Proposed Community Centre | 21 Vega Street, Revesby

Traffic & Parking Impact Assessment Report

P2102

Prepared for
Construct AU

25 March 2025

Contact Information

Greys Australia Pty Ltd

ABN 62 609 921 593

404/ 7-11 Smith Street
Ryde NSW 2112

Telephone: (02) 9809 2299
Mobile: 0456 789 047

info@greysconsulting.com.au
www.greysconsulting.com.au

Approved By: 

A. Grey FIEAust, CPEng
Principal Traffic Engineer

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1 Introduction

1.1 Background

Greys Consulting has been engaged by Construct AU to prepare a Traffic and Parking Impact Assessment (TIA) report to support the developer's application for the change of use of the existing double-storey residential dwelling to a community facility. The proposed development is located at 21 Vega Street, Revesby. It seeks to transform an existing residential property into a community facility offering comprehensive services to women and children of all backgrounds. The facility focuses on supporting individuals from culturally and linguistically diverse communities, particularly women in crisis, by providing outreach support, educational workshops, and community programs.

Key services include:

- Outreach support for women and girls of all ages and backgrounds.
- Educational workshops and programs focused on empowerment and community participation.
- Activities and events designed to promote social connection and community integration.

The facility will operate from Monday to Friday, 9:00 AM to 5:00 PM, and remains closed on weekends and public holidays.

The subject site is shown in Figure 1-1.

Source: Google Maps

Figure 1-1 Subject Site Area

1.2 Proposed Development

The subject site is located at 21 Vega Street, Revesby, within the jurisdiction of Canterbury-Bankstown Council. The site is legally described as Lot 45 of Section E, in DP 1528, with a total area of approximately 1,011 m². The site is rectangular, with a 15.23 m frontage to Vega Street and a depth of 66.445 m along the northern and southern boundaries. The topography is relatively flat, with a slight fall of approximately 850 mm from the eastern corner to the southwest , 21 Vega Street, Revesby. The surrounding context is primarily residential, with single-storey dwellings and ancillary structures typical of the R2 Low-Density Residential Zone, as shown in Figure 1-2. Adjacent properties include a mix of older and modern residential developments

The proposed development involves repurposing the existing dwelling into a community facility to provide temporary accommodation and support services for women and children in crisis. The development plans include both internal modifications and external additions

The existing internal layout will be reconfigured to include:

- Reception (16.43 m²): Visitor check-in and administration services.
- Library (13.93 m²): A resource and reading area for residents and visitors.
- Lounge (18.15 m²): General gathering space for social interaction.
- Meeting Room (13.14 m²): Space for private consultations and small group meetings.
- Multi-Purpose Room (34.78 m²): Designed for workshops, community events, and various activities.
- Kids Room (9.00 m²): Dedicated play area for children.
- Dining Area (21.61 m²): Communal dining space adjacent to the kitchen.
- Offices (7.8 m² each): Three offices for staff operations and administration.
- Storage (5.10 m²): General storage for facility supplies.
- Bathroom Facilities: Upgraded and accessible toilets
- Kids Playground: Outdoor play area with safety features for children.
- Seating Area: Designated outdoor seating and relaxation zone for visitors and residents.
- Barbecue Space: Shared cooking and dining space for community use.
- Accessibility Ramp: A new ramp constructed to meet BCA standards, ensuring full accessibility

Detailed development layout plans are attached in **Appendix A**.

1.3 Development Plans

The plans for the proposed development, which were assessed for this Traffic and Parking Impact Assessment report, are as follows:

- A003 - Site Plan & Analysis
- A004 - Ground Floor Plan (Existing)
- A005 - Roof Plan
- A006 - Demolition Plan
- A007 - Ground Floor Plan (Proposed)
- A008 - Ground Floor Plan (Detail)
- A009 - Elevations
- A010 - Sections
- A014 - Concept Landscape Plan
- A015 - Area Plan

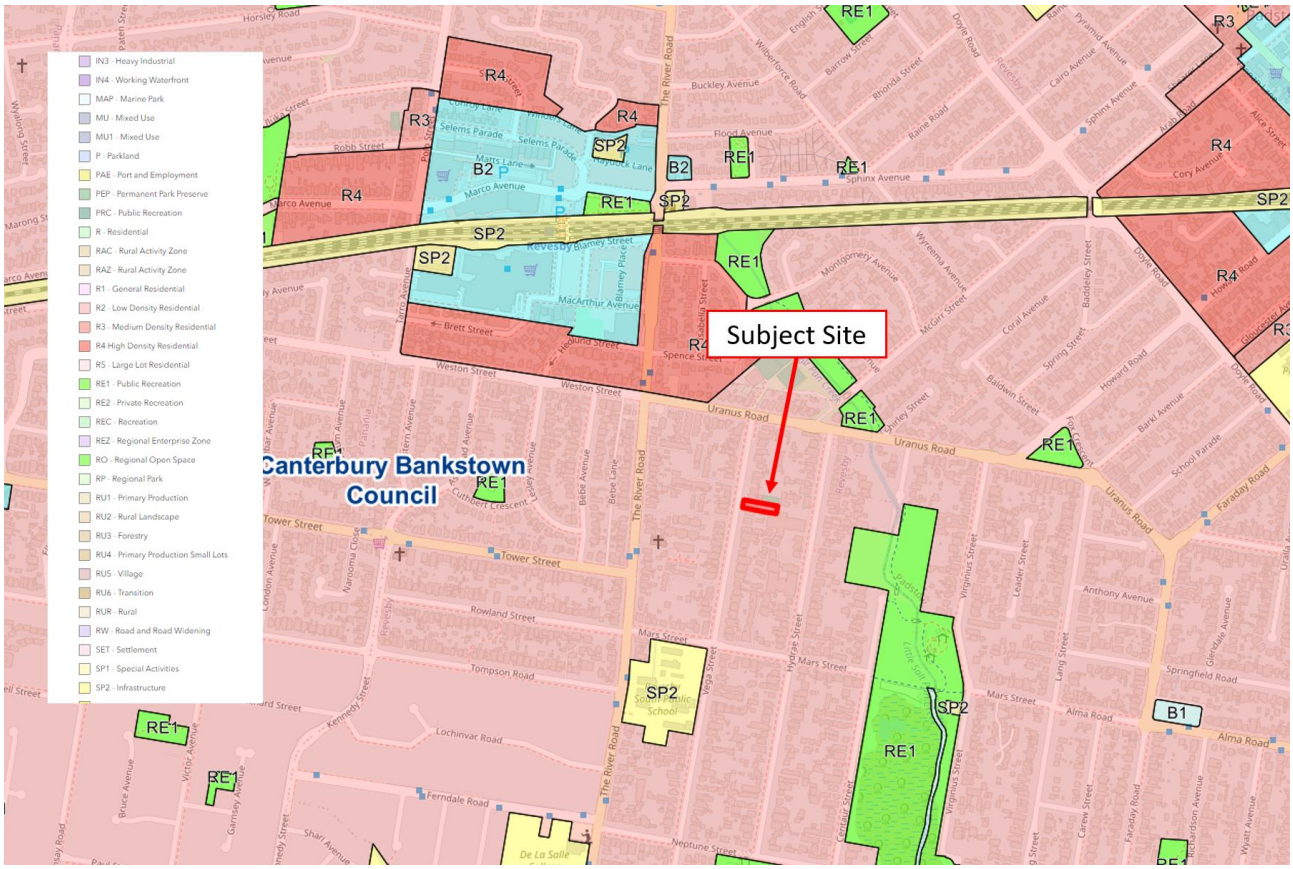


Figure 1-2 Study Area Land Use Plan

Source: City of Canterbury-Bankstown Council LEP Maps

1.4 Scope of Work

The following works have been undertaken as part of this study:

- Review of Development Plans and Planning Controls, including Assessment of the development plans and their compliance with the Canterbury-Bankstown DCP 2023, Canterbury-Bankstown LEP 2023, and Housing SEPP 2021
- Summary of the site's traffic generation and any impacts on the surrounding intersections using the TfNSW Guide to Transport Impact Assessment
- Assess the proposed development's parking demand based on expected usage patterns and target population characteristics and justify any parking shortfall.
- Evaluation of public transport availability and pedestrian connectivity.
- provide advice to the design team on the parking supply, site access and general layout;
- provide a traffic impact assessment report for submission to Port Canterbury-Bankstown Council in accordance with the outcomes of the above tasks to support the proposed DA.

1.5 Reference Documents

The following documents have been reviewed and referenced in this report:

> Canterbury-Bankstown DCP 2023

> Canterbury-Bankstown LEP and map 2023;

> TfNSW Guide to Transport Impact Assessment (2024);

> AS_NZS2890.1-2004 Parking Facilities-Off Street Car Parking; and

> Development Plans provided by the Architect.

2 Existing Conditions

2.1 Surrounding Road Network

2.1.1 Key Roads

Details of the immediate road network surrounding the proposed development site are shown in Table 2.1.

Table 2-1 Surrounding Road Network

Road Name	Jurisdiction	Hierarchy	No. Lanes	Divided	Speed Limit	Comments
Vega Street	City of Canterbury-Bankstown	Local Street	2	No	50km/h	*Local Road*
River Road	City of Canterbury-Bankstown	Local Street	4	No	60km/h	*Collector Road*

The surrounding road network mostly consists of local residential streets providing direct access to the site. Vega Street is a local street with a 50 km/h speed limit and a two-way traffic configuration.

2.1.2 Vega Street

Vega Street is a local road classified under the local road hierarchy, primarily serving residential properties in the R2 Low-Density Residential zone. Its primary function is to provide local access to residential dwellings without accommodating through traffic. Vega Street consists of two lanes—one in each direction—measuring approximately 7.5 meters wide, with a posted speed limit of 50 km/h. The road surface is asphalt and is generally well-maintained, providing a smooth driving experience for local traffic.

Traffic volumes on Vega Street remain low throughout most of the day, with moderate increases during peak school pick-up and drop-off periods. On-street parking is available on both sides of the road, with no restrictions observed, allowing for convenient parking for local residents and visitors to the proposed community facility.

The northern side of Vega Street features a continuous footpath that provides safe pedestrian access and connects to nearby streets and public transport stops. While no dedicated bicycle lanes exist on Vega Street, the existing footpath network on the western side of the road enhances pedestrian walkability and facilitates safe access to local bus services. The surrounding land use is predominantly residential, with single-storey detached homes and ancillary structures. Vega Street connects to Mars Street and The River Road, offering direct access to the broader road network and nearby public transport options.

2.1.3 The River Road

The River Road is classified as a major collector road, serving as a key transport link connecting local streets like Vega Street to the regional arterial network. It provides access to the M5 Motorway and nearby commercial areas. The River Road features four lanes—two in each direction—and has a width of approximately 10 meters. The posted speed limit is 60 km/h, reflecting its role as a higher-capacity road accommodating moderate to high traffic volumes, particularly during morning and evening peak hours. The pavement condition is well-maintained, ensuring safe and efficient vehicle movement along the road.

On-street parking is limited along The River Road due to its traffic volume and the need to maintain unimpeded traffic flow. Parking restrictions are enforced near intersections and bus stops to enhance road safety and minimise congestion. Footpaths are provided on both sides of The River Road, allowing for safe pedestrian movement and connecting to several key destinations, including nearby bus stops and Revesby Station. Public transport accessibility is excellent, with bus routes 923 and 926 providing regular services to Bankstown Central, Panania, and Revesby Heights. These routes link directly to Revesby Station, which is approximately 1 km from the subject site.

The River Road is characterised by mixed land use. While residential properties dominate the immediate vicinity, commercial and retail developments become more prominent closer to Revesby Town Centre. The

road's strategic connectivity is vital for regional access, linking Revesby to major transport nodes and nearby suburbs. Revesby Station serves as a significant transport hub, offering Sydney Trains T8 Line services that connect the area to Sydney CBD and surrounding suburbs.

2.2 Existing Traffic Controls

Key features of the existing traffic controls which apply to the road network in the vicinity of the site are:

- a 50 km/h *SPEED LIMIT* in Local Roads
- The intersection of Uranus Street/The River Road is controlled by traffic lights.
- Majority of surrounding intersections are give-way priority controlled.

2.3 Public Transport

The subject site at 21 Vega Street, Revesby, is well-served by bus and train services, providing excellent connectivity to surrounding suburbs and key regional destinations. The nearest public transport facilities are within a short walking distance, with several bus stops along Vega Street and The River Road. The T8 Sydney Trains Line, accessible from Revesby Station, enhances connectivity to Sydney CBD, the airport, and southwestern Sydney suburbs.

2.3.1 Bus Routes

Multiple bus routes operate in close proximity to the site, offering convenient connections to key destinations, including Bankstown, Panania, and East Hills. The following table summarises the available bus routes, destinations, and frequencies. Important bus routes and their frequencies are summarised in **Table 2-2**.

Two bus stops are conveniently located on The River Road. The following route services the Bus Stops:

Table 2-2 Bus Services near the Proposed Development

Route	Description	Operator	Frequency	
			Weekday Peak	**Weekday Off-Peak**
923	Bankstown Central to Panania via Picnic Point	Sydney Buses	Every 30 Minutes	Every 60 Minutes
924	Bankstown Central to East Hills	Sydney Buses	Every 30 Minutes	Every 60 Minutes
926	Bankstown Central to Revesby Heights	Sydney Buses	Every 30 Minutes	Every 60 Minutes
S5	Local Shuttle: Milperra to Padstow	Sydney Buses	Every 30 Minutes	Every 60 Minutes

Source: http://www.transport.info/

Several bus routes operate near 21 Vega Street, enhancing the area's connectivity:

- **Route 923:** Connects Panania to Bankstown via Picnic Point, with stops near the subject site.
- **Route 924:** Links East Hills to Bankstown via Panania, serving stops within walking distance.
- **Route 926:** Operates between Revesby Heights and Bankstown, passing close to the site.
- **Route S5:** A local shuttle service connecting Milperra to Padstow via Panania, enhancing local accessibility.

These bus services connect to key destinations, including shopping centres, educational institutions, and other transport hubs. The availability of both train and bus services ensures that residents and visitors have multiple options for efficient public transport, reducing reliance on private vehicles.

The closest Bus stops to the proposed development are depicted in Figure 2-1.

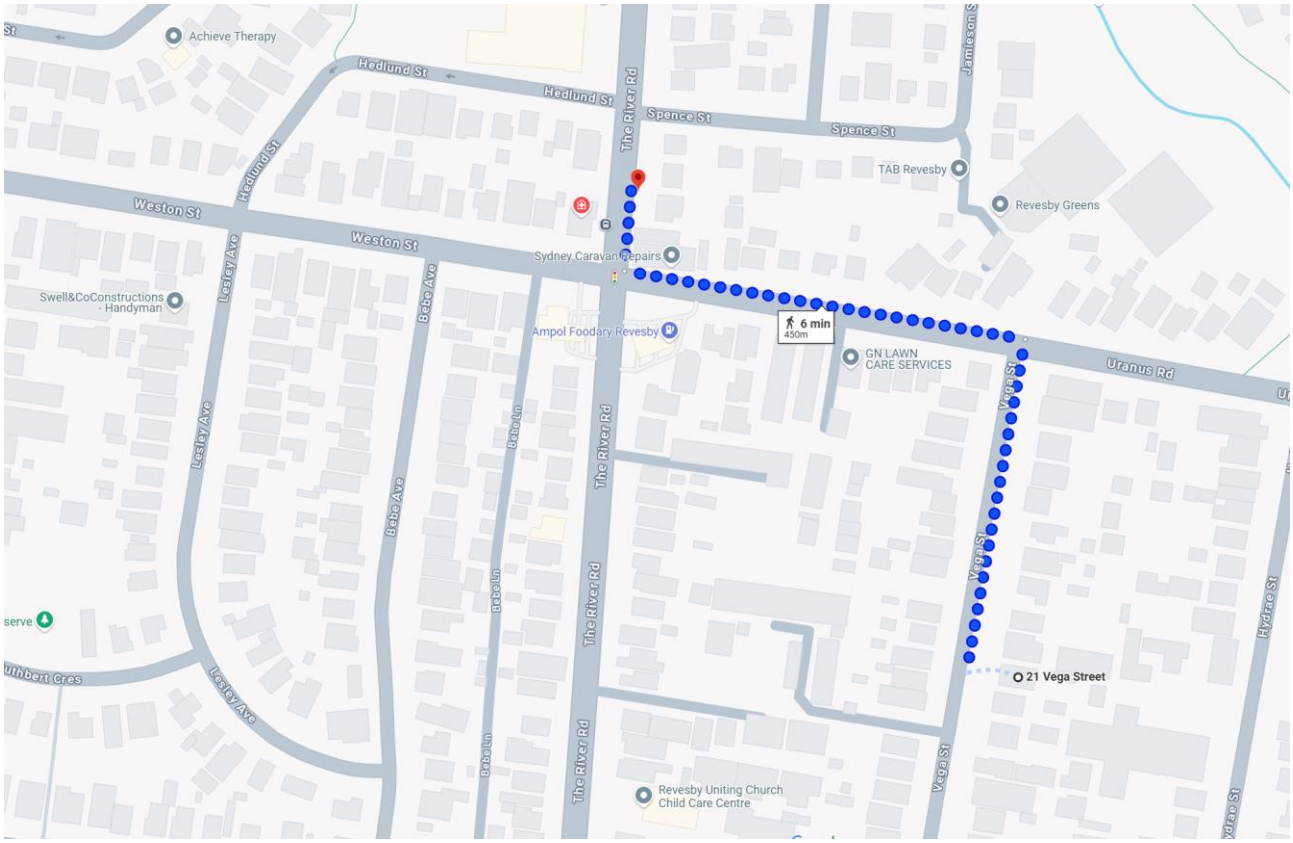


Figure 2-1 Walking Distance from Proposed Development to Public Transport

2.3.2 Train Services – T8 Sydney Train Line

Revesby Station, located approximately 1 km from the subject site, is part of the T8 Sydney Trains Airport & South Line. This line provides frequent and reliable services to key destinations, including Sydney CBD, Sydney Airport, and southwestern Sydney suburbs. The station operates frequent services throughout the day, with trains every 10–15 minutes during peak hours and every 20–30 minutes off-peak. The travel time from Revesby Station to major destinations is depicted in Table 2-3.

Table 2-3 Bus Services near the Proposed Development

Station	Key Destination	Travel Time from Revesby
Central Station	Sydney CBD	30 minutes
Sydney Airport	Domestic and International Terminals	20 minutes
Bankstown Station	Bankstown City Centre	10 minutes
Glenfield Station	Connection to T2 Inner West & Leppington Line	15 minutes
Campbelltown Station	Southwestern Sydney	30 minutes

In summary, the robust public transport infrastructure near 21 Vega Street, Revesby, comprising both train and bus services, offers substantial support for the proposed community facility. This connectivity facilitates easy access for staff, residents, and visitors, promoting the use of public transport and potentially reducing traffic and parking demands in the vicinity.

3 Active Transport

The subject site benefits from reasonable pedestrian and active transport connectivity:

- **Pedestrian Access:** Continuous footpaths along Vega Street and The River Road provide safe and convenient pedestrian access to nearby bus stops and Revesby Station.
- **Cycling Access:** The site is near local cycling routes, offering active transport options for residents and visitors.
- **Public Transport Integration:** Short walking distances to bus stops and Revesby Station promote public transport and multi-modal travel options.

4 Parking Assessment

This section investigates the proposed parking provisions against the statutory requirements applicable to the subject development and provides a rationale for the parking shortfall due to the proposed development's nature.

4.1 Proposed Car Parking Supply

Based on the Canterbury-Bankstown DCP 2023, a parking study is required due to the absence of specific parking rates for community facilities. The proposed facility is expected to operate similarly to a hostel and temporary accommodation arrangement. Division 7—Non-discretionary development standards of SEPP recommend providing at least one(1) parking space for every 10 beds in a hostel. This concludes a maximum of one(1) parking space requirement due to the total number of 3 bedrooms on site, which could accommodate a maximum of nine beds at a time. In addition, due to the proposed administration desk and three offices, three(3) more parking spaces are estimated to be required for the staff.

The estimated parking requirement for the facility is four spaces, calculated based on the expected number of users (5-10), bedrooms, and staff on-site at any given time.

The proposed development will now include four on-site parking spaces configured as two tandem parking arrangements. The estimated parking requirement is four spaces, ensuring that the provision of four on-site spaces fully satisfies the expected demand.

4.2 Justification for Parking Shortfall

Given the nature of the facility, the actual parking demand is expected to be significantly lower than standard community facilities. The facility provides temporary accommodation and support for vulnerable women and children who are unlikely to own or have regular access to private vehicles. This is especially true for:

- Women escaping domestic violence situations typically arrive at the facility without access to a personal vehicle.
- Individuals from low socio-economic backgrounds who rely heavily on public transport and active transport for their mobility needs.

(4) four on-site spaces ensure the facility meets estimated parking needs, preventing reliance on on-street parking.

The facility caters to a demographic that primarily uses public transport. On-site parking will be reserved for staff and essential visitors, reducing overall demand.

4.3 Car Park Layout

The development has four (4) tandem parking spaces with driveway access to Vega Street.

4.3.1 Car Park Dimensions

The minimum dimensions required for the car park are shown in **Table 4-1**:

Table 4-1 Car Parking Dimensions

Parking Space Width	Parking Space Length	Parking Aisle Width (two-way)
5.7	10.8m	5m Access Driveway Width

The car park dimensions for the design plans provided to Greys Consulting have been confirmed to comply with AS 2890.1-2004 requirements.

An existing driveway will provide access to off-street parking spaces. Considering that traffic movements are expected to be below 30 vph, a 5.0m access aisle width would be appropriate. The aisle width beside the building can accommodate two more tandem parks in case of a parking overflow.

The swept path plans for the proposed parking spaces are included in Appendix B.

5 Proposed Development

5.1 Development Traffic Generation

The Guide to Transport Impact Assessment, Chapter 5—Landuse Trip Generation (2024) provides an indication of the development proposal's traffic generation potential.

The TfNSW Guide to Transport Impact Assessment is based on extensive surveys of a wide range of land uses and nominates the following traffic generation rates, which apply to the development proposal. The closest trip-generating landuse to the proposed site is under the Boarding Houses category.

A boarding house is a residential building with individual units, which may have shared amenities, such as communal kitchens, bathrooms and laundry rooms. Surveys for boarding houses were undertaken in 2022, with 11 sites surveyed, including eight in metropolitan Sydney and three in regional NSW.

Average weekday rates	**Person trips** (person trips/ boarding house room)	**Vehicle trips** (vehicle trips/boarding room)
Person trips (person trips/boarding room)		
Site AM peak hour	0.52	0.30
Site PM peak hour	0.57	0.35
AM peak hour	0.13	0.09
PM peak hour	0.23	0.13
Daily	3.02	1.71

Application of the above traffic generation rates to the various components outlined in the development proposal yields a traffic generation potential of approximately three peak hour vehicle trips during AM and PM peak hours as set out in the table below:

Table 5-1 Peak Hour Development Traffic Generation

Land Use	Generation Rate	GFA/No. Units	Total Trips
Boarding Houses AM Peak	0.09 trips/boarding room	3 room	0.27
Boarding Houses AM Peak	0.13 trips/boarding room	3 rooms	0.39
office staff (24m^2) office space	(0.65 car mode share)	4 Employees	2.6
Total Trips Generated (rounded)			**~3 trips**

However, the projected future level of traffic activity should be offset or discounted by the level of traffic activity that could reasonably be expected to have been generated by the site's previous uses in order to determine the net increase in the site's traffic generation potential as a consequence of the development proposal.

Using the “residential” traffic generation rate of 0.84 peak-hour vehicle trips, as stated in the Guide to Transport Impact Assessment (2024) for the current residential dwelling on the site, results in a potential traffic generation of approximately one peak-hour vehicle trip.

Accordingly, the proposed development will likely increase the traffic generation potential of the site by approximately two vph during the AM and PM peak hours as set out below:

Table 5-2 Projected Net Increase in Peak Hour Traffic Generation Potential

Land Use	Generation Rate
Projected Future Traffic Generation Potential	3 vph
Existing Traffic Generation Potential (Estimated)	0.84 vph
Total Trips Generated	2 vph

The projected increase in traffic activity due to the development proposal is minimal. It will clearly not have any unacceptable traffic implications in terms of negatively impacting surrounding road network capacity.

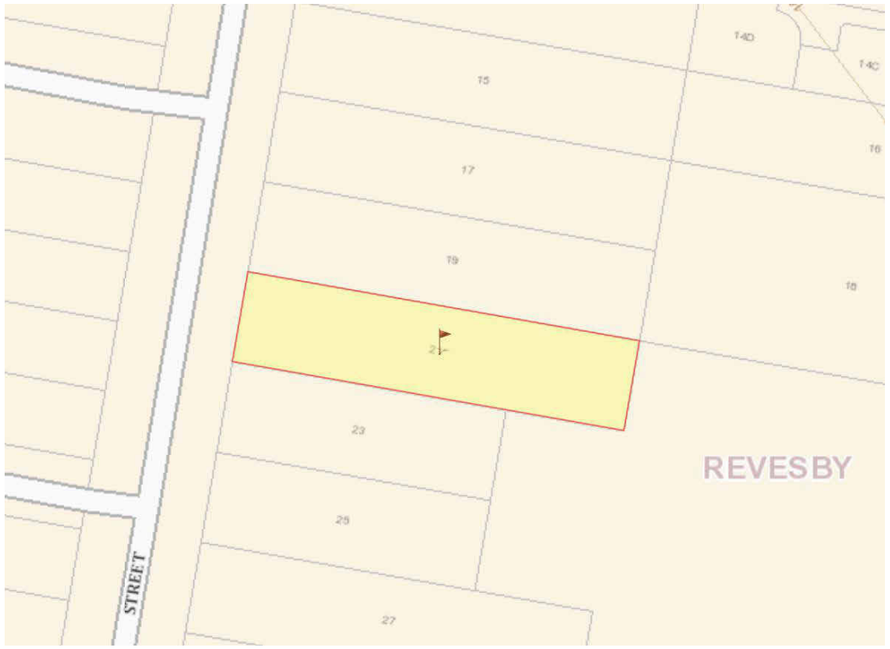
6 Summary and Conclusions

Greys Consulting was engaged by Construct AU to prepare a traffic impact and parking assessment to support a development application for a proposed Community Centre development at 21 Vega Street, Revesby, NSW. The proposed development was assessed in accordance with the Canterbury-Bankstown Council DCP, TfNSW Guide to Tra Impact Assessment and the AS 2890.1 Series. The assessment outcomes are as follows:

- An investigation of the public transport available was undertaken. Four bus routes and a train line passing near the subject site provide access to important destinations in the Sydney Metro and the vicinity area. The investigation of the public transport options revealed excellent bus and train accessibility to the site.
- No SIDRA intersection assessment was required due to the trivial number of projected trip generation from the subject development, which does not warrant SIDRA modelling at this stage.
- The proposed parking layout and access driveway are designed in accordance with AS 2890.1-2004.
- As part of this report, a parking layout assessment was also undertaken. The proposed development provides 4 (four) parking spaces on the provided design. The parking provision has no shortfall based on the rates stipulated in the Housing SEPP 2021 for hostels and first principles parking calculations for a maximum of 4 (four) staff at a time. The provision of 4 (four) car spaces is expected to satisfy the actual parking demands likely to be generated by the development proposal. In the circumstances, it is concluded that the proposed development will not have any unacceptable parking implications.
- Given these factors and the results of the high-level intersection and mid-block analysis, it is clear that this development is sustainable in terms of transport, with acceptable impacts on the local transport network.

Appendix A – Development Plans

AERIAL VIEW



LOCATION MAP

SHEET SCHEDULE

A000	TITLE PAGE
A001	COVER PAGE
A002	SPECIFICATION PAGE
A003	SITE PLAN & ANALYSIS
A004	GROUND FLOOR PLAN EXISTING
A005	ROOF PLAN
A006	DEMOLITION PLAN
A007	GROUND FLOOR PLAN - PROPOSED
A008	GROUND FLOOR PLAN - DETAIL
A009	ELEVATIONS
A010	SECTIONS
A011	CONCEPT LANDSCAPE PLAN
A012	AREA PLAN
A013	NEIGHBOUR NOTIFICATION
A014	PLAN OF MANAGEMENT OPTION 1
A015	PLAN OF MANAGEMENT OPTION 2
A016	3D VIEWS
A017	MATERIAS & FINISHES

PROPOSED OUTDOOR COVERED AREA

STANDARD SPECIFICATION

BE ADVISED : SOME CLAUSES IN THIS SPECIFICATION MAY NOT BE RELEVANT TO THIS PROJECT

1.0 GENERAL

1.1 ALL DIMENSIONS SHALL BE CHECKED ON SITE PRIOR TO COMMENCEMENT ANY WORK.

1.2 ALL MATERIALS SHALL COMPLY WITH RELEVENT CURRENT AUSTRLIAN STANDARDS AND SHALL BE NEW AND THE BEST OF THEIR RESPECTIVE KINDS AND SUITABLE FOR THEIR INTENDED PURPOSES.

1.3 ALL WORKMANSHIP SHALL COMPLY WITH RELEVENT CURRENT AUSTRALIAN STANDARDS AND TO GOOD TRADE PRACTICES.

1.4 ALL WORK SHALL BE IN ACCORDANCE WITH REQUIREMENTS OF THE RESPECTIVE AUTHORITY HAVING JURISDICTION OVER THE WORKS.

1.5 THE ARCHITECTURAL DRAWINGS SHOULD BE READ IN CONJUNCTION WITH THE SPECIFICATION, SCHEDULES AND CONSULTANTS DRAWINGS THAT FORMS PART OF THE CONSTRUCTION DOCUMENTS REFERRED TO IN THE "BUILDING CONTRACT."

1.6 DO NOT SCALE FROM DRAWINGS. NOTIFY OF ANY ERRORS OR OMISSIONS BEFORE PROCEEDING WITH ANY WORKS.

1.7 ENSURE THAT BACKGROUNDS ARE SUITABLE FOR THE INTENDED SUBSEQUENT FINISHES. COMMENCEMENT OF WORK ON THE BACKGROUNDS IMPLIES ACCEPTANCE BY THE SUBCONTRACTOR OF THE BACKGROUNDS ON WHICH FINISHES ARE APPLIED.

1.8 SUPPLY ALL EQUIPMENT NECESSARY FOR THE COMPLETION OF RESPECTIVE WORKS.

1.9 PROGRESSIVELY CLEAN UP AFTER THE COMPLETION OF RESPECTIVE WORKS.

2.0 EARTHWORKS

2.1 UNLESS OTHERWISE STATED, REMOVE TOPSOIL TO A MINIMUM DEPTH OF 200mm INCLUDING ALL ROOTS, AND OTHER MATTER, AND REQUIRED BY THE SOIL CONDITION AND/OR THE BUILDER. PROVIDE SUITABLE CLEAN FILLING SAND AND COMPACT IN LAYERS NOT GREATER THAN 300mm TO REDUCE LEVELS AS SHOWN.

2.2 COMPACT SAND FILLING AND SANDY SUB GRADES UNDER FOOTINGS AND SLAB TO OBTAIN MIN. SEVEN (7) BLOWS PER 300mm ON A STANDARDS PERTH SAND PENEFROMETER TEST (AS PER AS 1289 F3.3)

2.3 DO NOT EXCAVATE SERVICES TRENCHES WITHIN AN ANGEL OF 45 DEGREES DOWN FROM BOTTOM EDGE OF FOOTING.

2.4 ALL RETAINING WALLS TO BE TREATED WITH "BITKOTE" WATERPROOFING AGENT.

3.0 CONCRETE

3.1 CONCRETE REINFORCEMENT AND FORMWORK SHALL BE TO A STRUTURAL ENGINEERS DETAILS, RELEVANT BUILDING CODES AND STANDARDS

3.2 ALL CONCRETE TO CONFORM TO THE REQUIREMENTS OF AS 3600 CONCRETE STRENGTH GRADE: N20, AGGREGATE 20mm, SLUMP 80mm.

3.3 SLAB IS TO BE CURED FOR 7 DAYS MIN. & SLAB REINFORCEMENT PLACED ON APPROVED CHAIRS TO IMPROVE CRACK CONTROL.

3.4 THE FOOTING AND SLAB CONSTRUCTION IS TO COMPLY WITH AS 2870.

3.5 PROVIDE A PROPRIETARY VAPOR BARRIER WHICH CONSISTS OF HIGH IMPACT RESISTANT POLYTHENE FILM MIN. 0.2mm THICK WHICH HAS BEEN PIGMENTED AND BRANDED BY THE MANUFACTURER.

3.6 TERMITE PROTECTION:

PROVIDE ANTI-TERMITE TREATMENT UNDER THE BUILDING AREAS IN ACCORDANCE WITH AS 2057, AS 3660.1 AND APPENDIX D, FOR RETICULATED SYSTEMS.

BUILDER SHALL PROVIDE "DURSBAN" (HAND SPRAYED ORGANO-PHOSPHATE)

OR SIMILAR APPROVED ANTI-TERMITE TREATMENT IN ACCORDANCE WITH REELEVANT AUSTRALIAN STANDARD CODES.

4.0 BRICKWORK

4.1 BRICK WORK SHALL COMPLY WITH :
AS 3700 MASONRY CODE
AS A123 MASONRY CODE
MORTAR FOR MASONRY CONSRUCTION

4.2 BRICK GAUGE 7 STANDARD COURSES = 600mm.

4.3 ALL BRICKS SHOULD HAVE MIN. COMPRESSIVE STRENGTH OF 20MPa AND AS FOLLOWS:

EXTERNAL FACE WORK: 230x110x76mm
EXTERNAL RENDER: 305x162x90mm MAXIBRICK OR VERTICORE
WINDOW SILLS: 2c FACE BRICK SPLAYED SILLS
WINDOW HEADS: SOLID FACEBRICK COURSE
INTERNAL WALLS: 305x162x90mm MAXIBRICK OR VERTICORE WITH BED JOINT AND PERPENDS FILLED
305x76x90mm LONGREACH OR JUMBO FOR COURSE ADJUSTMENT

4.4 MORTAR: 1:1:6 CEMENT:LIME:SAND
MORTAR (FACE BRICK) COLOR TO MATCH EXISTING AS SELECTED

4.5 TIES SHALL BE 3.5mm DIAMETER GALVANIZED WIRE KINKED FOR AND BUILT IN EVERY 5TH COURSE AT APPROXIMATELY 900mm CENTRES, WITH ADDITIONAL TIES AT THE RATE OF 1 TIE/300mm HEIGHT OF OPENINGS AND VERTICAL CONTROL JOINTS AND WITHIN 150mm OF THE OPENINGS. BUILD TIES INTO EACH LEAF AT LEAST 50mm. VERTICAL CONTROL JOINTS SHALL BE 12mm WIDE FILLED AT COMPLETION WITH 'COMPRIBAND' CONTINUOUS FILLER STRIP.

4.6 KEEP CAVITIES CLEAR OF MORTAR. PROVIDE CAVITY BOARDS. TEMPORARILY OMIT BRICKS TO PERMIT RAKING OUT OF CAVITY BOTTOMS.

4.7 FORM WEEP HOLES EVERY FOURTH PERPEND ABOVE FLASHINGS AND CAVITY FILL. KEEP CLEAR OF MORTAR. DO NOT LOCATE WEEPHOLES CLOSER THAN 500mm TO JOINTS IN DAMP PROOF COURSES OR FLASHINGS.

4.8 PROVIDE DAMP PROOF COURSES (DPC) IN THE BOTTOM 3 COURSES OF BRICK WORK AND SLAB AND/OR FOOTINGS. DPC ADDITIVE SHALL BE CLEAR IN ALL FACEWORK

4.9 SETOUT BRICKWORK ACCURATELY, PLUMB, LEVEL AND PROPERLY BONDED. RISING WORK TO BE RAKED BACK, JAMBS, REVEALS, CORNERS, PERPENDS, ETC. TO BE TRUE, PLUMB, AND IN LINE WITH PERPENDS TRUE TO LINE. SETOUT DOOR FRAMES NEAR PERPANDICULAR WALL WITH A MARGIN OF 12mm OR GREATER THAN 50mm.

4.10 MOISTEN ALL EXTRUDED BRICKS BEFORE LAYING.

4.11 PROVIDED 12mm PLASTERING MARGIN BETWEEN WINDOW FRAME AND INTERNAL BRICKWORK TO BE PLASTERED.

4.12 WHERE NECESSARY REINFORCE BELOW AND OVER OPENINGS WITH GALVANISED WOVEN WIRE FABRIC 75mm WIDE IN CENTRE OF EACH LEAF LOCATED IN 2 COUSES BELOW SILL AND IN THE 2 COURSES ABOVE AN OPENING EXTENDING A MINIMUM OF 600mm BEYOND THE OPENING.

4.13 BUILD IN ALCOR/PGI FLASHINGS AS FOLLOWS:

-WHEREVER SHOWN ON DRAWINGS.

-CAVITY WALLS BUILT OF SLAB ON GROUND (WHERE NOT PARGED.)

-OVER LINTELS TO EXPOSED OPENINGS:
FULL WIDTH OF OUTER LEAF CONTINUOUS ACROSS CAVITY 50mm INTO INNER LEAF 2c ABOVE.

-OVER ROOF:
FULL WIDTH OF EXTERAL LEAF, STEPPED TO ROOF SLOPE TURNED DOWN MIN. 50mm OVER BASE FLASHING. TURN UP IN CAVITY SLOPING INWARDS AND BUILT INTO INNER LEAF 1c ABOVE.

-DOOR / WINDOW STILES:
FULL HIGHT 150mm WIDE FIXED TO FRAMES INTERLEAVED WITH SILL AND HEAD FLASHING AT EACH END.

-STRUCTURE OR SERVICES WITHIN 30mm OF OUTER BRICK LEAF IN CAVITY:
VERTICAL FLASHINGS CONTINUOUS 1c BELOW FL TO ABOVE STRUCTURE OR FRAME. NOMINAL 300mm WIDE. FOR HORIZONTAL STRUCTURES / SERVICES:
CONTINUOUS FLASHING BUILT IN AS FOR OVER LINTELS.

-AT CAVITY WALLS WITH GLASS BLOCK 300mm WIDE FIXED TO GLASS BLOCK FRAME AND TURNED AWAY IN CAVITY FROM INNER LEAVE.

4.14 LINTELS

MAX SPAN (mm)	LINTELS SIZE (VERT x HORIZ x THICK)	BEARING EACH END (mm)
900	75x10	150
1200	75x75x8	150
1500	90x90x8	150
1800	100x75x8	230
2100	125x75x8	230
2400	125x75x10	230
2500	100x100x8	230
3000	150x90x10	230

5.0 CARPENTRY WORK

5.1 ROOF AND CEILING FRAMING SHOULD COMPLY WITH AS 1684 LIGHT TIMBER FRAMING CODE. DRAW STRAP FIRMLY OVER WALL PLATES AND SECURELY FIX TO TOP OF PLATE BY 2x30mm GALV. CLOUTS/STRAP.

5.2 REFER TO AS 1684 FOR ROOF FRAMING SIZES UNLESS SPECIFIED ON DRAWINGS.

5.3 SUPPLY AND FIX ALL BULKHEADS & FALSE CEILINGS AS SHOWN ON THE DRAWINGS.

6.0 METALWORK

6.1 ELECTRIC AND GAS METER BOXES AS SHOWN IN DRAWINGS

6.2 WINDOW FRAMES SHALL BE RESIDENTIAL OR COMMERCIAL SECTION WITH POWDERCOAT FINISH AS SELECTED BY OWNER. ALLOW FOR FLYSCREENS TO ALL WINDOWS. REFER TO ADDENDUM. ANGLED WINDOW UNITS SHALL BE FACTORY MADE AND FIXED AND DELIVERED ON SITE AS COMPLETE UNIT.

6.3 CLOTHES HOIST: REFER TO ADDENDUM.

7.0 ROOFING

7.1 SELECTED ROOFING MATERIAL SHALL BE INSTALLED AND FIXED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATION AND RELEVANT BUILDING CODES

7.2 GUTTER, FASCIA, DOWN PIPES, FLASHINGS SHALL BE IN LONGEST POSSIBLE LENGTHS AND SHALL MATCH EXISTING.

7.3 DOWN PIPES SHALL MATCH EXISTING.

7.4 ALLOW FOR ALL JOINTS AND JOINING MATERIALS, COLLARS, STRAPS & FASTENINGS NECESSARY TO COMPLETE WORK.

7.5 ALLOW FOR ALL ROOF PENETRATIONS, ROOF COWLS, FLASHINGS, FLUMES THROUGH ROOF.

7.6 FIX GUTTERS & FLASHINGS TO PERMIT THERMAL MOVEMENT IN THEIR FULL LENGTH

7.7 SEAL BETWEEN OVERLAPPING FLASHINGS; FLASHINGS TURNED DOWN OVER BASE OR APRON FLASHINGS; FLASHINGS OVER METAL ROOF; FLASHINGS OVER SECRET GUTTERS; AROUND ROOF PENETRATIONS ETC.

8.0 JOINERY

8.1 ALL JOINERY SHALL BE OF HIGHEST QUALITY MATERIALS TO BEST TRADE PRACTICES AND HIGH QUALITY FINISH.

8.2 EXTERNAL DOOR FRAMES SHALL BE: 110x40 DOUBLE REBATED FRAME WITH 130x40 WEATHERED THRESHOLD U.N.O.

8.3 SUPPLY AND BUILD IN TIMBER DOOR FRAMES TO EXTERNAL LOCATIONS AS SHOWN ON ARCHITECTURAL DRAWINGS.

9.0 CEILINGS

9.1 CEILINGS SHALL BE RECESSED EDGE, MINIMUM 8.0mm PLASTERGLASS OR GYPROCK.

9.2 FLUSH JOINTS, SCREW HEADS, AND OTHER BLEMISHES IN THE SHEETS USING APPROVED SYSTEMS TO PROVIDE FLUSH SMOOTH CONTINUOUS SURFACE

9.3 PROVIDE AND FIX ALL FLUSH STOP BEADS & CASING BEADS TO ALL CORNERS & EDGES.

9.4 PROVIDE ALL SELECTED MOLDINGS AND CORNICES TO ALL CEILINGS AS STATED IN ARCHITECTURAL DOCUMENTS.

10.0 PLASTERING

10.1 INTERNAL WALL FINISHES INCLUDING CUPBOARD, BIN, & FRIDGE RECESSES, ETC. SHALL BE (OTHER THAN FACE FINISHES OR WHERE COVERED BY FEATURE MATERIALS) FLOAT AND SET IN HARDWALL PLASTER U.N.O.

10.2 PLASTERED WALLS SHALL BE NOMINAL 12mm THICK CONSISTING OF 1:1:9, CEMENT:LIME:SAND RENDER, AND FINISHED WITH NOMINALLY 3mm HARDWALL PLASTER.

10.3 SUPPLY AND FIX EXTERNAL CORNER BEADS TO ALL EXTERNAL CORNERS.

10.4 PROVIDE STOP BEADS WHERE PLASTER WORK ABUTS TIMBER FRAMES, OR FACEWORK

10.5 EXTERNAL RENDER WHEN APPLICABLE SHALL BE 2 COAT SAND FINISH. (FOR PAINTING)

10.6 NIBS IN INTERNAL CORNERS ADJACENT TO DOOR FRAMES GREATER THAN 40mm SHALL NOT BE FLUSHED UP WITH FRAMES.

10.7 PROVIDE V-JOINTS IN RENDER & FINISHING PLASTER WHERE BRICK WORK ABUTS OR JOINS ONTO CONCRETE WORK.

11.0 GLAZING

11.1 CLEAR GLASS GENERALLY: OBSCURE GLASS TO BATHROOMS, REFER TO DRAWINGS. ALL TO THE RELEVANT AUSTRALIAN STANDARDS.

11.2 WHERE GLASS BLOCKS HAVE BEEN NOMINATED, THEY SHALL BE IN FRAMES AND INSTALLED TO MANUFACTURES SPECIFICATIONS.

12.0 FLOORING FINISHES

12.1 CARPET FLOOR COVERINGS TO NOMINATED AREAS COMPLETE WITH SELECTED UNDERLAY SMOOTH EDGE, DIMINISHING STRIPS ETC, TO COMPLETE THE WORKS: REFER TO DRAWINGS & FINISHES SCHEDULE.

12.2 PROVIDE TILED FLOOR FINISHES TO NOMINATED AREAS COMPLETE WITH ALL MATERIALS ANGLE TRIMS, ETC.TO COMPLETE THE WORKS: REFER TO DRAWINGS & FINISHES SCHEDULE.

12.3 PROVIDE TIMBER FLOOR FINISHES TO NOMINATED AREAS COMPLETE WITH ALL MATERIALS, DIMINISHING BOARDS ETC. TO COMPLETE THE WORKS: FLOOR BOARDS TO BE SANDED & POLISHED TO HIGH STANDARD WITH PREMIUM QUALITY SEALER (2 COATS). REFER TO DRAWINGS & FINISHERS SCHEDULE.

13.0 SIGNAGE

13.1 WHERE NECESSARY SUPPLY & FIX SELECTED UNIT AND HOUSE NUMBERS TO EACH UNIT AND TO LETTERBOXES AS SCHEDULED.

13.2 "SUPERDRAFT" RESERVES THE RIGHT TO ERECT A BUILDERS SIGN ON THE PROPERTY FACING THE STREET FRONTAGE IN COMPLIANCE WITH AUTHORITY REQUIREMENTS.

14.0 PAVING

14.1 GENERALLY: WHEN PAVING IS INCLUDED IN THE BUILDING CONTRACT, THE FOLLOWING SHALL APPLY AS A MINIMUM STANDARD

14.2 SUPPLY AND LAY ALL PAVING TO EXTERNAL AREAS AS SHOWN ON WORKING DRAWINGS.

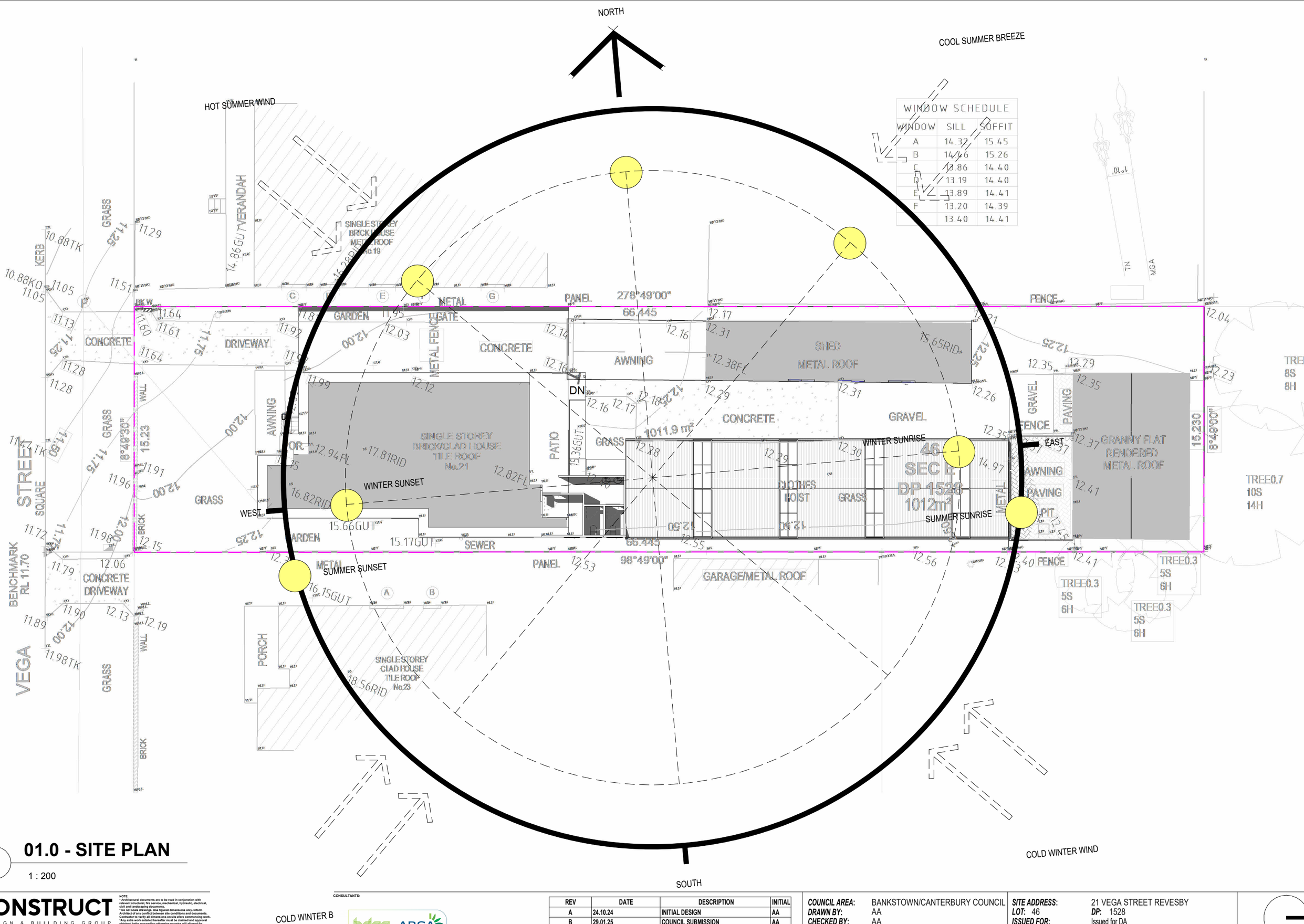
14.3 CUT, FILL AND COMPACT SAND TO REQUIRED LEVELS. SCREED TO UNIFORM THINNESS AND LEVELS

14.4 PROVIDE BRICK EDGE-RETRAINING FOOTING EMBEDDED IN MORTAR BENEATH THE PAVING BRICK, GENERALLY. TO DRIVEWAY AREAS, PROVIDE NOMINAL 300x150mm CONCRETE FOOTING ALONG PERIMETER OF DRIVEWAY AND BED EDGE BRICK IN MORTAR.

14.5 PROVIDE 100mm COMPACTED LIMESTONE BASE TO DRIVEWAY TOPPED WITH 50mm CLEAN SAND AND GRADE TO FALLS.

14.6 PAVING PATTERN: REFER TO ADDENDUM.

14.7 BRICK PAVERS SHALL BE:
TRAFFICABLE AREAS: MIN. 65mm SOLID CLAY OR CONCRETE
PEDESTRIAN AREAS: MIN. 43mm SOLID CLAY OR CONCRETE



1 01.0 - SITE PLAN

1 : 200

CONSTRUCT
DESIGN & BUILDING GROUP

13/35 BIRCH STREET, CONDELL PARK, NSW 2200 / Email: info@constructau.com.au

NOTE:
* Architectural documents are to be read in conjunction with relevant structural, fire service, mechanical, hydraulic, electrical, civil and landscaping documents.
* Do not scale drawings. Use figured dimensions only. Inform Architect of any conflict between site conditions and documents. Contractor to verify all dimensions on site before commencing work.
*Any extra work entailed hereafter must be claimed and approval obtained befor proceeding otherwise no extra will allowed for.
*All materials, appliances, fittings and finishes are to be installed in accordance with the manufacturer's recommendations and in compliance with the relevant Codes & Standards
* These drawings are not to be used for construction unless signed off by a stamp endorsed by Building Surveyor
* These documents may only be used for the purposed for which was commissioned and in accordance with the Terms of Engagement.

CONSULTANTS:

COLD WINTER B

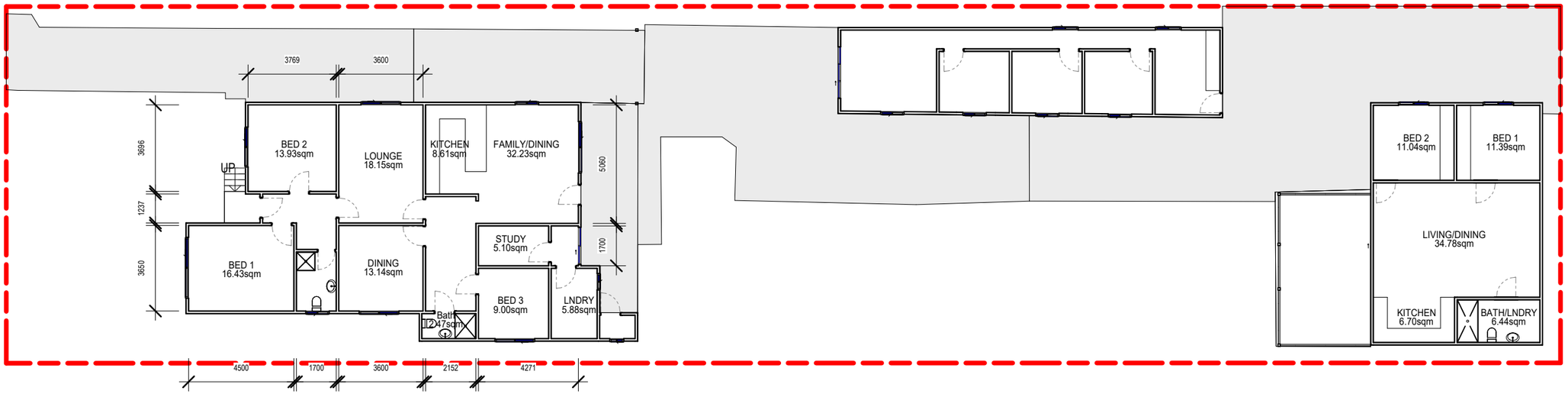
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA
ABSA Australian Building Sustainability Association

REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA:	BANKSTOWN/CANTERBURY COUNCIL	***SITE ADDRESS:***	21 VEGA STREET REVESBY
DRAWN BY:	AA	***LOT:*** 46	***DP:*** 1528
CHECKED BY:	AA	***ISSUED FOR:***	Issued for DA
CLIENT:	MWA	***PROJECT TYPE:***	DEVELOPMENT TYPE
DRAWING TITLE:	SITE PLAN & ANALYSIS	***SCALE:*** As indicated	***DATE:*** 2024

REV: C SHEET NO: A003

PROJECT NO : 24-021



1 GROUND FLOOR PLAN EXISTING

1 : 200

GENERAL NOTES:	
ALL LEVELS, CONTOURS AND RL'S, ARE TO AUSTRALIAN HEIGHT DATUM (AHD) AND ARE IN METRES U.N.O.	*ALL DRAWINGS AND DOCUMENTATION TO BE READ IN CONJUNCTION WITH SPECIALIST CONSULTANT REPORTS AND ENGINEERS DETAILS WHERE APPLICABLE*
DIMENSIONS ARE IN MILLIMETRES U.N.O.	*FLOOR STRUCTURE TO WET AREAS TO BE SETDOWN 50mm TO ALLOW FOR TILE/FINISH/FALL AND FINISH FLUSH WITH ADJOINING FLOOR FINISHES*
FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALE	*SMOKE DETECTORS TO BE INSTALLED IN ACCORDANCE WITH AS3786*
SITE CONFIRMATION SHOWN ON THIS DRAWING HAS BEEN SUPPLIED BY OTHERS. NO RESPONSIBILITY IS TAKEN FOR ITS AUTHENTICITY OR ACCURACY. THE BUILDER SHALL VERIFY THE LOCATION OF ALL SERVICES, VEGETATION AND DIMENSIONS PRIOR TO COMMENCMENT. ANY DISCREPANCIES SHOULD BE REPORTED TO ARCHITECTS & DESIGNERS.	*ALL EXTERNAL FITTINGS, WHERE STAINLESS STEEL MUST BE 316 MARINE GRADE WITH PROTECTIVE ANTI CORROSIVE COATING*
ALL WORK TO BE CONSTRUCTED IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRLAIA AND ALL RELEVANT AUSTRALIAN STANDARDS AND STATUTORY REQUIREMENTS	*ALL STONE (CLADDING, FACING, BLOCKWORK) TO BE SEALED WITH INIMUM THREE COATS OF 'DRY TREAT STAIN PROOF - IN ACCORDANCE WITH MANUFACTURER'S SPECS, PROVIDE 15 YEAR WARRANTY FROM MANUFACTURER*

WALL LEGEND:
NOTE : ANY LOAD BEARING WALL CONSTRCUTION TO ENGINEER'S DETAILS, FINISHES AS PER ELEVATIONS AND FINISHES SCHEDULE
90mm TIMBER STUD
240mm BRICK VERNEER
240mm BRICK VERNEER + 30-50mm STONE/TILE FACING
230mm BRICK
280mm DOUBLE BRICK
110mm SINGLE BRICK
190mm MASONRY BLOCK

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CONSULTANTS:

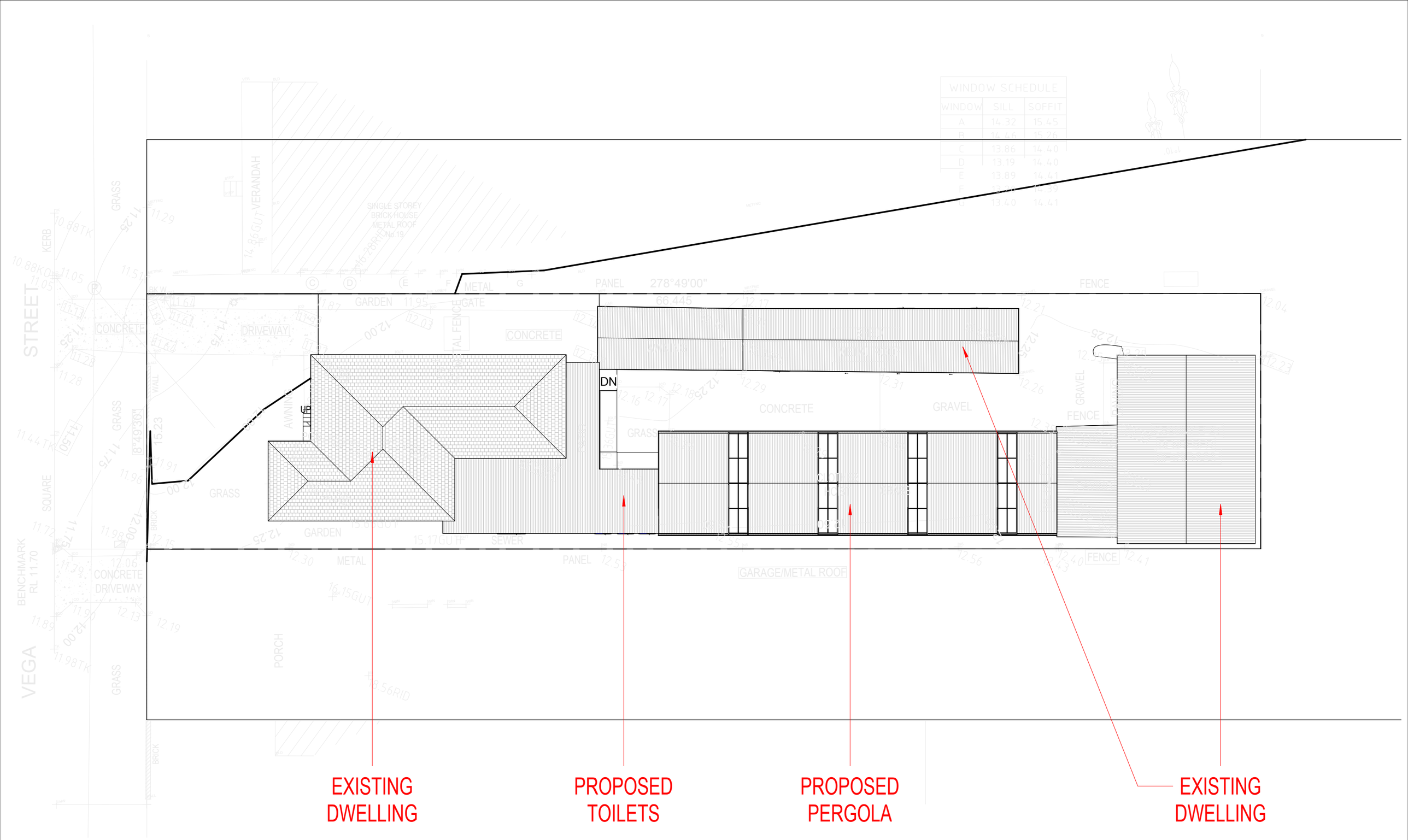
BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA
ABSA Australian Building Sustainability Association

REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA: BANKSTOWN/CANTERBURY COUNCIL
DRAWN BY: AA
CHECKED BY: AA
CLIENT: MWA
DRAWING TITLE: GROUND FLOOR PLAN EXISTING

SITE ADDRESS: 21 VEGA STREET REVESBY
LOT: 46 ***DP:*** 1528
ISSUED FOR: Issued for DA
PROJECT TYPE: DEVELOPMENT TYPE
SCALE: 1 : 200 ***DATE:*** 2024

REV: C **SHEET NO:** A004
PROJECT NO: 24-021



1 01.1 - ROOF PLAN

1 : 200

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NOTE:
* Architectural documents are to be read in conjunction with relevant structural, fire service, mechanical, hydraulic, electrical, civil and landscaping documents.
* Do not scale drawings. Use figured dimensions only. Inform Architect of any conflict between site conditions and documents. Contractor to verify all dimensions on site afore commencing work.
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* These drawings are not to be used for construction unless drawings are stamp endorsed by Building Surveyor
* These documents may only be used for the purposed for which was commissioned and in accordance with the Terms of Engagement.

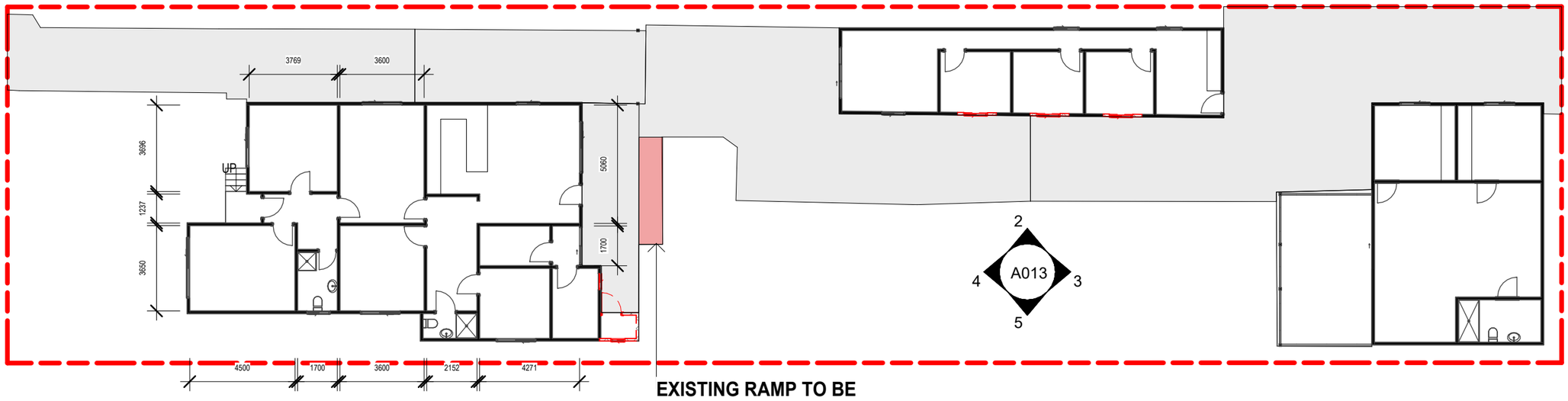
CONSULTANTS:

REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA: BANKSTOWN/CANTERBURY COUNCIL
DRAWN BY: AA
CHECKED BY: AA
CLIENT: MWA
DRAWING TITLE: ROOF PLAN

SITE ADDRESS: 21 VEGA STREET REVESBY
LOT: 46 ***DP:*** 1528
ISSUED FOR: Issued for DA
PROJECT TYPE: DEVELOPMENT TYPE
SCALE: 1 : 200 ***DATE:*** 2024

REV: C SHEET NO: A005
PROJECT NO: 24-021



EXISTING RAMP TO BE DEMOLISHED

Demolition Legend:	
	Existing Wall Structure
	Existing Walls / Linings To Be Demolished

Demolition Notes:

* All Demolition Work To Comply To AS 2601
* Builder To Ensure Removal And Disposal Of All Existing Asbestos Linings To Be In Accordance With Contamination Report And Local Authorities Guidlines
* Builder To Confirm All Existing Wall Construction Build-ups When Retained
* Builder To Maintain Sedimentation Control Measures In Accordance With Council Requirements
* Builder To Cap Off Plumbing & Electrical, And Relocate Pipework/Conduits To Suit New Works Where Required For Reused Service Points

1 GROUND FLOOR PLAN EXISTING

1 : 200

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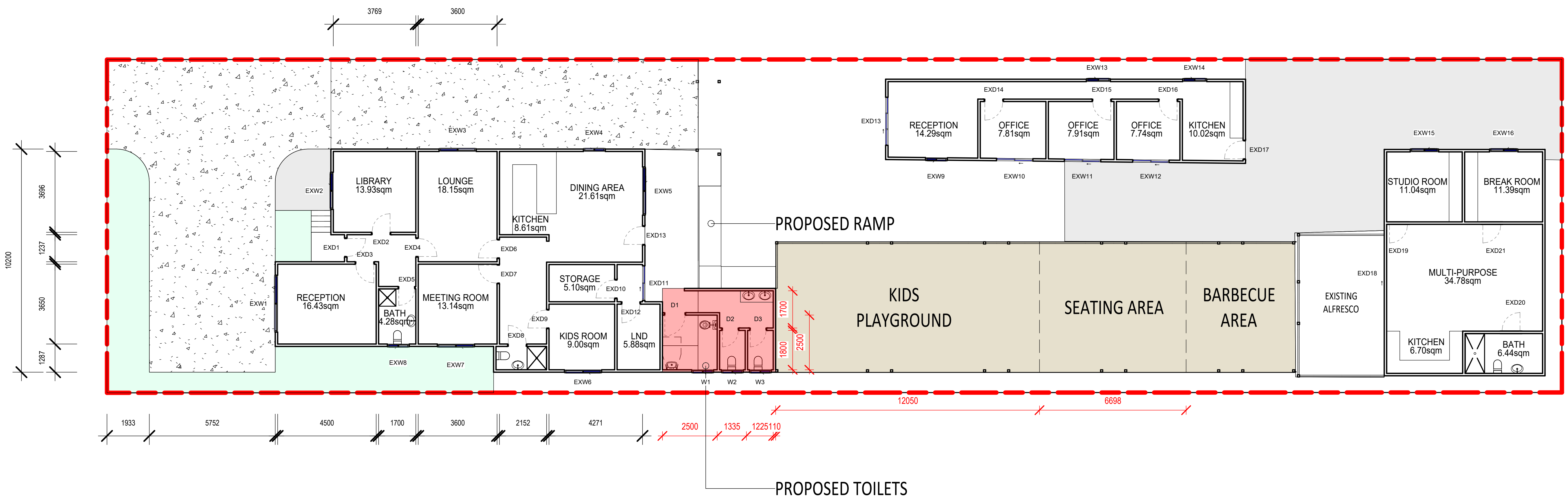
REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA: BANKSTOWN/CANTERBURY COUNCIL
DRAWN BY: AA
CHECKED BY: AA
CLIENT: MWA
DRAWING TITLE: DEMOLITION PLAN

SITE ADDRESS: 21 VEGA STREET REVESBY
LOT: 46 ***DP:*** 1528
ISSUED FOR: Issued for DA
PROJECT TYPE: DEVELOPMENT TYPE
SCALE: As indicated ***DATE:*** 2024

REV: C **SHEET NO:** A006
PROJECT NO: 24-021



3769
3600
LIBRARY 13.93sqm
LOUNGE 18.15sqm
DINING AREA 21.61sqm
KITCHEN 8.61sqm
RECEPTION 16.43sqm
BATH 4.28sqm
MEETING ROOM 13.14sqm
STORAGE 5.10sqm
KIDS ROOM 9.00sqm
LND 5.88sqm
PROPOSED RAMP
KIDS PLAYGROUND
SEATING AREA
BARBECUE AREA
EXISTING ALFRESCO
RECEPTION 14.29sqm
OFFICE 7.81sqm
OFFICE 7.91sqm
OFFICE 7.74sqm
KITCHEN 10.02sqm
STUDIO ROOM 11.04sqm
BREAK ROOM 11.39sqm
MULTI-PURPOSE 34.78sqm
KITCHEN 6.70sqm
BATH 6.44sqm
10200
3696
1237
3650
1287
1933
5752
4500
1700
3600
2152
4271
2500
1335
1225
110
1700
1800
2500
12050
6698
PROPOSED TOILETS

GROUND FLOOR PLAN - PROPOSED

1 : 200

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CONSULTANTS:

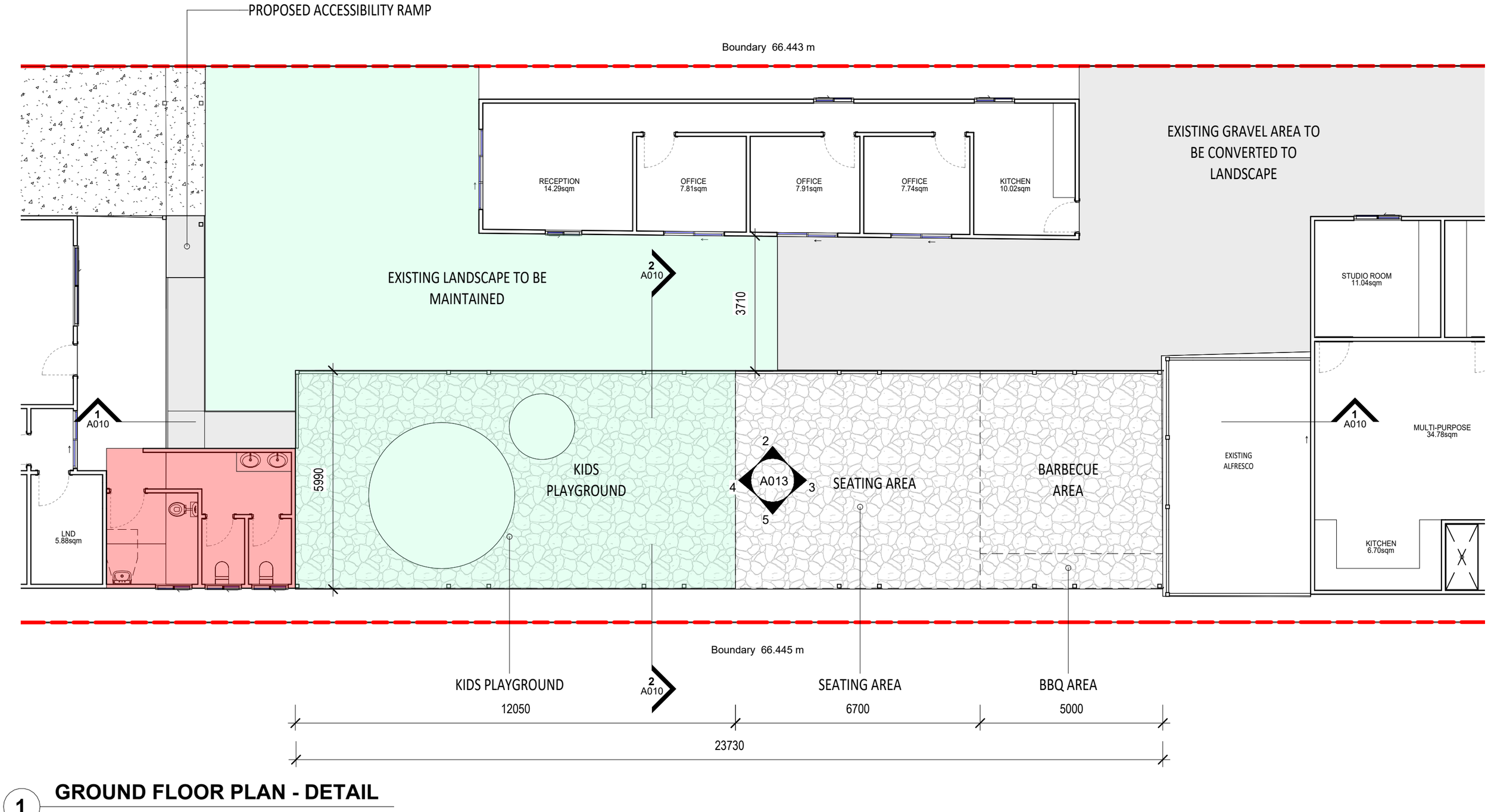
REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA:	BANKSTOWN/CANTERBURY COUNCIL
DRAWN BY:	AA
CHECKED BY:	AA
CLIENT:	MWA
DRAWING TITLE:	GROUND FLOOR PLAN - PROPOSED

SITE ADDRESS:	21 VEGA STREET REVESBY
LOT: 46	DP: 1528
ISSUED FOR:	Issued for DA
PROJECT TYPE:	DEVELOPMENT TYPE
SCALE: 1 : 200	DATE: 2024

REV: C SHEET NO: A007

PROJECT NO: 24-021



1 GROUND FLOOR PLAN - DETAIL

1 : 100

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CONSULTANTS:

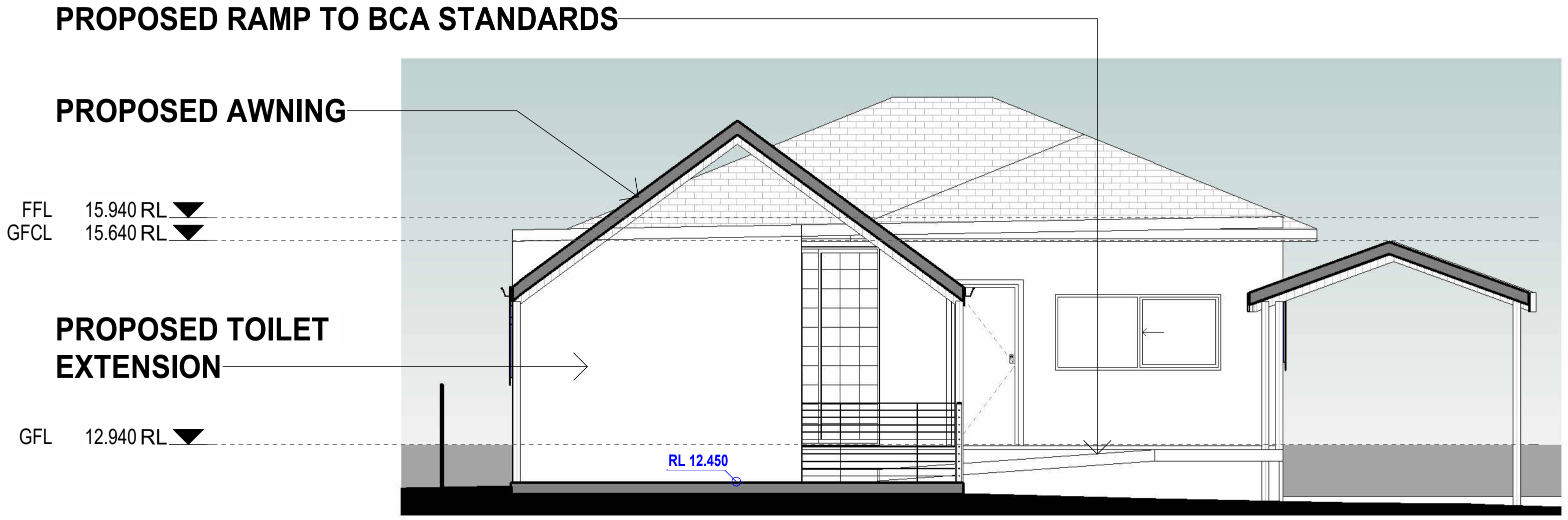
bdaa BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA
ABSA Australian Building Sustainability Association

REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA:	BANKSTOWN/CANTERBURY COUNCIL	***SITE ADDRESS:***	21 VEGA STREET REVESBY
DRAWN BY:	AA	***LOT:*** 46	***DP:*** 1528
CHECKED BY:	AA	***ISSUED FOR:***	Issued for DA
CLIENT:	MWA	***PROJECT TYPE:***	DEVELOPMENT TYPE
DRAWING TITLE:	GROUND FLOOR PLAN - DETAIL	***SCALE:*** 1 : 100	***DATE:*** 2024

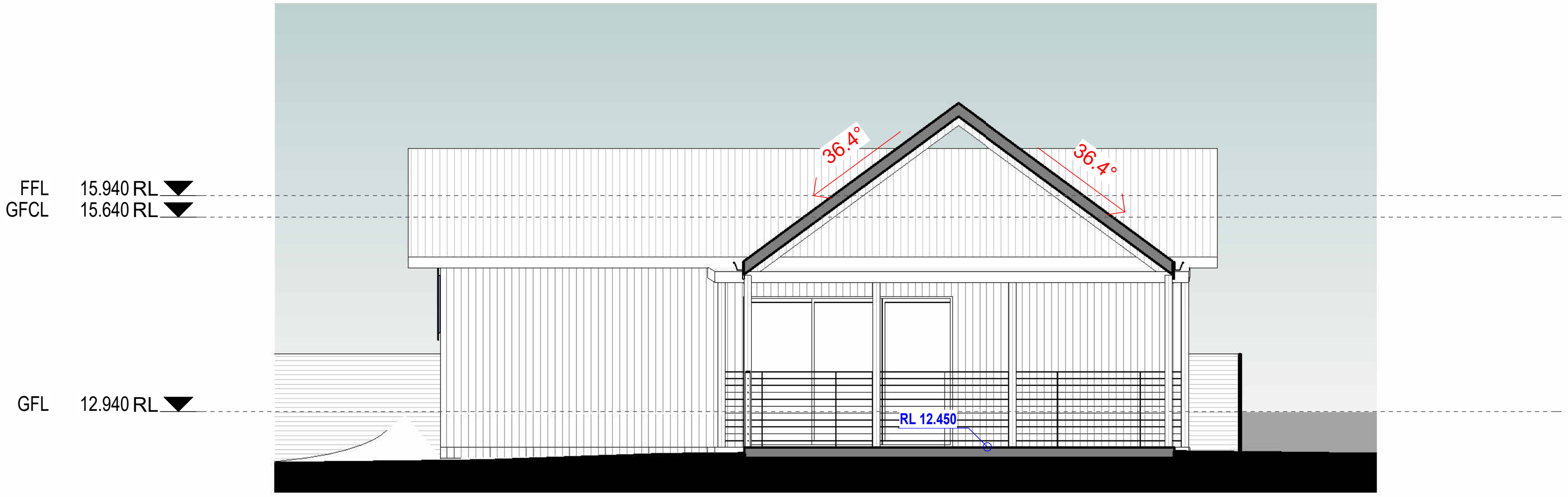
REV: C SHEET NO: A008

PROJECT NO: 24-021



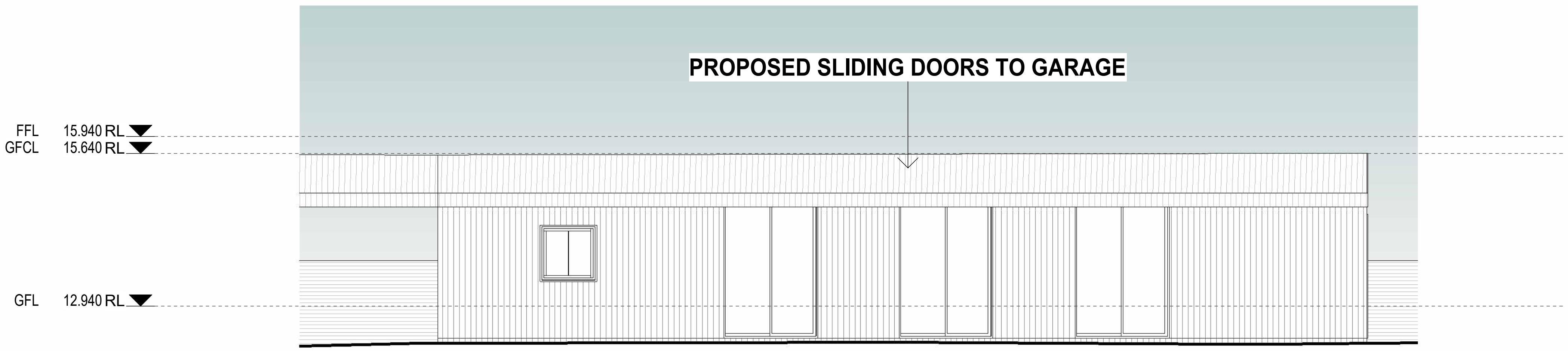
1 EXISTING HOUSE & PROPOSED ACCESSIBILTY RAMP

1 : 100



2 EXISTING GRANNY FLAT & PROPOSED BBQ AREA

1 : 100



3 EXISTING GARAGE

1 : 100

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CONSULTANTS:

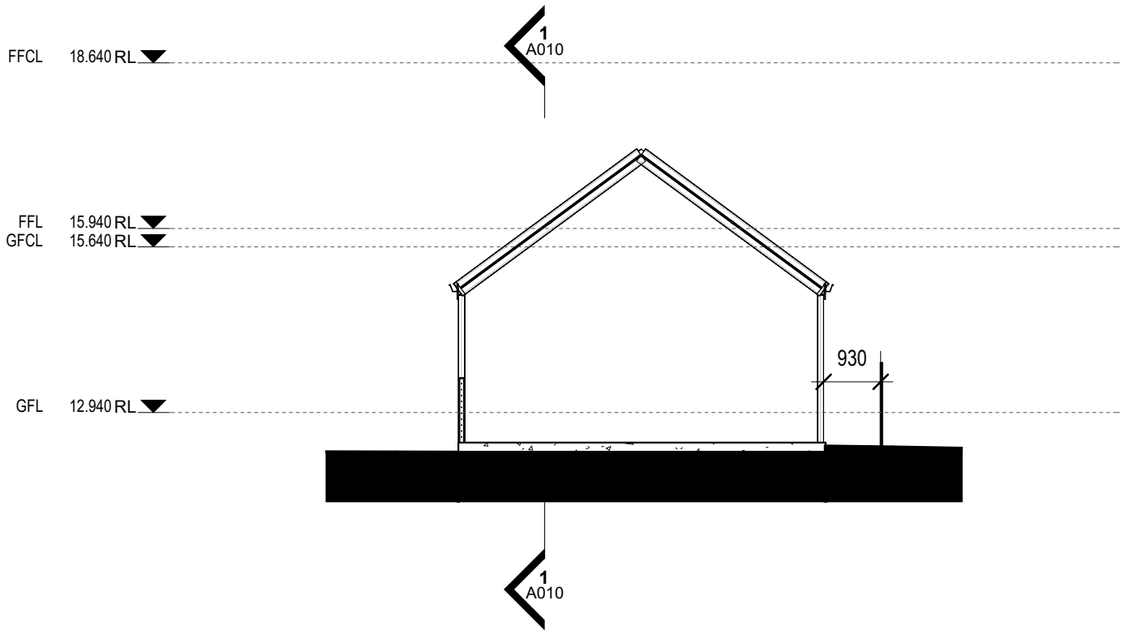
REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA: BANKSTOWN/CANTERBURY COUNCIL
DRAWN BY: AA
CHECKED BY: AA
CLIENT: MWA
DRAWING TITLE: ELEVATIONS

SITE ADDRESS: 21 VEGA STREET REVESBY
LOT: 46 *DP:* 1528
ISSUED FOR: Issued for DA
PROJECT TYPE: DEVELOPMENT TYPE
SCALE: 1 : 100 *DATE:* 2024

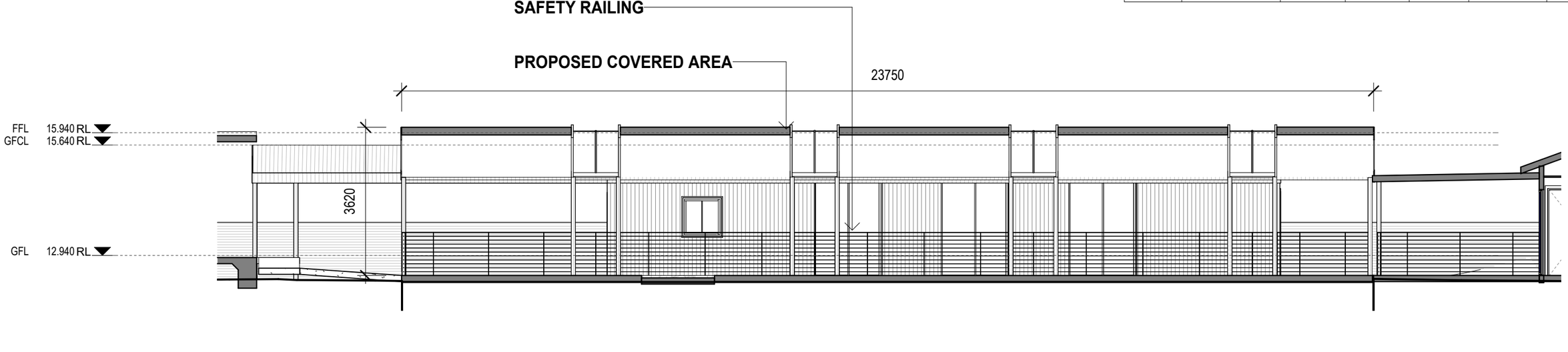
REV: C SHEET NO: A009

PROJECT NO : 24-021



2 CROSS SECTION

1 : 100



1 LONG SECTION OF PLAY, SEATING AND BBQ AREA

1 : 100

DOOR SCHEDULE NEW

Mark	Location	Frame Type	Height	Width	Finish	Frame Material
137	GFL		2100	820		
D1	GFL		2100	920		
D2	GFL		2100	720		
D3	GFL		2100	720		
EXW10	GFL		2426	1664		
EXW11	GFL		2426	1664		
EXW12	GFL		2426	1664		

Grand total: 7

WINDOW SCHEDULE NEW

Mark	Location	Window Style	Height	Width	Material	Glazing
180			1000	700		
182			600	600		
186			1000	1000		
187			1000	1000		
190			1000	1000		
EXW1			1000	2600		
EXW2			1000	1700		
EXW3			1000	1700		
EXW4			1000	1000		
EXW5			1000	2200		
EXW6			1000	1700		
EXW7			1000	1700		
EXW8			600	1000		
EXW9			1000	1000		
EXW13			1000	1100		
EXW14			1000	1100		
EXW15			1000	1300		
EXW16			1000	1300		
W1			600	1000		
W2			600	1000		
W3			600	1000		

CONSTRUCT
DESIGN & BUILDING GROUP
13/35 BIRCH STREET, CONDELL PARK, NSW 2200 / Email: info@constructau.com.au

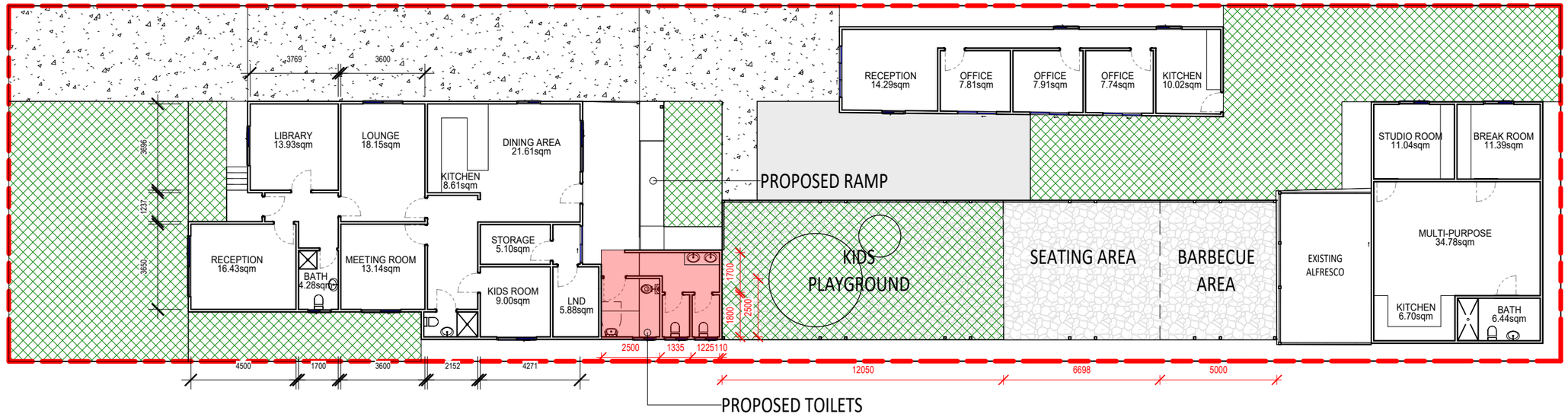
CONSULTANTS:

REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA:	BANKSTOWN/CANTERBURY COUNCIL	***SITE ADDRESS:***	21 VEGA STREET REVESBY
DRAWN BY:	AA	***LOT:*** 46	***DP:*** 1528
CHECKED BY:	AA	***ISSUED FOR:***	Issued for DA
CLIENT:	MWA	***PROJECT TYPE:***	DEVELOPMENT TYPE
DRAWING TITLE:	SECTIONS	***SCALE:*** 1 : 100	***DATE:*** 2024

REV: C **SHEET NO:** A010

PROJECT NO: 24-021



1 CONCEPT LANDSCAPE PLAN

1 : 200

Landscaping Notes:

Turfed Area

* All newly turfed areas to be selected weed free pennistum clandestium. Turf shall be laid neatly butted with staggered joints flush with adjacent surfaces and have even running falls to all drainage points.

Garden Areas

* All garden areas are to be filled with 250mm depth of weed free top quality garden soil which has been treated with spent mushroom compost.
* Proivde a minimum 75mm depth of pine bark flakes or selected leaf mulch to all garden beds.
* All new tress shall be double stalked using underwood stakes (1800mm x 25 x 25mm) and double tied with hessain webbing.

General Notes

* Prior to the commencent of any site works, all existing trees to be retained shall be enclosedwith protective fencing to prevent them being damaged during the construction period.
* All finished levels are to be verified by the builder on site.
* All landscaping work to be in strict accordance to councils/privated certifiers code and guidlines.
*This drawing is to be read in conjuction with all submitted architectural.
* Hydraulics and engineering drawings where applicable.

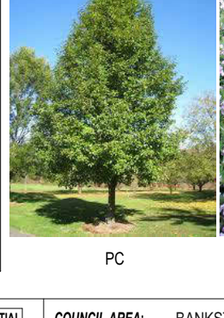
Botanic Name	Common Name	Quantity	Staking	Size	Legend
Trees EF - Eucalyptus Fibrosa	Broad Lead Ironbark	1	Yes	75L	EF
PC - Pyrus Calleryana	Callery Pear	1	Yes	35L	PC
Shrubs Gs - Grevillea Sericea	Pink Spider Flower	31	-	5L	Gs
Nr - Native Rosemary Aussie Box	Westringia hybrida Aussie Box	Planter	-	15L	Nr

Landscape Calculations:

Individual Site Area	1012sqm
Proposed Dwelling	291sqm
Front Landscape Grass	94sqm
Front Landscape Hard	31sqm
Rear Landscape Grass	153sqm
Total Landscape	247sqm
Total Landscape %	25%
P.O.S.	141sqm

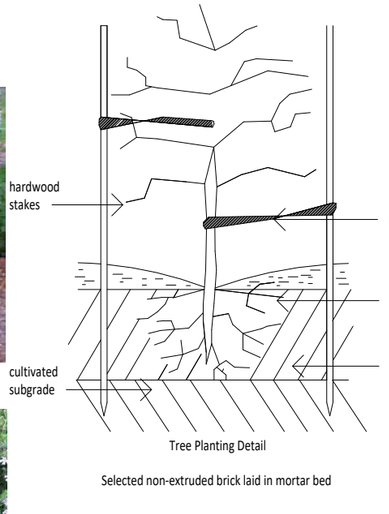
EF

GS



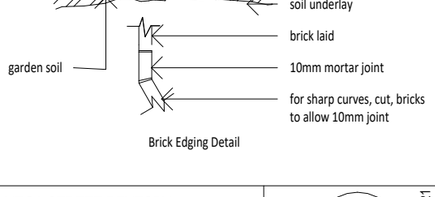
PC

Nr



Tree Planting Detail

Selected non-extruded brick laid in mortar bed



Brick Edging Detail

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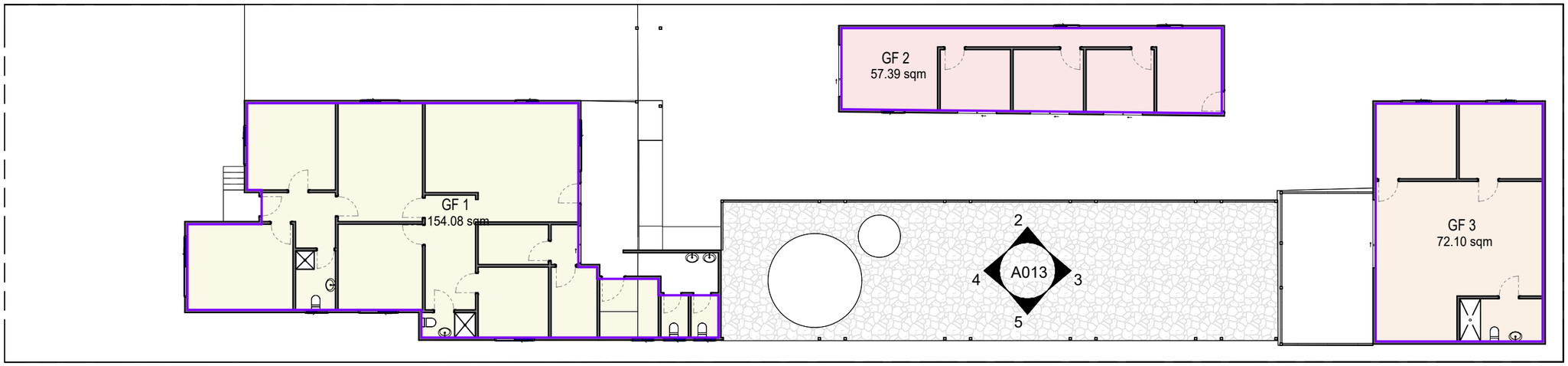
CONSULTANTS:

BUILDING DESIGNERS ASSOCIATION OF AUSTRALIA
ABSA Australian Building Sustainability Association

REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA:	BANKSTOWN/CANTERBURY COUNCIL
DRAWN BY:	AA
CHECKED BY:	MN
CLIENT:	MWA
DRAWING TITLE:	CONCEPT LANDSCAPE PLAN
SITE ADDRESS:	21 VEGA STREET REVESBY
LOT:	46
DP:	1528
ISSUED FOR:	Issued for DA
PROJECT TYPE:	DEVELOPMENT TYPE
SCALE:	As indicated
DATE:	2024

REV: C SHEET NO: A011 PROJECT NO: 24-021



Area Schedule	
Name	Area
GF 1	154 m²
GF 2	57 m²
GF 3	72 m²
SITE AREA	1012 m²
MAXIMUM GFA	405 m²
TOTAL GFA	284 m²

1 GFL

1 : 200

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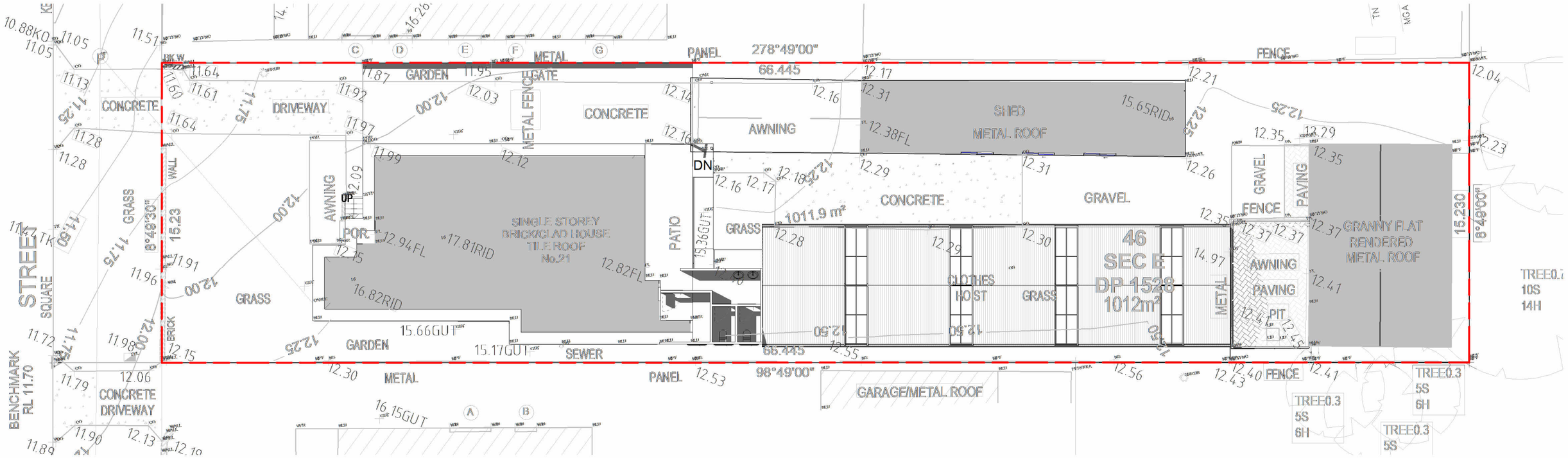
REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA: BANKSTOWN/CANTERBURY COUNCIL
DRAWN BY: AA
CHECKED BY: AA
CLIENT: MWA
DRAWING TITLE: AREA PLAN

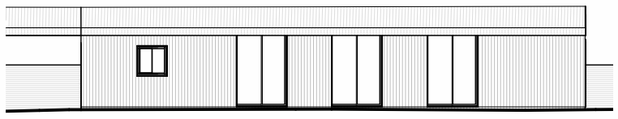
SITE ADDRESS: 21 VEGA STREET REVESBY
LOT: 46 ***DP:*** 1528
ISSUED FOR: Issued for DA
PROJECT TYPE: DEVELOPMENT TYPE
SCALE: 1 : 200 ***DATE:*** 2024

REV: C **SHEET NO:** A012
PROJECT NO: 24021



1 01.0 - NEIGHBOUR NOTIFICATION

1 : 200



2 NN - EXISTING GARAGE

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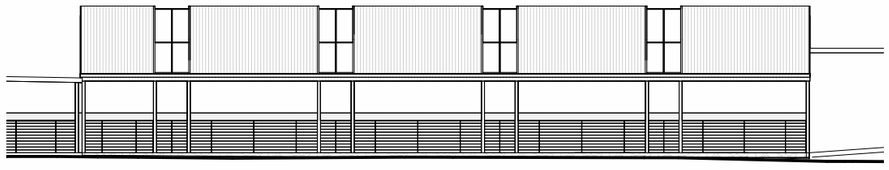

5 NN - PROPOSED OUTDOOR AREA

1 : 200

4 NN - EXISTING HOUSE & PROPOSED ACCESSIBILTY RAMP

1 : 200

3 NN - EXISTING GRANNY FLAT & PROPOSED BBQ AREA

1 : 200

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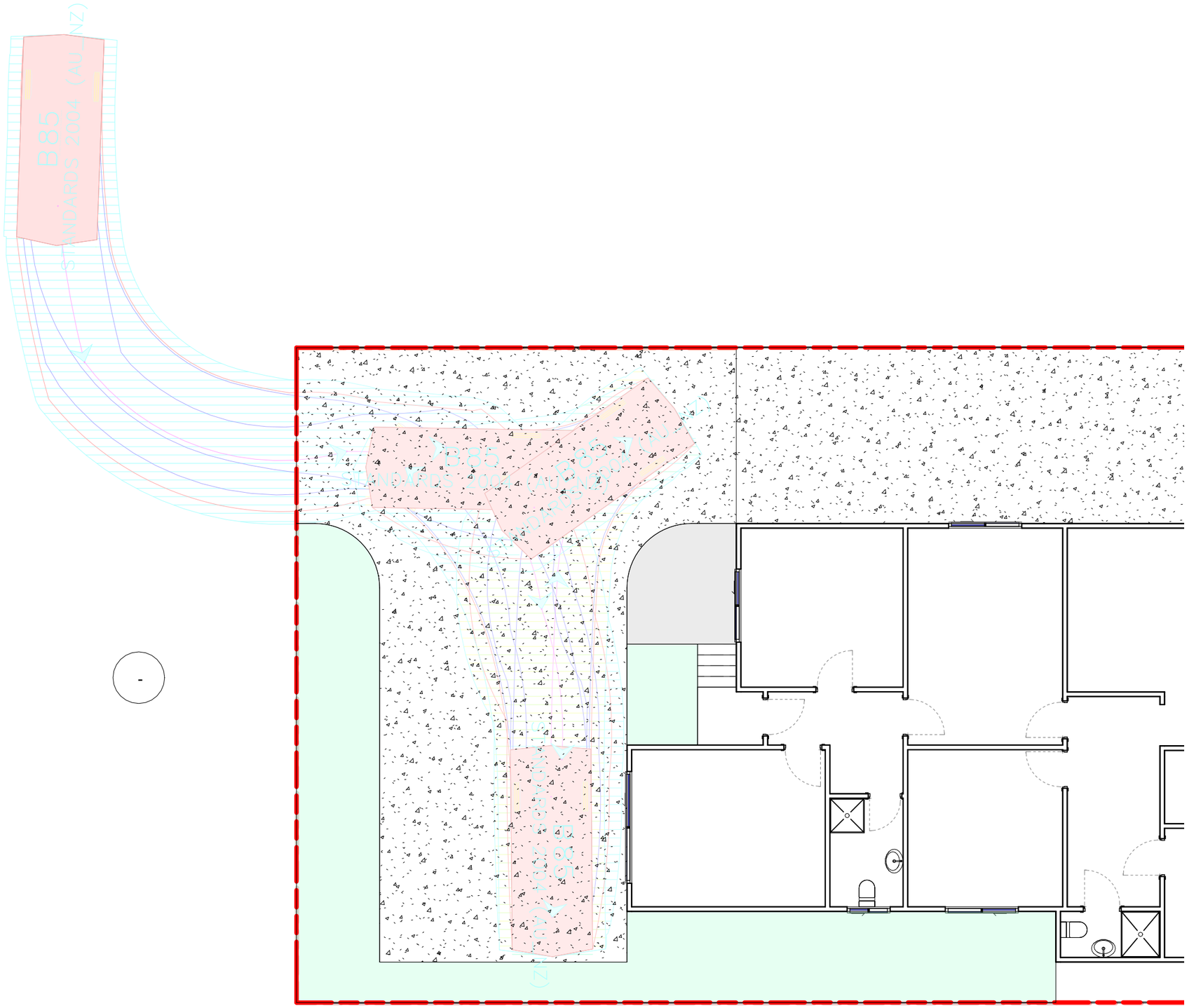
REV	DATE	DESCRIPTION	INITIAL

COUNCIL AREA:	BANKSTOWN/CANTERBURY COUNCIL	***SITE ADDRESS:***	21 VEGA STREET REVESBY
DRAWN BY:	AA	***LOT:*** 46	***DP:*** 1528
CHECKED BY:	AA	***ISSUED FOR:***	Issued for DA
CLIENT:	MWA	***PROJECT TYPE:***	DEVELOPMENT TYPE
DRAWING TITLE:	NEIGHBOUR NOTIFICATION	***SCALE:*** 1 : 200	***DATE:*** 2024

REV: SHEET NO: A013 PROJECT NO: 24-021



-

1 GROUND FLOOR PLAN - PLAN OF MANAGEMENT OPTION 1

1 : 100

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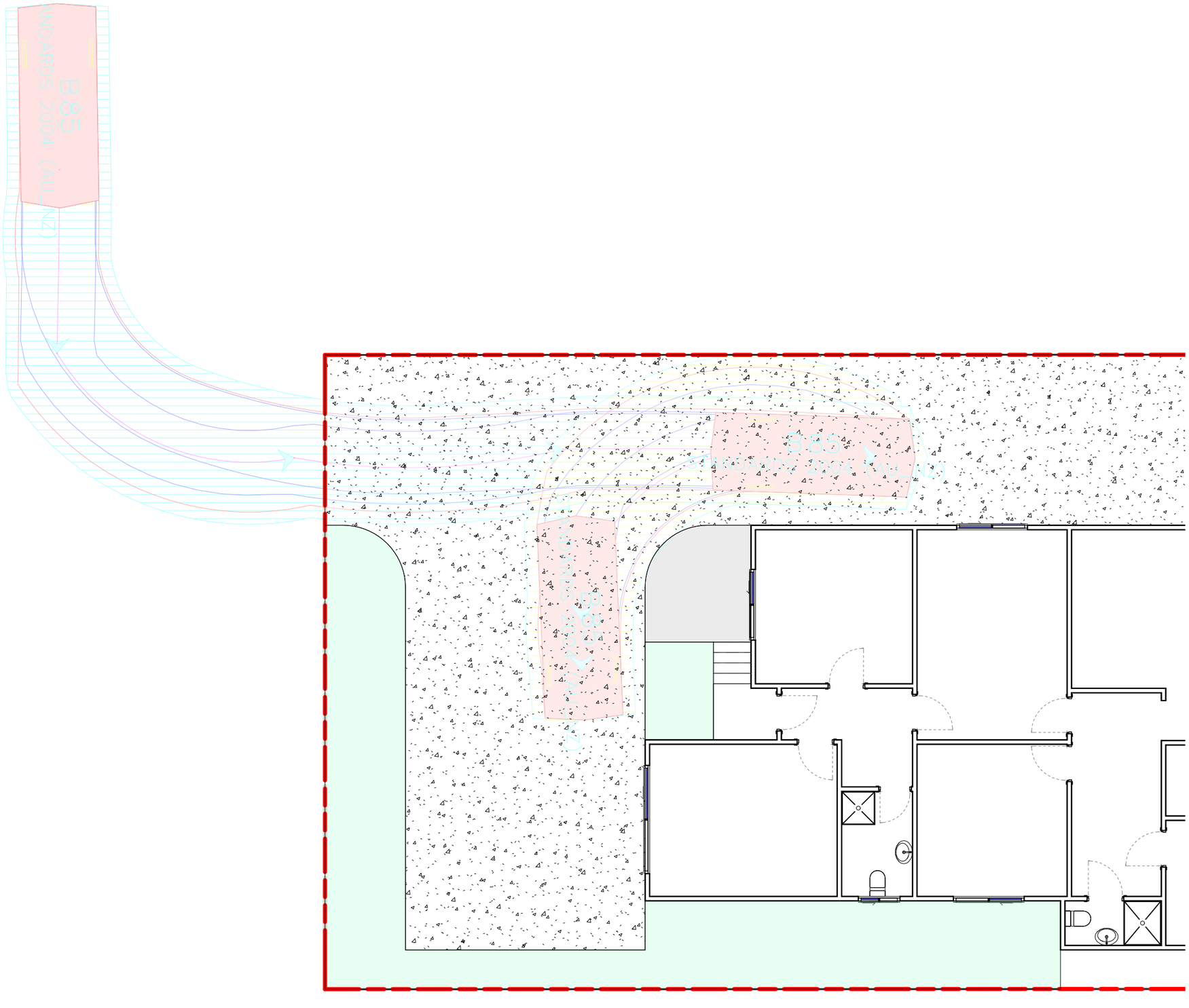
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA:	BANKSTOWN/CANTERBURY COUNCIL	***SITE ADDRESS:***	21 VEGA STREET REVESBY
DRAWN BY:	AA	***LOT:*** 46	***DP:*** 1528
CHECKED BY:	AA	***ISSUED FOR:***	Issued for DA
CLIENT:	MWA	***PROJECT TYPE:***	DEVELOPMENT TYPE
DRAWING TITLE:	PLAN OF MANAGEMENT OPTION 1	***SCALE:*** 1 : 100	***DATE:*** 2024

REV: C SHEET NO: A014

PROJECT NO : 24-021



1 GROUND FLOOR PLAN - PLAN OF MANAGEMENT OPTION 2

1 : 100

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DESIGN & BUILDING GROUP

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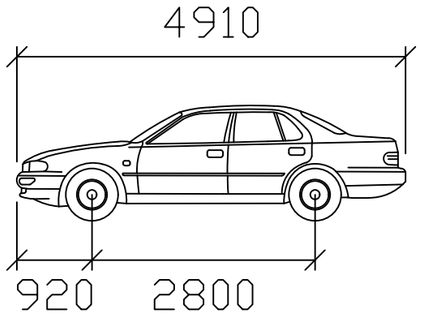
REV	DATE	DESCRIPTION	INITIAL
A	24.10.24	INITIAL DESIGN	AA
B	29.01.25	COUNCIL SUBMISSION	AA
C	19.02.25	TO CONSULTANTS	AA

COUNCIL AREA: BANKSTOWN/CANTERBURY COUNCIL
DRAWN BY: AA
CHECKED BY: AA
CLIENT: MWA
DRAWING TITLE: PLAN OF MANAGEMENT OPTION 2

SITE ADDRESS: 21 VEGA STREET REVESBY
LOT: 46 ***DP:*** 1528
ISSUED FOR: Issued for DA
PROJECT TYPE: DEVELOPMENT TYPE
SCALE: 1 : 100 ***DATE:*** 2024

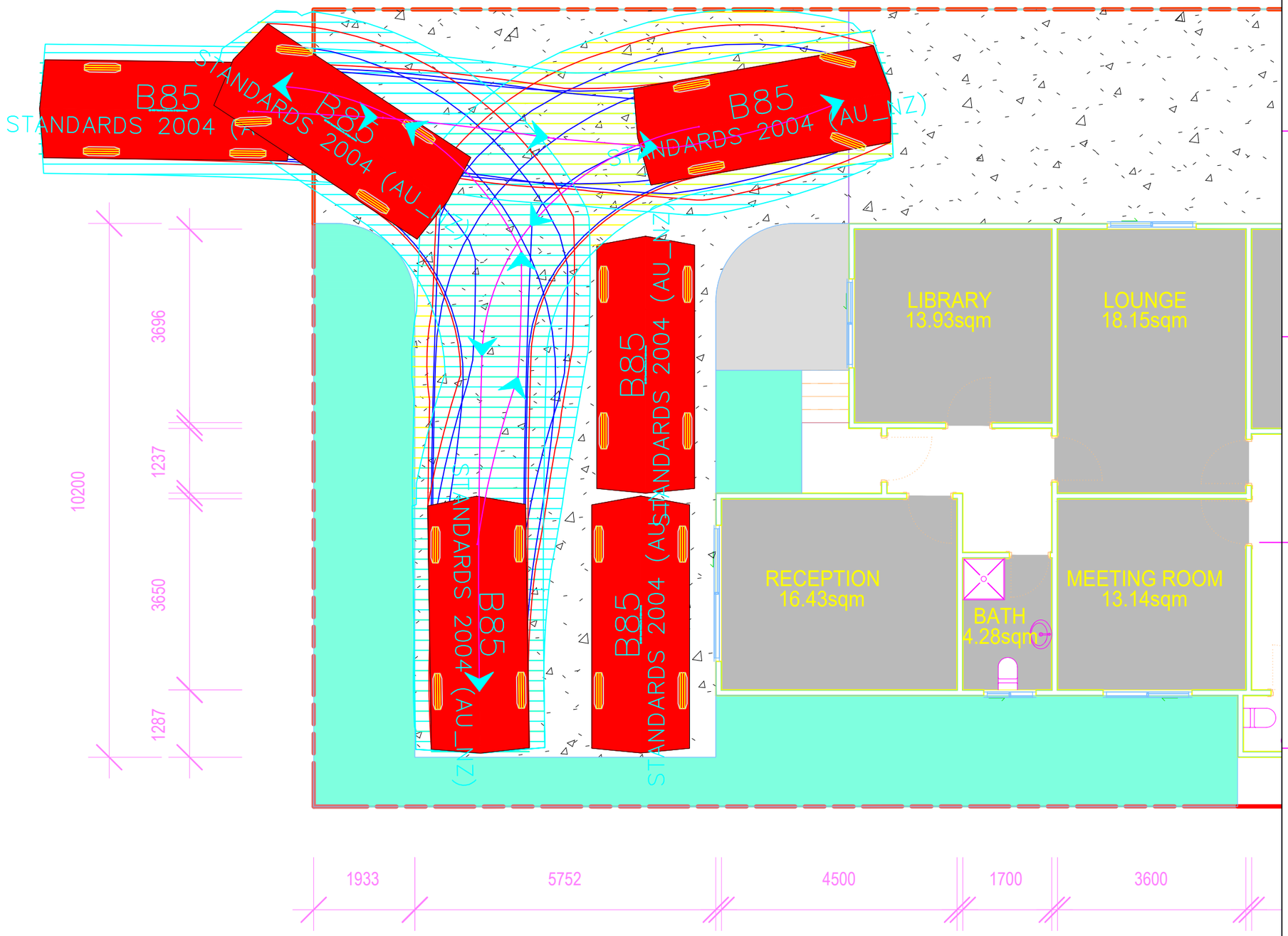
REV: C **SHEET NO:** A015
PROJECT NO: 24-021

Appendix B – B85 Swept Path Diagrams



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



ALL DIMENSIONS IN MM

Ref. #	P/N P2102 21 Vega St Revesby Community Centre TIA			
	Designed & Signed by A.GREY	File name 2102.001D	Date 22/02/25	Scale NTS

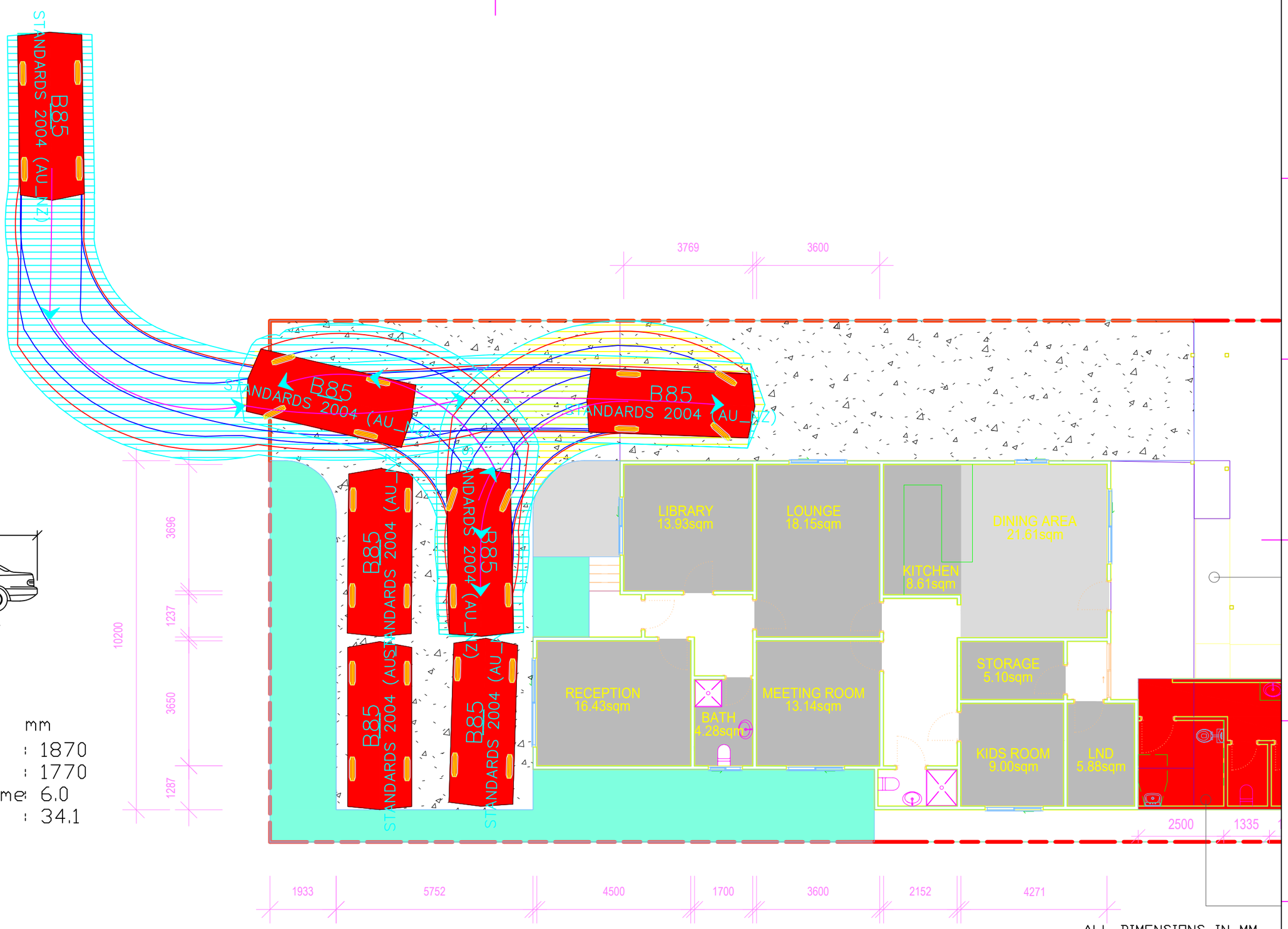
Greys Consulting
404/7-11 Smith Street Ryde NSW 2112

Drawing: B85 Swept Path Access Egress

CONSTRUCT.AU	Revision 1	Sheet 1/4

B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



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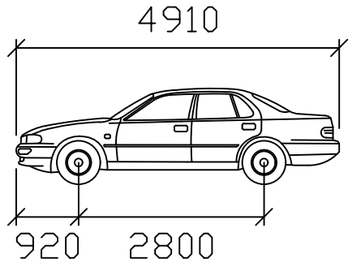
Greys Consulting
404/7-11 Smith Street Ryde NSW 2112

Drawing: B85 Swept Path Access Egress

CONSTRUCT.AU	Revision 1	Sheet 2/4



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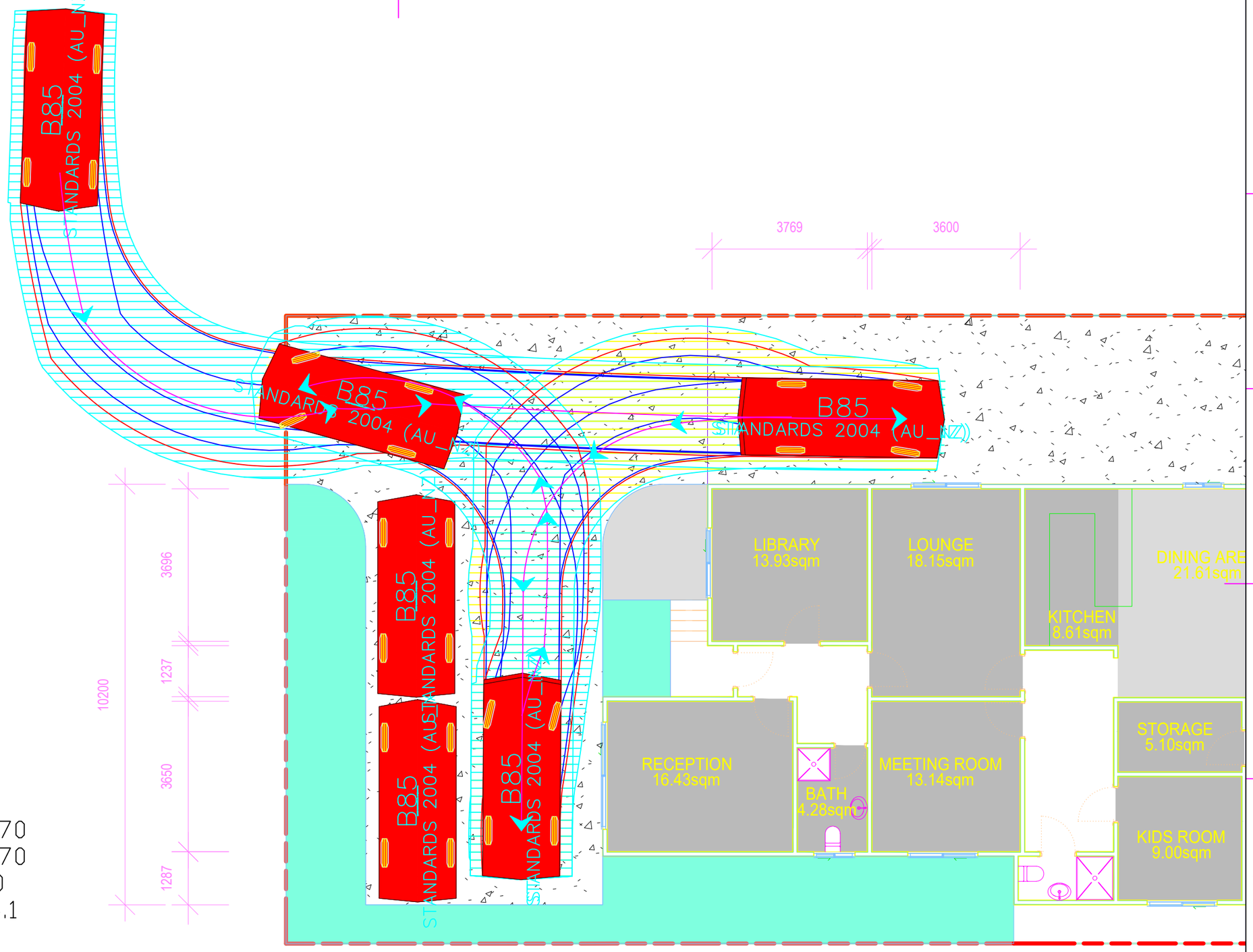
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1



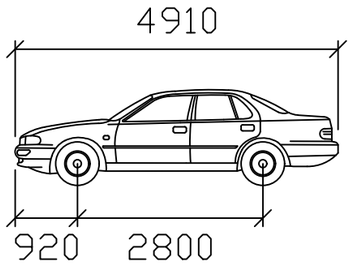
ALL DIMENSIONS IN MM

Ref. #	P/N P2102 21 Vega St Revesby Community Centre TIA			
	Designed & Signed by A.GREY	File name 2102.001D	Date 22/02/25	Scale NTS

Greys Consulting
404/7-11 Smith Street Ryde NSW 2112

Drawing: B85 Swept Path Access Egress

CONSTRUCT.AU	Revision 1	Sheet 3/4



B85

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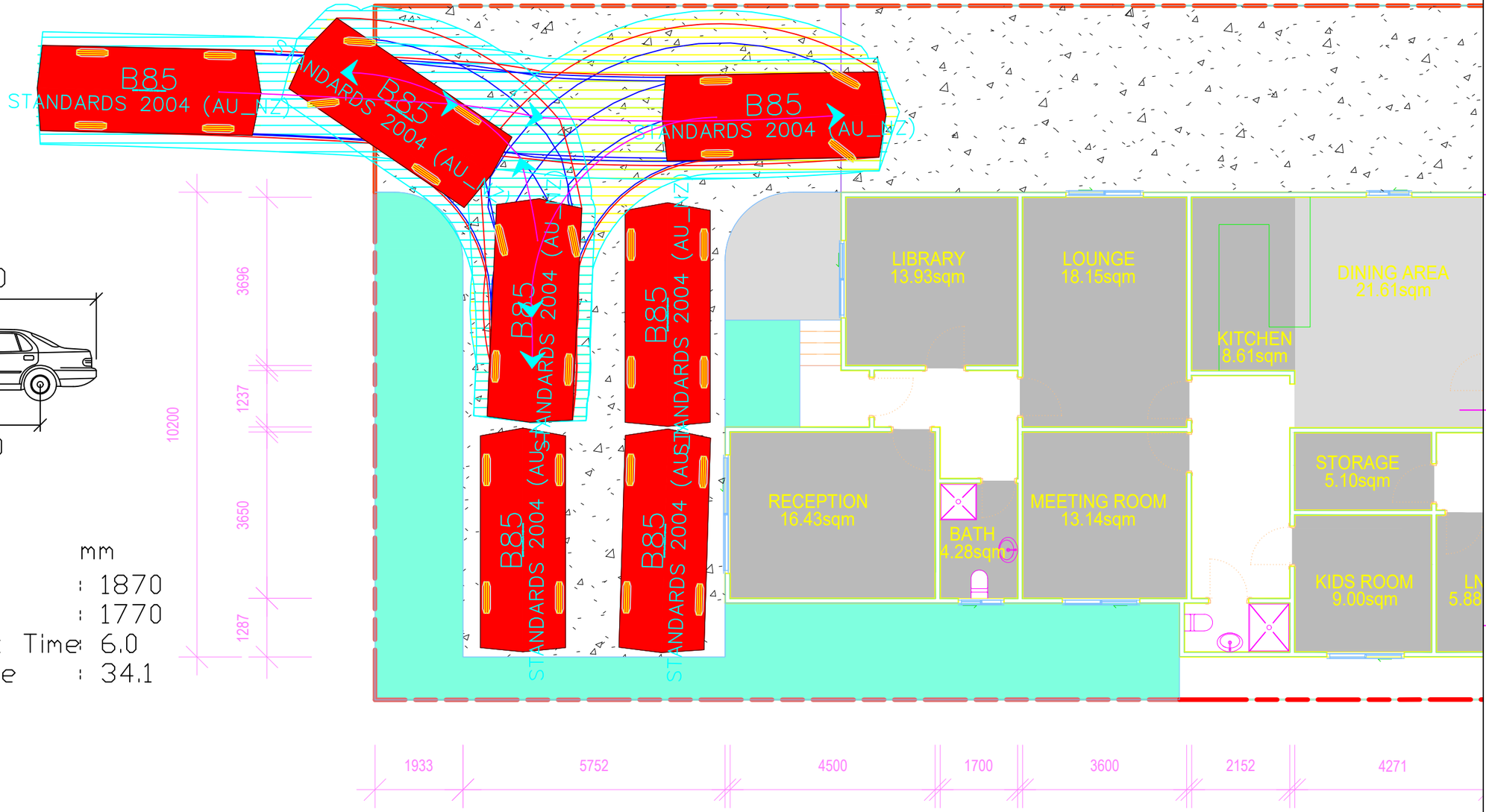
Steering Angle	: 34.1



ALL DIMENSIONS IN MM

Ref. #	P/N P2102 21 Vega St Revesby Community Centre TIA			
	Designed & Signed by A.GREY	File name 2102.001D	Date 22/02/25	Scale NTS

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Drawing: B85 Swept Path Access Egress

CONSTRUCT.AU	Revision 1	Sheet 4/4