

**MOUNT PRITCHARD COMMUNITY CLUB
FOOD AND FUNCTION
MASTERPLAN**

MEADOWS ROAD, MOUNT PRITCHARD

***Assessment of Traffic and
Parking Implications***

October 2014
(Rev D)

Reference 14014 (A)

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 502, Level 5
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email ross@ttpa.com.au

TABLE OF CONTENTS

1. INTRODUCTION	1
2. PROPOSED MASTERPLAN DEVELOPMENT SCHEME	3
2.1 Site, Context and Existing/Approved Development	3
2.2 Current Development Circumstances.....	4
2.3 Proposed Masterplan	5
3. ROAD NETWORK AND TRAFFIC CONDITIONS	7
3.1 Road Network.....	7
3.2 Traffic Controls	7
3.3 Traffic Conditions	8
3.4 Public Transport Services.....	9
4. TRAVEL MODE.....	10
5. PATRONAGE.....	11
6. PARKING	12
7. TRAFFIC	14
8. ACCESS, INTERNAL CIRCULATION AND SERVICING.....	16
9. CONCLUSION.....	18

APPENDIX A	PLANS OF PREVIOUSLY APPROVED MASTER PLAN DA335/2005
APPENDIX B	PLANS OF FOYER UPGRADE DA607/2012
APPENDIX C	PLANS OF PROPOSED BASEMENT CARPARK DA375/2014
APPENDIX D	PROPOSED MASTERPLAN
APPENDIX E	TRAFFIC SURVEY RESULTS
APPENDIX F	DETAILS OF BUS SERVICES
APPENDIX G	PARKING SURVEY RESULTS
APPENDIX H	SIDRA RESULTS
APPENDIX I	TURNING PATH ASSESSMENTS

LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
FIGURE 2	SITE
FIGURE 3	ROAD NETWORK
FIGURE 4	TRAFFIC CONTROLS

1. INTRODUCTION

This report has been prepared to accompany a Development Application to Fairfield City Council for a proposed “Food and Function Masterplan” for the Mount Pritchard Community Club located on Meadows Road, Mount Pritchard (Figure 1).

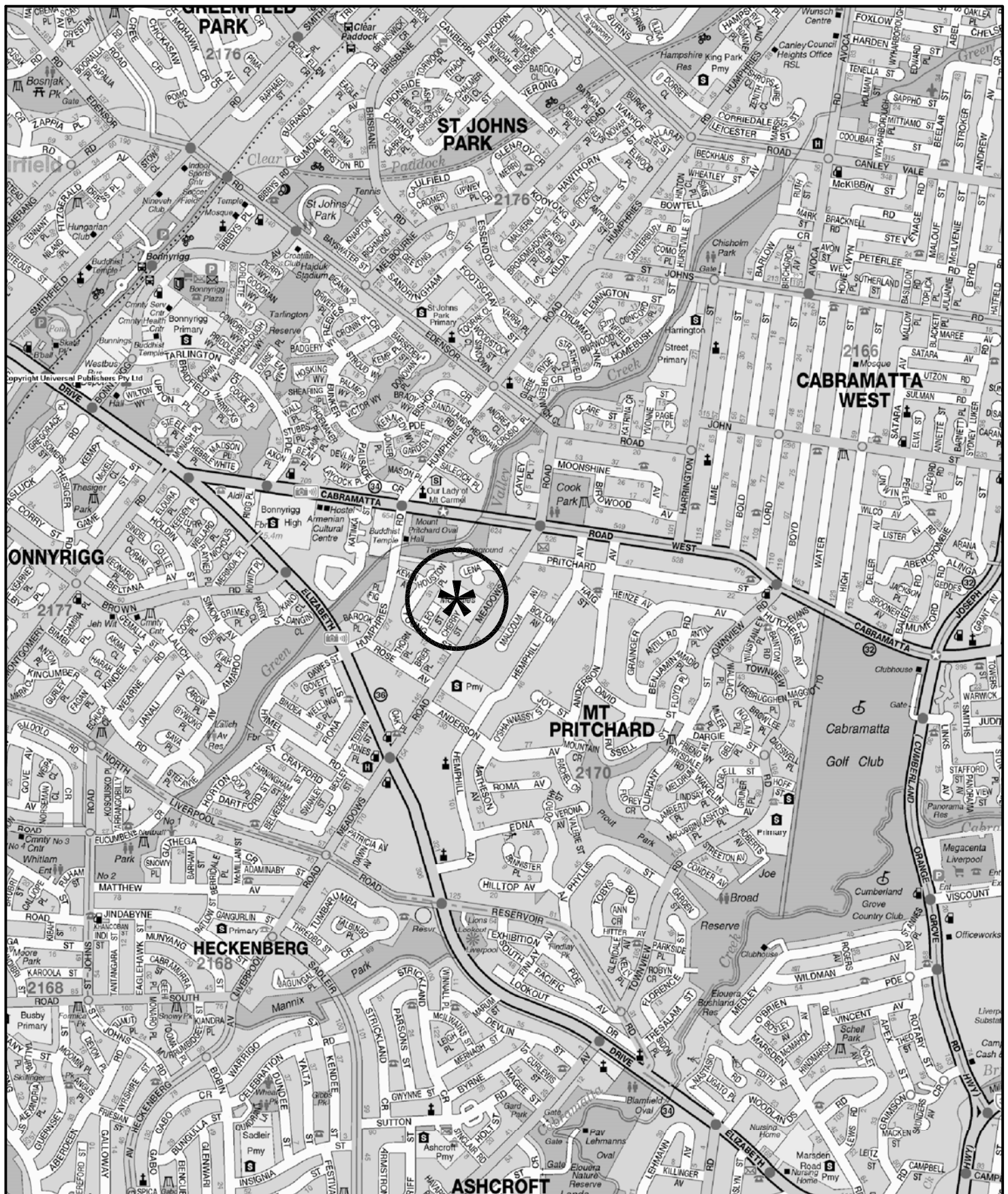
The Mount Pritchard Community Club (“Mounties”) is a popular social and sports club which has been established for more than 45 years. The club is cognisant of the changing expectations of its members and has recognised the need for the expansion and upgrading of facilities to take advantage of the large landholding and the increasing population resultant to urban development in the region.

The Club currently has a “public” floor area¹ of 11,918m². In 2009 consent was granted (DA335/2005) for a scheme involving major alterations and additions to the Club which would have increased the public floor area to 13,826m² (+ 1,908m²). However, this scheme did not proceed.

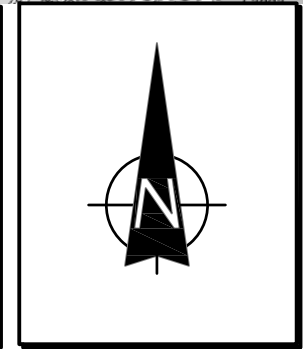
In more recent times consent has been granted (DA607/2012) for an upgrading of the main foyer area and porte cochere facility and construction work will commence in early 2015 on this element. A Development Application has also recently been lodged with Council to construct a new basement carpark adjacent to the port cochere and linked into the upgraded foyer.

The Food and Function Masterplan scheme proposes extensions to the Club building over 3 levels to improve the services available for members and guests particularly in relation to dining and function facilities. The proposal will result in the public area increasing by 1,997m² while the parking provision will increase substantially as a result of the proposed new basement carpark proposed in the application currently with Council.

¹ Public floor area is the term used to describe areas generally available to club patrons when participating in club activities. It includes bars, lounges, gaming rooms, billiard rooms, auditorium, function rooms, gymnasium etc., but excludes office areas, staff amenities, food preparation and other “back-of-house” facilities etc.



LEGEND



LOCATION

FIG 1

The purpose of this report is to:

- * describe the existing club circumstances and the Food and Function Masterplan scheme
- * describe the road network serving the site and the prevailing traffic conditions
- * assess the patronage characteristics of the club
- * assess the adequacy of the proposed parking provision
- * assess the potential traffic implications
- * assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements

2. PROPOSED MASTERPLAN DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING/APPROVED DEVELOPMENT

The site (Figure 2) occupies a large irregular shaped area of some 5.5 ha while the club also owns a number of adjoining residential properties. The site has frontage to and vehicle accesses on Meadows Road and Humphries Road while the surrounding uses include:

- * the Mount Pritchard Oval and Sports ground to the north
- * the residential properties to the north, south and east
- * the High School, Armenian Cultural Centre, Buddhist Temple and Aldi Supermarket on Cabramatta Road
- * the Cabramatta Centre some distance to the east

The existing club building, which is located in the centre and eastern part of the site, has a total “public floor area” of 11,918m² with pedestrian entries located on the Meadows Road and Humphries Road sides of the building. The existing Club carparking provision of 1,332 spaces comprises:

- * 1,031 spaces in the various open carpark areas
- * 301 spaces in a basement carpark area

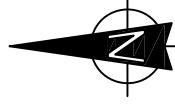
The existing vehicle access provisions comprise:

- * an ingress/egress driveway on the Humphries Road frontage
- * an egress driveway on Meadows Road at the northern boundary and separate ingress driveway towards the centre of this frontage and an egress driveway towards the southern boundary



SITE

LEGEND



SITE

FIG 2

In 2009 consent was granted for a development scheme (DA 335/2005) involving major alterations and additions to the club. This approved scheme comprised:

- relocation and expansion of the existing auditorium
- provision of a new bowling centre and games area
- provision of a number of external “smokes” terraces
- relation of the existing bottleshop and other ancillary shops
- enlarging of the existing dining areas
- increasing the public floor area by 1,908m² to 13,826m². At about that time the Club had just completed extensions to the existing carparking increasing the carparking available from 1,032 to 1,332 spaces. Details of this approved development scheme (which did proceed) are provided on the plans reproduced in Appendix A.

2.2 CURRENT DEVELOPMENT CIRCUMSTANCES

Construction work on the approved foyer upgrade (DA607/2012) will commence in early 2015 and details of this work are provided in Appendix B. That consent required a total of 1,207 parking spaces to be provided and while the work will result in a minor reduction to the existing spaces there will in fact be 1,307 spaces available on completion of the work.

A Development Application (DA 375/2014) has also recently been submitted for a new 3 level basement carpark to be constructed in the western corner of the site. Vehicle access ramps will connect to ground level at the eastern side (to the main Humphries Road access roadway) and at the western end (to the vehicle corridor along the western boundary).

A total of 433 spaces will be provided in the new basement facility while the resultant reconfiguration of the surface carpark will result in a total parking provision on the site of 1,607 spaces. This reconfiguration will include:

- conversion of the existing egress driveway on Meadows Road (near the southern boundary to a combined ingress/egress

- minor adjustment to the carpark area in the southern corner of the site (to accommodate the change to ingress/egress) with these spaces being designated for staff use

Details of the proposed basement carpark and alterations to the surface parking are provided on the plans prepared by Paynter Dixon which accompanied the Development Application and are reproduced in part in Appendix C.

2.3 PROPOSED MASTERPLAN

The Masterplan proposes extensions over the 3 building levels and significant upgrade and rearrangement of facilities within the building including the loading dock. The scheme has the fundamental objective of improving the range of services available in the Club for members and guests as well as upgrading staff amenities and goods handling. In particular the scheme aims to improve and extend the facilities available for dining and functions.

The elements of the scheme are as follows:

- **Lower Ground Floor**

Extension and rearrangement of the goods receiving and loading facility including new access ramp and manoeuvring area. It is also proposed to extend and upgrade the staff amenities area.

- **Ground Floor**

Provide a new restaurant and café precinct introducing new restaurants together with new lounge and bar areas.

- **First Floor**

Provide a new multi-purpose function room together with refurbishment of existing function facilities and provision of new kitchen catering facilities.

As a result of construction of the new basement carpark (current DA) and further rearrangement of parking there will be a total of 1,630 carparking spaces available with completion of the masterplan works.

Details of the Masterplan scheme area provided on the plans prepared by Paynter Dixon which accompany the Development Application and are reproduced in Appendix D.

3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

The road network serving the site (Figure 3) comprises:

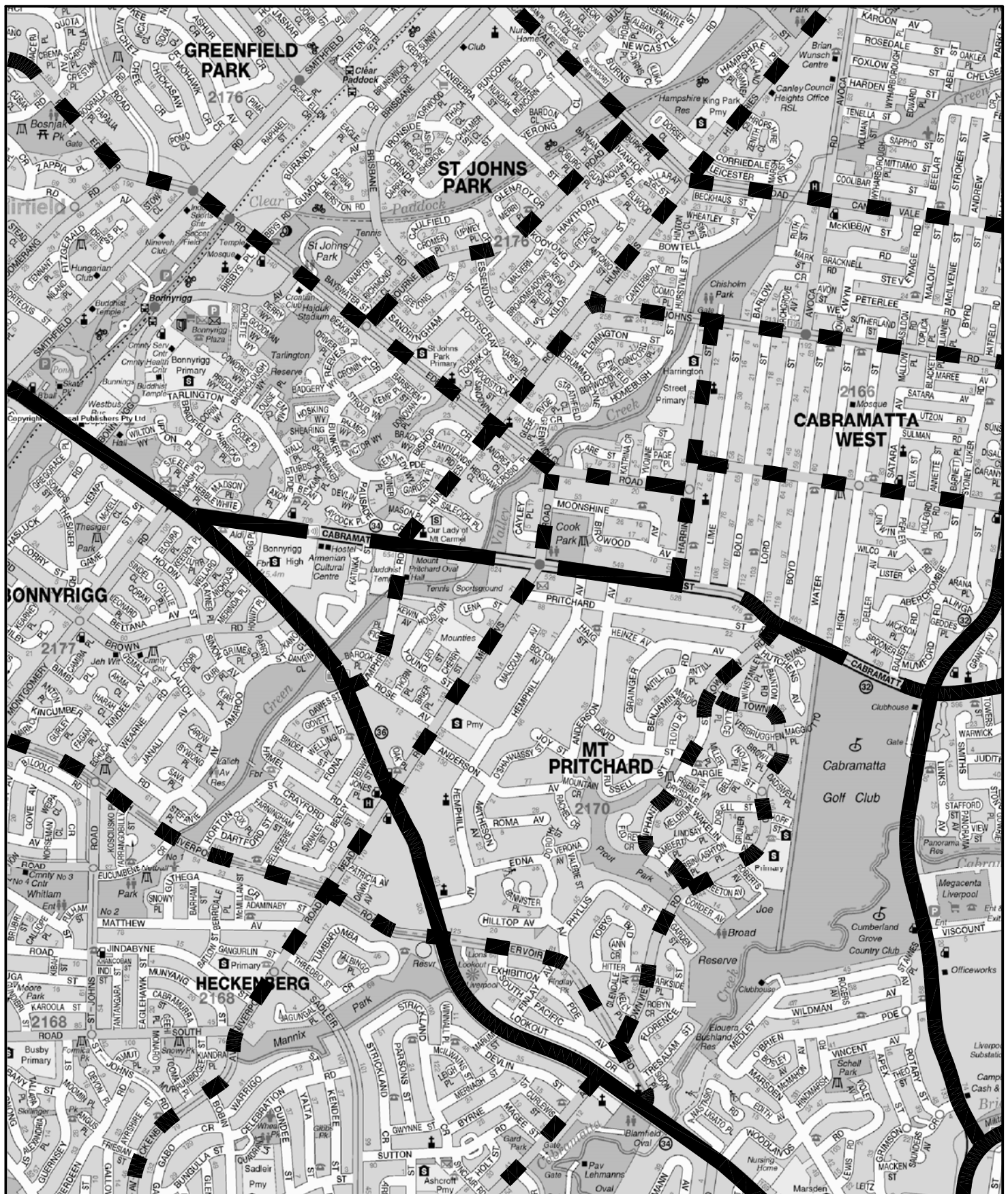
- * *Cumberland Highway* – a State Road and arterial route linking across the Metropolitan Area between Carlingford and Liverpool
- * *Elizabeth Drive* – a State Road and arterial route linking between Liverpool and Luddenham
- * *Cabramatta Road* – a State Road and sub-arterial route linking between the Hume Highway and Elizabeth Drive
- * *Meadows Road* – part of Regional Road and collector road route with Edensor Road and Liverpool Road
- * *Humphries Road* – a minor collector road connecting across Elizabeth Drive and Cabramatta Road

Both Meadows Road and Humphries Road are relatively straight and level in the vicinity of the site being some 13m wide with one traffic lane and a parking lane in each direction.

3.2 TRAFFIC CONTROLS

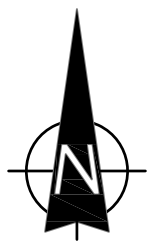
The existing traffic controls in the vicinity of the site (Figure 4) comprise:

- * the traffic signals at the Elizabeth Drive/Meadows Road intersection
- * the traffic signals at the Cabramatta Road and Meadows Road intersection



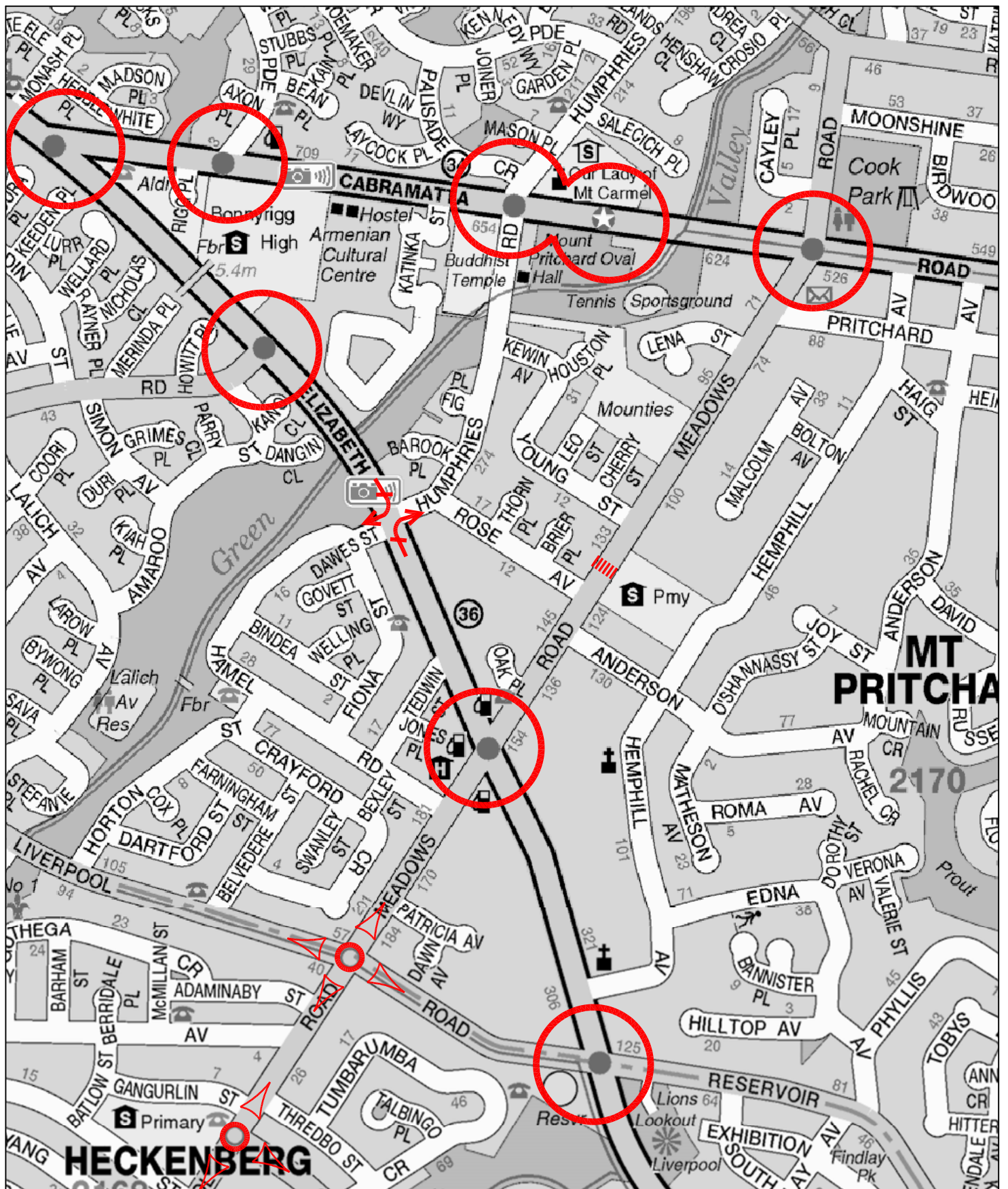
LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR






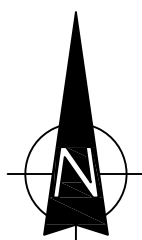
ROAD NETWORK

FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

FIG 4

- * the traffic signals at the Humphries Road and Cabramatta Road intersection
- * the other traffic signal controlled intersection along Cabramatta Road and Elizabeth Drive
- * the 60 kmph speed restriction on Meadows Road, Cabramatta Road and Elizabeth Drive and 50 kmph on the other roads with a 40kmph School Zone restriction on Meadows Road in the vicinity of the Primary School
- * the NO RIGHT TURN restrictions on Elizabeth Drive at the Humphries Road intersection
- * the marked footcrossing on Meadows Road at the Mount Pritchard Primary School
- * the NO STOPPING restrictions along the Club frontages to Meadows Road and Humphries Road

3.3 TRAFFIC CONDITIONS

An indication of the prevailing traffic conditions on the road system serving the site is provided by data published by RMS and surveys undertaken as part of this study. The RMS data is expressed in terms of Annual Average Daily Traffic (AADT) and the most recently recorded volumes indicate:

	AADT
Cabramatta Road east of Elizabeth Drive	14,794
Elizabeth Drive south of Cabramatta Road	26,122

Traffic surveys have been undertaken at the Club access connections with Meadows Road and Humphries Road during the peak Friday afternoon/evening period. The results of those surveys are provided in Appendix E and summarised in the following:

Friday 6.0 – 7.0pm		
Meadows Road	NB	474
	SB	699
North Exit	RT	47
	LT	71
Central Entry	RT	109
	LT	171
South Exit	RT	48
	LT	28
Humphries Road	NB	174
	RT	59
	SB	424
	LT	167
Access	RT	112
	LT	59

NB – Northbound etc

Observations of the operational performance of the Club accesses on Humphries Road and Meadows Road reveal that satisfactory circumstances prevail during the peak Club traffic circumstance (Friday 6.0 – 7.0pm).

The operational performance of the intersections in the area is also relatively satisfactory with a LOS range of B to D.

3.4 TRANSPORT SERVICES

Public transport services are provided by the bus services which operate along Cabramatta Road, Meadows Road and Elizabeth Drive (Routes 801, 806-8 and 815/816). These routes provide regular services 7 days a week including late Friday and Saturday night services.

The Club also operates a regular courtesy bus as well as a “door to door” service 7 days a week.

Details of the available public and Club services are provided in Appendix F.

4. TRAVEL MODE

Extensive patron travel mode interview surveys have been undertaken at the Club and the results of the interview surveys are provided in the table below and are summarised in the following:

- during the day-time an average of some 54% of Club patrons drove a car to/from the Club, with some 38% of Club patrons traveling as car passengers with an average vehicle occupancy of some 1.8 persons per car
- during the night-time an average of some 43% of Club patrons drove a car to the Club, with some 48% traveling as car passengers with an average vehicle occupancy of some 2.0 persons per car.

Car driver rates were less during the Friday and Saturday nights with an average of some 39% drivers and a corresponding increase in car passengers to some 55%, with an average vehicle occupancy of some 2.5 persons per car.

TRAVEL MODE SURVEY RESULTS									
Time	CD	CP	CPI	PT	PC	CM	T	W	O
Before 5pm	1263	883	58	11	30	16	9	75	3
%	53.8	37.6	2.5	0.5	1.3	0.7	0.4	3.2	0.1
After 5pm	1170	1296	93	10	2	31	43	52	2
%	43.3	48.0	3.4	0.4	0.1	1.1	1.6	1.9	0.1
Total	2433	2179	151	21	32	47	52	127	5
%	48.2	43.2	3.0	0.4	0.6	0.9	1.0	2.5	0.1

CD - car driver; CP - car passenger; CPI - car passenger dropped off; PT - public transport; PC - Coach; CM - Club Minibus;
T - taxi; W - walk; O - other

5. PATRONAGE

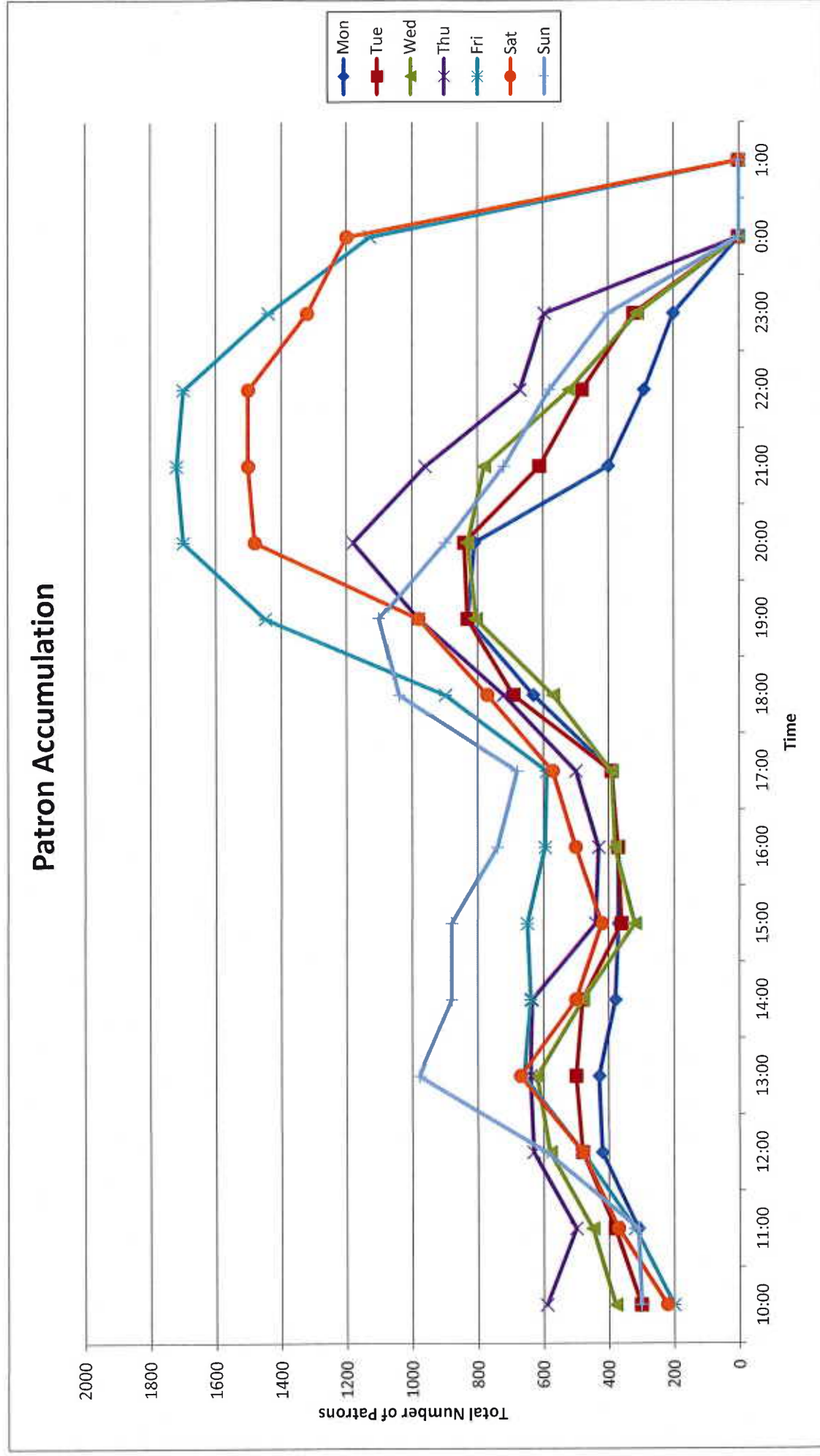
Surveys of the current patronage levels in the various club areas have been undertaken between 6.00pm and 10.00pm (Monday – Sunday).

The results of the surveys are summarised on the graph overleaf indicating:

- relatively consistent patron attendance for Monday to Thursday
- heightened patron attendance on Friday and Saturday evenings
- peak attendance of 1,680 persons at 8.30pm on Friday

During the day-time (before 5pm) the average maximum patron attendance was some 650 persons with highest recorded on Sunday of some 960 persons. During the evening (after 5pm) the average maximum was some 850 persons.

Therefore it is apparent that the average patron attendance is in the order of 650 to 850 persons apart from Friday and Saturday evening when the average maximum attendance is some 1,680 persons.



6. PARKING

Parking accumulation surveys have been undertaken in the Club carpark and on-street in the area on a Friday and Saturday night in November. The results of those surveys are provided in Appendix G and summarised in the following:

	Percentage of Spaces Occupied			
	Club Carpark		On-street	
	Friday	Saturday	Friday	Saturday
5.0pm	33.2%	30.0%	10.9%	6.5%
6.0pm	40.6%	34.1%	9.8%	5.4%
7.0pm	57.0%	38.1%	10.9%	9.8%
8.0pm	69.6%	47.9%	9.8%	10.9%
9.0pm	77.8%	51.6%	37.0%	14.1%
10.0pm	78.5%	52.6%	37.0%	14.1%
11.0pm	70.6%	47.9%	26.1%	14.1%

It is apparent that:

- * On a normal Friday night in November up to 78.5% of spaces are occupied
- * On a normal Friday night in November some 30 to 40 cars that are parked on-street in the vicinity can reasonably be assumed to be patrons

It can be taken that the Club carpark would be deemed to be full at some 92 to 95% and as such there is currently some 350 spaces spare on a normal Friday night.

With the Masterplan scheme (incorporating the new basement carpark) the total number of on-site parking will increase to 1,630 spaces.

The Masterplan will increase the public floor area in the Club by 1,997m² and the additional parking demand can be extrapolated by assessment based on a pro-rata extension of the existing demand rates as follows:

Day Time

Existing Av. Maximum Demand	(650)	1 space per 25.3 m ²
Existing Peak Demand	(960)	1 space per 20.1 m ²

Night Time

Existing Av. Maximum Demand	(1,100)	1 space per 18.6 m ²
Existing Peak Demand	(1,600)	1 space per 14.3 m ²

Application of this data to the proposed increased public floor area would indicate the following increased parking demand.

Day Time

Av. Maximum Demand	79 cars
Peak Demand	100 cars

Night Time

Av. Maximum Demand	108 cars
Peak Demand	140 cars

Therefore the normal peak parking demand with the Masterplan can be accommodated within the existing parking provision on the site (ie. without DA375/2014).

However, the parking provision which will be available for the Masterplan (with DA375/2014) will be some 300 spaces more than that which exists at the present time and some 423 spaces more than that required for the foyer upgrade consent. It is apparent that both the existing parking provision and that which will be available with DA375/2014 will be more than adequate for any additional parking demand consequential to the Masterplan extensions to the Club.

7. TRAFFIC

The proposed changes to the carparking (space provision and access) will:

- encourage the 30 to 40 patrons who appear to prefer to park on-street (possibly due to the inconvenience to “circulate and search” onsite for a space) to park on-site
- facilitate more direct ingress and egress on Meadows Road due to the proposed ramps connecting to the access corridor along the southern boundary and the new ingress provision on Meadows Road

It is difficult to anticipate to what degree this will alter the existing access movements which occur on Meadows Road, however, it is apparent that the change will be relatively minor. At the present time during the peak Friday night activity (6.0-7.0pm) the following relatively balanced movements occur:

	Meadows	Humphries
IN	226	280
OUT	171	194
TOTAL:	397	474

It is apparent that the basement carpark and associated carpark/access reconfiguration proposed in DA375/2014 will potentially result in the “balance” between access movements on Meadows Road and Humphries Road becoming more equal.

The assessed additional peak parking demand resultant to the Masterplan scheme as indicated in the previous Section is some 140 cars or some 14% more than the current peak parking accumulation. The increased public floor area resultant to the Masterplan scheme is some 17% and it is reasonable therefore to assume that peak access traffic movements will increase by some 15% as a result of the proposal.

The existing total peak access movements (Friday 6.0 – 7.0pm) are as follows:

IN	OUT	TOTAL
506	365	871

If these volumes are increased by 15% and “rebalanced” the projected movements resultant to the Masterplan will be as follows:

	Meadows	Humphries	Total
IN	282	300	582
OUT	200	220	420

Assessment of the operational performances of these accesses with the changed access movements has been undertaken using SIDRA. The results of that assessment are provided in Appendix H and summarised in the following while the criteria for interpreting SIDRA output is reproduced overleaf:

	LOS	AVD
Humphries Road Access	A-C	7.2
Meadows Road Access	A-C	4.3

It is apparent that:

- * the vehicle accesses on Humphries Road and Meadows Road will continue to operate satisfactorily at the peak demand times
- * the distribution of the assessed additional 130 vtph at the peak demand time in 4 directions and 2 way (ie. approach and departure) along Humphries Road and Meadows Road (ie. some 16vtph per direction) will not have any perceptible impact on the operation of intersections in the area

Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and Accident Study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below, which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabouts	Give Way and Stop Signs
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals**¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

¹ the values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs

8. ACCESS, INTERNAL CIRCULATION AND SERVICING

ACCESS

Vehicle access for the club will retain the driveway connections on Humphries Road and Meadows Road which are existing except for the modification proposed to the southern access on Meadows with the application for the new basement carpark. These access arrangements accord with AS 2890.1 and will continue to provide adequate capacity and safety for entering and exiting vehicles due to the good sight distances available.

INTERNAL CIRCULATION

The internal circulation arrangements will essentially comprise those which exist apart from the changes proposed in the foyer upgrade and new basement carpark applications though there will be some minor changes along the south western side boundary to accommodate coach/mini bus parking.

The design of the carpark and internal circulation will accord with the requirements of AS2890.1, 2 and 6 and quite generous manoeuvring provisions will be made as indicated in the assessment provided in Appendix I.

SERVICING

The modified loading dock facility in the western corner of the building will have 3 loading bays to accommodate all trucks and delivery vehicles which require to access the site. A section of the access ramp is limited to one lane, however, there will be excellent visibility and very minor vehicle movements. Signage will be provided to advise egressing drivers to GIVE WAY to ingressing vehicles.

Details of the turning path assessment for the loading facility indicating satisfactory manoeuvring are provided in Appendix I.

9. CONCLUSION

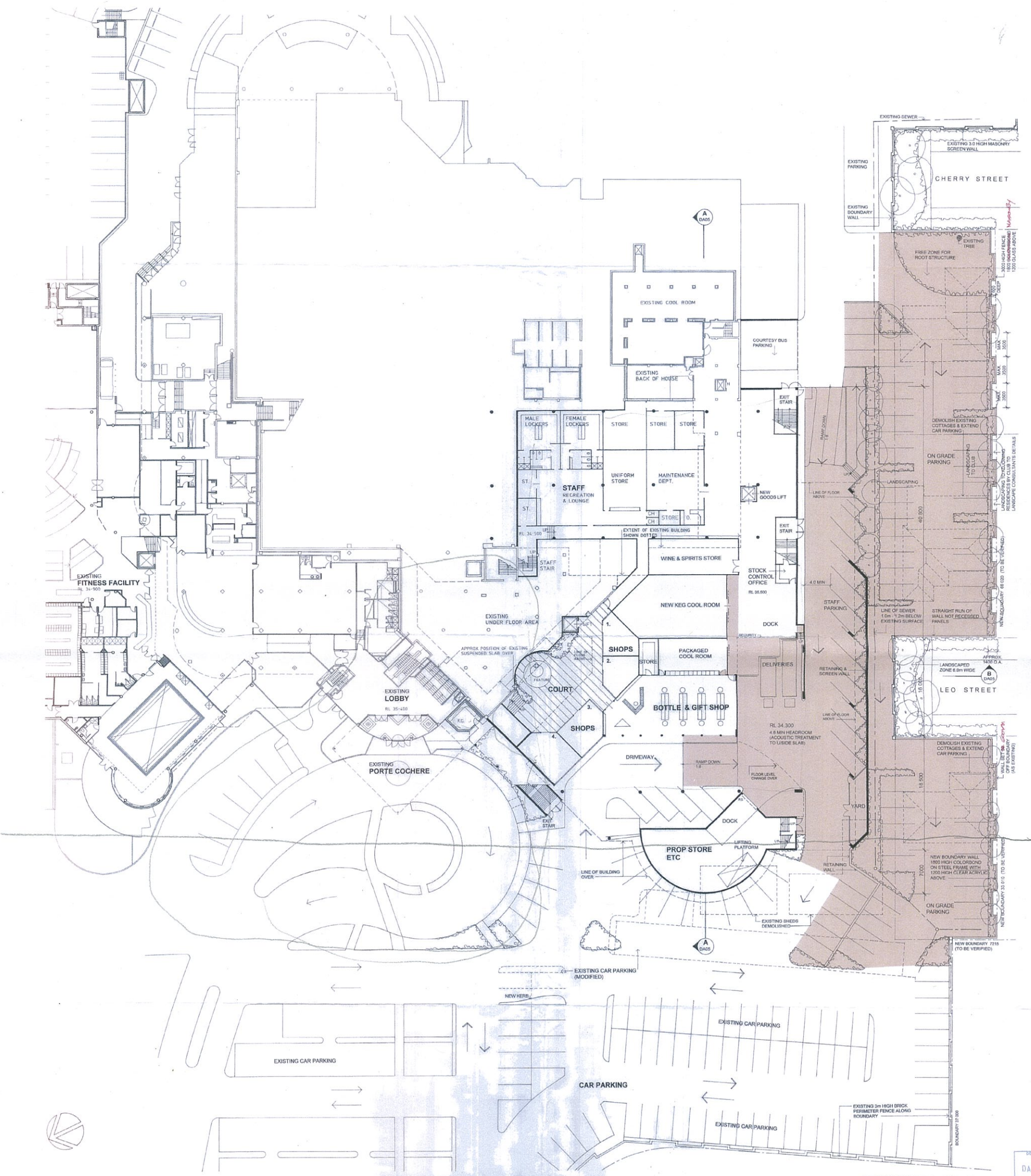
The Mount Pritchard Community Club occupies part of a large site and a Food and Function Masterplan has been prepared to meet the expectations of members and visitors. A new basement carpark and foyer upgrade are the subject of separate existing processes.

Assessment of the potential implications of the proposed Masterplan alterations and additions has concluded that:

- * the proposed parking provision will be quite adequate
- * the vehicle access and internal circulation arrangements will be quite satisfactory
- * there will be no adverse traffic implications
- * the provisions for servicing will be appropriate and satisfactory

Appendix A

PLANS OF PREVIOUSLY APPROVED MASTER PLAN DA 335/2005



LOWER GROUND FLOOR PLAN

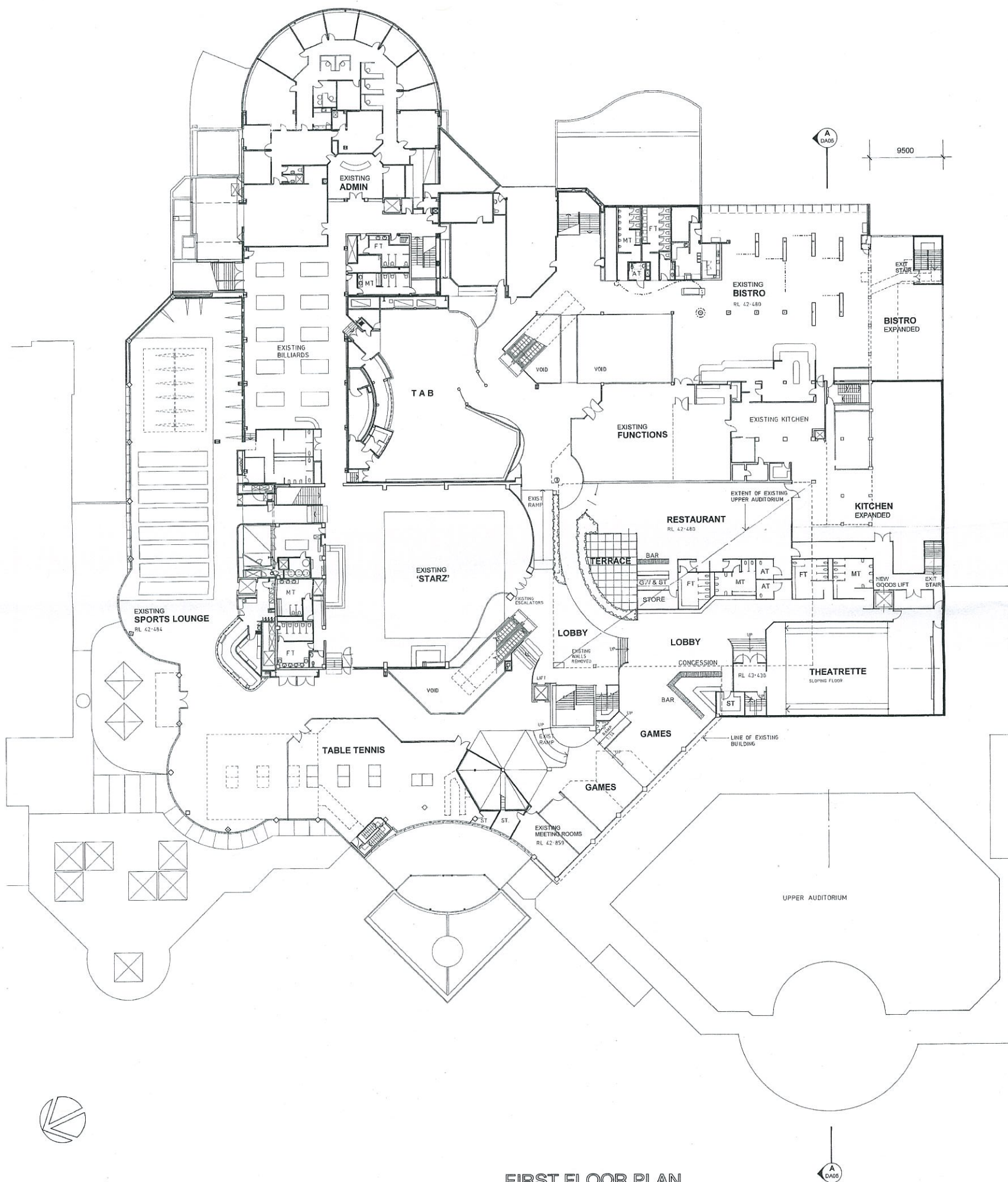
SCHEMATIC DEVELOPMENT PROPOSAL MT PRITCHARD COMMUNITY CLUB

EXTENSION CONSULTANT
CLINTON BATHGATE & SOMERS PTY. LTD.
32 Alton Road, 31 Levee, NSW 2005
Tel: (02) 9437 1111 Fax: (02) 9437 1199
e-mail: info@clintonbathgate.com.au

18-05-2009 Amended boundary wall (3.5m panels)
28-01-2009 Amended Parking & Landscaping (Southern Entry)
15-03-2007 Reinstate Leo Street - Amended Parking Layout

PAYNTER DIXON
6052
DA 02c

AMENDED PLANS
22/1/17



FIRST FLOOR PLAN

SCHEMATIC DEVELOPMENT PROPOSAL MT PRITCHARD COMMUNITY CLUB



EXTERNAL CONSULTANT
CURTIN BATHGATE & SOMERS PTY. LTD.
ABN 42 754 284 310
52 Alcham St. St Leonards NSW 2065
Tel: (02) 9437 1111 Fax: (02) 9437 1199
e-mail: mail@curtinbathgate.com.au

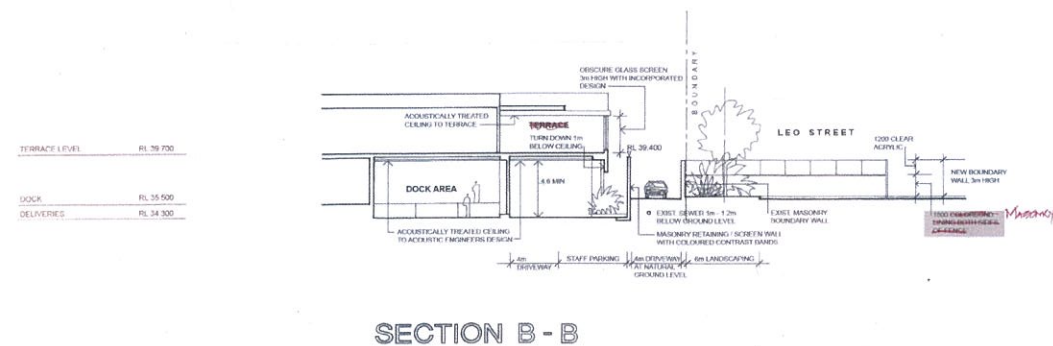
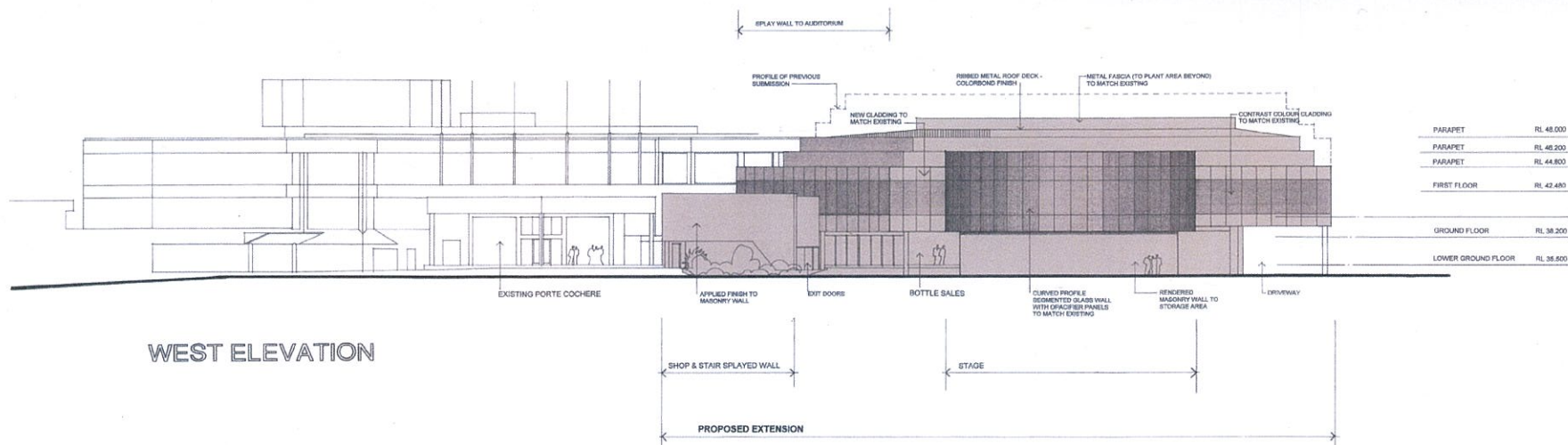
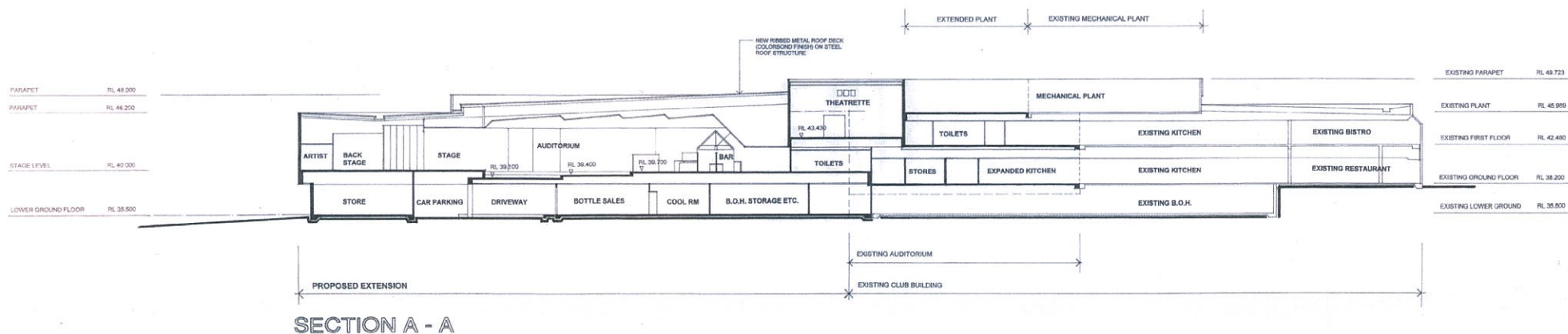
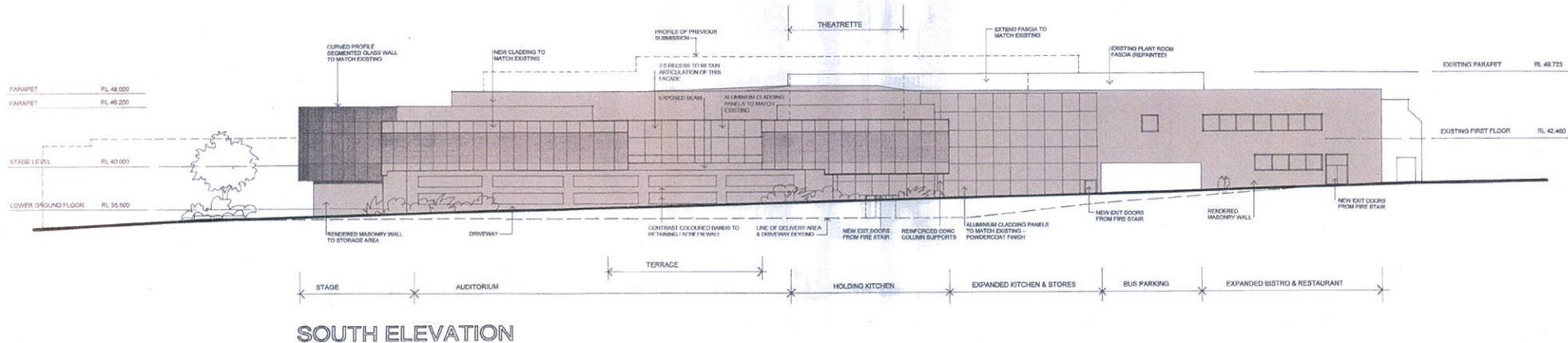


Paynter Dixon Construction Pty Limited
301 Liverpool Road, Ashfield NSW 2131
Tel: (02) 8787 8500 Fax: (02) 8789 6148
ABN 64 007 125 315

DATE: 13/09/2006
DATE: SEPT 2006
6052
DA 04

20/10/06





ELEVATIONS / SECTIONS

EXTERNAL CONSULTANT
CURTIN BATHGATE & SOMERS PTY. LTD.
ABN 40 754 239 113

32 Johnston St. St. Leonards NSW 2055
Tel: (02) 9637 1111 Fax: (02) 9637 1199
www.curtinbathgate.com.au

SCHEMATIC DEVELOPMENT PROPOSAL MT PRITCHARD COMMUNITY CLUB

PAYNTER DIXON
Paynter Dixon Construction Pty Limited
250 Liverpool Road, Ashfield NSW 2131
Tel: (02) 9707 8555 Fax: (02) 9707 8546
ABN 84 067 182 816

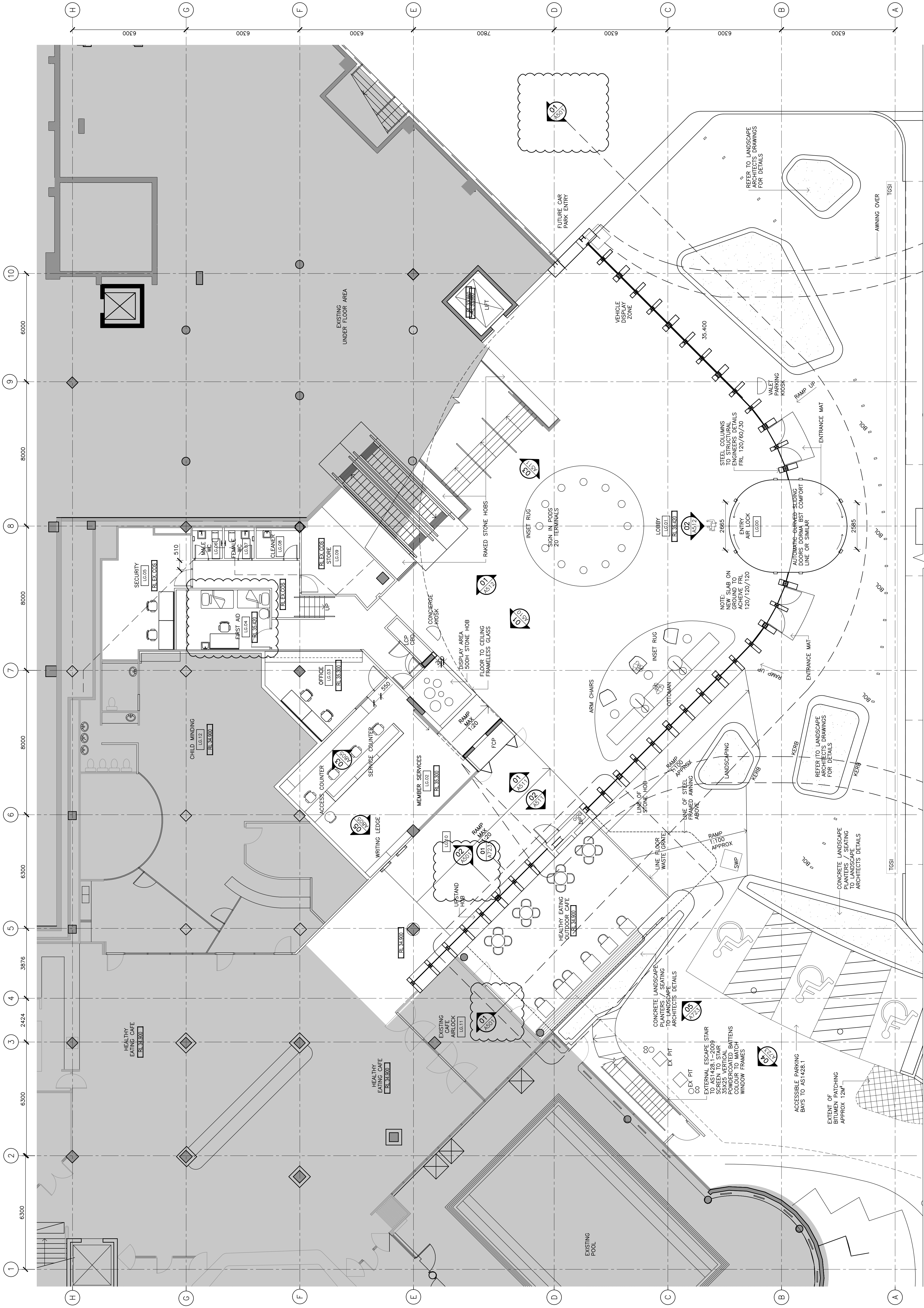
DA 05C

DA335/2005

21-08-2009 South Elevation - Terrace amended.
15-09-2009 Section B-B amended.
28-01-2009 Section B-B Added & South Elevation Amended.

Appendix B

PLANS OF FOYER UPGRADE DA 607/2012

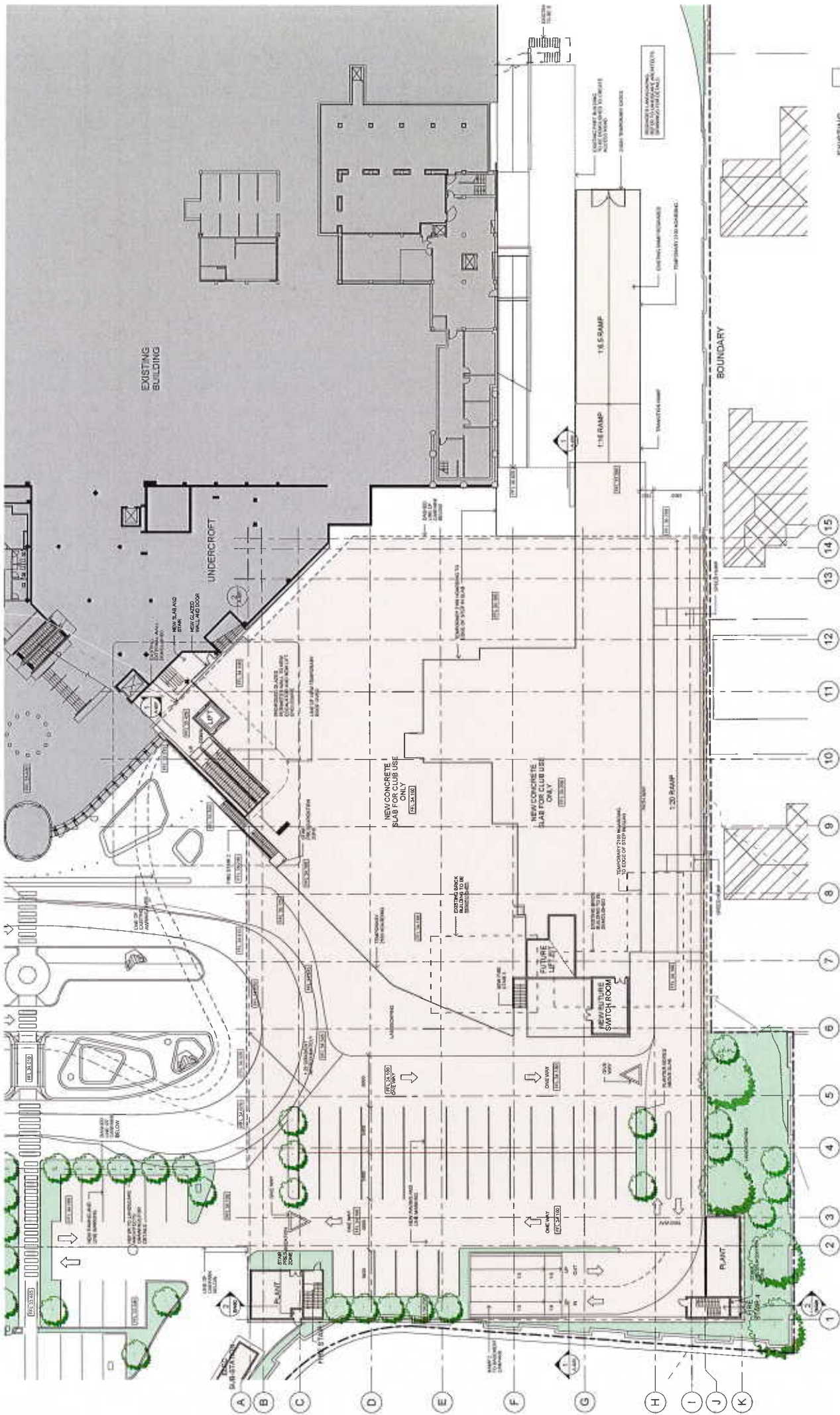


FOR CONTINUATION REFER TO DRAWING A-099

<div>TENDER</div>		<table><tr><th>Issue</th><th>Description</th><th>Date</th><th>Consultant</th><th>Client</th><th>Project</th><th>Title</th><th>Drawing No.</th><th>Job Number</th><th>Issue</th></tr><tr><td>A</td><td>DRAFT CC ISSUE</td><td>23.01.14</td><td rowspan="5"><div>PAYNTER DIXON Paynter Dixon Group Pty Limited 12/2 Rivers Way, Limited Riverside Corporate Park Riverside Drive, Sydney NSW 1500 Phone: 02 977 5555 Fax: 02 977 5533 Toll (02) 977 5555 ABN 54 097 120 315</div></td><td>MT PRITCHARD & DISTRICT COMMUNITY CLUB LIMITED 101 MEADOWS RD, MT PRITCHARD NSW 2170</td><td>HUMPHRIES ROAD NEW AWNING AND FOYER EXTENSION</td><td>GA LOWER GROUND FLOOR PLAN</td><td>A-100</td><td>MFC 1/66</td><td>E</td></tr><tr><td>B</td><td>DRAFT CC ISSUE</td><td>24.02.14</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>C</td><td>PRELIMINARY TENDER ISSUE</td><td>10.03.14</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>T</td><td>TENDER</td><td>11.06.14</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>E</td><td>UPDATED WITH PD COMMENTS</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table>	Issue	Description	Date	Consultant	Client	Project	Title	Drawing No.	Job Number	Issue	A	DRAFT CC ISSUE	23.01.14	 <div>PAYNTER DIXON Paynter Dixon Group Pty Limited 12/2 Rivers Way, Limited Riverside Corporate Park Riverside Drive, Sydney NSW 1500 Phone: 02 977 5555 Fax: 02 977 5533 Toll (02) 977 5555 ABN 54 097 120 315</div>	MT PRITCHARD & DISTRICT COMMUNITY CLUB LIMITED 101 MEADOWS RD, MT PRITCHARD NSW 2170	HUMPHRIES ROAD NEW AWNING AND FOYER EXTENSION	GA LOWER GROUND FLOOR PLAN	A-100	MFC 1/66	E	B	DRAFT CC ISSUE	24.02.14								C	PRELIMINARY TENDER ISSUE	10.03.14								T	TENDER	11.06.14								E	UPDATED WITH PD COMMENTS								
Issue	Description	Date	Consultant	Client	Project	Title	Drawing No.	Job Number	Issue																																																					
A	DRAFT CC ISSUE	23.01.14	 <div>PAYNTER DIXON Paynter Dixon Group Pty Limited 12/2 Rivers Way, Limited Riverside Corporate Park Riverside Drive, Sydney NSW 1500 Phone: 02 977 5555 Fax: 02 977 5533 Toll (02) 977 5555 ABN 54 097 120 315</div>	MT PRITCHARD & DISTRICT COMMUNITY CLUB LIMITED 101 MEADOWS RD, MT PRITCHARD NSW 2170	HUMPHRIES ROAD NEW AWNING AND FOYER EXTENSION	GA LOWER GROUND FLOOR PLAN	A-100	MFC 1/66	E																																																					
B	DRAFT CC ISSUE	24.02.14																																																												
C	PRELIMINARY TENDER ISSUE	10.03.14																																																												
T	TENDER	11.06.14																																																												
E	UPDATED WITH PD COMMENTS																																																													
<div>DISCLAIMER</div> <p>PAYNTER DIXON AND ITS GROUPS, THE OWNERS OF THE COPYRIGHTS IN THIS DESIGN, DRAWING AND DOCUMENT, HEREBY WARRANT THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECT.</p> <p>Discontinued Drawings to take precedence over scalings. Contractor to verify all dimensions and quantities on site. All dimensions and quantities are approximate and subject to change. This drawing and its contents remain the copyright of MWK Architects Pty Ltd @ P/N140 Mt Pritchard Comm Club.dwg\\files\\Plot Sheets\\TENDER_FOYER_FOYER</p>																																																														

Appendix C

PLANS OF PROPOSED BASEMENT CARPARK DA 375/2014



EXISTING
 PROPOSED
 LANDSCAPING

DEVELOPMENT APPLICATION
 ONLY NOT FOR CONSTRUCTION



Item	Description	Value	Unit
1	NEW RAMP	1.1E	m
2	NEW RAMP	1.1S	m
3	NEW RAMP	1.2D	m
4	NEW RAMP	1.1E	m
5	NEW RAMP	1.1S	m
6	NEW RAMP	1.2D	m

DATE: 10/01/2024
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]



PAYNTER DIXON
 CONSULTANT

CLIENT:
 MOUNT PATERICK AND
 DISTRICT COMMUNITY CLUB LTD
 100 PATERICK ROAD, MT PATERICK
 NSW 2170

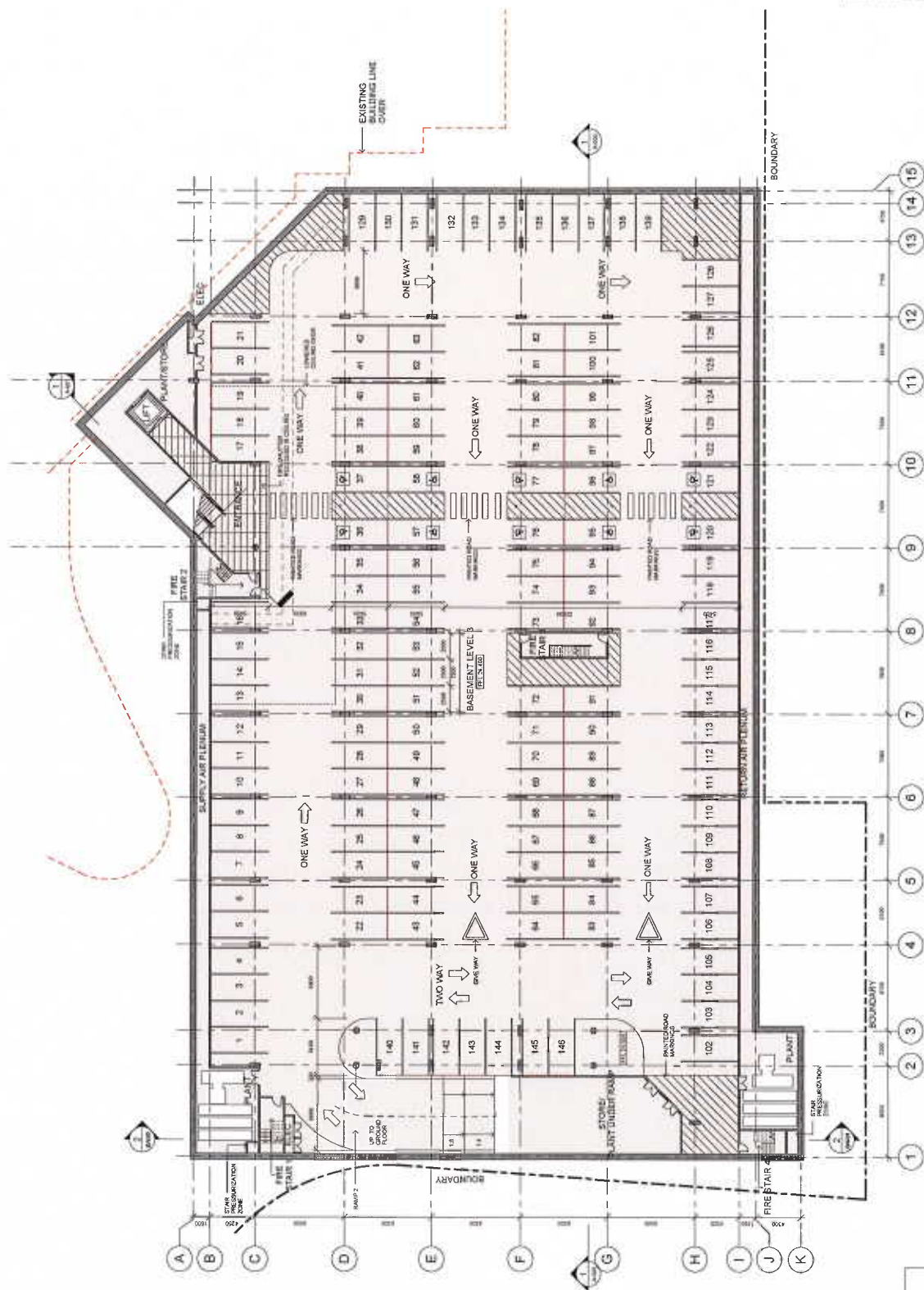
THE
 UNDERCROFT CARPARK DA
 GROUND FLOOR PLAN

Drawing No.	Rev	Date	By	Check
A-003	1	10/01/2024	[Name]	[Name]
A-003	2	10/01/2024	[Name]	[Name]
A-003	3	10/01/2024	[Name]	[Name]

Project No.: [Number]
 Date: [Date]
 Drawn by: [Name]
 Checked by: [Name]
 Approved by: [Name]



Parking Schedule	
Count	Level
30	GROUND LEVEL
130	BASEMENT 1
140	BASEMENT 2
145	BASEMENT 3



Parking Schedule	
Count	Level
38	GROUND LEVEL
139	BASEMENT 1
145	BASEMENT 2
140	BASEMENT 3
Grand total 471	

Sheet No.	A-006	Arch Number	1/PC 1/60	Issue	PB
Scale	1:200	Drawn		Checked	AI
Project No.	140	Date	APR 2014	Drawn By	DA-0
C:\PROJECTS\140 Maudslayi Road\140 Maudslayi Road.dwg					

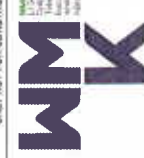
CLIENT
MOUNT PITCHARD AND DISTRICT COMMUNITY CLUB LTD
CHAPMAN BASEMENT LEVEL 3
140 MAUDSLAY ROAD
MOUNT PITCHARD



Rev	Description	Date
1	ISSUED FOR TENDER	22/04/14
2	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
3	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
4	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
5	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
6	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
7	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
8	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
9	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
10	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
11	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
12	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
13	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
14	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14
15	REVISED TO REFLECT COMMENTS FROM CLIENT	25/04/14



SPRINKLER APPLICATION
ONLY FOR CONSTRUCTION



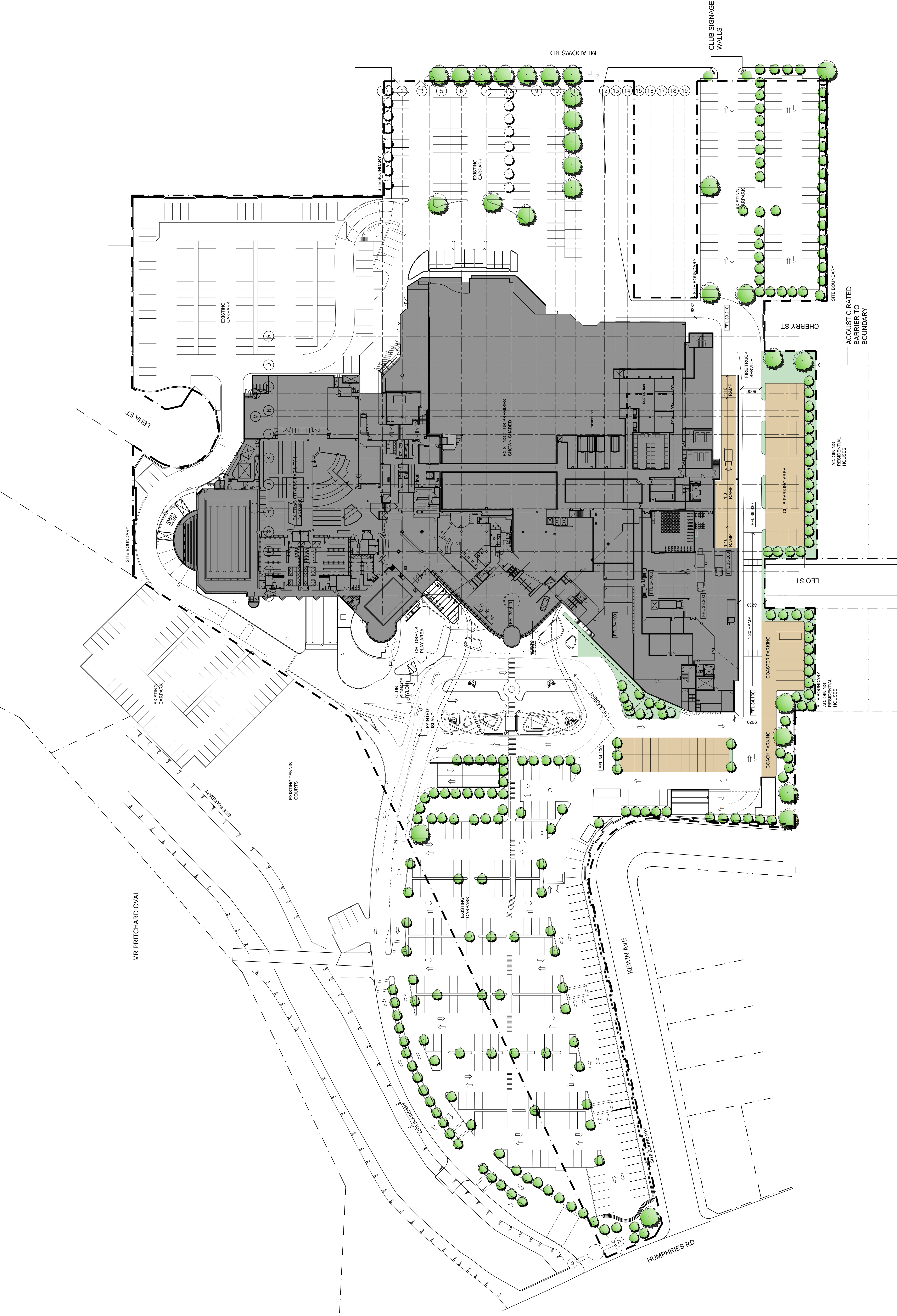


Key Plan



Appendix D

PROPOSED MASTERPLAN



	CURRENT / APPROVED	PROPOSED
SITE AREA	45743m ²	47370m ²
GFA	TBC	27177m ²
FLOOR SPACE RATIO	TBC	0.571
TOTAL CAR SPACES	TBC	TBC
TOTAL COACH SPACES	TBC	TBC

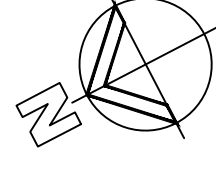
LEGEND

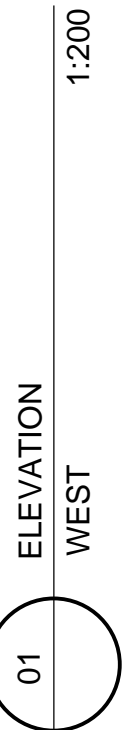
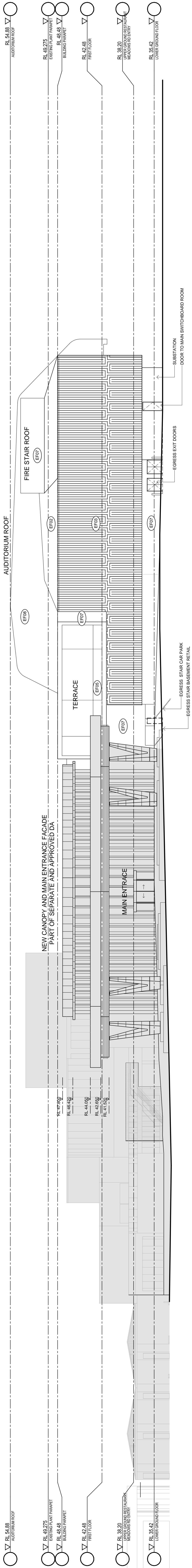
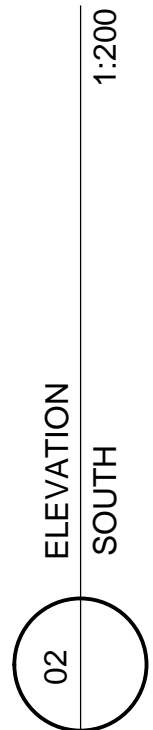
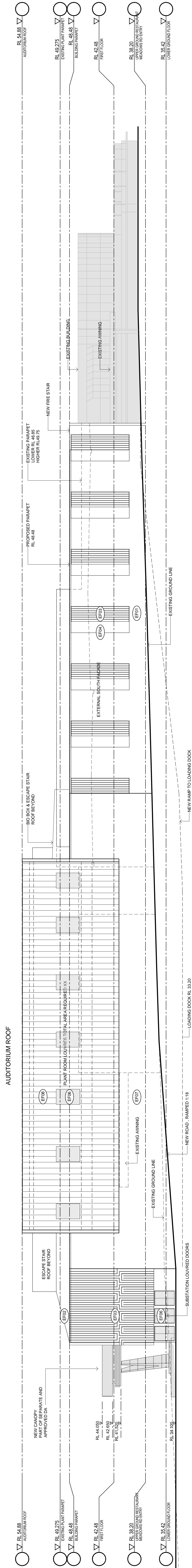
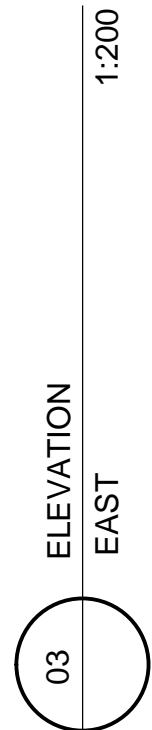
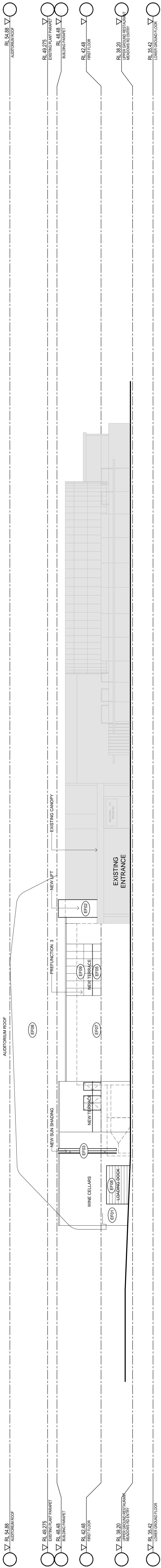
EXISTING

PROPOSED

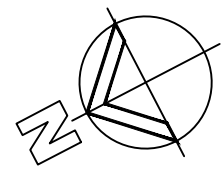
LANDSCAPING

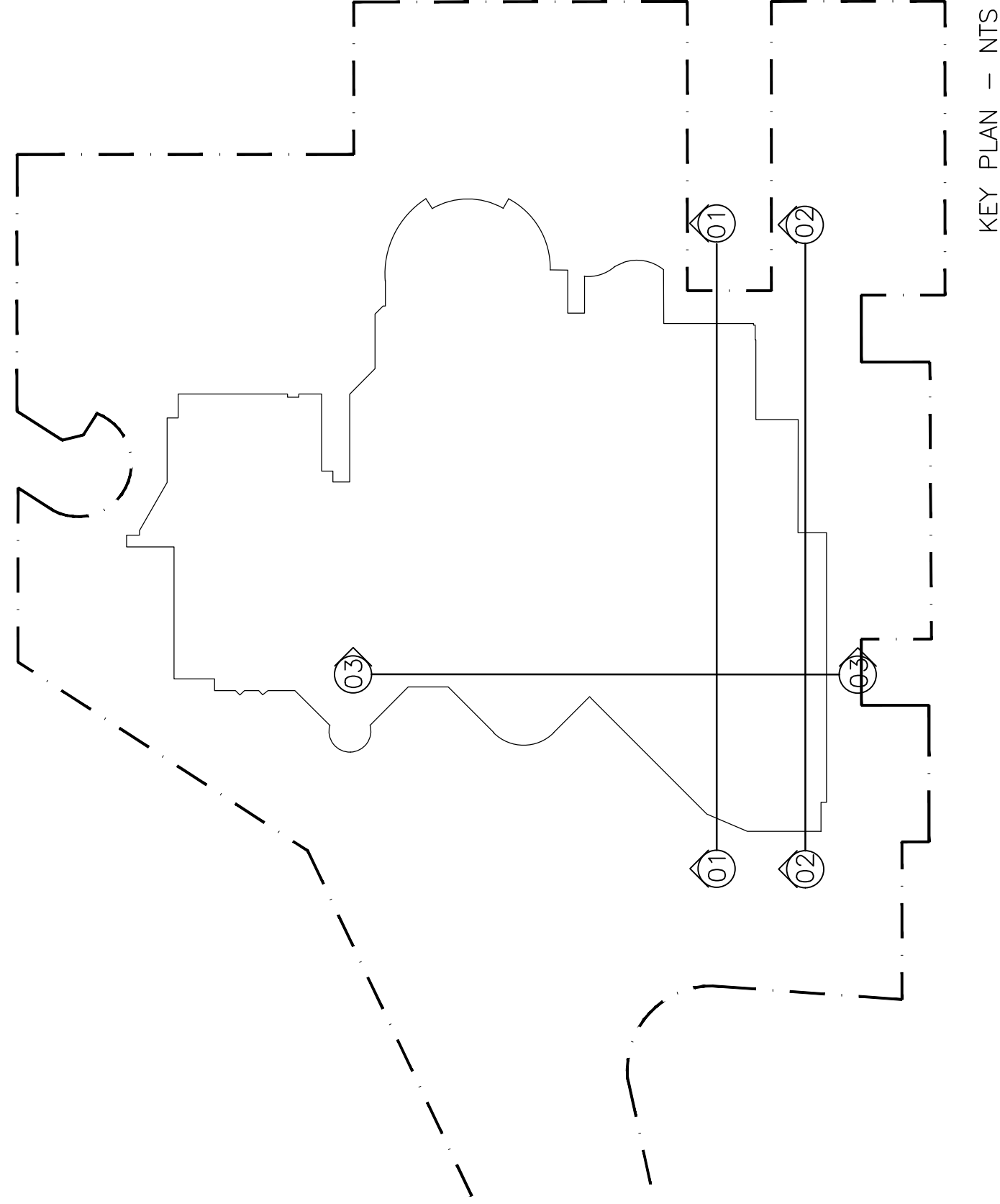
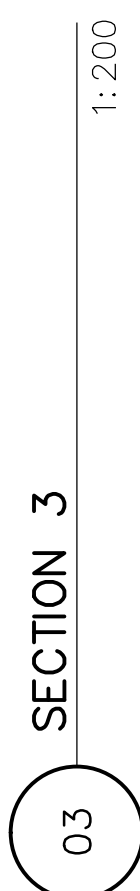
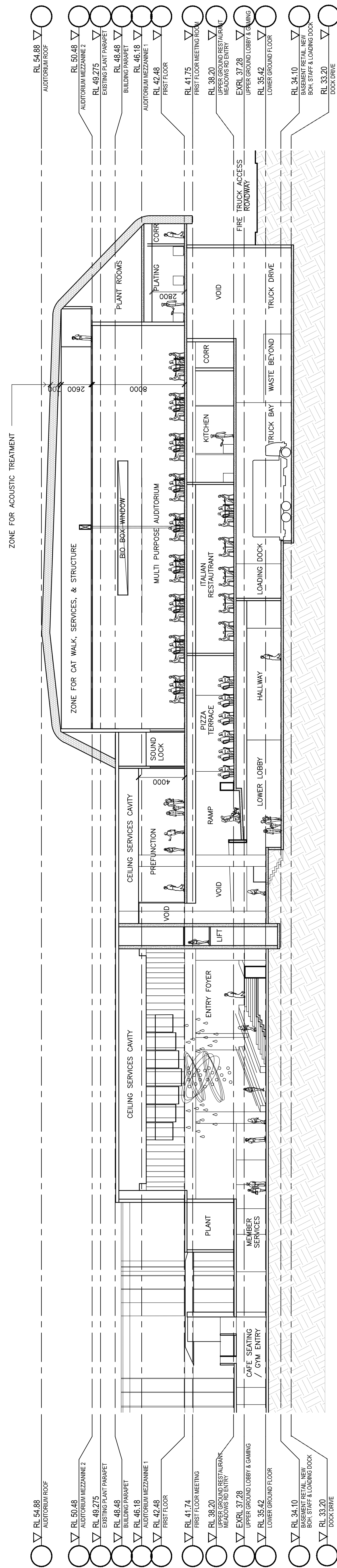
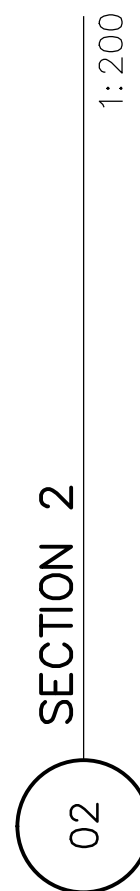
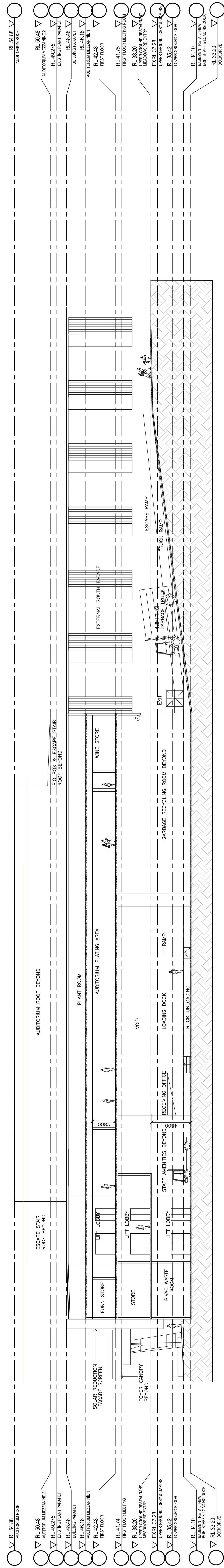
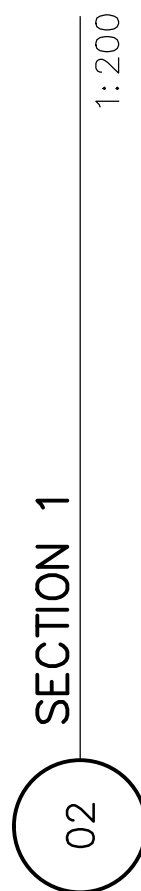
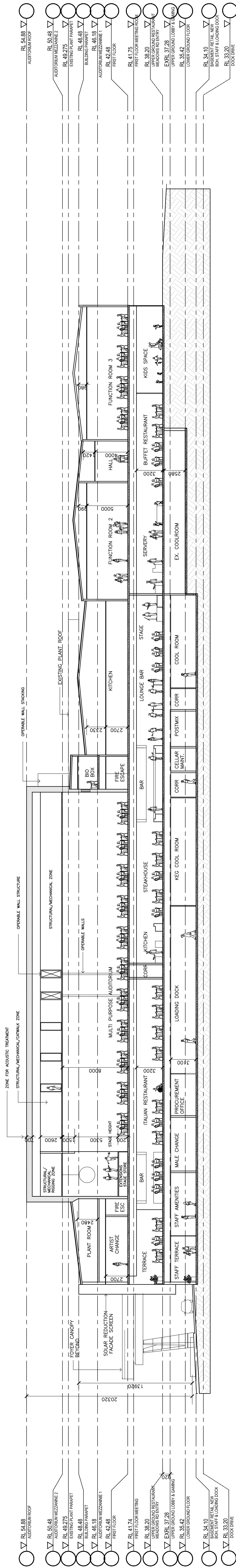
INTERNAL WORKS - REFER
FLOOR PLANS

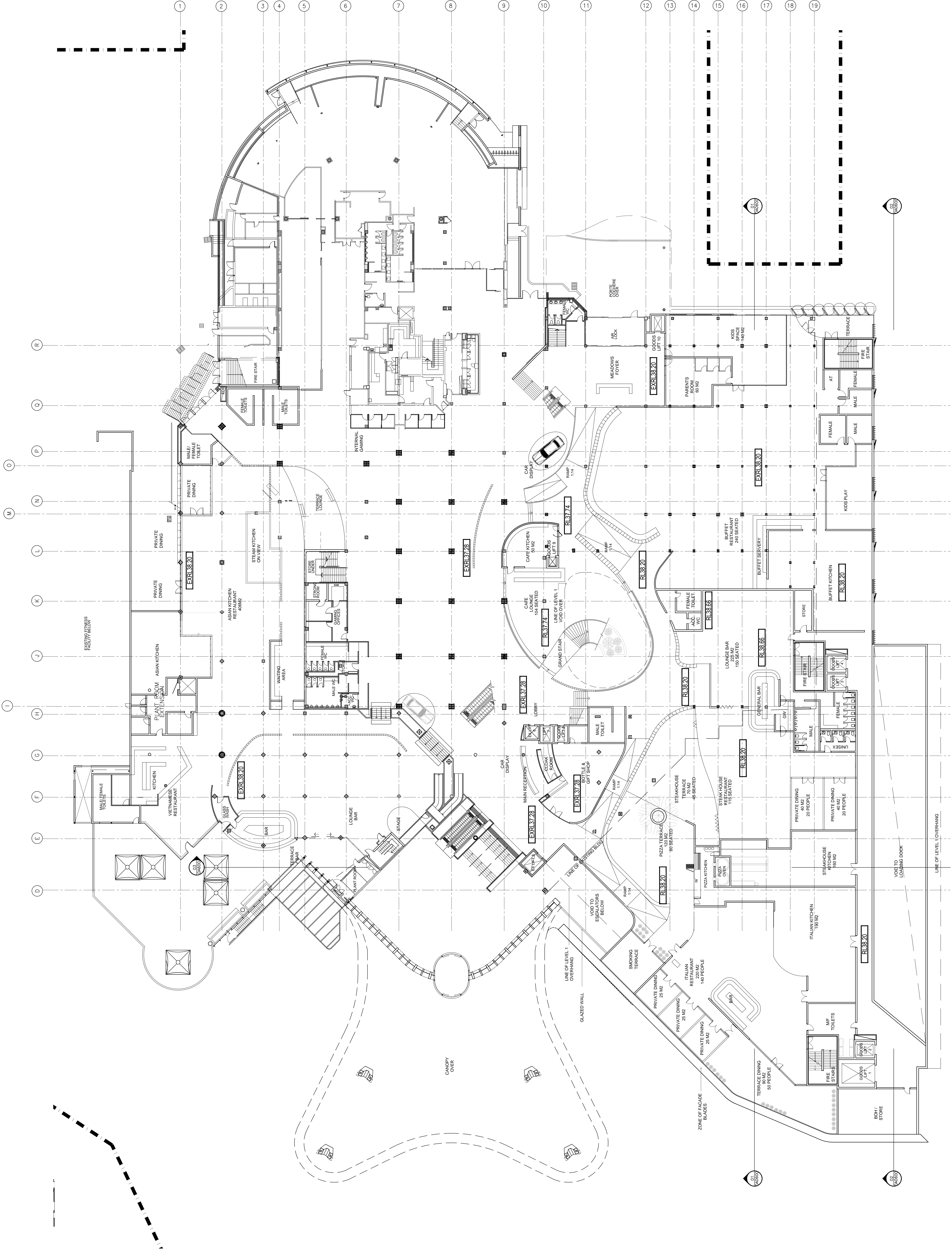




- LEGEND
- (EF01) CONCRETE
 - (EF02) METAL CLADDING TYPE 4
 - (EF03) TIMBER LOUVERES
 - (EF04) METAL STRUCTURE
 - (EF05) GLAZING TYPE 01
 - (EF06) HORIZONTAL METAL SCREENING
 - (EF07) CONCRETE FINISH WITH INTERNAL FINISH & COLOR
 - (EF08) ZINC CLADDING
 - (EF09) METAL SPANDREL ELEMENTS
- NE EXTERNAL SAMPLE FINISHES SEE DA-910





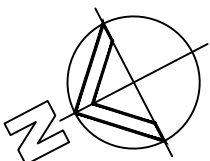
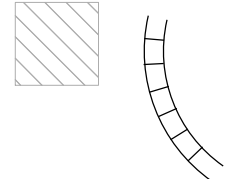


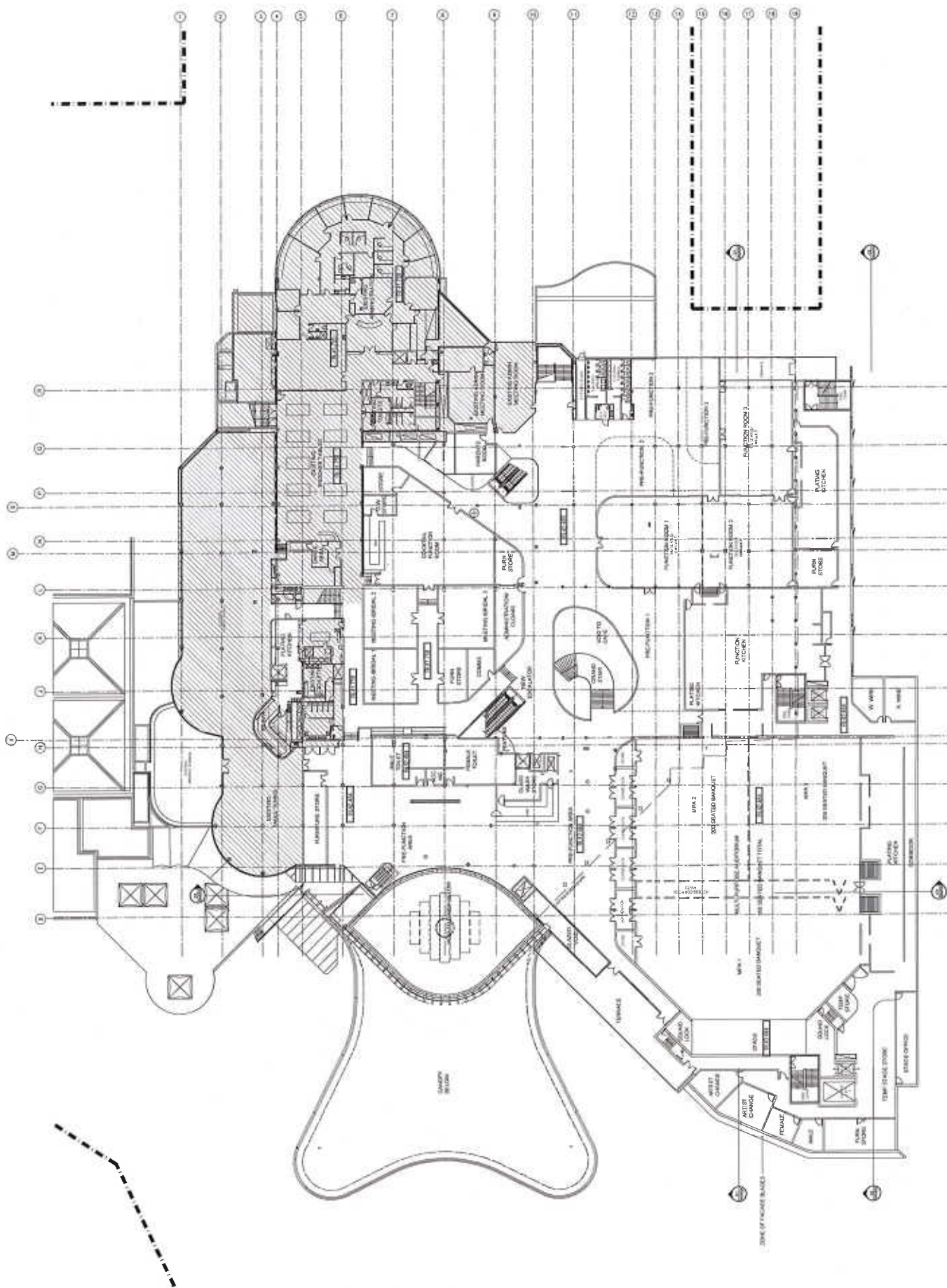
NOTE: EXISTING KNOWN COLUMNS SHOWN. THOSE TO BE DEMOLISHED, YET TO BE DETERMINED.

LEGEND

INTERNAL AREA NOT IN SCOPE

LOW HEIGHT OPEN SCREEN 'FACADE'






 THEOLOGICAL STUDIES
 1000 UNIVERSITY AVENUE
 SUITE 100
 SEASIDE, CA 92081-3000
 TEL: 619/441-1000
 FAX: 619/441-1001
 WWW: WWW.THEOLOGICALSTUDIES.ORG

[illegible]

NAME: MICHAEL MICHAEL AMER
 ADDRESS: 12345 MAIN ST
 CITY: NEW YORK NY 10001
 STATE: NY ZIP: 10001

PAYNTER DIXON

FOR INFORMATION

WMK
 11000 11th Street
 Suite 100, West
 Sacramento, CA 95793
 Tel: 916 444-1100
 Fax: 916 444-1101
 Email: wmk@wmk.com

Appendix E

TRAFFIC SURVEY RESULTS



K.U.A.K. J.A.I.A.

Reliable, Original & Authentic Results

Ph.9415-3971, Fax 9403-5338, Mob.0418-239019

Location :Mt. Prichard Community Club

Day/Date :Friday 22nd August 13

All Vehicles	NORTH				WEST				SOUTH				EAST			
	Humphries Rd		Cabramatta Rd		Cabramatta Rd		Humphries Rd		Humphries Rd		Cabramatta Rd		Cabramatta Rd		Cabramatta Rd	
	B	I	L	R	L	I	B	L	I	B	L	I	B	L	I	R
Time Per	76	100	14	21	72	12	21	61	13	6	150	19	565			
1600 - 1615	76	100	14	21	72	12	21	61	13	6	150	19	565			
1615 - 1630	68	80	11	17	46	6	15	45	15	10	101	16	430			
1630 - 1645	73	81	4	16	40	8	5	50	16	9	143	20	465			
1645 - 1700	84	87	7	27	55	15	14	43	13	7	130	21	503			
1700 - 1715	103	81	8	22	48	7	18	46	21	4	119	19	496			
1715 - 1730	95	89	7	24	45	8	16	40	11	12	176	23	546			
1730 - 1745	94	111	14	20	52	2	10	48	13	9	184	26	583			
1745 - 1800	74	86	8	19	54	4	12	62	16	19	179	28	561			
1800 - 1815	62	74	7	22	60	8	11	76	15	11	131	20	497			
1815 - 1830	72	90	5	21	46	9	13	58	13	10	149	15	501			
1830 - 1845	75	86	4	23	42	8	8	56	19	7	110	20	458			
1845 - 1900	74	91	3	27	44	7	13	62	23	11	111	23	509			
1900 - 1915	69	84	3	16	36	5	12	49	19	10	94	13	410			
1915 - 1930	63	83	9	16	41	4	18	58	25	7	82	9	425			
1930 - 1945	70	77	4	12	38	4	11	48	12	4	79	7	366			
1945 - 2000	45	55	4	18	22	1	14	40	9	9	73	7	297			
2000 - 2015	55	51	9	13	19	2	7	30	12	4	50	10	282			
2015 - 2030	42	45	6	11	25	2	5	36	9	8	67	11	267			
2030 - 2045	39	42	3	16	31	3	4	27	3	8	70	6	252			
2045 - 2100	41	39	2	12	25	2	7	40	17	1	48	9	243			
Period End	1374	1532	132	373	841	117	234	1005	294	166	2246	322	8636			

All Vehicles	NORTH				WEST				SOUTH				EAST			
	Humphries Rd		Cabramatta Rd		Cabramatta Rd		Humphries Rd		Humphries Rd		Cabramatta Rd		Cabramatta Rd		Cabramatta Rd	
	B	I	L	R	L	I	B	L	I	B	L	I	B	L	I	R
Peak time	301	348	36	81	213	41	55	199	57	32	524	76	1983			
1600 - 1700	301	348	36	81	213	41	55	199	57	32	524	76	1983			
1615 - 1715	328	329	30	82	189	36	52	184	65	30	493	76	1894			
1630 - 1730	355	338	26	89	188	38	53	179	61	32	568	83	2010			
1645 - 1745	376	368	36	93	200	32	58	177	58	32	609	89	2128			
1700 - 1800	366	367	37	85	199	21	56	196	61	44	658	96	2186			
1715 - 1815	325	360	36	85	211	22	49	226	55	51	670	97	2187			
1730 - 1830	302	361	34	82	212	23	46	244	57	49	643	89	2142			
1745 - 1845	283	336	24	85	202	29	44	252	63	47	569	83	2017			
1800 - 1900	283	341	19	93	192	32	45	272	70	39	501	78	1965			
1815 - 1915	290	351	15	87	168	29	46	245	74	38	464	71	1878			
1830 - 1930	281	344	19	82	163	24	51	265	86	35	397	65	1802			
1845 - 1945	276	335	19	71	159	20	54	247	79	32	366	52	1710			
1900 - 2000	247	299	20	62	137	14	55	205	65	30	328	36	1498			
1915 - 2019	233	266	26	59	120	11	50	186	58	24	284	33	1350			
1930 - 2030	212	228	23	54	104	9	37	154	42	25	269	35	1192			
1945 - 2045	181	193	22	58	97	8	30	133	33	29	260	34	1078			
2000 - 2100	222	232	24	70	122	10	37	173	50	30	308	43	1321			
PEAK HOUR	325	360	36	85	211	22	49	226	55	51	670	97	2187			

All Vehicles	NORTH				WEST				SOUTH				EAST			
	Meadows Rd		Cabramatta Rd		Cabramatta Rd		Meadows Rd		Meadows Rd		Cabramatta Rd		Cabramatta Rd		Cabramatta Rd	
	B	I	L	R	L	I	B	L	I	B	L	I	B	L	I	R
Time Per	0	112	13	2	45	9	11	41	50	165	17	514				
1600 - 1615	0	112	13	2	45	9	11	41	50	165	17	514				
1615 - 1630	0	119	10	1	52	8	8	38	49	54	132	20	491			
1630 - 1645	1	126	12	0	69	4	14	54	85	69	169	21	624			
1645 - 1700	0	128	12	2	70	8	14	54	82	100	140	35	655			
1700 - 1715	0	158	10	2	70	8	8	52	72	103	182	36	701			
1715 - 1730	2	151	11	2	71	9	9	53	78	68	169	30	653			
1730 - 1745	1	111	14	7	79	16	10	54	74	122	213	34	735			
1745 - 1800	0	133	11	1	70	11	8	51	70	82	179	27	643			
1800 - 1815	0	145	13	2	80	17	13	62	110	109	170	23	744			
1815 - 1830	0	110	6	5	54	7	9	49	72	88	168	28	596			
1830 - 1845	0	78	13	3	103	11	4	53	84	68	142	23	582			
1845 - 1900	0	85	14	0	69	7	5	41	71	83	135	28	538			
1900 - 1915	0	88	10	1	87	3	3	48	73	61	107	23	504			
1915 - 1930	0	104	16	2	93	6	10	69	65	80	86	24	555			
1930 - 1945	0	45	6	1	66	5	5	44	64	41	74	14	365			
1945 - 2000	0	64	8	3	52	2	3	53	48	58	100	28	419			
2000 - 2015	0	50	4	2	57	4	5	53	65	49	57	16	362			
2015 - 2030	1	41	6	2	62	0	4	41	39	38	98	17	349			
2030 - 2045	0	49	3	1	48	2	5	23	40	74	90	12	347			
2045 - 2100	0	42	3	3	39	3	4	37	34	44	42	16	267			
Period End	5	1939	195	42	1336	140	152	980	1325	1440	2618	472	10644			

Peak time	NORTH				WEST				SOUTH				EAST			
	Meadows Rd				Cabramatta Rd				Meadows Rd				Cabramatta Rd			
	B	I	L	R	L	I	B	L	I	B	L	I	B	L	I	R
1600 - 1700	1	485	47	5	236	29	47	197	266	272	606	93	2284			
1615 - 1715	1	531	44	5	261	28	44	208	288	326	623	112	2471			
1630 - 1730	3	563	45	6	280	29	45	223	317	340	660	122	2633			
1645 - 1745	3	548	47	13	290	41	41	223	306	393	704	135	2744			
1700 - 1800	3	553	46	12	290	44	35	210	294	375	743	127	2732			
1715 - 1815	3	540	49	12	300	53	40	220	332	381	731	114	2775			
1730 - 1830	1	499	44	15	283	51	40	216	326	401	730	112	2718			
1745 - 1845	0	466	43	11	307	46	34	215	336	347	659	101	2565			
1800 - 1900	0	418	46	10	306	42	31	205	337	348	615	102	2460			
1815 - 1915	0	361	43	9	313	28	21	191	300	300	552	102	2220			
1830 - 1930	0	355	53	6	352	27	22	211	293	292	470	98	2179			
1845 - 1945	0	322	46	4	315	21	23	202	273	265	402	89	1962			
1900 - 2000	0	301	40	7	298	16	21	214	250	240	367	89	1843			
1915 - 2019	0	283	34	8	268	17	23	219	242	228	317	82	1701			
1930 - 2030	1	200	24	8	237	11	17	191	216	186	329	75	1495			
1945 - 2045	1	204	21	8	219	8	17	170	192	219	345	73	1477			
2000 - 2100	1	246	24	11	258	11	21	207	226	263	387	89	1744			
PEAK HOUR	3	540	49	12	300	53	40	220	332	381	731	114	2775			



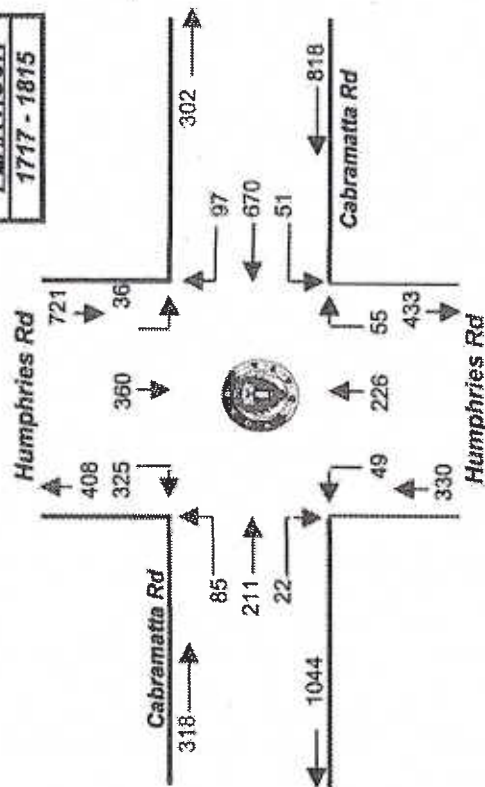
R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.9415-3971, Fax 9403-5338, Mob.0418-239019

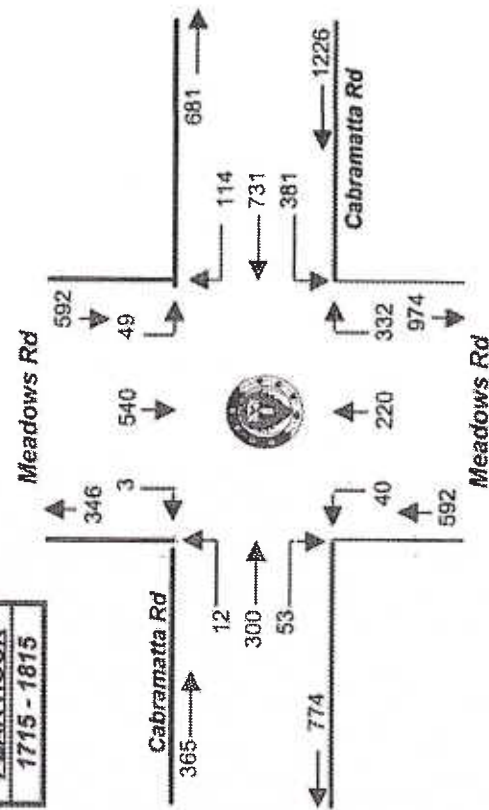
Location : Mt. Prichard Community Club
Day/Date : Friday 22nd August 13

PEAK HOUR
1717 - 1815



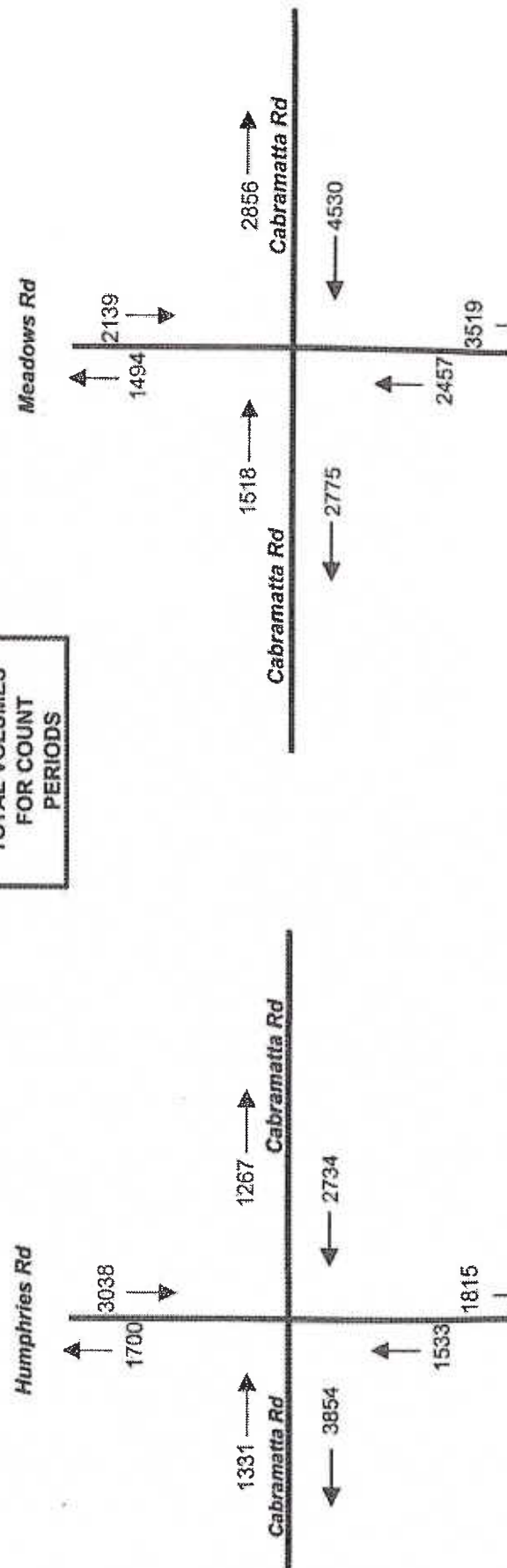
Intersection details

PEAK HOUR
1715 - 1815



Intersection details

TOTAL VOLUMES FOR COUNT PERIODS





Location :Mt. Prichard Community Club

Day/Date :Friday 22nd August 13

All Vehicles Time Per	NORTH				WEST				SOUTH				EAST				
	Meadows Rd				Elizabeth Dr				Meadows Rd				Elizabeth Dr				
	L	R	L	R	L	R	L	R	L	R	L	R	L	R	L	R	
1600 - 1615	44	184	7	7	221	43	19	145	2	15	238	60	985				
1615 - 1630	44	181	9	7	159	48	30	137	0	28	228	58	929				
1630 - 1645	21	160	4	9	140	58	17	133	1	15	236	41	835				
1645 - 1700	39	160	6	8	190	47	7	139	0	17	187	52	852				
1700 - 1715	44	178	12	1	200	61	18	159	0	13	226	76	988				
1715 - 1730	41	189	10	5	210	54	18	132	2	15	229	49	954				
1730 - 1745	49	221	15	8	219	57	21	152	0	15	218	61	1036				
1745 - 1800	39	171	9	7	199	73	23	170	1	21	298	55	1066				
1800 - 1815	39	213	7	5	220	41	17	149	0	20	233	59	1003				
1815 - 1830	41	155	3	5	202	66	5	171	1	16	199	45	909				
1830 - 1845	44	162	12	14	185	37	23	153	0	8	188	73	899				
1845 - 1900	34	139	9	8	165	38	20	147	0	9	165	47	781				
1900 - 1915	45	148	8	9	113	32	12	130	0	16	134	57	704				
1915 - 1930	30	120	10	6	103	12	9	110	0	7	110	51	568				
1930 - 1945	31	86	4	7	120	9	14	100	0	7	142	59	579				
1945 - 2000	27	87	3	3	90	9	4	83	0	9	93	55	463				
2000 - 2015	30	101	2	6	85	8	10	107	0	14	126	43	532				
2015 - 2030	20	60	6	3	80	4	9	68	1	6	97	31	385				
2030 - 2045	19	83	5	4	60	13	4	59	1	6	93	27	374				
2045 - 2100	14	82	4	3	58	4	6	70	1	5	91	24	362				
Period End	635	2880	145	125	3019	711	286	2514	10	262	3531	1023	15204				

Peak Time	NORTH			WEST			SOUTH			EAST			
	Meadows Rd			Elizabeth Dr			Meadows Rd			Elizabeth Dr			
	L	I	R	L	I	R	L	I	R	L	I	R	
1600 - 1700	148	685	26	31	710	196	73	554	3	75	889	211	3601
1615 - 1715	148	679	31	25	689	214	72	568	1	73	877	227	3604
1630 - 1730	145	687	32	23	740	220	60	563	3	60	878	218	3629
1645 - 1745	173	748	43	22	819	219	64	582	2	80	860	238	3830
1700 - 1800	173	759	46	21	828	245	80	613	3	64	971	241	4044
1715 - 1815	168	794	41	25	848	225	79	603	3	71	978	224	4059
1730 - 1830	168	790	34	25	840	237	66	642	2	72	948	220	4014
1745 - 1845	163	701	31	31	806	217	68	643	2	65	918	232	3877
1800 - 1900	158	699	31	32	772	182	65	620	1	53	785	224	3592
1815 - 1915	164	604	32	36	665	173	60	601	1	49	686	222	3293
1830 - 1930	153	599	39	37	566	119	64	540	0	40	597	228	2952
1845 - 1945	140	493	31	30	501	91	55	487	0	39	551	214	2632
1900 - 2000	133	441	25	25	426	62	39	423	0	39	479	222	2314
1915 - 2015	118	394	19	22	398	38	37	400	0	37	471	208	2142
1930 - 2030	108	334	15	19	375	30	37	358	1	36	458	188	1959
1945 - 2045	96	331	16	16	315	34	27	317	2	35	409	156	1754
2000 - 2100	83	326	17	16	283	29	29	304	3	31	401	125	1653

[illegible]



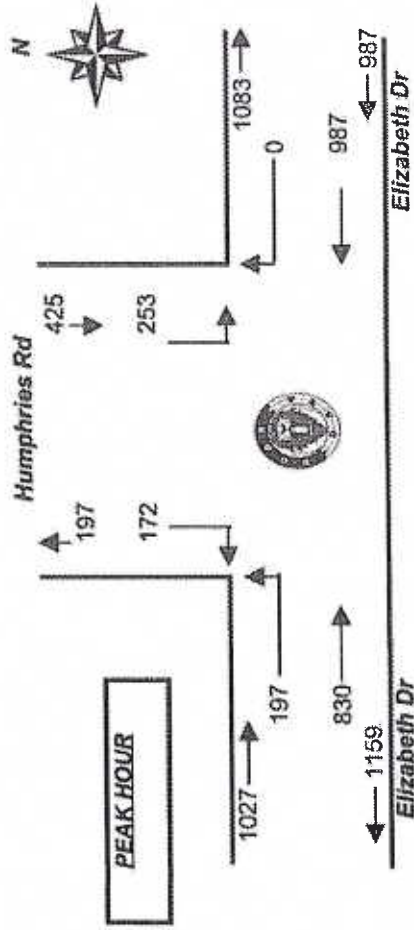
R.O.A.R DATA

Reliable, Original & Authentic Results

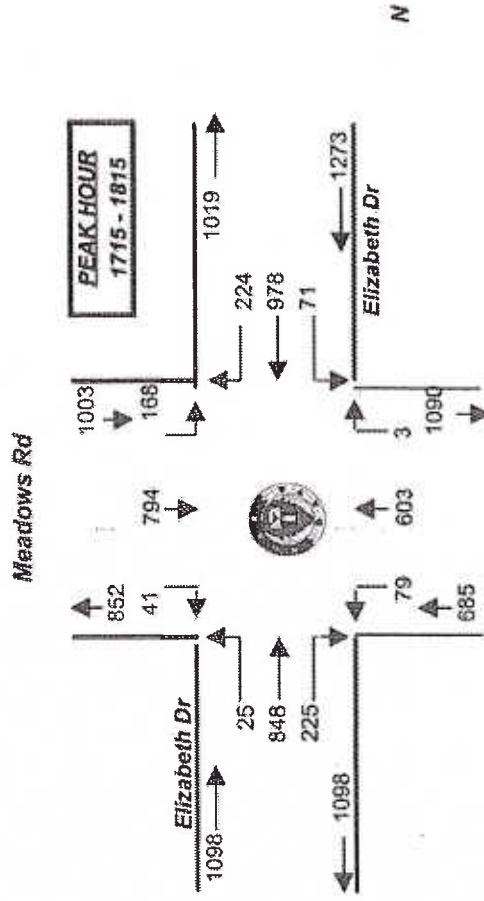
Ph. 9415 3971, Fax 9403 5338, Mob. 0418 239019

Location :M. Prichard Community Club
Day/Date :Friday 22nd August 13

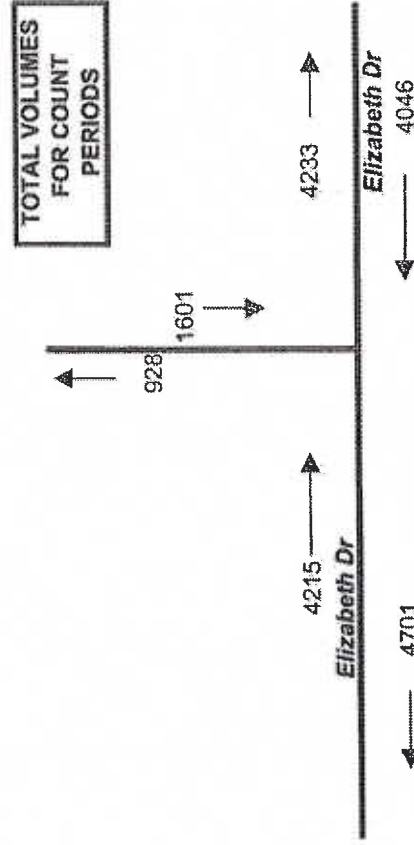
Intersection details



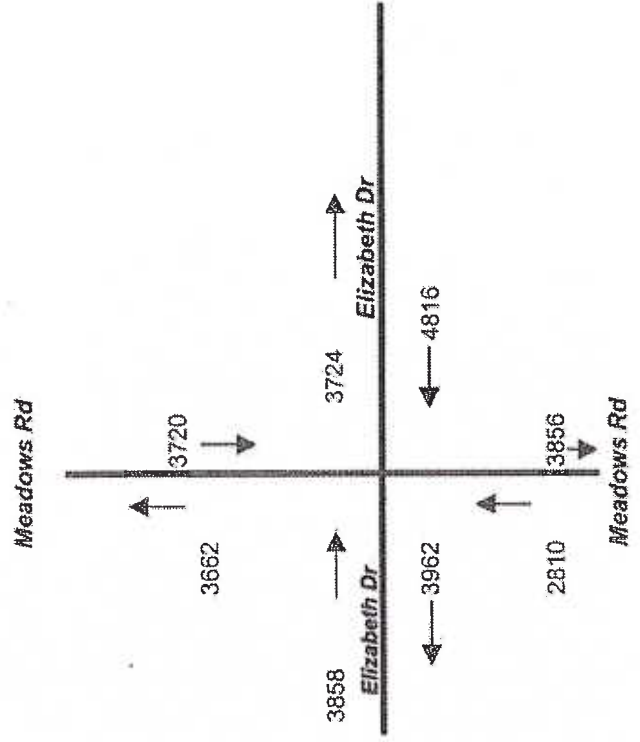
Intersection details



Intersection details



Intersection details



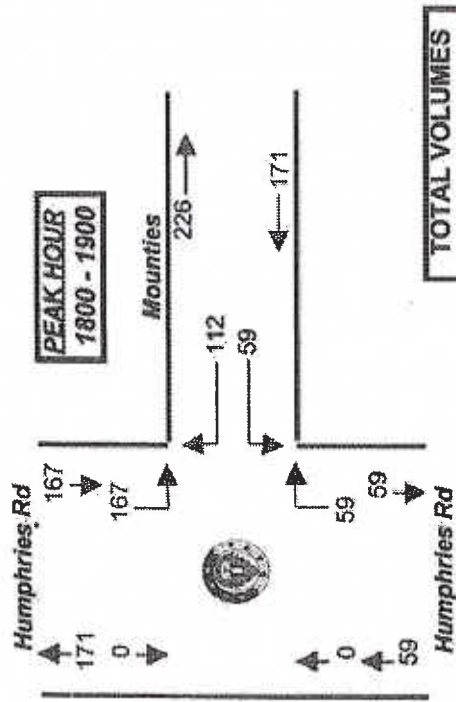


R.O.A.R. DATA

Reliable, Original & Authentic Results

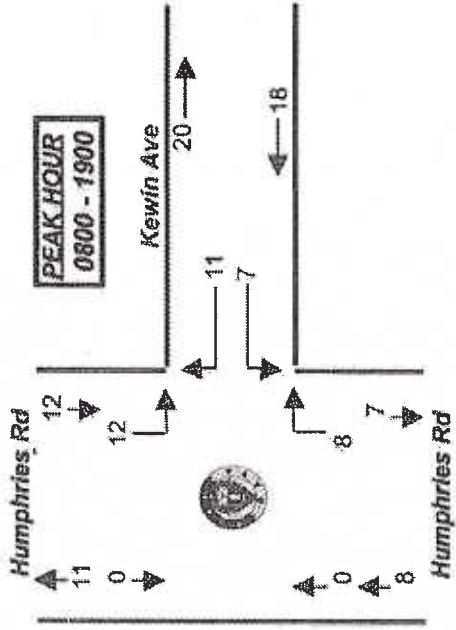
Ph. 9415-3971, Fax 9403-5338, Mob. 0418-239019

Location : Mt. Pritchard Community Club
Day/Date : Friday 22nd August 13

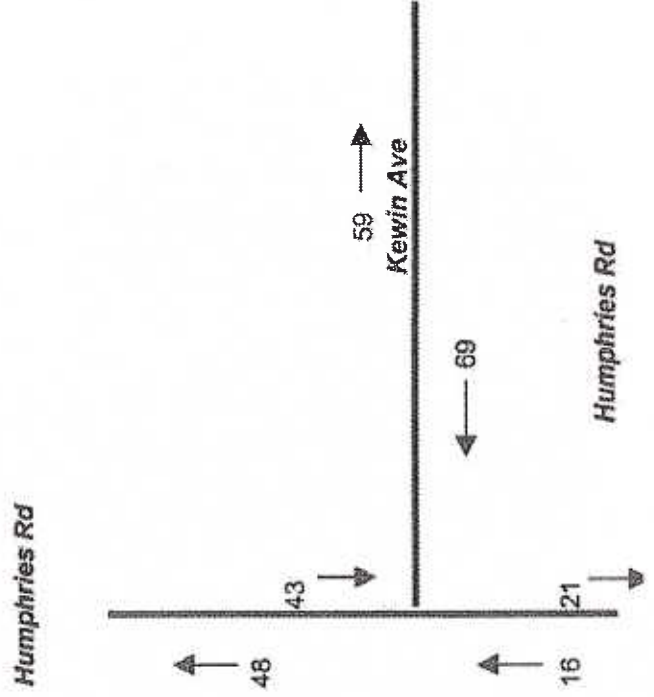
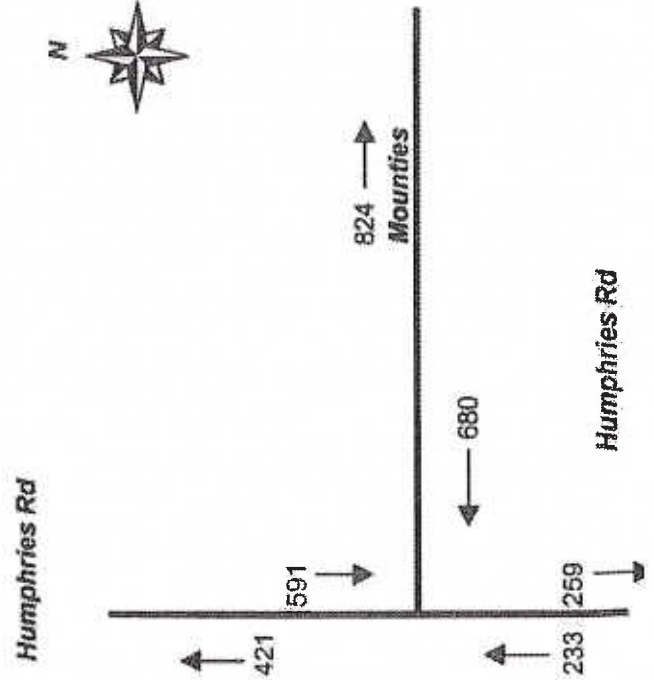


TOTAL VOLUMES
FOR COUNT
PERIODS

Intersection details

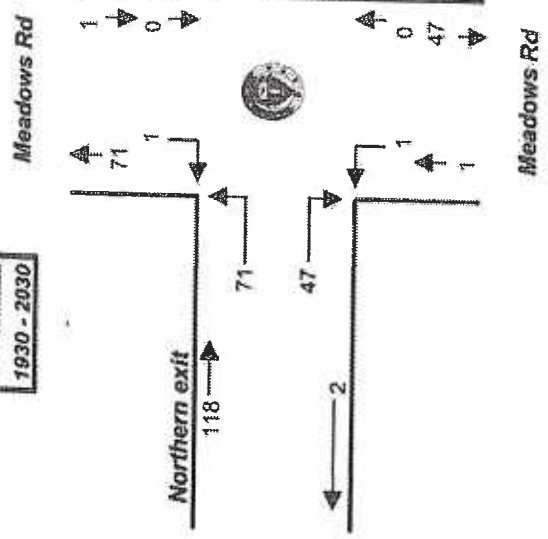


Intersection details

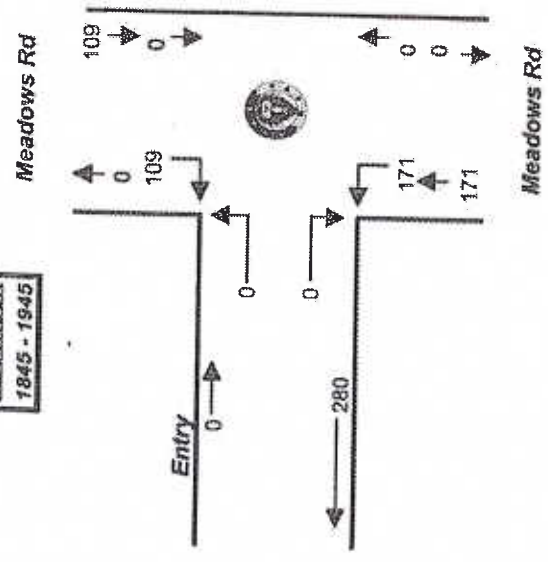




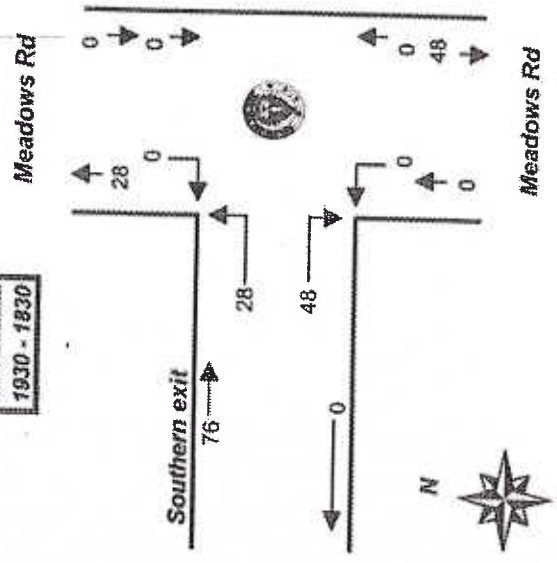
PEAK HOUR
1930 - 2030



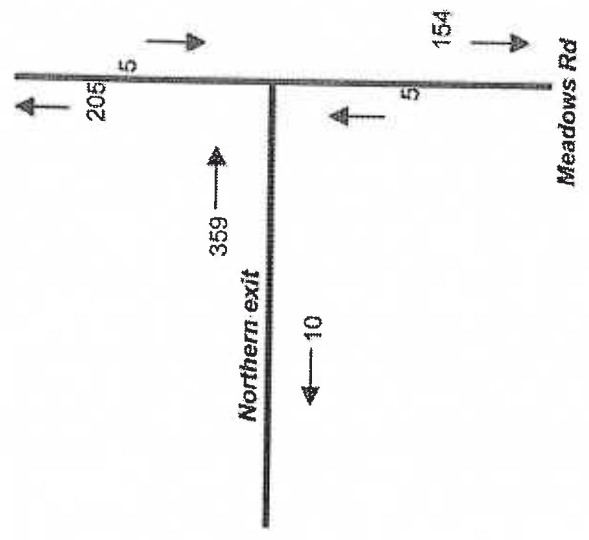
PEAK HOUR
1845 - 1945



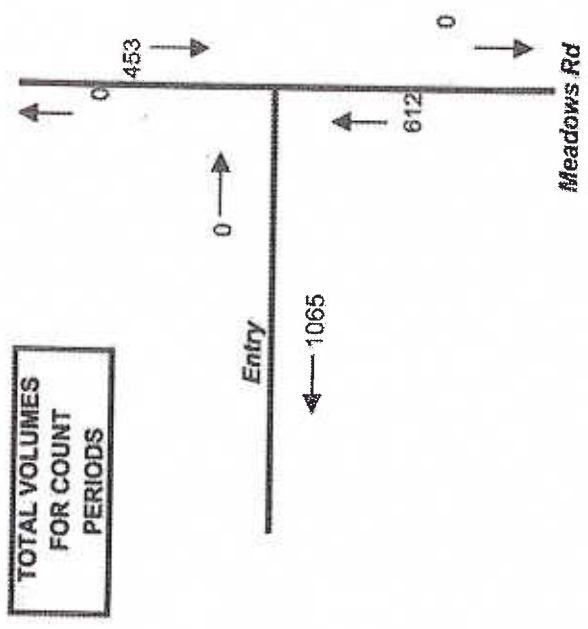
PEAK HOUR
1930 - 1830



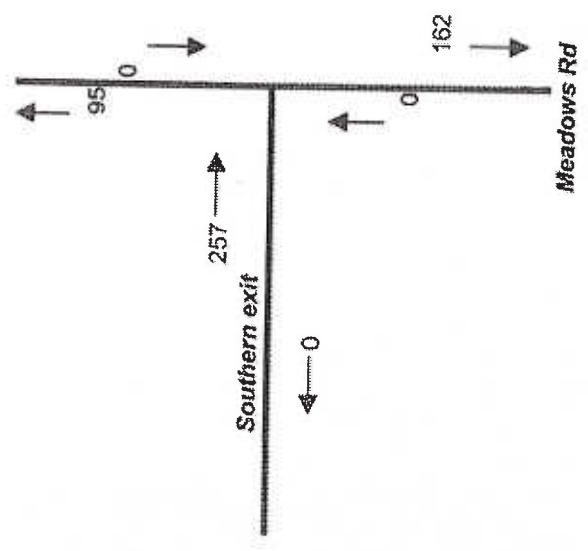
Meadows Rd



Meadows Rd



Meadows Rd



Appendix F

DETAILS OF BUS SERVICES



- Home
- About Mounties
- Club Grants
- Courtesy Bus
- Contact Us
- Competitions
- Dining & Drinks
- Employment
- Entertainment
- Flamez Hair Design
- Functions & Events
- Futsal
- Gift Shop
- Holiday Resorts
- Membership & Club Rewards
- Mounties Group Clubs
- M1 Health & Fitness
- Mounties Group Publications
- Promotions
- Sports Focus Physiotherapy
- Sports & Sub Clubs
- TAB

courtesy bus



“Hi, I’m Alex, one of Mounties Group’ friendly courtesy bus drivers”

“Let me and our drivers at Mounties make getting you to Mounties, Fairfield Bowling Club, Club Italia, Mekong and Triglav easier with our free courtesy bus services.

You’ll save money on petrol and we’ll get you there safely. Just flag a Mounties bus down at one of our set routes, or ring ahead and book our free door to door service.”

Mounties Free Door to Door Service
Call 1300 660 255

Sunday to Wednesday	9am – midnight
Thursday	9am – 1am
Friday to Saturday	9am – 2am

The door to door service is available for members (and their guests if travelling with a member) that live within a 6km radius of Mounties.

Mounties Bowling Club Free Door to Door Service
Call 9726 9692

The door to door service is available for members (and their guests if travelling with a member) that live within a 5km radius of Mounties Bowling Club.

Set Route Timetable

Mounties / Mounties Bowling club

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
1.30pm	1.30pm	1.30pm	1.30pm	1.30pm	11.30am	11.30am
3.30pm	3.30pm	3.30pm	3.30pm	3.30pm	1.30pm	1.30pm
5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	3.30pm	
				7.30pm	5.30pm	3.30pm
						5.30pm

Cabramatta West Service

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
2pm	2pm	2pm	2pm	2pm	2pm	2pm
3pm	3pm	3pm	3pm	3pm	3pm	3pm
4pm	4pm	4pm	4pm	4pm	4pm	4pm
5pm	5pm	5pm	5pm	5pm	5pm	5pm
6pm	6pm	6pm	6pm	6pm	6pm	6pm
7pm	7pm	7pm	7pm	7pm	7pm	7pm

Route taken: Meadows, Anderson, Hemphill, Anderson, David, Oliphant, Townview, Cabramatta, Bauier, Abercrombie, John Harrington, Moonshine Meadows and return to Mounties

Harbord Diggers, Bobin, Harrington, Matthews, Meadows and return to Mounties.

Miller Service

Mon	Tues	Wed	Thurs	Fri	Sat	Sun
2.30pm	2.30pm	2.30pm	2.30pm	2.30pm	2.30pm	2.30pm
3.30pm	3.30pm	3.30pm	3.30pm	3.30pm	3.30pm	3.30pm
4.30pm	4.30pm	4.30pm	4.30pm	4.30pm	4.30pm	4.30pm
5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm	5.30pm
6.30pm	6.30pm	6.30pm	6.30pm	6.30pm	6.30pm	6.30pm
7.30pm	7.30pm	7.30pm	7.30pm	7.30pm	7.30pm	7.30pm

Route taken: Meadows, South Liverpool, Matthews, St John's, Orchard, Rundle, Banks, Cartwright, Maxwell, Sinclair, Sutton, Strickland, Insignia, Bobin, Heckenberg, South Liverpool, Meadows and return to Mounties.

Bus Shuttle Service
Mounties - Harbord Diggers

Visiting any Mounties Group Club is easy! A shuttle service operates on the first Saturday of each month and is available for members only. For just \$5, you can travel from Mounties to Harbord Diggers and visa-versa.

Seats are limited, bookings are essential and can be made at Member Services at Mounties or Harbord Diggers.

Please note that payment is required at time of booking.



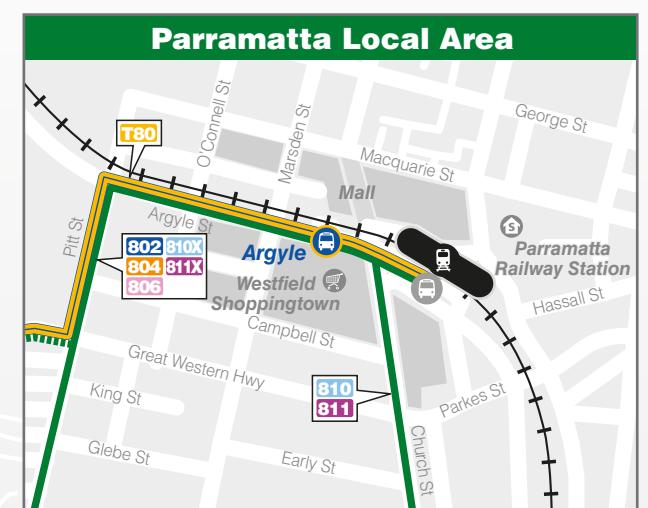
THINK ABOUT YOUR CHOICES
GAMBLING MORE, ENJOYING IT LESS?
For free and confidential information and advice
about problem gambling, please contact
Gambling Help - 1800 858 858
www.gamblinghelp.nsw.gov.au



[Click here for self-exclusion](#)

Mounties
101 Meadows Road
Mount Pritchard NSW 2170
02 9822 3555

[Mounties Staff Email](#) | [Your Privacy](#)



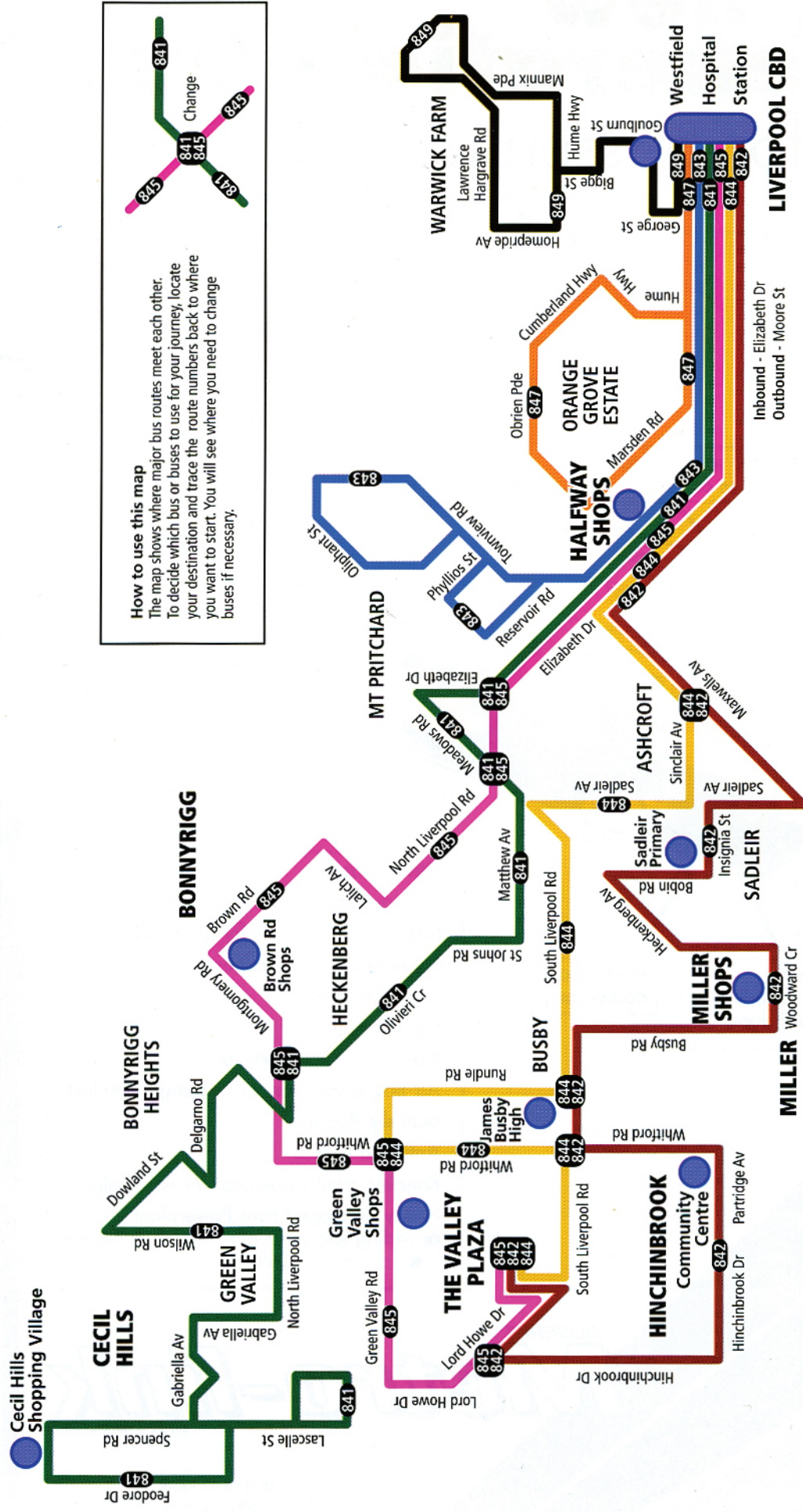
This map illustrates the bus and train network in the Liverpool and surrounding areas. Key features include:

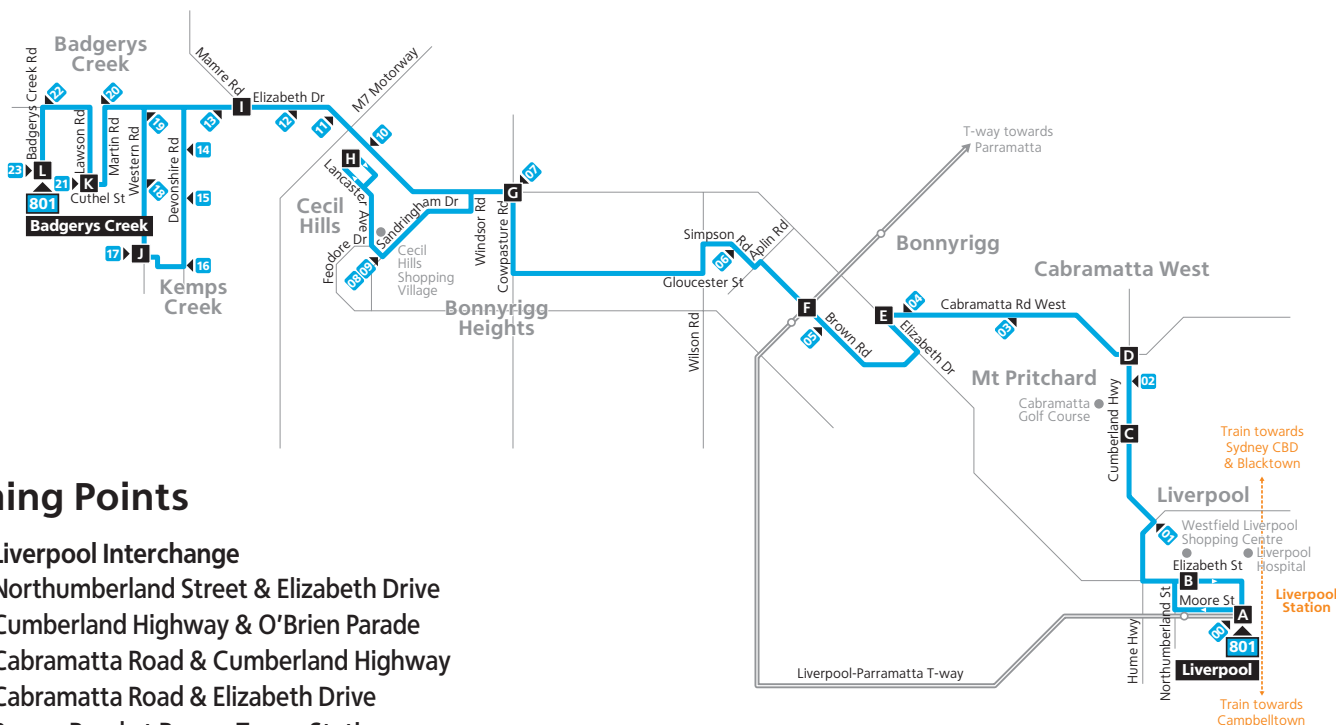
- Bus Routes:** Color-coded lines representing different bus services, with numbers and names (e.g., 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000).
- Train Lines:** Represented by black lines with station names (e.g., Liverpool, Cabramatta, Green Valley, Hinchinbrook).
- Local Landmarks:** Including parks (e.g., Hinchinbrook Park, Green Valley Park), hospitals (e.g., Liverpool Hospital, Cabramatta Hospital), and shopping centres (e.g., Miller Shopping Centre, Cabramatta Shopping Centre).
- Legend:** A key for symbols used on the map, including train stations, bus terminus, shopping centres, hospitals, and schools.
- Scale and Orientation:** A scale bar showing distances up to 1000m and a north arrow.

Map Legend



Metrolink Bus Network





Timing Points

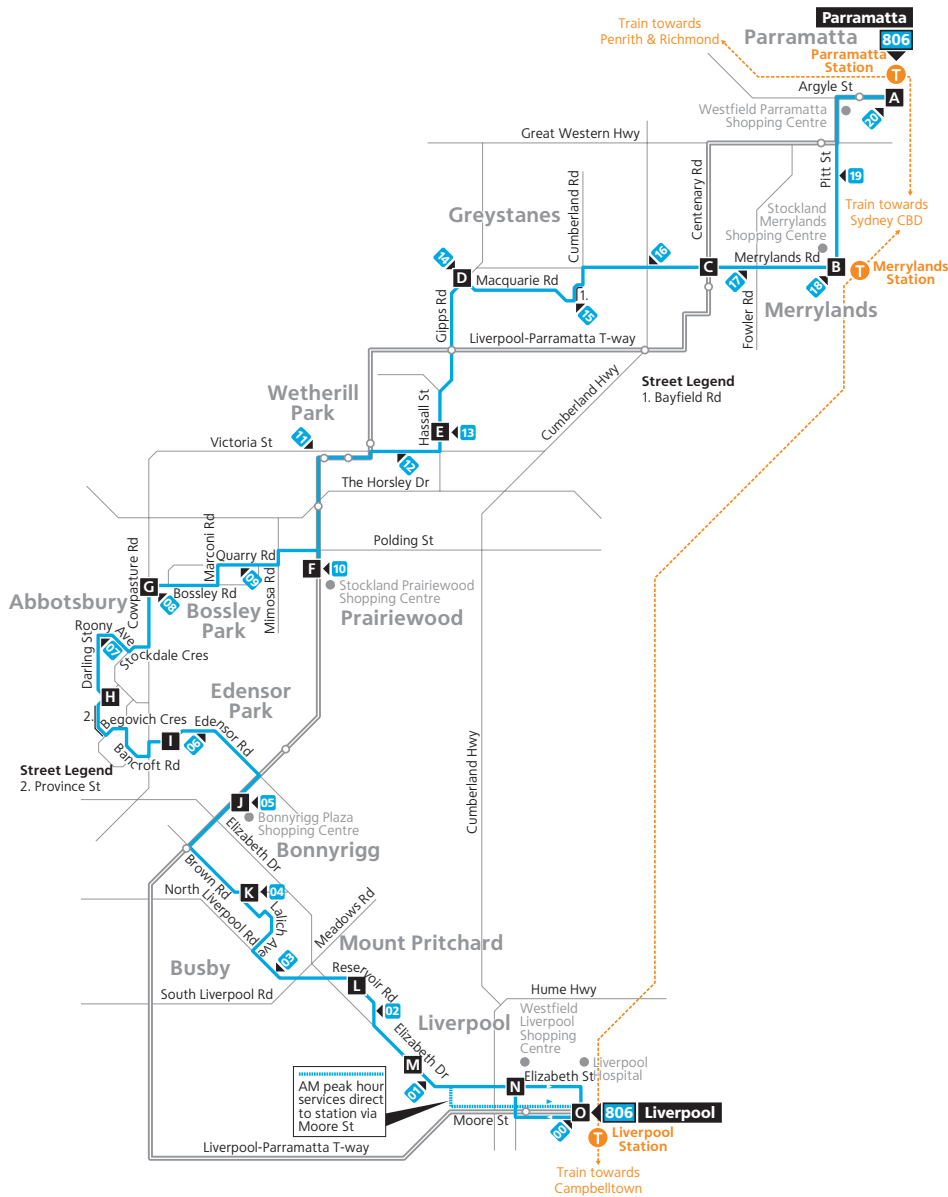
- A** Liverpool Interchange
- B** Northumberland Street & Elizabeth Drive
- C** Cumberland Highway & O'Brien Parade
- D** Cabramatta Road & Cumberland Highway
- E** Cabramatta Road & Elizabeth Drive
- F** Brown Road at Brown T-way Station
- G** Cowpasture Road & Elizabeth Drive
- H** Lancaster Avenue & Philipa Close
- I** Elizabeth Drive & Mamre Road
- J** Herbert Street & Western Road
- K** Cuthel Street & Lawson Road
- L** Badgerys Creek Road & Longleys Road

Legend

- Bus route
- 801 Bus route number
- A Timing point
- 04 Section point
- T— Train line/station

Diagrammatic Map
Not to Scale



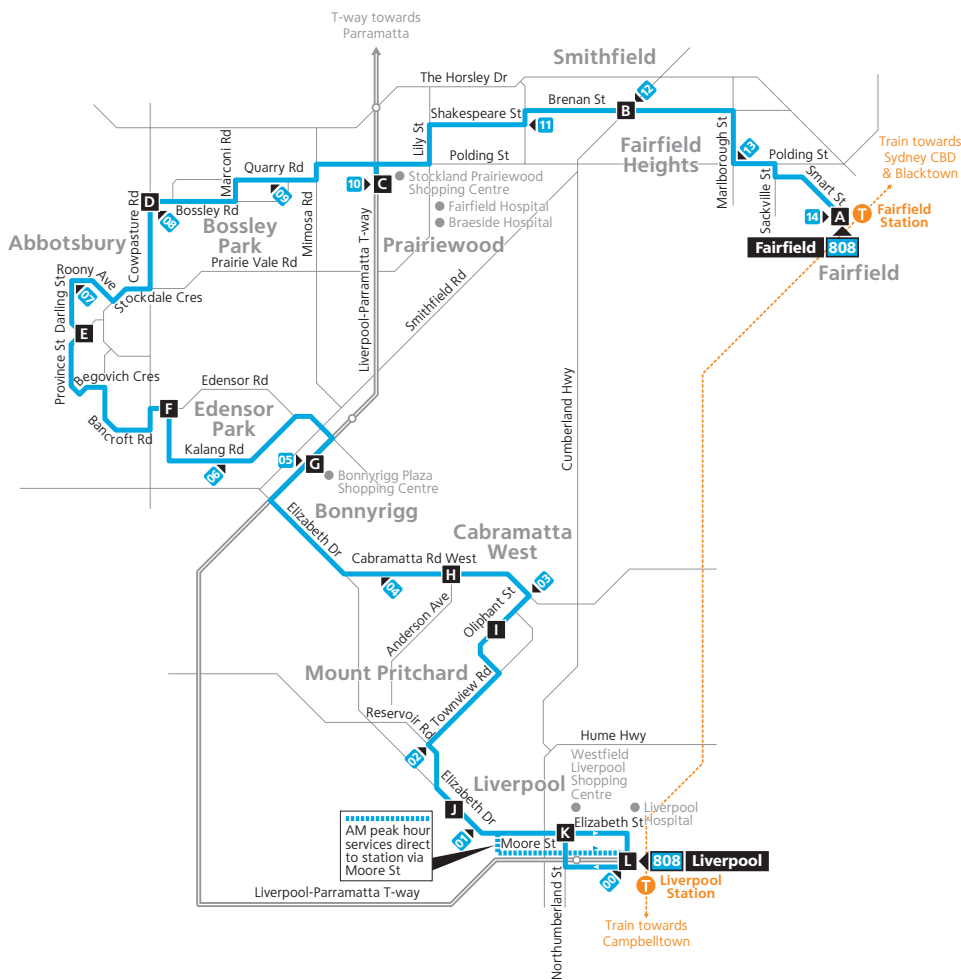


Legend

- Bus route
- 806 Bus route number
- A Timing point
- 04 Section point
- Train line/station

Diagrammatic Map
North
Not to Scale



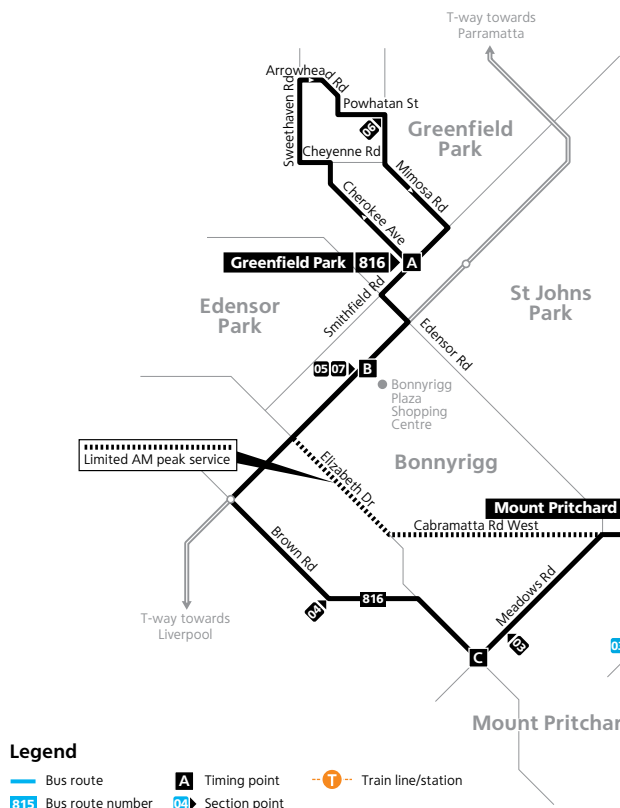


Legend

- Bus route
- 808 Bus route number
- A Timing point
- 04 Section point
- Train line/station

Diagrammatic Map
Not to Scale





Timing Points

- A** Cherokee Avenue & Smithfield Road
- B** Bonnyrigg T-way Station
- C** Elizabeth Drive & Meadows Road
- D** Oliphant Street & David Street
- E** Cabramatta Road & Cumberland Highway
- F** Cabramatta Station

Fare Sections

Bus routes are broken into sections, so you only pay for the distance you travel. MyBus tickets are based on these sections.

For information on tickets and fares, visit transportnsw.info or call 131 500.

Section Points for services shown in this timetable are located at:

Route 815

Section Point Number
Location:

- 00 Cabramatta Station
- 01 Cabramatta Road & Coventry Road
- 02 Cabramatta Road & Townview Road
- 03 David Street & Anderson Avenue

Route 816

Section Point Number
Location:

- 00 Cabramatta Station
- 01 Cabramatta Road West & Coventry Road
- 02 Cabramatta Road West & Townview Road
- 03 Meadows Road & Anderson Avenue
- 04 Brown Road & Gemalla Street
- 05 Bonnyrigg T-way Station
- 06 Mimosa Road & Greenfield Road
- 07 Bonnyrigg T-way Station

Explanation of definitions and symbols

- A** Operates direct to Bonnyrigg T-way Station via Cabramatta Road West & Elizabeth Drive .
- B** Commences 2 minutes earlier on Anderson Ave at Pritchard St.
- S** School diversion on school days only.

Diagrammatic Map
Not to Scale



Appendix G

PARKING SURVEY RESULTS



R.O.A.R. DATA
Reliable, Original & Authentic Results
 Ph.88196847, Fax 88196849, Mob.0418-239019



Job No / Name
 Day/Date

: 4373 MT. PRITCHARD Mounties Parking
 : Friday 9th November 2012

Mounties Club Car Park

Location	Cap	1500	1600	1700	1800	1900	2000	2100	2200	2300
Staff	22	2	0	0	1	5	6	8	10	11
A2	18	1	1	1	1	1	1	4	3	2
Car Parks										
1	21	17	18	20	21	21	21	21	20	14
2	101	33	36	38	44	79	100	101	100	82
3	32	25	26	23	30	32	31	32	32	26
Disabled	8	4	4	4	8	7	7	8	8	8
4	72	39	40	35	28	58	58	58	63	58
5	8	5	5	7	8	8	8	8	8	6
6	4	0	1	4	4	4	4	4	4	4
7	75	17	19	32	29	45	72	75	74	66
Main	293	59	95	77	96	151	211	293	293	282
Multi Level										
Roof	132	12	12	12	44	101	131	132	132	112
Level	175	41	53	61	58	69	71	74	78	80
Disabled	2	1	1	1	1	2	2	2	2	1
Staff	12	3	3	5	4	4	4	3	3	3
2	172	89	109	103	145	145	169	169	171	152
Disabled	4	4	4	4	4	3	4	3	3	3
Staff	11	1	1	1	1	1	2	1	1	1
Fence	30	10	11	12	11	20	20	30	30	23
Staff	12	3	3	3	3	2	2	3	3	2
Access Rd	8	0	0	0	0	1	3	8	8	5
Total Vehicles Parked	1832	366	442	443	541	759	927	1037	1046	941
% of Capacity Used		27.5%	33.2%	33.2%	40.6%	51.0%	67.6%	77.8%	78.5%	70.6%



R.O.A.R. DATA
Reliable, Original & Authentic Results
 Ph.88196847, Fax 88196849, Mob.0418-239019



Job No / Name : 4373 MT. PRITCHARD Mounties Parking
 Day/Date : Friday 9th November 2012

On Street Parking

	Location	Cap	1500	1600	1700	1800	1900	2000	2100	2200	2300
A	Meadows Rd E/Side	20	1	1	2	2	1	1	20	20	18
B	Meadows Rd E/Side	No Stop	0	0	0	0	0	0	0	0	0
C	Meadows Rd E/Side	No Stop	0	0	0	0	0	0	0	0	0
D	Meadows Rd E/Side	No Stop	0	0	0	0	0	0	0	0	0
E	Meadows Rd E/Side	9	1	1	2	3	4	4	8	8	0
F	Lena St S/Side	7	2	2	2	2	2	2	3	3	3
G	Lena St N/Side	8	1	1	0	0	1	1	1	1	1
H	Humphries Rd E/Side	20	12	8	2	2	2	1	0	0	0
I	Humphries Rd W/Side	8	0	1	1	0	0	0	0	0	0
J	Humphries Rd W/Side	20	11	0	1	0	0	0	2	2	2
Total Vehicles Parked		92	28	14	10	9	10	9	34	34	24
Number of Vacant Spaces			64	78	82	83	82	83	58	58	68
% of Capacity Used			30.4%	15.2%	10.9%	9.8%	10.9%	9.8%	37.0%	37.0%	26.1%



Mounties Club Car Park

Location	Cap	1500	1600	1700	1800	1900	2000	2100	2200	2300
Staff	22	6	6	6	9	10	12	11	12	11
A1	18	1	0	0	1	3	3	3	3	3
A2										
Car Parks										
1	21	17	19	18	20	18	21	21	21	19
2	101	35	28	33	46	57	70	68	63	50
3	32	25	20	27	29	29	32	32	32	32
Disabled	8	7	5	7	8	7	8	8	8	4
4	72	30	34	35	37	47	61	55	54	49
5	8	6	8	5	7	8	8	8	8	8
6	4	1	2	4	4	4	4	4	3	4
7	75	15	17	14	11	14	13	26	26	25
Main	293	77	84	83	99	117	160	171	178	187
Multi Level										
Roof	132	23	14	16	19	43	70	72	59	41
Level	175	36	34	38	48	33	35	51	60	55
Disabled	2	0	0	1	1	2	2	1	1	1
Staff	12	2	2	3	1	2	2	2	2	2
2	172	98	94	96	97	91	103	123	134	120
Disabled	4	4	4	4	4	4	4	3	4	3
Staff	11	1	1	2	2	2	1	1	1	1
Fence	30	12	11	7	10	15	26	24	27	20
Staff	12	0	0	1	1	2	3	3	4	3
Access Rd	8	0	0	0	0	0	0	0	0	0
Total Vehicles Parked	1332	396	383	400	454	508	638	687	700	638
% of Capacity Used		27.4%	28.7%	30.0%	34.1%	38.1%	47.9%	51.6%	52.6%	47.9%



R.O.A.R. DATA
Reliable, Original & Authentic Results
 Ph.88196847, Fax 88196849, Mob.0418-239019



Job No / Name : 4373 MT. PRITCHARD Mounties Parking
 Day/Date : Saturday 10th November 2012

On Street Parking

	Location	Cap	1500	1600	1700	1800	1900	2000	2100	2200	2300
A	Meadows Rd E/Side	20	2	2	1	1	2	4	6	6	6
B	Meadows Rd E/Side	No Stop	0	0	0	0	0	0	0	0	0
C	Meadows Rd E/Side	No Stop	0	0	0	0	0	0	0	0	0
D	Meadows Rd E/Side	No Stop	0	0	0	0	0	0	0	0	0
E	Meadows Rd E/Side	9	2	2	0	0	1	1	2	2	2
F	Lena St S/Side	7	1	1	1	1	2	2	2	2	2
G	Lena St N/Side	8	0	0	0	1	2	2	2	2	2
H	Humphries Rd E/Side	20	2	2	4	2	0	0	0	0	0
I	Humphries Rd W/Side	8	0	0	0	0	0	0	0	0	0
J	Humphries Rd W/Side	20	1	1	0	0	2	1	1	1	1
Total Vehicles Parked		92	8	8	6	5	9	10	13	13	13
Number of Vacant Spaces			84	84	86	87	83	82	79	79	79
% of Capacity Used			8.7%	8.7%	6.5%	5.4%	9.8%	10.9%	14.1%	14.1%	14.1%

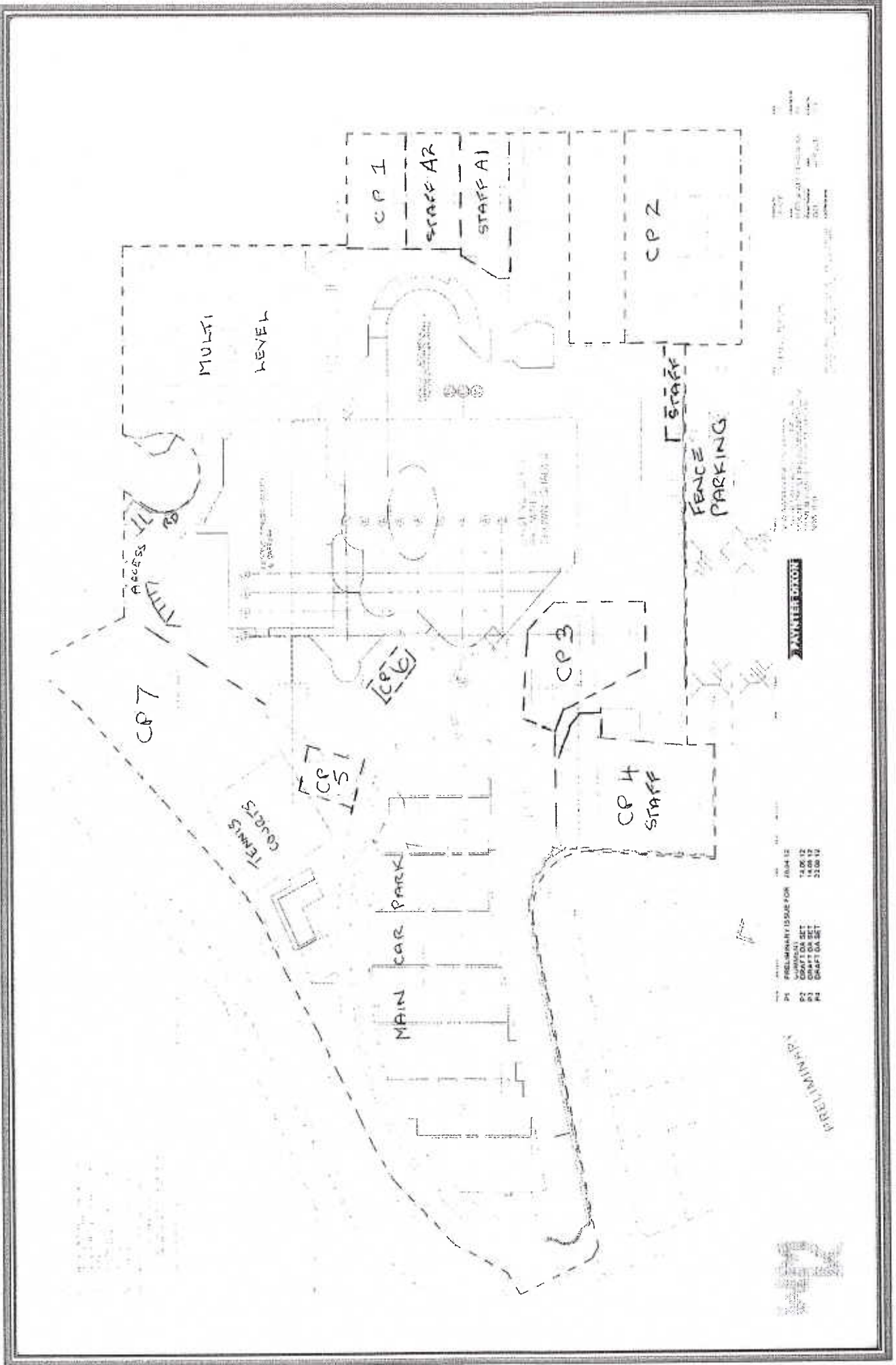


R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019



Mounties Club Car Park

Job No / Name : 4373 MT. PRITCHARD Mounties Parking
Day/Date : Fri 9th & Sat 10th November 2012





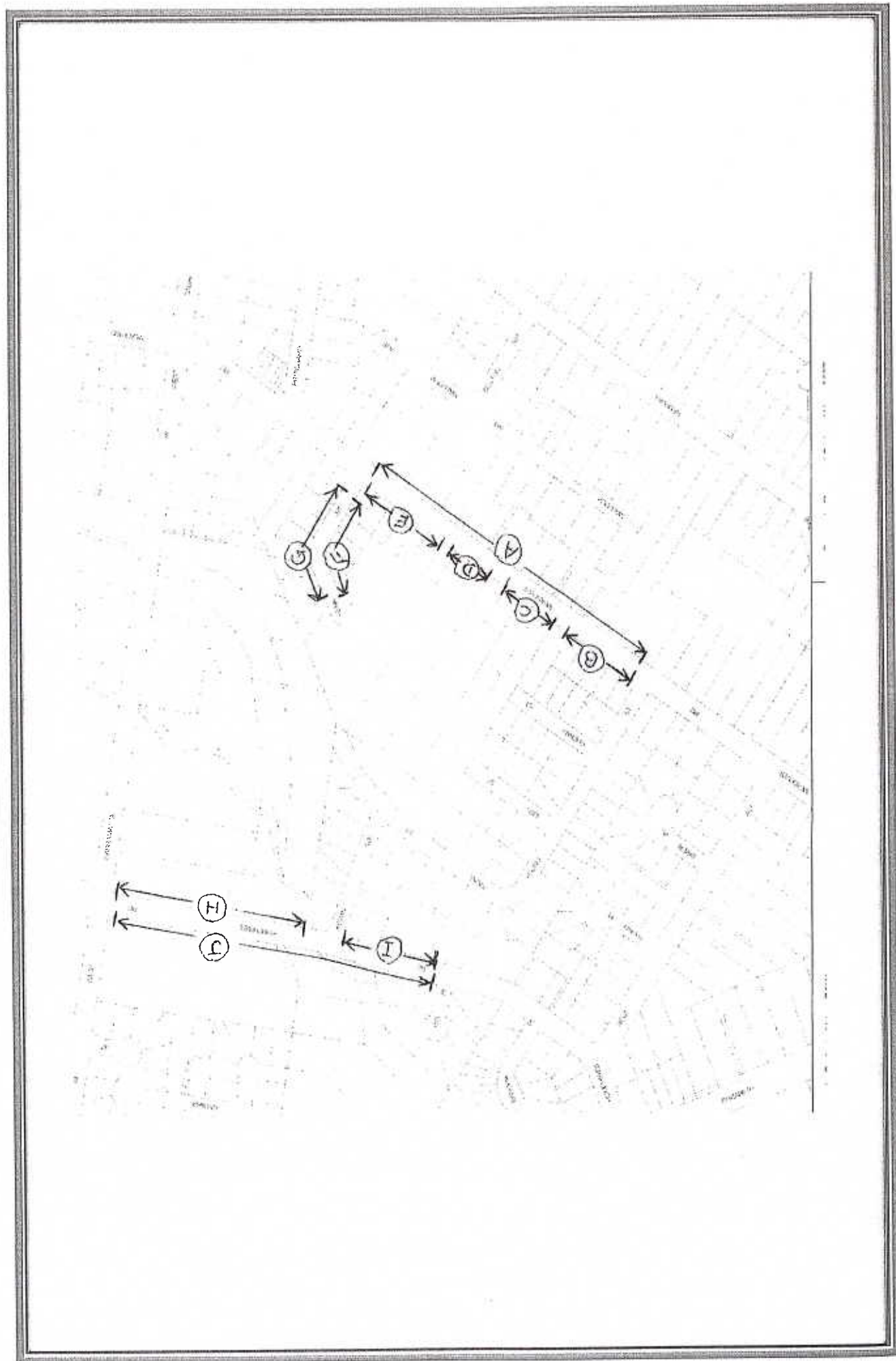
R.O.A.R. DATA
Reliable, Original & Authentic Results
Ph.88196847, Fax 88196849, Mob.0418-239019



On Street Parking

Job No / Name
Day/Date

: 4373 MT. PRITCHARD Mounties Parking
: Fri 9th & Sat 10th November 2012



Appendix H

SIDRA RESULTS

MOVEMENT SUMMARY

Site: WEST ACCESS DEV

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: HUMPHREYS											
2	T	174	2.0	0.090	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
3	R	78	2.0	0.165	11.8	LOS A	0.4	2.9	0.56	0.81	45.4
Approach		252	2.0	0.165	3.6	NA	0.4	2.9	0.17	0.25	54.6
East: ACCESS											
4	L	77	2.0	0.117	11.7	LOS A	0.4	3.0	0.52	0.80	45.4
6	R	143	2.0	0.577	31.1	LOS C	3.0	21.6	0.86	1.11	32.3
Approach		220	2.0	0.577	24.3	LOS B	3.0	21.6	0.74	1.00	36.0
North: HUMPHREYS											
7	L	222	2.0	0.121	8.3	LOS A	0.0	0.0	0.00	0.67	49.0
8	T	424	2.0	0.220	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		646	2.0	0.220	2.8	NA	0.0	0.0	0.00	0.23	55.7
All Vehicles		1118	2.0	0.577	7.2	NA	3.0	21.6	0.18	0.39	50.1

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

MOVEMENT SUMMARY

Site: EAST ACCESS DEV

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: MEADOW											
1	L	172	2.0	0.094	6.5	LOS A	0.0	0.0	0.00	0.61	43.3
2	T	474	2.0	0.246	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
Approach		646	2.0	0.246	1.7	NA	0.0	0.0	0.00	0.16	48.0
North: MEADOW											
8	T	699	2.0	0.363	0.0	LOS A	0.0	0.0	0.00	0.00	50.0
9	R	110	2.0	0.152	10.1	LOS A	0.6	4.2	0.57	0.81	40.2
Approach		809	2.0	0.363	1.4	NA	0.6	4.2	0.08	0.11	48.4
West: ACCESS											
10	L	74	2.0	0.116	10.1	LOS A	0.4	3.0	0.53	0.78	40.2
12	R	126	2.0	0.594	33.1	LOS C	2.5	18.2	0.92	1.12	27.8
Approach		200	2.0	0.594	24.6	LOS B	2.5	18.2	0.78	1.00	31.4
All Vehicles		1655	2.0	0.594	4.3	NA	2.5	18.2	0.13	0.24	45.3

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model used.

Appendix I

TURNING PATH ASSESSMENTS



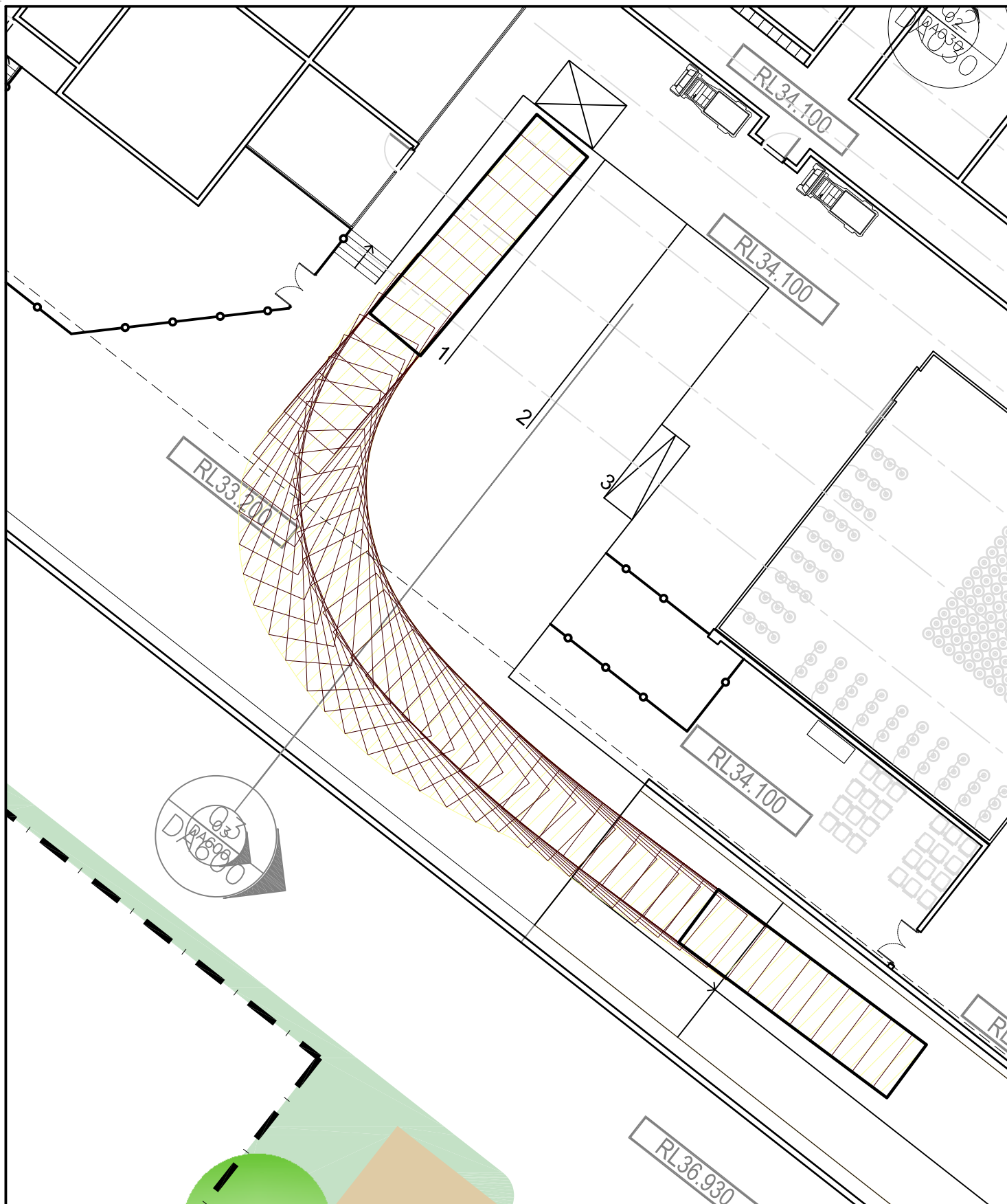
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 10m RIGID
VEHICLE ENTERING THE SITE**

SP 1



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 10m RIGID
VEHICLE EXITING THE SITE**

SP 2



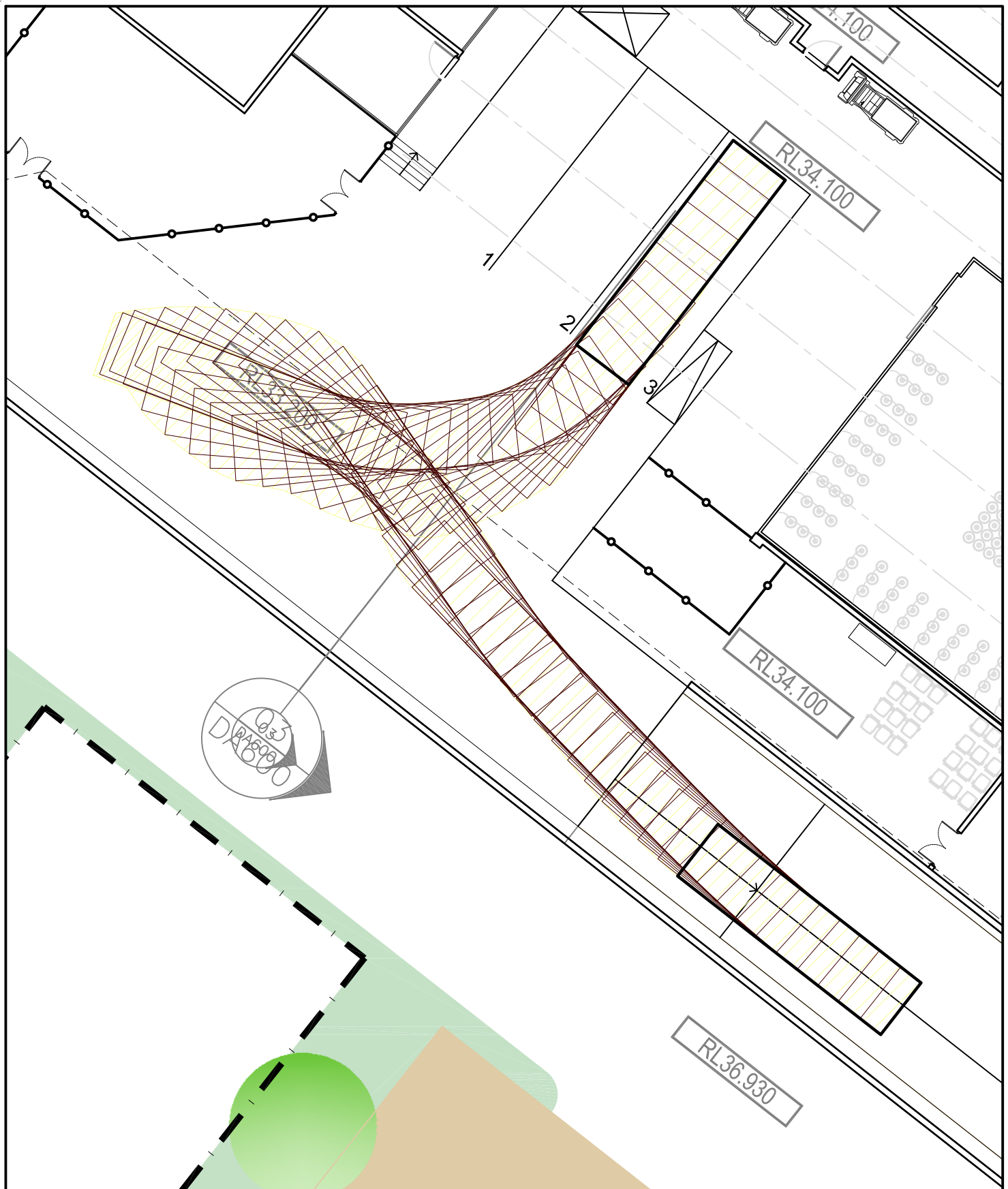
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 12.5m RIGID
VEHICLE ENTERING THE SITE**

SP 3



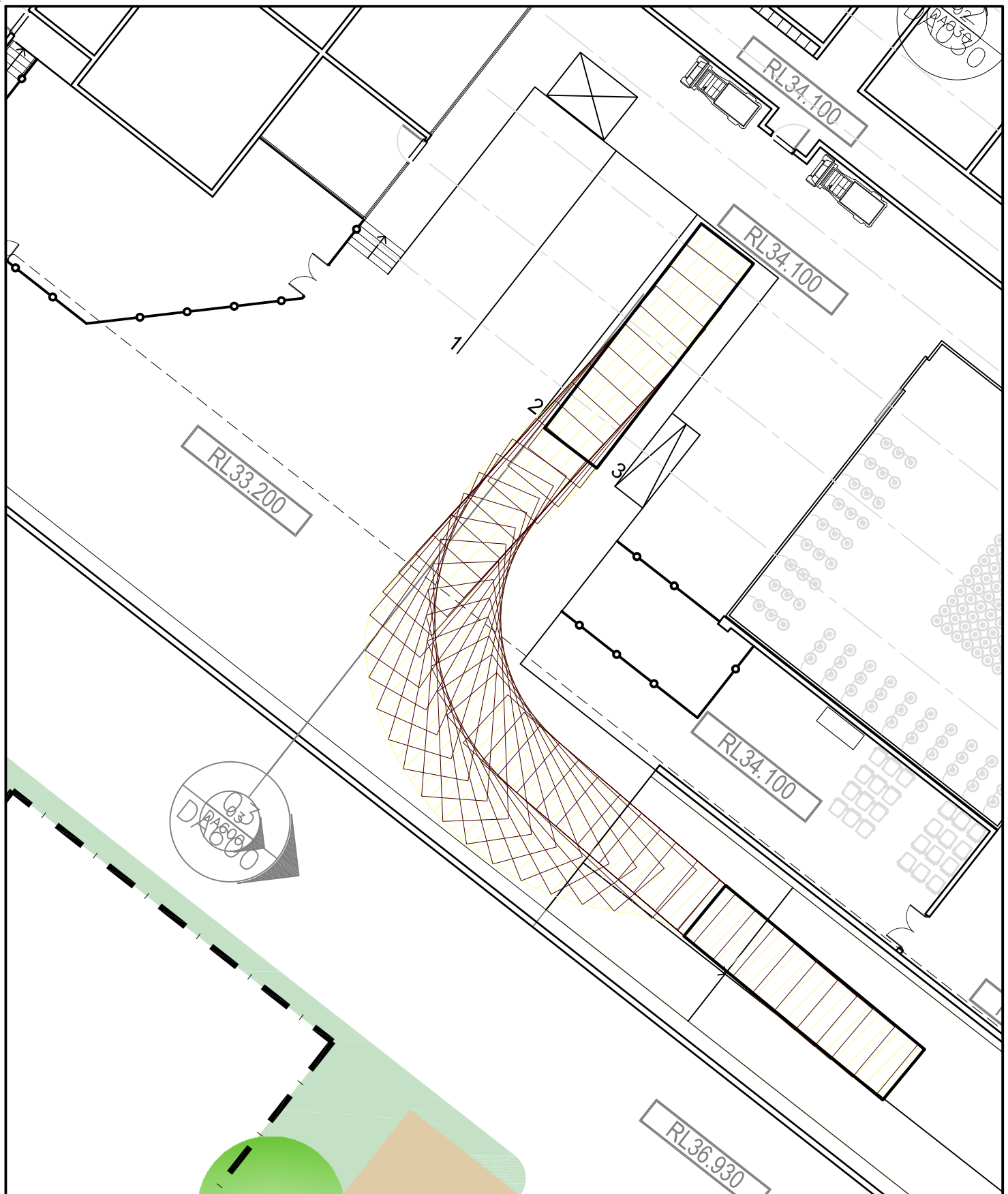
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 10m RIGID
VEHICLE ENTERING THE SITE**

SP 5



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 10m RIGID
VEHICLE EXITING THE SITE**

SP 6