



STANBURY
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

TRAFFIC & PARKING IMPACT ASSESSMENT

**PROPOSED BOARDING HOUSE DEVELOPMENT
10 – 11 RAILWAY STREET
WERRINGTON**

**PREPARED FOR LEVEL ARCHITECTS
OUR REF: 20-233-3**



SEPTEMBER 2021

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- 1. Architectural Plans**
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1. INTRODUCTION

1.1 Scope of Assessment

Stanbury Traffic Planning has been commissioned by Mr Georges Wehbe to prepare a Traffic & Parking Impact Assessment to accompany a Development Application to be lodged with Penrith City Council. The Development Application seeks consent for the construction of a boarding house development comprising 69 rooms in conjunction with a manager's residence at 10 – 11 Railway Street, Werrington (hereafter referred to as the 'subject site'). The development is to be provided in accordance with *State Environmental Planning Policy (Affordable Rental Housing) 2009*.

The aim of this assessment is to investigate and report upon the potential traffic and parking consequences of the development application and to recommend appropriate ameliorative measures where required. This report provides the following scope of assessment:

- Section 1 provides a summary of the site location, details, existing and surrounding land-uses;
- Section 2 describes the proposed development;
- Section 3 assesses the adequacy of the proposed site access arrangements, parking provision, internal circulation and servicing arrangements with reference to relevant Council, Transport for NSW (TfNSW, formerly Roads & Maritime Services), Australian Standard and State Environmental Planning Policy specifications;
- Section 4 assesses the existing traffic, parking and transport conditions surrounding and servicing the subject development site including a description of the surrounding road network, traffic demands, operational performance and available public transport infrastructure; and
- Section 5 estimates the traffic generating ability of the proposed development and assesses the ability or otherwise of the surrounding road network to be capable of accommodating the altered demand in a safe and efficient manner.

The report has been prepared pursuant to State Environmental Planning Policy (Infrastructure) 2007. The application is not of sufficient scale to be referred to TfNSW under this Instrument.

1.2 Reference Documents

Reference is made to the following documents throughout this report:

- *State Environmental Planning Policy (Affordable Rental Housing) 2009* (hereafter referred to as the 'Affordable Housing SEPP');
- TfNSW's *Guide to Traffic Generating Developments*;

- Penrith City Council's *Penrith Development Control Plan 2014* (DCP 2014);
- Australian Standard for *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004);
- Australian Standard for *Parking Facilities Part 3: Bicycle Parking Facilities* (AS2890.3:2015); and
- Australian Standard for *Parking Facilities Part 6: Off-Street Parking for People with Disabilities* (AS2890.6:2009).

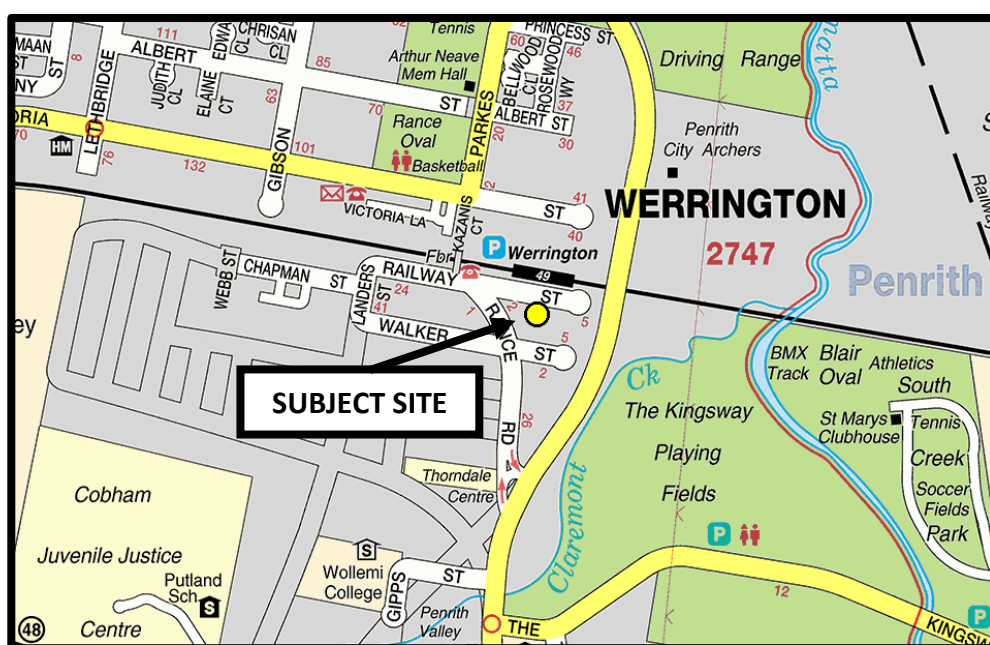
Architectural plans have been prepared by Level Architects and should be read in conjunction with this report, reduced copies of a selection of which are included as **Appendix 1** for reference.

1.3 Site Details

1.3.1 Site Location

The subject site is situated on the southern side of Railway Street, approximately 70m east of Rance Road, Werrington. The site location is illustrated below and overlaid within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT



Source: UBD's Australian City Streets – Version 8

FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT



Source: Nearmap (image date: 12/08/21)

1.3.2 Site Description

The subject site provides a real property address of Lots 5 & 6 within DP 1605 and a street address of 10 – 11 Railway Street, Werrington.

The allotment provides a predominantly rectangular shaped parcel of land with an approximate frontage of 30m to Railway Street, extending to the south approximately 46m, resulting in a total site area in the order of 1,410m².

1.3.3 Existing Site Use

The subject site is currently vacant.

1.3.4 Surrounding Uses

A similar vacant property adjoins the site to the west.

The site is adjoined by medium-density residential apartment buildings to the east and south fronting and being serviced by Railway Street and Rance Road, respectively.

The T1 (North Shore & Western) rail line and Werrington Station is situated to the north of the site.

2. PROPOSED DEVELOPMENT

2.1 Built Form

The subject application seeks Council's approval for the construction of a boarding house development comprising 69 rooms, a manager's residence and a common room.

The development is proposed to be contained within a four-storey building, situated approximately central to the site.

The site is to be serviced by two levels of basement parking proving a total of 36 parking spaces (including seven accessible spaces). In addition, 14 motorcycle and 14 bicycle parking spaces are provided within the basement parking levels.

Vehicular access to the on-site parking area is proposed via a single combined ingress / egress driveway connecting with Railway Street in the north-eastern corner of the site.

Pedestrian access is proposed via a pedestrian walkway providing access to the boarding house entrance foyer and connecting with the southern Railway Street footway, to the west and separate from the abovementioned vehicular access driveway.

3. SITE ACCESS & INTERNAL CIRCULATION

3.1 Access Arrangements

3.1.1 Passenger Vehicle Access

Vehicular access between the development and Railway Street is proposed to be provided via a 6.1m wide combined ingress / egress driveway located within the north-eastern corner of the site.

AS2890.1:2004 provides driveway design specifications based on the proposed primary land use, the functional order of the access road and the number of spaces the driveway is to serve. Tables 3.1 and 3.2 of AS2890.1:2004 specify that, at minimum, a Category 1 type driveway is required, providing a combined ingress / egress driveway width of between 3m and 5.5m based on the functional (non-arterial) order of Railway Street, the land-use proposed and the passenger vehicle parking provision within the parking area of 36 spaces. The proposed combined ingress / egress driveway width of 6.1m therefore exceeds the minimum AS2890.1-2004 specifications and accordingly, is considered to be satisfactory.

Swept path plans have been prepared in order to demonstrate the ability of passenger vehicles to enter and exit the site, copies of which are included as **Appendix 2**. These swept paths also indicate that all vehicles are able to enter and exit the site in a forward direction.

The safety and efficiency of access / egress movements are also proposed to be assisted by the following:

- The provision of a relatively level (less than 1:20) grade within the first 6m inside the property boundary;
- The consistent horizontal and vertical alignment of Railway Street in the vicinity of the subject site resulting in satisfactory sight distance between the frontage road and the proposed site driveway, based on the prevailing 50km/h speed limit; and
- No obstructions to visibility adjacent to the driveway facilitating appropriate sight distance between exiting motorists and pedestrians within the southern Railway Street footway.

The proposed site access driveway design is therefore considered to be satisfactory.

3.1.2 Pedestrian Access

Pedestrian connectivity is proposed to be provided via a separate walkway to the west of the vehicular access driveway, connecting with the southern Railway Street footpath. The pedestrian walkway provides direct access to the boarding house entrance foyer.

3.2 Parking Provision

The development is proposed to provide the following parking provision:

- 36 passenger vehicle parking spaces (including one manager's space and seven disabled spaces);
- 14 motorcycle parking spaces; and
- 14 bicycle parking spaces.

3.2.1 Passenger Vehicle Parking

The Affordable Housing SEPP provides state wide relevant parking requirements for boarding houses, relevant to the proposed co-living development. Clause 29(2) of the Affordable Housing SEPP states the following with respect to car parking:

A consent authority must not refuse consent to development to which this Division applies on any of the following grounds:

(e) Parking if:

- (iia) in the case of development not carried out by or on behalf of a social housing provider—at least 0.5 parking spaces are provided for each boarding room, and*
- (iii) in the case of any development—not more than 1 parking space is provided for each person employed in connection with the development and who is resident on site,*

On the basis of the development providing 69 rooms and one manager's residence, a minimum of 34.5 (adopt 35) spaces are required for the boarders of the development and a maximum of one space for the manager is allowed in order to comply with Clause 29(2)(e)(ii) of the Affordable Housing SEPP.

A consenting authority accordingly cannot refuse consent to the proposed development on the grounds of car parking as 35 boarder parking spaces and one manager space is proposed to be provided.

3.2.2 Motorcycle and Bicycle Parking

Clause 30(1) of the Affordable Housing SEPP states:

(h) At least one parking space will be provided for a bicycle, and one will be provided for a motorcycle, for every 5 boarding rooms

The following parking rates from clause 30(1) therefore apply:

69 boarding rooms / 5 = 13.8 (adopt 14) spaces

The proposed provision of 14 bicycle and 14 motorcycle spaces within the on-site parking area therefore exceeds or accords with the abovementioned minimum Affordable Housing SEPP requirements and accordingly, are considered to be satisfactory.

3.3 Internal Circulation and Manoeuvrability

3.3.1 Internal Access Ramps

Vehicular connectivity between the access driveway and Basement Level 1 and between Basement Level 1 and Basement Level 2 is proposed to be serviced by two-way vehicular ramps. These ramps have been designed with the following minimum dimensions in accordance with the relevant requirements of AS2890.1:2004:

- Two-way ramp width = 5.5m between kerbs;
- Maximum grade = 1:4;
- Maximum change in grade = 1:8; and
- Maximum grade within 6m of the property boundary = 1:20.

Swept path plans have been prepared in order to demonstrate the ability of two-way traffic flow to occur throughout the internal ramps, copies of which are included as **Appendix 2**.

3.3.2 Passenger Vehicle Parking Area Design

Passenger vehicles, upon entry to the site, will travel in a forward direction via the internal roadway to access the first level of basement parking, forming a continuation of the site access driveway. The basement parking areas are proposed to comprise 90-degree angled parking spaces, situated generally along the eastern and southern walls of the basement parking area serviced by a parking circulation aisle which forms an extension of the internal access roadway.

The passenger vehicle parking areas have been designed to accord with the minimum requirements of AS2890.1:2004 and AS2890.6:2009, providing the following base dimensions:

- Standard parking space width = 2.4m;
- Disabled parking space width = 2.4m (plus adjacent 2.4m wide shared area);
- Additional vehicular space width where parking spaces adjoins an obstruction = 0.3m;
- Standard parking space length = 5.4m;
- Aisle width servicing parking spaces = 6.1m;

- Parking aisle extension past dead end 90-degree parking bays = 1m;
- Headroom = 2.2m; and
- Headroom above disabled parking spaces and adjoining shared areas = 2.5m.

Safe and efficient internal manoeuvring and parking space accessibility is anticipated to result, taking into consideration the above compliance with the relevant AS2890.1:2004 and AS2890.6:2009 specifications.

In order to further demonstrate the suitability of the abovementioned arrangement and internal passenger vehicle manoeuvrability within the parking area, this Practice has prepared a number of swept path plans which are included as **Appendix 2**. The turning paths provided on the plans have been generated using Autoturn software and derived from B85 and B99 vehicle specifications provided within AS2890.1:2004.

Section B4.4 of AS2890.1:2004 states the following with regard to the use of templates to assess vehicle manoeuvring:

‘Constant radius swept turning paths, based on the design vehicle’s minimum turning circle are not suitable for determining the aisle width needed for manoeuvring into and out of parking spaces. Drivers can manoeuvre vehicles within smaller spaces than swept turning paths would suggest.’

It would therefore appear that whilst the turning paths provided within AS2890.1:2004 can be utilised to provide a ‘general indication’ of the suitability or otherwise of internal parking and manoeuvring areas, vehicles can generally manoeuvre more efficiently than the paths indicate. Notwithstanding this, the swept path plans illustrate that passenger vehicles can manoeuvre throughout the basement parking area and enter and exit the most difficult passenger vehicle parking spaces.

In consideration of the abovementioned general compliance of the development design with the relevant requirements of the Australian Standards, the proposed internal passenger vehicle circulation arrangements are considered to be satisfactory.

3.3.3 Motorcycle Parking Design

14 motorcycle parking spaces have been provided within the two levels of basement parking providing the following dimensions in accordance with the relevant requirements of AS2890.1:2004:

- Motorcycle parking space width = 1.2m; and
- Motorcycle parking space length = 2.5m.

3.3.4 Bicycle Parking Design

14 bicycle parking spaces are proposed to be provided within the two levels of basement parking via the provision of horizontal bicycle rails providing the following minimum dimensions in accordance with the relevant requirements of AS2890.3:2015:

- Parking rack depth / length = 1.2m;
- Rack separation = 0.5m; and
- Adjoining manoeuvring aisle = 1.5m.

3.4 Site Servicing

The subject development is anticipated to generate the requirement for regular waste collection vehicle servicing. Garbage bins are proposed to be contained within a dedicated storage room situated within the north-western corner of the first level of basement parking. These bins are to be transported to the adjoining Railway Street frontage for collection in a similar manner to other properties in the subject vicinity.

Given the nature of the development, boarding rooms are generally provided furnished to tenants. Thus, it is anticipated there will not be a regular requirement for large removalist vehicles to access the site, as tenants moving in and out of the accommodation will do so using utilities and vans capable of utilising regular car spaces provided on site.

4. EXISTING TRAFFIC CONDITIONS

4.1 Surrounding Road Network

The following provides a description of the local road network surrounding the subject site:

- **Railway Street** performs a local access function under the care and control of Penrith City Council, providing an east-west connection between Landers Street in the west and an informal termination in the east.

To the east of Rance Road, Railway Street generally provides a prevailing pavement width of approximately 9.5m, providing one through lane of traffic in each direction in conjunction parallel parking along the southern kerb alignment. The northern shoulder of Railway Street is generally unsealed, being capable of accommodating parallel parking in an informal arrangement, clear of the trafficable pavement. Traffic flow within Railway Street is governed by a local area speed limit of 50km/h.

To the west of the subject site, Railway Street forms a T-junction with Rance Road operating under 'Give Way' signage control with the southern Rance Road approach and the western Railway Street approach forming the priority route.

- **Rance Road** performs a lower order collector function under the care and control of Penrith City Council, linking the surrounding precinct with Werrington Road to the south.

Rance Road primarily provides a 12.8m wide pavement with one lane of traffic in each direction, in conjunction with parallel parking along both kerb alignments. Notwithstanding this, the Rance Road reservation widens on approach to Werrington Road to provide a divided carriageway, with each carriageway intersecting separately with Werrington Road, with the southbound carriageway junction being governed by 'Give Way' control, with Werrington Road performing the priority route.

The northbound Rance Road junction with Werrington Road is assisted by a dedicated left turn lane within the northbound Werrington Road approach, and pavement widening within the southbound approach, to allow turning movements to occur within Werrington Road clear of trailing through movements.

Rance Road is governed by a local area speed limit of 50km/h.

- **Werrington Road** provides a higher order collector road function operating under the care and control of Penrith City Council, providing access between Christie Street / Dunheved Road in the north and Great Western Highway in the south.

In the vicinity of the subject precinct, Werrington Road primarily provides a one through lane of traffic in each direction with unsealed shoulders. However, as previously presented, Werrington Road provides additional turning lanes on approach to its junction with the northbound Rance Road junction.

Traffic flow within Werrington Road is governed by a sign posted speed limit of 60km/h in the vicinity of its junction with Rance Road, increasing to 70km/h to the north. It is however noted that a 40km/h school zone speed limit is applicable during prescribed school start / finish times provided in association with Penrith Valley School / Kurrambee School to the south of Rance Road.

Werrington Road forms T-junctions with Parkes road and The Kingsway to the north and south of the site, respectively, operating under one lane circulating roundabout control. Further to the north, Werrington Road intersects with Dunheved Road and Christie Street under two lane circulating roundabout control. Further to the south, Werrington Road intersects with Great Western Highway and Reserve Road under traffic signal control.

4.2 Existing Traffic Volumes

Staff of Stanbury Traffic Planning have undertaken observations of traffic demands within Railway Street and Rance Road in the vicinity of the site in order to accurately ascertain the traffic demands.

The above observations have indicated the following, during the morning weekday peak periods:

- Railway Street accommodates low traffic demands (less than 100 vehicles per hour) commensurate with its access function to a small number of abutting properties in conjunction with egress function to a small public car park associated with Werrington Railway Station; and
- Rance Road accommodates slightly increased demands commensurate with its slightly higher functional order in the road network, however traffic demands of less than 300 vehicles per hour still prevail.

Traffic volumes within Werrington Road have been obtained from a survey previously undertaken by this Practice associated with a separate project within the immediate precinct in February 2020. Directional traffic demands within Werrington Road (immediately to the north of Great Western Highway) were surveyed to be between approximately 300 – 700 vehicles during weekday commuter peak hours.

4.3 Existing Road Network Operation

Reference is made to TfNSW's *Guide to Traffic Generating Developments* in order to undertake an assessment of the operational performance of the surrounding local road network. This publication indicates a single lane of traffic accommodating up to peak hour traffic demands between up to 200 vehicles, as

observed within Railway Street and generally within Rance Road provides a level of service 'A', representing free flow.

Whilst traffic demands within Werrington Road are more considerable, the nearby roundabout junction controls governing the Werrington Road junctions with The Kingsway and Parkes Avenue notably punctuate directional traffic flows within Werrington Road. This has been observed to result in regular and extended gaps, facilitating opportunities for turning movements to and from the Rance Road. This, combined with the additional / turning lanes within Werrington Road ensure that motorists are capable of entering and exiting the subject precinct in a safe and efficient manner.

4.4 Public Transport

4.4.1 Buses

The following bus services operate out of Werrington Railway Station (via Kazanis Circuit) in the immediate vicinity of the site:

- Route 782 – St Marys to Penrith via Werrington;
- Route 783 – Penrith to Werrington via Jordan Springs; and
- Route 785 – Werrington to Penrith via Cambridge.

Routes 782, 783 and 785 provides a bus stop at approximately 330m walking distance to the north-west of the site providing a collective service frequency of approximately 30 minutes on weekdays and an hourly service on weekends and public holidays.

Whilst the above bus service information is correct as of September 2021, it is understood current service frequencies may have been reduced in light of current COVID-19 travel restrictions. It is therefore anticipated that public transport services in the vicinity of the site may increase as COVID-19 restrictions ease.

4.4.2 Heavy Rail

The site is located approximately 180m to the east of Werrington Railway Station. Werrington Railway Station provides access to train services which operate along the T1 North Shore & Western Line.

The T1 Line provides regular services between the Richmond, Penrith (and beyond) and the City as well as Hornsby (and beyond) linking with numerous other lines servicing the greater Sydney metropolitan area and beyond via interchanges at Blacktown, Parramatta, Granville, Clyde, Lidcombe, Strathfield and the City.

4.4.3 Pedestrians / Cyclists

Pedestrians are provided with the following access and mobility infrastructure within the immediate vicinity of the subject site:

- A footpath is provided along the southern side of Railway Street;
- A footpath is provided along the western side of Rance Road; and
- A pedestrian pathway and marked pedestrian crossing is provided within the public car park situated to the south of Werrington Railway Station providing direct pedestrian access to the station and across to the northern side of the Railway Line to Kazanis Circuit.

Cyclists are provided with the following access and mobility infrastructure within the immediate vicinity of the subject site:

- Gibson Road and Victoria Street provides an on-road bicycle-friendly route in the vicinity of the site.

5. PROJECTED TRAFFIC CONDITIONS

5.1 Traffic Generation

Traffic generation rates for various land-uses have been established through extensive surveys undertaken throughout NSW and published within TfNSW's *Guide to Traffic Generating Developments* and the more recently released *Technical Direction TDT 203/04a*.

TfNSW's *Guide to Traffic Generating Developments* does not provide generation rates for boarding house developments. Boarding houses, as demonstrated by the aims and objectives of the Affordable Housing SEPP, provide residential accommodation for low-income earners. Accordingly, vehicle ownership would not be common amongst the occupants of the development, with a much stronger reliance on cheaper public transport options. The most consistent use assessed by TfNSW and relevant to the proposed development is that of high-density residential developments, for which it provides the following peak hour traffic generation rate:

0.15 – 0.19 trips per dwelling

In order to provide a worst-case scenario, application of the above maximum rate to the proposed 70 boarding rooms / managers residence, the subject development is projected to generate up to approximately 13 peak hour trips.

5.2 Traffic Impacts

The development has been projected to generate in the order of 13 vehicle movements to and from the subject site during peak hours.

These vehicle movements are primarily likely to comprise egress movements during the morning peak period and ingress movements during the evening peak period, associated with normal journey to and from work patterns of residential development.

The abovementioned peak hour traffic generation equates to one vehicle movement every four to five minutes during commuter peaks. Such a level of additional traffic is not projected to, in itself, result in any unreasonable impact on the existing operational performance of the surrounding local road network.

The previous assessment contained within this report has revealed that traffic demands within the surrounding local road network are reasonably low and accordingly motorists are provided with a good level of service with spare capacity.

Whilst it is acknowledged that traffic demands within the surrounding regional and arterial road network are more considerable, the positive intersection controls at the Werrington Road intersections with Great Western Highway to the south and Dunheved Road / Christie Street to the north provide motorists with safe and efficient means with which to access and exit the area.

Further, the pavement widening within Werrington Road, facilitating a dedicated left turn lane within the northbound Werrington Road approach, and an additional travel lane within the southbound approach, allows turning movements to the immediate precinct to occur within Werrington Road clear of trailing through movements. It has further been previously presented that precinct egress movements from Rance Road are assisted by the punctuation of Werrington Road through traffic volumes afforded by nearby roundabout intersection controls at Parkes Road to the north and The Kingsway to the south.

In consideration of the above, the impact of the development is most likely to be a result of the safety and efficiency with which motorists are capable of entering and exiting the development. The low traffic demands within Railway Street immediately adjacent to the site, in conjunction with the good sight distance provisions between the frontage road and the driveway location, is such that it is envisaged that motorists will be capable of entering and exiting the site in a safe and efficient manner.

5.3 Transport Impacts

The subject site is located within close walking distance of bus and rail services operating out of Werrington Railway Station to the west of the site. It is accordingly expected that a proportion of the future occupants of the development will utilise the surrounding public transport infrastructure to access destinations throughout the Sydney metropolitan area. The capacity of the existing public transport system is however not envisaged to be measurably affected by any additional demand associated with the development, given its limited scale.

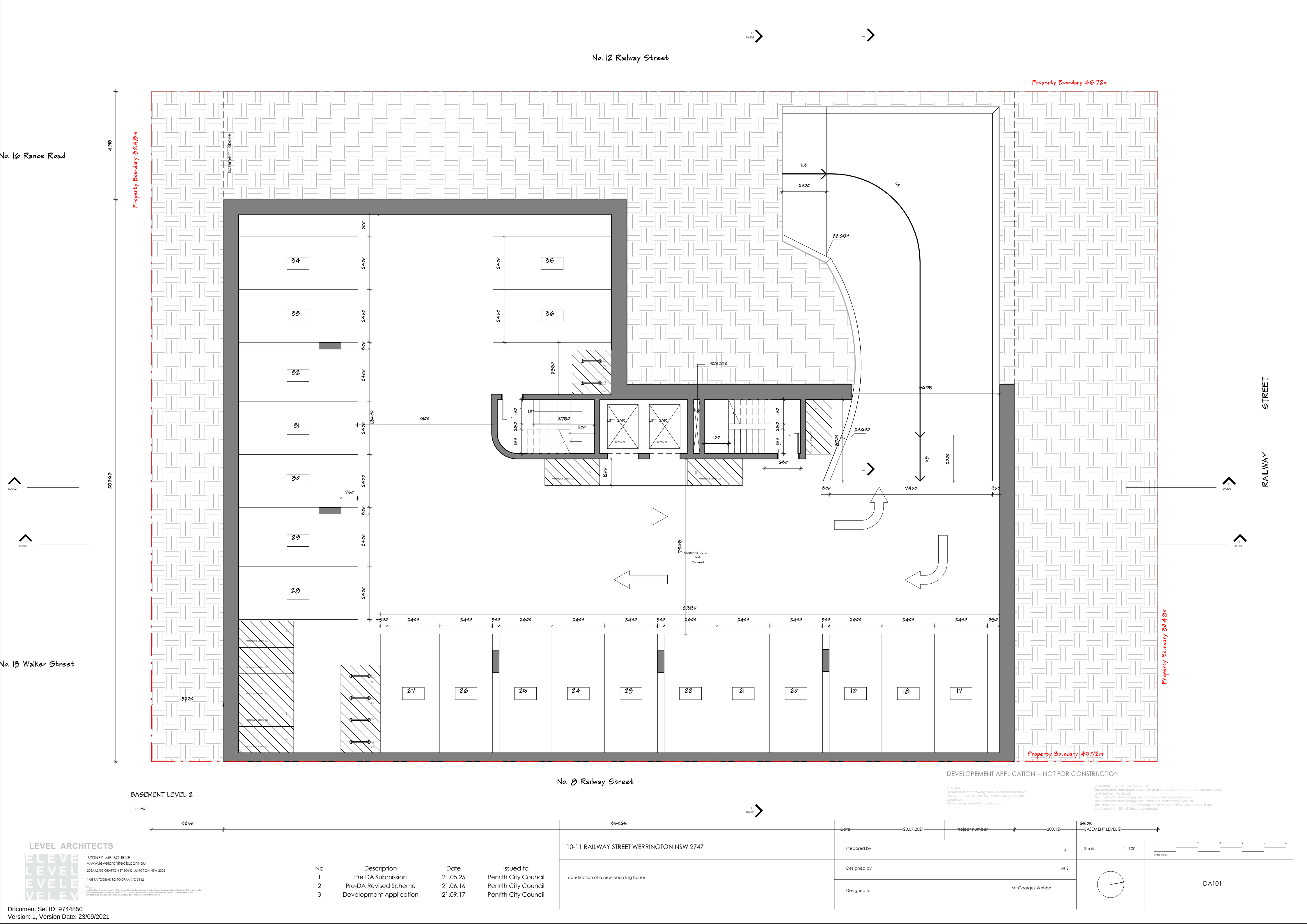
6. CONCLUSION

This report assesses the potential traffic and parking implications associated with a boarding house development containing 69 boarding rooms and one manager's residence at 10 – 11 Railway Street, Werrington. Based on this assessment, the following conclusions are now made:

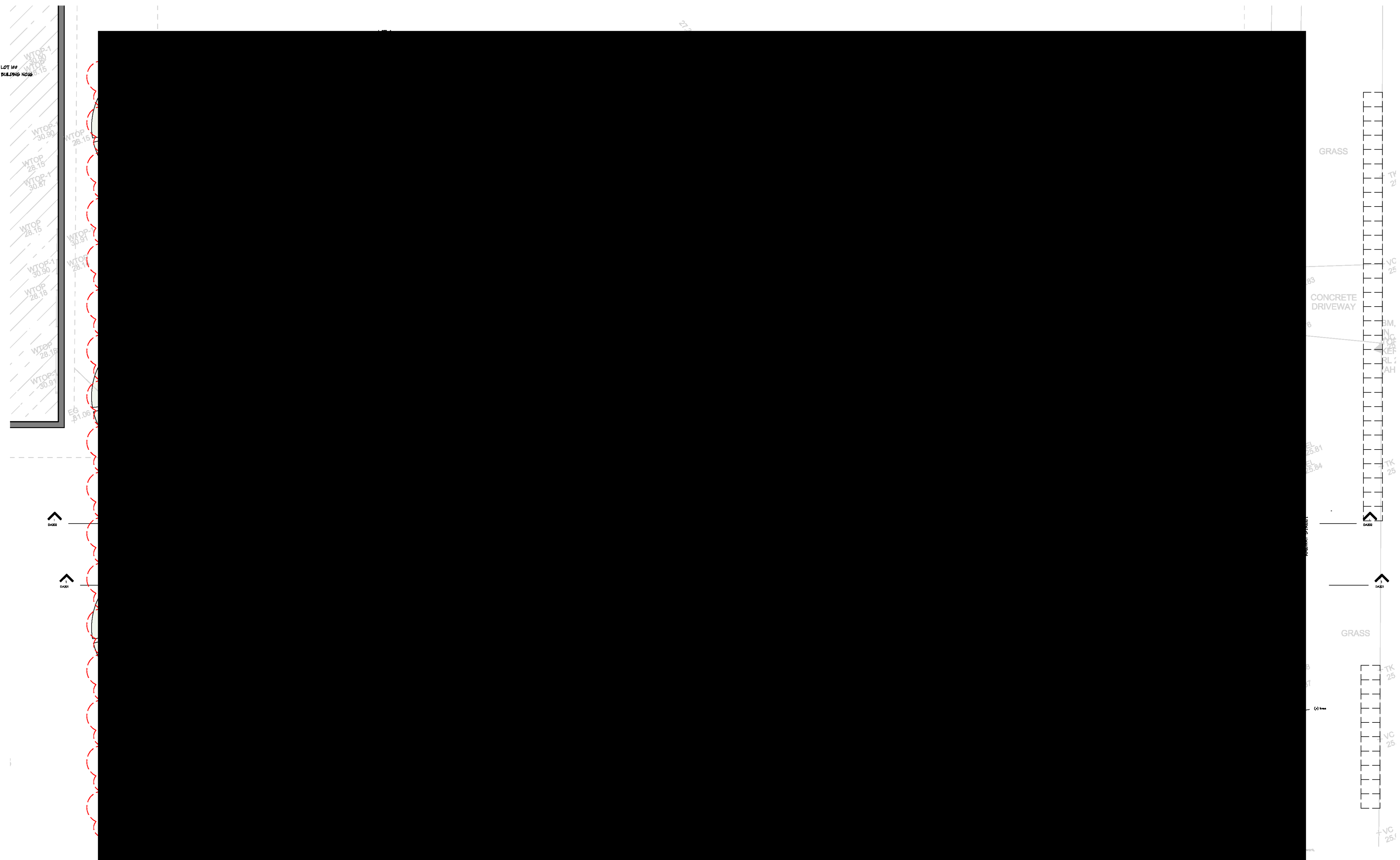
- The proposed site access arrangements are projected to result in motorists being capable of entering and exiting the subject site in a safe and efficient manner;
- The proposed off-street vehicular parking provision complies with the minimum requirements specified by the Affordable Housing SEPP;
- The proposed off-street bicycle and motorcycle parking provision complies with the relevant requirements of the Affordable Housing SEPP;
- The internal passenger vehicle circulation arrangements are capable of providing for safe and efficient internal manoeuvring;
- The surrounding road network operates with a reasonable level of service during peak periods;
- The subject development has been projected to generate up to 13 peak hour vehicle trips to and from the subject site; and
- It is considered that the adjoining road network is capable of accommodating the traffic projected to be generated by the subject development.

It is considered, based on the contents of this report and the conclusions contained herein, there are no traffic or parking related issues that should prevent approval of the subject application. This action is therefore recommended to Council.

APPENDIX 1



DA102



GROUND FLOOR PLAN

1 : 100

LEVEL ARCHITECTS

SYDNEY, MELBOURNE

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No	Description	Date	Issued to
1	Pre-DA Submission	21.05.25	Penrith City Council
2	Pre-DA Revised Scheme	21.06.16	Penrith City Council
3	Development Application	21.09.17	Penrith City Council

10-11 RAILWAY STREET WERRINGTON NSW 2747

construction of a new boarding house

Date	20.07.2021	Project number	200.12	GROUND FLOOR PLAN
Prepared by	S.L.	Scale	1 : 100	0123456 SCALE:100
Designed by	M.S.		Mr Georges Wehbe	DA103
Designed for				

LOT 104
BUILDING NO.104

RAILWAY STREET

FIRST FLOOR PLAN

1 : 100

LEVEL ARCHITECTS



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10-11 RAILWAY STREET WERRINGTON NSW 2747

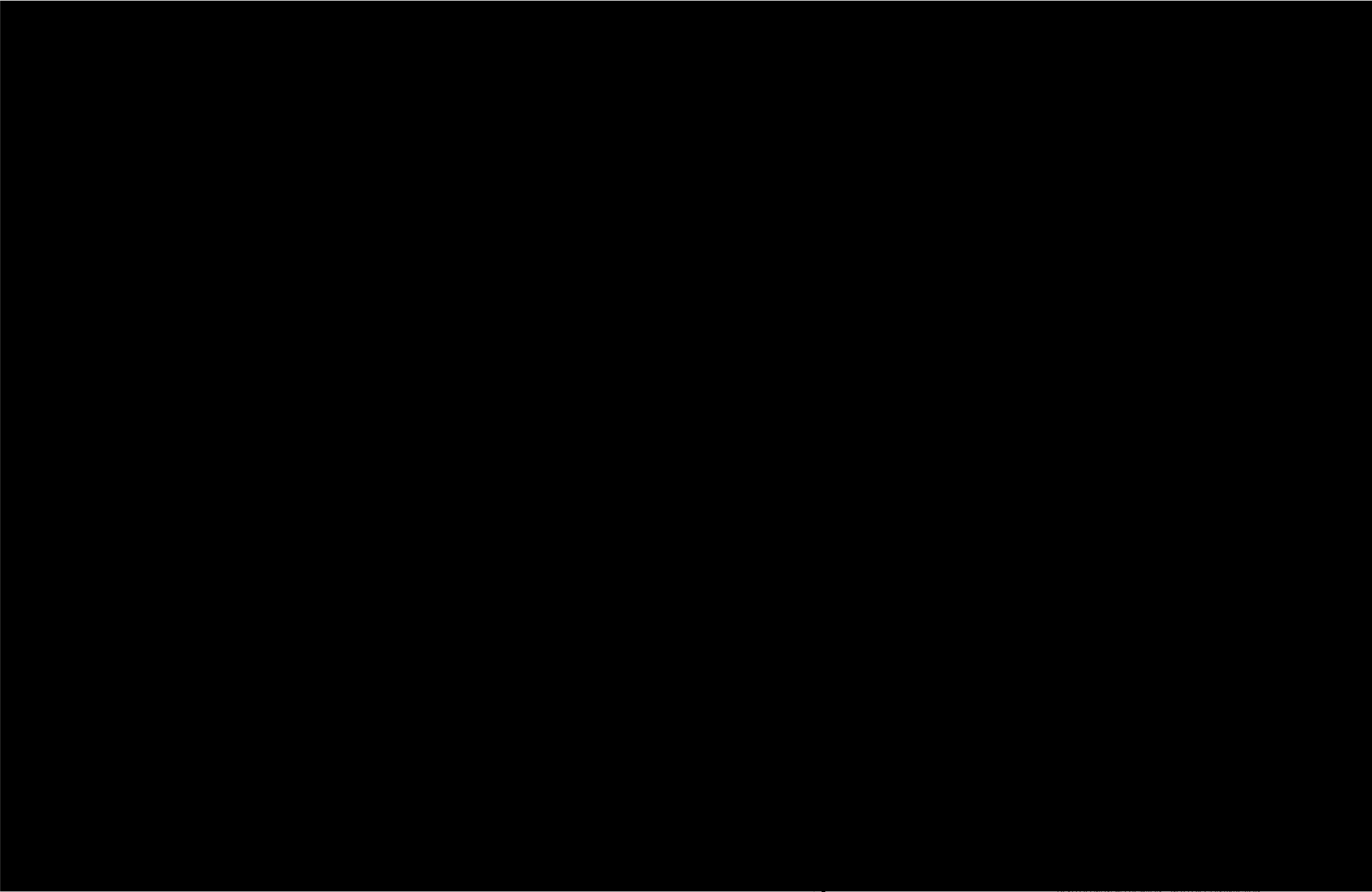
construction of a new boarding house

Date	20.07.2021	Project number	200.12
Prepared by	S.L.	Designed by	M.S.
Designed for	Mr Georges Wehbe		

FIRST FLOOR PLAN	Scale	1 : 100	
	DA104		

Do not scale the drawing, read all dimensions shown.
Please note that ground levels may vary due to site conditions.
DA drawings are not for construction.

The contractor shall comply with all relevant Australian Standards.
The contractor shall comply with the National Construction Code (NCC).
The drawings are to be used in conjunction with the relevant requirements, if any variations, the relevant requirements will take precedence.



SECOND LEVEL

1:100

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10-11 RAILWAY STREET WERRINGTON NSW 2747

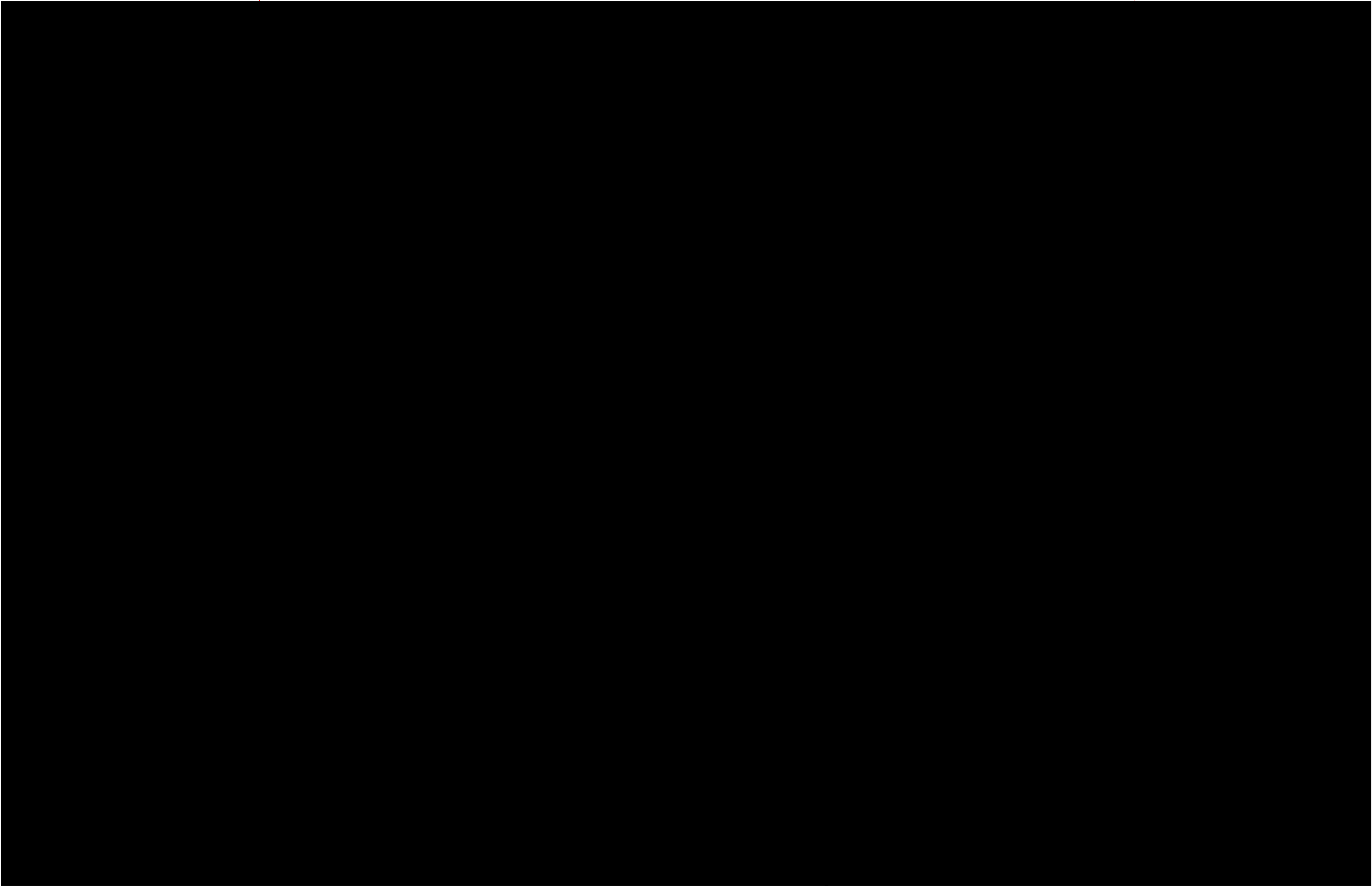
construction of a new boarding house

Date	20.07.2021	Project number	200.12	SECOND FLOOR PLAN
Prepared by	S.L			Scale 1 :
Designed by	M.S			
Designed for	Mr Georges Wehbe			

DA105

GENERAL:
Do not scale the drawing, read all dimensions shown.
Please note that ground levels may vary due to site
conditions.
DA drawings are not for construction.

CONSTRUCTION CERTIFICATE NOTES:
The contractor shall check and verify all dimensions before commencing new work,
and shall ask if in doubt.
The contractor shall comply with all relevant Australian Standards.
The contractor shall comply with the National Construction Code (NCC).
The drawings are to be used in conjunction with the NCC requirements. If any
variations, the NCC will take precedence.



THIRD LEVEL
1 : 100

GENERAL:
Do not scale the drawing, read all dimensions shown.
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DA drawings are not for construction.

CONSTRUCTION CERTIFICATE NOTES:
The contractor shall check and verify all dimensions before commencing new work, and shall ask if in doubt.
The contractor shall comply with all relevant Australian Standards.
The contractor shall comply with "National Construction Code" NCC.
The drawings are to be read in conjunction with NCC1018 requirements. If any variations, NCC1018 will take precedence.

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www.jewelarchitects.com.au

202A 12/55 GRAFTON ST HOMER JUNCTION NSW 2022

1/889A TOORAK RD TOORAK VIC 3142

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1	Pre DA Submission	21.05.25	Penrith City Council
2	Pre-DA Revised Scheme	21.06.16	Penrith City Council
3	Development Application	21.09.17	Penrith City Council

10-11 RAILWAY STREET WERRINGTON NSW 2747

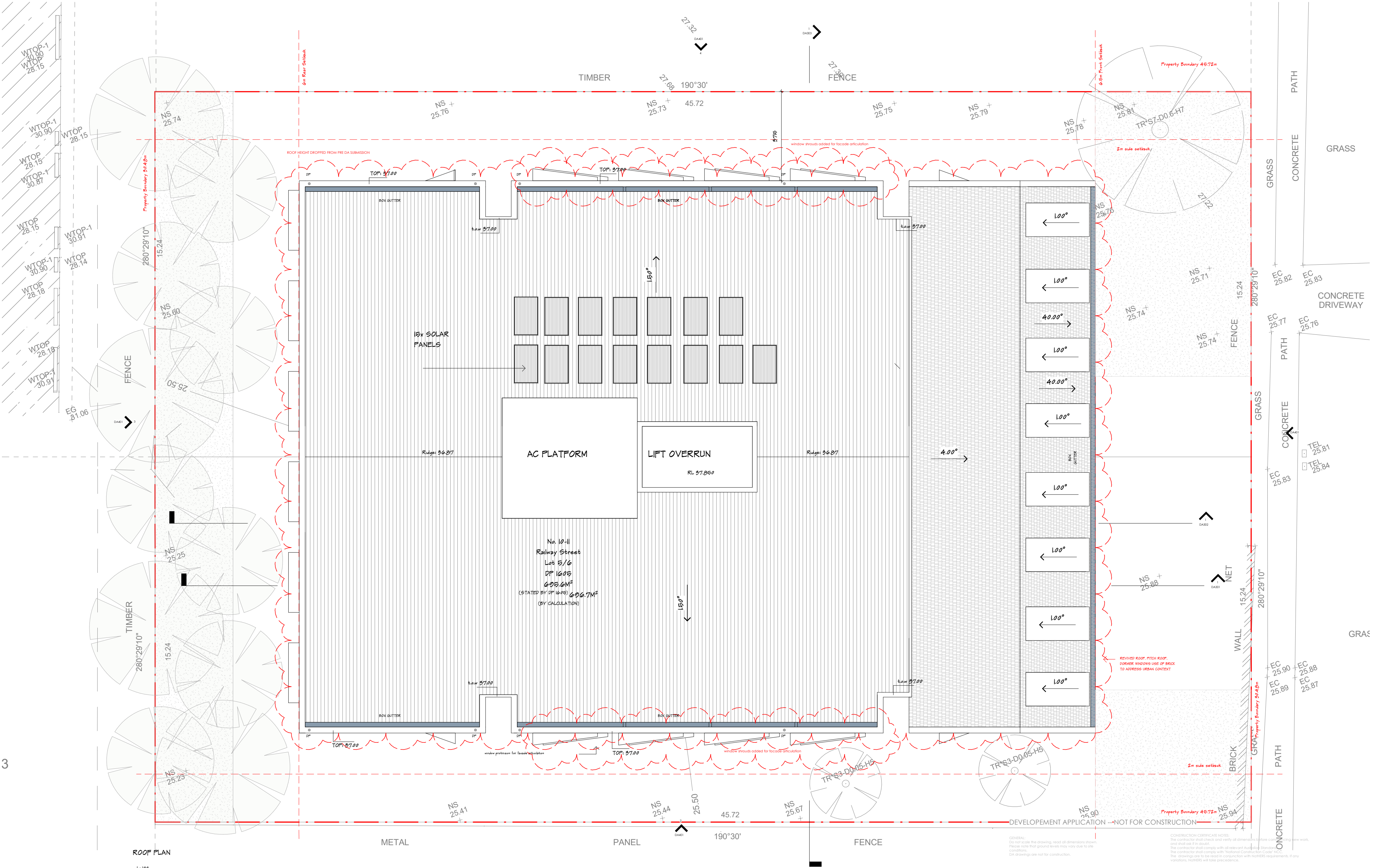
construction of a new boarding house

Date	20.07.2021	Project number	200.12
Prepared by	S.L.		
Designed by	M.S.		
Designed for	Mr Georges Wehbe		

Scale 1 : 100

DA106

Document Set ID: 9744850
Version: 1, Version Date: 23/09/2021

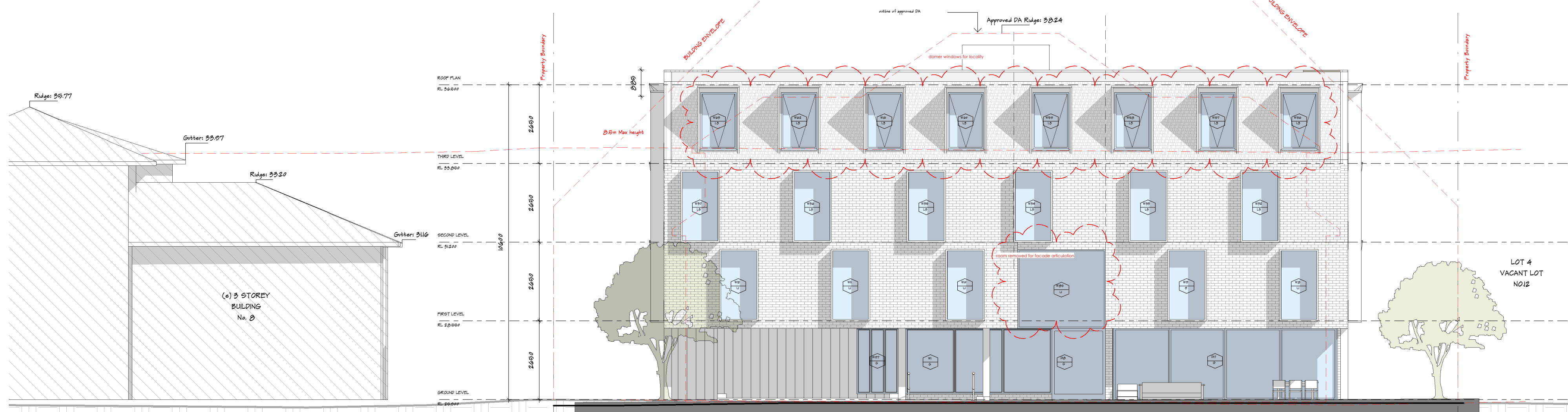


No	Description	Date	Issued to
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2	Pre-DA Revised Scheme	21.06.16	Penrith City Council
3	Development Application	21.09.17	Penrith City Council

10-11 RAILWAY STREET WERRINGTON NSW 2747

construction of a new boarding house

Date	20.07.2021	Project number	200.12	ROOF PLAN
Prepared by	S.L.	Scale	1:100	0 1 2 3 4 5 6 SCALE 1:100
Designed by	M.S.	Mr Georges Wehbe	DA107	
Designed for				



NORTH ELEVATION

1 : 100



EAST ELEVATION

1 : 100

DEVELOPEMENT APPLICATION -- NOT FOR CONSTRUCTION

GENERAL:
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LEVEL ARCHITECTS

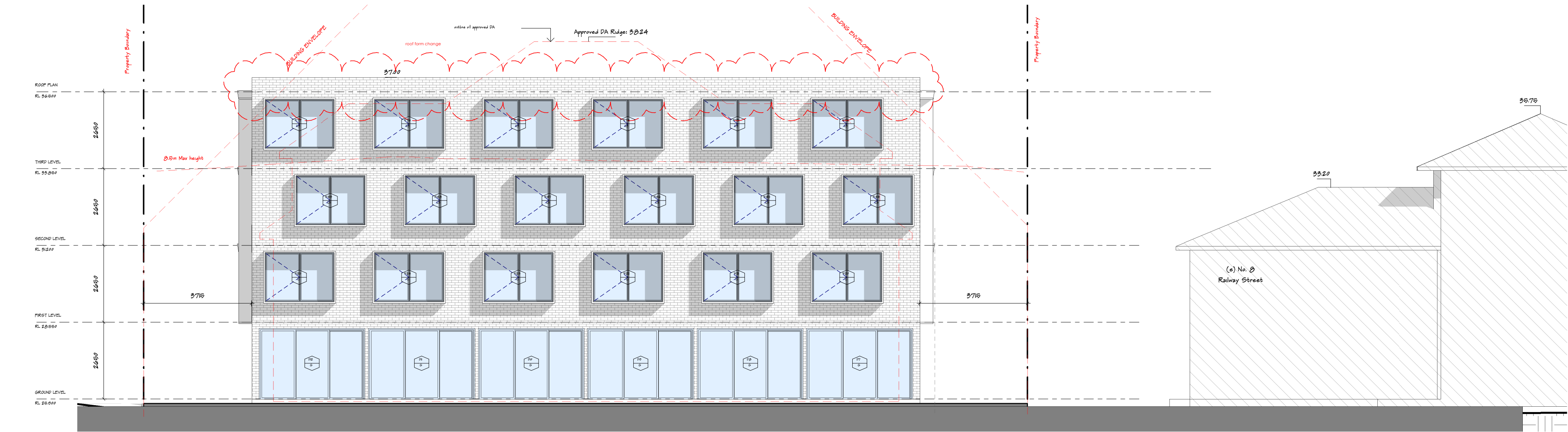
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1/589A TOORAK RD TOORAK VIC 3142

No	Description	Date	Issued to
1	Pre DA Submission	21.05.25	Penrith City Council
2	Pre-DA Revised Scheme	21.06.16	Penrith City Council
3	Development Application	21.09.17	Penrith City Council

10-11 RAILWAY STREET WERRINGTON NSW 2747

construction of a new boarding house

Date	20.07.2021	Project number	200.12	ELEVATIONS
Prepared by	S.L.	Scale	1 : 100	0 1 2 3 4 5 6 SCALE 1:100
Designed by	M.S.			
Designed for	Mr Georges Wehbe			DA201



SOUTH ELEVATION

1:100



WEST ELEVATION

1:100

DEVELOPEMENT APPLICATION – NOT FOR CONSTRUCTION

GENERAL:
Do not scale the drawing, read all dimensions shown.
Please note that ground levels may vary due to site conditions.
DA drawings are not for construction.

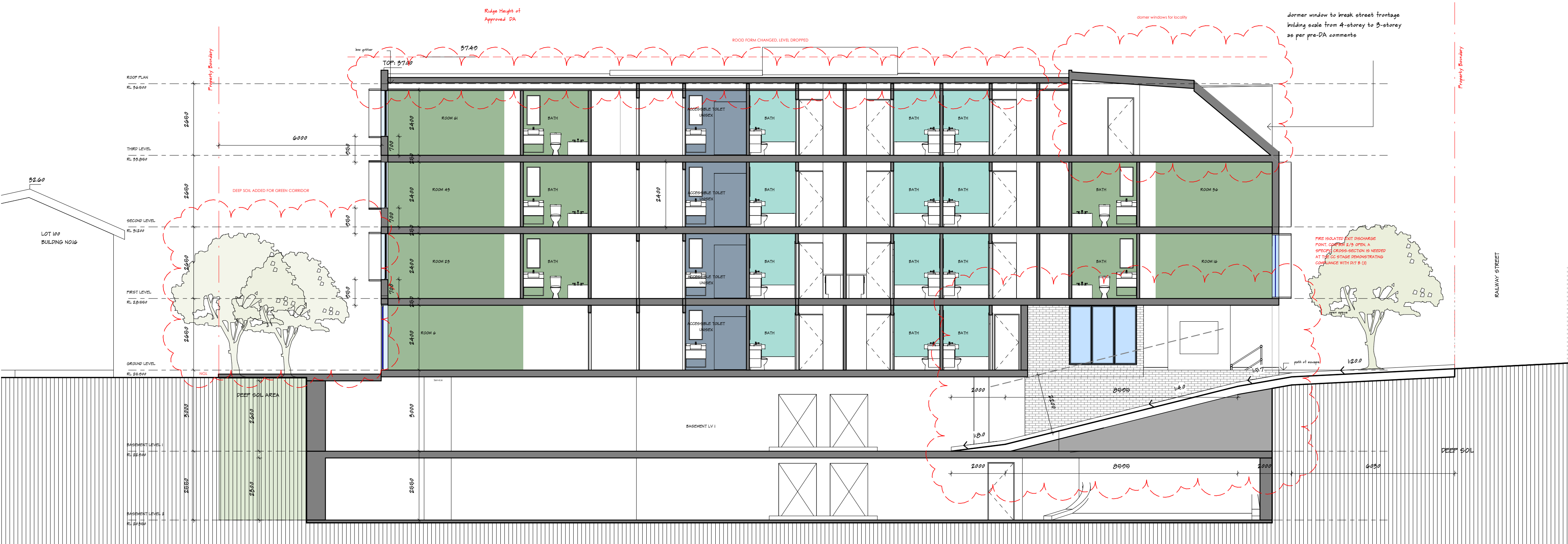
CONSTRUCTION CERTIFICATE NOTES:
The contractor shall check and verify all dimensions before commencing new work, and shall ask if in doubt.
The contractor shall comply with all relevant Australian Standards.
The contractor shall comply with 'National Construction Code' NCC.
The drawings are to be read in conjunction with NCC requirements, if any variations, NCC will take precedence.

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10-11 RAILWAY STREET WERRINGTON NSW 2747

construction of a new boarding house

Date	20.07.2021	Project number	200.12	ELEVATIONS
Prepared by	S.L.	Scale	1:100	0 1 2 3 4 5 6 SCALE 1:100
Designed by	M.S.			
Designed for	Mr Georges Wehbe			DA202



SECTION A-A
1:100

DEVELOPEMENT APPLICATION -- NOT FOR CONSTRUCTION

GENERAL:
Do not scale the drawing, read all dimensions shown.
Please note that ground levels may vary due to site conditions.
DA drawings are not for construction.

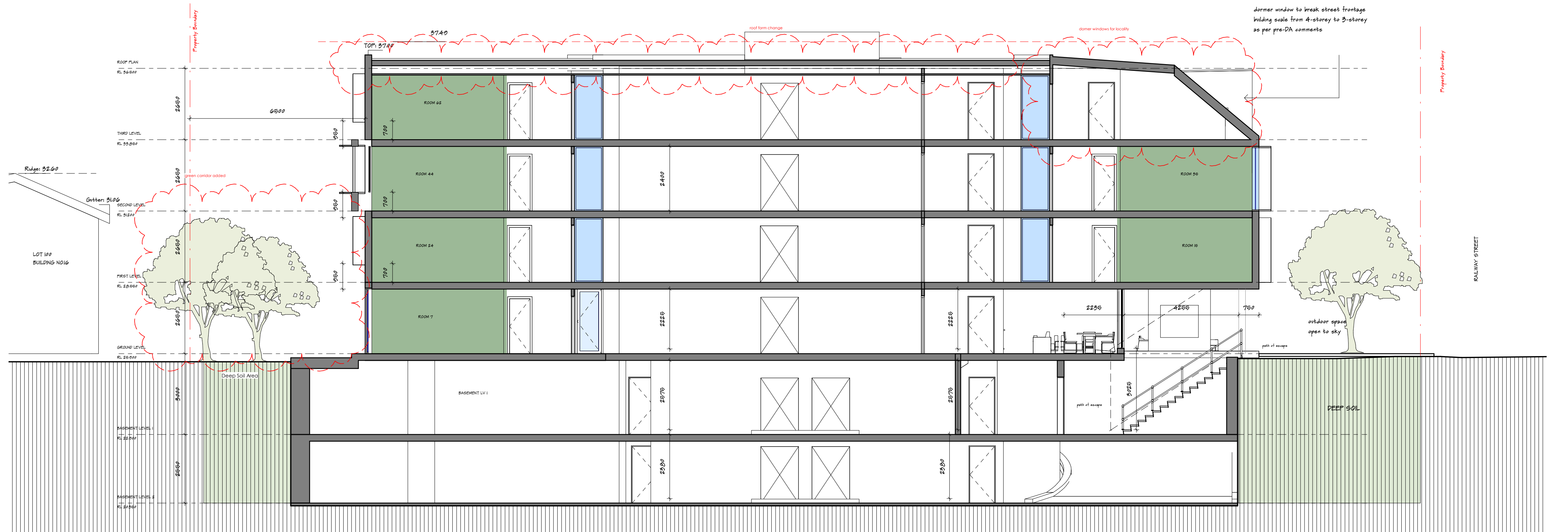
CONSTRUCTION CERTIFICATE NOTES:
The contractor shall check and verify all dimensions before commencing new work, and shall ask if in doubt.
The contractor shall comply with all relevant Australian Standards.
The contractor shall comply with "National Construction Code" NCC.
The drawings are to be read in conjunction with NOTICES requirements. If any variations, NOTICES will take precedence.

No	Description	Date	Issued to
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2	Pre-DA Revised Scheme	21.06.16	Penrith City Council
3	Development Application	21.09.17	Penrith City Council

10-11 RAILWAY STREET WERRINGTON NSW 2747

construction of a new boarding house

Date	20.07.2021	Project number	200.12	SECTION A-A
Prepared by	S.L.	Scale	1:100	0 1 2 3 4 5 6 SCALE 1:100
Designed by	M.S.			
Designed for	Mr Georges Wehbe			DA301



SECTION B-B

1 : 100

DEVELOPEMENT APPLICATION -- NOT FOR CONSTRUCTION

GENERAL:
Do not scale the drawing, read all dimensions shown.
Please note that ground levels may vary due to site conditions.
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CONSTRUCTION CERTIFICATE NOTES:
The contractor shall check and verify all dimensions before commencing new work, and shall ask if in doubt.
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The contractor shall comply with 'National Construction Code' NCC.
The drawings are to be read in conjunction with NOTHERS requirements. If any variations, NOTHERS will take precedence.

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VELEV

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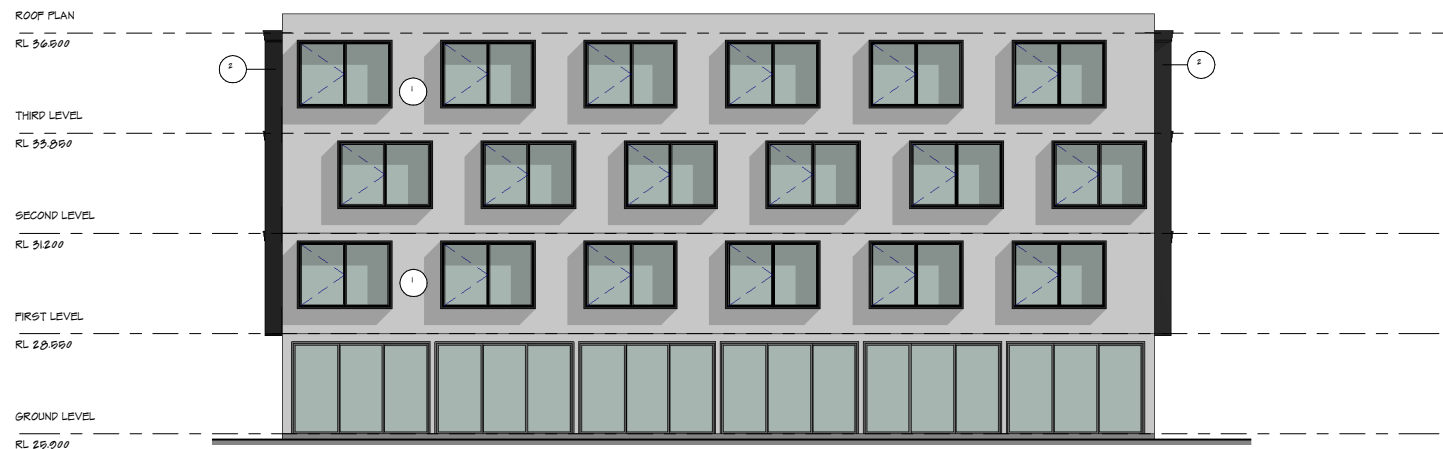
No	Description	Date	Issued to
1	Pre DA Submission	21.05.25	Penrith City Council
2	Pre-DA Revised Scheme	21.06.16	Penrith City Council
3	Development Application	21.09.17	Penrith City Council

10-11 RAILWAY STREET WERRINGTON NSW 2747	Date 20.07.2021	Project number 200.12	SECTION B-B	
	Prepared by S.L	Scale 1 : 100	0123456 SCALE 1:100	
construction of a new boarding house	Designed by M.S		DA302	
	Designed for Mr Georges Wehbe			



NORTH ELEVATION FINISHES

1 : 200



SOUTH ELEVATION FINISHES

1 : 200



EAST ELEVATION FINISHES

1 : 200



WEST ELEVATION FINISHES

1 : 200



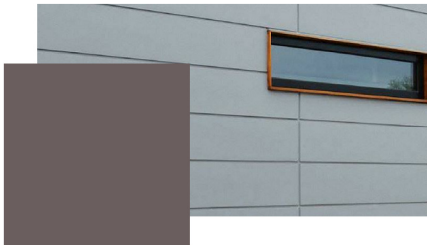
1 PGH BRICK MYSTIQUE



2. BLACK ALUMINUM SHROUD
OR SIMILAR



3. ROOF TILES MONIER
HORIZON CARAWAY



4. FC SHEET JAMES HARDIE
STRIA - RENDERED DULUX
MOROCCAN DUSK



5. CEMBRIT FACADE PANEL
COLOR RANGE SELECTION

DEVELOPEMENT APPLICATION -- NOT FOR CONSTRUCTION

GENERAL:
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CONSTRUCTION CERTIFICATE NOTES:
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No	Description	Date	Issued to
1	Pre DA Submission	21.05.25	Penrith City Council
2	Pre-DA Revised Scheme	21.06.16	Penrith City Council
3	Development Application	21.09.17	Penrith City Council

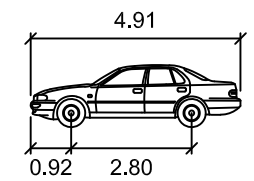
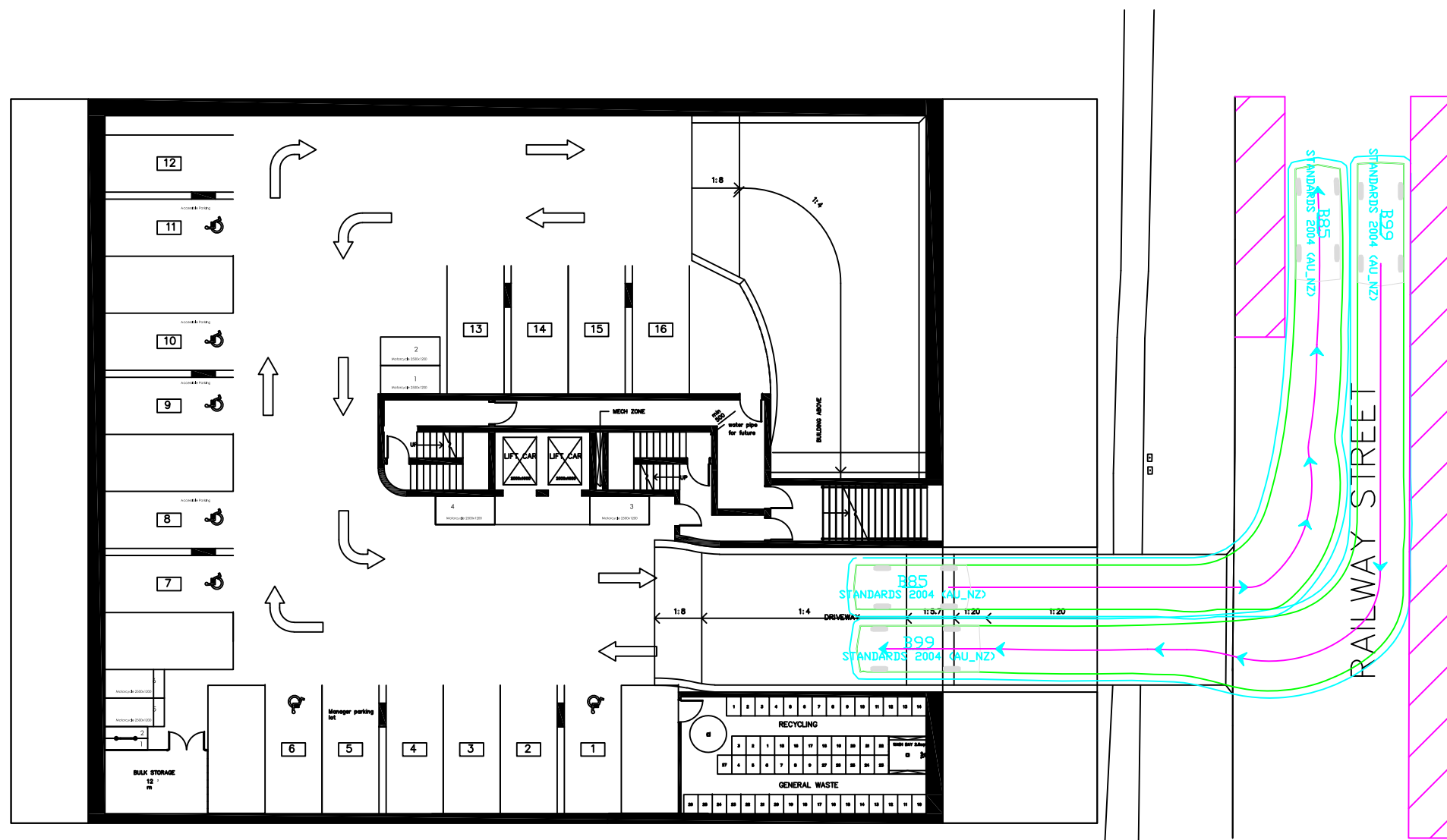
10-11 RAILWAY STREET WERRINGTON NSW 2747

construction of a new boarding house

Date	20.07.2021	Project number	200.12	EXTERIOR FINISHES SCHEDULE	
Prepared by	S.L.			Scale	1 : 200
Designed by	Designer				
Designed for	Mr Georges Wehbe				

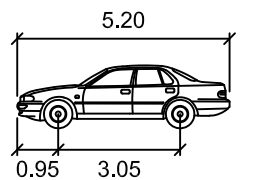
DA401

APPENDIX 2



B85

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

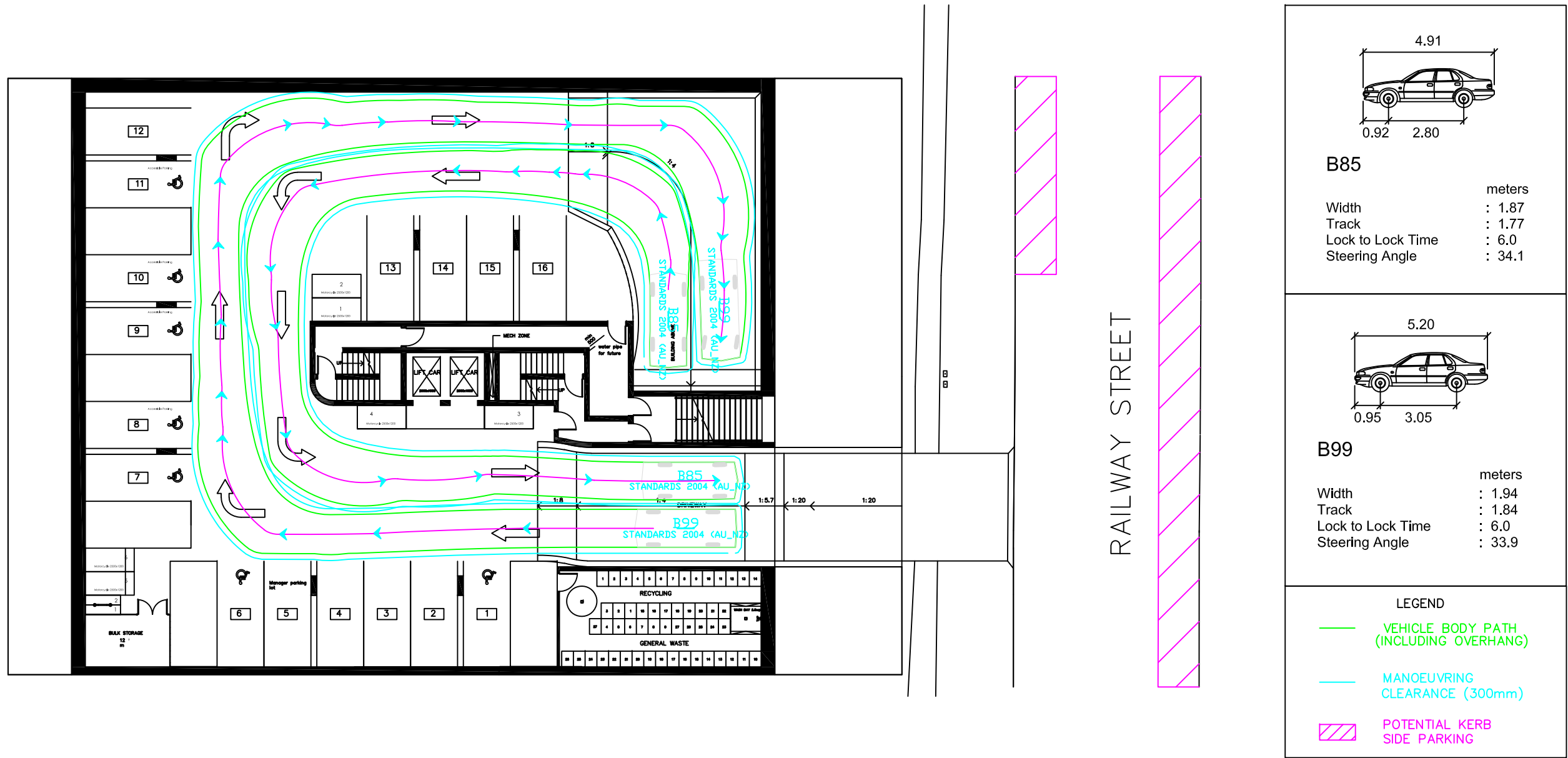


B99

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

LEGEND

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)
- POTENTIAL KERB SIDE PARKING



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MOB: 0410 561 848

EMAIL: info@stanburytraffic.com.au

WEBSITE: www.stanburytraffic.com.au

NOTES:

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PARKING

STANBURY TRAFFIC PLANNING

PASSENGER VEHICLE SWEEP PATHS

BASEMENT LEVEL 2 INTERNAL CIRCULATION PASSING MOVEMENTS

PROPOSED BOARDING HOUSE DEVELOPMENT

10 - 11 RAILWAY STREET, WERRINGTON

SCALE: 1:250 AT A3

FILE: 20-233

DATE: 17/09/2021

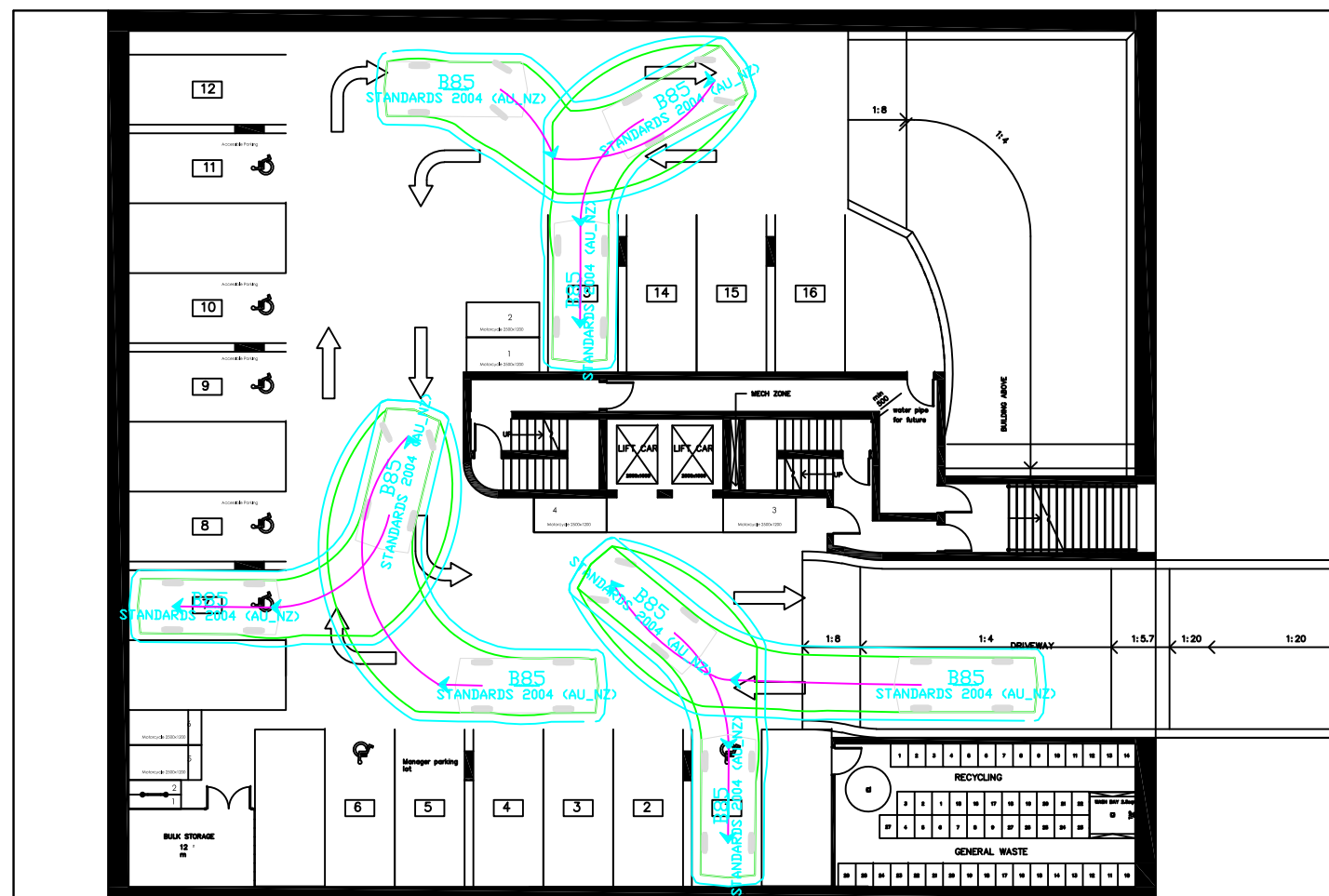
SUPERSEDES
SHEET/ISSUE

ISSUE

A

SHEET

2



B85

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

LEGEND

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)
- POTENTIAL KERB SIDE PARKING



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STANBURY TRAFFIC PLANNING
PASSENGER VEHICLE SWEEP PATHS
BASEMENT LEVEL 1 INTERNAL PARKING SPACE INGRESS MOVEMENTS
PROPOSED BOARDING HOUSE DEVELOPMENT
10 - 11 RAILWAY STREET, WERRINGTON

SCALE: 1:250 AT A3

FILE: 20-233

DATE: 17/09/2021

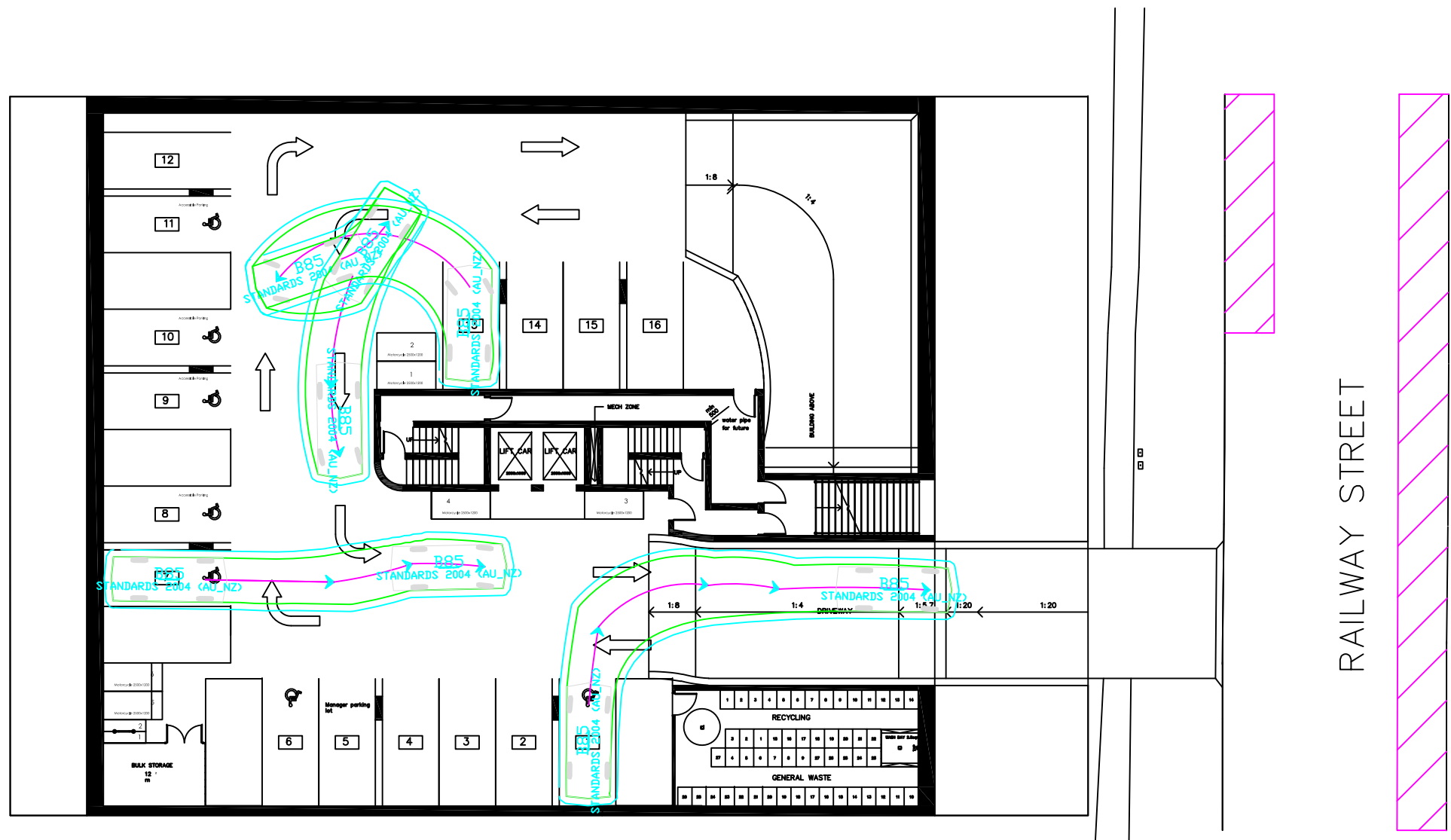
SUPERSEDES SHEET/ISSUE -

ISSUE

A

SHEET

3

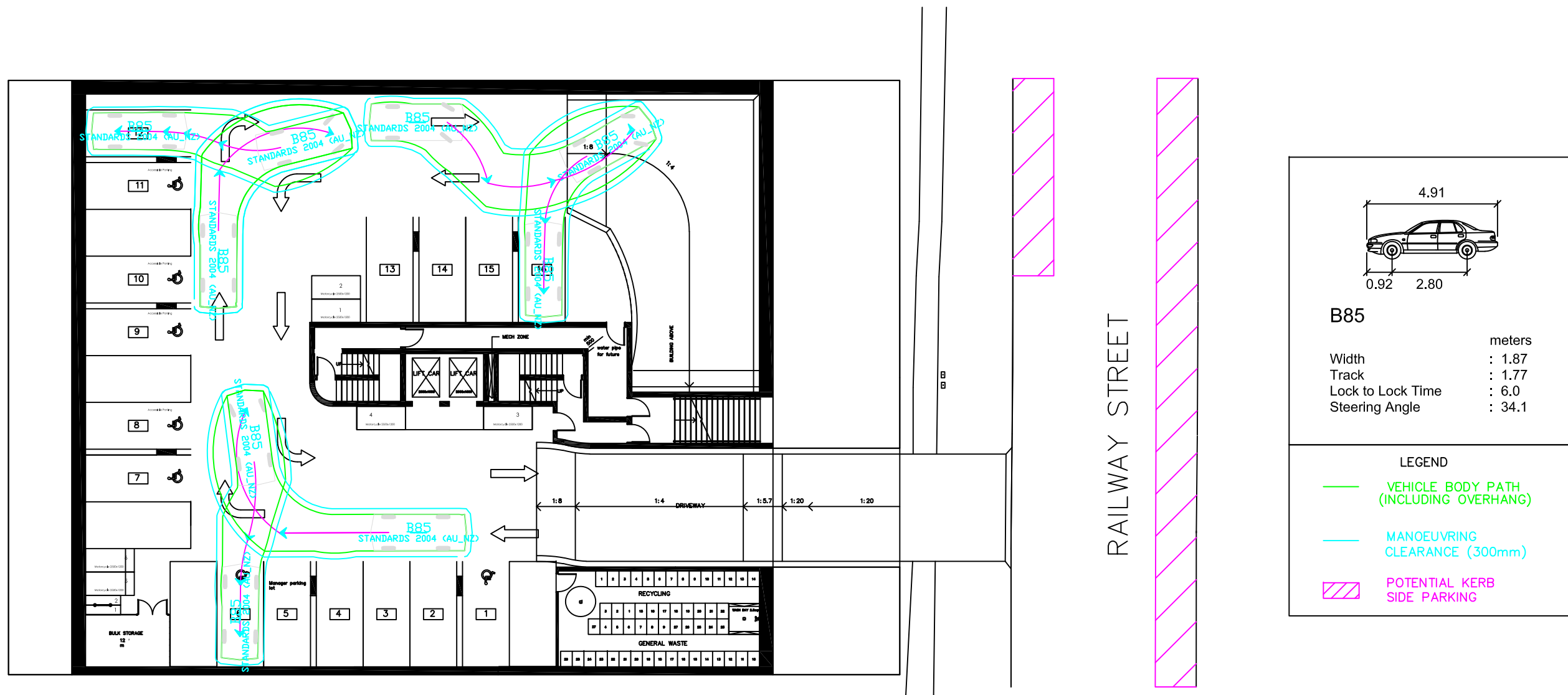


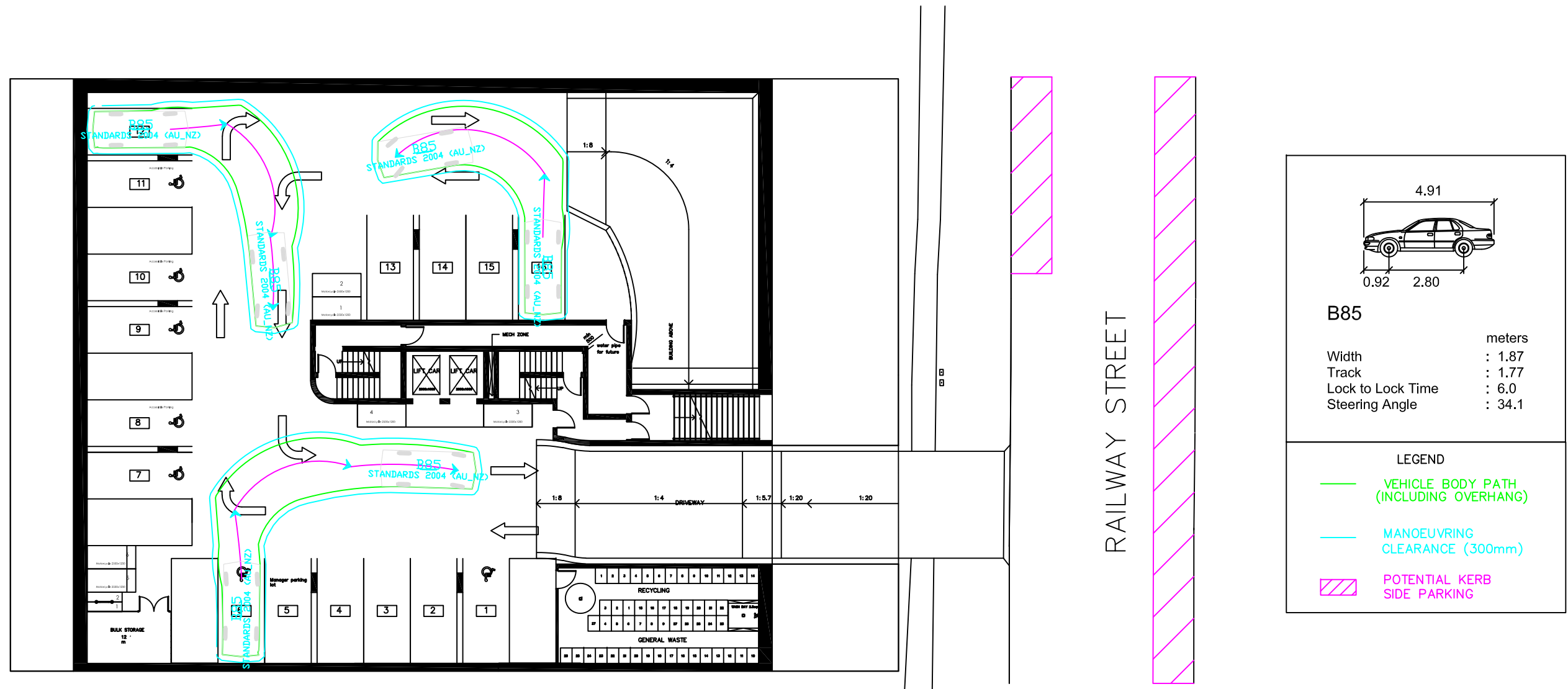
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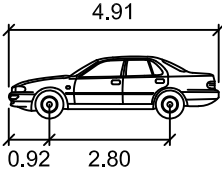
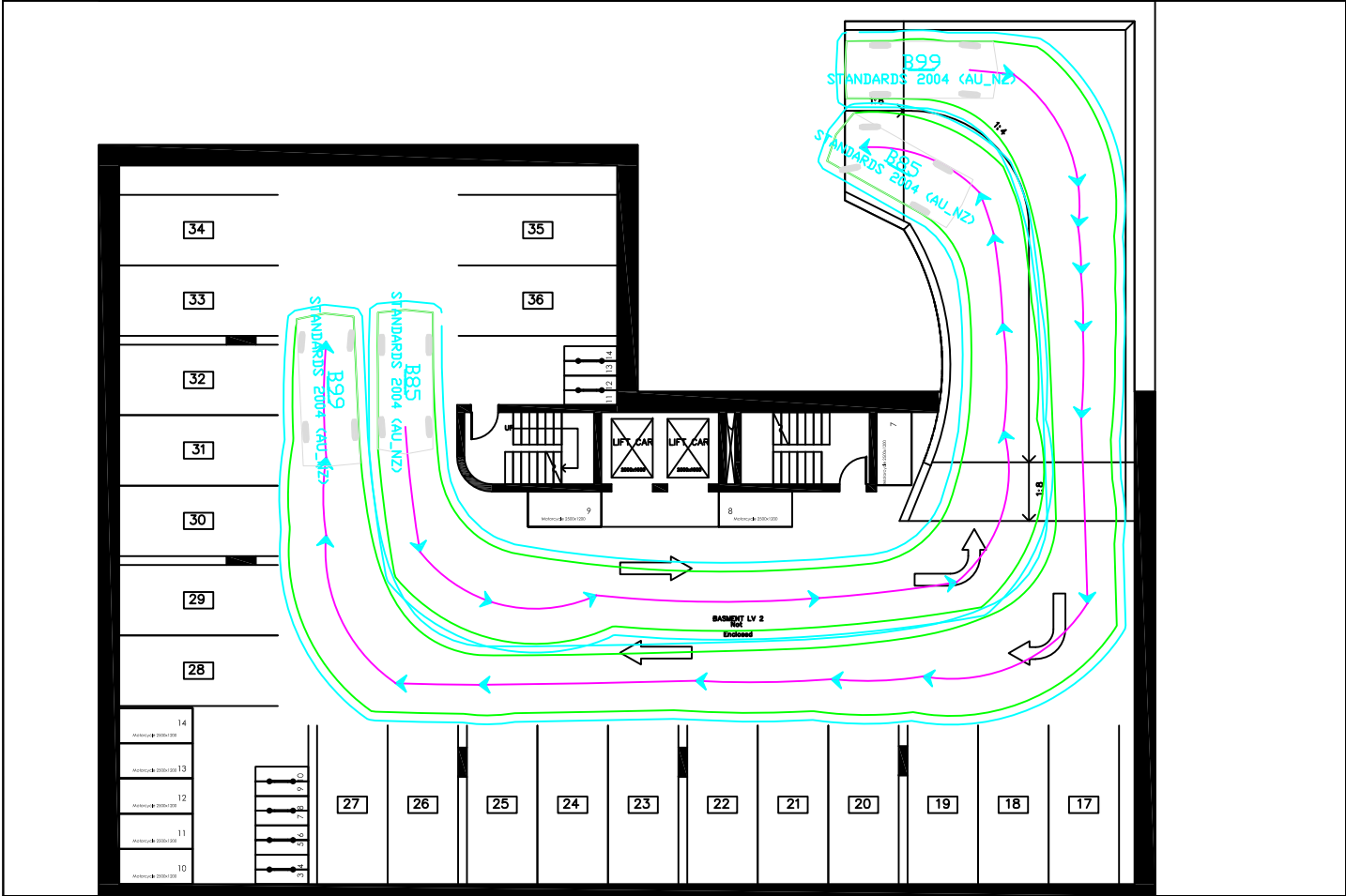
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Lock to Lock Time : 6.0
Steering Angle : 34.1

LEGEND

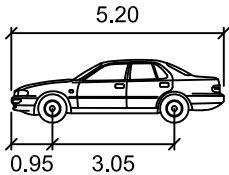
- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)
- POTENTIAL KERB SIDE PARKING







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

LEGEND

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)
- POTENTIAL KERB SIDE PARKING

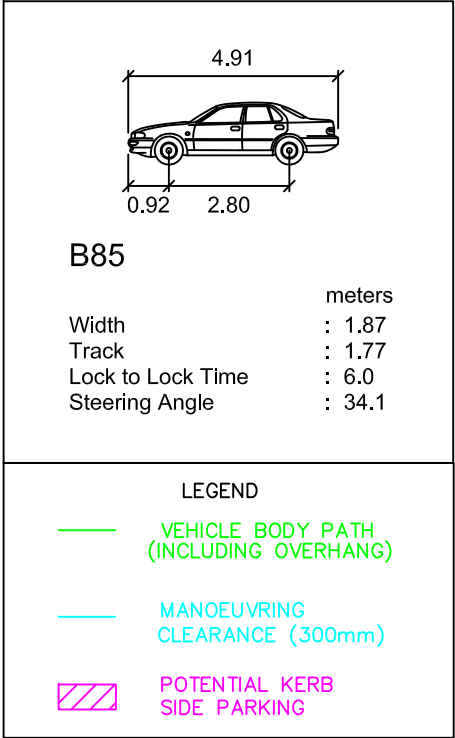
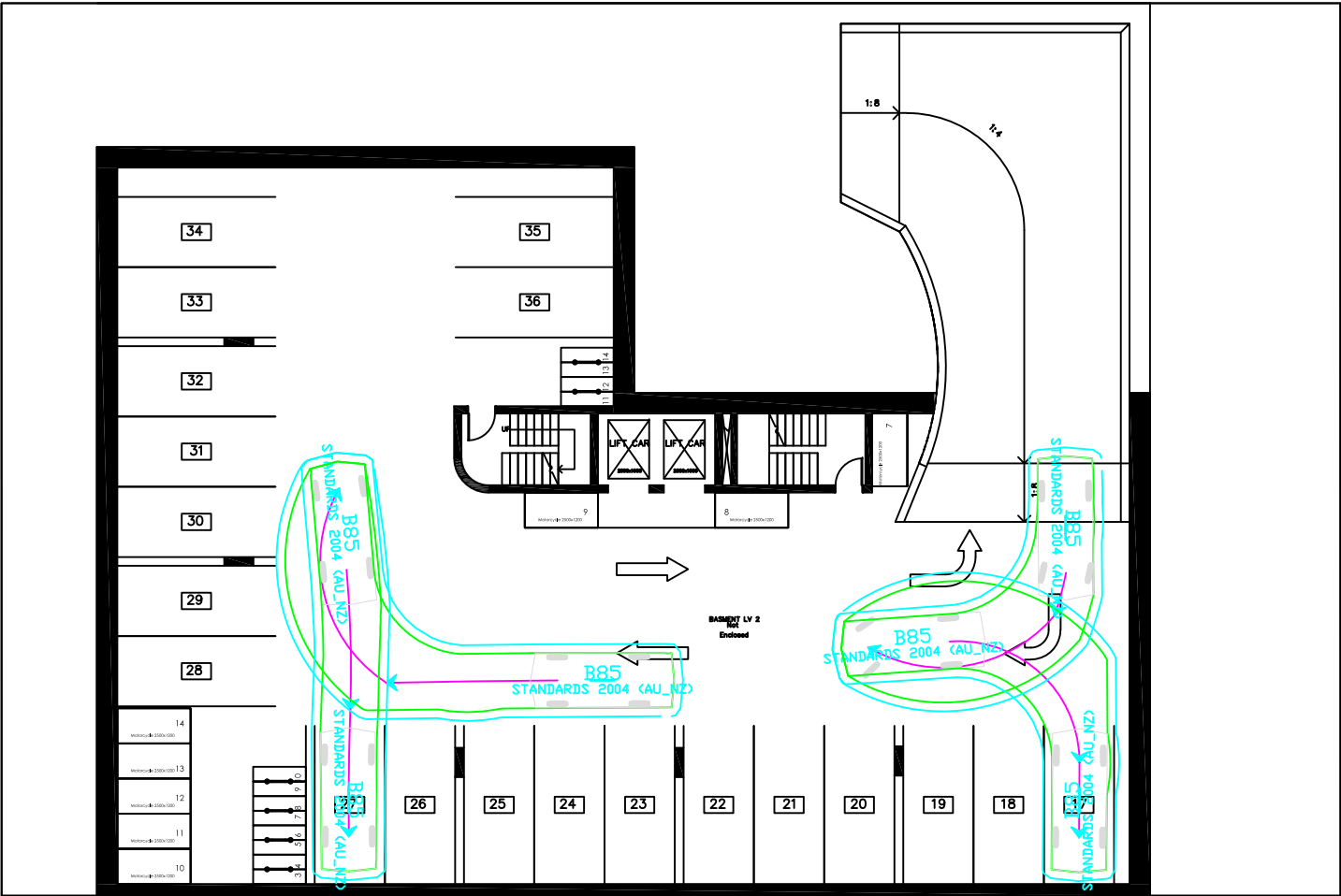


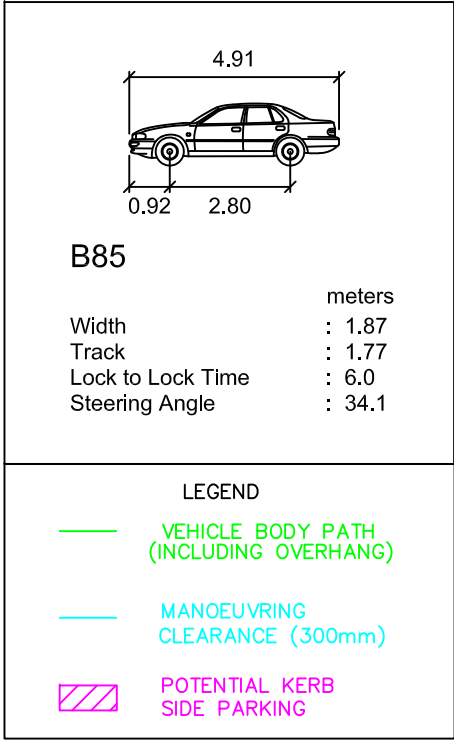
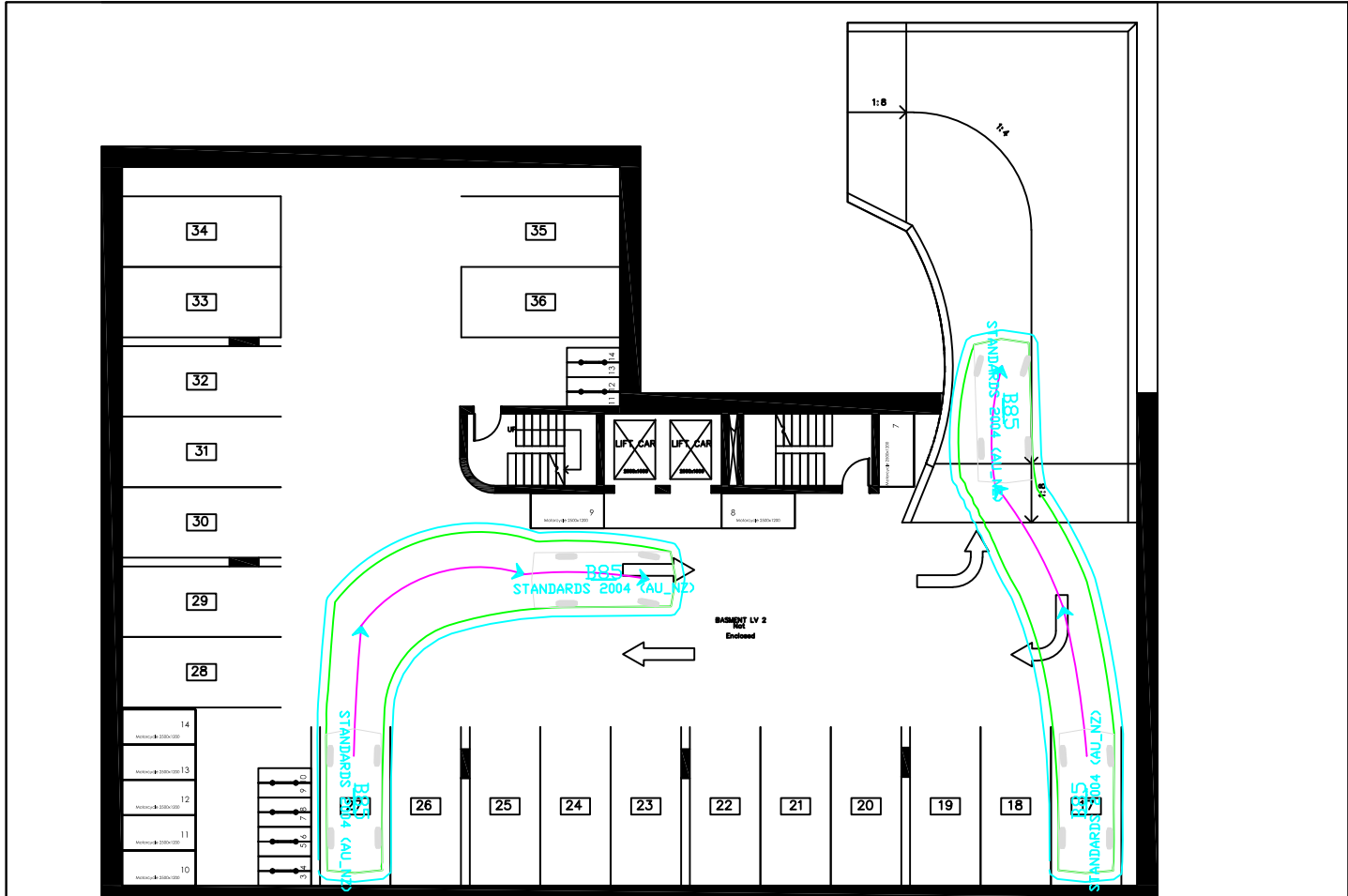
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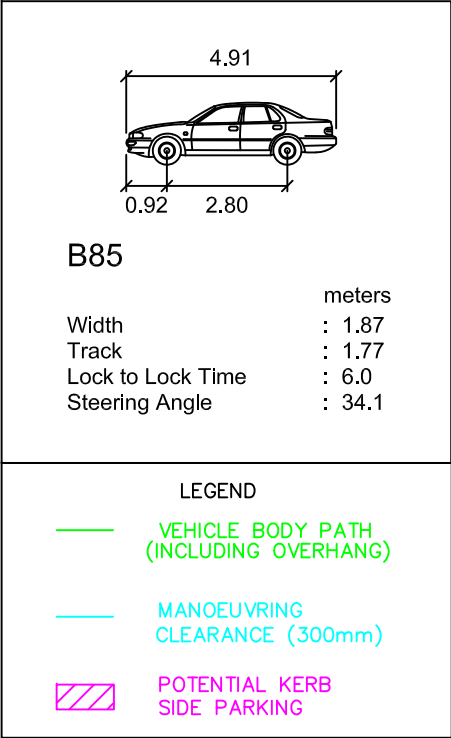
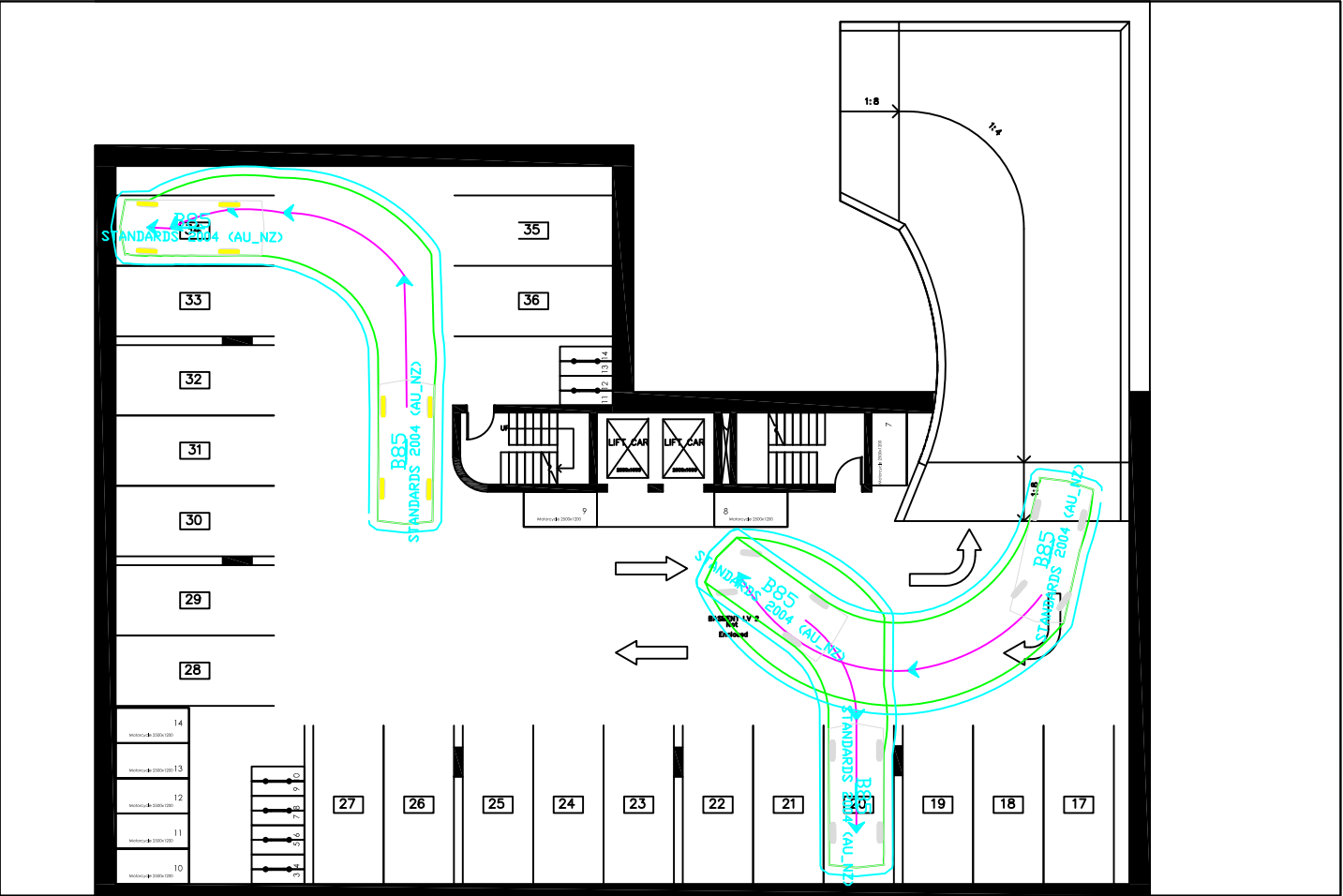
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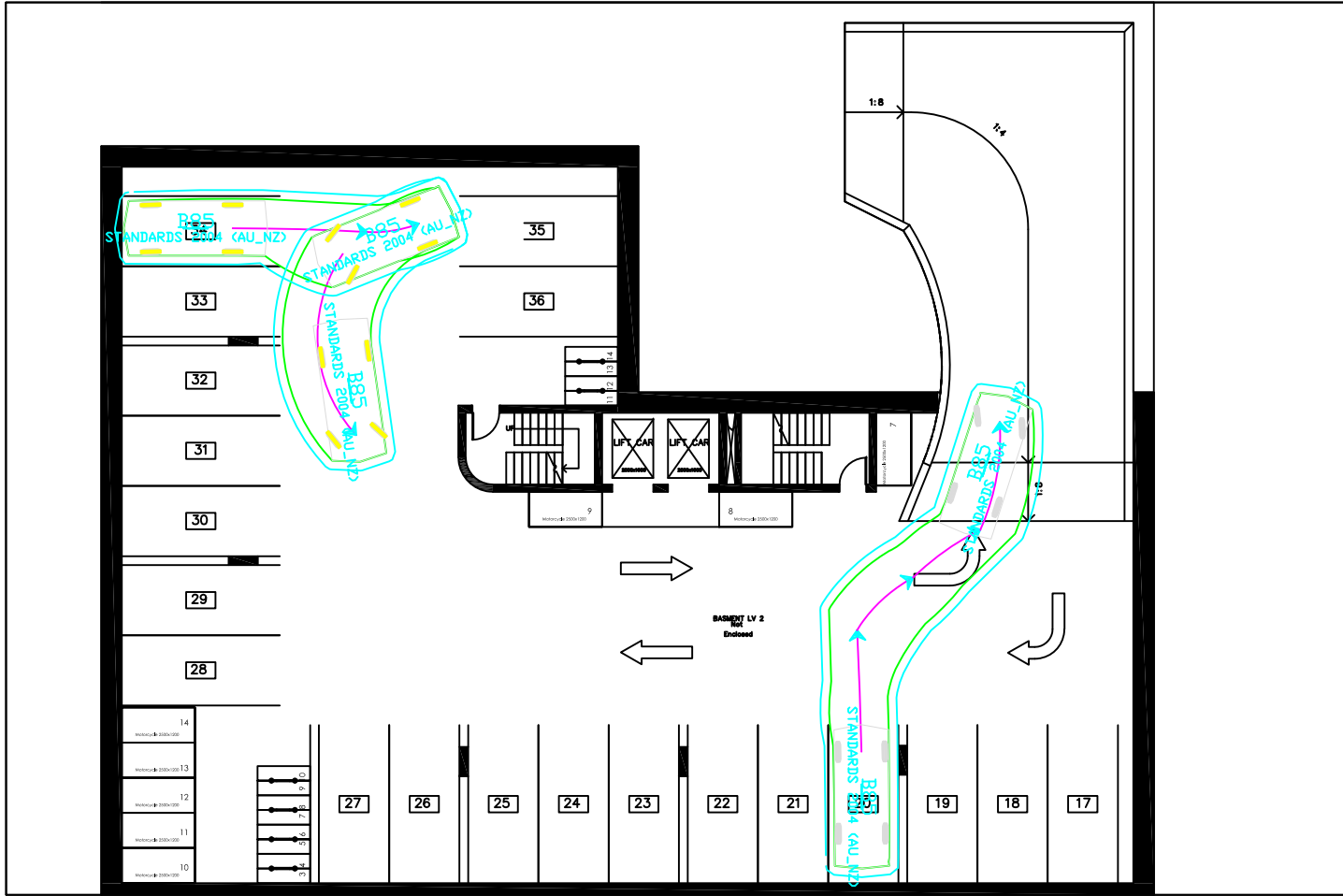
STANBURY TRAFFIC PLANNING
PASSENGER VEHICLE SWEEP PATHS
BASEMENT LEVEL 2 INTERNAL CIRCULATION PASSING MOVEMENTS
PROPOSED BOARDING HOUSE DEVELOPMENT
10 - 11 RAILWAY STREET, WERRINGTON

SCALE: 1:250 AT A3		ISSUE A
FILE: 20-233	SUPERSEDES SHEET/ISSUE -	
DATE: 17/09/2021		SHEET 7









B85

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

LEGEND

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)
- POTENTIAL KERB SIDE PARKING

- NOTES:
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PASSENGER VEHICLE SWEEP PATHS

BASEMENT LEVEL 2 INTERNAL PARKING SPACE EGRESS MOVEMENTS

PROPOSED BOARDING HOUSE DEVELOPMENT

10 - 11 RAILWAY STREET, WERRINGTON

SCALE: 1:250 AT A3		ISSUE A
FILE: 20-233	SUPERSEDES SHEET/ISSUE -	
DATE: 17/09/2021		SHEET 11

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