TRAFFIC RESPONSE REPORT

PROPOSED MOSQUE & COMMUNITY FACILITIES

158A CROUDACE ROAD

ELERMORE VALE

Jan-Feb 2011

de Witt Consulting Pty Ltd
(For The Applicant)

Newcastle City Council Local Government Area

Prepared by
Terry Keating
Director
TPK & Associates Pty Ltd

PROPOSED COMMUNITY CENTRE

TRAFFIC RESPONSE

SECTION 1 - INTRODUCTION

TPK & Associates Pty Ltd (TPK) was invited by de Witt Consulting Pty Ltd (For The Applicant) to join their project team to provide traffic assessment services for the subject project; the project is a proposed Mosque & Community Facilities at:

158A Croudace Road, Elermore Vale

The general site location is highlighted on the Location Plan below.

The development is to replace the current facilities utilised at Metcalf Street, Wallsend.

Council has responded to The Application seeking additional information (Council letter dated 21 December 2010; Their Ref 10/1049). This TPK report responds to the relevant traffic items of Council's letter.

FIGURE 1 – LOCATION PLAN

Mr. Terry Keating, Director TPK, undertook the evaluation and preparation of the report. He has over 40 years experience in the road safety and traffic management profession, including the assessment of traffic generating developments.

An overview of the project contained in the Traffic Assessment Report is repeated in this report for direct reference; see text highlighted yellow.

From TPK Traffic Assessment July 2010

The potential traffic generation and parking requirements for this project are provided in this section of the report and assessed in more detail in Sections 4 and 5. Table 1 sets out the proposed land use areas.

TABLE 1 – PROJECT LAND USE DETAILS

LAND USE TYPE	DETAILS
Place of Worship	Mosque and Community Facilities

3.1. – Road Network Traffic Generation

The RTA Guide to Traffic Generating Developments provides guidance for traffic generating rates for a range of land use activities; the guide does not provide rates for Places of Worship

Table 2 sets out the peak rates adopted for this assessment; confirmation of the unique traffic generation rates for this project based on the known operational footprint are provided in Sections 3.3 & 5.

TABLE 2 – POTENTIAL TRAFFIC GENERATION

USE (See Table 1)	TYPICAL PEAK TRIP RATES
Place of Worship	Traffic will peak for major prayer times; the Business Footprint set out in Section 3.3 discloses the potential overall and peak traffic generation; the peak flow does not coincide with the general public business peak periods. The peak flow for the analysis period has adopted 140 trips to maximise sensitivity and is further discussed in Section 3.3 & 5.

3.1.2 – Distribution & Modal Split

The peak traffic generations will be one directional as vehicles arrive or depart prayer. The site deems that the catchment is evenly split and TPK has adopted a 50% split in the arrival or departure direction.

3.2 – Parking Requirements

Table 3 sets out the parking spaces requirements relevant to Council's DCP 2005. Section 4 of this report discusses the provisions for parking proposed.

TABLE 3 – POTENTIAL PARKING REQUIREMENTS

USE	COUNCIL DCP RATE
Place of Worship	Survey Required, as a guide 1 space per 3 seats.
TOTAL REQUIREMENTS FOR DA	133 spaces are nominated as a direct determination from the DCP rate based on the Friday maximum of 400 persons. See Sections 3.3 & 4.1 of this report.

The quantum of site activity is a known fact as it is derived by using operational information of existing establishments plus incorporating the sites specific development objectives for the attending community.

The site has the key amenity of the Mosque and the Community Facilities provided on the site will be random utilisation generating traffic and parking demands well below the peak events assessed in this report.

It is important to acknowledge that people who attend the site to utilise the Community Facilities provided will cease those activities at prayer time and join the community in prayer; therefore when examing the peak traffic generation and parking demands the site amenity does not accumulate demands rather the trip of a vehicle has overlap demand.

On this basis the key assessment for this development is the Friday Jumaa Prayer event in terms of traffic generation and provisions for parking; this is discussed in more detail in Sections 4 & 5 of this report.

Table 4 provides an overview of site demands and activity and provides the basis for this assessment.

<div align="center">TABLE 4 – BUSINESS FOOTPRINT</div>

ACTIVITY	TIME OF DAY	WHEN	PEOPLE ATTEND	HR TRAFFIC FLOW #	ASSESSMENT REMARKS FOR CROUDACE ROAD ACCESS
Fajr Prayer	0415-0430 0500-0515	**Daily**-Summer **Daily**-Winter	10 to 15	70vph 264vph	Not a significant Traffic Generation; SIDRA modelling not considered necessary
Dhuhr Prayer	1330-1345 1300-1315	**Daily**-Summer **Daily**-Winter	10 to20	958vph	Not a significant Traffic Generation; SIDRA modelling not considered necessary
Asr Prayer	1700-1715 1600-1615	**Daily**-Summer **Daily**-Winter	10 to 15	1765vph 1574vph	Not a significant Traffic Generation; SIDRA modelling not considered necessary
Maghrib Prayer	1945-2000 1730-1745	**Daily**-Summer **Daily**-Winter	15 to 25	647vph 1765vph	Not a significant Traffic Generation; SIDRA modelling not considered necessary
Isha Prayer	2100-2130 2000-2030	**Daily**-Summer **Daily**-Winter	25 to 40	396vph 647vph	Not a significant Traffic Generation; SIDRA modelling not considered necessary
Jumaa Prayer	1300-1400	**Every Friday**	300 to 400	958vph	SIDRA modelling required
Eidul Fitr Prayer	0730-0900	**Once a Year** Day varies	Up to 450	TBD yearly	Should be treated as a Major Event and a DA Term of Consent applied requiring a Traffic Management Plan be submitted to Council for approval prior to each event
Eidul Adha Prayer	0730-0900	**Once a Year** Day varies	Up to 450	TBD yearly	Should be treated as a Major Event and a DA Term of Consent applied requiring a Traffic Management Plan be submitted to Council for approval prior to each event

Typical Hourly Flow on Croudace Road (both directions) taken for counter data collected in 2010.

Appendices from the Traffic Assessment Report are retained with this Response Report.

End of repeated text from July 2010 Report

CONSIDERATION AND RESPONSE TO COUNCIL ITEMS

Council Item 8

The Council sought further detailed clarification of all potential site activities. Table 5 below presents the additional information The Applicant has provided; the clarification of activity did not disclose activity generating significant traffic volumes during the business peaks of Croudace Road.

TABLE 5 – SITE USAGE SUMMATION

ACTIVITY	TIME, DAY OF WEEK & DURATION	ATTENDANCE
Prayer Services (Originally Provided see Table 4)	See Table 4	See Table 4
Religious Study Groups	Once a week, in the weekend, 6 - 8 pm	Max 20
Weddings	2- 4 times in a year, In the weekend, afternoon or evening, max 2 hours	Max 100
Funerals	Monday to Saturday after Dhuhr (noon prayer) rituals may take up to 45 minutes before prayer and 5 minutes service after prayer. May be not a single time in a year or may be 2 - 3 times. Considering the size of the community on average once/twice a year	Max 50, if after Friday prayer whoever attended the Friday prayer, some may still not attend as they rush to get back to work
Social	Max 6 times a year, weekend, afternoon or well after sunset, 2 - 3 hours	Max 50
Cultural or Religious Gatherings	Max 10 times a year, any day, evening (after sunset), max 2 hours	50 - 100
Youth Club	Max 4 times a year, weekend, afternoon or evening, max 2 hours	Max 30
Religious Counselling Services	Twice a year, weekend, afternoon or evening, max 2 hours	Max 20

Council Item 12

Council seek a Road Concept Design plan that includes details of proposed parking restrictions. Before any Road Concept Design detail is provided to Council a decision on the acceptable/required geometric layout should be made.

This is discussed in the response item – Council Item 23, Part 7 plus Council Item 24 later in this report.

Council Item 16

Revised plans now indicate no change to current access conditions to the right of way for the adjoining property but the property will be subject to any turn restrictions Council impose on the access.

Council Item 23, Part 7 (a to d) plus Council Item 24

TPK has compressed consideration of these items into this one response item as all Council items interact with each other when considered individually.

TPK in supporting a protected right turn bay and full time parking restrictions over the length of the channelisation layout did so with the following in mind:

1. Observations at various periods of the day/week did not disclose on street parking demand in the impacted section of Croudace Road.
2. The Bus Stop relocation distance would not be significant and they are not the key Shopping Centre bus stops; those stops are located to the west at the Shopping Centre frontage.
3. Where any right turn movement can potentially generate reasonable hourly volumes during the day/night then road authorities have typically preferred the protected right turn bay option.
4. The proposed pedestrian refuge would need modification to typical standards but was worth consideration as it may provide the opportunity for the right turn from the shopping centre car park to two-stage their exit trip.

TPK and The Applicant were not advised at previous meetings with Council, held during TPK's assessment of this project that there were plans to provide roundabout control at the intersection of Croudace Road & Garsdale Avenue. Council's Jocelyn Cardona has now confirmed they are planning for a one lane circulating roundabout control at the intersection of Croudace & Garsdale Roads but have not progressed design nor have funding programmed.

The Applicant has also noted Council's recommended geometric layout at the site access being left in/left out only and remaining at the proposed access location; The Applicant has adopted that recommendation; the restrictions are not seen as an unacceptable restraint as all persons attending the site will be regulars and will no doubt adjust their trips accordingly. Revised plans indicate the new concept for the access in line with Council recommendations which included no central barriers on Croudace Road.

TPK has run SIDRA based on the geometric layout shown in Figure 2.

<div align="center">FIGURE 2 – REVISED SIDRA LAYOUT</div>
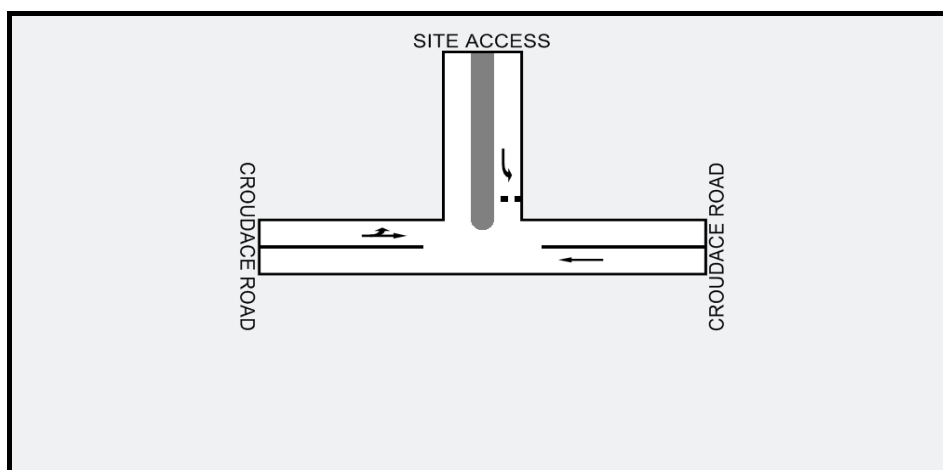
The period modelled was the Departure Period utilising Croudace Road volumes 2pm to 3pm and the potential exit volumes doubled to reflect less than an hour spread of departing traffic (observations at the existing site suggest that doubling the exit makes the outcome reflective of the departure spread). The Movement Summary is provided below and discloses acceptable performance. TPK submit the Arrival Period does not require modelling as it is only left in; traffic platoons may slow but Croudace Road will not be stopped.

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow	HV	Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
East: CROUDACE ROAD											
5	T	611	1.1	0.315	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		611	1.1	0.315	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
North: SITE ACCESS											
7	L	316	1.1	0.454	14.1	LOS B	3.2	22.3	0.66	0.98	43.2
Approach		316	1.1	0.454	14.1	LOS B	3.2	22.3	0.66	0.98	43.2
West: CROUDACE ROAD											
10	L	1	1.1	0.351	8.2	LOS A	0.0	0.0	0.00	1.09	49.0
11	T	614	1.1	0.317	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		615	1.1	0.318	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
All Vehicles		1541	1.1	0.454	2.9	NA	3.2	22.3	0.14	0.20	55.6

TPK has left it to Council's determination in terms of requiring kerbside No Stopping restrictions for the Friday prayer period (1-2pm) on Croudace Road around the access to encourage use of the off street car park.

In terms of the capacity analysis for Croudace Road & Site Access TPK did provide SIDRA model outputs for both the Friday Arrival & Friday Departure periods not Arrival only as indicated in Council's letter Item 24 Part 1); TPK has spoken to Council's Jocelyn Cardona in this regard and the matter is resolved.

TPK has subsequently held discussion with Mr Jeff Garry of Council to discuss some of the other points raised by Council.

The business peak hour volumes are approaching saturation and impact on right turn from side streets or driveways along the route in terms of delay. TPK does not dispute the Council modelled LoS E or F on side street or driveway right turns; TPK has noted that much of the time the clearance of side street/driveway traffic is reliant upon platooning of Croudace Road traffic by downstream controls or drivers taking a left turn out option followed by a revised trip path or downstream u-turn.

The Croudace Road, 2010 traffic counter data provided with the TPK Traffic Assessment and attached to this report indicates that the critical periods are 0800 to 0900 and 1700 to 1800 on weekdays when existing volumes often exceed 900vph.

Some relevant points TPK submits for consideration on route and intersection capacity are:

- Croudace Road is not currently wide enough to accommodate two-lane flow in each direction; the carriageway is around 11m in the vicinity of the subject site.
- Austroads, Roadway Capacity Guide indicates that Typical Mid Block Capacity for single lane flow in one direction is 900vph; this can reach up to 1200-1400vph under beneficial operating conditions.
- The Croudace Road, 2010 traffic counter data provided with the TPK Traffic Assessment indicates that the critical periods are 0800 to 0900 and 1700 to 1800 on weekdays when existing volumes often exceed 900vph.
- The Croudace Road route can retain flow under further growth; the impact will be increased delay to side street/driveway traffic.
- Regardless of this development Council would appear to be confronted with the need to develop a route strategy for Croudace Road if as stated by Council in Item 23 Part 7 b) a growth rate of 2.8%pa over 10 years is identified.

TPK submits that in this project:

- Adopting the Council preferred left in/left out access and
- The fact that the regular heavier traffic generations of this site will not occur during the business peaks (which are the emerging capacity periods of concern) then

The impact of this projects traffic generations on route or intersection capacity are not significant.

Any regular prayer periods or occasional other activities as listed on Tables 4 & 5 that occur in the business peaks generate very small traffic volumes that would not be a significant impact on current traffic conditions. This is a logical conclusion that TPK did not consider required SIDRA modelling for proof and the fact that delay is in the side streets or driveways not on Croudace Road free flow conditions at the moment.

With respect to Major Event TMP's TPK submits that site management need to consider:

1. The Day of Week of the event.
2. Minimisation of parking demands if site capacity is expected to be exceeded.
3. Minimisation of traffic generations to/from the site to reduce impact on Croudace Road traffic.

Appendix C provides an overview of considerations in developing future TMP's when details of an event are known.

The day of the week and times for these events varies which deems it difficult to be definitive about the event in specific terms. The DA approval containing a requirement to submit the TMP will allow a number of TMP's to be developed and approved by Council over a few years which then can become the adopted TMP standard for the related times the event occurs.

Council Item 23, Part 7 (e to g)

Re (e)

Site Management will use private contractors and require service and delivery traffic to utilise the off peak site activity periods and also avoid the Croudace Road peaks.

Re (f)

The Applicant has advised that the Friday Prayer, the heaviest attended prayer period is attended by people who travel to/from work, study or residence premises. There is not a realistic opportunity to have public transport accommodate the requirement for arrive and departure from this prayer period; the wide spread location of the work, study or residence premises also makes it unrealistic for a place of worship to run private transport such as hired buses or mini-buses to service the needs of attendees.

Re (g)

Street lighting would be provided to Council's requirements and The Applicants own OH&S requirements for the site. Lighting would need to consider adjoining land use and the access way is not anticipated to be a route of major pedestrian use simply due to the spread of attendees and most likely mode of travel.

SUMMATION

TPK & Associates submit that:

1. The revised access arrangements and turn restrictions submitted on the revised plans reflect the preferences indicated by Newcastle City Council. TPK SIDRA modelling has disclosed acceptable intersection performance in that regard.

2. The revised arrangements for access have removed any need for Croudace Road parking restrictions and bus stop relocations; issues that concerned Council.

3. The periods of significant potential traffic generation associated with the development do not coincide with the Croudace Road business, weekday peak periods.

4. Croudace Road in terms of the route, not just at the proposed access and regardless of this development is approaching peak saturation an issue for Council in terms of strategic planning. The minimal potential peak hour traffic generation associated with this development will not impact on existing peak hour performance of Croudace Road.
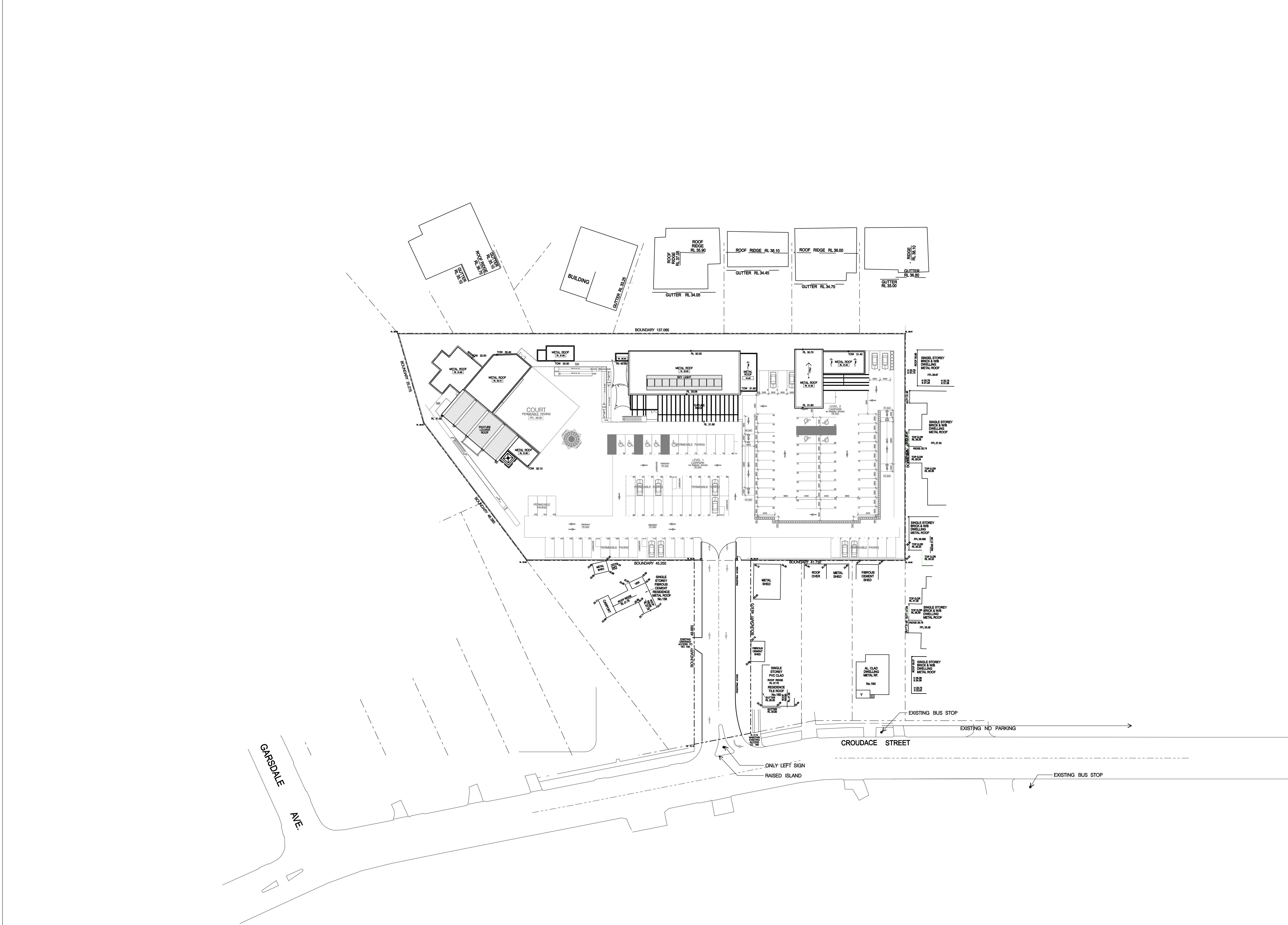

Prepared by

T Keating

Mr. T Keating
Director, TPK & Associates

APPENDIX A
SITE LAYOUT PLANS

GENERAL NOTES
1. ALL DIMENSIONS AND SIZES ARE IN MILLIMETRES.
2. DO NOT SCALE DRAWINGS.
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5. READ THIS DRAWING IN CONJUNCTION WITH RELEVANT CONSULTANT DRAWINGS AND SPECIFICATIONS.
6. INFORM THE ARCHITECT OF ANY DISCREPANCIES.

LEGEND - GENERAL

EXISTING AREAS UNALTERED

AC	AIR CONDITIONING	FIP	FIRE INDICATOR PANEL
A/L	AIRLOCK	PMC	PREF METAL POOL FENCE
AP	ACCESS PANEL	FW	FLOOR WASTE
BCT	BABY CHANGE TABLE	GL	GLAZING
BFW	BUCKET TRAP FLOOR WASTE	GMS	GALVANISED MILD STEEL
BOL	BOLLARD	HWU	HOT WATER UNIT
BTM	BITUMEN / HOTMIX TOPPING	KE	KITCHEN EXHAUST
CFC	COMPRESSED FIBRE CEMENT	MAT	PEDIMAT
CG	CORNER GUARD	MD	METAL DECK ROOF
CJ	CONTROL JOINT	MJ	MOVEMENT JOINT
CON	CONCRETE FINISH	PAV	PAVING
COS	CONFIRM ON SITE	PC	POWDERCOAT
CPT	CARPET	PLT	PLANTER / SOFT LANDSCAPE
CRW	COOL ROOM WALL	PR	PROTECTION RAIL
CTH	CANVAS / SAILCLOTH	RWH	RAIN WATER HEAD
CWM	CHAIN WIRE MESH	SC	STEEL COLUMN
DO	DRAINAGE OUTLET	SFL	STRUCTURAL FLOOR LEVEL
DP	DOWN PIPE	SFW	SEALED FLOOR WASTE
DPC	DAMP PROOF COURSE	SH	SECURITY SHUTTERS
DPS	DOWN PIPE AND SUMP	SS	STAINLESS STEEL
DWE	DISHWASHER EXHAUST	SSG	STAINLESS STEEL GRATE
EDP	EXISTING DOWNPIPE	SSHR	STAINLESS STEEL HANDRAIL
EFL	EXISTING FLOOR LEVEL	TD	TUNDISH
EJ	EXPANSION JOINT	TE	TOILET EXHAUST
ESC	EXISTING STEEL COLUMN	TL	TILING
EXP	EPOXY FINISH	TBR	TIMBER BUFFER RAIL
FC	FIBRE CEMENT	TMB	TIMBER
FCL	FINISHED CEILING LEVEL	TWI	TACTILE WARNING INDICATOR
FD	FIRE DOOR	U/SR	UNDERSIDE OF ROOF
FFL	FINISHED FLOOR LEVEL	VP	VENT PIPE
FH	FIRE HYDRANT	WPM	WATERPROOF MEM.
FHR	FIRE HOSE REEL	W	WHEEL STOP
FE	FIRE EXTINGUISHERS	WS	WALL STIFFENER

LEGEND

RL 6.840	NEW LEVEL
ERL 6.840	EXISTING LEVEL
RL 6.840	NEW SPOT LEVELS
ERL 6.840	EXISTING SPOT LEVELS

LEGEND - WALL CODES

MASONRY TYPE AS FOLLOWS:
NOMINAL WIDTH IN CENTIMETRES
MASONRY FRL

FRL CODES
0 0/0/0
1 60/60/60
1½ 90/90/90
2 120/120/120
3 180/180/180

GRAPHICS
BLK BLOCKWORK
BRK BRICKWORK
RC REINFORCED CONCRETE
SW STUD WALL PAINT FINISH
ECRW EXIST COOLROOM PANEL
CRW COOLROOM PANELS
CPI COOLROOM PANEL WALL

GL GLAZED WALL
EXISTING WALLS
EXISTING WALLS
DEMOLISHED
ELEMENTS OVER
ATM AIR-TIGHT MASONRY
FH FULL HEIGHT

BOUNDARY 137.065

ROOF RIDGE RL 35.90
ROOF RIDGE RL 36.10
ROOF RIDGE RL 36.00
RIDGE RL 36.10

GUTTER RL 34.45
GUTTER RL 34.70
GUTTER RL 35.00

GUTTER RL 34.05

BUILDING

METAL ROOF

COURT

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF

BOUNDARY 45.255

BOUNDARY 41.732

METAL SHED

ROOF OVER

METAL SHED

FIBROUS CEMENT SHED

SINGLE STOREY FIBROUS CEMENT METAL ROOF

FIBROUS CEMENT SHED

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF

AL CLAD DWELLING METAL ROOF

SINGLE STOREY PVC CLAD RESIDENCE TILE ROOF No.164

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF

No.164

EXISTING BUS STOP
EXISTING NO PARKING

CROUDACE STREET

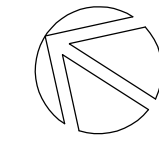ONLY LEFT SIGN
RAISED ISLAND

EXISTING BUS STOP

GARSDALE AVE.

DARDIRY & DOROCH ARCHITECTURAL SERVICES
ABN: 44 832 054 816
6 / 22 Swete Street
Lidcombe 2141
Phone: 0406360260
Fax: 02 80605531
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D&D
DARDIRY & DOROCH ARCHITECTURAL SERVICES

hakim hamzah
CONSULTANTS
R.A.I.A
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CLIENT
NEWCASTLE MUSLIM ASSOCIATION
E-MAIL : –

Project Title
PROPOSED MOSQUE & COMMUNITY FACILITIES
Location
158A 164 CROUDACE ROAD ELERMORE VALE 2287
Project No.
20090106

Scale: 1:500 @A1, 1:1000 @A3

Drawing Title:
SITE PLAN

Designed By:
Checked By:

Date Printed:
16/02/2011

Drawing No:
A-010

Issue:
A1

Issue	Amendment		Date
A1	ISSUED FOR AUTHORITY APPROVAL		28/07/2010

Drawing Status:
AUTHORITY APPROVAL

0 5 10 15 20 25   50m

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LEGEND - GENERAL

EXISTING AREAS - UNALTERED

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EPF	EPOXY FINISH	TL	TILING
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FFL	FINISHED FLOOR LEVEL	U/SR	UNDERSIDE OF ROOF
FH	FINISHED HEIGHT	VP	VENT PIPE
FHR	FIRE HOSE REEL	WS	WHEEL STOP
FHY	FIRE HYDRANT	WPM	WATERPROOF MEM.

LEGEND

RL 6.840	NEW LEVEL
ERL 6.840	EXISTING LEVEL
RL 6.840	NEW SPOT LEVELS
6.840	EXISTING SPOT LEVELS

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MASONRY TYPE AS FOLLOWS:
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MASONRY FRL

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BRK BRICKWORK
RC REINFORCED CONCRETE
SW STUD WALL PAINT FINISH
ECRW EXIST COOLROOM PANEL
CRW COOLROOM PANELS
CPI COOLROOM PANEL WALL

GL GLAZED WALL
EXISTING WALLS
EXISTING WALLS
DEMOLISHED
ELEMENTS OVER
AIR-TIGHT MASONRY
FH FULL HEIGHT

Drawing labels

MOSQUE PRAYING HALL (300 PEOPLE) FFL 26.00 364m²

COURT PERMEABLE PAVING FFL 26.00

FEATURE MEN'S WASH

COMMUNITY HALL

WATER TANK
PLANT ROOM
COMMON ROOM
KITCHEN
LOADING AREA
LOADING BAY
RECEPTION
STORAGE
ADMIN
MALE WC
WASH ROOM
PEDESTRIAN WALKWAY

LEVEL 1 CARPARK
118 PARKING SPACES

SHARED AREA
PERMEABLE PAVING
DRIVEWAY
LANDSCAPE

BUILDING

BOUNDARY 137.065
BOUNDARY 45.255
BOUNDARY 41.732
BOUNDARY 49.670
BOUNDARY 49.665
BOUNDARY 46.365
BOUNDARY 25.275

ROOF RIDGE RL 35.90
ROOF RIDGE RL 37.05
ROOF RIDGE RL 36.10
ROOF RIDGE RL 36.00
RIDGE RL 38.10
GUTTER RL 34.45
GUTTER RL 34.70
GUTTER RL 33.25
GUTTER RL 34.05
GUTTER RL 36.80
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ROOF RIDGE RL 35.10
ROOF RIDGE RL 36.70

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF

SINGLE STOREY FIBROUS CEMENT RESIDENCE METAL ROOF No.158

SINGLE STOREY PVC CLAD RESIDENCE TILE ROOF No.160
ROOF RIDGE RL 27.70

AL CLAD DWELLING METAL RF. No.164

CARPORT
METAL SHED
FIBROUS CEMENT SHED
ROOF OVER

EXISTING DRIVEWAY ACCESS TO No.158
EXISTING DRIVEWAY ACCESS TO 160
MAINTAIN EXISTING ACCESS TO 160

EXISTING BUS STOP

CROUDACE STREET

DARDIRY & DOROCH ARCHITECTURAL SERVICES
ABN: 44 832 054 816
6 / 22 Swete Street
Lidcombe 2141
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D&D
DARDIRY & DOROCH ARCHITECTURAL SERVICES

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CLIENT
NEWCASTLE MUSLIM ASSOCIATION
E-MAIL : -

Project Title
PROPOSED MOSQUE & COMMUNITY FACILITIES
Location
158A 164 CROUDACE ROAD ELERMORE VALE 2287
Project No
20090106

Scale: 1:250 @A1, @A3

Drawing Title
LOWER GROUND PLAN

Drawing Status
AUTHORITY APPROVAL

Designed By:
Checked By: NAME SURNAME

Date Printed:
16/02/2011

Drawing No:
A-011

Issue:
A1

Printed By: $USER$
Filename: $FILEABBREV$

A1	ISSUED FOR AUTHORITY APPROVAL	28/07/2010
Issue	Amendment	Date

LEGEND - GENERAL

EXISTING AREAS - UNALTERED

AC	AIR CONDITIONING	FIP	FIRE INDICATOR PANEL
A/L	AIRLOCK	PMPF	PREF METAL POOL FENCE
AP	ACCESS PANEL	FW	FLOOR WASTE
BCT	BABY CHANGE TABLE	GL	GLAZING
BFW	BUCKET TRAP FLOOR WASTE	GMS	GALVANISED MILD STEEL
BOL	BOLLARD	HWU	HOT WATER UNIT
BTM	BITUMEN + HOTMIX TOPPING	KE	KITCHEN EXHAUST
CFC	COMPRESSED FIBRE CEMENT	MAT	PEDIMAT
CG	CORNER GUARD	MDR	METAL DECK ROOF
CJ	CONTROL JOINT	MJ	MOVEMENT JOINT
CON	CONCRETE FINISH	PAV	PAVING
COS	CONFIRM ON SITE	PC	POWDERCOAT
CPT	CARPET	PLT	PLANTER / SOFT LANDSCAPE
CRW	COOL ROOM WALL	PR	PROTECTION RAIL
CTH	CANVAS / SAILCLOTH	RWH	RAIN WATER HEAD
CWM	CHAIN WIRE MESH	SC	STEEL COLUMN
DO	DRAINAGE OUTLET	SFL	STRUCTURAL FLOOR LEVEL
DP	DOWN PIPE	SFW	SEALED FLOOR WASTE
DPC	DAMP PROOF COURSE	SH	SECURITY SHUTTERS
DPS	DOWN PIPE AND SUMP	SS	STAINLESS STEEL
DWE	DISHWASHER EXHAUST	SSG	STAINLESS STEEL GRATE
EDP	EXISTING DOWNPIPE	SSHR	STAINLESS STEEL HANDRAIL
EFL	EXISTING FLOOR LEVEL	TD	TUNDISH
EJ	EXPANSION JOINT	TE	TOILET EXHAUST
ESC	EXISTING STEEL COLUMN	TL	TILING
EXP	EPOXY FINISH	TMB	TIMBER
FC	FIBRE CEMENT	TWR	TIMBER BUFFER RAIL
FCL	FINISHED CEILING LEVEL	TWI	TACTILE WARNING INDICATOR
FD	FIRE DOOR	U/SR	UNDERSIDE OF ROOF
FFL	FINISHED FLOOR LEVEL	VP	VENT PIPE
FH	FIRE HYDRANT	WPM	WATERPROOF MEM.
FHR	FIRE HOSE REEL	WS	WHEEL STOP
FE	FIRE EXTINGUISHERS	WS	WALL STIFFENER

LEGEND

RL 6.840	NEW LEVEL
ERL 6.840	EXISTING LEVEL
RL 6.840	NEW SPOT LEVELS
ERL 6.840	EXISTING SPOT LEVELS

LEGEND - WALL CODES

MASONRY TYPE AS FOLLOWS:
NOMINAL WIDTH IN CENTIMETRES
MASONRY FRL

FRL CODES
0 0/0/0
1 120/120/120
GRAPHICS
BLK BLOCKWORK
BRK BRICKWORK
RC REINFORCED CONCRETE
SW STUD WALL PAINT FINISH
ECRW EXIST COOLROOM PANEL
CRW COOLROOM PANELS
CPI COOLROOM PANEL WALL

ROOF RIDGE RL 35.90
ROOF RIDGE RL 37.05
RIDGE
ROOF RIDGE RL 36.10
ROOF RIDGE RL 36.00
RIDGE RL 38.10
ROOF RIDGE RL 35.10
GUTTER ROOF RIDGE RL 35.70
BUILDING
GUTTER RL 33.25
GUTTER RL 34.05
GUTTER RL 34.45
GUTTER RL 34.70
GUTTER RL 36.80
GUTTER RL 35.00

BOUNDARY 137.065
BOUNDARY 25.275
BOUNDARY 46.365
BOUNDARY 45.255
BOUNDARY 41.732
BOUNDARY 49.670
BOUNDARY 49.665

BEDROOM
IMAM HOUSE
MOSQUE MEZZANINE PRAYING HALL (150 PEOPLE) 180m²
FFL 29.00

COURT PERMEABLE PAVING FFL 26.00

VOID

WASH ROOM

FUNERAL CEREMONY BUILDING

LEVEL 2 CARPARK 46 PARKING SPACES

SHARED AREA
SHARED AREA

TIMBER LOUVER SCREEN

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF
FFL 29.67
FFL 27.34
RIDGE 32.74
TOP G.DR RL 29.28
TOP G.DR RL 29.24
TOP G.DR RL 29.26
FFL 28.385
TOP G.DR RL 28.32
TOP G.DR RL 28.32

METAL SHED
SINGLE STOREY FIBROUS CEMENT RESIDENCE METAL ROOF No.158
CARPORT
ROOF RIDGE RL 27.75
VER

METAL SHED
ROOF OVER
METAL SHED
FIBROUS CEMENT SHED

EXISTING DRIVEWAY ACCESS TO No.158

PEDESTRIAN ACCESS

FIBROUS CEMENT SHED

SINGLE STOREY PVC CLAD RESIDENCE TILE ROOF No.160
ROOF RIDGE RL 27.70
GUTTER RL 26.20
GUTTER RL 25.90

AL CLAD DWELLING METAL RF. No.164

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF
TOP G.DR RL 27.28
TOP G.DR RL 26.59
RIDGE 29.76
FFL 25.36
ROOF 30.37

EXISTING BUS STOP
EXISTING

MAINTAIN EXISTING ACCESS TO 160

CROUDACE STREET

SINGLE STOREY BRICK & W/B DWELLING METAL ROOF

DARDIRY & DOROCH ARCHITECTURAL SERVICES
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Project Title
PROPOSED MOSQUE & COMMUNITY FACILITIES
Location
158A 164 CROUDACE ROAD ELERMORE VALE 2287

Scale: 1:250 @A1, @A3

Drawing Title
UPPER GROUND PLAN

Drawing Status:
AUTHORITY APPROVAL

Designed By:
Checked By: NAME SURNAME

Date Printed:
16/02/2011

Project No.
20090106

Drawing No: A-012
Issue: A1

Issue	Amendment	Date
A1	ISSUED FOR AUTHORITY APPROVAL	28/07/2010

APPENDIX B

TRAFFIC COUNTER DATA

CROUDACE ROAD - NORTHBOUND

* Thursday, 25 February 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	26	26	0	0	0	0	0	0	0	0	0	0	0	0
0100	27	27	0	0	0	0	0	0	0	0	0	0	0	0
0200	26	21	0	4	0	0	1	0	0	0	0	0	0	0
0300	26	25	0	1	0	0	0	0	0	0	0	0	0	0
0400	36	32	0	4	0	0	0	0	0	0	0	0	0	0
0500	157	148	0	9	0	0	0	0	0	0	0	0	0	0
0600	309	284	5	19	0	0	1	0	0	0	0	0	0	0
0700	628	598	8	18	1	1	2	0	0	0	0	0	0	0
0800	748	720	5	22	0	1	0	0	0	0	0	0	0	0
0900	531	507	9	14	1	0	0	0	0	0	0	0	0	0
1000	428	413	2	13	0	0	0	0	0	0	0	0	0	0
1100	443	426	3	13	1	0	0	0	0	0	0	0	0	0
1200	466	439	7	15	3	0	1	1	0	0	0	0	0	0
1300	478	457	4	13	0	1	1	2	0	0	0	0	0	0
1400	583	554	4	24	0	0	1	0	0	0	0	0	0	0
1500	760	718	11	30	0	1	0	0	0	0	0	0	0	0
1600	839	815	5	17	1	0	1	0	0	0	0	0	0	0
1700	957	943	1	10	1	0	1	0	0	0	0	0	0	1
1800	671	655	3	11	0	0	2	0	0	0	0	0	0	0
1900	356	349	1	6	0	0	0	0	0	0	0	0	0	0
2000	320	310	2	7	0	0	0	1	0	0	0	0	0	0
2100	286	282	0	4	0	0	0	0	0	0	0	0	0	0
2200	142	137	0	5	0	0	0	0	0	0	0	0	0	0
2300	66	65	0	1	0	0	0	0	0	0	0	0	0	0
[24]	9309	8951	70	260	8	4	11	4	0	0	0	0	0	1

* Friday, 26 February 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	28	28	0	0	0	0	0	0	0	0	0	0	0	0
0100	11	11	0	0	0	0	0	0	0	0	0	0	0	0
0200	16	14	0	2	0	0	0	0	0	0	0	0	0	0
0300	17	16	0	0	0	0	1	0	0	0	0	0	0	0
0400	30	28	0	2	0	0	0	0	0	0	0	0	0	0
0500	145	133	0	12	0	0	0	0	0	0	0	0	0	0
0600	300	274	5	18	0	0	2	0	0	1	0	0	0	0
0700	535	505	6	19	4	0	1	0	0	0	0	0	0	0
0800	690	668	3	15	3	0	0	0	0	0	1	0	0	0
0900	514	490	5	15	2	0	0	2	0	0	0	0	0	0
1000	458	428	6	21	3	0	0	0	0	0	0	0	0	0
1100	504	477	16	10	0	0	1	0	0	0	0	0	0	0
1200	482	458	11	9	3	0	1	0	0	0	0	0	0	0
1300	511	472	10	26	3	0	0	0	0	0	0	0	0	0
1400	638	611	11	14	2	0	0	0	0	0	0	0	0	0
1500	844	803	7	32	2	0	0	0	0	0	0	0	0	0
1600	813	784	10	18	0	0	1	0	0	0	0	0	0	0
1700	869	856	5	8	0	0	0	0	0	0	0	0	0	0
1800	551	539	2	9	1	0	0	0	0	0	0	0	0	0
1900	332	324	5	3	0	0	0	0	0	0	0	0	0	0
2000	250	244	1	5	0	0	0	0	0	0	0	0	0	0
2100	210	204	0	6	0	0	0	0	0	0	0	0	0	0
2200	184	181	1	2	0	0	0	0	0	0	0	0	0	0
2300	106	105	1	0	0	0	0	0	0	0	0	0	0	0
[24]	9038	8653	105	246	23	0	7	2	0	1	1	0	0	0

CROUDACE ROAD - SOUTHBOUND

* Thursday, 25 February 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	37	37	0	0	0	0	0	0	0	0	0	0	0	0
0100	20	19	0	1	0	0	0	0	0	0	0	0	0	0
0200	24	21	0	3	0	0	0	0	0	0	0	0	0	0
0300	22	20	0	1	1	0	0	0	0	0	0	0	0	0
0400	30	29	0	1	0	0	0	0	0	0	0	0	0	0
0500	121	118	0	3	0	0	0	0	0	0	0	0	0	0
0600	330	312	5	13	0	0	0	0	0	0	0	0	0	0
0700	679	639	9	24	3	1	1	1	1	0	0	0	0	0
0800	941	904	8	23	1	1	1	1	1	1	0	0	0	0
0900	566	533	4	27	2	0	0	0	0	0	0	0	0	0
1000	508	479	3	23	0	1	2	0	0	0	0	0	0	0
1100	498	476	2	18	1	0	1	0	0	0	0	0	0	0
1200	447	426	3	16	0	0	1	1	0	0	0	0	0	0
1300	497	472	7	13	2	0	1	1	0	0	0	0	0	1
1400	580	555	4	19	1	1	0	0	0	0	0	0	0	0
1500	775	742	8	21	2	0	2	0	0	0	0	0	0	0
1600	838	806	6	25	1	0	0	0	0	0	0	0	0	0
1700	862	836	1	21	1	0	3	0	0	0	0	0	0	0
1800	655	631	7	17	0	0	0	0	0	0	0	0	0	0
1900	423	415	0	8	0	0	0	0	0	0	0	0	0	0
2000	282	276	0	5	1	0	0	0	0	0	0	0	0	0
2100	191	188	0	3	0	0	0	0	0	0	0	0	0	0
2200	112	112	0	0	0	0	0	0	0	0	0	0	0	0
2300	57	56	0	1	0	0	0	0	0	0	0	0	0	0
[24]	9495	9102	67	286	16	4	12	4	2	1	0	0	0	1

* Friday, 26 February 2010

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	31	30	0	0	0	0	0	1	0	0	0	0	0	0
0100	21	21	0	0	0	0	0	0	0	0	0	0	0	0
0200	8	8	0	0	0	0	0	0	0	0	0	0	0	0
0300	17	16	0	1	0	0	0	0	0	0	0	0	0	0
0400	33	31	0	2	0	0	0	0	0	0	0	0	0	0
0500	99	92	1	5	1	0	0	0	0	0	0	0	0	0
0600	317	302	3	11	1	0	0	0	0	0	0	0	0	0
0700	606	564	8	29	5	0	0	0	0	0	0	0	0	0
0800	783	756	5	18	2	0	1	0	1	0	0	0	0	0
0900	617	580	12	20	1	2	1	1	0	0	0	0	0	0
1000	484	453	14	14	2	0	0	0	0	1	0	0	0	0
1100	504	490	1	10	1	0	1	0	0	0	0	0	0	1
1200	458	432	7	15	2	1	0	0	1	0	0	0	0	0
1300	489	457	5	22	3	0	0	0	0	2	0	0	0	0
1400	629	594	10	22	3	0	0	0	0	0	0	0	0	0
1500	727	694	9	22	1	0	0	0	0	1	0	0	0	0
1600	815	796	6	11	2	0	0	0	0	0	0	0	0	0
1700	759	745	6	5	1	0	1	0	0	0	0	0	0	1
1800	637	617	4	16	0	0	0	0	0	0	0	0	0	0
1900	388	379	2	7	0	0	0	0	0	0	0	0	0	0
2000	245	236	0	9	0	0	0	0	0	0	0	0	0	0
2100	222	217	0	5	0	0	0	0	0	0	0	0	0	0
2200	122	119	1	2	0	0	0	0	0	0	0	0	0	0
2300	97	96	0	1	0	0	0	0	0	0	0	0	0	0
[24]	9108	8725	94	247	25	3	4	2	2	4	0	0	0	2

MAJOR PRAYER DAY TMP TEMPLATE

PROVIDE
Advance advertising that attendees are not to park in the nearby Shopping Centre Car Park or surrounding streets.
Mosque Community Supervisors are to patrol the surrounding precinct and ensure any attendee ignoring this advance advertising requirement is further encouraged to comply.

SITE

Elermore Vale

PROVIDE
Accredited Traffic Controller monitors at the Croudace Road Access for both Commencement & Finish of Major Prayer Day Events

COUNCIL CONSIDERATION
Council may require sections of the surrounding streets to be signposted No Parking to support the use of the Mosque Car Park.

PROVIDE
Advertise to the Mosque Community in Advance of Major Prayer Days that the opportunity for Special Buses will be provided for travel; the number of routes will be subject to the level of patronage and advance bookings.
The buses will circulate Newcastle & Lake Macquarie LGA for pick up & set down at selected points.
The selected points will planned and allow for parking of vehicles without impact on the broader community.
The buses will pick up and set down on site but will not be parked on site between arrival & departure trips.

Imagery Date: Dec 11, 2006   32°54'59.56" S   151°40'37.57" E   elev   30 m   Eye alt   638 m