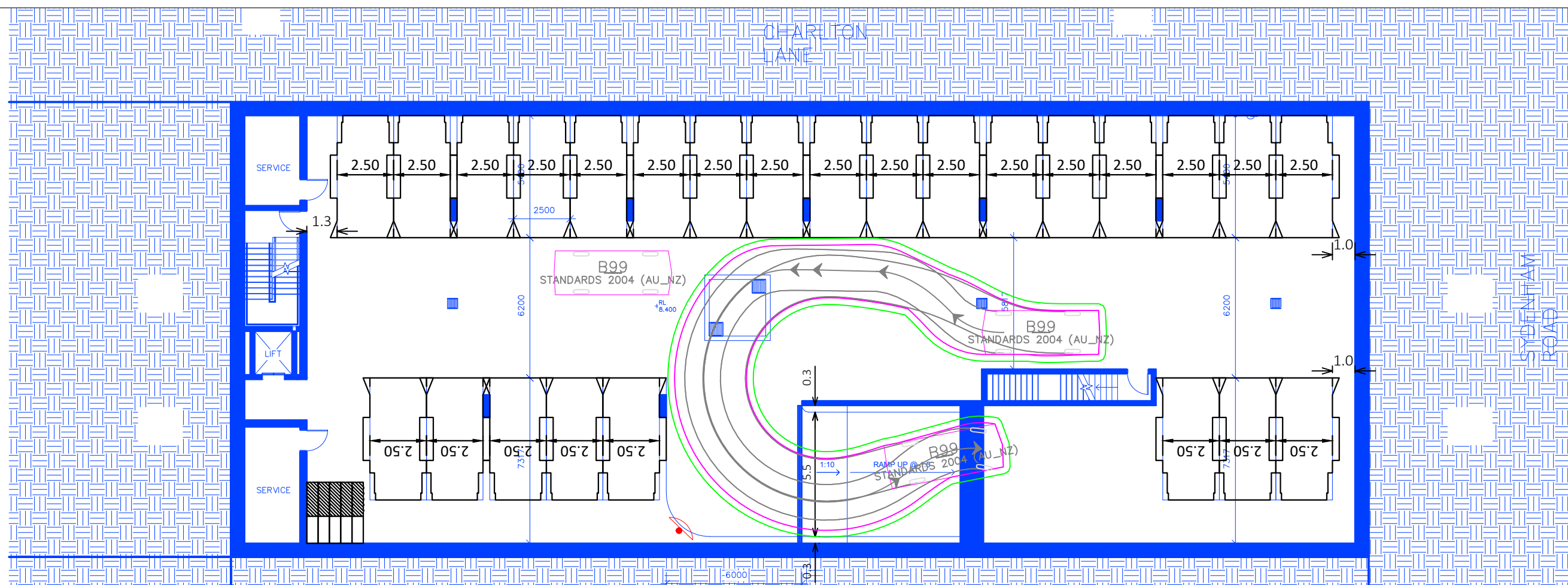
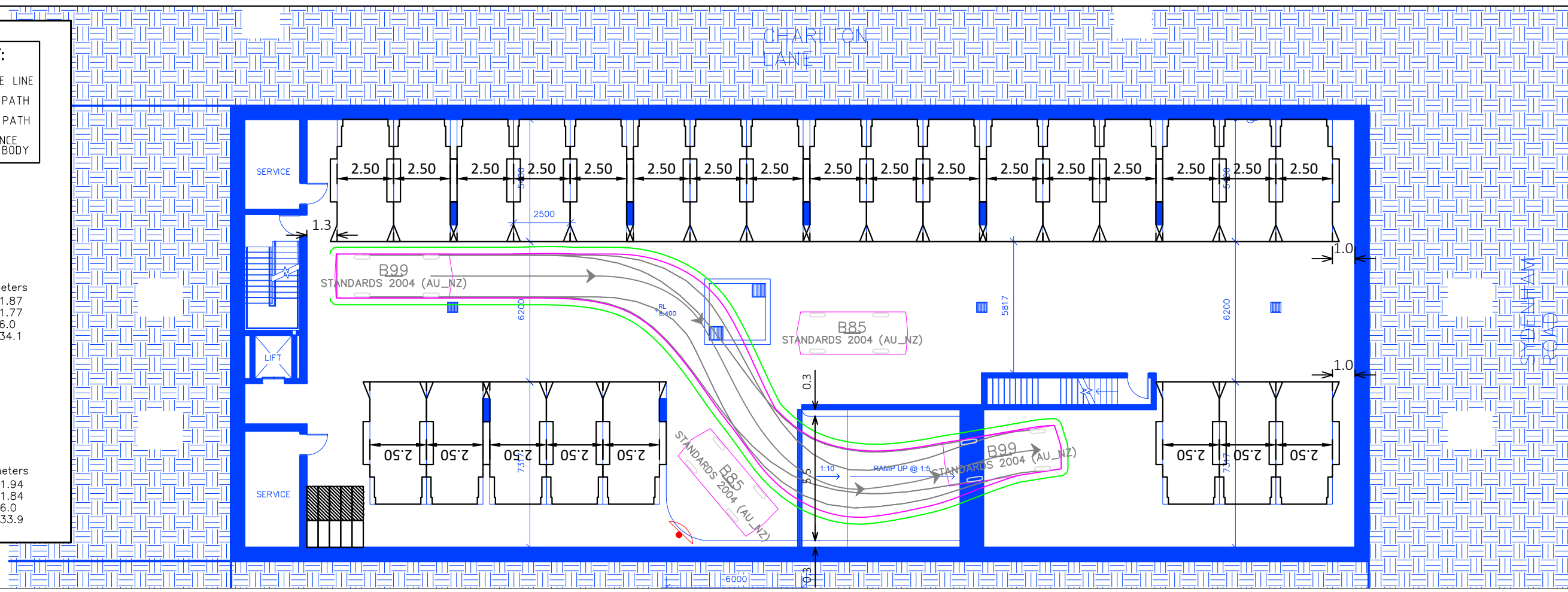
B85

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



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2 SYDENHAM ROAD, BROOKVALE
BASEMENT 1
SWEPT PATH ASSESSMENT
 DRAWING REF NO. 24046-V1.2-SP

SHEET NO. 08 OF 09

ISSUE DATE 4 September 2024

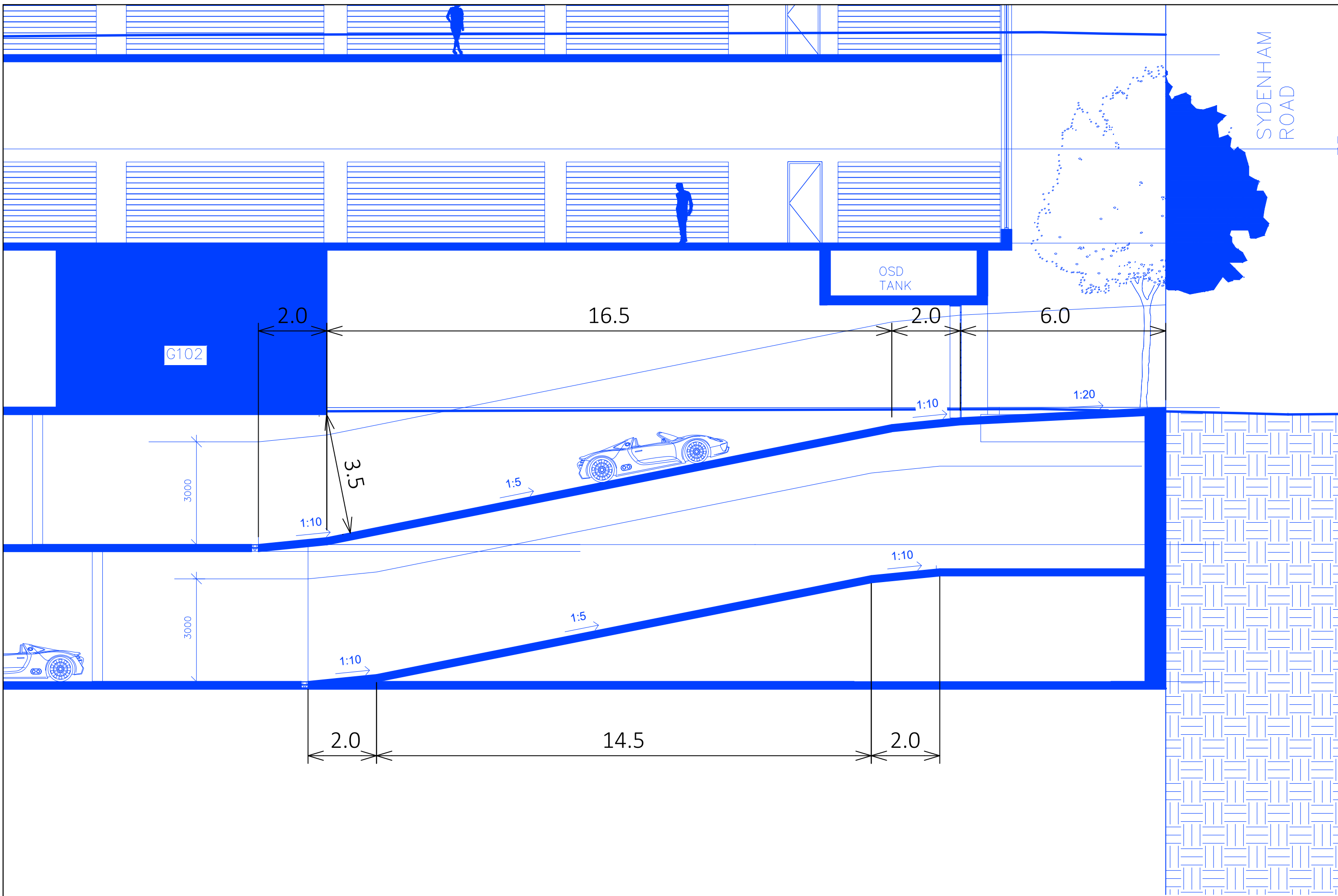
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 B.LO

SCALE
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**2 SYDENHAM ROAD, BROOKVALE
RAMPS
CARPARK COMPLIANCE ASSESSMENT**

DRAWING REF NO. 24046-V1.2-SP

SHEET NO. 09 OF 09

ISSUE DATE 4 September 2024

DESIGNED BY
N.BORJA / B.BUI

REVIEWED BY
B.LO

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1:100

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BROOKVALE\DRAWINGS\DA\20240904





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Genesis Traffic