Planning Proposal, 92 – 100 Woodville Road and 63 – 65 Grimwood Street, Granville

Traffic Report

Revision B
5 September 2018

Prepared by:

Anne Coutts
Director, InRoads Group
BE Civil, MIEAust, MAITPM

InRoads Group
www.inroadsgroup.com.au
PO Box 596 | Potts Point NSW 1335
02 8035 3417
ABN: 25 608 559 897
ACN: 608 559 897

Contents

Appendices

1.0 Introduction

InRoads Group was engaged to undertake a Traffic Impact Assessment to accompany a Planning Proposal over a parcel of land in Granville which comprises seven (7) individual lots bounded by Woodville Road, William Street and Grimwood Street as shown in **Figure 1** below. The lots include 92 – 100 Woodville Road and 63 – 65 Grimwood Street, and have a combined area of approximately 2,934m^2.

The subject site is located within the Cumberland Council Local Government Area, within the area previously under the control of Parramatta Council prior to the Council merger in 2016. Accordingly, the proposal has been assessed considering the relevant Council controls, including the provisions of the Parramatta Local Environmental Plan (LEP) 2011 and the Parramatta Development Control Plan (DCP) 2011.

Under the Parramatta LEP 2011, the site is zoned R2 Low Density Residential, and has a maximum building height of 9m and maximum FSR of 0.5:1.

The site is currently occupied by a convent and three detached dwelling houses used as residences by the nuns, however the owner has identified an opportunity to redevelop the site to meet the needs of the church and local community. The intended development outcome involves a new convent plus eight (8) medium density townhouse dwellings, requiring a site-specific planning proposal to amend the Parramatta LEP 2011 in order to change the site's land use zoning and increase the site's maximum height and FSR.

Figure 1: Subject Land Parcels **Source: Nearmap**

This Traffic Report has been prepared to accompany the Planning Proposal. Specifically, it:

- provides relevant traffic context surrounding the subject site;
- discusses active and public transport accessibility in the area;
- forecasts the additional traffic which would be generated as a result of the proposal;
- considers the traffic impact of the proposal upon the surrounding road network; and
- outlines the on-site traffic requirements (e.g. car parking provisions and servicing requirements) which it is recommended be incorporated as the design of the development progresses (i.e. at Development Application stage).

The results of the above investigations are outlined in the following sections.

2.0 Context

2.1 Site Location

The subject site is located approximately 19km to the west of Sydney CBD. It is approximately 850m to the east of Merrylands Train Station and approximately 900m to the west of Granville Train Station (see **Figure 2.1** below).

The subject site is located in convenient proximity to a considerable number of local services and facilities. These include schools (e.g. Holy Trinity Catholic Primary School, Delany College, Granville Public School and Granville Boys High School), the South Western Sydney Institute of TAFE (Granville College), local parks, and shopping centres such as Merrylands Shopping Centre, which is located approximately 950m to the west of the subject site.

Overall, the subject site is well-located to access existing nearby services and facilities, and is within walking distance of a number of these facilities.

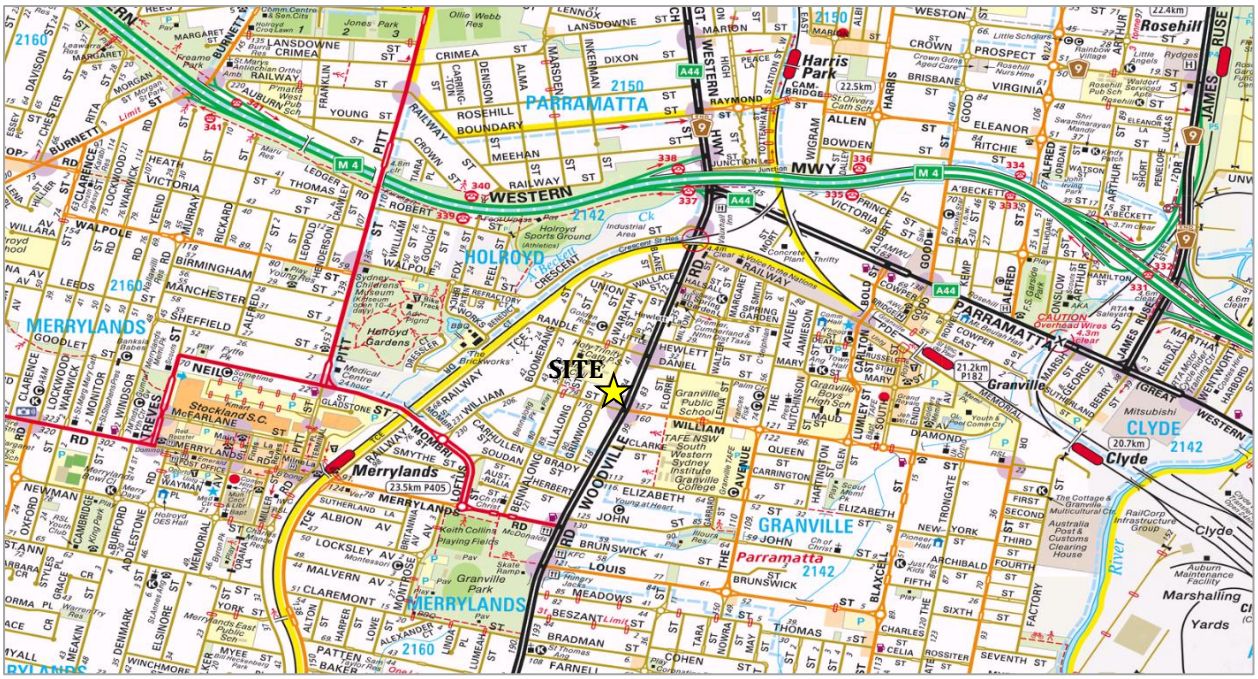


Figure 2.1: Site Location and Local Services and Facilities

2.2 Subject Site

The subject site is bounded by Woodville Road to the east, William Street to the south, Grimwood Street to the west and residential dwellings to the north, as shown in **Figure 2.2a** below.

Figure 2.2a: Subject Land Parcels **Source: Nearmap**

Table 2.2 below provides a brief summary of the land parcels which comprise the subject site and their existing uses, as well as current on-site car parking provisions.

Table 2.2: Summary of Land Parcels within Subject Site

Address	Property Description	Approximate Area	Current Use	Current On-site Parking Provison
100 Woodville Road	1001/DP1093851	930m^2	Convent	2 spaces (1 enclosed garage + 1 outdoor space)
	1000/DP1093851	406m^2		
94 Woodville Road	1/DP780942	488m^2	Dwelling House	3 outdoor spaces
92 Woodville Road	1/DP781277	218m^2	Dwelling House	-
	8/DP521888	115m^2		-
65 Grimwood Street	6/1/DP975141	266m^2	Dwelling House	-
63 Grimwood Street	DP150974	511m^2	Garden / Shed	3 outdoor spaces
TOTAL		**2,934m^2**		**8 car parking spaces**

Currently there are six (6) vehicular crossovers providing access to the site, including five (5) on Grimwood Street, and one (1) on Woodville Road as shown in **Figure 2.2b** below.

The Grimwood Street driveways function as all-movements entry and exit driveways, however the Woodville Road driveway accommodates the left-in and left-out entry and exit manoeuvres only, given the presence of a raised central median on Woodville Road.

Figure 2.2b: Existing Vehicular Crossovers **Source: Nearmap**

2.3 Existing Consent

On 28 September 2015, Council granted consent to DA/261/2015 for alterations and additions to the existing convent, including a new chapel, ancillary sleeping quarters (21 bedrooms) and basement parking (7 spaces), as shown in **Figure 2.3a** and **Figure 2.3** below. This approval has not been acted upon.

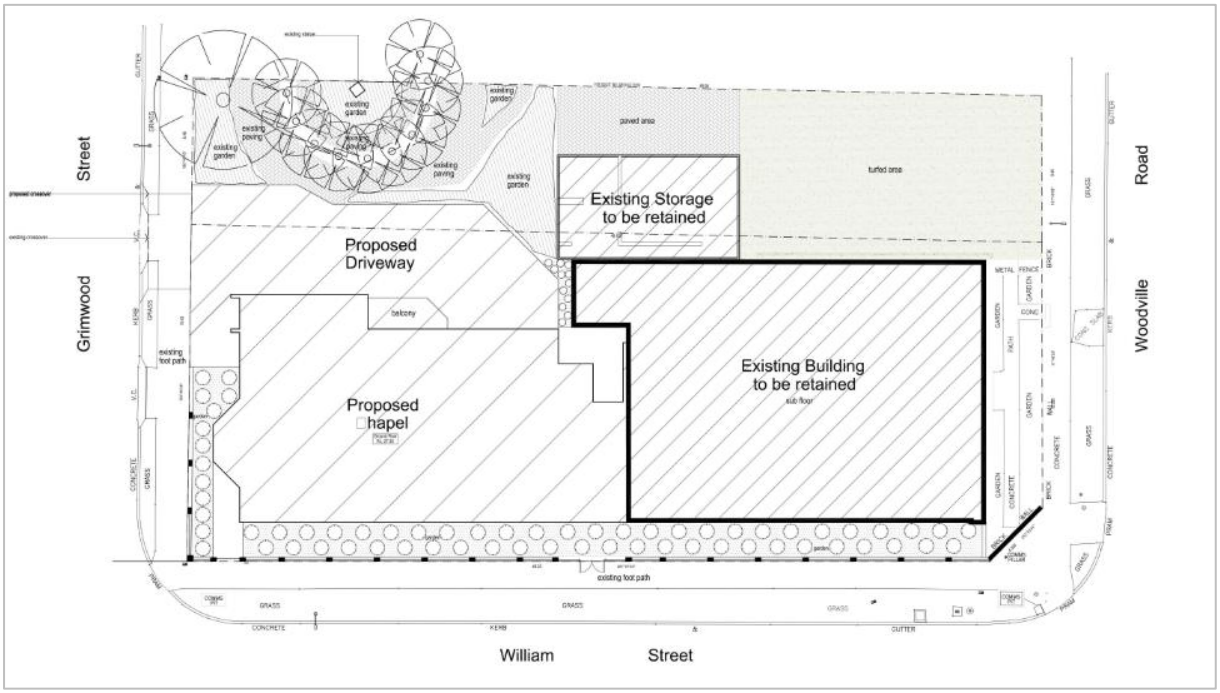


Figure 2.3a: Extract from Approved Site Plan (DA/261/2015) **Source:** http://eplanning.parracity.nsw.gov.au

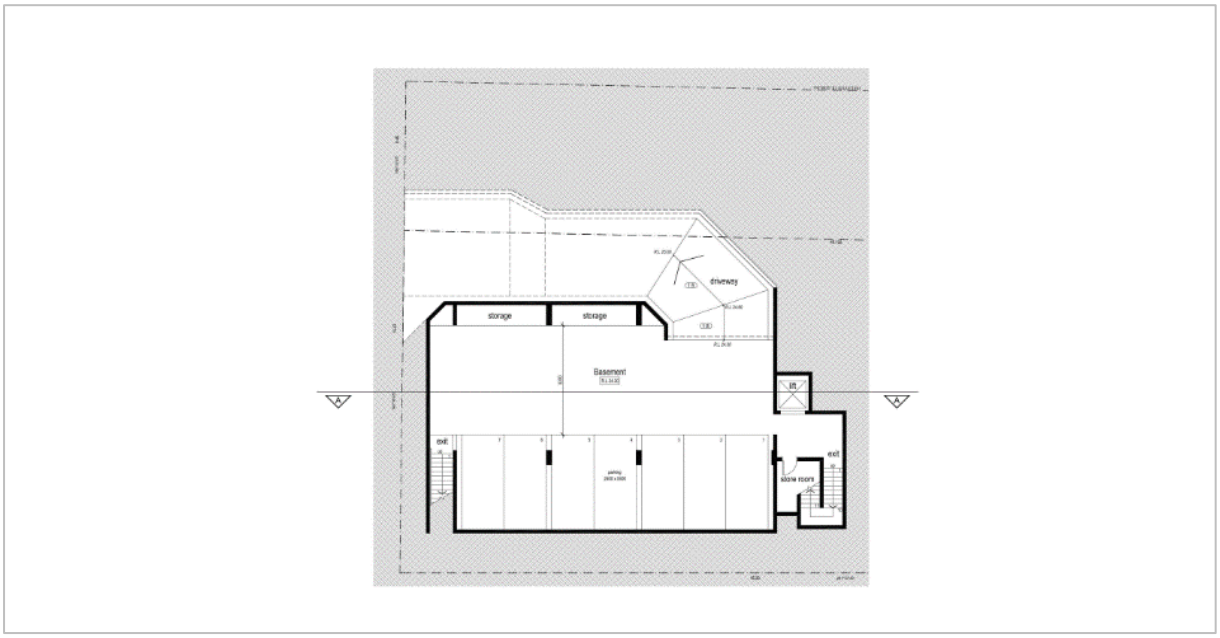


Figure 2.3b: Extract from Approved Basement Plan (DA/261/2015) **Source:** http://eplanning.parracity.nsw.gov.au

2.4 Existing Road Network

The existing road network in the vicinity of the subject site is shown in **Figure 2.4a** below and the images provided in **Appendix A**, and is described in the following sections.

Figure 2.4a: Existing Road Network – Key Roads **Source: Nearmap**

Woodville Road is a classified Main Road (MR 640), which travels generally in a north-south direction. It connects from the Hume Highway at Villawood at its southern end to the Great Western Highway at Granville at its northern end.

Woodville Road has a dual 2-3 lane, two-way divided cross-section in the vicinity of the site, and is posted at 70km/hr in both directions.

In proximity to the site, Woodville Road has a pavement width of approximately 18.5m. Kerbside parking is prohibited along the site frontage (i.e. the western site of the road to the north of the William Street intersection), however is permitted within a Clearway (outside the hours of 6am – 10am and 3pm – 7pm, Monday to Friday) from the property at 84 Woodville Road to the north.

On the eastern side of Woodville Road in proximity to the site, kerbside parking is permitted but restricted by way of a Clearway (6am – 10am and 3pm – 7pm, Monday to Friday).

William Street runs in a generally east-west direction, connecting from Mombri Street near Merrylands Rail Station at its western end to Factory Street near the Clyde Rail Station at its eastern end. It is designated as collector road to the east of Woodville Road, and a local road to the west of Woodville Road (including along the frontage of the site). William Street is posted at 50km/hr in the vicinity of the site.

William Street generally has a two-lane, two-way, undivided cross-section, and a pavement width of approximately 12.5m. Unrestricted kerbside parking is generally permitted on both sides of the road within the road shoulder, clear of intersections, bus zones, and driveways in accordance with NSW Road Rules.

A pedestrian refuse island is provided on William Street immediately to the west of the Grimwood Street intersection.

Grimwood Street is a local road that runs generally in a north-south direction parallel and to the west of Woodville Road. It connects from Brady Street at its southern end to Union Street at its northern end. Grimwood Street has a two-lane, two-way, undivided cross-section, and a pavement width of approximately 9.5m in the vicinity of the site. Kerbside parking is permitted clear of intersections and driveways in accordance with NSW Road Rules, however there are some restrictions on this parking in certain locations due to the presence of the schools on Grimwood Street e.g. No Parking opposite the Delany College between the hours of 8:30am - 9:30am and 2:30pm – 4pm on school days, and 1-hour parking directly outside the Delany College.

Given the presence of Delany College and Holy Trinity Primary School on Grimwood Street, it has a school speed zone (40km/hr) extending from William Street to north of Randle Street, including along the frontage of the site. This school zone operates between the hours of 8am - 9:30am and 2:30pm – 4pm on school days.

The **Woodville Road / William Street intersection** is a four-way signalised intersection, and the **William Street / Grimwood Street intersection** is a four-way priority-controlled intersection, as shown in **Figure 2.4b** below. At the Woodville Road / William Street intersection, right turn movements are permitted from the southern and eastern approaches, but are prohibited from the northern and western approaches. Pedestrian crossings are provided on the northern, eastern and western intersection approaches at this intersection.

Figure 2.4b: Adjacent Intersections **Source: Nearmap**

2.5 Public Transport

The subject site is located in convenient proximity to public and active transport facilities, as discussed in the following sections.

2.5.1 Bus

The site is located within walking distance of a number of bus stops on Woodville Road, William Street, and The Avenue which are serviced by the following routes (see **Figure 2.5.1** below).

Table 2.5.1: Bus Routes operating in area

Route		Location of Closest Bus Stops	Approximate Peak Hour Service Frequency
906	Fairfield to Parramatta via Guilford Station and Excelsior Street	The Avenue, approximately 500m (6 minute) walk to the east of the site	15 – 30 mins
907	Bankstown to Parramatta via Yagoona, Bass Hill, Villawood and Guildford	Woodville Road, approximately 50m (1 minute) walk to the north of the site	20 – 30 mins
908	Bankstown to Merrylands via Sefton, Regents Park, Berala, Auburn Hospital, Auburn and South Granville	William Street, approximately 200m (3 minute) walk to the west of the site	30 - 60 mins

Any development on the subject site will therefore be well serviced by existing bus services which operate in the area, providing convenient connectively to key destinations including Parramatta, Bankstown, and Merrylands.

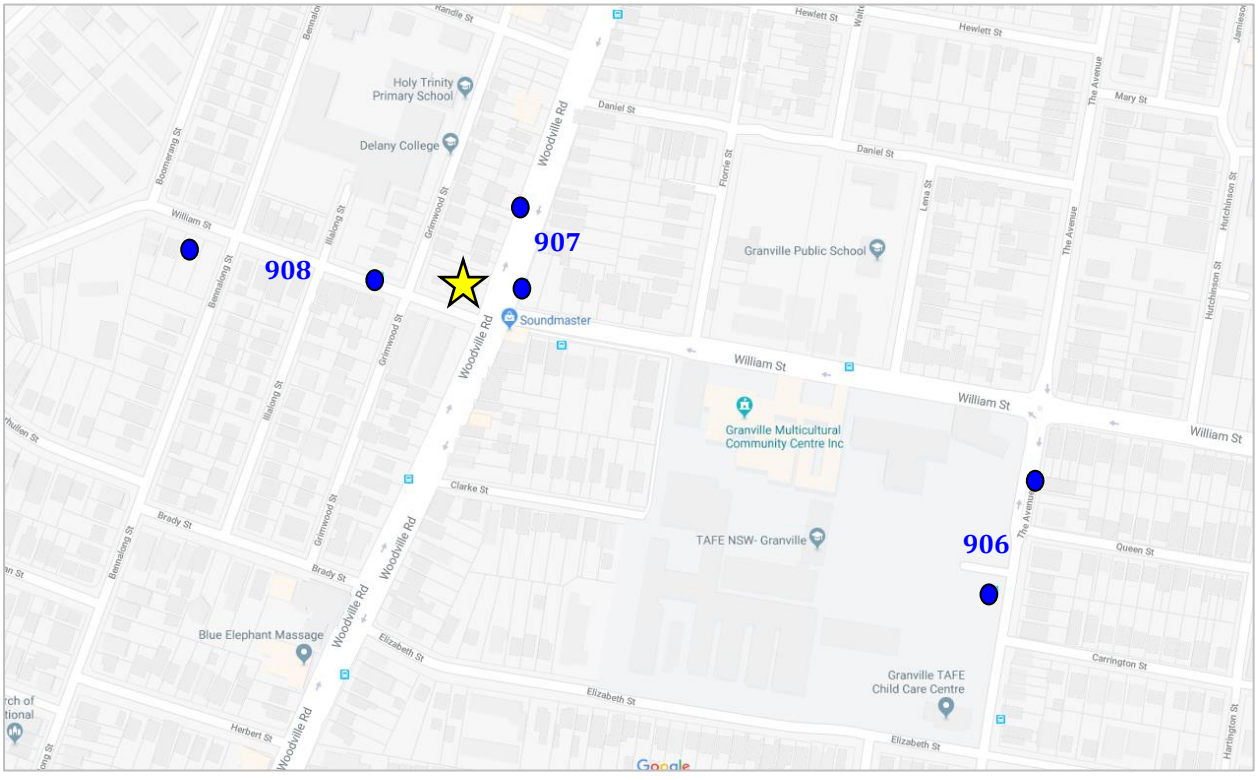


Figure 2.5.1: Bus Stops in Proximity to Site **(Source: Google Maps)**

2.5.2 Rail

The subject site is located approximately 850 to the east of Merrylands Train Station (as the crow flies). It is approximately a 1.1km (i.e. 13 minute) walk to the station via the shortest route, i.e. William Street, Mombri Street, and Railway Terrace.

Merrylands Train Station has two (2) rail lines passing through the station, including:

- T2: Inner West & Leppington Line, which connects from the City Circle Line to Leppington; and
- T5: Cumberland Line, which connects from Richmond to Leppington.

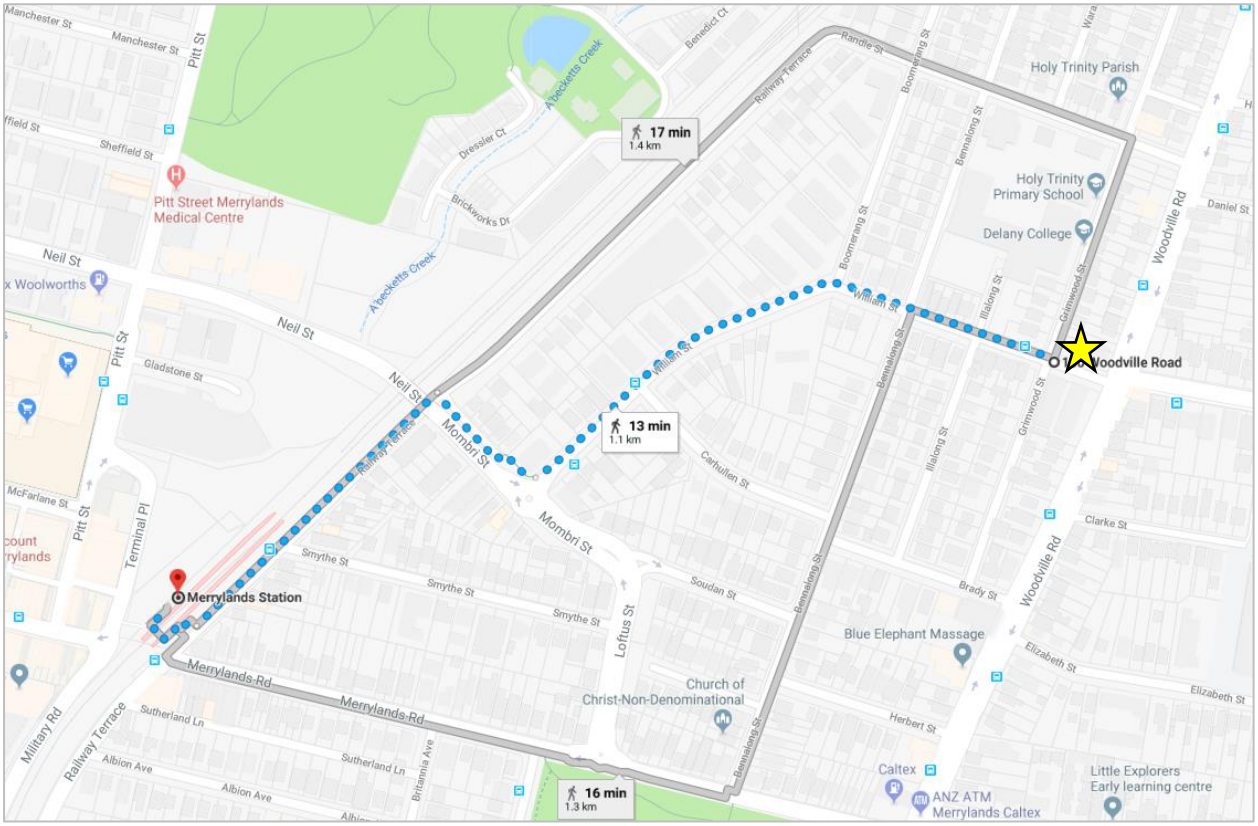


Figure 2.5.2a: Pedestrian Route to Merrylands Station **(Source: Google Maps)**

The subject site is located approximately 900m to the west of Granville Train Station (as the crow flies). It is approximately a 1.1km (i.e. 13 minute) walk to the station via the shortest route, as shown in **Figure 2.5.2b** below.

Granville Train Station has two (2) rail lines passing through the station, including:

- T1: Western Line, which connects from the City Circle Line to Emu Plains; and
- T2: Inner West & Leppington Line, which connects from the City Circle Line to Leppington.

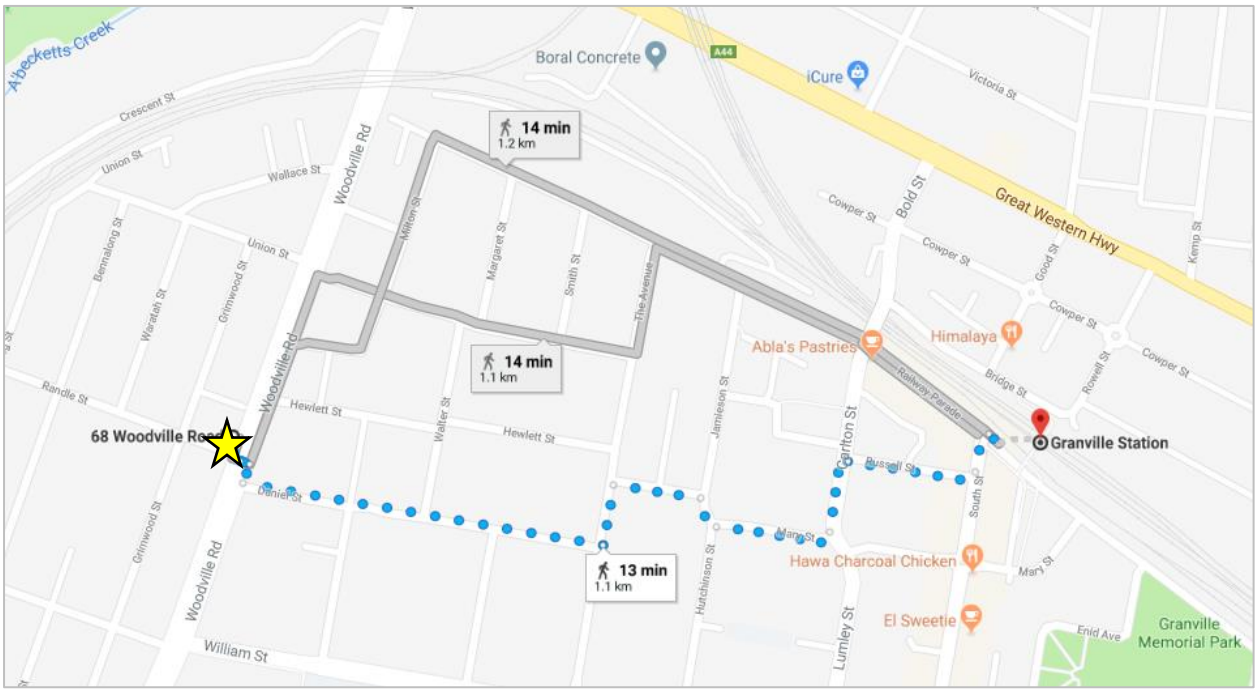


Figure 2.5.2b: Pedestrian Route to Granville Station **(Source: Google Maps)**

3.0 Proposal - Intended Development Outcomes

The site is currently occupied by a convent (with 12 rooms) and three detached dwelling houses used as residences for the nuns, however the owner has identified an opportunity to redevelop the site to meet the needs of the church and local community.

Under the Parramatta LEP 2011, the site is zoned R2 Low Density Residential, and has a maximum building height of 9m and maximum FSR of 0.5:1.

The intended development outcome involves a new convent with 30 rooms plus eight (8) medium density townhouse dwellings, requiring a site-specific planning proposal to amend the Parramatta LEP 2011 in order to change the site's land use zoning and increase the site's maximum height and FSR.

Concept plans of the proposal are included as **Appendix B**, with an extract provided for reference as **Figure 3** below. As shown in these plans, the preliminary redevelopment scheme comprises the following key components:

- A new 3-storey convent building in the northwest portion of the site fronting Grimwood Street (noting that the current convent sits at the southeast portion fronting Woodville Road);
- Seven 2-storey with attic townhouse dwellings fronting Woodville Road and one 2-storey standalone terrace at the southwest corner of the site; and
- Two parking areas, including one level of basement parking for residents with access from Woodville Road, and an at-grade parking area for the convent with access from Grimwood Street.

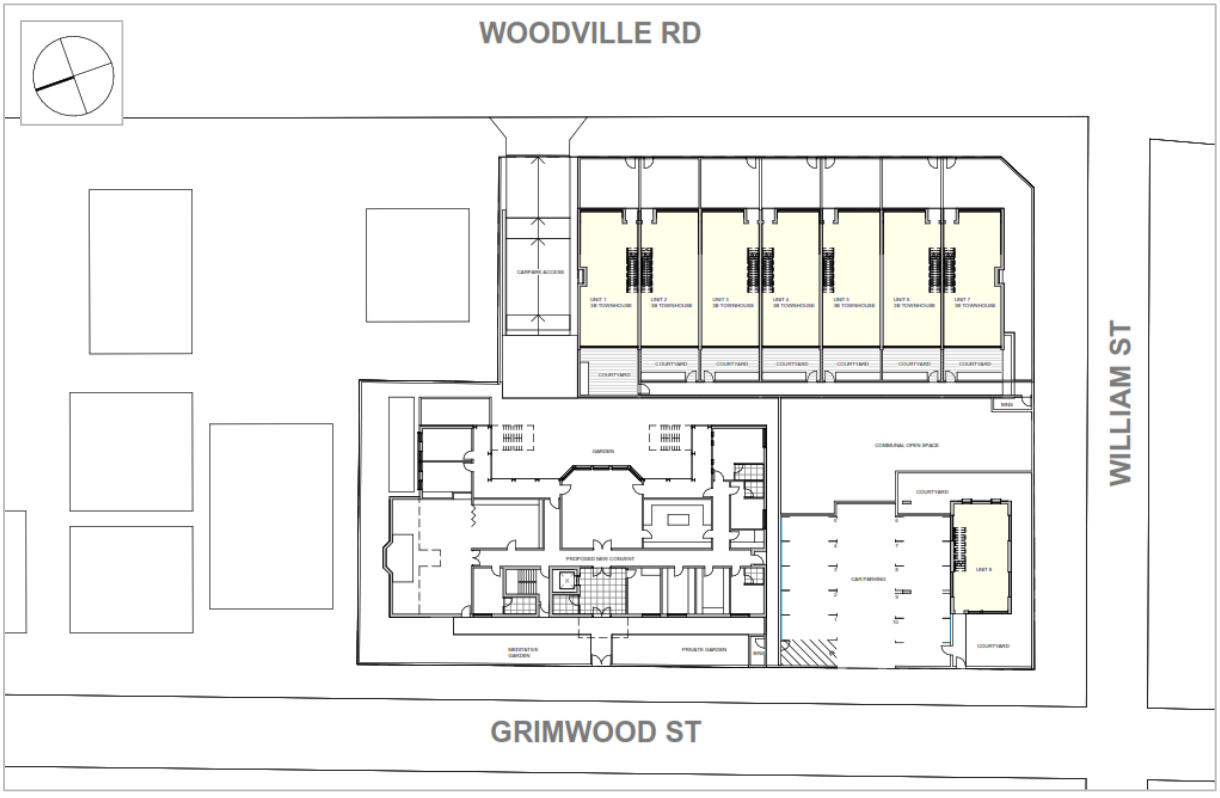


Figure 3: Preliminary Concept Plan

3.1 Vehicular Access

The subject site has frontage to Woodville Road, William Street, and Grimwood Street, with vehicular accesses to the site currently provided on Woodville Road and Grimwood Street.

It is proposed that access to the site be retained via a driveway on Woodville Road adjacent to the northern site boundary (providing access to the resident basement parking), and a driveway on Grimwood Street (providing access to the at-grade parking area for the convent).

The driveway on Woodville Road would be restricted to left-in and left-out movements only (given the presence of the raised centre island on Woodville Road along the site frontage), and the Grimwood Street driveway would accommodate all movements.

These access arrangements will allow separate vehicular accesses for the residential and the convent components of the development to be provided (which is a desirable development outcome), and are considered to be supportable on the following grounds:

- The proposal will consolidate the six (6) vehicular crossovers currently providing access to the site into only two (2) high-standard crossovers, which will improve conditions for pedestrians walking on the frontage road footpaths as well as limit the impact of site generated traffic to two (2) confined locations.
- The proposed driveway on Woodville Road is generally consistent with the existing driveway located on Woodville Road, albeit with a higher standard crossover treatment (facilitating two-way flow).
- Movements at the driveway on Woodville Road would be limited to left-in and left-out only. This would minimise any impact upon through traffic on Woodville Road, as traffic entering the site (left-in only) would do so unopposed.
- Woodville Road has two (2) northbound lanes past the subject site, increasing to three (3) lanes just north of the subject site. Traffic turning into the site would do so via a left-turn movement from the kerbside lane, and would therefore have no impact upon traffic travelling in the inside lane, and minimal impact upon following traffic in the kerbside lane.
- The proposed driveway on Woodville Road is located adjacent to the northern site boundary, maximising separation from the Woodville Road / William Street intersection. Approximately 43m separation from the intersection would be achieved, which substantially exceeds the minimum requirement under the provisions of AS2890.1 (i.e. minimum 6m separation from the kerb tangent point of an intersection).
- Given the horizontal and vertical alignment of Woodville Road in proximity to the site (see **Figure 3.1** over page), sightlines to and from the access driveway location are considerable.
- Woodville Road has existing parking restrictions along the site frontage, so access in this location would not have any impact upon on-street parking, and clear vision would be provided for traffic exiting the driveway along this frontage.
- The upstream signalised intersection of Woodville Road / William Street would create a platooning effect in oncoming traffic, providing regular gaps for traffic to exit the site (via the left-turn only manoeuvre).
- The proposed access arrangements will limit the volume of traffic using the local road network, and keep site-generated traffic away from the schools on Grimwood Street.

- The volume of traffic anticipated to be generated by the development is very low (as discussed in Section 4.0), therefore the impact of any turning manoeuvres to and from the site (at both the Woodville Road driveway and the Grimwood Street driveway) would be negligible.

Notwithstanding the above, whilst the proposed access arrangements (i.e. a left-in, left-out driveway on Woodville Road and an all-movements access driveway Grimwood Street) are considered to be supportable in principle from a traffic engineering perspective, the driveway detail would be developed and refined at Development Application stage.

Figure 3.1: Woodville Road alignment

3.2 Car Parking Provision

Table 3.6.2.3 in the Parramatta Development Control Plan (DCP) 2011 stipulates that parking at multi-dwelling housing developments which are not within 400 metres walking distance of a transitway bus stop with a service frequency of an average of 10 minutes or less during the morning peak hour (7am-9am) in either direction, or of a railway station, shall be provided in accordance with the following minimum rates:

- 0.6 spaces per studio apartment
- 1 space per 1 bedroom unit
- 1.25 spaces per 2 bedroom unit
- 1.5 spaces per 3 bedroom unit
- 2 spaces per 4 bedroom unit
- Plus 0.25 space per dwelling for visitor parking
- A car wash bay which may also be a visitor space

Assuming the eight (8) townhouses proposed are three-bedroom units (to be confirmed at Development Application stage), the minimum parking requirements for this component of the development would be as follows:

- 12 parking spaces for residents; and
- 2 parking spaces for visitors (one of which may be a car wash bay).

No parking rate for the convent component of the development is provided in the Parramatta Development Control Plan (DCP) 2011, however it is understood that the parking demand generated by this component of the development will be very low.

The concept plans included as **Appendix B** show a total of 24 car parking spaces on the site, including 14 within seven (7) enclosed double garages in the basement carparking level (accessed via Woodville Road), and 10 parking spaces in the at-grade car park at the south-western corner of the site (accessed via Grimwood Street).

This level of on-site parking provision is anticipated to be more than adequate based upon the operation of the facility, and the fact that the proposed on-site parking provision for the convent substantially exceeds the current on-site parking supply. The proposal therefore represents an improvement over the existing conditions in this regard.

The car park layout and parking yield for the development would be developed and confirmed at Development Application stage. It is understood that the applicant intends to provide on-site parking in accordance with Council's DCP requirements, however any departure from Council's DCP parking rates (if sought) would be subject to Council review at Development Application stage.

3.3 Car Park Design

Whilst the design of the car parking areas would be developed and refined at Development Application stage, the following dimensions and design parameters would be sought, in accordance with the requirements of the relevant Australian Standards (AS2890.1 and AS2890.6) and the Parramatta DCP:

- The basement car park ramp would be 5.5m wide (minimum) plus 300mm clearance to adjacent vertical obstructions, to cater for two-way passenger vehicle flow.
- The gradient of the ramp would not exceed 1:20 for a distance of 6m inside the property boundary, for pedestrian safety.
- A 2.0m wide x 2.5m deep sight triangle would be provided adjacent to the exit side of the driveway, for pedestrian safety.
- The gradient of the ramp to the basement would not exceed 1:4 – 1:5 (depending upon the length of the ramp), and appropriate transitions would be provided to ensure that no vehicle underside scraping occurs.
- Enclosed garages shall be 5.4m long (minimum) – 6.0m long (desirable).
- Enclosed garages shall be 5.4m wide (minimum) – 6.0m wide (desirable), and the garage door opening width shall be 4.8m wide (minimum).
- The garage door opening width and the aisle width providing access to the enclosed garages shall be adequate to accommodate manoeuvring to/from garage parking spaces when the adjacent space is occupied.

- Standard at-grade parking spaces shall be 2.4m wide x 5.4m long minimum, with a 5.8m minimum aisle width (plus 300mm clearance to a vertical obstruction opposite parking spaces), assuming the parking spaces shall be low turnover.
- The parking space for people with disabilities shall be 2.4m wide and 5.4m long with a 2.4m wide adjacent shared area, in accordance with AS2890.6 requirements.

3.4 Servicing

Given the nature of the proposed development, it is anticipated that servicing requirements (for larger vehicles) would be limited to regular refuse collection, and the occasional service vehicle (e.g. removalist / delivery / courier / tradesperson vehicle).

It is anticipated that refuse collection for the main residential component of the development would occur via collection of wheelie bins kerbside on Woodville Road (consistent with the existing arrangements for dwellings in the area fronting this road), and refuse collection for the convent would occur via collection of wheelie bins kerbside on Grimwood Street.

The servicing arrangements for the development would be confirmed at Development Application stage, however it is anticipated that satisfactory arrangements are feasible under the current development concept.

4.0 Traffic Impact Assessment

As previously discussed, the site is currently occupied by a convent and three detached dwelling houses used as residences for the nuns, however the owner has identified an opportunity to redevelop the site to meet the needs of the church and local community.

The intended development outcome involves a new convent (which will effectively replace the existing convent on the site) plus eight (8) new medium density townhouse dwellings.

In order to assess the impact of the proposal upon the surrounding road network, an assessment of the net traffic impact (i.e. the predicted traffic generation compared with that of the existing uses on the subject site) has been undertaken. Given the existing convent on the site will effectively be retained under the proposal, this component of the development has been disregarded for the purpose of this analysis.

The RTA Guide to Traffic Generating Developments and the associated Technical Direction TDT 2013/04a (Updated Traffic Surveys) provide the trip generation rates outlined in **Table 4** below for the relevant land uses.

Table 4: Forecast Weekday Peak Trip Generation

	Convent			Residential			TOTAL
	Number	Trip Generation Rate	Forecast Trip Generation	Number	Trip Generation Rate	Forecast Trip Generation	
Existing	12 rooms	0.4 trips per dwelling	5 trips	3 Dwelling Houses	0.95 - 0.99 trips per dwelling	3 trips	**8 trips**
Proposed	30 rooms	0.4 trips per dwelling	12 trips	8 Residential Units	0.5 - 0.65 trips per unit	5 trips	**17 trips**
Net Increase			+ 7 trips			+ 2 trips	**+ 9 trips**

The existing uses on the site are therefore estimated to generate a total of 8 vehicle trips in the critical weekday peak hours, and the proposed uses are predicted to generate 17 vehicle trips in the critical weekday peak hours, based upon conservatively high trip generation estimates. The proposal is therefore expected to increase the overall site generation by only nine (9) vehicle trips, or approximately one (1) vehicle trip per 6 - 7 minutes, in the critical peak hours.

This level of increase in traffic generation is well within typical fluctuations in background traffic volumes, and therefore negligible from a traffic engineering perspective. As a consequence, the proposal will be adequately accommodated without any capacity impacts upon the surrounding road network, and no external roadworks are required to support the proposal from a traffic capacity perspective.

5.0 Summary and Recommendations

In summary:

- The site is currently occupied by a convent and three detached dwelling houses used as residences for the nuns, however the owner has identified an opportunity to redevelop the site to meet the needs of the church and local community. The intended development outcome involves a new convent plus eight (8) medium density townhouse dwellings, requiring a site-specific planning proposal to amend the Parramatta LEP 2011 in order to change the site's land use zoning and increase the site's maximum height and FSR.
- The preliminary redevelopment scheme comprises a new 3-storey convent building in the northwest portion of the site fronting Grimwood Street, seven 2-storey with attic townhouse dwellings fronting Woodville Road and one 2-storey standalone terrace at the southwest corner of the site, and two parking areas, including one level of basement parking for residents with access from Woodville Road, and an at-grade parking area for the convent with access from Grimwood Street.
- It is proposed that vehicular access to the site be retained via a driveway on Woodville Road adjacent to the northern site boundary (providing access to the resident basement parking), and a driveway on Grimwood Street (providing access to the at-grade parking area for the convent). The driveway on Woodville Road would be restricted to left-in and left-out movements only (given the presence of the raised centre island on Woodville Road along the site frontage), and the Grimwood Street driveway would accommodate all movements. Whilst the proposed access arrangements are considered to be supportable in principle from a traffic engineering perspective, the driveway detail would be developed and refined at Development Application stage.
- The concept plans show a total of 24 car parking spaces on the site, including 14 within seven (7) enclosed double garages in the basement carparking level (accessed via Woodville Road), and 10 parking spaces in the at-grade car park at the south-western corner of the site (accessed via Grimwood Street). The car park layout and parking yield for the development would be developed and confirmed at Development Application stage. It is understood that the applicant intends to provide on-site parking in accordance with Council's DCP requirements, however any departure from Council's DCP parking rates (if sought) would be subject to Council review at Development Application stage.
- Given the nature of the proposed development, it is anticipated that servicing requirements (for larger vehicles) would be limited to regular refuse collection, and the occasional service vehicle (e.g. removalist / delivery / courier / tradesperson vehicle). It is anticipated that refuse collection for the main residential component of the development would occur via collection of wheelie bins kerbside on Woodville Road (consistent with the existing arrangements for dwellings in the area fronting this road), and refuse collection for the convent would occur via collection of wheelie bins kerbside on Grimwood Street. The servicing arrangements for the development would be confirmed at Development Application stage, however it is anticipated that satisfactory arrangements are feasible under the current development concept.
- The proposal is expected to increase the overall site generation by only nine (9) vehicle trips in the critical peak hours, compared with the existing uses on the subject site. This level of increase in traffic generation is well within typical fluctuations in background traffic volumes, and therefore negligible

from a traffic engineering perspective. As a consequence, the proposal will be adequately accommodated without any capacity impacts upon the surrounding road network, and no external roadworks are required to support the proposal from a traffic capacity perspective.

In light of the information contained within this report, we consider that the Planning Proposal is satisfactory from a traffic operations perspective.

5.1 Qualifications

This report has been approved by Anne Coutts - Director, InRoads Group (BE Civil, MIEAust, MAITPM).

APPENDIX A

Site Photos

Image 1: Grimwood Street, looking southbound along site frontage

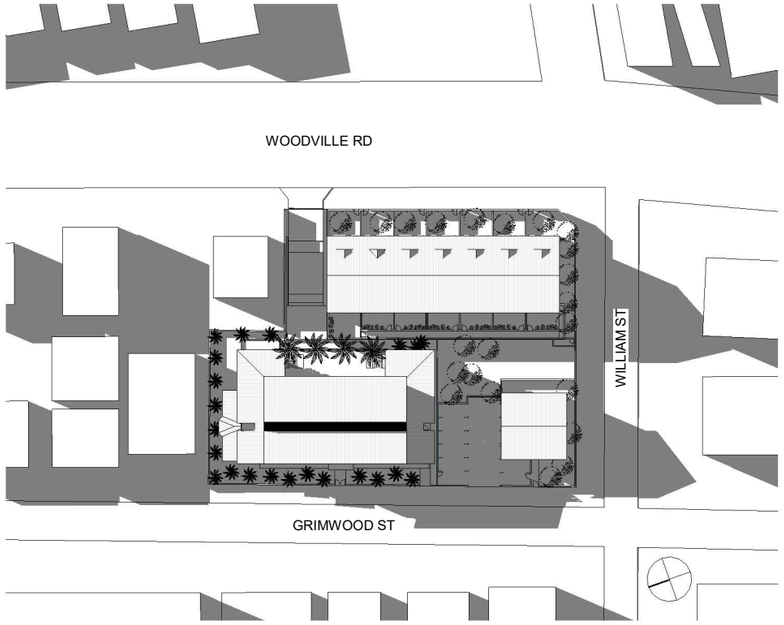
Image 2: William Street, looking eastbound along site frontage

Image 3: Woodville Road, looking northbound along site frontage

Image 4: Woodville Road, looking northbound

APPENDIX B

Concept Plans



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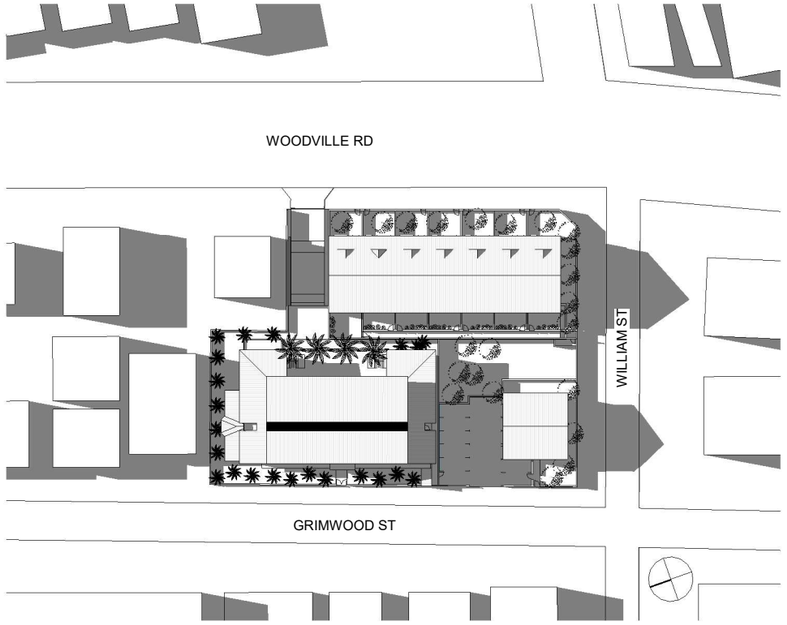

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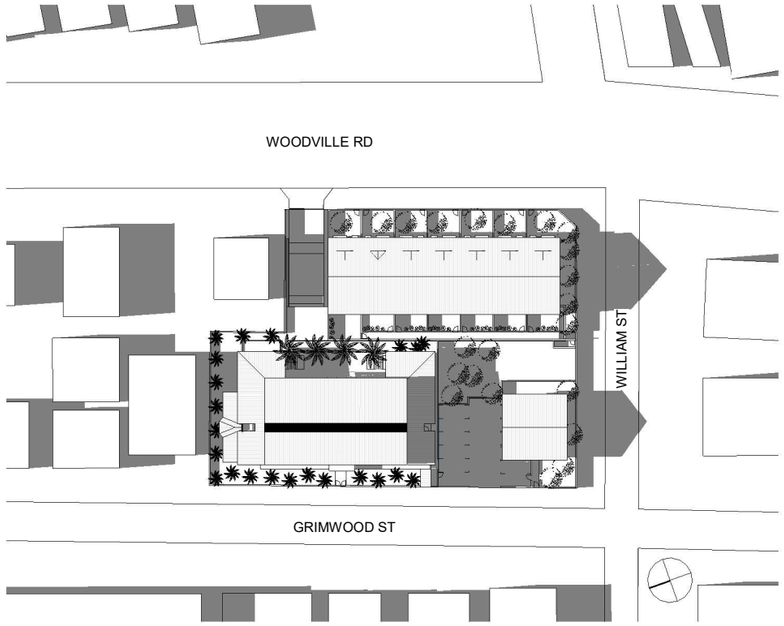

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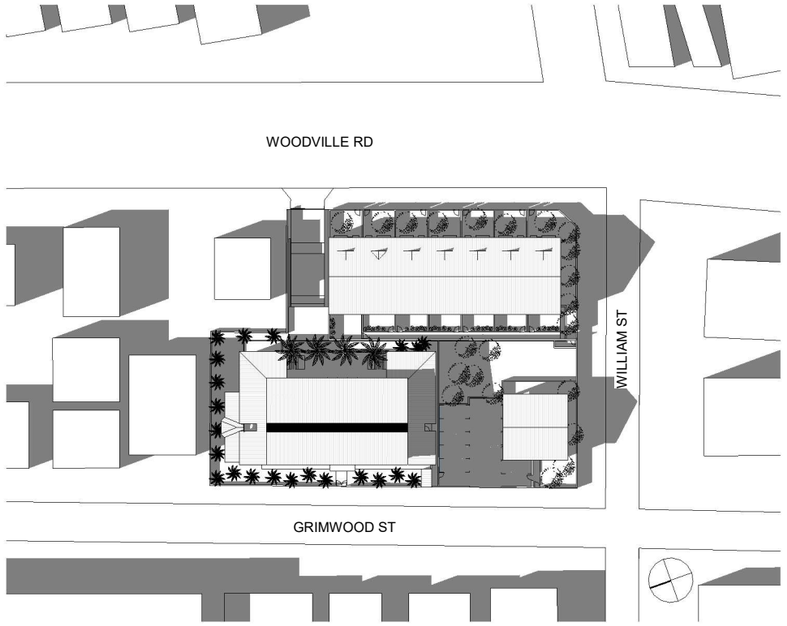

4 Solar 12AM
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PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

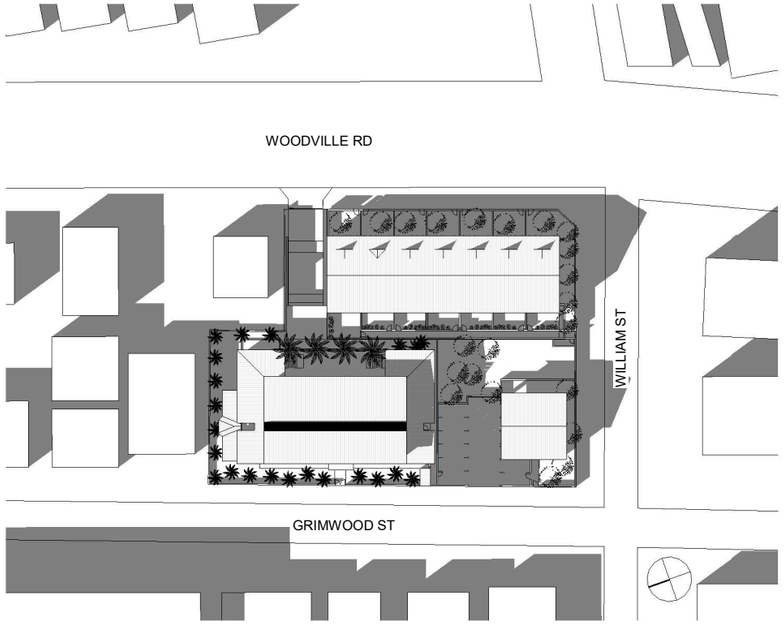
TITLE
SHADOW ANALYSIS 01

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

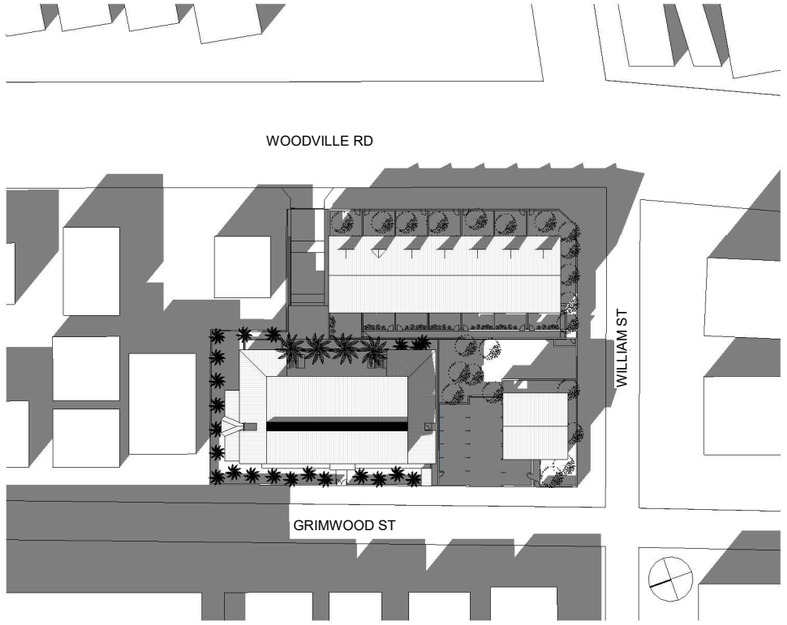
DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 500	2017_P012

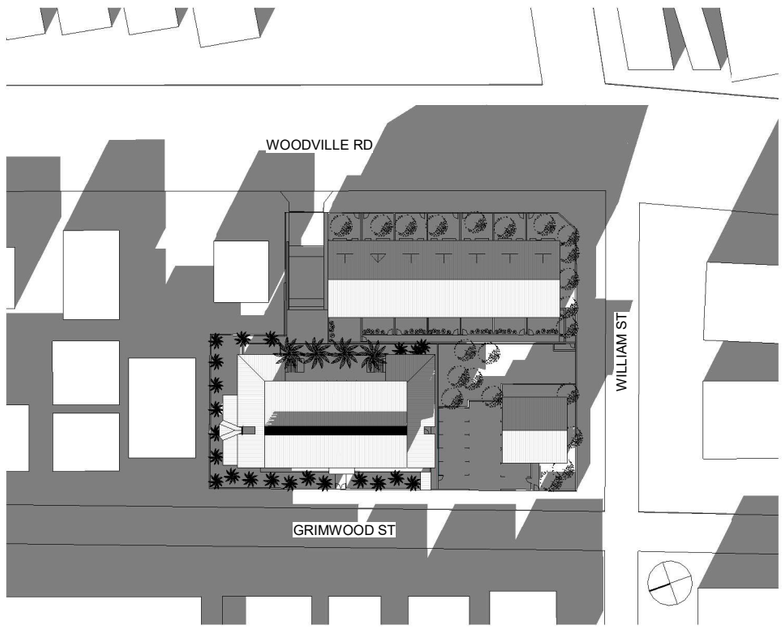
DRAWING NUMBER	REV
A060	A



1 Solar 1PM
1 : 500



2 Solar 2PM
1 : 500



3 Solar 3PM
1 : 500

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

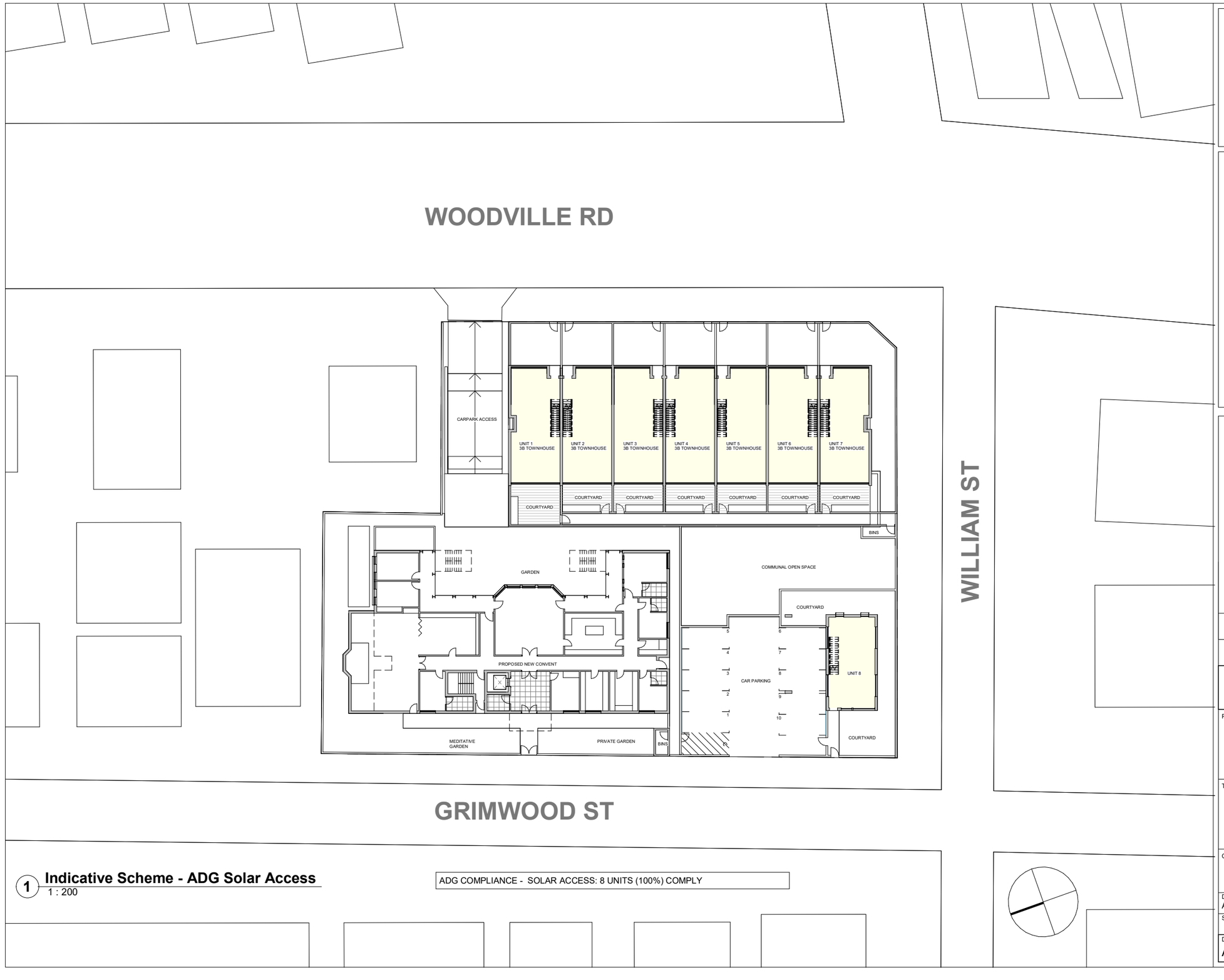
TITLE
SHADOW ANALYSIS 02

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 500	2017_P012

DRAWING NUMBER	REV
A061	A



1 **Indicative Scheme - ADG Solar Access**
1 : 200

ADG COMPLIANCE - SOLAR ACCESS: 8 UNITS (100%) COMPLY

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

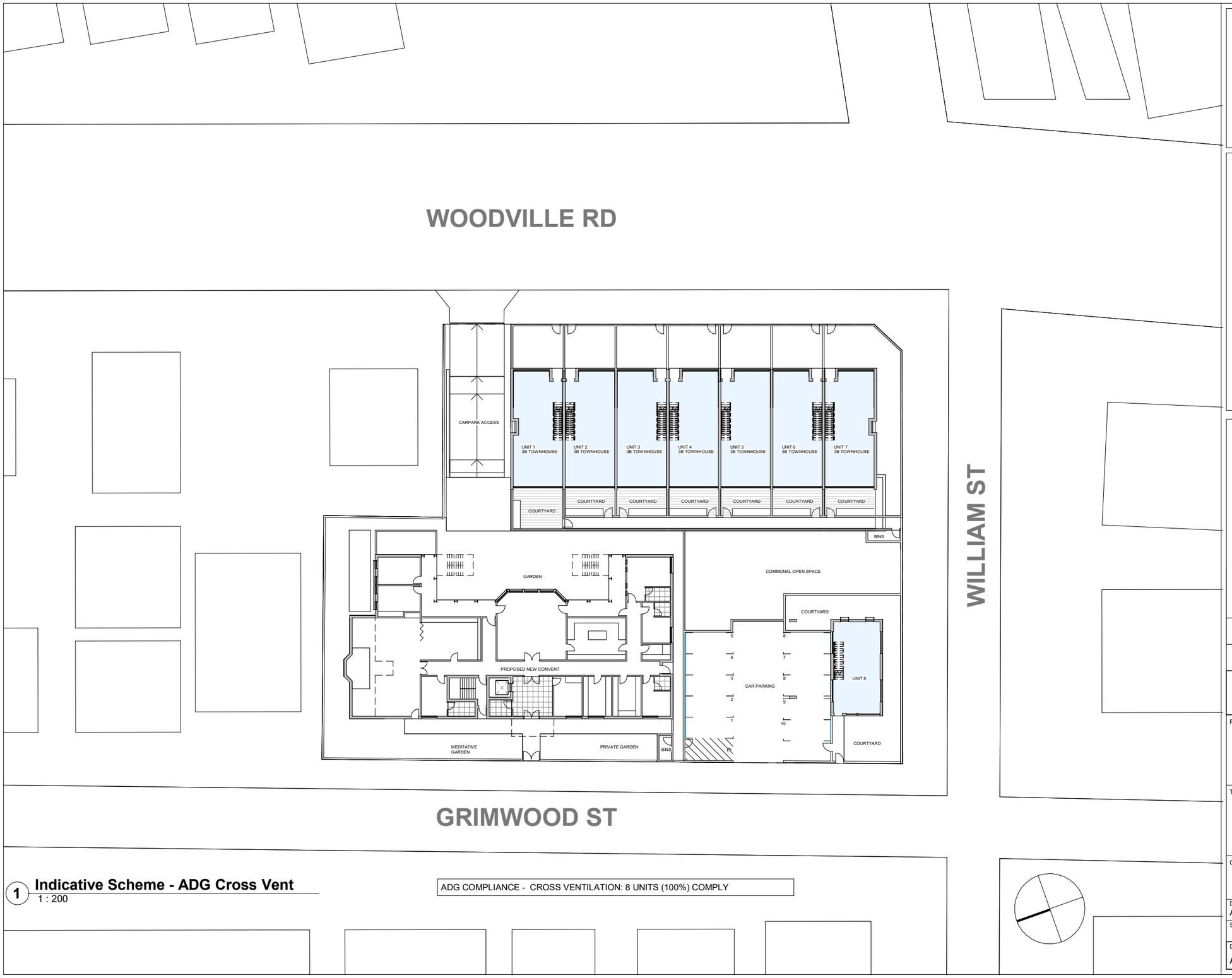
TITLE
ADG SOLAR COMPLIANCE

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A062	A



1 **Indicative Scheme - ADG Cross Vent**
1 : 200

ADG COMPLIANCE - CROSS VENTILATION: 8 UNITS (100%) COMPLY

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

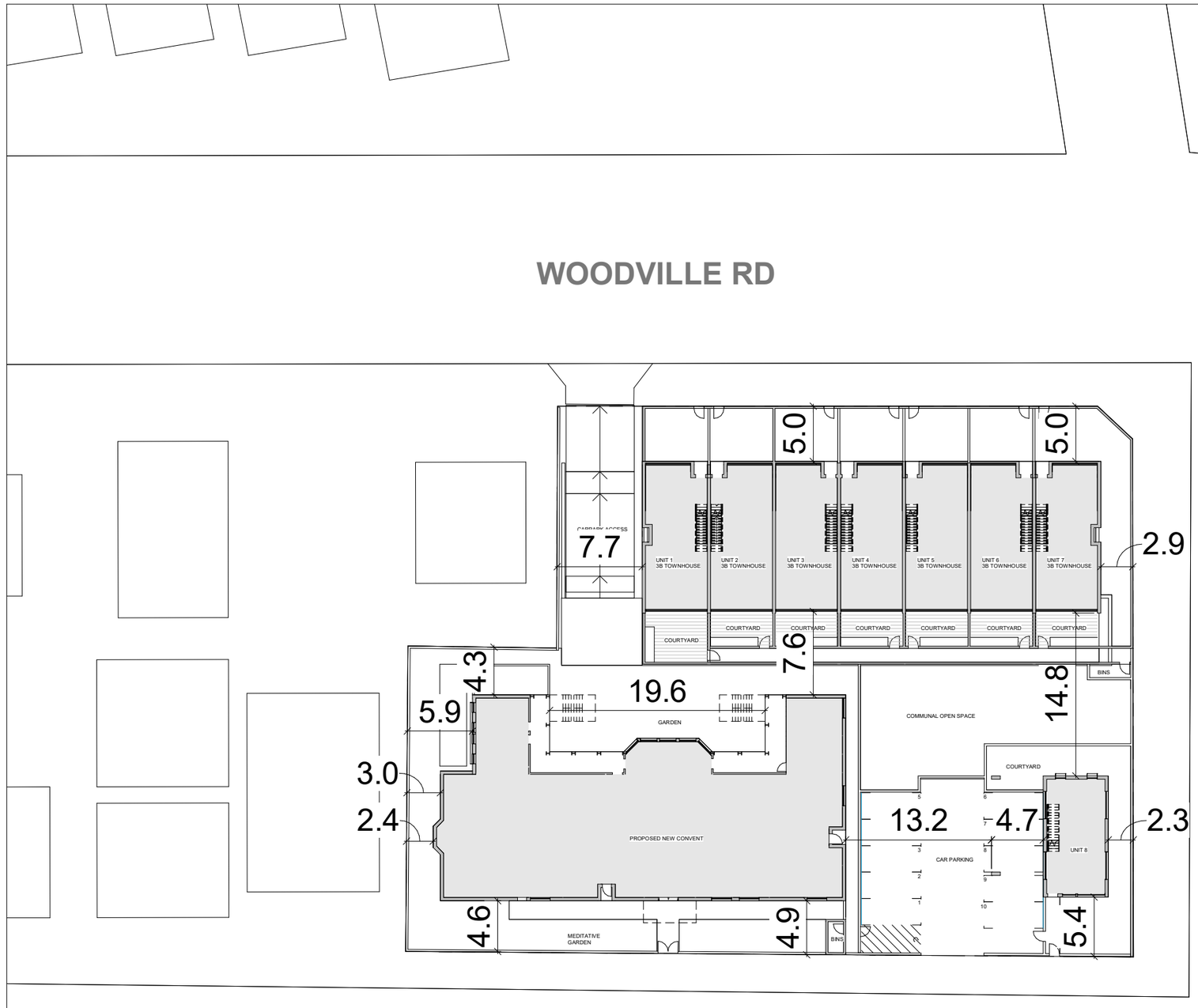
TITLE
ADG CROSSVENT COMPLIANCE

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A063	A



1 **Indicative Scheme - ADG Building Separation**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

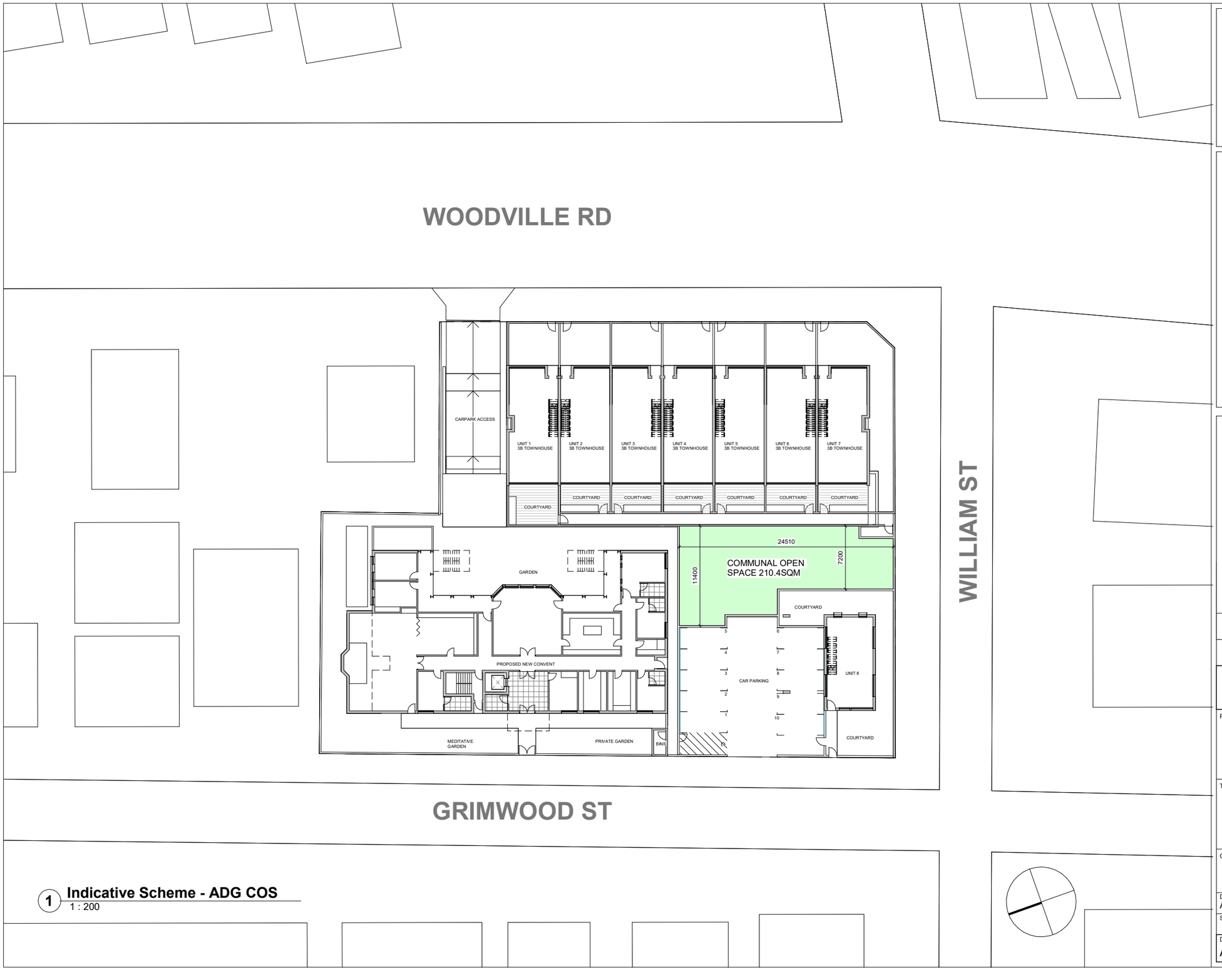
TITLE
ADG BUILDING SEPARATION

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A064	A



1 **Indicative Scheme - ADG COS**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

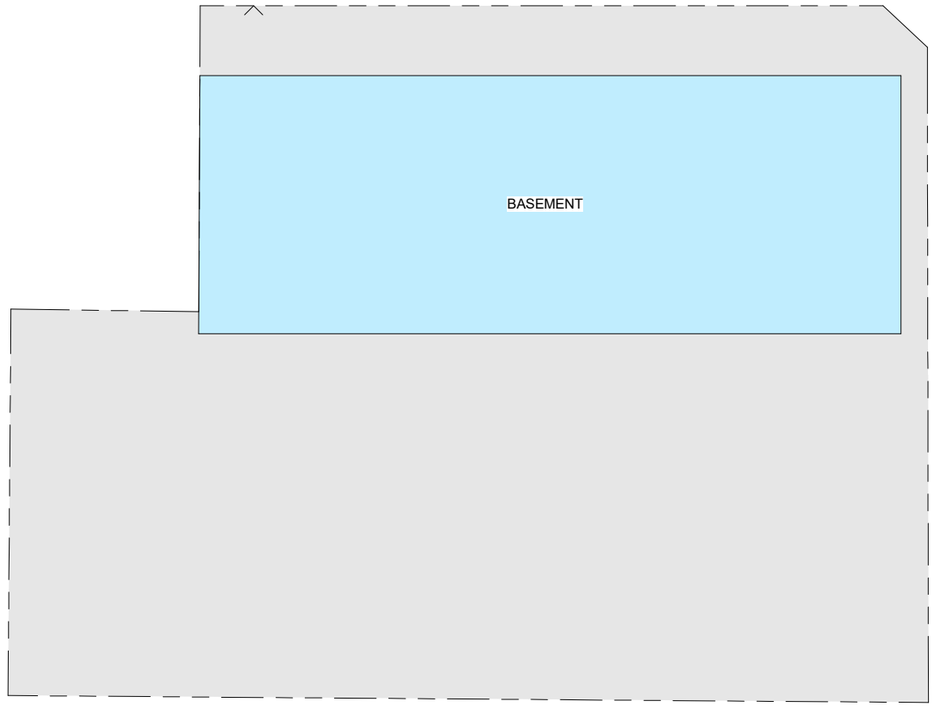
TITLE
ADG COMMUNAL OPEN SPACE

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A065	A



1 **Level B1 - Envelope**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

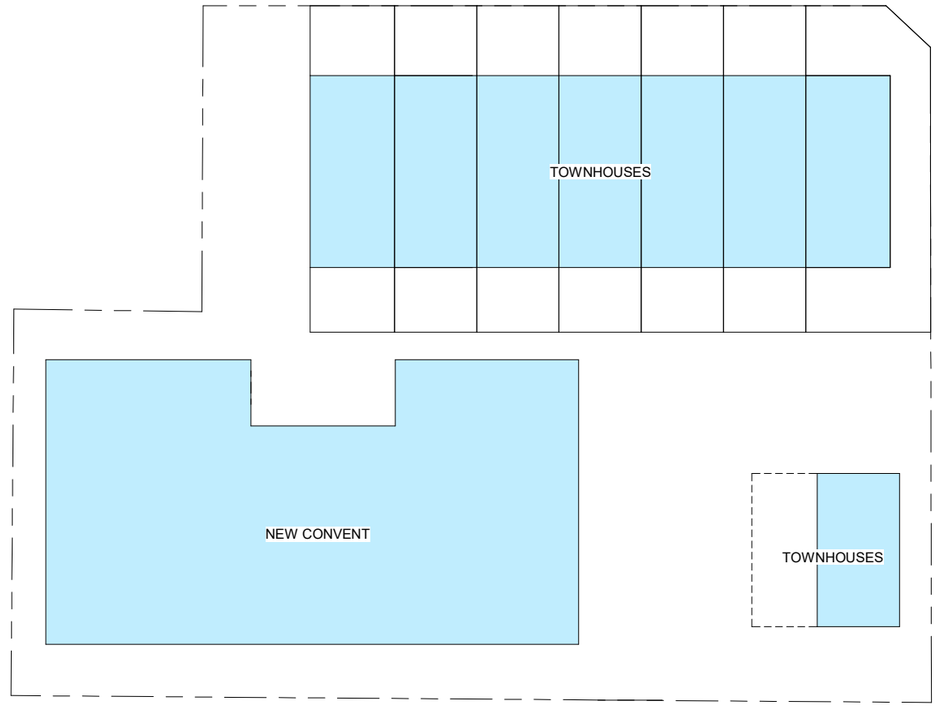
TITLE
BASEMENT ENVELOPE

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/25/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A101	A



1 **GF Level - Envelope**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

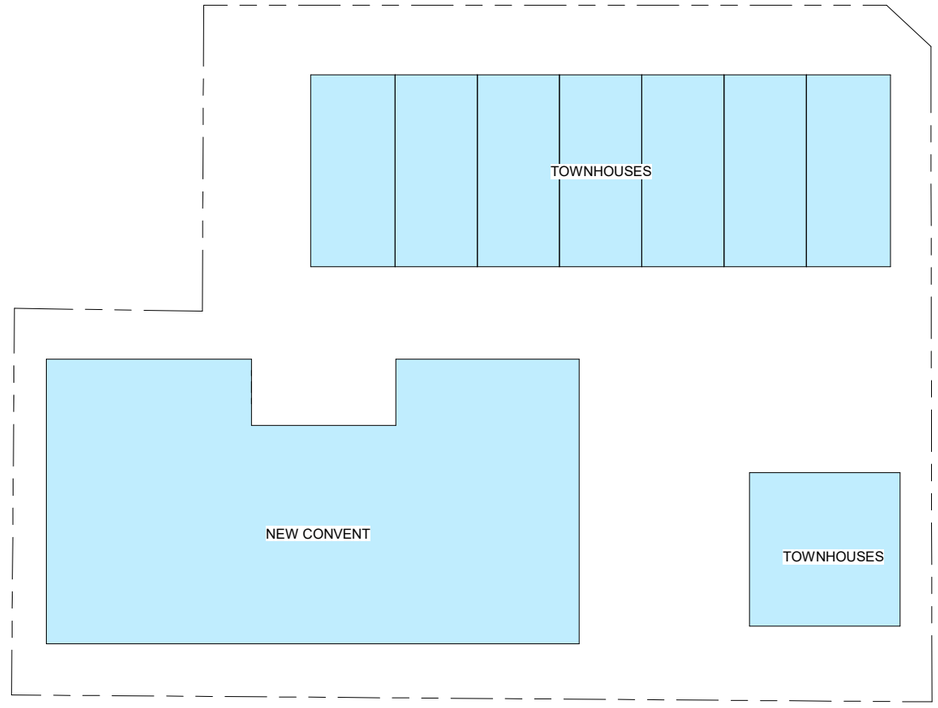
TITLE
GROUND FLOOR ENVELOPE

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/25/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A102	A



1 **Level 1 - Envelope**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

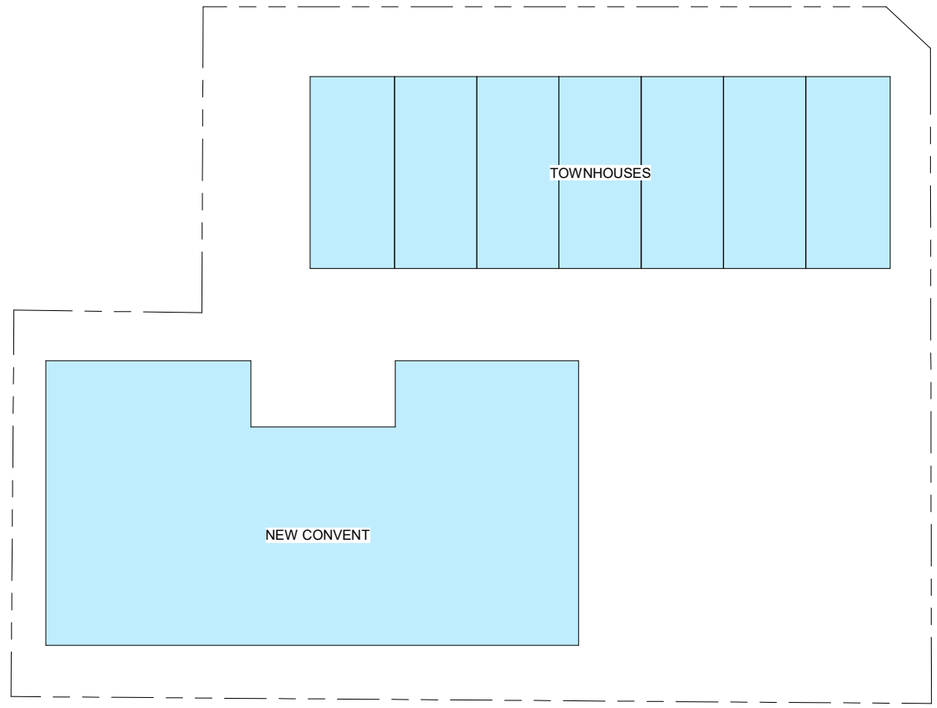
TITLE
LEVEL 01 ENVELOPE

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/25/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A103	A



1 **Level 2 - Envelope**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

TITLE
LEVEL 02 ENVELOPE

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

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Author	Checker	07/25/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A104	A

1 **Site Layout Plan - Indicative Scheme**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

TITLE
INDICATIVE SITE LAYOUT PLAN

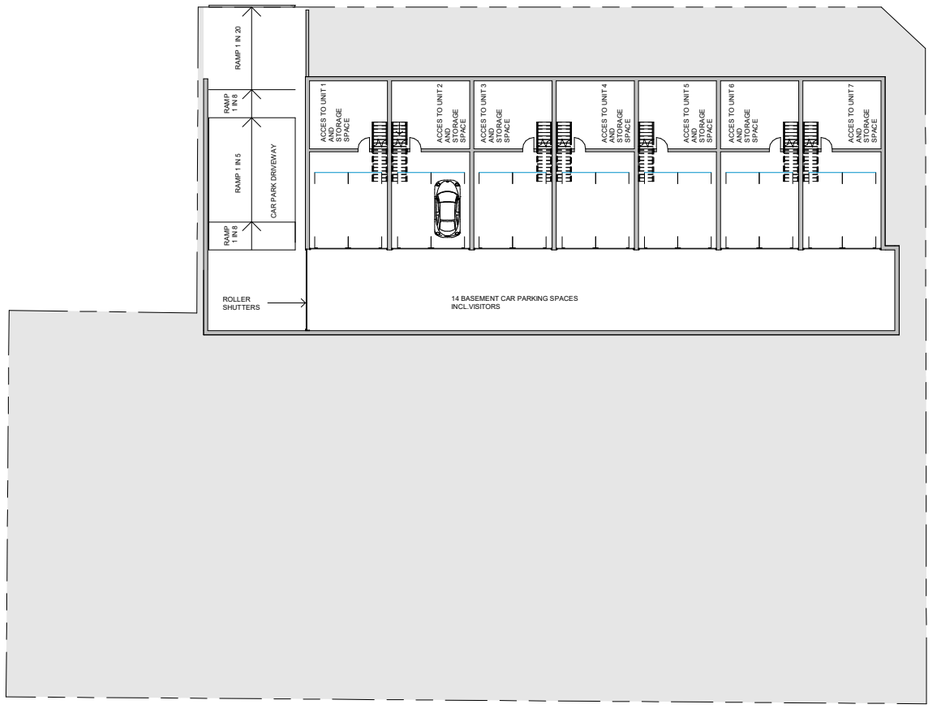
CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A150	A

WOODVILLE RD



WILLIAM ST

GRIMWOOD ST

1 **Level B1 - Indicative Scheme**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

TITLE
INDICATIVE BASEMENT PLAN

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A151	A

2 **GF Level - Indicative Scheme**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

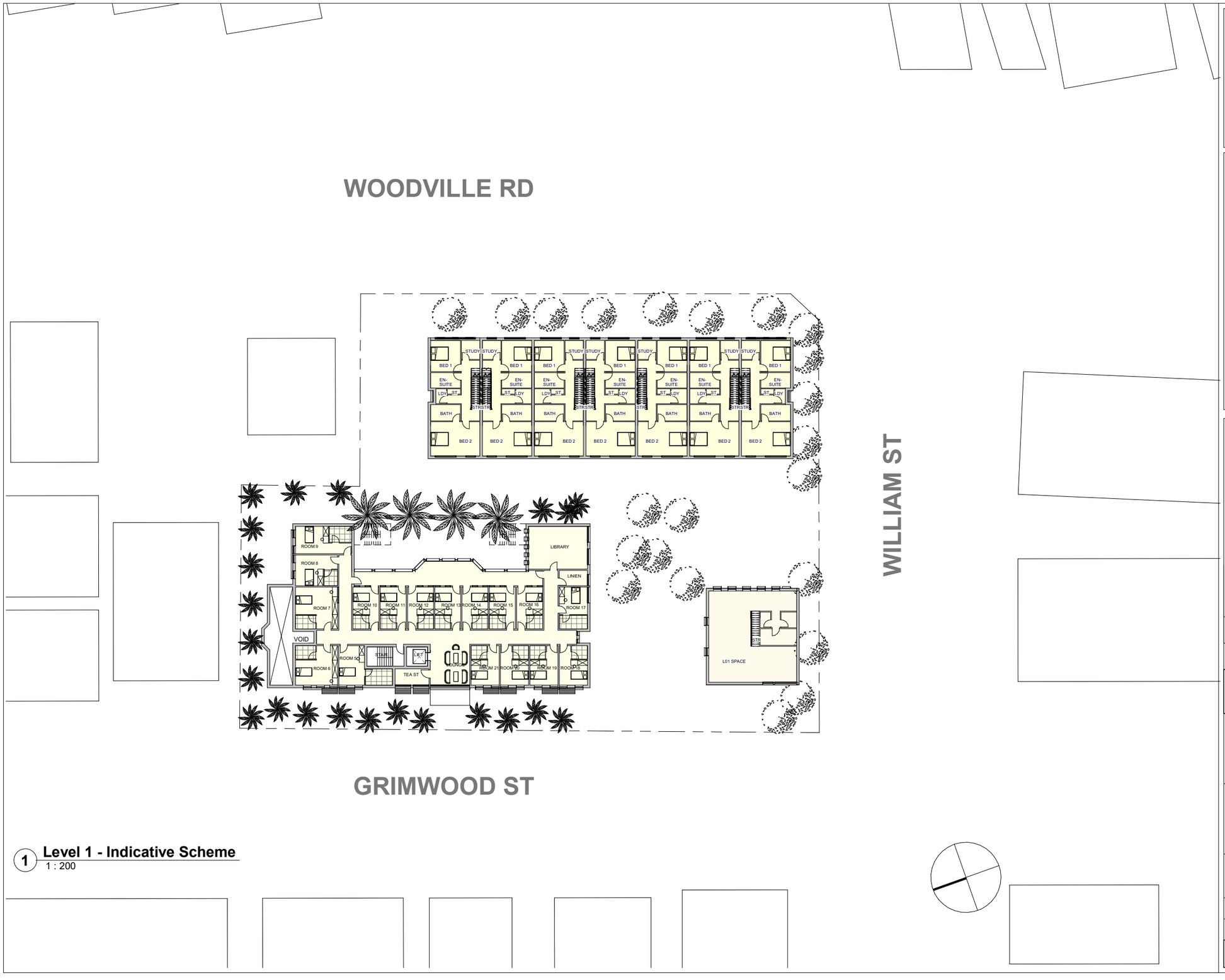
TITLE
INDICATIVE GROUND FLOOR PLAN

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	01/23/07

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A152	A



1 Level 1 - Indicative Scheme
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

TITLE
INDICATIVE LEVEL 01 PLAN

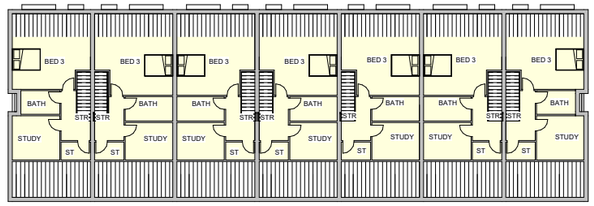
CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	03/27/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A153	A

WOODVILLE RD



WILLIAM ST

GRIMWOOD ST

1 Level 2 - Indicative Scheme
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

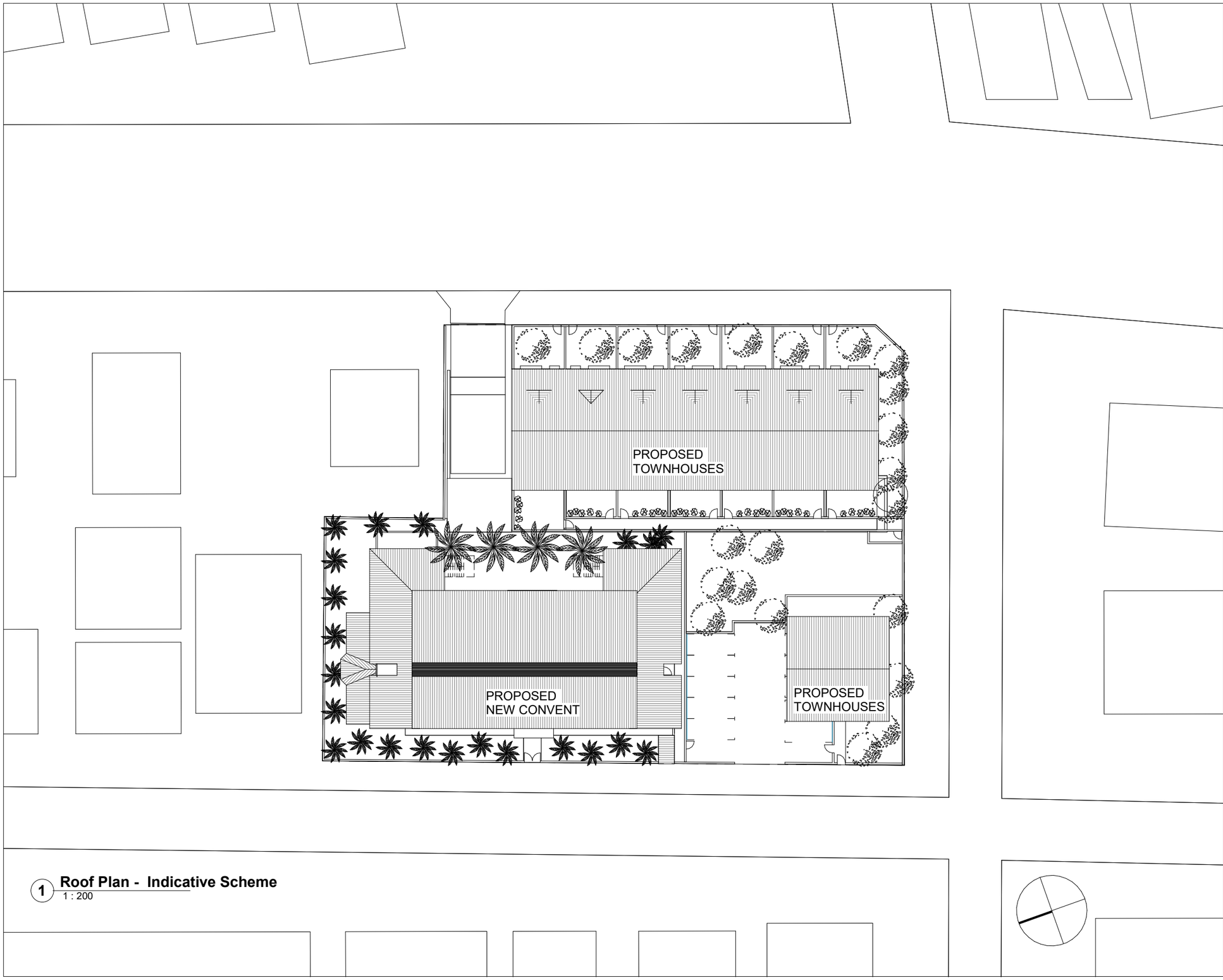
TITLE
INDICATIVE LEVEL 02 PLAN

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A154	A



1 **Roof Plan - Indicative Scheme**
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

TITLE
INDICATIVE ROOF PLAN

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A155	A

1 Section AA
1 : 100

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT

100 WOODVILLE ROAD

TITLE

INDICATIVE SCHEME - SECTION AA

CLIENT

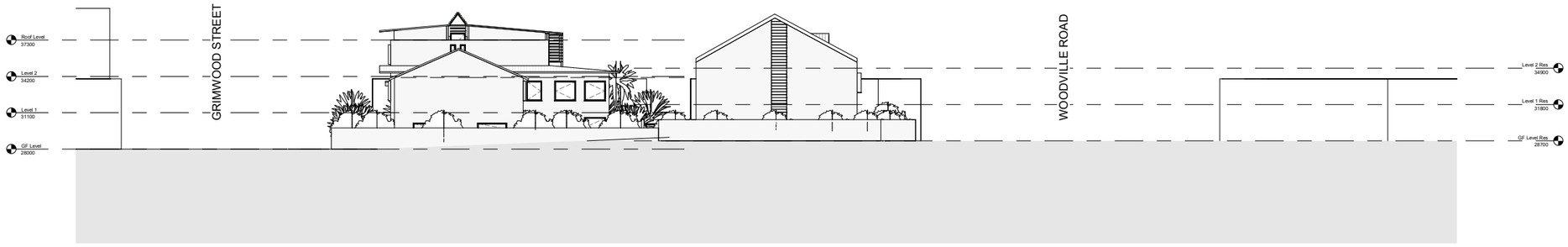
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

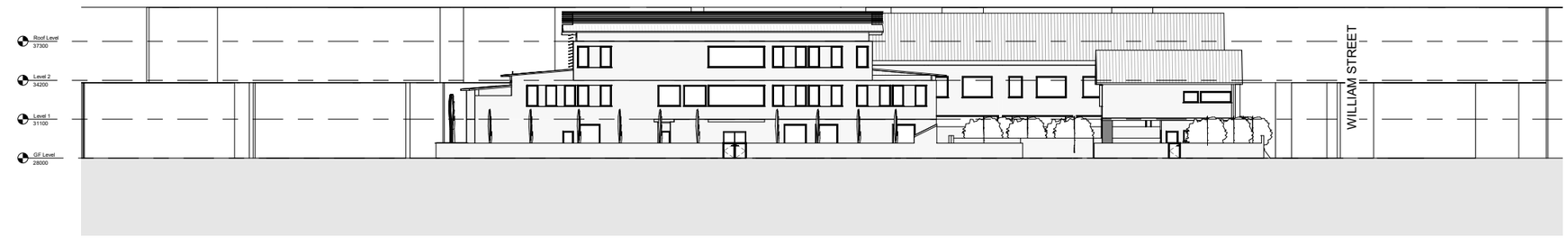
SCALE (@ A1)	PROJECT NUMBER
1 : 100	2017_P012

DRAWING NUMBER	REV
A170	A

1 Woodville Road Streetscape Elevation
1 : 200



2 William St Streetscape Elevation
1 : 200



3 Grimwood Streetscape Elevation
1 : 200

PRELIMINARY

Rev	Description	Date
A	ISSUE FOR INFORMATION	25/07/2018

PROJECT
100 WOODVILLE ROAD

TITLE
INDICATIVE SCHEME - STREET ELEVATIONS

CLIENT
MISSIONARY SISTERS OF MARY QUEEN

DRAWN BY	CHECKED BY	DATE
Author	Checker	07/24/18

SCALE (@ A1)	PROJECT NUMBER
1 : 200	2017_P012

DRAWING NUMBER	REV
A180	A