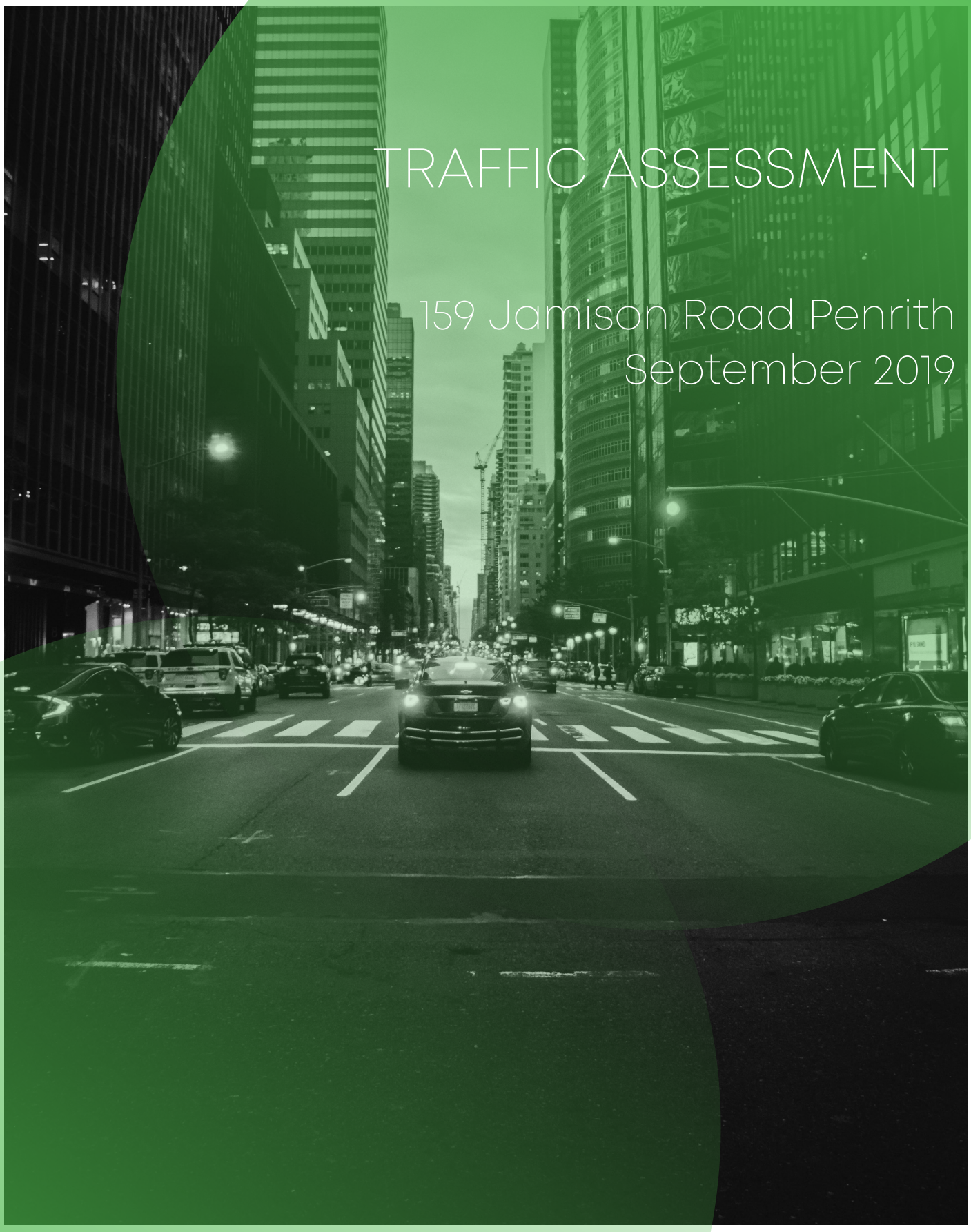


TRAFFIC ASSESSMENT

159 Jamison Road Penrith
September 2019

Reference No. 016.02

ONE TRAFFIC

One Traffic Consulting

E admin@onetrafficconsulting.com

T 0407 577 276

ABN 39 340 093 550

Contents

1. Introduction

This traffic assessment is prepared on behalf of Alpha Engineering and Development Pty Ltd to investigate a proposed boarding house development at 159 Jamison Road Penrith NSW.

It is understood that a development application will be lodged with Penrith City Council.

The development plans have been assessed against the following:

- Penrith Development Control Plan (DCP) 2014;
- Penrith Local Environmental Plan (LEP) 2010;
- Australian Standard (AS 2890); and
- RTA (RMS) Guide to Traffic Generating Developments.

1.1. Site Location

The subject site is located at 159 Jamison Road Penrith, as shown in Figure 1-1.

Figure 1-1: Site Location

An aerial photograph showing the site and the surrounding area is shown in Figure 1-2.

Figure 1-2: Aerial Imagery of the Site

1.2. Land Use Zoning

Figure 1-3 shows the land use zoning of the subject site in the context of adjacent sites and the surrounding area.

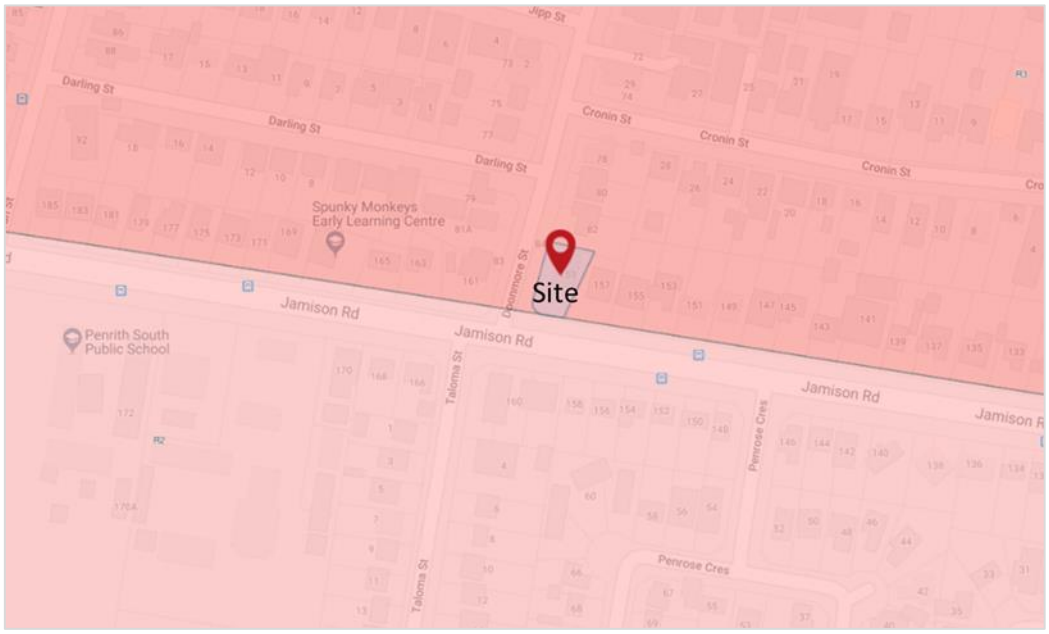


Figure 1-3: Land Use Zoning

The site is located within a Medium Density Residential (R3) Zone, with the land uses in the immediate vicinity of the site being residential (R2 and R3).

The following key features are within vicinity of the site:

- The Penrith Centre (including Penrith Westfield) is located 1.5 km northwest of the site
- Penrith Railway Station is located 1.5 km northwest of the site;
- Nepean Hospital is located 900 metres north east of the site;
- Jamison Park is located 850 metres west of the site; and
- Penrith Panthers is located 1.8 km west of the site.

2. Existing Local Situation

2.1. Road Network

The subject site has street frontages to Jamison Road and Doonmore Street. These roads and the other roads in the vicinity of the site are maintained and controlled by Penrith City Council

The road characteristics are shown in Table 2-1.

Table 2-1: Road Characteristics

Road	Speed Limit	Lanes	Road Authority
Jamison Road	50kph	4 (undivided, with on-street parking)	Council
Doonmore Street	50kph	2 (undivided plus on-street parking)	Council
Taloma Street	50kph	2 (undivided plus on-street parking)	Council

The intersection of Jamison Road and Doonmore Street is 'Give Way' controlled.

2.2. Assessment of Existing Travel Options

2.2.1. Public Transport

Buses

Bus stops are located Jamison Road within 70 metres walking distance from the site. These bus route that services the bus stop is Route 770 (Penrith to Mount Druitt via Claremont Meadows). This service provides buses every 20 minutes in morning and evening peak periods, and during the off-peak periods.

The bus network map is shown in Figure 2-1.

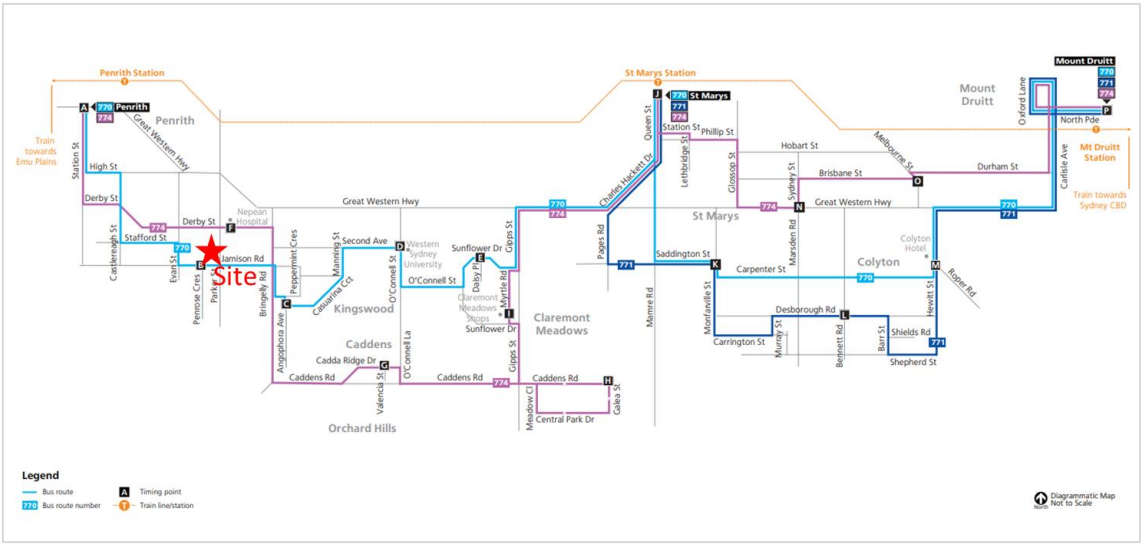


Figure 2-1: Bus Route 770 Network Map[1]

2.2.2. Walking and Cycling Infrastructure

Pedestrian footpaths are located on Jamison Road, Doonmore Street and the streets surrounding the site.

Designated cycle routes are located within the vicinity of the site along Jamison Road, Evan Street, Derby Street and other local roads.

The bike network maps from the NSW Roads and Maritime Services (RMS) are shown in Figure 2-2.

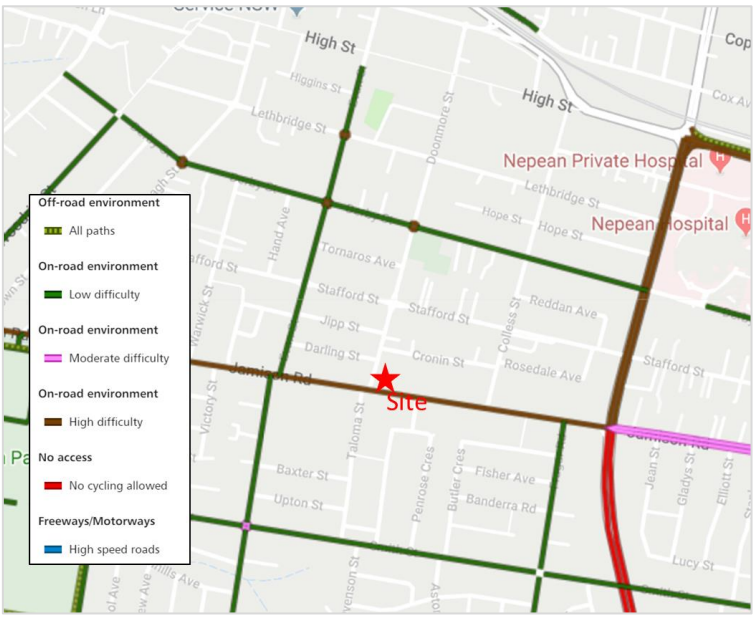


Figure 2-2: RMS Cycle Network[2]

[1] Source: https://www.busways.com.au/
[2] Source: Transport Roads and Maritime Services Website (http://www.rms.nsw.gov.au/roads/bicycles/cyclewayfinder/index.html)

2.3. Existing Parking Survey

A car parking occupancy survey was undertaken at the site on Monday, 18th February 2019, between 4:30pm to 6:00pm. A total of 44 car parking spaces were recorded along Jamison Road and Doonmore Street.

The on-street parking capacity is shown in Figure 2-3.

Figure 2-3: On-Street Parking Capacity

At the time of the parking surveys there were 16 and 17 car parking spaces available for Jamison Road and Doonmore Street, respectively.

A summary of the parking occupancy results is shown in Table 2-2.

Table 2-2: Parking Survey Results

Street Name	Section	Number of On-Street Parking Spaces available	Number of Occupied Parking Spaces	Number of Available Parking Spaces	% of Available parking spaces
Jamison Road	A	16	6	10	63%
	D	8	2	6	75%
Doonmore Street	B	8	3	5	63%
	C	12	0	12	100%

Based on the parking survey results there is spare parking capacity located around vicinity of the subject site along Jamison Road and Doonmore Street.

The site photos during the site inspection is shown in Figure 2-4 to Figure 2-6.

Figure 2-4: View looking north on Doonmore Street

Figure 2-5: View looking east on Jamison Road and Doonmore Street intersection

Figure 2-6: View looking west along Jamison Road

3. Proposed Development

3.1. Development Profile

It is proposed to demolish the existing building on the site and construct a boarding house development at 159 Jamison Road Penrith.

The development proposal includes:

- 18 boarding house rooms;
- 10 car parking spaces on-site (including one accessible bays);
- Four bicycle parking and four motor cycle parking spaces on-site; and
- Vehicle access is via Doonmore Street.

The proposed ground level access arrangement and basement level parking are prepared by Platform 5 Design. The architectural plans are attached in Appendix A.

4. Council Parking Supply Requirements

4.1. Council Car Parking Requirements

The Council's Development Control Plan (Penrith DCP 2014) does not specify parking rates for boarding house (accommodation) developments. The 'Affordable Rental Housing State Environmental Planning Policy (ARHSEPP)' has been used to determine the number of car parking spaces provided on site, as detailed in Section 4.2.

4.2. State Environmental Planning Policy (SEPP) Parking Requirements

On 1 June 2018, car parking standards were increased for boarding houses delivered under the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP). The car parking rates is specified below:

- 0.5 car spaces per boarding room in all locations;
- At least one parking space provided for each person employed in connection with the development and who is resident on the site; and
- One bicycle parking space and one motorcycle parking space per 5 boarding rooms.

Table 4-1 presents the car parking requirements in accordance with the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP).

Table 4-1: ARHSEPP Car Parking Rates and Supply

Parking Type	Number of bedrooms	ARHSEPP Parking Rates	Parking Requirements	Parking Provisions
Vehicle Parking	18	0.5 car parking space per room	9	9 (including three accessible bay) car parking spaces
Vehicle Parking		At least one parking space provided for each person employed in connection with the development and who is resident on the site	0	Not applicable
Bicycle parking		1 bicycle per 5 boarding rooms	4	5 bicycle parking spaces
Motor cycle parking		1 motorcycle parking per 5 boarding rooms	3	4 motor cycle parking spaces

From Table 4-1 it can be seen that the car parking provision of 9 car parking spaces does comply with the ARHSEPP parking requirements.

It should be noted that during the site inspection between 4:30pm to 6:00pm on 18th February 2019 it was observed that on-street parking was also available around vicinity of the subject site along Jamison Road and Doonmore Street, as detailed in Section 2.3. Addition on- parking can be accommodated along Jamison Road and Doonmore Street without impacting the parking environment.

4.3. Car Parking Layout

The proposed car park design and access arrangement has generally been designed in accordance with the requirements of the Australian Standards (AS/NZS 2890.1:2004).

Table 4-2 identifies the characteristics of the proposed parking and access layout with respect to the relevant design requirements and guidelines. The last column identifies the compliance of each design aspect.

Table 4-2: Car Parking and Access Requirements

Design Aspect	Australian Standards	Proposed Provision	Compliance
Parking space length: Standard bay	5.4 metres	5.4 metres	Complies with AS2890

Design Aspect	Australian Standards	Proposed Provision	Compliance
Parking space width: Standard bay	2.4 metres	2.4 metres	Complies with AS2890
Parking space length: Accessible Bay	5.4 metres	5.4 metres	Complies with AS2890
Parking space width: Accessible Bay	4.8 metres	4.8 metres	Complies with AS2890
Aisle Width: Parking aisle	5.8 metres	6.4 metres	Complies with AS2890
Blind Aisle	1 metre beyond the last parking space	1 metre beyond the last parking space	Complies with AS2890
Driveway Width	3.0 to 5.5 metres	3.0 to 5.5 metres	Complies with AS2890 (further details provided in Section 4.5)
Height Clearance	2.2m	2.2m	Complies with AS2890
Height Clearance above accessible bay	2.5m	2.5m (minimum)	Complies with AS2890
Maximum Gradient Ramp	Up to 20m long – maximum 1 in 4 (25%)	25%	Complies with AS2890
Access Driveway	First 6m from the property boundary shall be a maximum of 1:20 (5%)	First 6m from the property boundary shall be a maximum of 1:20 (5%)	Complies with AS2890

Design Aspect	Australian Standards	Proposed Provision	Compliance
Sight Triangles	Landscaping and signs should not be more than 1.15 metres above the road surface for 2 metres along the property boundary and 2.5 metres along the property exit driveway	Refer to Section 4.6	Refer to Section 4.6

The proposed carpark and access layout generally comply with the requirements of the Australian Standards, with further details provided below:

4.4. Swept Path Analysis

An evaluation of the car parking spaces has been undertaken using the software package 'AutoTurn'. The vehicle swept paths have been based on the B85 vehicle as outlined in the Australian Standards (AS/NZS 2890.1:2004), refer to the architectural plans in Appendix A.

4.5. Driveway Access Arrangement

The proposed driveway access is two-way traffic merging to one-way traffic flow into the basement level car park. This is acceptable due to the size of the proposed development and the low traffic volumes during the morning and evening peak periods, as detailed in Section 5.

The proposed boarding house development is located 70 metres from the nearest bus stop justifying the reduction in the traffic movements during the morning and evening peak periods.

An evaluation of the access arrangement has been undertaken using the software package 'AutoTurn', demonstrating two vehicles passing at the top of the ramp, as shown in Appendix A.

4.6. Sight Triangles

To comply with '*Australian Standards (AS 2890) Parking facilities Part 1: Off-street car parking*' minimum sight lines for pedestrian safety. Landscaping and signs should not be more than 1.15 metres above the road surface for 2 metres along the property boundary and 2.5 metres along the property exit driveway (see Figure 4-1). This is to provide visibility between vehicles exiting the driveway and pedestrians on Doonmore Street.

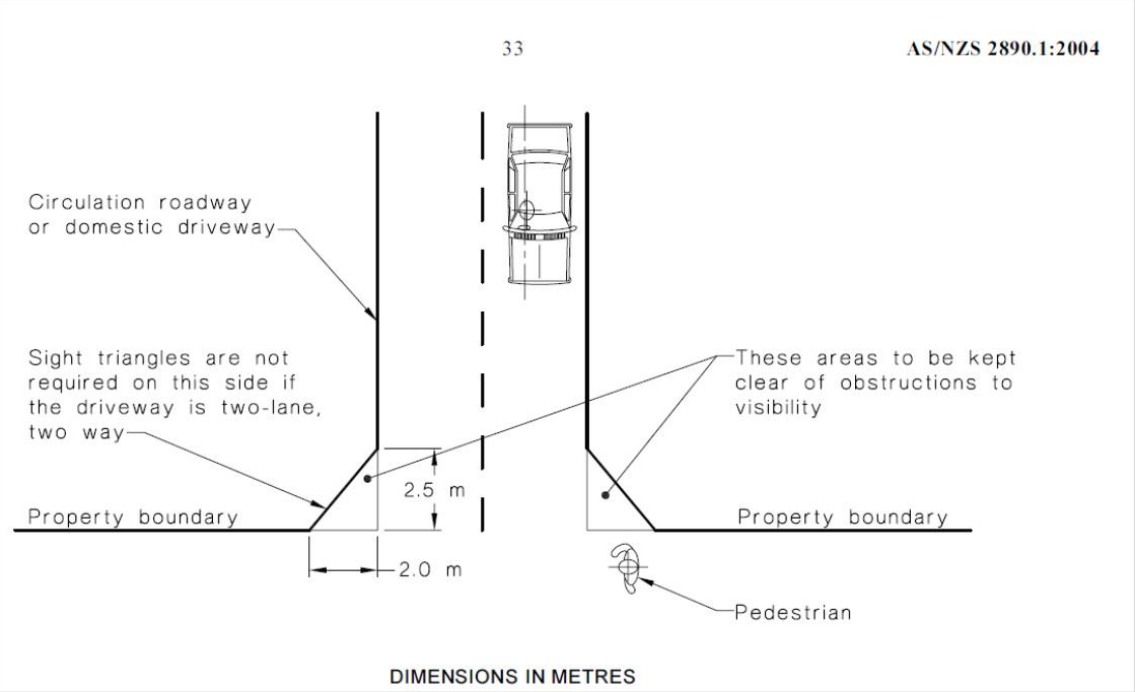


Figure 4-1: Australian Standards – Minimum sight lines for pedestrian safety

It is our advice that the sight triangles would be acceptable at the proposed access. There will be minimal obstructions and kept clear from vegetation and objects. Therefore, there will be minimal conflict with outgoing vehicles from the site and pedestrian activity.

4.7. Service Vehicles

Service vehicles, deliveries and refuse collection will be accommodated kerbside along Doonmore Street. Given the scale and nature of the development it is anticipated that there will be very low and infrequent service vehicle demands for this site. The use of the adjacent kerbside parking is appropriate to meet the needs of the proposed development.

5. Traffic Impacts

The RTA (RMS) 'Guide to Traffic Generating Development Version 2.2 (2002)' specifies land use traffic generation rates for different types of developments. These guidelines do not specify the traffic generation rates for boarding house developments.

Traffic generation rates for medium density residential flat buildings is provided, which can be approximated to generate a similar level of traffic to boarding house developments. Accordingly, medium density residential flat building traffic generation rates have been adopted for the purposes of this assessment.

The expected traffic generation for the development is provided in Table 5-1

Table 5-1: RMS Traffic Generation Rates

Land Use	RTA Traffic Generation Rates (Peak Hour Vehicle Trips)	Peak Hour Vehicle Trips
Medium Residential Dwelling (18 rooms)	Weekday peak hour vehicle trips – up to 2 two bedrooms 0.4 to 0.5 per dwelling	7.2 to 9.0 (round up to 8 to 9) vehicles

The RMS traffic rates of 0.4 to 0.5 vehicle trips per dwelling results in the proposed development generating up to 9 vehicle movements during the morning and evening peak periods.

It is considered that this level of traffic will have a negligible impact to the intersection of Doonmore Street and Jamison Road, and the road network capacity, or the traffic environment.

6. Response to Council Comments

The following Council comments (Pre-lodgement advice letter dated 31 January 2019) and responses are provided in Table 6-1.

Table 6-1: Council Comments

Council Comments from Pre-Lodgement Meeting Letter dated 03 July 2018	Response to Council Comments
Under the Affordable Rental Housing SEPP, the parking requirements are: 0.5 spaces per boarding room with 1 space being allocated to a site manager. Due to the number of accessible rooms required to be provided (being 10% of the proposal), 2 of the required car parking spaces need to be accessible in accordance with AS2890.6. Subsequently, the site requires 12 spaces with at least 2 being accessible (disabled) parking spaces. There are 12 spaces proposed, however only one is marked as accessible. Motorcycle parking is one per 5 boarding rooms, requiring 5 spaces. 4 are proposed, an additional motorcycle parking space is required to be provided. Bicycle parking is one per 5 boarding rooms, requiring 5 spaces as is proposed	The proposed development is for a boarding house consisting of 18 boarding rooms. The Car Parking Rates are taken from the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP), refer to Section 4.2. Refer to Section 4 regarding bicycle parking, motorcycle parking and car parking requirements and supply.
Accessible parking is to be provided in the car park and have complying, accessible paths of travel to the building common areas. This would include headroom clearance (from floor to lowest ceiling obstruction such as light fittings or piping) of at least 2.5 metres above an accessible space and a clear area (possibly a shared space, pedestrian area or aisle) beside the space to allow wheelchair and other access beside the vehicle in accordance with AS 2890.6.	The proposed accessible bay has generally been designed in accordance with the requirements of the Australian Standards (AS2890.1 and AS2890.6) refer to Section 4.3.
Council prefers the provision of two-way ramps to basement car parking for ease of access and access arrangements. If a one-way ramp is pursued, a management system will be required that considers waiting areas to be clear of all turning paths, as	An evaluation of the access arrangement has been undertaken using the software package 'AutoTurn', demonstrating two vehicles passing at the top of the ramp, as shown in Appendix A. In addition, a convex mirror can be installed

Council Comments from Pre-Lodgement Meeting Letter dated 03 July 2018	Response to Council Comments
well as any stacking of vehicles waiting to access the property to be clear of all turning paths and clear of footpaths.	to provide additional visibility, if required.
The parking spaces are not dimensioned; however, they will be required to comply with Council DCP C10 to provide full opening doors as set out in AS 2890.1 Table B1 with at least 2.6 metres wide spaces and there should be an additional 0.3 metres clearance to any walls or other obstructions	The Australian Standard (AS2890) specifies residential parking as Class 1A which states 2.4 metre wide car parking spaces with a 5.8m traffic aisle. Therefore, the proposed 2.4m wide car parking spaces complies with the Australian Standards. Refer to Section 4.3 in regards to the car parking layout.
All vehicles are to enter/exit the site in a forward direction. Consideration will need to be made if all the spaces in the basement car park are full, there should be on site manoeuvring area to enter and leave in a forward direction. Subsequently, swept turn paths are required to be provided for any vehicles accessing the site to demonstrate that the car parking spaces can be accessed, manoeuvring on site to enable a turn around on site with less than 3 turns, and the proposed basement ramp can be used successfully.	An evaluation of the car parking spaces has been undertaken using the software package 'AutoTurn'. The vehicle swept paths have been based on the B85 vehicle as outlined in the Australian Standards (AS/NZS 2890.1:2004). Vehicles are able to enter and exit the site in a forward direction.
All car parking spaces should have complying, headroom, additional widths and clearances from columns, walls and other obstructions.	Refer to Section 4.3 for car park design and compliance
The required sight lines around the driveway entrance and exit are not to be compromised by street trees, landscaping, fencing or signposting.	Refer to Section 4.3 for car park design and compliance

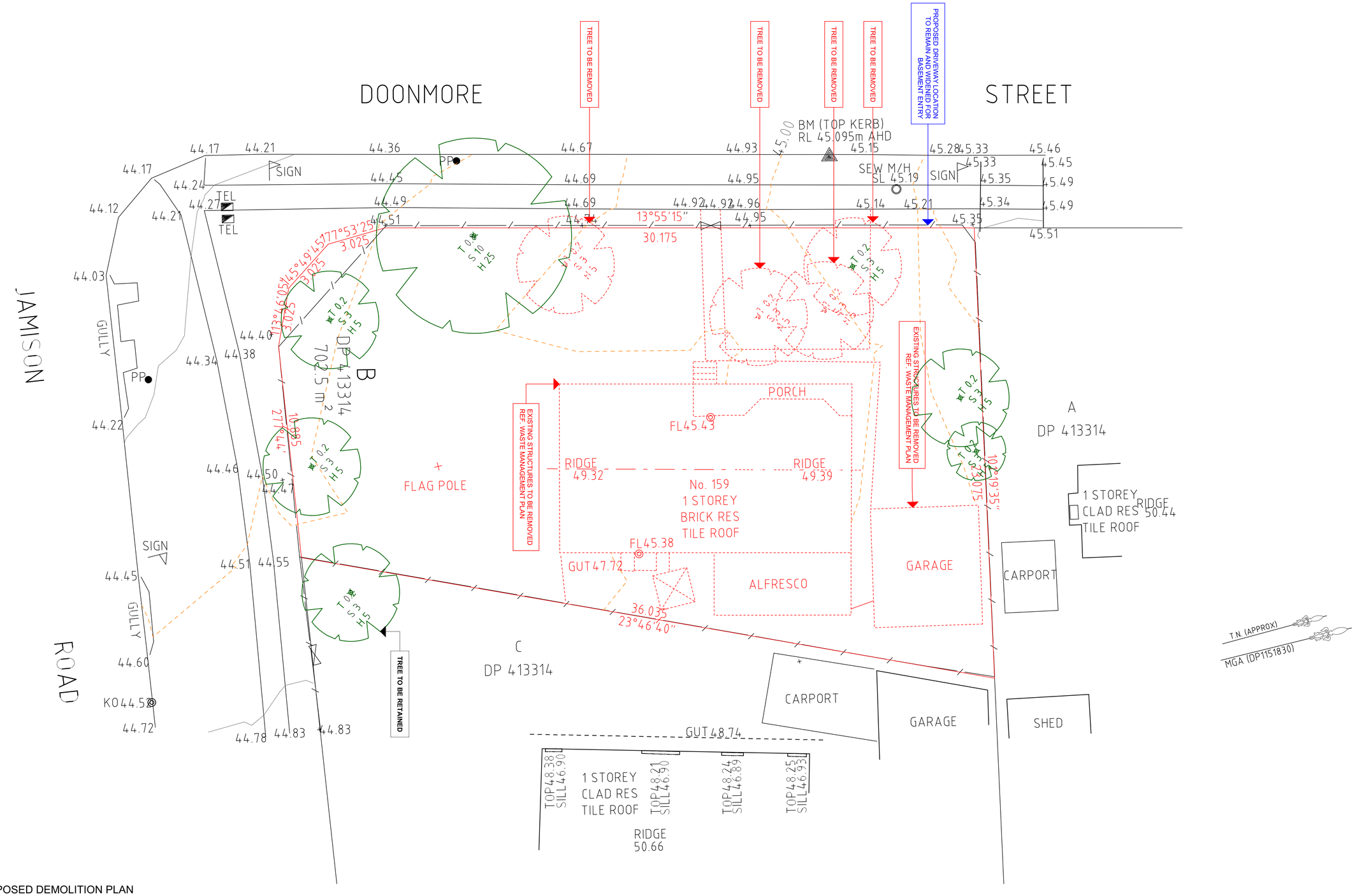
7. Summary and Conclusions

This report has assessed the proposed boarding house development at 159 Jamison Road Penrith. Based on the above assessment, it is concluded that:

- The proposed car parking provision does comply with the car parking requirements of the State Environmental Planning Policy (Affordable Rental Housing) 2009 (ARHSEPP). It should be noted there is additional on-street parking, based on the parking survey detailed in Section 2.3.
- The proposed car parking layout generally complies with AS2890 requirements. Vehicle swept path analysis has been undertaken to demonstrate vehicles manoeuvring in and out of the site and car parking spaces;
- The assessment of the proposed development indicates that the development will not have a significant impact on the surrounding road network or intersections. There is a minor increase of traffic movements of up to 9 vehicles in the morning and evening peak periods; and
- Servicing for this development will be facilitated on Doonmore Street. There will be low and infrequent service vehicle demands for this site.

The proposed boarding house development will result in a negligible change to the traffic and parking environments.

8. Appendix A – Architectural Site Plans



PROPOSED DEMOLITION PLAN
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A	ISSUE FOR INFORMATION	04-03-18			
B	ISSUE FOR INFORMATION	18-03-19			
C	DA SUBMISSION	20-03-19			
D	ISSUED FOR REVIEW	29-08-19			
E					
F					

- 159 JAMISON RD-
- PENRITH -
- NSW - SYDNEY -
- LOT B - - DP 413314 -
DEVELOPMENT APPLICATION TWO STOREY BOARDING HOUSE DEVELOPMENT

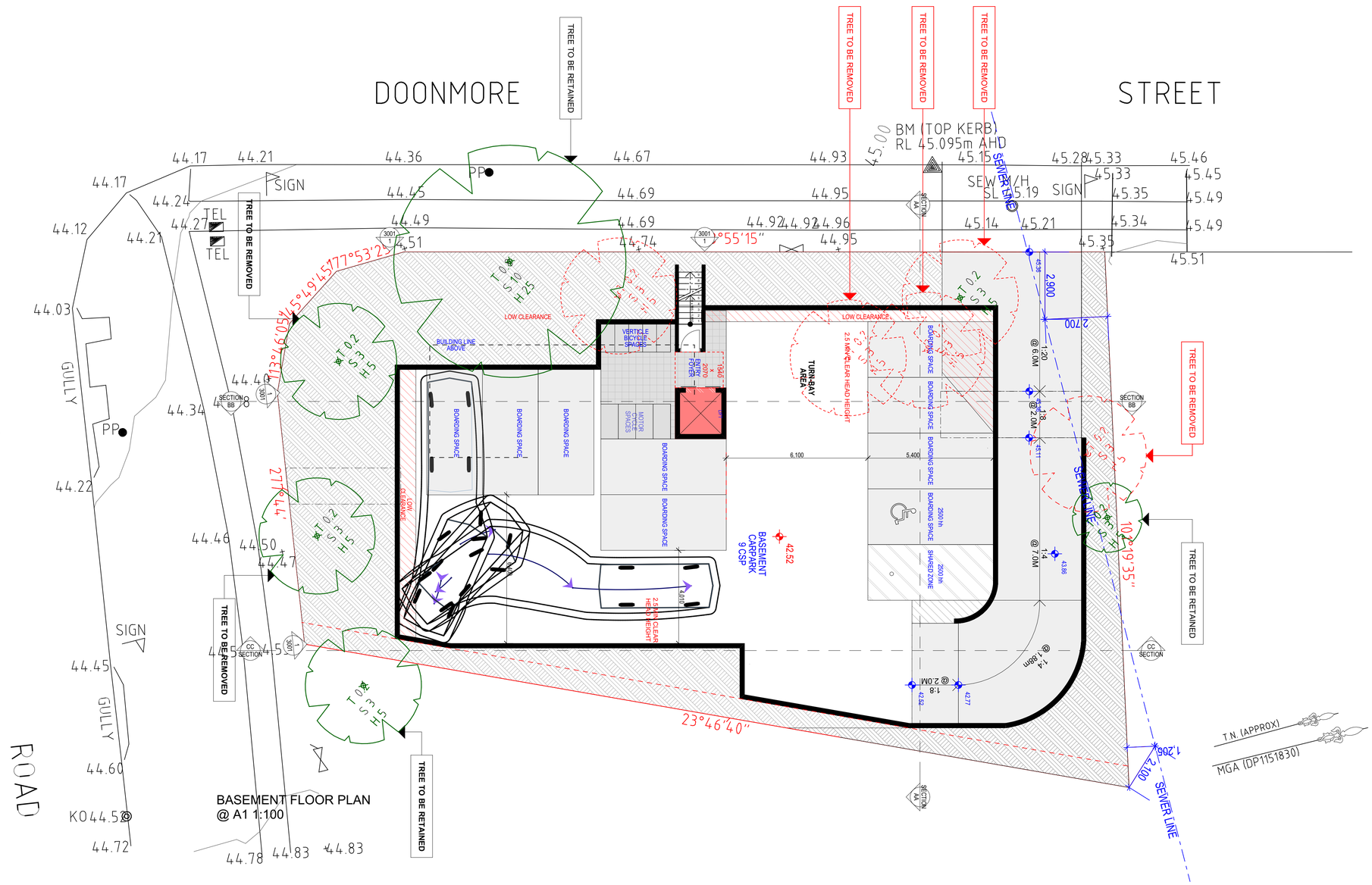
CLIENT:

1200 EXIST & DEMO PLANS
DEMOLITION PLAN
Designed
Approved

Project Number **18-030**
Scale **AS SHOWN**
Drawing Number **1202**
Date of Issue **18/09/2019**

DEVELOPMENT APPLICATION ISSUE D

Document Set ID: 8911755
Version: 1, Version Date: 01/11/2019



BASEMENT 01 FLOOR PLAN
1:100 @ A1

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B	ISSUE FOR INFORMATION	18-03-19			
C	DA SUBMISSION	20-03-19			
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F					

- 159 JAMISON RD-
- PENRITH -
- NSW - SYDNEY -
- LOT B - - DP 413314 -
DEVELOPMENT APPLICATION TWO STOREY BOARDING HOUSE DEVELOPMENT

CLIENT:

2000 FLOOR PLANS
BASEMENT PLAN
Designed
Approved

Project Number **18-030**
Scale **AS SHOWN**
Drawing Number **2001**
Date of Issue **18/09/2019**

DEVELOPMENT APPLICATION ISSUE D

Assessor Certificate

Issued in accordance with
BASIX Thermal Comfort Simulation Method.

Assessor No # 20851 Projects: PENRITH

Thermal performance specifications

Following specification must apply to all instances of that element for the whole project. If different construction elements are applied then the Assessor Certificate is no longer valid.

Certificate No:		**159 JAMISON RD**
External walls Construction		**Added Insulation**
Brick Veneer(First floor)		R2.0
Cavity Brick (Ground floor)		R1.5
Internal walls Construction		
Party wall on studs(between units)		R1.5
Single skin		R1.5
Roof Construction		
Metal Roof		Foil
Colour		Medium
Ceilings Construction		
Plaster board		R3.0
Floors Construction	**Covering**	
Concrete (above carpark)	As drawn	R1.0
Concrete (Floor between)	As drawn	Nil

Windows & Glazed door

All window and glazed door to be selected as per AFRC. Deviation is accepted ±5% : This tolerance ONLY applies to SHGC, the U-value can always be lower but not higher than the values stated.

Area(M^2)	Frame	Ext. cover	U Val	SHGC	Glazing
As drawn	Aluminium	As drawn	5.6	0.41	Single clear

Skylights		
Area (M^2)	Type	Glazing
As drawn	Nil	Nil

Fixed shading (eaves, pergolas, verandas , awnings)	
All shade elements modelled as drawn	
Weather seals to windows and doors	Be provided
All down lights be sealed	Yes

00Thermal Spec_159 JAMISON RD01

REV	DESCRIPTION	DATE	REV	DESCRIPTION	DATE
A	ISSUE FOR INFORMATION	04-03-18			
B	ISSUE FOR INFORMATION	18-03-19			
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D	ISSUED FOR REVIEW	29-08-19			
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F					

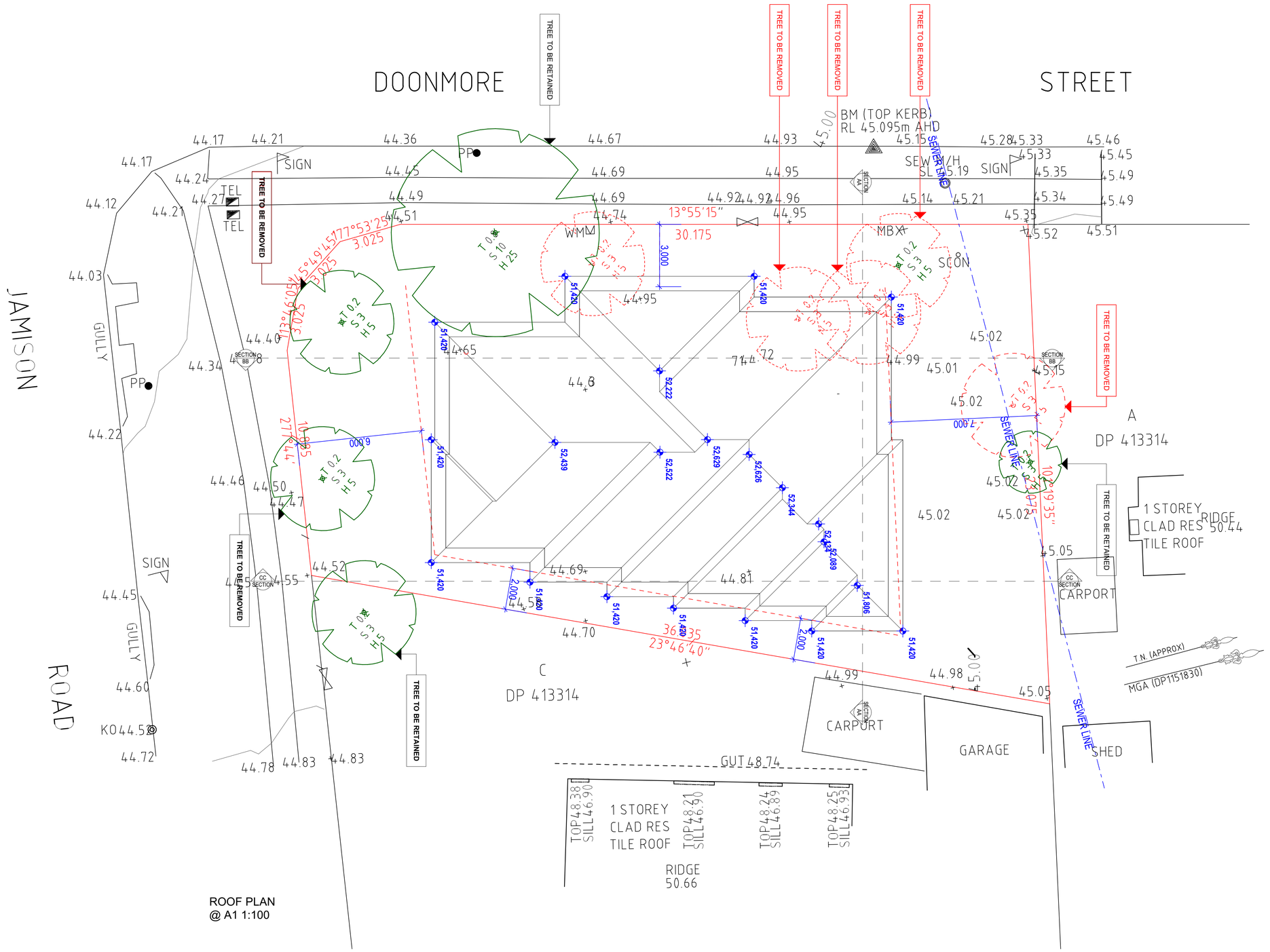
- 159 JAMISON RD-
- PENRITH -
- NSW - SYDNEY -
- LOT B - - DP 413314 -
DEVELOPMENT APPLICATION TWO STOREY BOARDING HOUSE DEVELOPMENT

CLIENT:

2000 FLOOR PLANS
GROUND FLOOR PLAN
Designed
Approved

Project Number **18-030**
Scale **AS SHOWN**
Drawing Number **2002**
Date of Issue **18/09/2019**

DEVELOPMENT APPLICATION ISSUE D



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	C	DA SUBMISSION	20-03-19			
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	E					
	F					

- 159 JAMISON RD-
- PENRITH -
- NSW - SYDNEY -
- LOT B - - DP 413314 -
DEVELOPMENT APPLICATION TWO STOREY BOARDING HOUSE DEVELOPMENT

CLIENT:

2100 ROOF PLANS
ROOF PLAN
Designed
Approved

Project Number **18-030**
Scale **AS SHOWN**
Drawing Number **2004**
Date of Issue **18/09/2019**

DEVELOPMENT APPLICATION ISSUE D

Document Set ID: 8911755
Version: 1, Version Date: 01/11/2019

PLATFORM FIVE
DESIGN PTY.LTD

North Elevation
2019.09.03 159 JAMISON RD PENRITH - DA Amendments 08.3.pln
SCALE 1:100

South Elevation
2019.09.03 159 JAMISON RD PENRITH - DA Amendments 08.3.pln
SCALE 1:100

Assessor Certificate

Issued in accordance with
BASIX Thermal Comfort Simulation Method.

Assessor No # 20851 Projects: PENRITH

Thermal performance specifications

Following specification must apply to all instances of that element for the whole project. If different construction elements are applied then the Assessor Certificate is no longer valid.

Certificate No:		**159 JAMISON RD**
External walls Construction		**Added Insulation**
Brick Veneer(First floor)		R2.0
Cavity Brick (Ground floor)		R1.5
Internal walls Construction		
Party wall on studs(between units)		R1.5
Single skin		R1.5
Roof Construction		
Metal Roof		Foil
Colour		Medium
Ceilings Construction		
Plaster board		R3.0
Floors Construction	**Covering**	
Concrete (above carpark)	As drawn	R1.0
Concrete (Floor between)	As drawn	Nil

Windows & Glazed door

All window and glazed door to be selected as per AFRC. Deviation is accepted ±5%. : This tolerance ONLY applies to SHGC, the U-value can always be lower but not higher than the values stated.

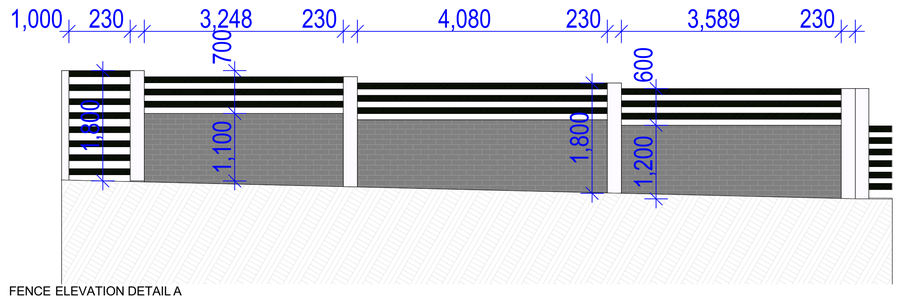
Area(M²)	Frame	Ext. cover	U Val	SHGC	Glazing
As drawn	Aluminium	As drawn	5.6	0.41	Single clear

Skylights		
Area (M²)	Type	Glazing
As drawn	Nil	Nil

Fixed shading (eaves, pergolas, verandas , awnings)	
All shade elements modelled as drawn	
Weather seals to windows and doors	Be provided
All down lights be sealed	Yes

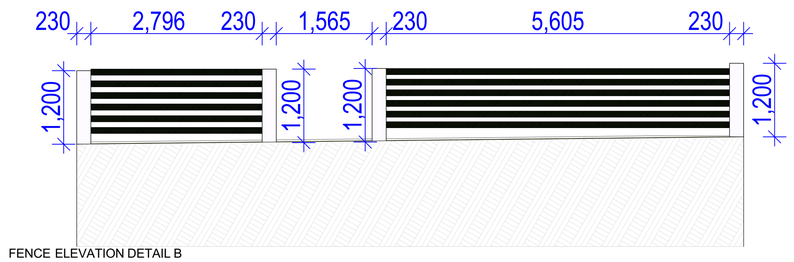
West Elevation
2019.09.03 159 JAMISON RD PENRITH - DA Amendments 08.3.pln
SCALE 1:100

East Elevation
2019.09.03 159 JAMISON RD PENRITH - DA Amendments 08.3.pln
SCALE 1:100



FENCE ELEVATION DETAIL A
2019.09.03 159 JAMISON RD PENRITH - DA Amendments 08.3.pln
SCALE 1:50

DETAIL FENCE A - ALONG DOONMORE FOR PRIATE OPEN SPACE



FENCE ELEVATION DETAIL B
2019.09.03 159 JAMISON RD PENRITH - DA Amendments 08.3.pln
SCALE 1:50

DETAIL FENCE B - OPEN STYLE FENCE. ALONG OVERLAND FLOOR TO BE UNOBSTRUCTED

1Thermal Spec_159 JAMISON RD1

REV	DESCRIPTION	DATE	REV	DESCRIPTION	DATE
A	ISSUE FOR INFORMATION	04-03-18			
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- 159 JAMISON RD-
- PENRITH -
- NSW - SYDNEY -
- LOT B - - DP 413314 -
DEVELOPMENT APPLICATION TWO STOREY BOARDING HOUSE DEVELOPMENT

CLIENT:

3000 ELEVATIONS

ELEVATIONS

Designed

Approved

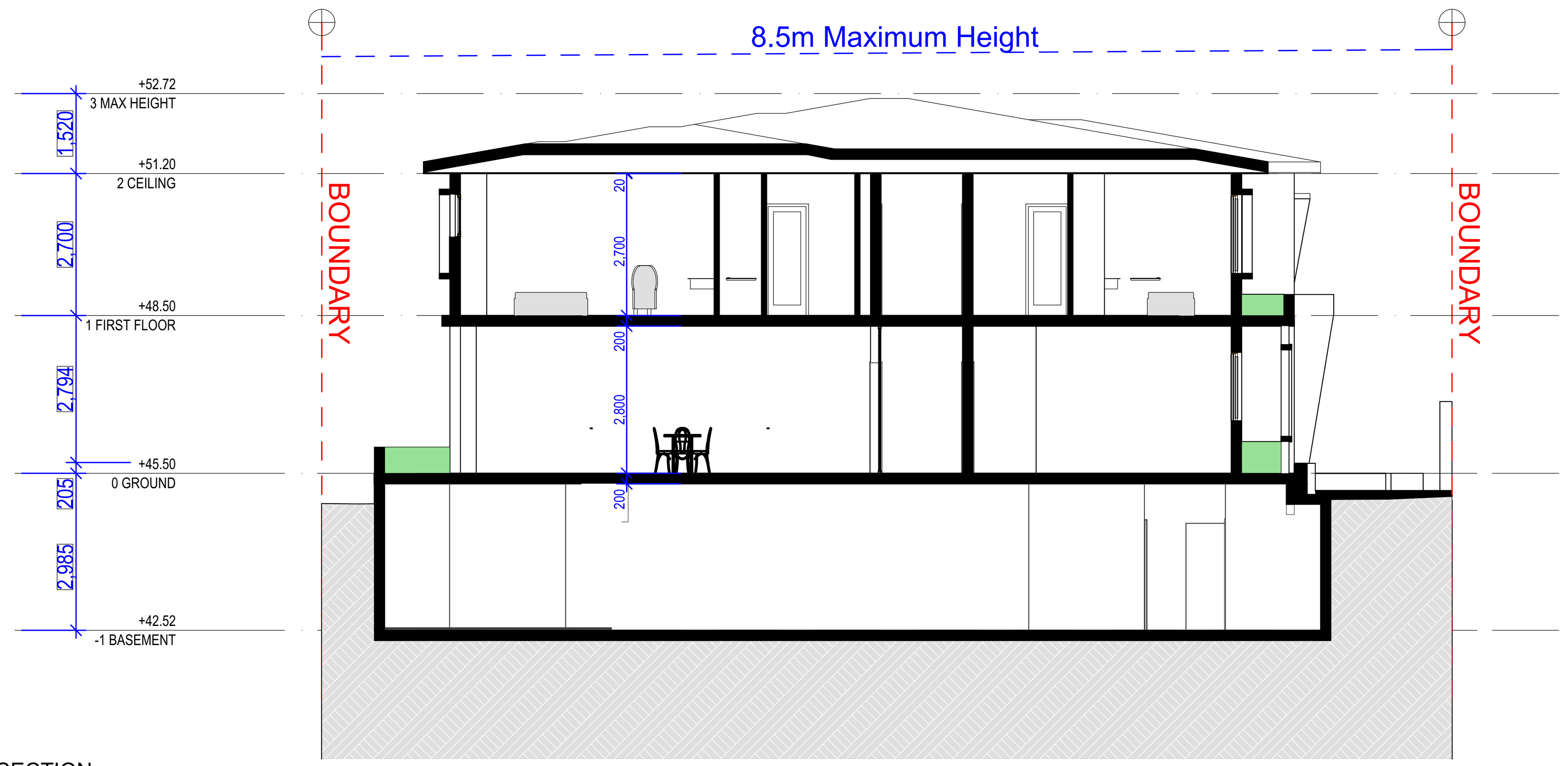
Project Number **18-030**

Scale **AS SHOWN**

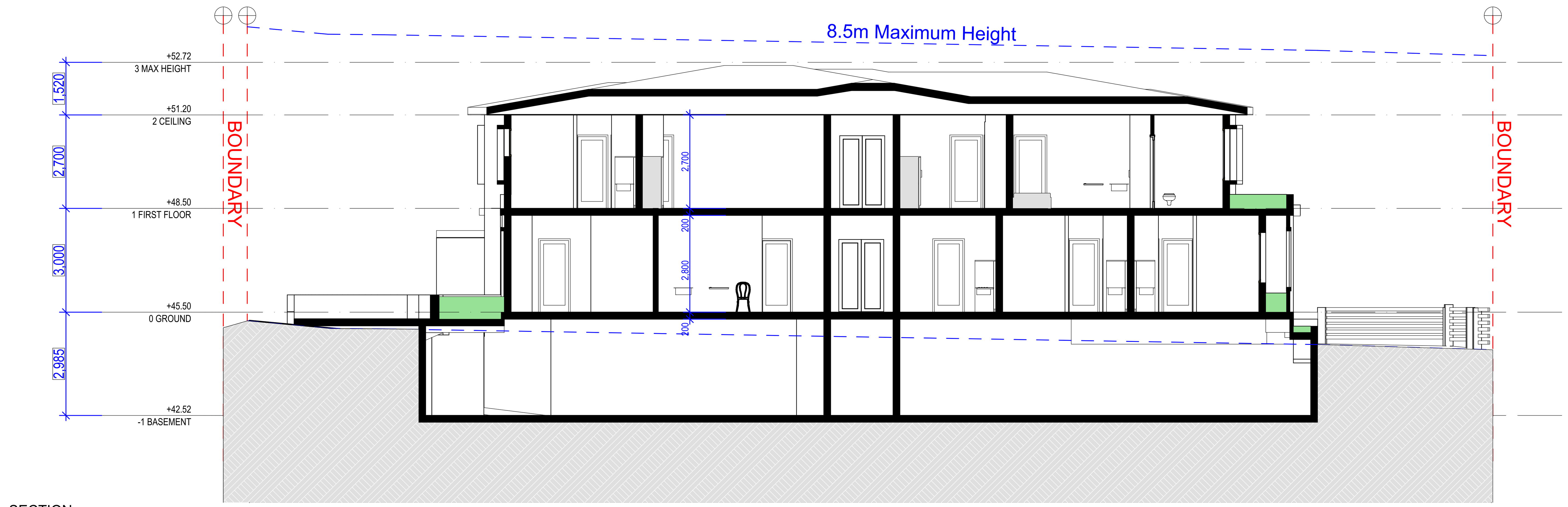
Drawing Number **3001**

Date of Issue **18/09/2019**

DEVELOPMENT APPLICATION ISSUE D



SECTION
SCALE 1:100



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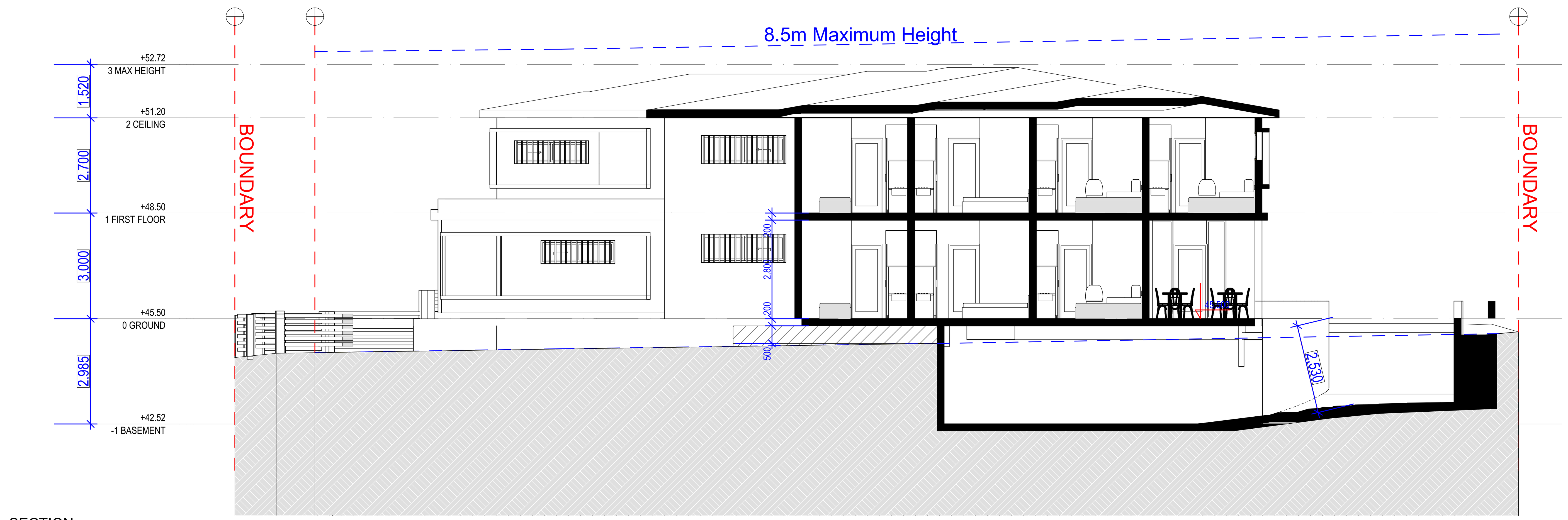

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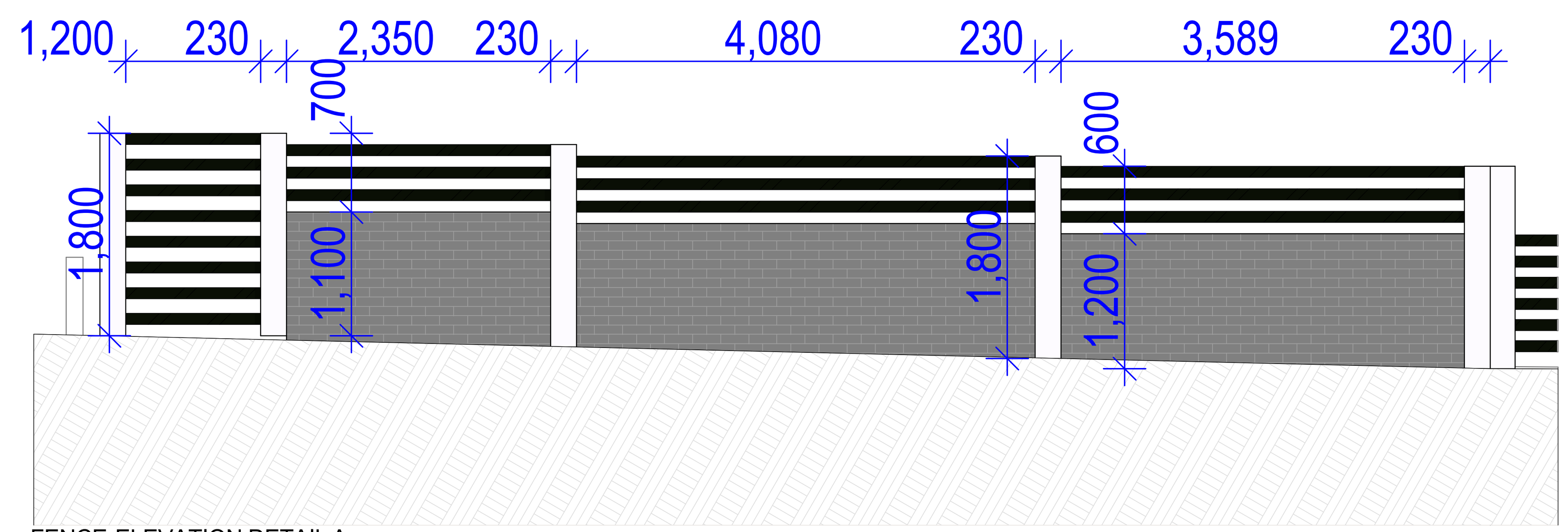
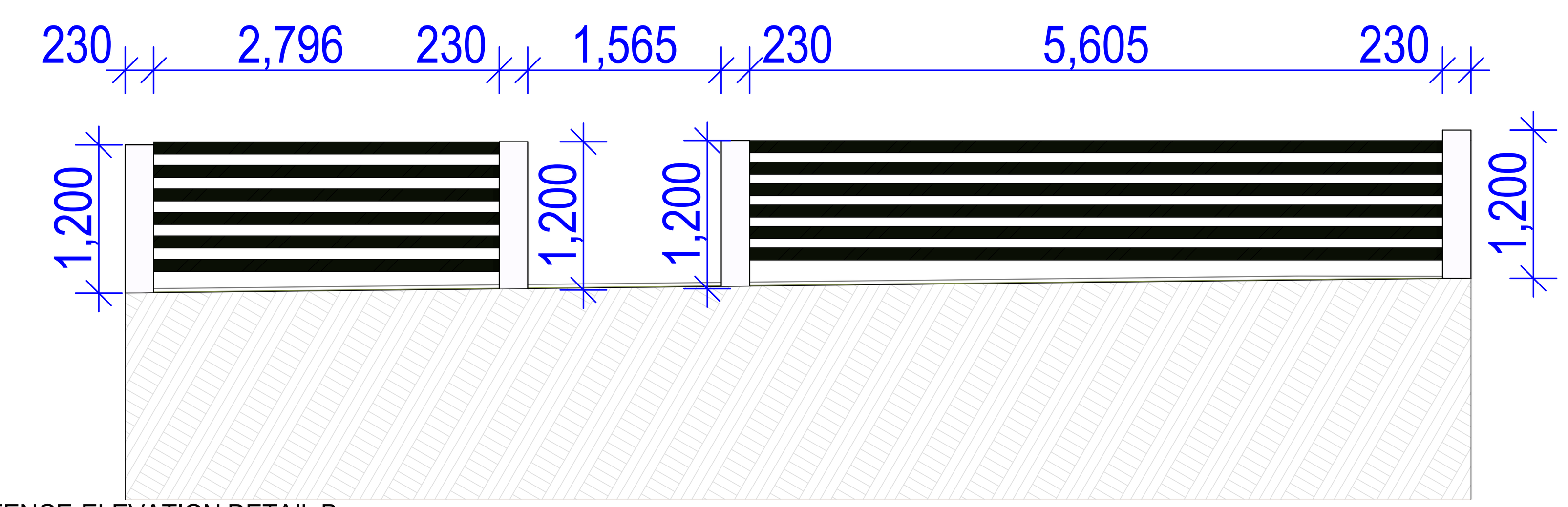


FENCE ELEVATION DETAIL A
SCALE 1:50

DETAIL FENCE A - ALONG DOONMORE FOR PRIATE OPEN SPACE



FENCE ELEVATION DETAIL B
SCALE 1:50

DETAIL FENCE B - OPEN STYLE FENCE. ALONG OVERLAND FLOOR TO BE UNOBSTRUCTED

REV	DESCRIPTION	DATE	REV	DESCRIPTION	DATE
A	ISSUE FOR INFORMATION	04-03-18			
B	ISSUE FOR INFORMATION	18-03-19			
C	DA SUBMISSION	20-03-19			
D	ISSUED FOR REVIEW	29-08-19			
E					
F					

- 159 JAMISON RD-
- PENRITH -
- NSW - SYDNEY -
- LOT B - - DP 413314 -
DEVELOPMENT APPLICATION TWO STOREY BOARDING HOUSE DEVELOPMENT

CLIENT:

3100 SECTIONS
SECTIONS
Designed
Approved

Project Number 18-030	Scale AS SHOWN
Drawing Number 3001	Date of Issue 18/09/2019

DEVELOPMENT APPLICATION ISSUE D

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