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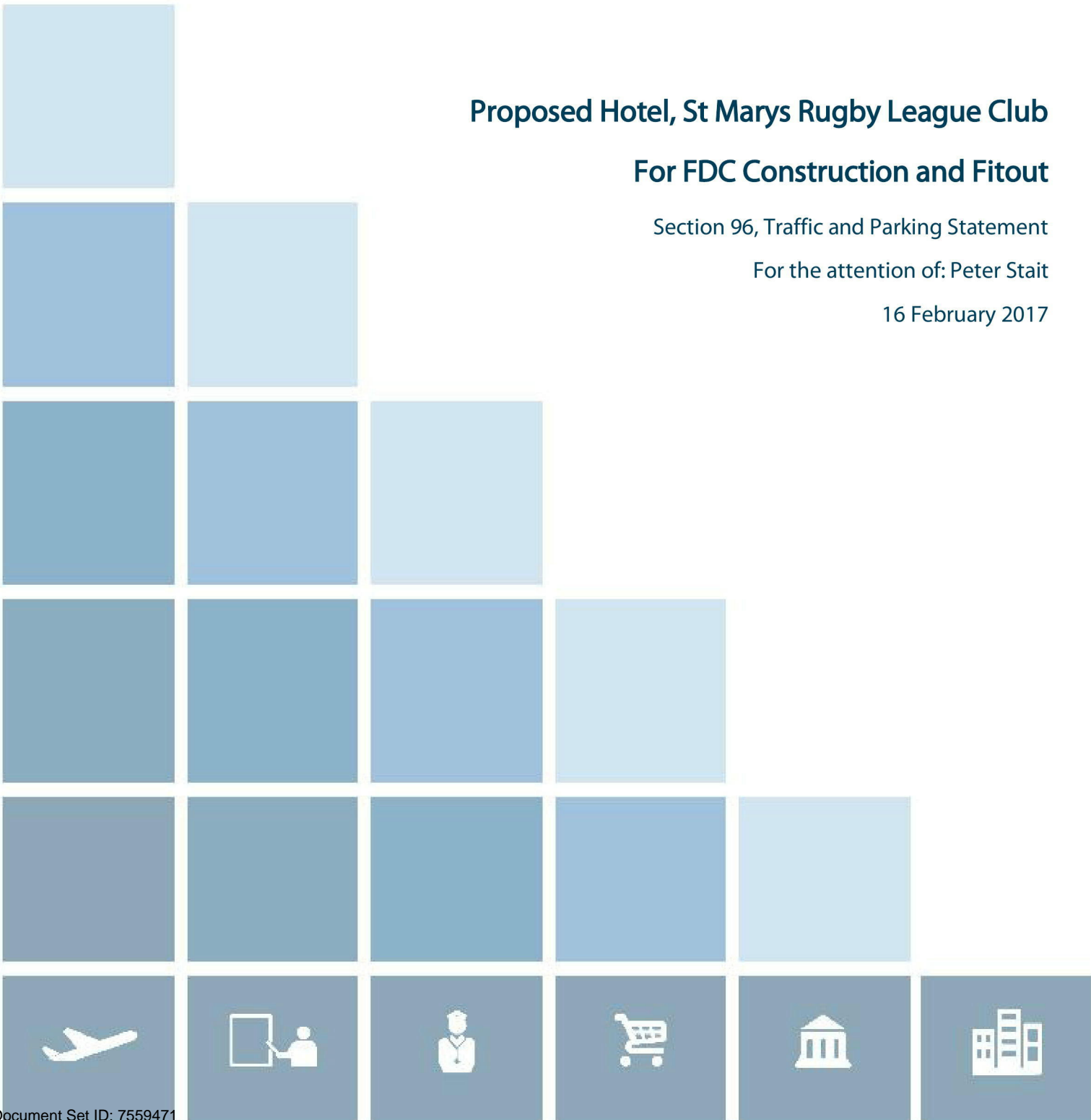
Proposed Hotel, St Marys Rugby League Club

For FDC Construction and Fitout

Section 96, Traffic and Parking Statement

For the attention of: Peter Stait

16 February 2017



Document Control

Our Reference:

T2-1860, Proposed Hotel, St Marys Rugby League Club, Section 96 Traffic and Parking Statement

FDC Construction and Fitout

ISSUE	DATE	ISSUE DETAILS	AUTHOR	REVIEWED
1	10 th January 2017	Draft Report	SW	KW
2	20 th January 2017	Revised Report	SW	KW
3	30 th January 2017	Final Revised Report	SW	KW
4	16 th February 2017	Updated Final Report	SW	KW

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1 Introduction

1.1 Project Summary

FDC Construction and Fitout has engaged Parking and Traffic Consultants (PTC) on behalf of the client, St Marys Rugby League Club, to prepare a Traffic and Parking Assessment to accompany a Section 96 Application to the Penrith City Council to modify an existing development consent for the proposed Hotel at the St Marys Rugby League Club, St Marys. Refer to Figure 1 for the site location.

The amendment to the approval proposes the following:

- Reconfiguration of the parking layout and circulation,
- Provision of a dedicated service vehicle access and egress driveway at the western end of Boronia Road,
- Relocation of the boom gate access control,
- Increase in parking provision of 12 car parking spaces, and
- Minor modifications to the pedestrian access through the car park.



Figure 1 – Site Location

1.2 Purpose of this Report

This report presents the following considerations in relation to the Traffic and Parking assessment of the Proposal:

- Section 2 - A description of the project,
- Section 3 - A description of the road network serving the development property,
- Section 4 - Assessment of the revised car park, vehicular access and internal circulation arrangements in relation to compliance with the relevant standards, and
- Section 5 - Conclusion

2 Proposal

2.1 Development Site

The existing St Marys Rugby League Club occupies an area of approximately 11,305 m² and includes lounges, gaming areas, function rooms, licensed bar areas and retail. Currently vehicular access to the eastern area of the site is via a one way inbound driveway off Boronia Road and egress is via a one way outbound driveway, also off Boronia Road.

The existing layout of the eastern area of the site is shown in Figure 2.

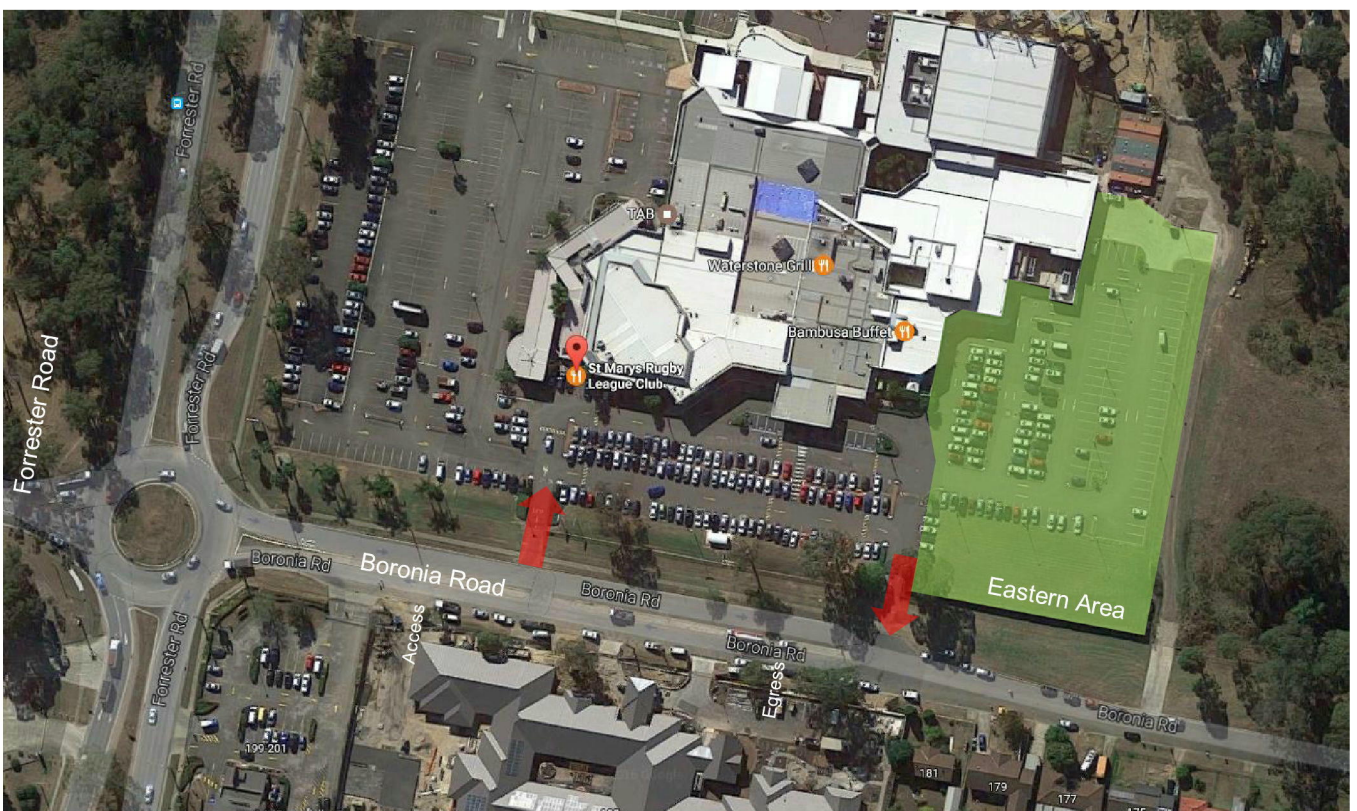


Figure 2 – Existing Site Layout, Eastern Area

2.2 The Approved Development

The current approved proposal is to extend the ground and first floor areas on the eastern side of the club to provide a 123 room hotel and modify the parking and access layouts to provide a port cochere and parking for 157 vehicles in the south east corner of the site.

The approved parking and access layout is shown in Figure 3.

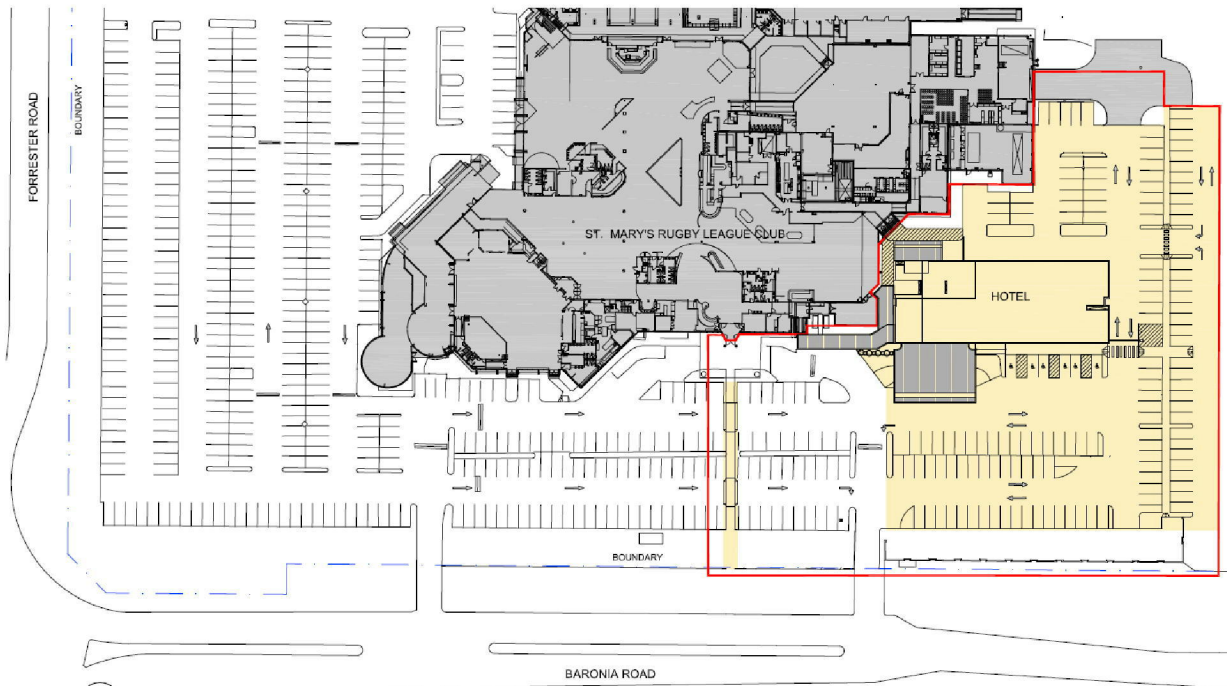


Figure 3 – The Approved Development

2.3 The Section 96 Proposal

This report has been prepared to accompany an application to modify the existing consent under Section 96 of the Environmental Planning and Assessment Act to;

- Reconfigure the parking layout and circulation,
- Provide a dedicated service vehicle access and egress driveway at the western end of Boronia Road,
- Relocate the boom gate access control,
- Increase in the parking provision of 12 car parking spaces, and
- Make minor modifications to the pedestrian access through the car park.

The Section 96 Proposal is shown in Figure 4, Attachment 2 and is discussed further in Section 4.

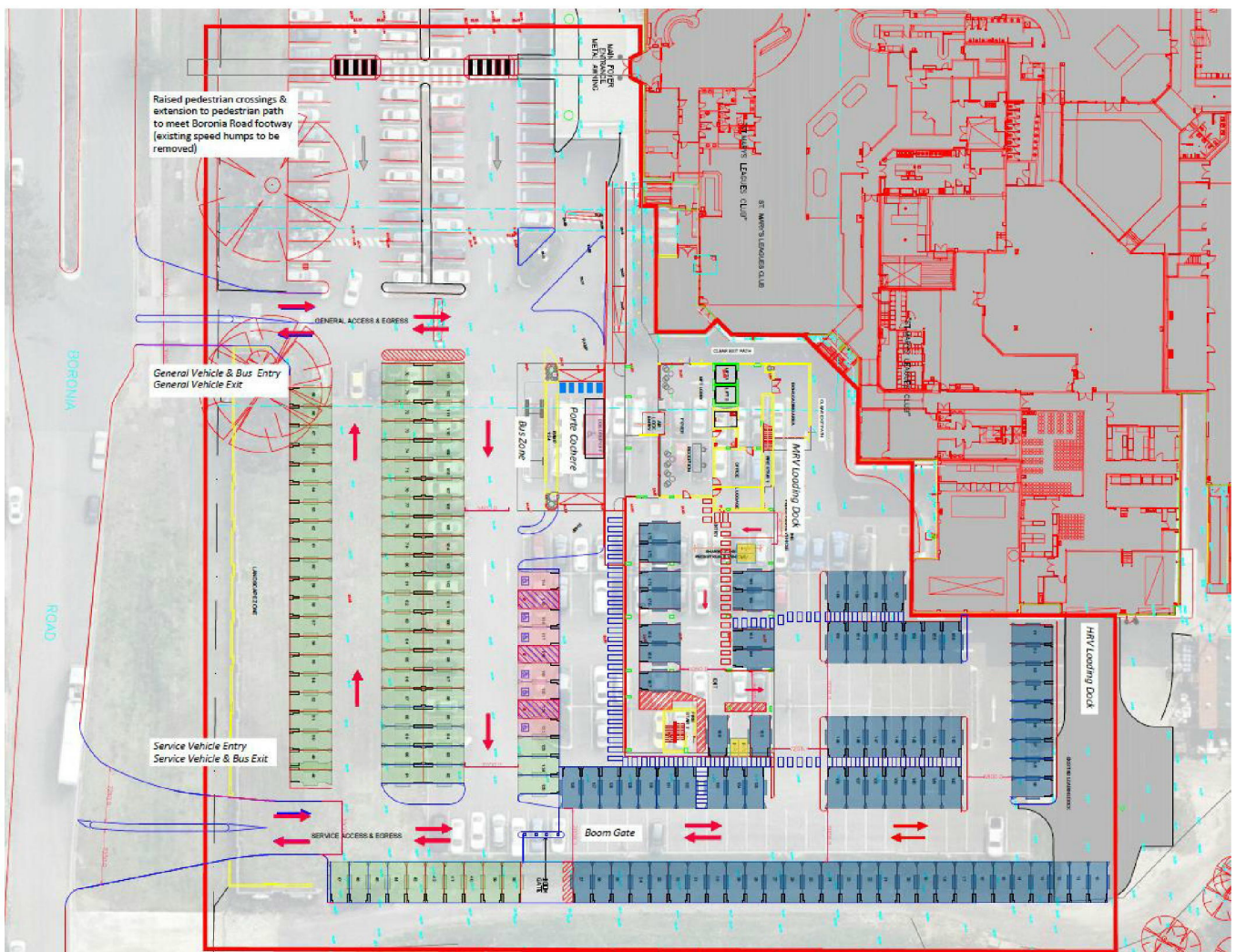


Figure 4 – The Section 96 Proposal

3 Existing Transport Facilities

3.1 Road Hierarchy

The St Marys Rugby Leagues Club is located in the suburb of St Marys and is serviced by Forrester Road (Regional Road) and Boronia Road (Local Road). The surrounding road network servicing the area comprises of a number of Regional and State Roads, making the site easily accessible from different regions of the metropolitan area. The local road network in this area also comprises of local roads providing direct access to the surrounding retail, commercial and residential land-use.



Figure 5– Road Hierarchy

The NSW administrative road hierarchy comprises the following road classifications, which is a generic road hierarchy as follows:

- State Roads - Freeways and Primary Arterials (RMS Managed)
- Regional Roads - Secondary or sub arterials (Council Managed, Part funded by the State)
- Local Roads - Collector and local access roads (Council Managed)

Table 1 – External Road Network – Great Western Highway

Great Western Highway

Road Classification	State Road
Alignment	East - West
Number of Lanes	3 lanes in each direction
Carriageway Type	Divided
Carriageway Width	23 metres
Speed Limit	60 kph
School Zone	No
Parking Controls	No Parking
Forms Site Frontage	No



Figure 6 – Great Western Highway , eastbound towards Glossop Street (Source: Google Streetview 2015)

Table 2 – External Road Network – Glossop Street / Forrester Road

Glossop Street / Forrester Road

Road Classification	Regional Road
Alignment	North - South
Number of Lanes	2 lanes in each direction
Carriageway Type	Divided
Carriageway Width	20 metres
Speed Limit	60 kph
School Zone	No
Parking Controls	No Stopping
Forms Site Frontage	Yes



Figure 7 – Forrester Road , northbound towards Boronia Road (Source: Google Streetview 2015)

Table 3 – External Road Network – Boronia Road

Boronia Road	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	1 lane in each direction (western end)
Carriageway Type	Divided
Carriageway Width	17 metres
Speed Limit	50 kph
School Zone	No
Parking Controls	No Restriction
Forms Site Frontage	Yes



Figure 8 – Boronia Road viewed eastbound from Forrester Road (Source: Google Streetview 2015)

3.2 Public Transport

The St Marys Rugby League Club is serviced by two (2) bus routes which operate from the two (2) bus stops located adjacent to the site on Forrester Road, as shown in Figure 9.



Figure 9 – Bus Stops adjacent to development site

These services are operated by Sydney Buses and are summarised in the following:

Route 759: This service operates between St Marys and Mount Druitt and runs approximately every 30 minutes on weekdays and at 60 minute intervals on the weekends.

Route 780: This service operates between Penrith and Mount Druitt and runs approximately every 30 minutes on weekdays and at 60 minute intervals on the weekends.

4 Access and Car Park Assessment

4.1 Vehicular Access

The revised layout proposes access and egress to the site as set out in the following sections, and details of these arrangements are shown in Attachment 2.

4.1.1 General Vehicles

General vehicles (private cars) will enter and exit the site via the 11.0m wide 'Central Access' driveway on Boronia Road, leading to a 7.0m roadway, as shown in Figure 10. This driveway will be revised to provide both access and egress for cars.

This driveway will provide access to the general club parking in the south east corner of the site and the hotel designated parking on the eastern side of the site.

This driveway will also provide access to the 'Port Cochere' located at the club/hotel entrance.

Circulation within the general parking area will be generally clockwise in direction to reduce conflicts and direct access to the parking areas and the access and egress driveway.

Circulation within the Hotel car parking area will be two-way, with the exception of the undercroft parking which will be one way anticlockwise.

Access between the two areas is controlled by a boom gate.

Vehicle swept paths have been assessed using a B99 vehicle.

The sight distance requirements are described in Section 3.2 of AS2890.1 and are prescribed on the basis of the posit speed limit or 85th percentile vehicle speeds along the frontage road.

Boronia Road has a posted speed limit of 50 kph, which requires a desirable visibility distance of 69 metres and a minimum distance of 45 metres. Observations along Boronia Road indicate that the speed limit is adhered to. The driveway is located in a position where sufficient sight distance is provided.

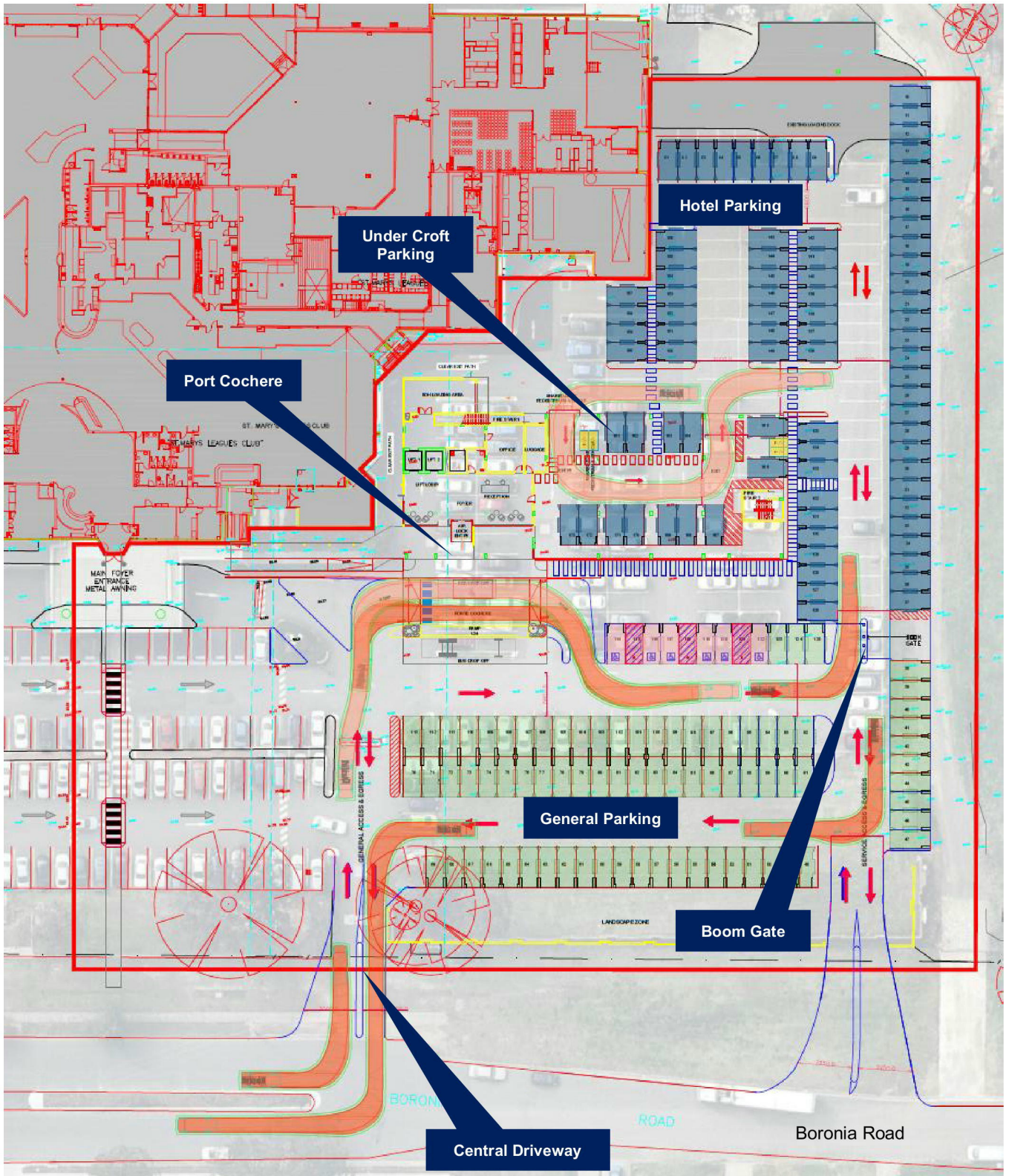


Figure 10 – General Vehicle Access and Egress

4.1.2 Coaches

Coaches will access the site via the central driveway, proceed to the coach drop off area adjacent to the port cochere and exit the site via the proposed eastern Boronia Road driveway, as shown in Figure 11.

Vehicle swept paths have been assessed using a 12.5m rigid vehicle.

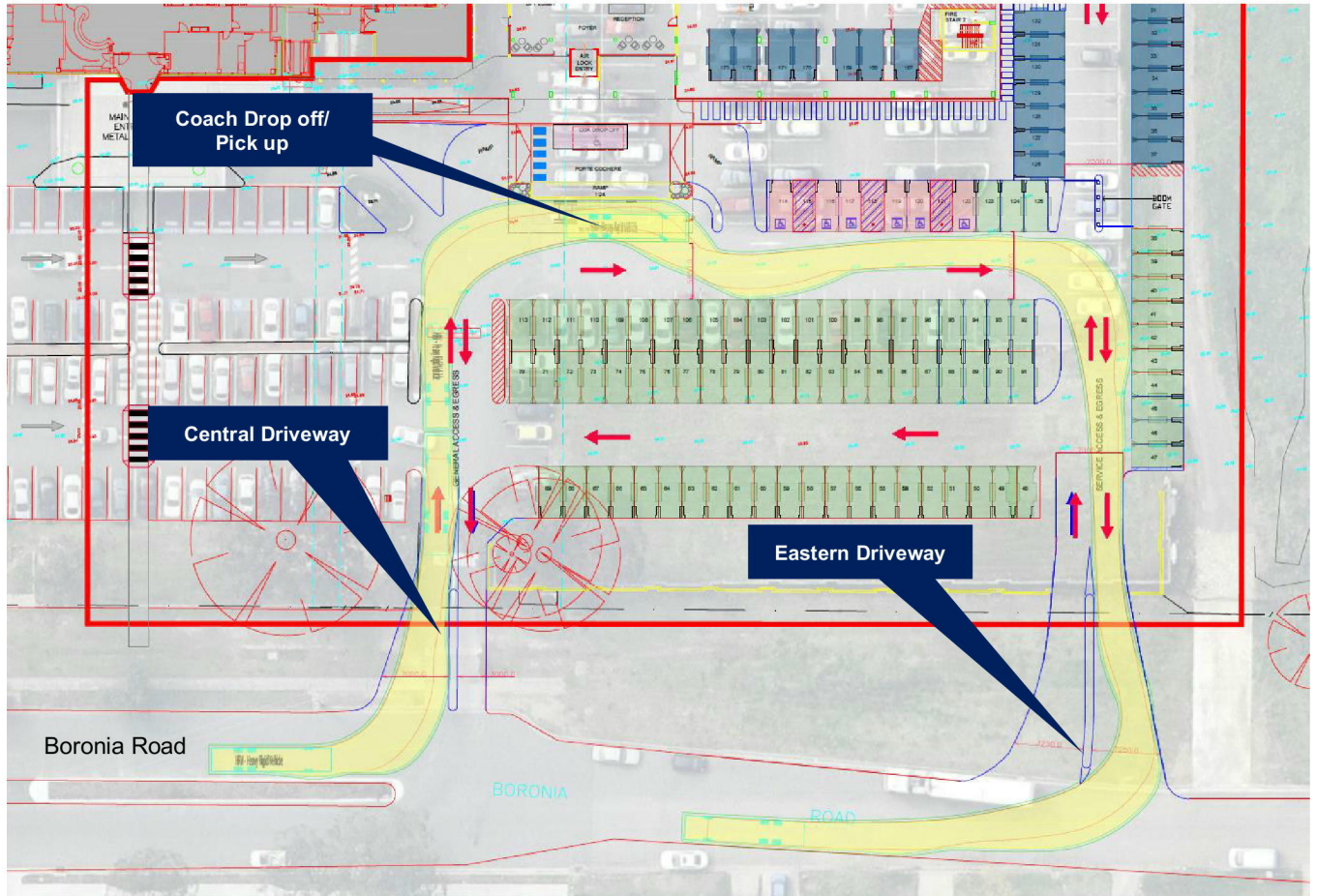


Figure 11 – Coach Access and Egress

4.1.3 Service Vehicles

Two service areas are proposed as part of the development;

- Medium Rigid Vehicle (8.8m) loading dock at the rear of the hotel; and
- Heavy Rigid Vehicle (12.5m) loading dock (existing) on the eastern side of the club.

Access and egress to these loading docks will be via the proposed 14.5m wide 'Eastern Driveway' leading onto a 7.0m wide roadway, as shown in Figure 12.

This access and egress arrangement will provide a segregated area for service vehicles to access the site, therefore providing a safer arrangement for both general and service vehicle access and reduce potential conflicts between the two differing user groups.

Service vehicles will access the loading dock areas via the boom gate between the general and hotel parking areas and a management system will be put in place to limit the use of the loading docks to one vehicle at a time and therefore limit the use of the eastern driveway vehicle to one vehicle at a time and reduce potential conflicts. Also, service vehicle access will be limited to outside peak activity times within the car park areas, to limit the potential conflicts where service vehicles are required to manoeuvre in parking aisles.

The sight distance requirements are described in Section 3.2 of AS2890.1 and are prescribed on the basis of the posted speed limit or 85th percentile vehicle speeds along the frontage road.

Boronia Road has a posted speed limit of 50 kph, which requires a desirable visibility distance of 69 metres and a minimum distance of 45 metres. Observations along Boronia Road indicate that the speed limit is adhered to. The driveway is located in a position where sufficient sight distance is provided.

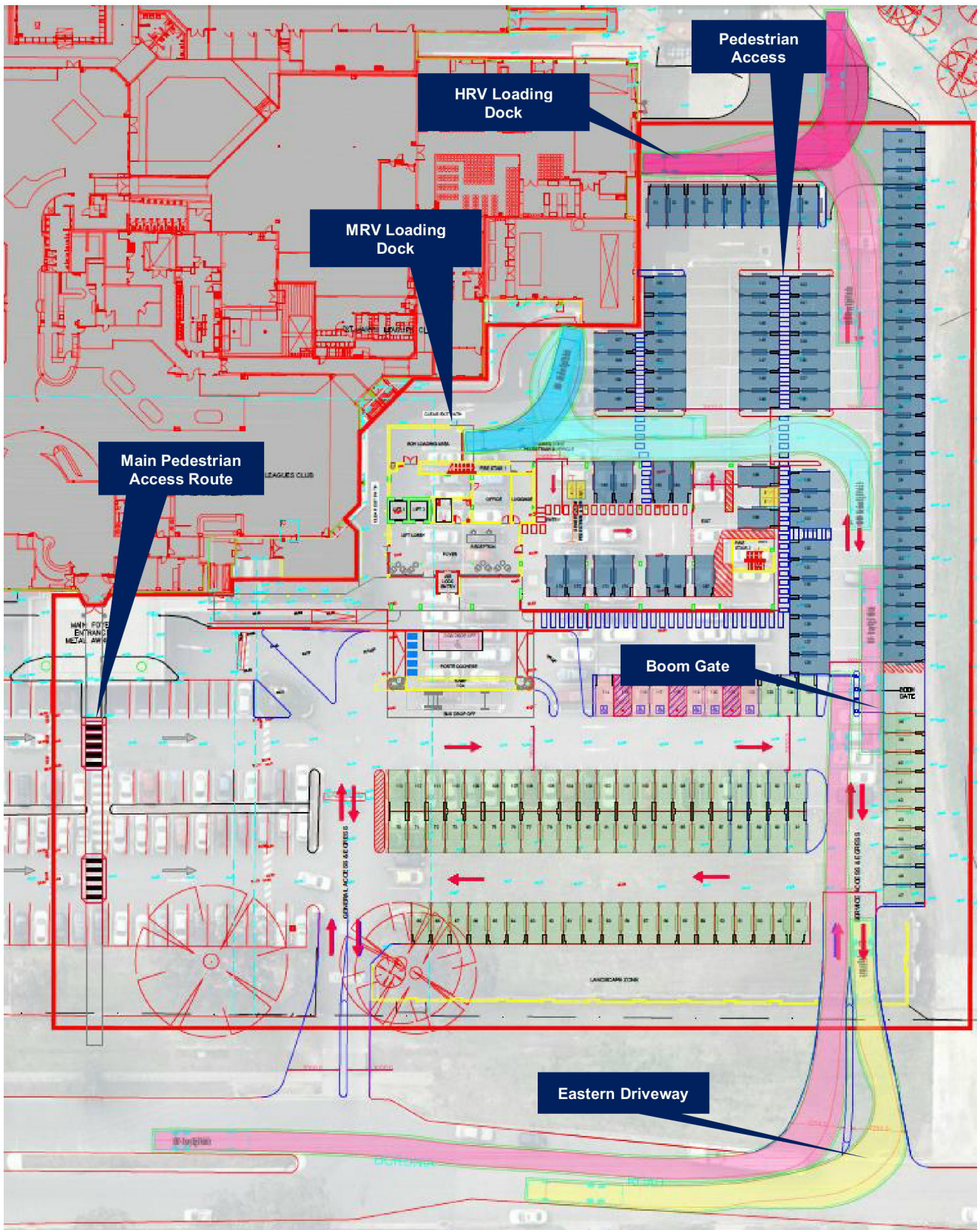


Figure 12 – Service Vehicle Access and Egress

4.2 Car Park Arrangement

The car park access arrangement, internal circulation and parking arrangements have been designed in accordance with the requirements of Section 2 of AS2890.1.

Table 1.1 of AS2890.1 presents a number of classifications applicable to different land-uses. According to the Table, the most appropriate car park classification applicable to the subject car park will be a Class 2 facility, which is suitable for “Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels and airport visitors”.

The parking space dimensions and associated aisle widths for each classification are presented in Table 2.2, and accordingly, a Class 2 facility requires parking space dimensions of 2.5 x 5.4 metres with an access aisle width of 5.8 metres. The proposed car park has been designed to provide compliant parking space widths of 2.5 metres and an aisle width of a 5.8 metres (minimum), which complies with the minimum requirement. An assessment of all elements of the car park has been undertaken including column locations and aisle extensions and in this regard, the car park design complies with the requirements of AS2890.1.

Included in the car park arrangements is the provision of six (6) accessible spaces. These spaces have been assessed against the requirements of Section 2 of AS 2890.6 ‘Off Street Parking for People with Disabilities’. The standard requires parking space dimensions of 2.4 x 5.4 metres with a shared space of 2.4 metres width between spaces. An assessment of all elements of the car park has been undertaken and in this regard, the car park design complies with the requirements of AS2890.6.

4.3 Pedestrian Access

Within the hotel parking area, pedestrian access routes have been provided at a minimum width of 1.2m, to allow safe passage from the parking areas to the two access points to the hotel.

In addition, the main pedestrian access route to the existing foyer is to be extended south to Boronia road and the crossings within the car park are to be provided as raised pedestrian crossings. In conjunction with this the two speed humps directly to the east of the main pedestrian access route are to be removed.

Locations of these routes are shown in Figure 12.

5 Conclusion

In summary, this Section 96 proposal seeks to provide;

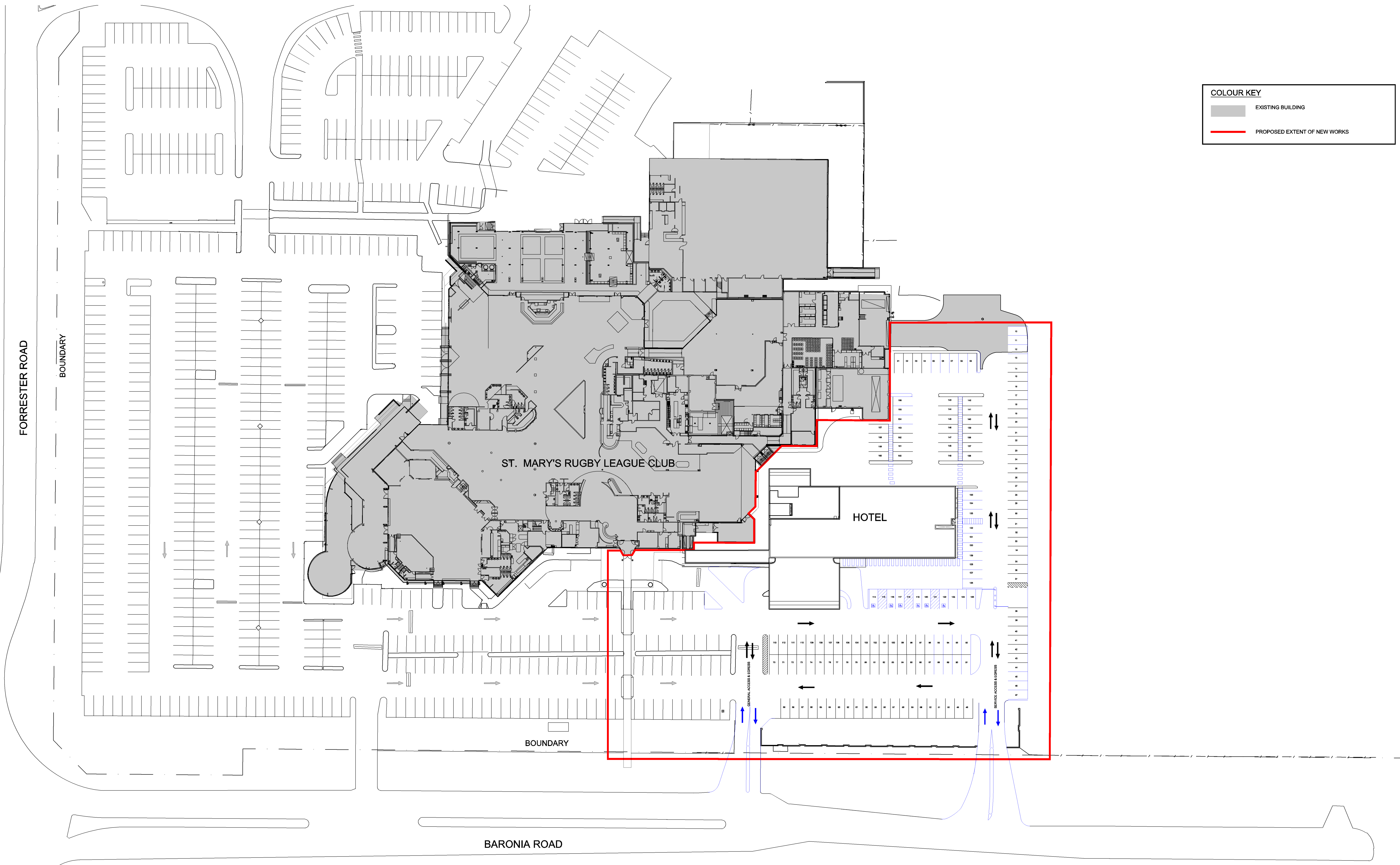
- A reconfiguration of the parking layout and circulation,
- The provision of a dedicated service vehicle access and egress driveway at the western end of Boronia Road,
- A Relocated boom gate to control access between the general and hotel parking areas,
- A minor increase in the parking provision, and
- Improvements to the pedestrian access through the car park.

The car parking, internal circulation, vehicular access arrangements and visibility have been designed in accordance with the relevant standards, being AS2890 Part 1, Part 2 and Part 6 having regard for geometry and safety.

The segregated access driveways should provide for safer access and egress for the different user groups and therefore provide a better user experience.

A loading dock management plan will be provided (at a later stage) to manage the use of the loading facilities and reduce potential conflicts within the car parking and loading areas.

Attachment 1 – Architectural Drawings



COLOUR KEY

EXISTING BUILDING

PROPOSED EXTENT OF NEW WORKS



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A	ISSUED FOR DEVELOPMENT APPROVAL	17.05.16					
B	ISSUED FOR SECTION 96	02.02.17					

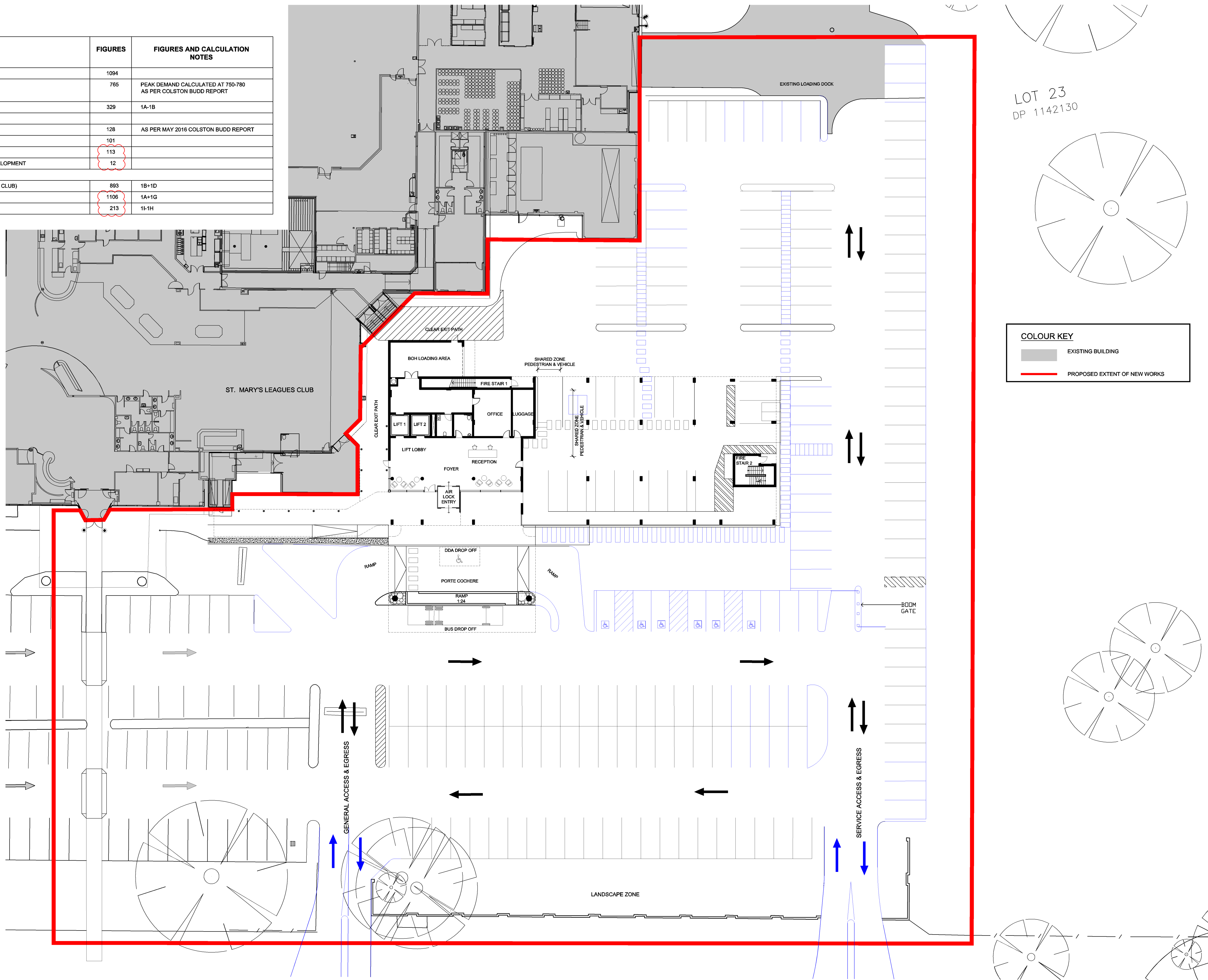
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SITE PLAN	DA002	B

Scale	Drawing Size
1:500	A1

Project Number	Date	Drawn By
	APRIL 2016	BL

Dimensioned Drawings to take precedence over scaling. Contractor to verify all dimensions on site before construction. All inconsistencies to be reported to the Architect immediately. This drawing and its contents remain the copyright of WMK Architecture Pty Ltd ©

TIMEFRAME OF WORKS	PHASE NUMBER	EXISTING SITE	FIGURES	FIGURES AND CALCULATION NOTES
2016/17	1 A	EXISTING SITE CAR SPACES	1094	
	1 B	MEDIAN PEAK DEMAND OF EXISTING CLUB	765	PEAK DEMAND CALCULATED AT 750-780 AS PER COLSTON BUDD REPORT
	1 C	EXISTING SURPLUS CAR SPOTS	329	1A-1B
	HOTEL IMPACT - 123 ROOMS			
	1 D	NUMBER OF REQUIRED SPOTS FOR THE HOTEL	128	AS PER MAY 2016 COLSTON BUDD REPORT
	1 E	NUMBER OF SPOTS LOST DUE TO HOTEL CONSTRUCTION	101	
	1 F	NUMBER OF PROPOSED ADDITIONAL SPOTS	113	
	1 G	ACTUAL ADDITIONAL SPOTS GENERATED BY HOTEL DEVELOPMENT	12	
	1 H	REQUIRED CAR SPOTS (PROPOSED HOTEL AND EXISTING CLUB)	893	1B+1D
	1 I	FINAL ACTUAL CAR SPOTS UPON COMPLETION OF HOTEL	1106	1A+1G
1 J	SURPLUS SPOTS ON COMPLETION OF HOTEL	213	1I-1H	

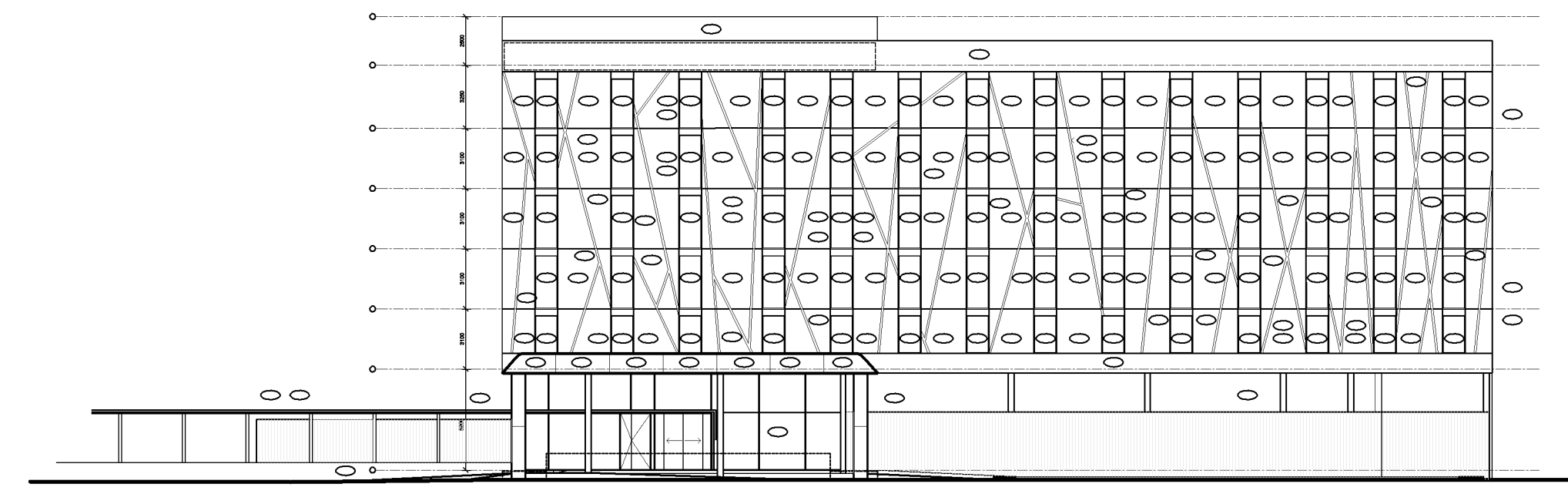
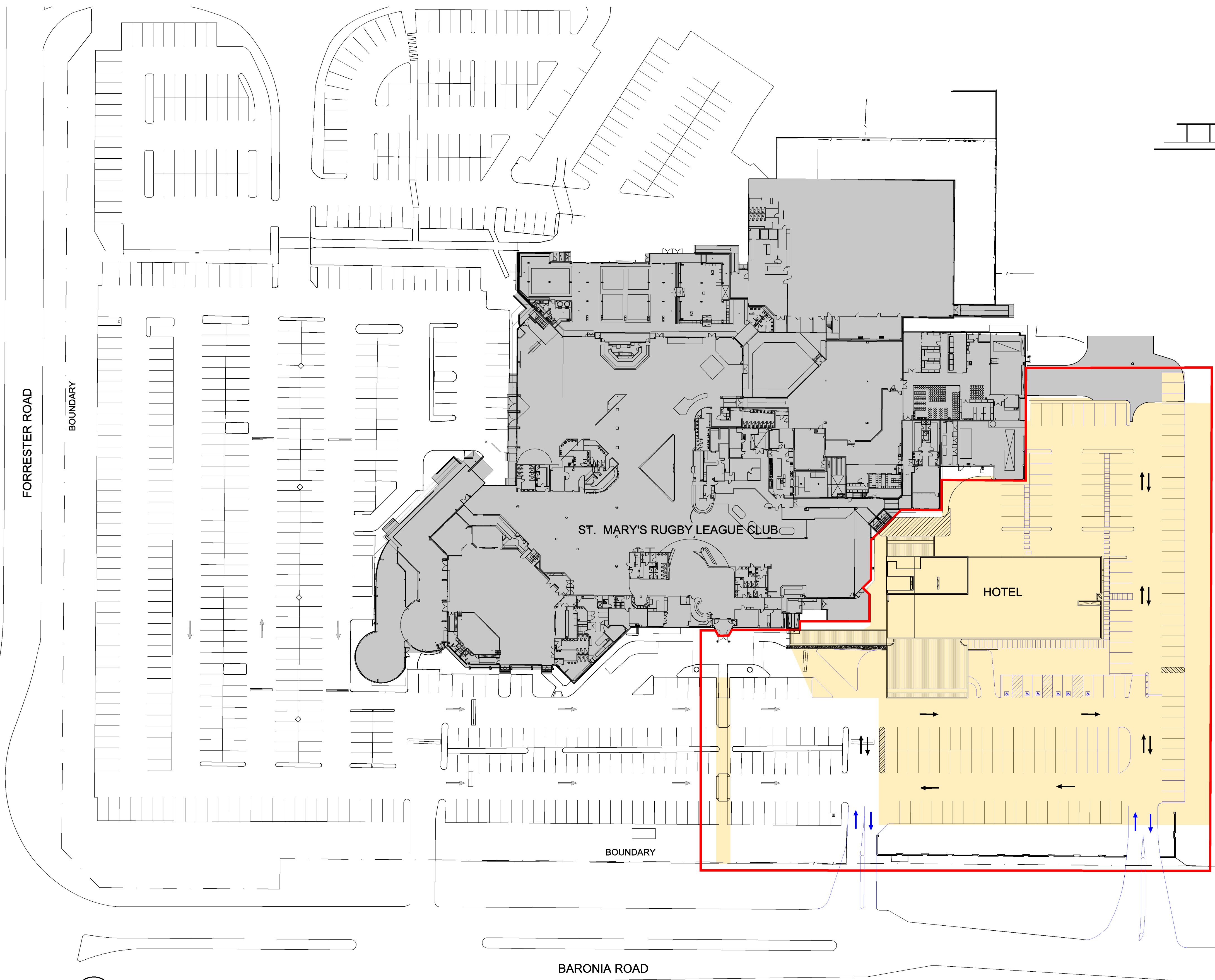


COLOUR KEY	
	EXISTING BUILDING
	PROPOSED EXTENT OF NEW WORKS

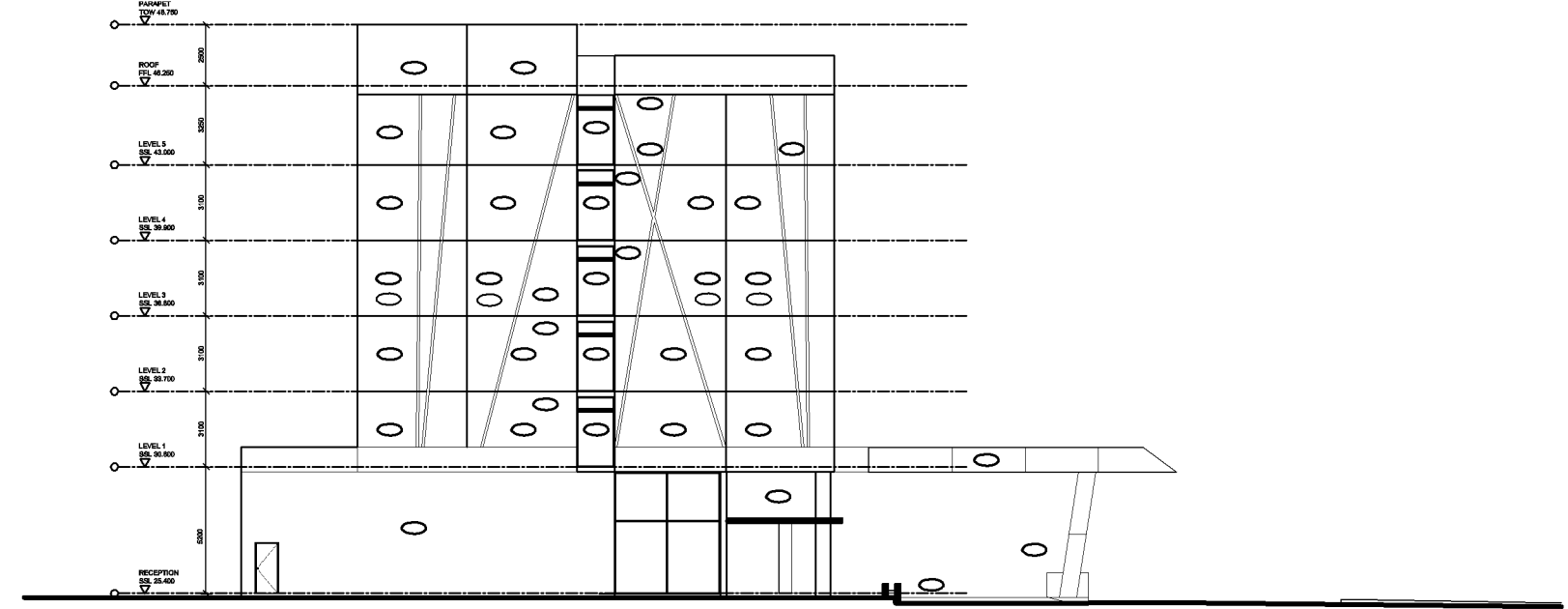


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B	ISSUED FOR SECTION 96	13.02.17							Scale	Drawing Size	
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									Project Number	Date	Drawn By
										APRIL 2016	BL
									CAD Reference		

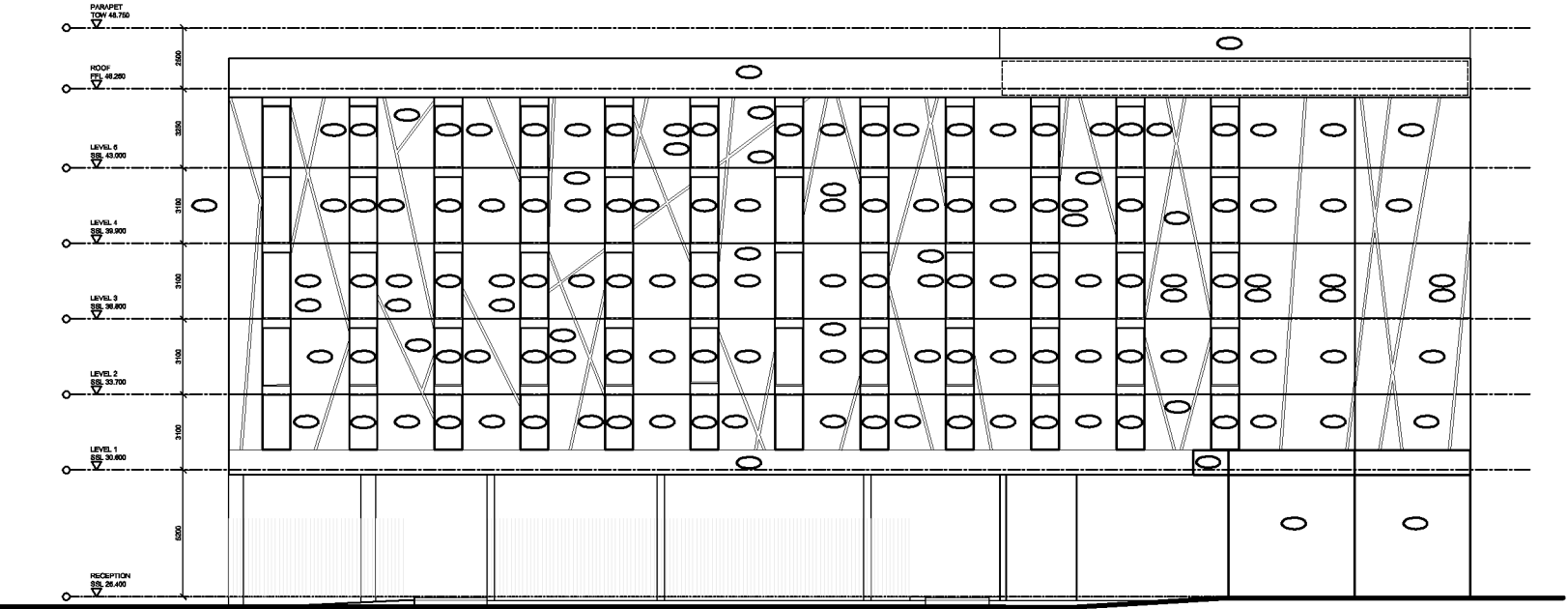
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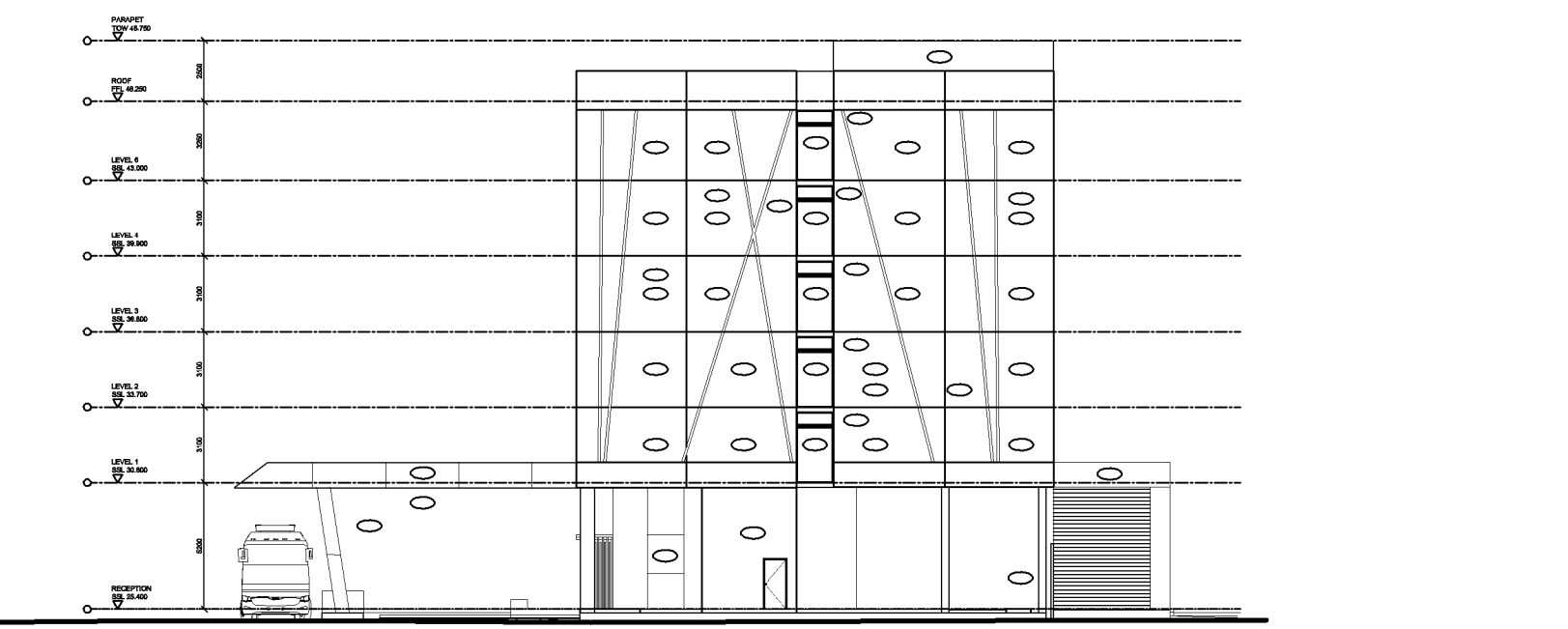
01 SOUTH ELEVATION HOTEL 1:300



02 WEST ELEVATION HOTEL 1:300



03 NORTH ELEVATION HOTEL 1:300



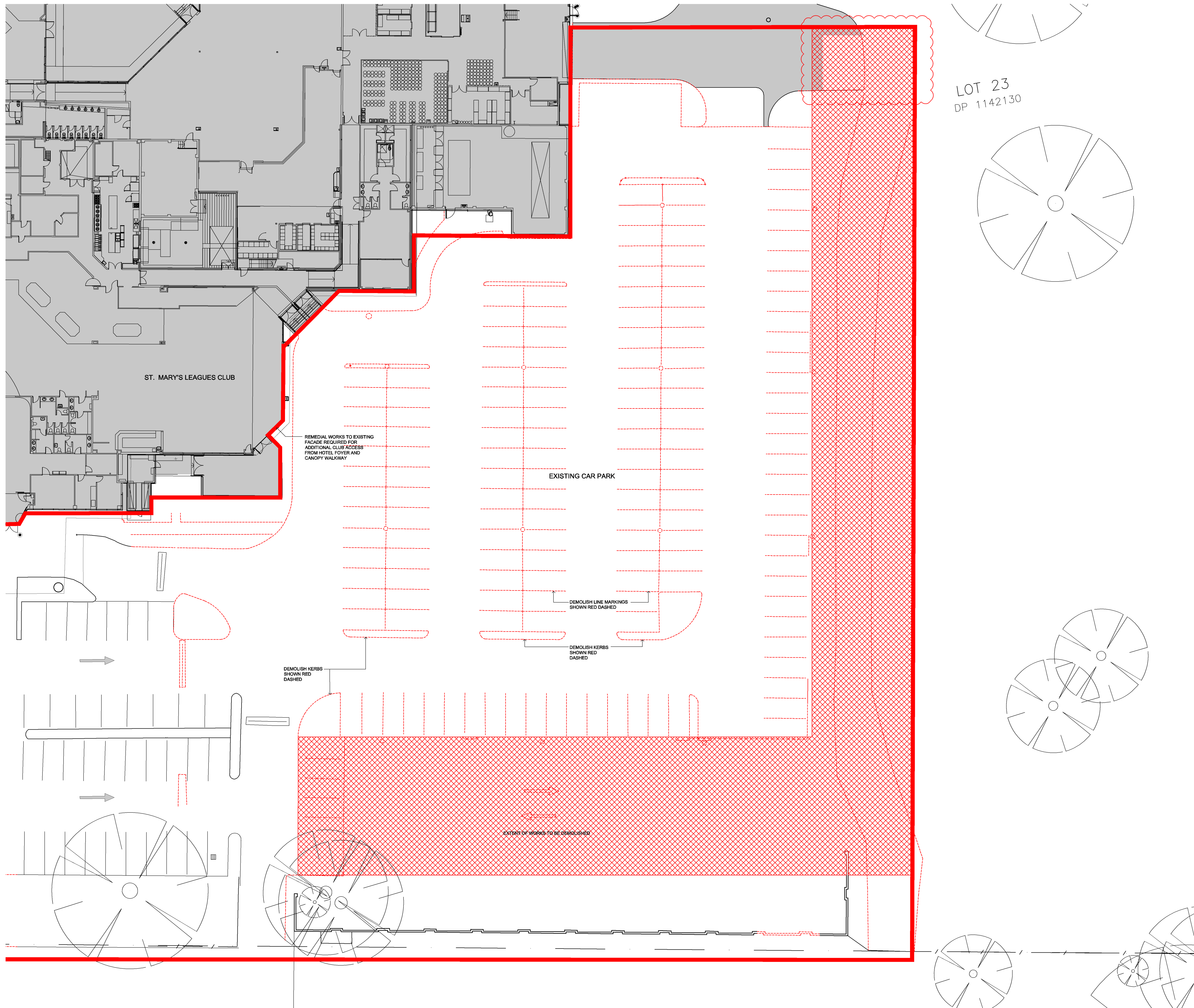
04 EAST ELEVATION HOTEL 1:300

05 SITE PLAN 1:500



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B	ISSUED FOR SECTION 96	02.02.17					

Title	Drawing No.	Issue
NOTIFICATION PLAN	DA004	B
	Scale 1:500 & 1:300	Drawing Size A1
	Project Number	Date
		APRIL 2016
		Drawn By BL
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LOT 23
DP 1142130

DEMOLITION LEGEND:

- EXTENT OF WORKS IN SCOPE
- EXISTING LINE MARKING AND KERBS TO BE DEMOLISHED
- EXTENT OF EXISTING AREA TO BE DEMOLISHED

ST. MARY'S LEAGUES CLUB

REMEDIAL WORKS TO EXISTING
FACADE REQUIRED FOR
ADDITIONAL CLUB ACCESS
FROM HOTEL FOYER AND
CANOPY WALKWAY

EXISTING CAR PARK

DEMOLISH LINE MARKINGS
SHOWN RED DASHED

DEMOLISH KERBS
SHOWN RED
DASHED

DEMOLISH KERBS
SHOWN RED
DASHED

EXTENT OF WORKS TO BE DEMOLISHED

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WMK Architecture
L1346-348 Kent Street
Sydney NSW 2000
Telephone 02 9299 0401
Facsimile 02 9299 0402
wmkarchitecture.com
ABN 25 082 956 929

Issue	Description	Date	Issue	Description	Date	Client
A	ISSUED FOR DEVELOPMENT APPROVAL	17.05.16				
B	ISSUED FOR SECTION 96	02.02.17				

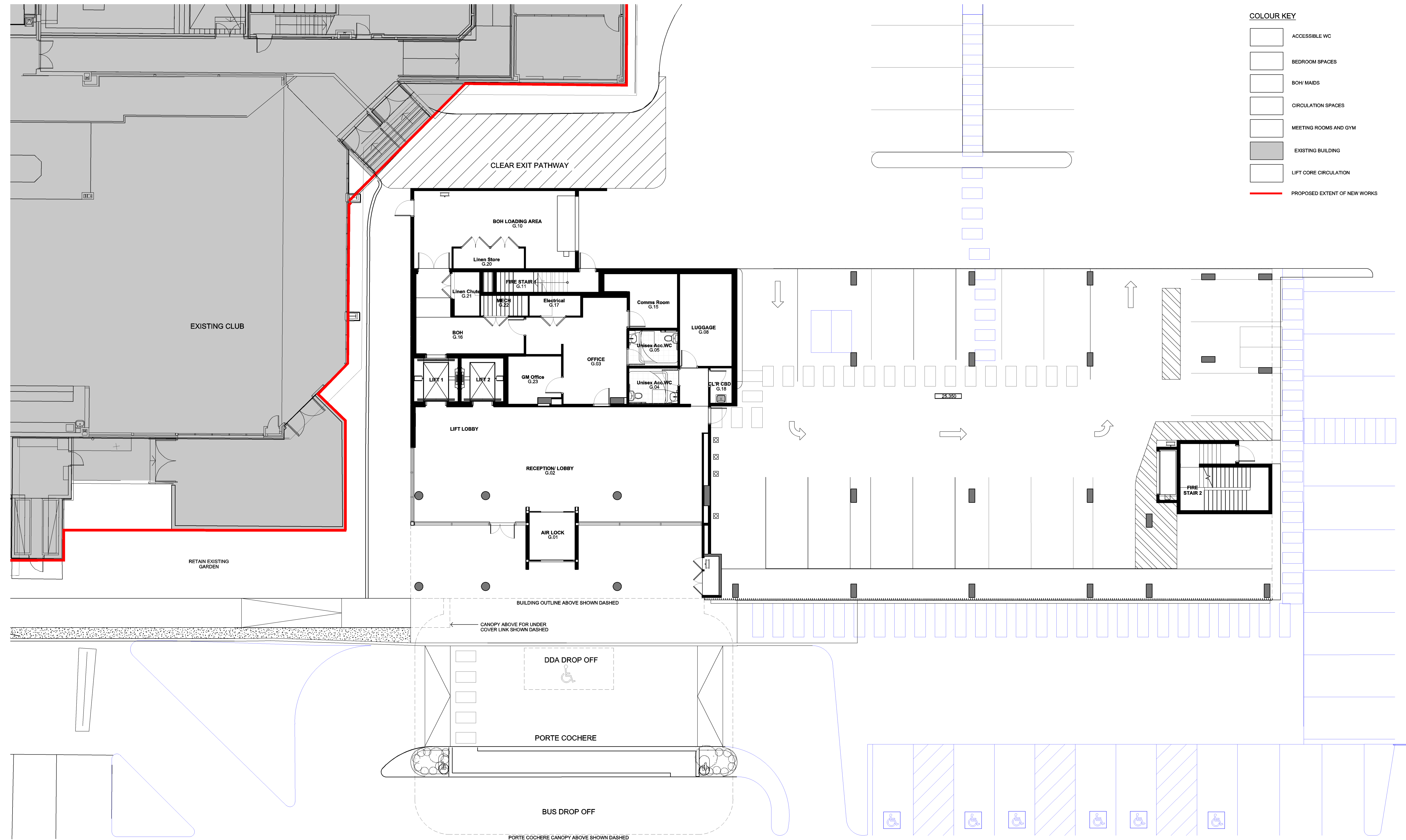
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		Project Number	Date APRIL 2016
			Drawn By BL

Dimensioned Drawings to take precedence over scaling. Contractor to verify all dimensions on site before construction. All inconsistencies to be reported to the Architect immediately. This drawing and its contents remain the copyright of WMK Architecture Pty Ltd ©

CAD Reference

COLOUR KEY

	ACCESSIBLE WC
	BEDROOM SPACES
	BOH/ MAIDS
	CIRCULATION SPACES
	MEETING ROOMS AND GYM
	EXISTING BUILDING
	LIFT CORE CIRCULATION
	PROPOSED EXTENT OF NEW WORKS



Issue	Description	Date	Issue	Description	Date	Client	Project	Title	Drawing No.	Issue	
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									Project Number	Date	Drawn By
										APRIL 2016	BL
									CAD Reference		

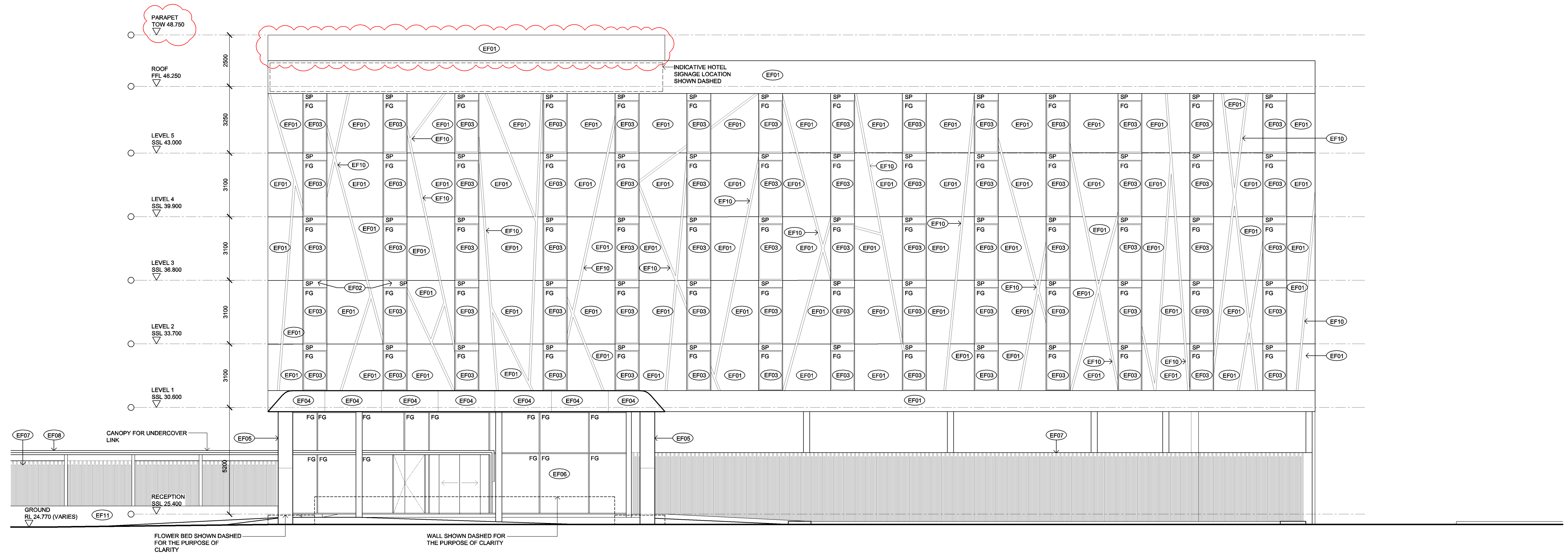
Dimensioned Drawings to take precedence over scaling. Contractor to verify all dimensions on site before construction. All inconsistencies to be reported to the Architect immediately. This drawing and its contents remain the copyright of WMK Architecture Pty Ltd ©

FINISHES LEGEND

- EF01 PRECAST CONCRETE PANELS WITH CHARCOAL COLOUR FINISH
- EF02 COLOUR BACK GLASS INFILL SPANDREL PANEL (SP) TO MATCH VISION GLAZING
- EF03 POWDER COATED ALUMINIUM WINDOW FRAME - BLACK COLOUR FINISH
- EF04 COMPOSITE METAL PANEL CLADDING WITH EXPRESSED JOINTS - BRONZE COLOUR FINISH
- EF05 COMPOSITE ALUMINIUM PANEL CLADDING WITH EXPRESSED JOINTS - CHARCOAL FINISH COLOUR
- EF06 SHOP FRONT GLAZING SYSTEM WITH POWDER COATED ALUMINIUM FRAMES - REFER TO EF03
- EF07 POWDER COATED ALUMINIUM BLADES WITH SUPPORT POST FIXINGS - COLOUR CHARCOAL FINISH
- EF08 COMPOSITE METAL PANEL CLADDING WITH EXPRESS JOINTS - BRONZE COLOUR FINISH
- EF09 POWDER COATED ALUMINIUM LOUVRES TO MATCH WINDOW FRAMES - REFER TO EF03
- EF10 ANODISED EXTRUDED ALUMINIUM BATTENS (NOM. 150MM X 100MM) WITH CONCEALED FIXING TO PRECAST SUBSTRATE - BRONZE COLOUR FINISH
- EF11 TEXTURED CEMENT RENDERED BRICK WALL - LIGHT GRAY COLOUR FINISH

LEGEND

- FG FIXED GLASS
- SP SPANDREL PANEL



01 ELEVATION - 01
SOUTH ELEVATION



Issue	Description	Date	Issue	Description	Date	Client	Project
A	ISSUED FOR DEVELOPMENT APPROVAL	17.05.16					
B	ISSUED FOR SECTION 96	25.01.17					

Title		Drawing No.		Issue	
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				A1	
Project Number		Date		Drawn By	
		APRIL 2016		BL	
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- EF03 POWDER COATED ALUMINIUM WINDOW FRAME - BLACK COLOUR FINISH
- EF04 COMPOSITE METAL PANEL CLADDING WITH EXPRESSED JOINTS - BRONZE COLOUR FINISH
- EF05 COMPOSITE ALUMINIUM PANEL CLADDING WITH EXPRESSED JOINTS - CHARCOAL FINISH COLOUR
- EF06 SHOP FRONT GLAZING SYSTEM WITH POWDER COATED ALUMINIUM FRAMES - REFER TO EF03
- EF07 POWDER COATED ALUMINIUM BLADES WITH SUPPORT POST FIXINGS - COLOUR CHARCOAL FINISH
- EF08 COMPOSITE METAL PANEL CLADDING WITH EXPRESS JOINTS - BRONZE COLOUR FINISH
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- EF11 TEXTURED CEMENT RENDERED BRICK WALL - LIGHT GRAY COLOUR FINISH

LEGEND

- FG FIXED GLASS
- SP SPANDREL PANEL



01 ELEVATION - 02
EAST ELEVATION

Issue	Description	Date	Issue	Description	Date	Client	Project	Title	Drawing No.	Issue
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									APRIL 2016	

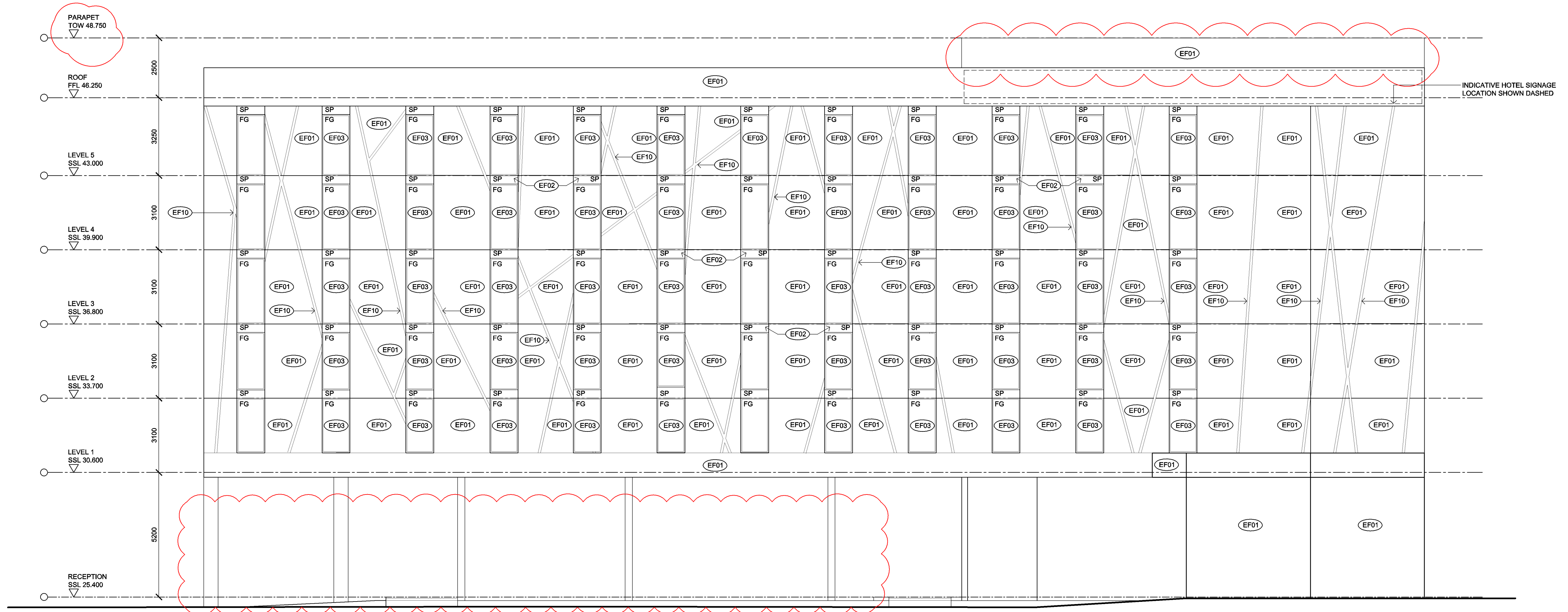
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FINISHES LEGEND

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- EF08 COMPOSITE METAL PANEL CLADDING WITH EXPRESS JOINTS - BRONZE COLOUR FINISH
- EF09 POWDER COATED ALUMINIUM LOUVRES TO MATCH WINDOW FRAMES - REFER TO EF03
- EF10 ANODISED EXTRUDED ALUMINIUM BATTENS (NOM. 150MM X 100MM) WITH CONCEALED FIXING TO PRECAST SUBSTRATE - BRONZE COLOUR FINISH
- EF11 TEXTURED CEMENT RENDERED BRICK WALL - LIGHT GRAY COLOUR FINISH

LEGEND

- FG FIXED GLASS
- SP SPANDREL PANEL



01
-

ELEVATION - 03
NORTH ELEVATION

Issue	Description	Date	Issue	Description	Date	Client	Project
A	ISSUED FOR DEVELOPMENT APPROVAL	17.05.16					
B	ISSUED FOR SECTION 96	25.01.17					

Title		Drawing No.		Issue	
NORTH ELEVATION		DA502		B	
Scale		1:100		Drawing Size	
				A1	
Project Number		Date		Drawn By	
		APRIL 2016		BL	
CAD Reference					

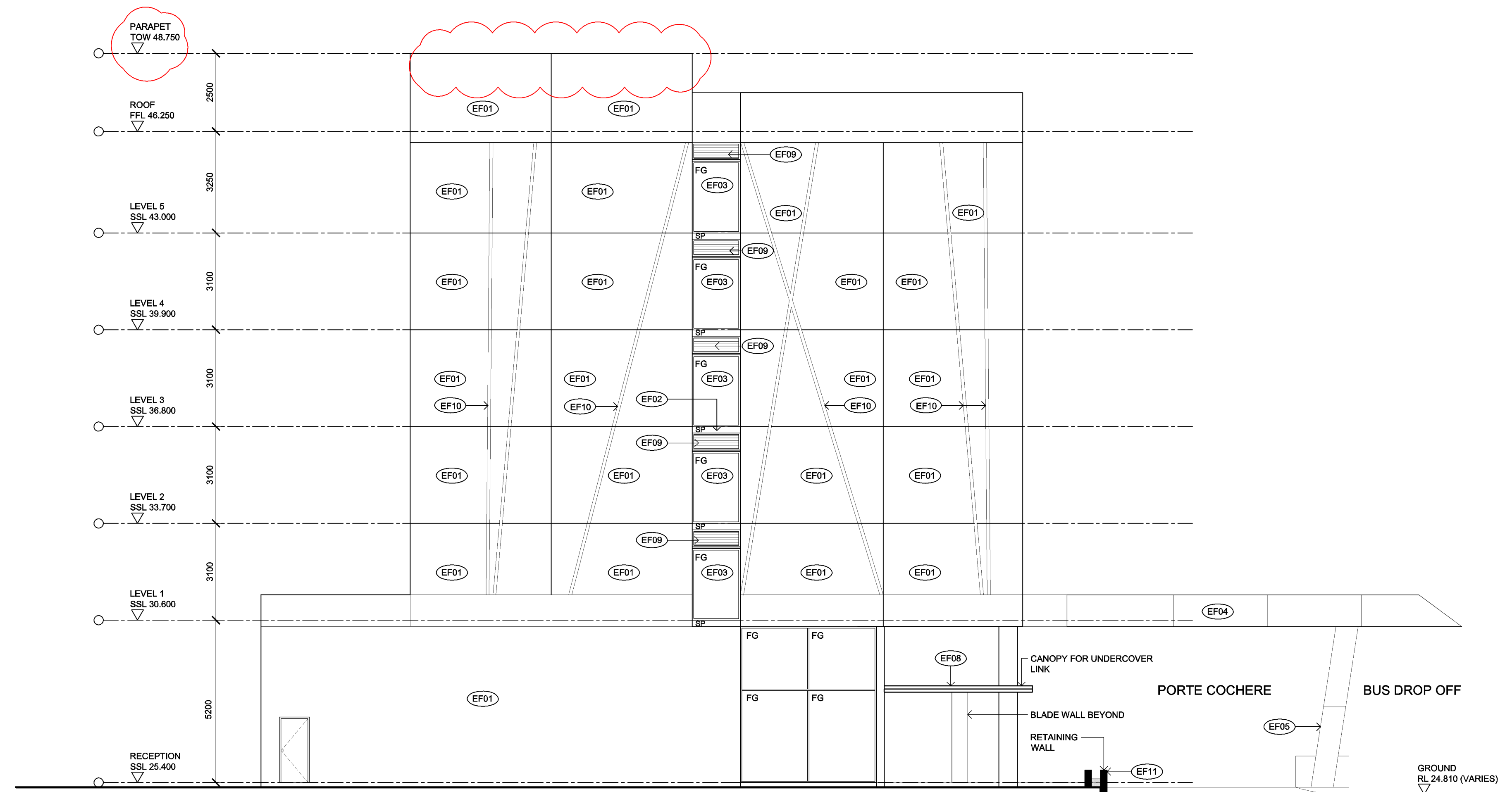
Dimensioned Drawings to take precedence over scaling. Contractor to verify all dimensions on site before construction. All inconsistencies to be reported to the Architect immediately. This drawing and its contents remain the copyright of WMK Architecture Pty Ltd ©

FINISHES LEGEND

- (EF01) PRECAST CONCRETE PANELS WITH CHARCOAL COLOUR FINISH
- (EF02) COLOUR BACK GLASS INFILL SPANDREL PANEL (SP) TO MATCH VISION GLAZING
- (EF03) POWDER COATED ALUMINIUM WINDOW FRAME - BLACK COLOUR FINISH
- (EF04) COMPOSITE METAL PANEL CLADDING WITH EXPRESSED JOINTS - BRONZE COLOUR FINISH
- (EF05) COMPOSITE ALUMINIUM PANEL CLADDING WITH EXPRESSED JOINTS - CHARCOAL FINISH COLOUR
- (EF06) SHOP FRONT GLAZING SYSTEM WITH POWDER COATED ALUMINIUM FRAMES - REFER TO EF03
- (EF07) POWDER COATED ALUMINIUM BLADES WITH SUPPORT POST FIXINGS - COLOUR CHARCOAL FINISH
- (EF08) COMPOSITE METAL PANEL CLADDING WITH EXPRESS JOINTS - BRONZE COLOUR FINISH
- (EF09) POWDER COATED ALUMINIUM LOUVRES TO MATCH WINDOW FRAMES - REFER TO EF03
- (EF10) ANODISED EXTRUDED ALUMINIUM BATTENS (NOM. 150MM X 100MM) WITH CONCEALED FIXING TO PRECAST SUBSTRATE - BRONZE COLOUR FINISH
- (EF11) TEXTURED CEMENT RENDERED BRICK WALL - LIGHT GRAY COLOUR FINISH

LEGEND

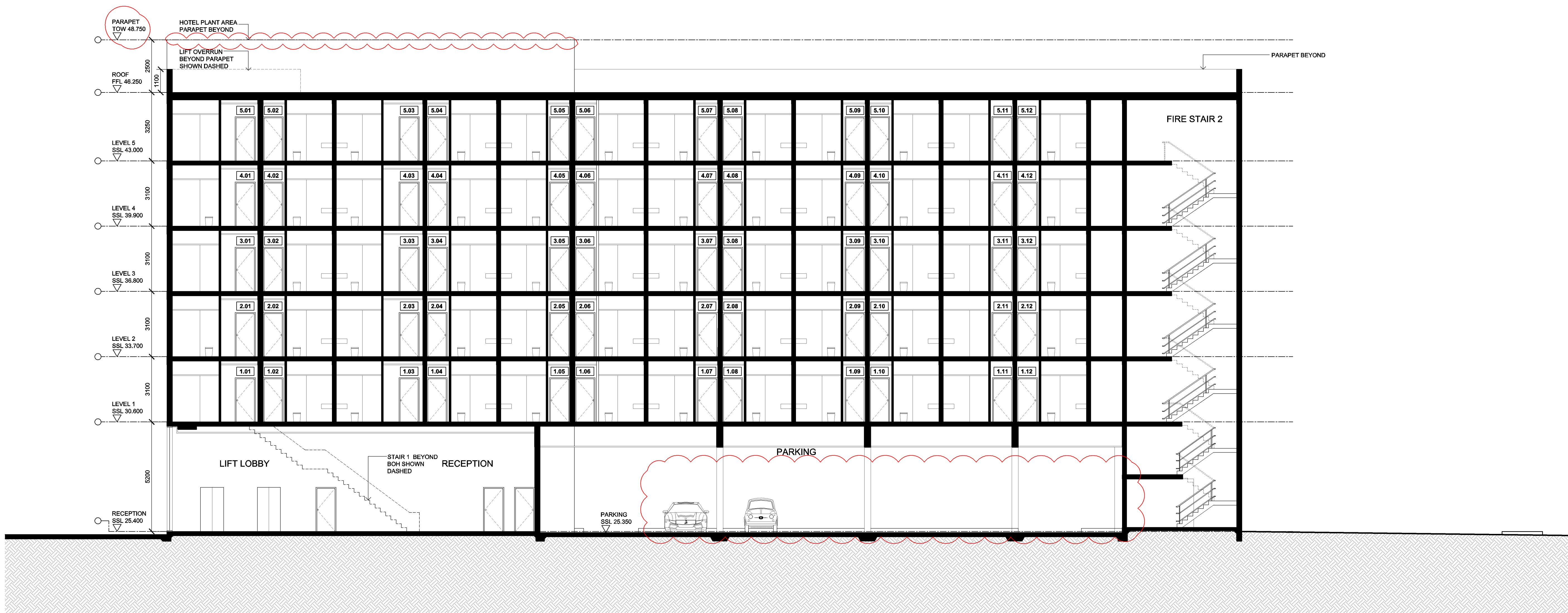
- FG FIXED GLASS
- SP SPANDREL PANEL



01 ELEVATION - 04
WEST ELEVATION

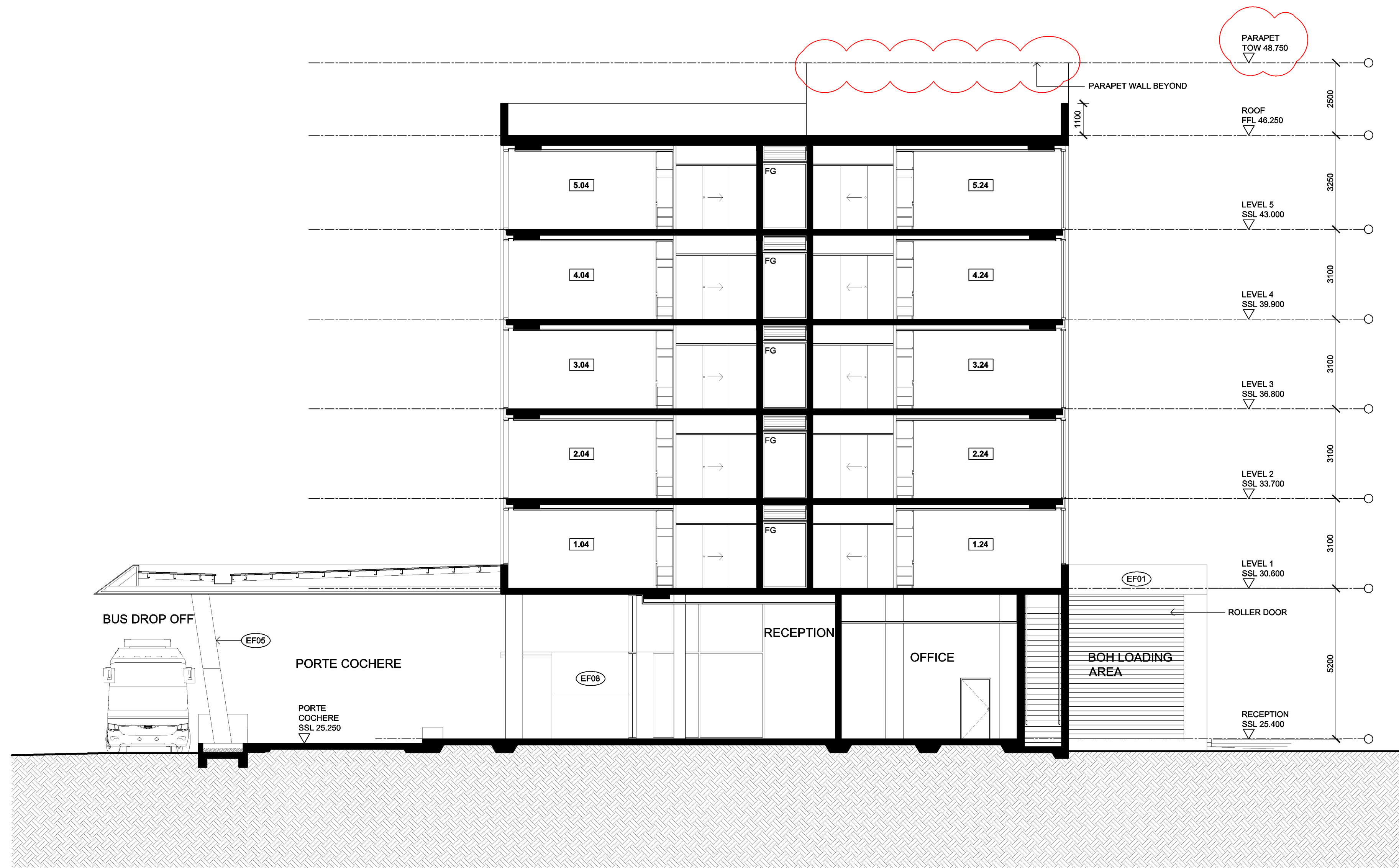
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A	ISSUED FOR DEVELOPMENT APPROVAL	17.05.16						WEST ELEVATION	DA503	B	
B	ISSUED FOR SECTION 96	25.01.17							Scale 1:100	Drawing Size A1	
									Project Number	Date APRIL 2016	Drawn By BL
									CAD Reference		

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Issue	Description	Date	Issue	Description	Date	Client	Project
A	ISSUED FOR DEVELOPMENT APPROVAL	17.05.16					
B	ISSUED FOR SECTION 96	25.01.17					

Title		Drawing No.	Issue
SECTION A		DA600	B
Scale	Drawing Size		
1:100	A1		
Project Number	Date	Drawn By	
	APRIL 2016	BL	
CAD Reference			
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Issue	Description	Date	Issue	Description	Date	Client	Project
A	ISSUED FOR DEVELOPMENT APPROVAL	17.05.16					
B	ISSUED FOR SECTION 96	25.01.17					

Title		SECTION B
Drawing No.	DA601	Issue B
Scale	1:100	Drawing Size A1
Project Number	Date	Drawn By
	APRIL 2016	BL
CAD Reference		

Dimensioned Drawings to take precedence over scaling. Contractor to verify all dimensions on site before construction. All inconsistencies to be reported to the Architect immediately. This drawing and its contents remain the copyright of WMK Architecture Pty Ltd ©

Attachment 2 – Car Park Turning Paths and Compliance Review

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

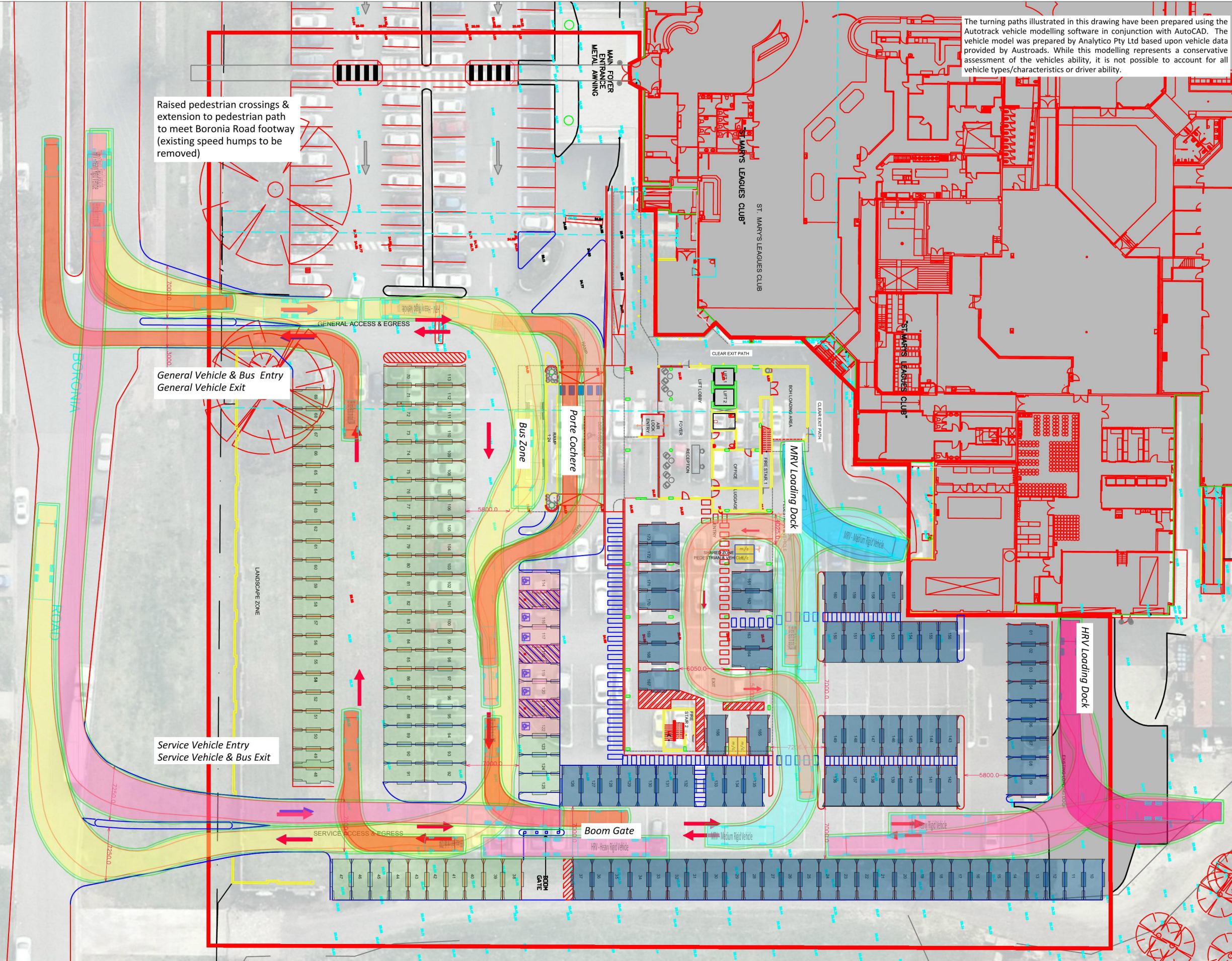
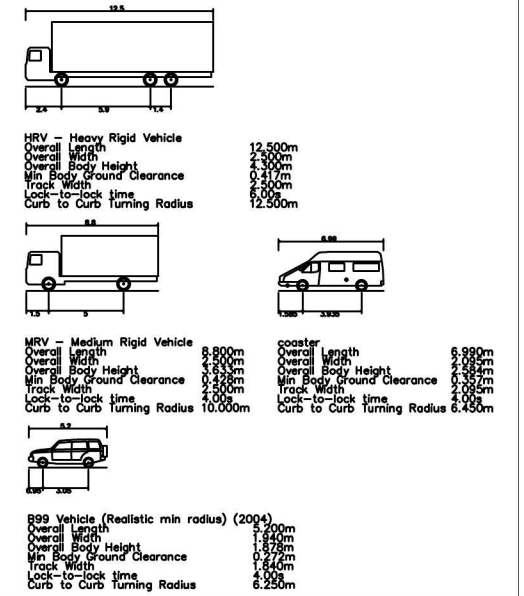
Raised pedestrian crossings & extension to pedestrian path to meet Boronia Road footway (existing speed humps to be removed)

General Vehicle & Bus Entry
General Vehicle Exit

Service Vehicle Entry
Service Vehicle & Bus Exit

- TYPICAL**
- Please note the following compliance requirements:
- Height Clearance:** 2.2m (min) throughout all areas of the car park accessible to vehicles and bicycles.
2.5m above accessible and shared bays X wherever access is required for a refuse vehicle (and safety clearance envelope)
 - Sight Splays:** Visibility splays in the form of a 2.5m x 2m right-angled triangle to be provided (AS2890.1). Ensure design avoids visual obstructions in sight splay (i.e. dense landscaping, tall fencing/walls etc.)
 - Parking Spaces:** The parking envelopes shown, must be kept clear of all physical obstructions, including height clearance reductions. Ensure that grades within the parking module do not exceed 1:20 (1:40 for accessible bays).
 - Accessible Spaces:** To be designed in accordance with AS2890.6. i.e. standard parking space with adjacent shared bay (2.4m x 5.4m), to be installed as per AS2890.6 requirements (bollard and markings).
 - Motorcycle Parking:** Motorcycle bays to be designed as a 2.5m x 1.2m envelope (AS2890.1).
 - Bicycle Parking:** Bicycle spaces are to allow for an envelope of 500mm by 1800mm, with an aisle width of 2000mm for locker storage, or 1500mm for racks.
 - Control Measures:** Please note recommended control measures, including line markings, signage, bollards, convex mirrors, lights etc.

-  Accessible
2.4 x 5.4m car space - 6 Spaces
-  General
2.5 x 5.4m car space - 78 Spaces
-  Hotel
2.5 x 5.4m car space - 85 Spaces
-  m/c
1.2 x 2.4m motorbike space - 4 Spaces

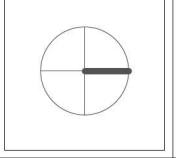


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cammeray nsw 2062

REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED
3	16/02/17	S96 Assessment - Updated Base	SW	AM					
2	20/01/17	S96 Assessment - Revised	SW	AM					
1	08/11/16	S96 Assessment	SW	AM					



PROJECT:
St Mary's Rugby League Club
New Entry, Hotel & Fitness Club

DRAWING TITLE:
Section 96
Car Park Assessment

CLIENT:	FDC Construction & Fit Out
DRG. #:	S96-001
PROJECT #:	T2-1860
SCALE:	1:500

REV: 3