

**PROPOSED REDEVELOPMENT
PARRAMATTA RSL CLUB
2 MACQUARIE STREET, PARRAMATTA
S96 Application
*Assessment of Traffic and
Parking Implications***

February 2018
(Rev E)

Reference 17263

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: info@ttpa.com.au

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	PROPOSED DEVELOPMENT SCHEME.....	2
2.1	Site, Context And Existing Use.....	2
2.2	Approved Development.....	3
2.3	Proposed S96 Modification	4
3.	ROAD NETWORK AND TRAFFIC CONDITIONS	5
3.1	Road Network.....	5
3.2	Traffic Controls	5
3.3	Traffic Conditions	6
3.4	Transport Services	7
3.5	Future circumstances	8
4.	PATRONAGE.....	9
5.	PARKING	11
6.	TRAFFIC	12
7.	CONCLUSION	13

APPENDIX A	APPROVED PLANS
APPENDIX B	PUBLIC TRANSPORT SERVICES
APPENDIX C	PARAMATTA LIGHT RAIL EXCERPT
APPENDIX D	SURVEY RESULTS

LIST OF ILLUSTRATIONS

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

1. INTRODUCTION

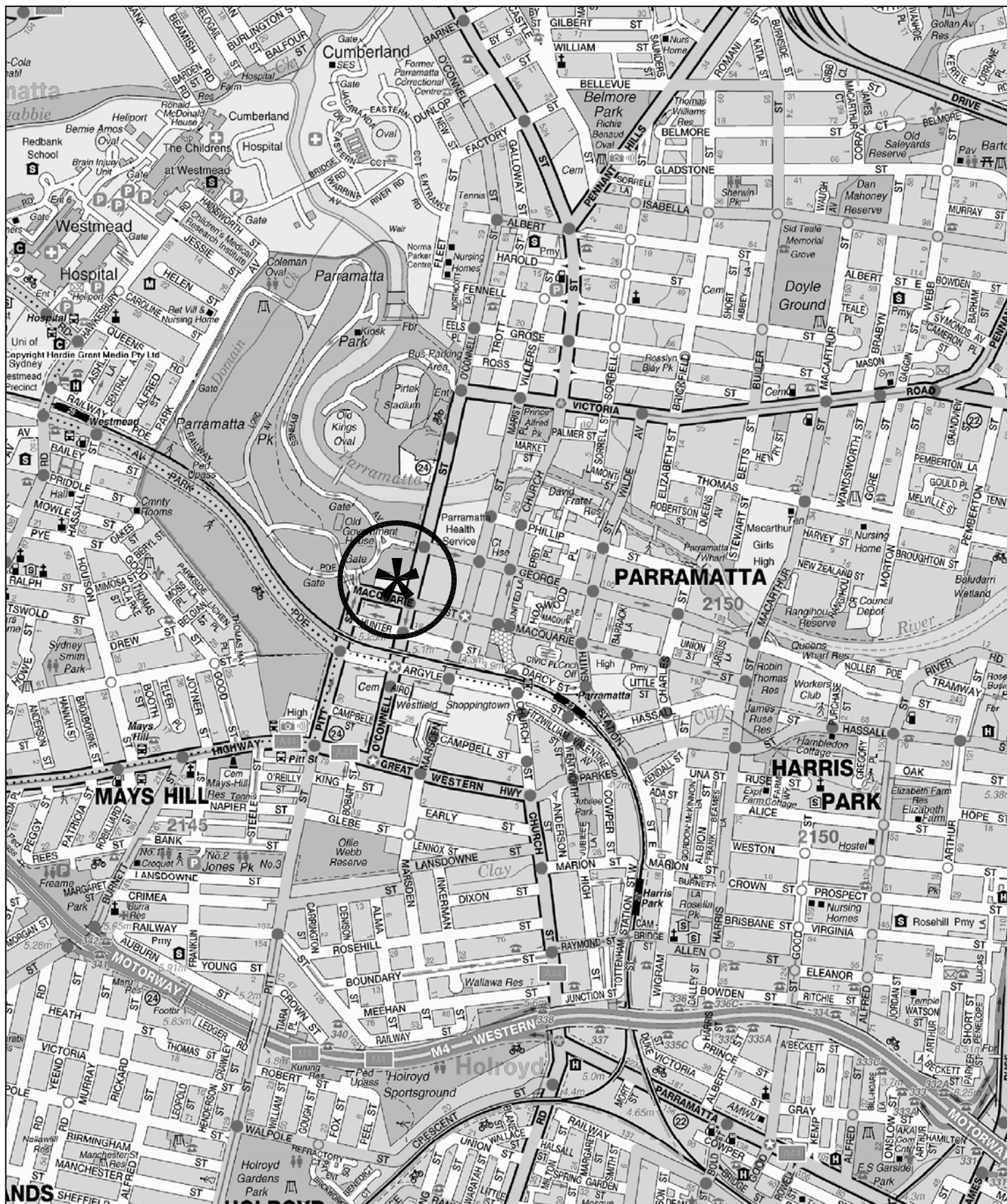
This report has been prepared to accompany a S96 Application to Parramatta City Council for a proposed modification of Consent Conditions for the approved redevelopment of the Parramatta RSL Club at 2 Macquarie Street, Parramatta (Figure 1).

The Parramatta Centre and environs is subject to significant development activity which will result in substantial changes particularly in relation to the growth of the CBD resident and worker populations. The existing Parramatta RSL Club reflects a traditional “returned services club” which has not “lent itself” to the transition of expectations of changing patronage particularly as a result of the changing CBD environment. The patronage and membership of the club, as with virtually all traditional RSL clubs, has diminished significantly over the past decade or more largely as a result of the aging of ex-service members and modern lifestyles.

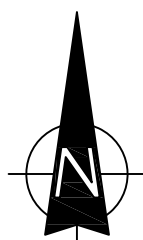
Consent has been granted for the proposed total redevelopment of the site involving a completely new building with some 2,972m² of public access floor area (ground level and Level 1 terraces) and ground/basement car parking. The Consent Conditions include the specified permitted trading hours and the permitted maximum number of gaming machines. The S96 Application seeks to amend the Consent Conditions to extend the permitted trading hours and to increase the permitted number of gaming machines.

The purpose of this report is to:

- * describe the approved development scheme and the proposed S96 modifications
- * describe the road network serving the site and the existing traffic and transport circumstances
- * assess the potential patronage implications of the proposed S96 modifications
- * assess the potential traffic implications of the proposed S96 modifications
- * assess the potential parking implications of the proposed S96 modifications



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING USE

The existing Parramatta RSL Club site (Figure 2) is Lot 362 in DP752085 which occupies a large irregular shaped area of some 1.12 ha bounded by Macquarie Street, O'Connell Street and Parramatta Park. This landholding is supplemented by a property located on the opposite side of Macquarie Street which is occupied by a decked car park used by club members and guests.

The club site is located on the western edge of the CBD and the adjoining Parramatta Park contains Old Government House which is situated just to the northwest. The site is located some 650m west of the Railway Station and Bus Interchange while other major existing elements in the vicinity are:

- Parramatta Stadium to the north
- Westfield Shoppingtown to the southwest
- Parramatta River which runs through Parramatta Park

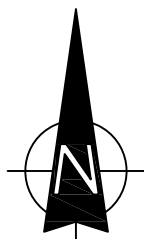
There are numerous major development projects in various stages of approval and construction located throughout the CBD and along the river.

The existing 2 level club building is located centrally on the site with three lawn bowl greens on the eastern side and open car park on the western side with some 46 spaces. The existing club building contains some 3,185m² of public area and some 1,991m² of BOH area. The club:

- has some 9,500 members down from a peak of 10,500 members
- trades from 10am to 11pm Sunday to Wednesday, 10am to 12am Thursday and 10am to 2am Friday / Saturday
- has some 30 to 40 operational staff
- has 149 gaming machines



LEGEND



SITE

FIG 2

2.2 APPROVED DEVELOPMENT

Consent (DA/805/2013/B) has been granted to demolish the existing building and structures and excavate the site to provide for basement car parking/loading dock and level platforms for building and hardstand areas. The new club building will contain a range of integrated use areas reflecting a contemporary facility with a total public area of 2,972m² and a back of house area of 1,229m².

The principal elements of the approved development are:

Foyer	127 m ²	Outdoor Areas	553 m ²
Lounge/dining	636 m ²	Sub branch (RSL)	119 m ²
Gaming	366 m ²	Lounge	156 m ²
Function/terrace	448 m ²	Level 1 Function	567 m ²

The maximum potential “theoretical population” of the new building will be 2,972 persons and the entry foyer will be located on the Macquarie Street frontage.

A total of 699 parking spaces are to be provided via the existing driveways on Macquarie Street and the rear “park roadway”.

Details of the approved development scheme are provided in the plans prepared by Paynter Dixon which are reproduced in part in Appendix A.

Consent Condition 109 specifies that the maximum number of gaming machines shall not exceed 145 while Consent Condition 118 specifies that the hours of operation for the Club shall be restricted to:

Day	Time
Monday	10am to 11pm
Tuesday	10am to 11pm
Wednesday	10am to 11pm
Thursday	10am to 12 midnight
Friday	10am to 1 am
Saturday	10am to 1 am
Sunday	10am to 11pm

2.3 PROPOSED S96 MODIFICATION

The S96 Application proposes to amend Consent Conditions as follows:

Condition 109 – to increase the number of gaming machines to 200 with further incremental increases being subject to separate approval under the Gaming Machines Act 2001.

Condition 118 – to broaden the approved hours of operation to 7.00am – 4.00am Monday to Sunday (7 days) with outdoor areas not available for patrons between 1.00am and 7.00am. The 7.00am start provision is to accommodate morning service/delivery activities and occasional breakfast functions.

3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

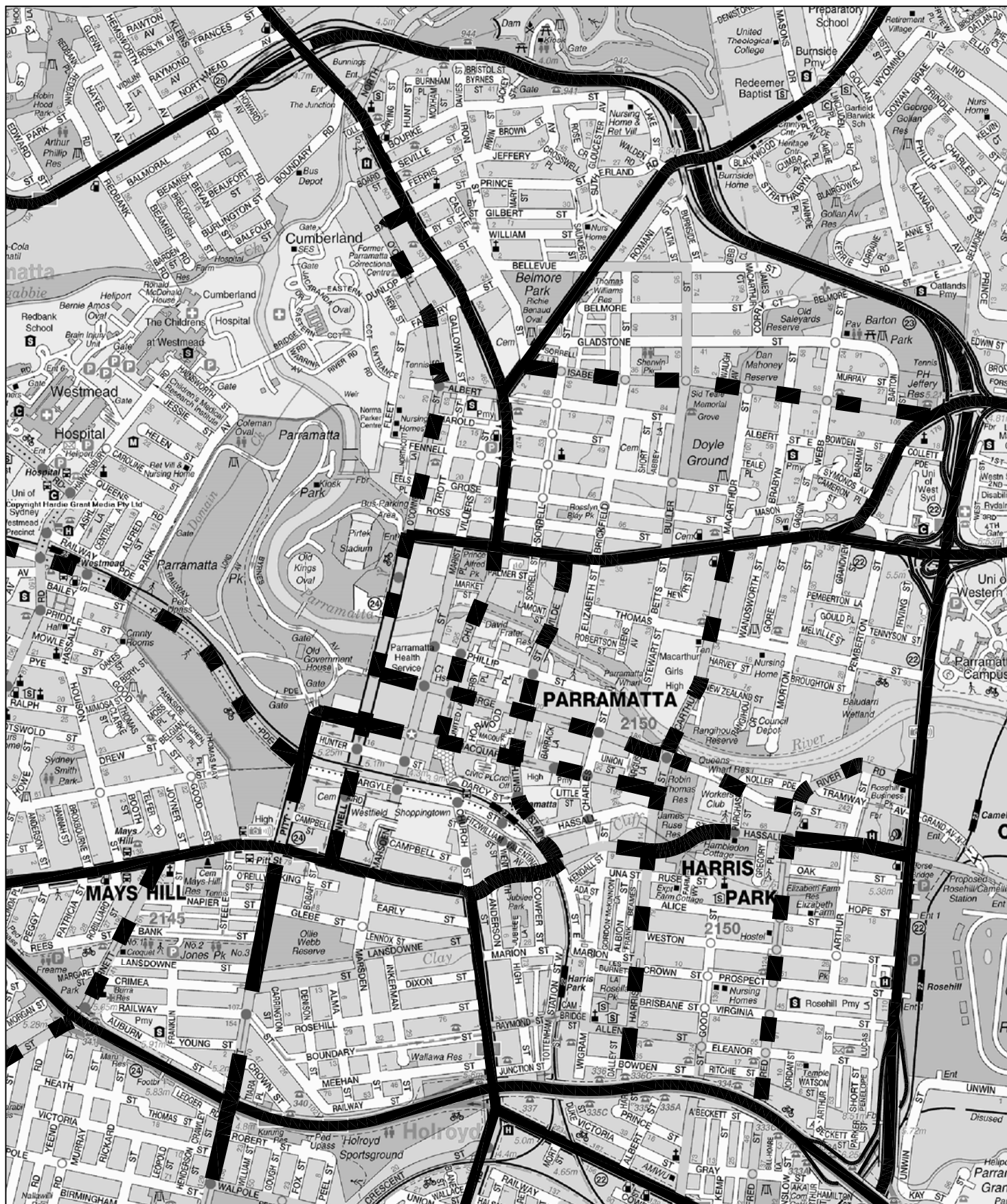
The road network which facilitates access to and from the development site (Figure 3) comprises:

- * *M4 Motorway and Great Western Highway* – State Roads and arterial routes connecting between the City and Penrith
- * *Windsor Road / Church Street (North)* – a State Road and arterial route which connects between Parramatta and Windsor
- * *Victoria Road* – a State Road and east-west arterial route which connects between the City and Parramatta
- * *George Street and Macquarie Street* – east-west collector routes running through the CBD
- * *Pitt Street and O’Connell Street* – north-south collector routes running the western side of the CBD
- * *Argyle Street / Park Parade* – a minor collector route and bus priority route




3.2 TRAFFIC CONTROLS

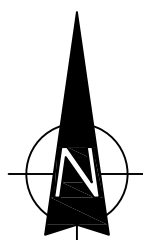
The existing traffic controls which have been applied to the road system in the vicinity of the site (Figure 4) include:

- * the traffic control signals at intersections along the Church Street/Windsor Road and Parramatta Road routes
- * the traffic control signals along O’Connell Street at the Hunter Street, Macquarie Street and George Street intersections



LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR



ROAD NETWORK

FIG 3

- * the pedestrian signals on Macquarie Street at the site frontage
- * the one-way northerly traffic flow along Pitt Street and easterly along Macquarie Street to O'Connell Street with one-way westerly in the section east of O'Connell Street
- * the one-way westerly traffic flow along Hunter Street between O'Connell Street and Pitt Street
- * the NO PARKING restrictions along Macquarie Street between Pitt Street and O'Connell Street and along O'Connell Street
- * the BUS LANE restrictions along sections of Pitt Street, Argyle Street and Park Parade

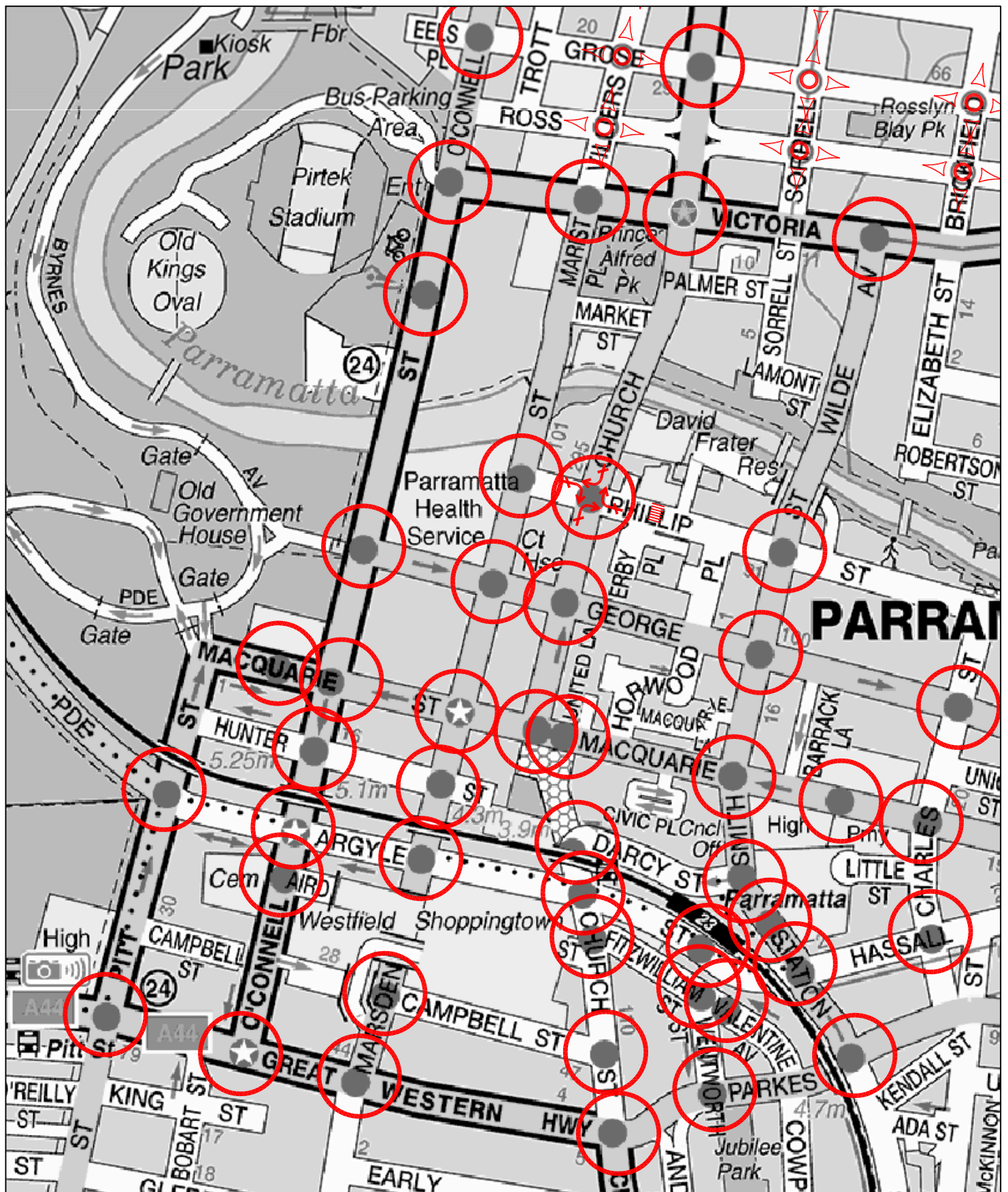
3.3 TRAFFIC CONDITIONS

An indication of the existing traffic conditions in the vicinity of the site is provided by data published by the RMS¹ and surveys undertaken as part of this assessment. The RMS data is expressed in terms of Annual Average Daily Traffic (AADT) and the most recently available data is summarised in the following:




	AADT
O'Connell Street	
At Bridge over Parramatta River	27,549
Church Street	
South of Albert Street	27,403

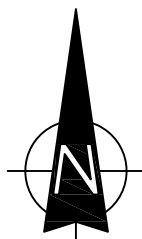
Traffic movement surveys were carried out during the peak club activity periods at the intersection of O'Connell Street and Macquarie Street and the club car park accesses. The results of these surveys are summarised in the following:

¹ Traffic Volume Data Sydney Region
Roads and Maritime Services



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

FIG 4

		Friday		Saturday	
		Afternoon	Evening	Afternoon	Evening
O'Connell Street	SB	1,196	521	636	534
Macquarie Street West	RT	288	146	161	149
	LT	936	510	876	520
Macquarie Street East	RT	144	63	98	51
	LT	420	217	168	178
Car Park	IN	15	20	17	13
	OUT	10	22	9	12
Separate Car Park	IN	20	11	8	7
	OUT	6	26	20	20

It is evident over the full survey results that the access movements for the 2 car park areas are relatively consistent throughout the Friday and Saturday periods from early afternoon to late at night without any significant peaking for either ingress or egress.

The operation of the intersections in the area is relatively satisfactory for a CBD environment with access and control being facilitated by the traffic signal controlled intersections with attendant one-way and NO RIGHT TURN restrictions.

3.4 TRANSPORT SERVICES

The site is conveniently located in relation to bus, rail and ferry services. Numerous frequent and high capacity bus services operate in the vicinity of the site as shown on the diagrams in Appendix B while the railway station is easily accessed by walking or by bus. In the future the available transport services will be augmented by the proposed new light rail system.

3.5 FUTURE CIRCUMSTANCES

Through collaboration between various State and Local Government agencies including the Department of Planning and Environment, Urban Growth NSW, Greater Sydney Commission (GSC) and local Councils, much work has been undertaken in recent years on developing and refining metropolitan strategies for growing Parramatta. This work has focused on addressing Sydney's significant forecast growth through identifying the needs this growth will generate, and how planning strategies should be developed and implemented to accommodate these needs.

Parramatta Square

Parramatta Square being just to the east of the site is one of the largest urban renewal initiatives in Australia and is set to transform the Parramatta's core into a highly accessible and vibrant mixed use centre that is built on the renewed transport interchange. This will also include the future Parramatta Light Rail (PLR) alignment which will run along the Macquarie Street frontage (further elaborated in the following subsection). Planning criteria for the Parramatta Square redevelopments are contained in Part 4: Special Precincts chapter of the Parramatta DCP 2011.

Parramatta Light Rail

Parramatta Light Rail (PLR) is one of the NSW Government's major infrastructure projects and is intended to be delivered in 2 stages: Stages 1 and 2. Stage 1 will connect Westmead to Carlingford via Parramatta CBD and spans 12 km in length while Stage 2, though yet to be finalised, is anticipated to connect between Rosehill and Strathfield via the Sydney Olympic Park. It is anticipated that construction for Stage 1 would commence in 2018 and would be completed and in operation by 2023.

The Stage 1 PLR route will have a stop 'Eat Street Station' located at Church Street just to the north of the Church Street/George Street intersection i.e. some 350m east of the site.

Details of the most recently updated PLR publication, including its route map and proposed stations, are provided on the extracts reproduced in part in Appendix C.

4. PATRONAGE

Although the existing Parramatta RSL Club trades until the early hours of the morning, the current patronage characteristics do not reflect that of the proposed new club because:

- * the club reflects a traditional 'returned services club' and the membership and patronage has diminished significantly over the past decade
- * the impending major changes to the resident and worker population of the Parramatta CBD are still to occur
- * the club is aged and outdated and does not provide the ambience, facilities or activities expected with contemporary lifestyles.

In order to establish the potential implications of the proposed S96 modifications an assessment was taken to identify an existing club which is comparable to the proposed redeveloped Parramatta Club. In fact, it was revealed that The Lantern Club at Roselands was the "benchmark" employed for the development assessment phase for the new Parramatta Club. This Club is a similar size to the proposed Parramatta Club and the gaming, food and beverage facilities reflect that proposed at Parramatta.

The Lantern Club is a redevelopment of the former Roselands Bowling Club (see details overleaf) and its details are as follows:

Gaming Machines	- 157
Hours of Operation	- 10am – 4am (7 days)

Surveys were undertaken at The Lantern Club on recent Friday and Saturday nights between 12 midnight and 4.00am by Traffic Information Specialists to record the Club's patronage levels. The results of those surveys are provided in Appendix D and summarised in the following:



THE LANTERN CLUB
ROSELANDS AVENUE
ROSELANDS

Hours	FRIDAY			SATURDAY		
	Patron Count	IN	OUT	Patron Count	IN	OUT
12am-1am	45	7	21	45	15	27
1am-2am	31	9	22	33	9	26
2am-3am	18	6	16	16	5	8
3am-4am	8	0	6	13	1	11

The patronage data shows a typical trendline which is quite consistent with many clubs of similar nature, in that customers start to drop quite sharply past 2am. In addition to that, the data also reveal that while there are some 157 gaming machines in the Lantern Club, there were only some 30-40 persons at its busiest between 12 and 4am. This is a clear indication that the number of machines available at the premises is not critical to patronage at the proposed extended trading hours.

If a conservative 'linear' relationship is to be applied to the new proposed 200 machines at the RSL Club, then it can be anticipated that there could be a maximum patronage of some 57 person during the busiest hours past midnight.

5. PARKING

The approved Parramatta RSL Club will have 699 spaces which are to be provided via the existing driveways on Macquarie Street and the near 'park roadway'.

Parking demand surveys undertaken at Lantern Club carpark on Friday and Saturday provide a salient indication of what might eventuate of the extended Club trading hours:

Hours	Carpark Occupation	
	Friday	Saturday
12am – 1am	41	36
1am – 2am	28	28
2am – 3am	24	15
3am – 4am	16	12

** (6 staff vehicles inclusive)*

Based on the collected patronage movements and carparking occupancy data (excluding staff) the average vehicle occupancy rate expressed in persons per vehicle (ppv) are:

Friday	1.2 ppv
Saturday	1.7 ppv

Applying the above to the anticipated peak patronage of some 57 persons would indicate a parking requirement of 48 spaces. It can be expected that staffing levels would be in the order of 8-10 persons and as such the peak parking demand would be some 60 spaces.

It is quite apparent therefore that the approved Club carpark of 699 spaces will have far more capacity than that required for the anticipated peak patronage level during the extended trading hours.

6. TRAFFIC

Based on the patronage data and vehicle occupancy rates, the projected peak two-way traffic generation during the extended hours will be:

Friday	48 vtp
Saturday	34 vtp

And these will be distributed as follows:

	IN	OUT
Friday	16 vtp	32 vtp
Saturday	12 vtp	22 vtp

Traffic movements of this order of magnitude representing 1 vt every 2-3 minutes in each direction and distributed across 3 accesses will be entirely imperceptible in the context of the local traffic network particularly during off peak hours.

7. CONCLUSION

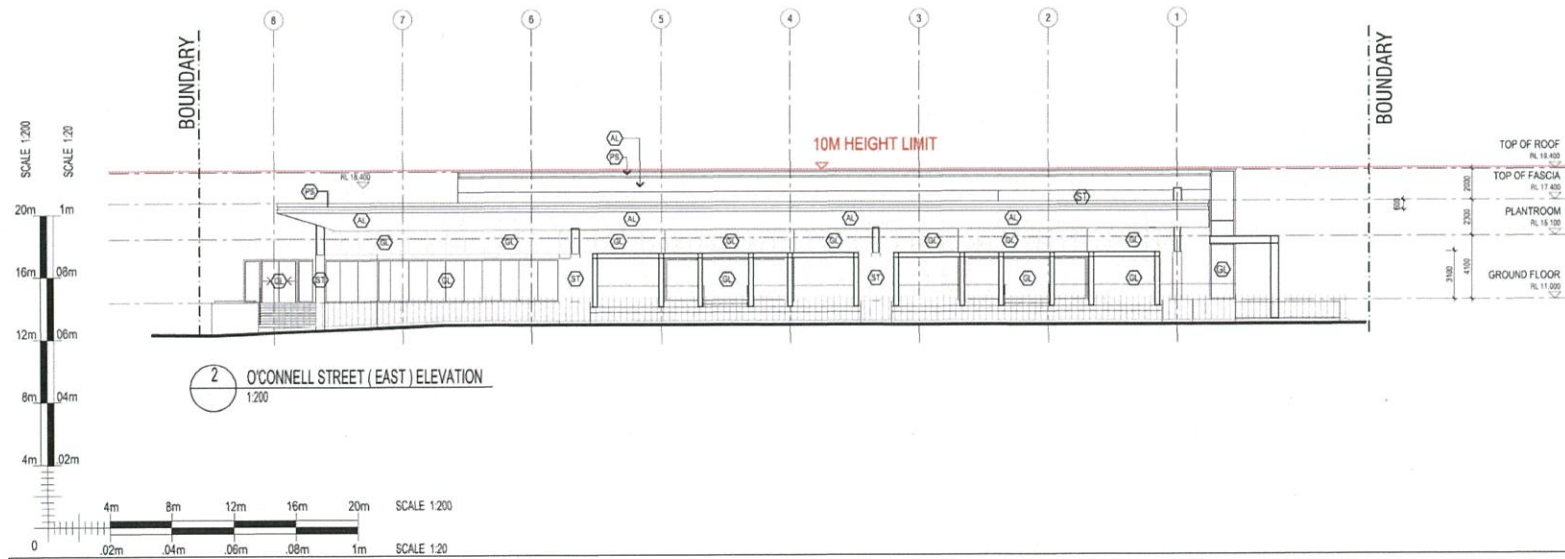
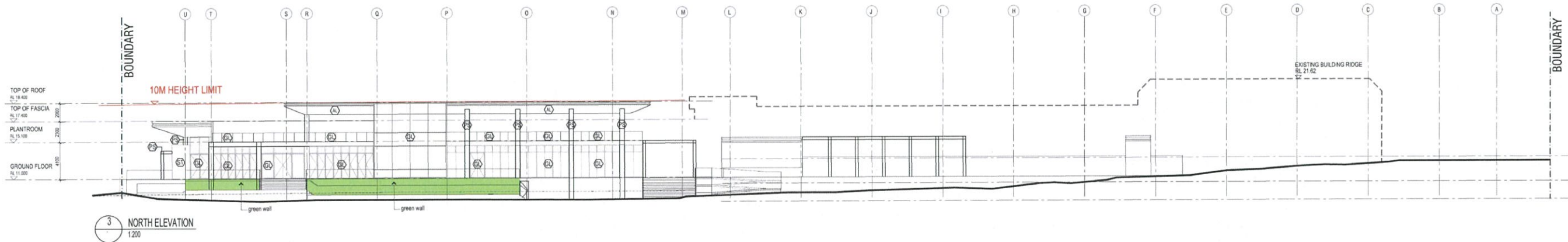
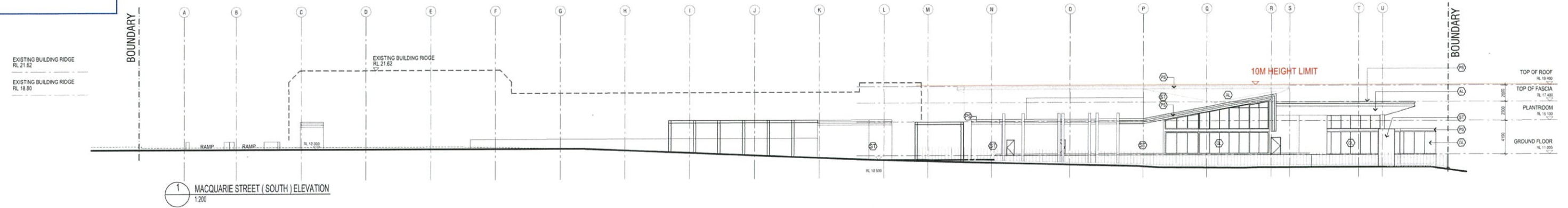
This report documents an assessment undertaken in relation to a S96 Application which seeks to modify Consent Conditions in relation to the approved trading hours and maximum permitted number of gaming machines for the redeveloped Parramatta RSL Club. The assessment has identified:

- the projected traffic movements which would occur during the extended trading hours
- the projected parking demands during the extended trading hours
- the potential impact of the proposed increased number of gaming machines.

It is concluded that the proposed modifications to the Consent Conditions will not have any adverse traffic or parking implications.

APPENDIX A

APPROVED PLANS



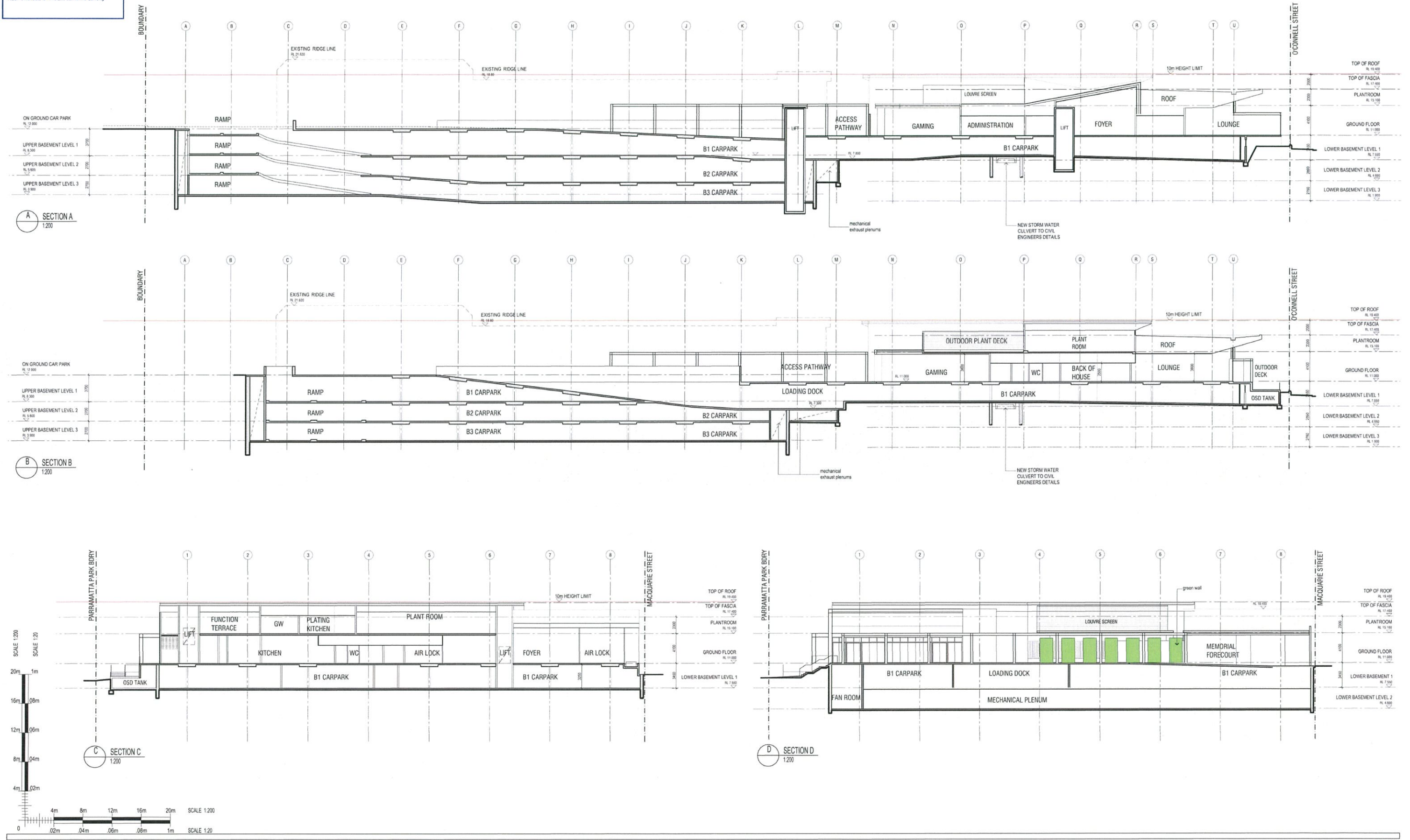
- LEGEND**
- PS EXPRESSED STEEL STRUCTURE - PAINT FINISH
 - CB COLORBOND METAL ROOFING
 - GL GLASS (COMBINATION OF FRAME AND FRAMELESS)
 - ST NATURAL STONE CLADDING
 - AL ALUMINUM COMPOSITE CLADDING - ALUCOBOND

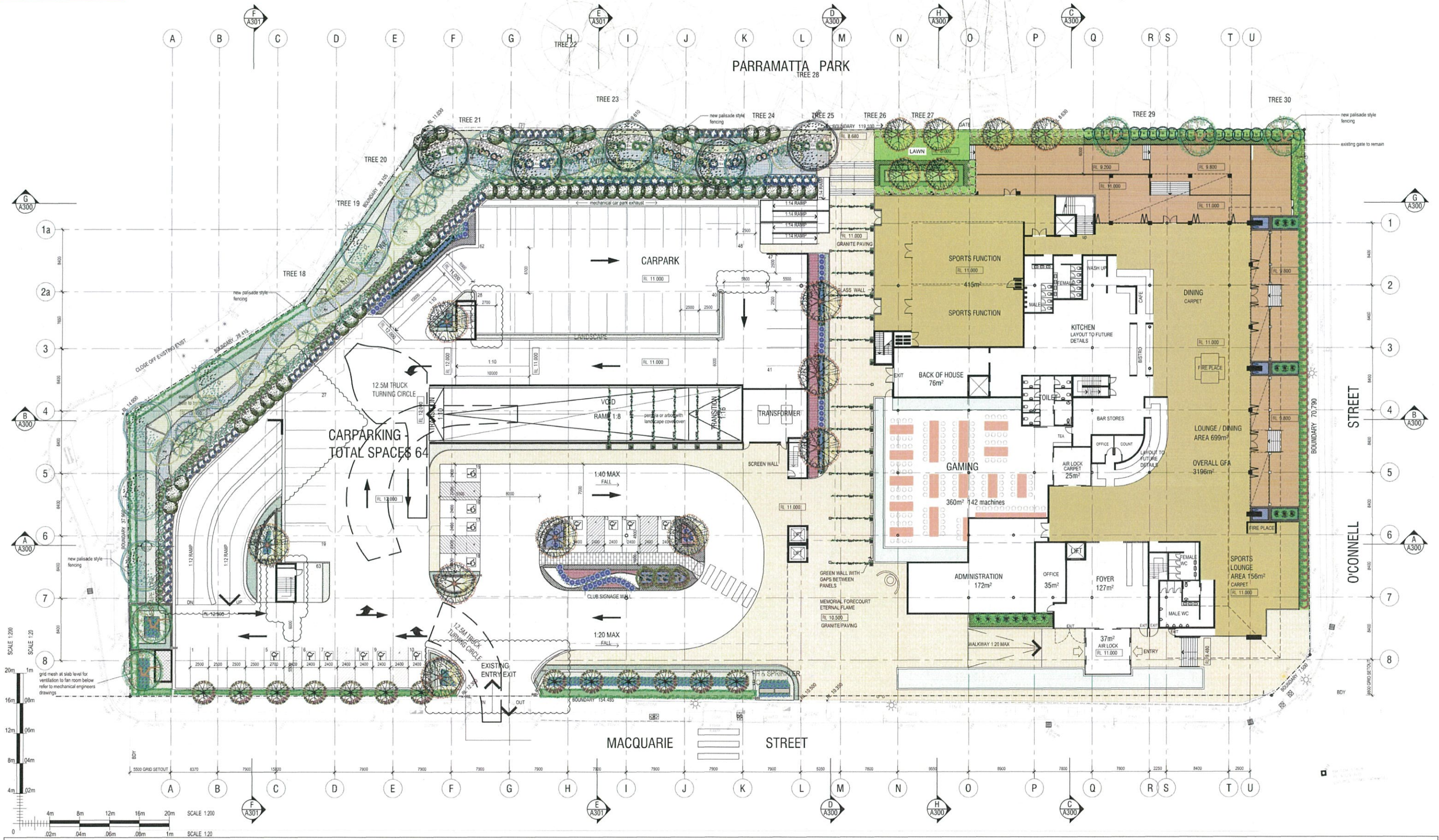
NOTES:
PAYNTER DIXON IS THE OWNER OF THE COPYRIGHT SUBSISTING IN THESE DRAWINGS & SPECIFICATIONS WHICH MUST NOT BE REPRODUCED OR COPIED WITHOUT PRIOR WRITTEN CONSENT.
DO NOT SCALE DRAWINGS. VERIFY ALL DIMENSIONS ON THE SITE BEFORE COMMENCING ANY WORK OR PRODUCING ANY SHOP DRAWINGS. SHOP DRAWINGS MUST BE SUBMITTED AND APPROVED BEFORE MANUFACTURE. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL CURRENT AND RELEVANT AUSTRALIAN STANDARDS.

ISSUE	AMENDMENT	DATE
03	ISSUE FOR DA	25/06/14
02	ISSUE FOR DA	21/11/13
PT	ISSUE FOR COORDINATION	18/11/13
01	ISSUE FOR DA	25/08/13



PROJECT NEW HOSPITALITY VENUE PARRAMATTA FOR CASTLE HILL RSL CLUB		SCALE 1:200 @ B1	CHECKED AD
DRAWN LL		PROJECT DATE 6/23/2014	APPROVED TF
TITLE ELEVATIONS		PROJECT No CTL 0303	DRAWING No DA200
			ISSUE 03





NOTES:

BY SIGNING THIS FORM, THE CLIENT AGREES TO THE FOLLOWING TERMS AND CONDITIONS:

1. PLYNTER DUXON IS THE OWNER OF THE COPYRIGHT SUBSISTING IN THESE DRAWINGS & SPECIFICATIONS WHICH MUST NOT BE REPRODUCED OR COPIED WITHOUT PRIOR WRITTEN CONSENT.

2. DO NOT SCALE DRAWING - VERIFY ALL DIMENSIONS ON THE SITE BEFORE COMMENCING ANY WORK. PRODUCE ANY SHOP DRAWINGS, SHOP MATERIALS AND ETC. TO BE SUBMITTED AND APPROVED BEFORE INSTALLATION. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL CURRENT AND RELEVANT AUSTRALIAN STANDARDS.



07	REVIEW FOR DA	15/09/19
08	REVIEW FOR DA	16/09/19
09	ISSUE FOR DA	25/09/19
04	RE DESIGN ISSUE FOR COMMENTS	09/09/19
	ISSUE AMENDMENT	DATE



PAYNTER DIXON
Paynter Dixon Constructions Pty Limited
Level 2, 2 Richardson Place
Riverside Corporate Park
North Ryde SYDNEY NSW 2113
Tel (02) 9797 5555 Fax (02) 9797 5533
ABN 84 087 120 311

NEW HOSPITALITY VENUE
PARRAMATTA
FOR CASTLE HILL RSL CLUB

GROUND FLOOR PLAN

SCALE
1:200

DRAWN
LL

LL
PLOT DATE
15/09/2014

15/08/2014	PROJECT No
------------	------------

CTL 0303

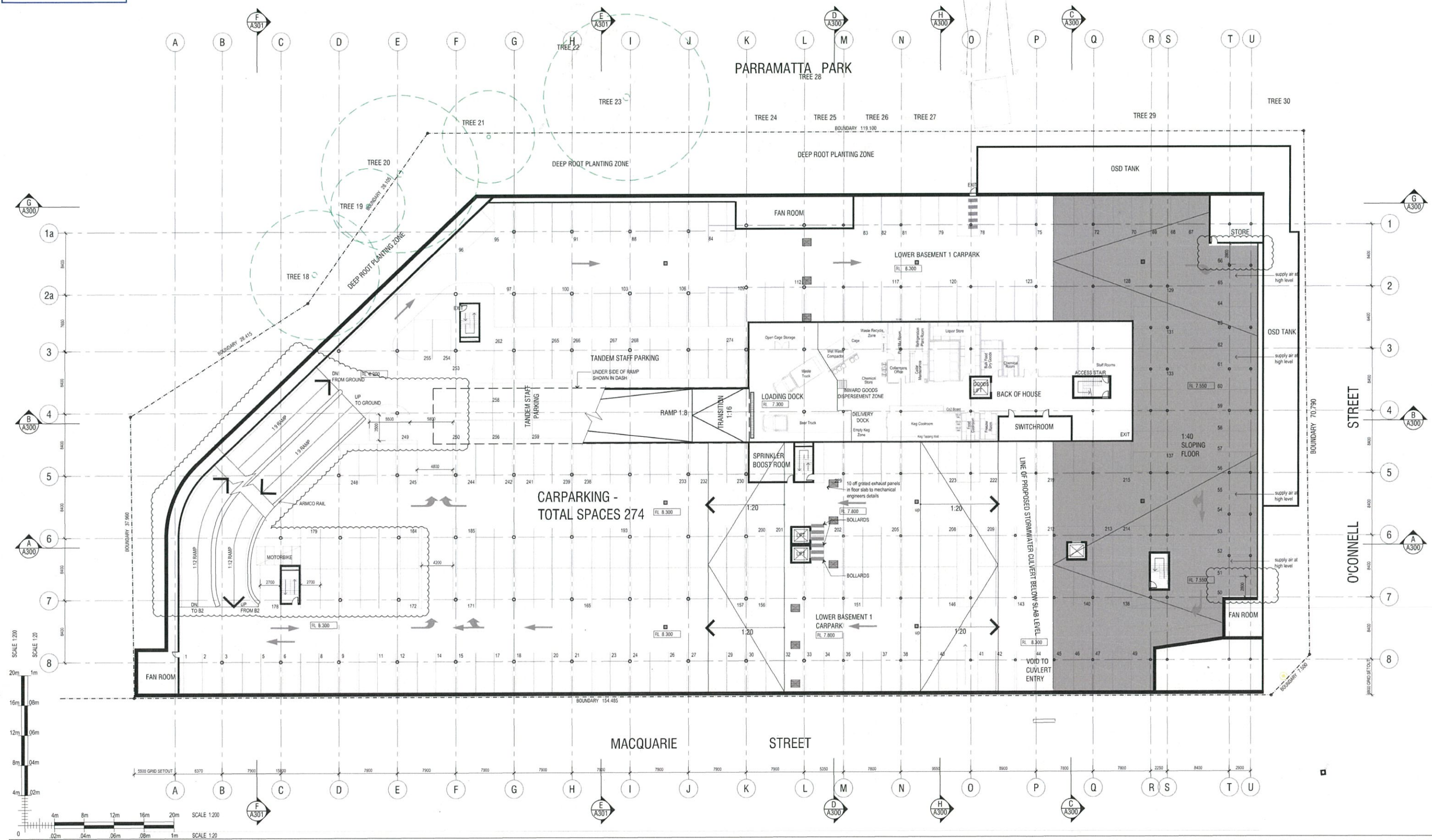
CHECKED
AD


REFERENCES

APPROVED
TF

GRADING No

DA143	07
-------	----

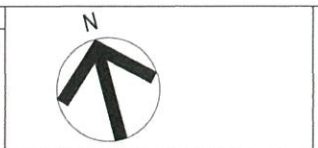


NOTES: PAYNTER DIXON IS THE OWNER OF THE COPYRIGHT SUBSISTING IN THESE DRAWINGS & SPECIFICATIONS WHICH MUST NOT BE REPRODUCED OR COPIED WITHOUT PRIOR WRITTEN CONSENT. DO NOT SCALE DRAWING. VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK AND REPORT BACK TO ARCHITECT IMMEDIATELY BY E-MAIL. VARIATIONS APPROVED BEFORE MANUFACTURE. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL CURRENT AND RELEVANT AUSTRALIAN STANDARDS.	
--	---

PAYNTER
DIXON

Paynter Dixon Constructions Pty Limited
Level 2, 2 Richardson Place
Riverside Corporate Park
North Ryde SYDNEY NSW 2113
Tel (02) 9707 5558 Fax (02) 9717 5533
ABN 84 087 120 315

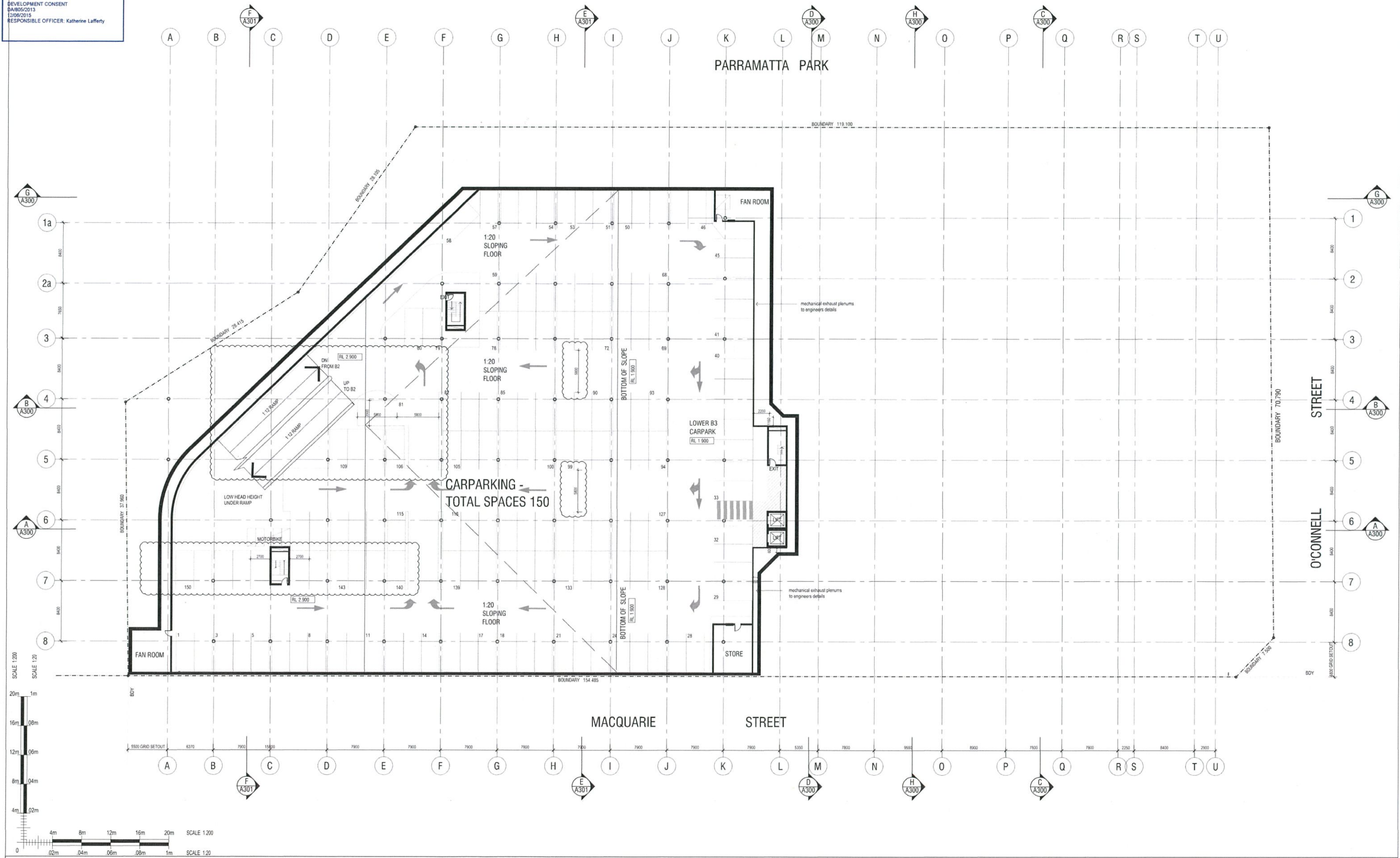
		CHECKED AD
		APPROVED TF
TITLE	PROJECT No	DRAWING No
BASEMENT 1 PLAN	CTL 0303	DA142
DATE	SCALE 1:200 @ B1	ISSUE 06



06	REVISE FOR DA	10/06/14
05	REVISE FOR DA	14/06/14
04	ISSUE FOR DA	26/06/14
03	RE-DESIGN ISSUE FOR COMMENTS	09/06/14
	ISSUE AMENDMENT	DATE

 **PAYNTER DIXON**
Paynter Dixon Constructions Pty Limited
Level 2, 2 Richardson Place
Riverside Corporate Park
North Ryde SYDNEY NSW 2113
Tel (02) 9707 5555 Fax (02) 9707 5533
ABN 64 097 120 315

PROJECT NEW HOSPITALITY VENUE PARRAMATTA FOR CASTLE HILL RSL CLUB		SCALE 1:200	@ B1	CHECKED AD
		DRAWN LL		APPROVED TF
		PLOT DATE 18/08/2014		
TITLE	PROJECT No	DRAWING No	ISSUE	
BASEMENT 2 PLAN	CTL 0303	DA141	06	



NOTES:
1. MASTER DRAWING IS THE OWNER OF THE COPYRIGHT SUBSISTING IN THESE DRAWINGS & SPECIFICATIONS WHICH MUST NOT BE REPRODUCED OR COPIED WITHOUT PRIOR WRITTEN CONSENT.
2. DO NOT SCALE DRAWING. VERIFY ALL DIMENSIONS ON THE SITE BEFORE COMMENCING ANY WORK OR PROCEEDING WITH ANY SHOP DRAWINGS. SHOP DRAWINGS MUST BE SUBMITTED AND APPROVED BEFORE MANUFACTURE. ALL WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND ALL CURRENT AND RELEVANT AUSTRALIAN STANDARDS.



NO.	REVISION	DATE
01	REVISED FOR DA	10/08/14
02	REVISED FOR DA	14/08/14
03	REVISED FOR DA	25/08/14
04	REVISED FOR DA	29/08/14
05	REVISED FOR DA	29/08/14
06	REVISED FOR DA	29/08/14
07	REVISED FOR DA	29/08/14
08	REVISED FOR DA	29/08/14
09	REVISED FOR DA	29/08/14
10	REVISED FOR DA	29/08/14
11	REVISED FOR DA	29/08/14
12	REVISED FOR DA	29/08/14
13	REVISED FOR DA	29/08/14
14	REVISED FOR DA	29/08/14
15	REVISED FOR DA	29/08/14
16	REVISED FOR DA	29/08/14
17	REVISED FOR DA	29/08/14
18	REVISED FOR DA	29/08/14
19	REVISED FOR DA	29/08/14
20	REVISED FOR DA	29/08/14
21	REVISED FOR DA	29/08/14
22	REVISED FOR DA	29/08/14
23	REVISED FOR DA	29/08/14
24	REVISED FOR DA	29/08/14
25	REVISED FOR DA	29/08/14
26	REVISED FOR DA	29/08/14
27	REVISED FOR DA	29/08/14
28	REVISED FOR DA	29/08/14
29	REVISED FOR DA	29/08/14
30	REVISED FOR DA	29/08/14
31	REVISED FOR DA	29/08/14
32	REVISED FOR DA	29/08/14
33	REVISED FOR DA	29/08/14
34	REVISED FOR DA	29/08/14
35	REVISED FOR DA	29/08/14
36	REVISED FOR DA	29/08/14
37	REVISED FOR DA	29/08/14
38	REVISED FOR DA	29/08/14
39	REVISED FOR DA	29/08/14
40	REVISED FOR DA	29/08/14
41	REVISED FOR DA	29/08/14
42	REVISED FOR DA	29/08/14
43	REVISED FOR DA	29/08/14
44	REVISED FOR DA	29/08/14
45	REVISED FOR DA	29/08/14
46	REVISED FOR DA	29/08/14
47	REVISED FOR DA	29/08/14
48	REVISED FOR DA	29/08/14
49	REVISED FOR DA	29/08/14
50	REVISED FOR DA	29/08/14
51	REVISED FOR DA	29/08/14
52	REVISED FOR DA	29/08/14
53	REVISED FOR DA	29/08/14
54	REVISED FOR DA	29/08/14
55	REVISED FOR DA	29/08/14
56	REVISED FOR DA	29/08/14
57	REVISED FOR DA	29/08/14
58	REVISED FOR DA	29/08/14
59	REVISED FOR DA	29/08/14
60	REVISED FOR DA	29/08/14
61	REVISED FOR DA	29/08/14
62	REVISED FOR DA	29/08/14
63	REVISED FOR DA	29/08/14
64	REVISED FOR DA	29/08/14
65	REVISED FOR DA	29/08/14
66	REVISED FOR DA	29/08/14
67	REVISED FOR DA	29/08/14
68	REVISED FOR DA	29/08/14
69	REVISED FOR DA	29/08/14
70	REVISED FOR DA	29/08/14
71	REVISED FOR DA	29/08/14
72	REVISED FOR DA	29/08/14
73	REVISED FOR DA	29/08/14
74	REVISED FOR DA	29/08/14
75	REVISED FOR DA	29/08/14
76	REVISED FOR DA	29/08/14
77	REVISED FOR DA	29/08/14
78	REVISED FOR DA	29/08/14
79	REVISED FOR DA	29/08/14
80	REVISED FOR DA	29/08/14
81	REVISED FOR DA	29/08/14
82	REVISED FOR DA	29/08/14
83	REVISED FOR DA	29/08/14
84	REVISED FOR DA	29/08/14
85	REVISED FOR DA	29/08/14
86	REVISED FOR DA	29/08/14
87	REVISED FOR DA	29/08/14
88	REVISED FOR DA	29/08/14
89	REVISED FOR DA	29/08/14
90	REVISED FOR DA	29/08/14
91	REVISED FOR DA	29/08/14
92	REVISED FOR DA	29/08/14
93	REVISED FOR DA	29/08/14
94	REVISED FOR DA	29/08/14
95	REVISED FOR DA	29/08/14
96	REVISED FOR DA	29/08/14
97	REVISED FOR DA	29/08/14
98	REVISED FOR DA	29/08/14
99	REVISED FOR DA	29/08/14
100	REVISED FOR DA	29/08/14
101	REVISED FOR DA	29/08/14
102	REVISED FOR DA	29/08/14
103	REVISED FOR DA	29/08/14
104	REVISED FOR DA	29/08/14
105	REVISED FOR DA	29/08/14
106	REVISED FOR DA	29/08/14
107	REVISED FOR DA	29/08/14
108	REVISED FOR DA	29/08/14
109	REVISED FOR DA	29/08/14
110	REVISED FOR DA	29/08/14
111	REVISED FOR DA	29/08/14
112	REVISED FOR DA	29/08/14
113	REVISED FOR DA	29/08/14
114	REVISED FOR DA	29/08/14
115	REVISED FOR DA	29/08/14
116	REVISED FOR DA	29/08/14
117	REVISED FOR DA	29/08/14
118	REVISED FOR DA	29/08/14
119	REVISED FOR DA	29/08/14
120	REVISED FOR DA	29/08/14
121	REVISED FOR DA	29/08/14
122	REVISED FOR DA	29/08/14
123	REVISED FOR DA	29/08/14
124	REVISED FOR DA	29/08/14
125	REVISED FOR DA	29/08/14
126	REVISED FOR DA	29/08/14
127	REVISED FOR DA	29/08/14
128	REVISED FOR DA	29/08/14
129	REVISED FOR DA	29/08/14
130	REVISED FOR DA	29/08/14
131	REVISED FOR DA	29/08/14
132	REVISED FOR DA	29/08/14
133	REVISED FOR DA	29/08/14
134	REVISED FOR DA	29/08/14
135	REVISED FOR DA	29/08/14
136	REVISED FOR DA	29/08/14
137	REVISED FOR DA	29/08/14
138	REVISED FOR DA	29/08/14
139	REVISED FOR DA	29/08/14
140	REVISED FOR DA	29/08/14
141	REVISED FOR DA	29/08/14
142	REVISED FOR DA	29/08/14
143	REVISED FOR DA	29/08/14
144	REVISED FOR DA	29/08/14
145	REVISED FOR DA	29/08/14
146	REVISED FOR DA	29/08/14
147	REVISED FOR DA	29/08/14
148	REVISED FOR DA	29/08/14
149	REVISED FOR DA	29/08/14
150	REVISED FOR DA	29/08/14
151	REVISED FOR DA	29/08/14
152	REVISED FOR DA	29/08/14
153	REVISED FOR DA	29/08/14
154	REVISED FOR DA	29/08/14
155	REVISED FOR DA	29/08/14
156	REVISED FOR DA	29/08/14
157	REVISED FOR DA	29/08/14
158	REVISED FOR DA	29/08/14
159	REVISED FOR DA	29/08/14
160	REVISED FOR DA	29/08/14
161	REVISED FOR DA	29/08/14
162	REVISED FOR DA	29/08/14
163	REVISED FOR DA	29/08/14
164	REVISED FOR DA	29/08/14
165	REVISED FOR DA	29/08/14
166	REVISED FOR DA	29/08/14
167	REVISED FOR DA	29/08/14
168	REVISED FOR DA	29/08/14
169	REVISED FOR DA	29/08/14
170	REVISED FOR DA	29/08/14
171	REVISED FOR DA	29/08/14
172	REVISED FOR DA	29/08/14
173	REVISED FOR DA	29/08/14
174	REVISED FOR DA	29/08/14
175	REVISED FOR DA	29/08/14
176	REVISED FOR DA	29/08/14
177	REVISED FOR DA	29/08/14
178	REVISED FOR DA	29/08/14
179	REVISED FOR DA	29/08/14
180	REVISED FOR DA	29/08/14
181	REVISED FOR DA	29/08/14
182	REVISED FOR DA	29/08/14
183	REVISED FOR DA	29/08/14
184	REVISED FOR DA	29/08/14
185	REVISED FOR DA	29/08/14
186	REVISED FOR DA	29/08/14
187	REVISED FOR DA	29/08/14
188	REVISED FOR DA	29/08/14
189	REVISED FOR DA	29/08/14
190	REVISED FOR DA	29/08/14
191	REVISED FOR DA	29/08/14
192	REVISED FOR DA	29/08/14
193	REVISED FOR DA	29/08/14
194	REVISED FOR DA	29/08/14
195	REVISED FOR DA	29/08/14
196	REVISED FOR DA	29/08/14
197	REVISED FOR DA	29/08/14
198	REVISED FOR DA	29/08/14
199	REVISED FOR DA	29/08/14
200	REVISED FOR DA	29/08/14

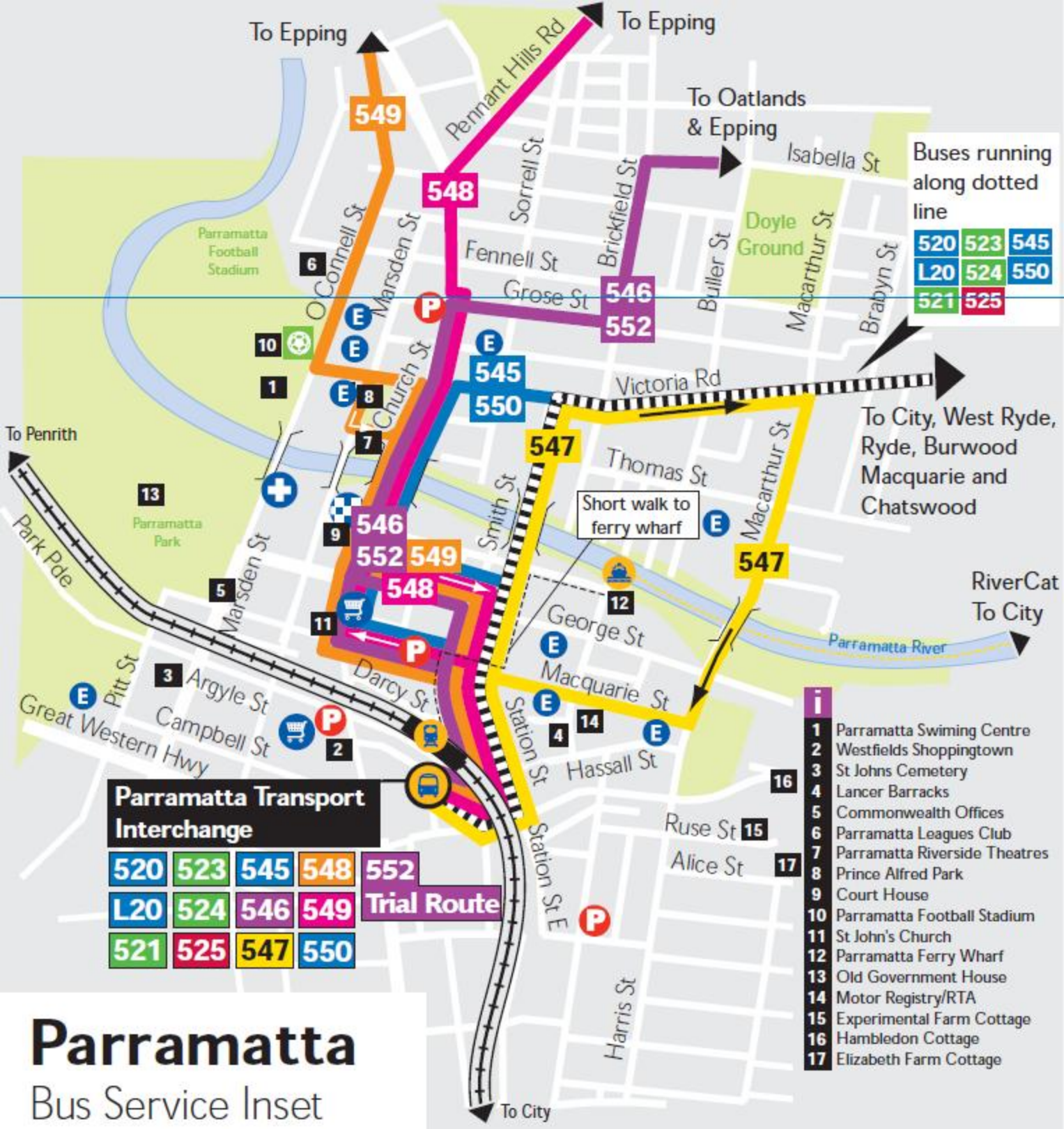
PAYNTER DIXON
Paynter Dixon Construction Pty Limited
Level 2, 2 Richardson Place
Riverside Corporate Park
North Ryde NSW 2113
Tel: (02) 9797 5555 Fax: (02) 9797 5533
ABN 84 087 120 315

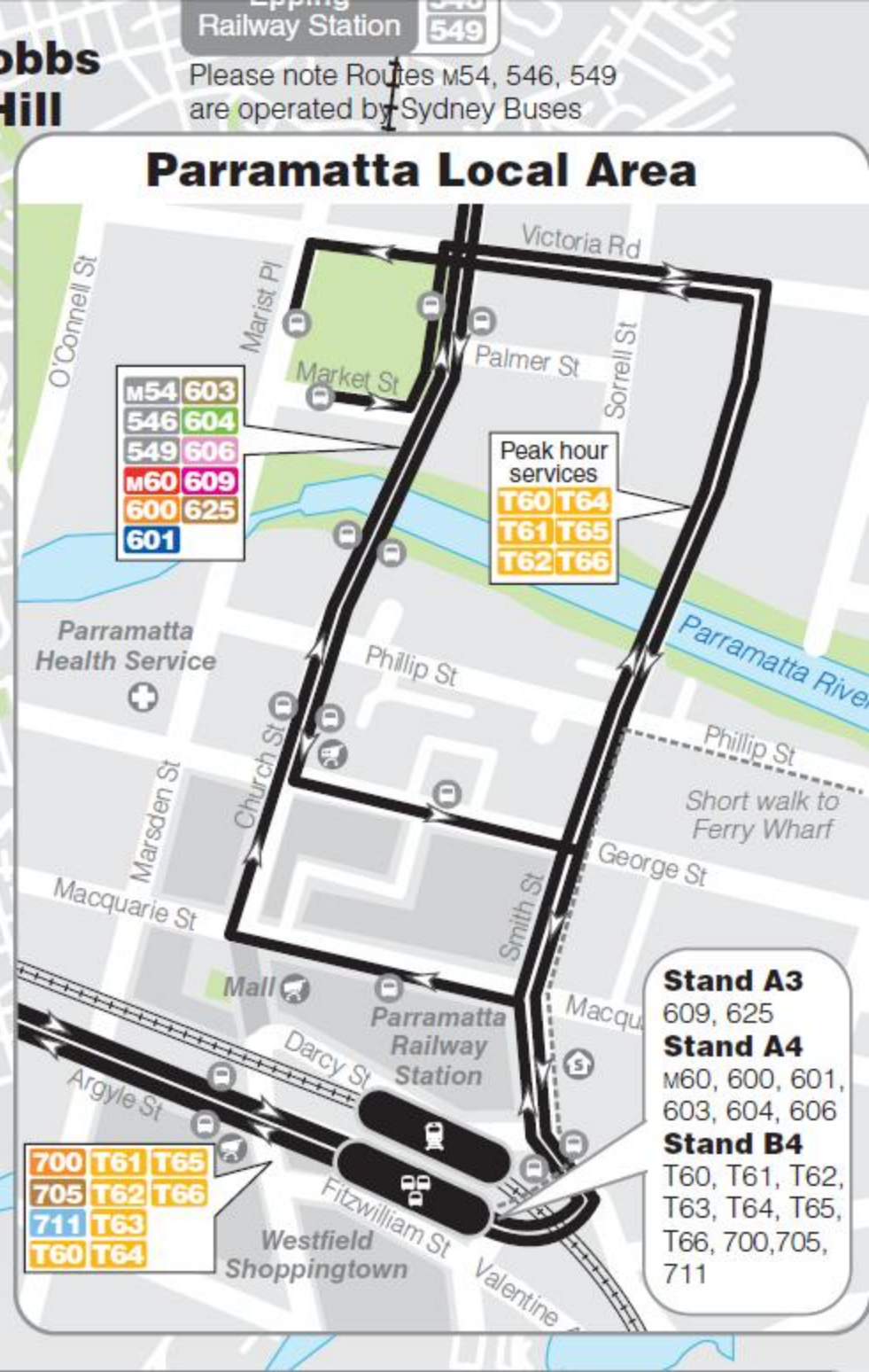
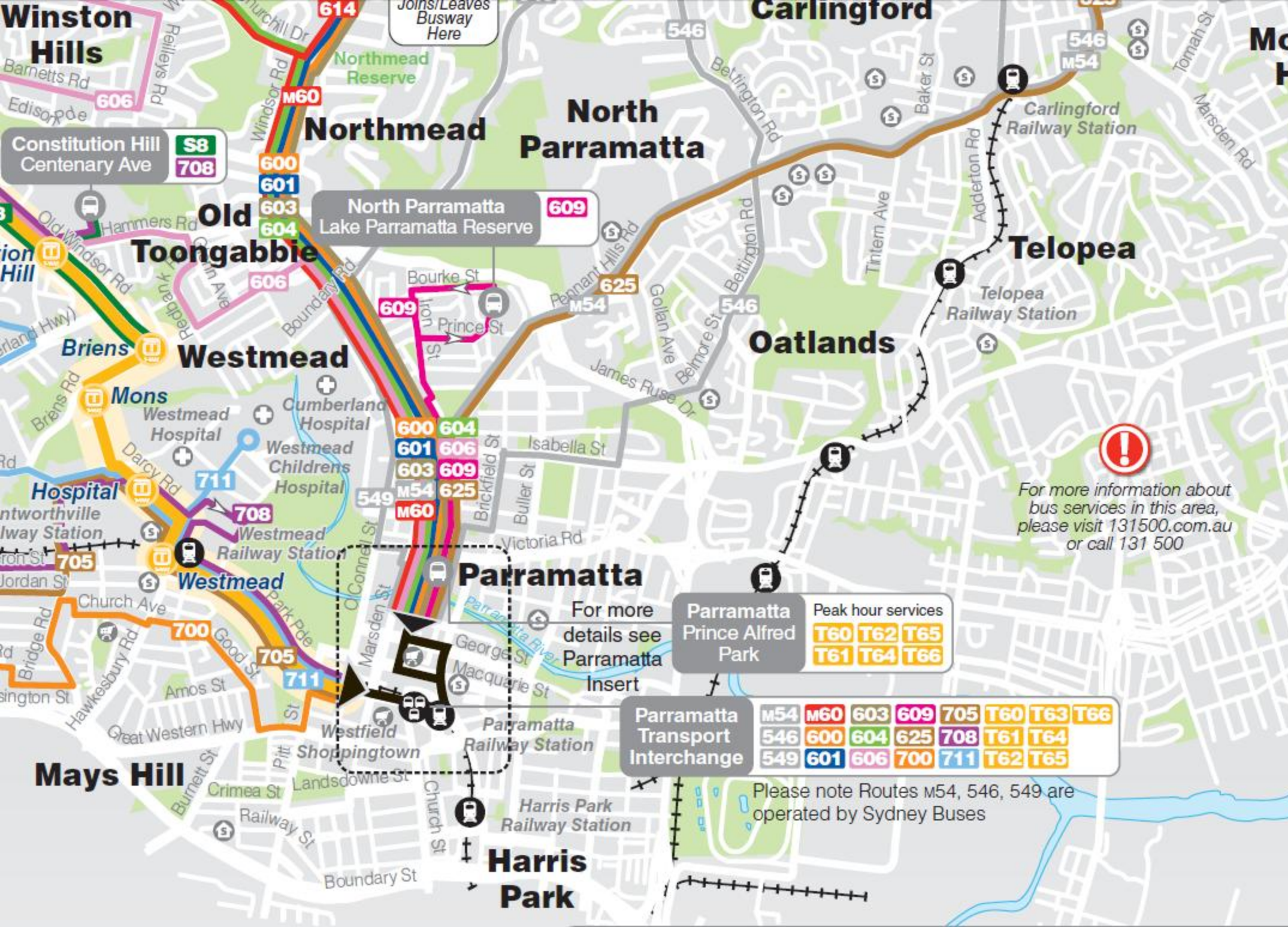
**NEW HOSPITALITY VENUE
PARRAMATTA
FOR CASTLE HILL RSL CLUB**
BASEMENT 3 PLAN

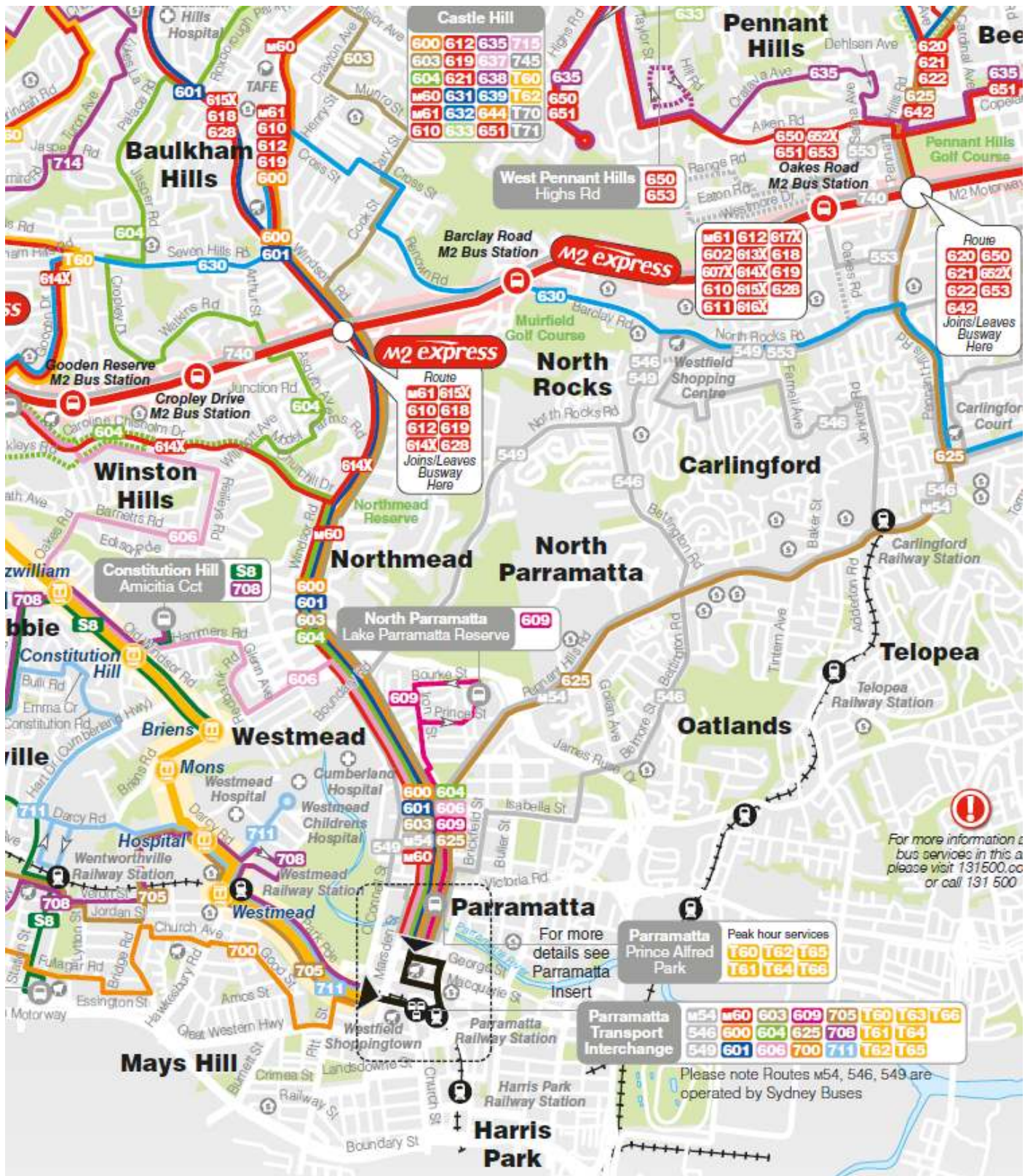
SCALE 1:200 @ B1	CHECKED AD
PROJECT CTL 0303	APPROVED TF
DRAWING No DA140	ISSUE 06

APPENDIX B

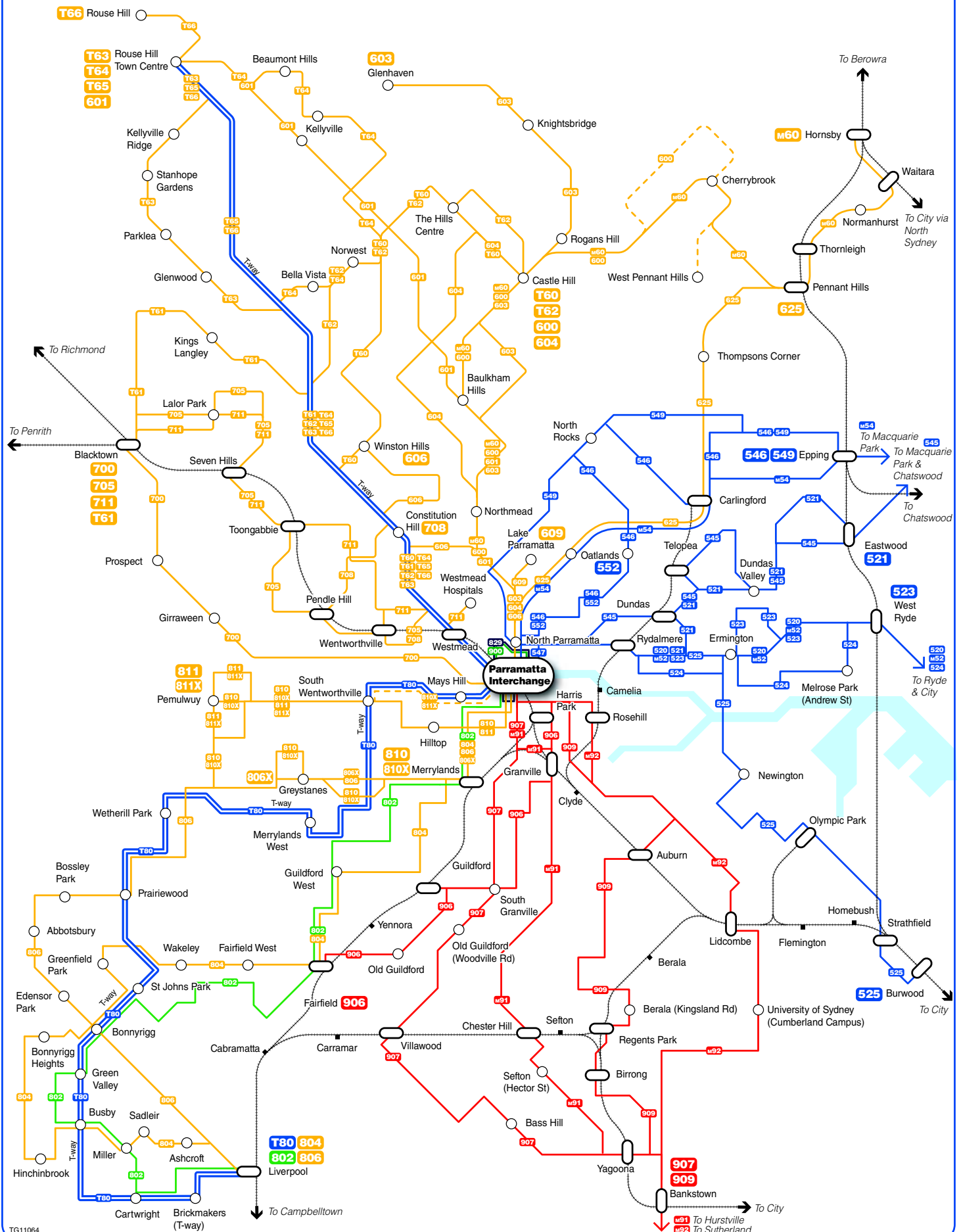
PUBLIC TRANSPORT SERVICES







Parramatta bus network map



TG11064

Legend

- Hillsbus/Westbus routes
- Sydney Buses routes
- Veolia Transport routes
- Westbus/Hopkinsons routes
- Hopkinsons routes
- Free Parramatta Shuttle
- Rail line
- Railway station
- Bus route/suburb
- ◻ Bus/Rail interchange

Diagrammatic Map - Not to Scale

APPENDIX C

PARRAMATTA LIGHT RAIL EXCERPT

Parramatta Light Rail Stage 1



Transport
for NSW



See the
map inside!

Parramatta Light Rail – Stage 1 Connecting great places

Parramatta Light Rail is one of the NSW Government's latest major infrastructure projects being delivered to serve a growing Sydney. Parramatta Light Rail Stage 1 will connect Westmead to Carlingford via Parramatta CBD with a two-way track spanning 12 kilometres.

This will be the first stage of the Parramatta Light Rail project and is expected to open in 2023. Parramatta Light Rail will connect the community with great places and help both locals and visitors move around and explore what the region has to offer.

With an additional one million people set to call Western Sydney home in the next 20 years, Parramatta Light Rail will make moving around new and existing centres and communities easier.

Currently, there is \$8 billion worth of private and public works underway or planned in and around Parramatta's CBD. Parramatta Light Rail will enhance connectivity and accessibility to the region's city centres including Parramatta, where

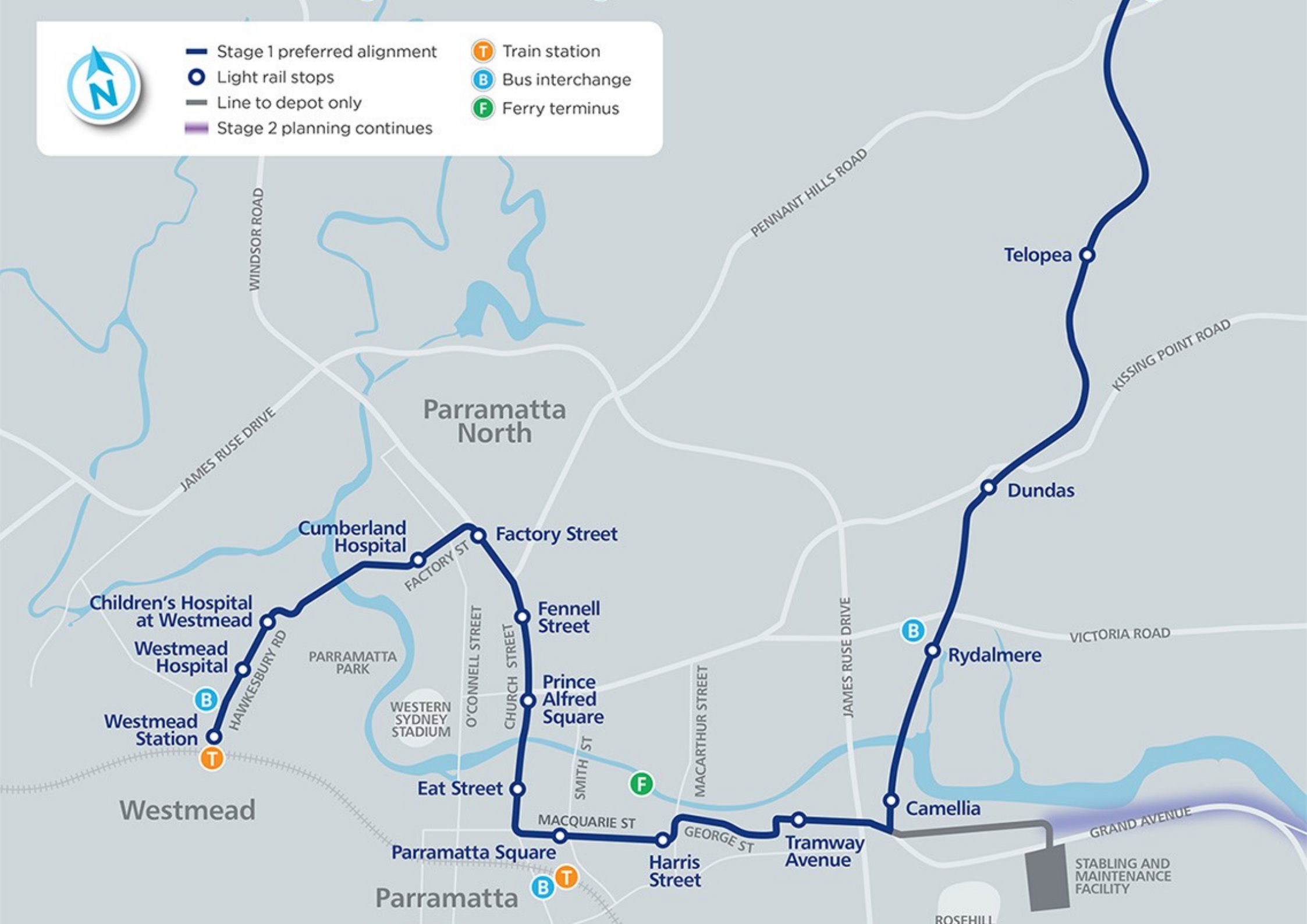
more than 25 developments, both commercial and residential, are scheduled for construction.

The route will link Parramatta's CBD and Parramatta Train Station to the Westmead Health precinct, Parramatta North Urban Transformation Program, the new Western Sydney Stadium, the relocated Powerhouse Museum, the private and social housing redevelopment at Telopea, Rosehill Racecourse and three Western Sydney University campuses.

Transport for NSW is also preparing a plan to ensure traffic and transport flows smoothly during and after construction. Planning work for Stage 2 of the project – from Camellia to Strathfield via Sydney Olympic Park – is being developed in collaboration with Sydney Metro West.



- Stage 1 preferred alignment
- Light rail stops
- Line to depot only
- Stage 2 planning continues
- Train station
- Bus interchange
- Ferry terminus

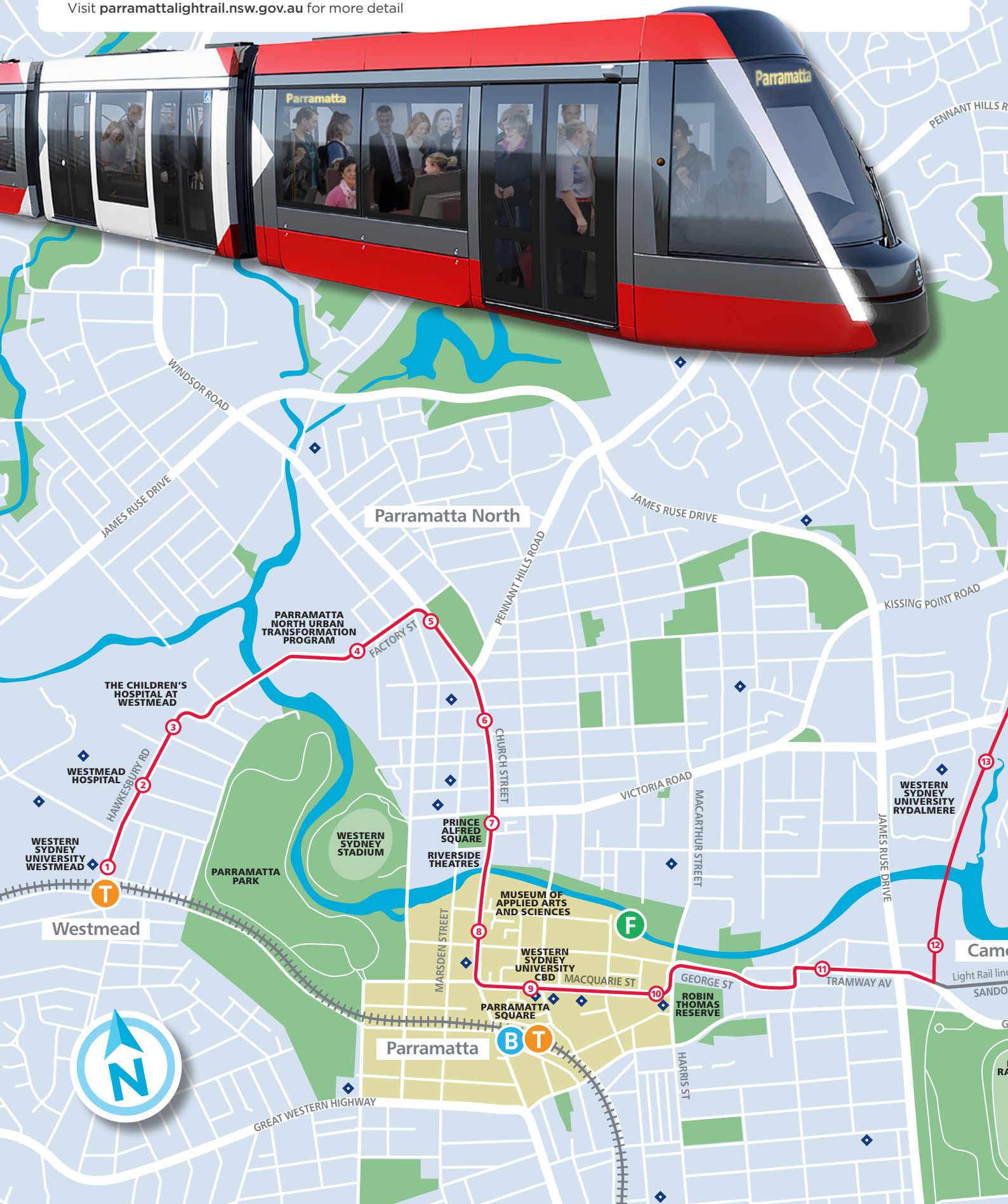


Parramatta Light Rail Preferred route – Stage 1

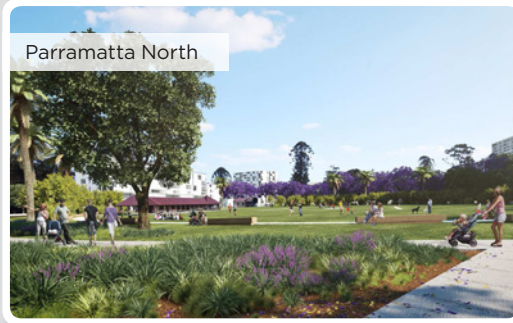
Visit parramattalightrail.nsw.gov.au for more detail



Transport
for NSW



— Stage 1 preferred route ○ Light rail stops T Train stations F Ferry terminus B Bus interchange ■ Parkland ■ CBD



Indicative light rail stop names and locations

- 1 WESTMEAD STATION
- 2 WESTMEAD HOSPITAL
- 3 WESTMEAD CHILDREN'S HOSPITAL
- 4 CUMBERLAND HOSPITAL
- 5 FACTORY STREET
- 6 FENNEL STREET
- 7 PRINCE ALFRED SQUARE
- 8 EAT STREET
- 9 PARRAMATTA SQUARE
- 10 HARRIS STREET
- 11 TRAMWAY AVENUE
- 12 CAMELLIA
- 13 RYDALMERE
- 14 DUNDAS
- 15 TELOPEA
- 16 CARLINGFORD

Parramatta Light Rail key features



High frequency services – seven days a week, early morning to late at night



Modern and comfortable light rail vehicles including stops with easy access



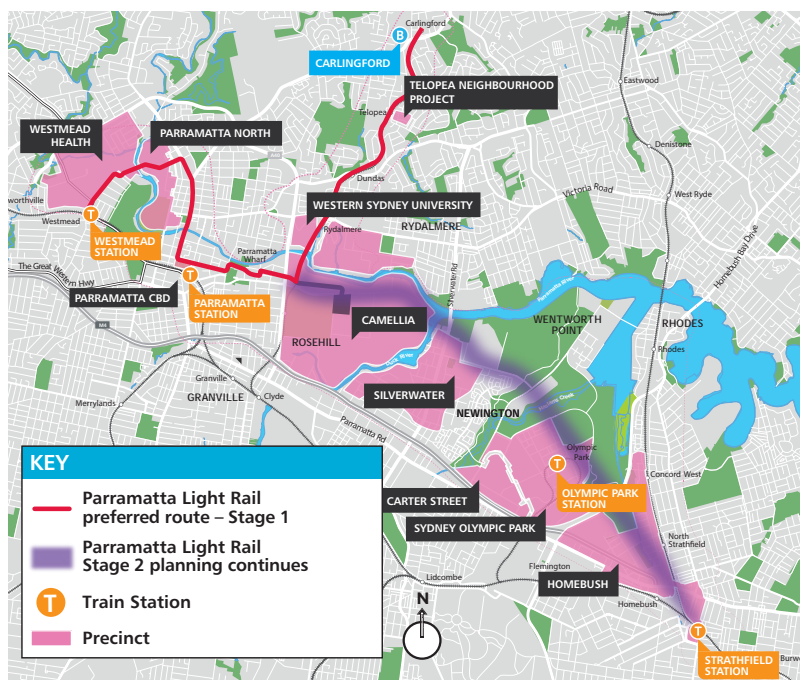
Integrated with the Opal ticketing system



16 stops connecting other transport, including bus, trains and ferries

Parramatta Light Rail Stage 2

Planning work for Stage 2 from Camellia to Strathfield via Sydney Olympic park is being developed in collaboration with Sydney Metro West.



Find out more at www.parramattalightrail.nsw.gov.au
Or call 1800 684 490

Project milestones

Late 2015

Announcement of preferred network

2016

Engagement with key stakeholders begins
Community engagement begins
Project team moves to Parramatta

Early 2017

Public announcement of the preferred route
Community engagement continues

Mid 2017

Environmental Impact Statement will go on display for community consultation and feedback
Final business case and assessment of preferred network completed

Late 2017

Commencement of procurement of companies responsible for delivery and operations of the project

Early 2018

Planning approval expected

2018

Stage 1 construction expected to begin

2023

Stage 1 (Westmead to Carlingford) opens



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Parramatta Light Rail on 1800 684 490.

Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفهية (TIS National) على الرقم **131 450**، والطلب منهم الاتصال بـ Parramatta Light Rail على الرقم 1800 684 490.

Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)，要求他們致電 1800 684 490 聯絡 Parramatta Light Rail。

Mandarin

如果你需要口译员，请致电 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们致电 1800 684 490 联系 Parramatta Light Rail。

Korean

통역사가 필요하시면 번역통역서비스 (TIS National)에 **131 450** 으로 연락하여 이들에게 1800 684 490 번으로 Parramatta Light Rail에 전화하도록 요청하십시오.

Hindi

इस दस्तावेज में आपके इलाके के सार्वजनिक परिवहन परियोजनाओं के बारे में महत्वपूर्ण जानकारी सम्मिलित है। यदि आपको दुभाषी की सेवा की आवश्यकता है तो कृपया **131 450** पर टेलीफोनिक प्लड इनटरप्रेटिंग सर्विस से संपर्क करें और उन्हें 1800 684 490 पर टेलीफोन फॉर पारामट्टा लाइट रेल को फोन करने के लिए कहें। उसके बाद दुभाषी आपको अनुवाद करने में सहायता देगा।

APPENDIX D

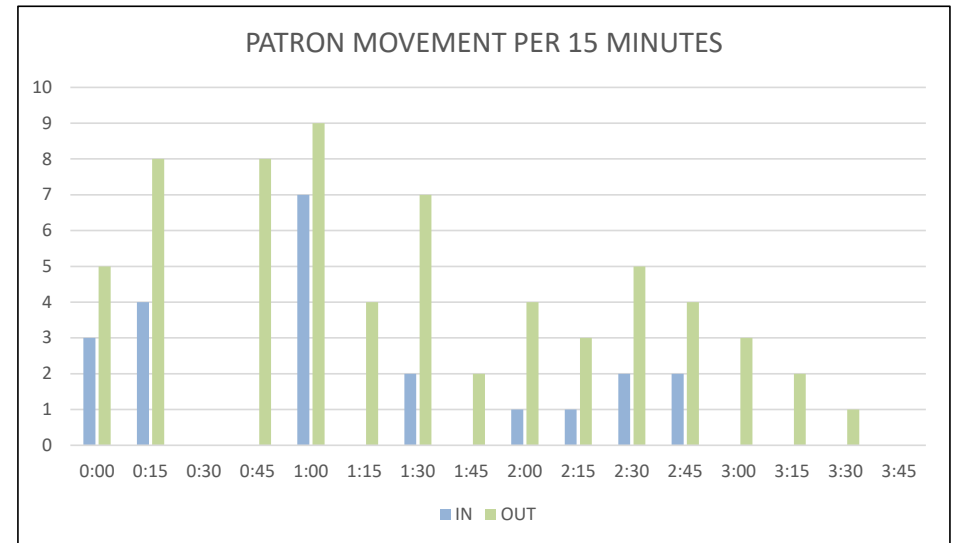
SURVEY RESULTS

LOCATION	NORTH	-	TIME PERIOD	0000 - 0400
	EAST	-		-
	SOUTH	-		-
	WEST	-	DATE	Friday, January 12, 2018
SUBURB	ROSELAND		WEATHER	FINE

Patron ENTERING Premises

Patron EXITING Premises


MOVEMENTS			1	2	
Time Per 15 Mins			IN	OUT	
0:00	-	0:15	3	5	8
0:15	-	0:30	4	8	12
0:30	-	0:45	0	0	0
0:45	-	1:00	0	8	8
1:00	-	1:15	7	9	16
1:15	-	1:30	0	4	4
1:30	-	1:45	2	7	9
1:45	-	2:00	0	2	2
2:00	-	2:15	1	4	5
2:15	-	2:30	1	3	4
2:30	-	2:45	2	5	7
2:45	-	3:00	2	4	6
3:00	-	3:15	0	3	3
3:15	-	3:30	0	2	2
3:30	-	3:45	0	1	1
3:45	-	4:00	0	0	0
Period End			22	65	87

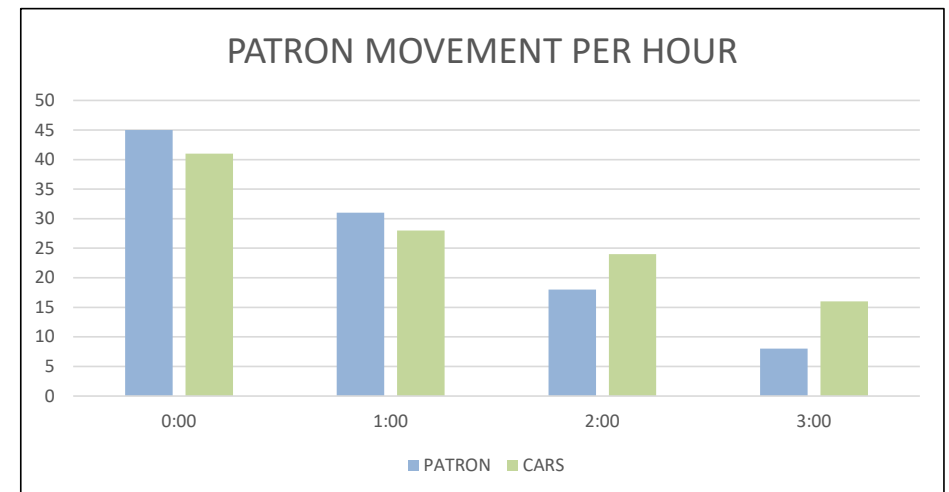


LOCATION	NORTH	-	TIME PERIOD	0000 - 0400
	EAST	-		-
	SOUTH	-		-
	WEST	-		-
			DATE	Friday, January 12, 2018
SUBURB	ROSELAND		WEATHER	FINE


MOVEMENTS				
Time Per HOUR			PATRON	CARS
0:00	-	1:00	45	41
1:00	-	2:00	31	28
2:00	-	3:00	18	24
3:00	-	4:00	8	16


 Patron in the premises

 Cars parked in the carpark (6 are staff vehicles)

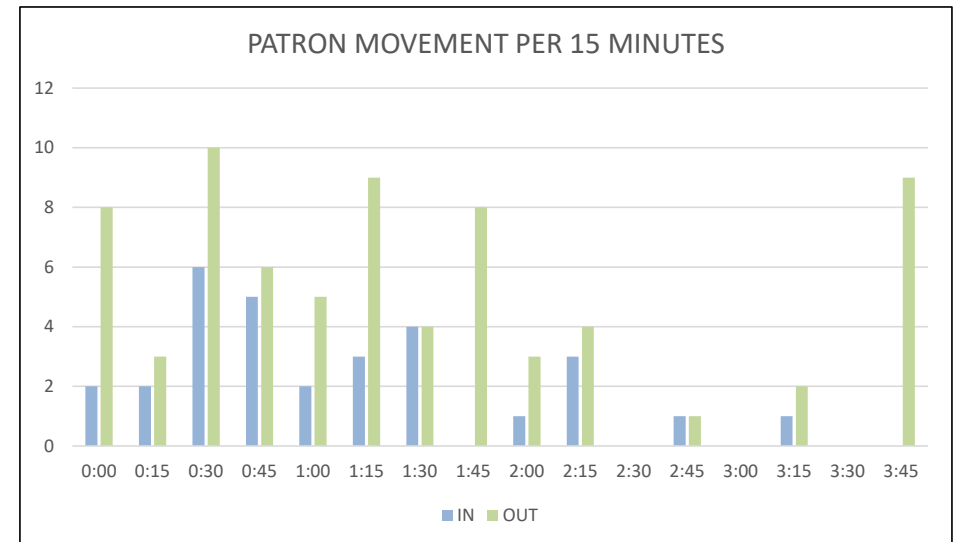


LOCATION	NORTH	-	TIME PERIOD	0000 - 0400
	EAST	-		-
	SOUTH	-		-
	WEST	-	DATE	Saturday, January 13, 2018
SUBURB	ROSELAND		WEATHER	FINE

 Patron ENTERING Premises


 Patron EXITING Premises

MOVEMENTS			1	2	
Time Per 15 Mins			IN	OUT	
0:00	-	0:15	2	8	10
0:15	-	0:30	2	3	5
0:30	-	0:45	6	10	16
0:45	-	1:00	5	6	11
1:00	-	1:15	2	5	7
1:15	-	1:30	3	9	12
1:30	-	1:45	4	4	8
1:45	-	2:00	0	8	8
2:00	-	2:15	1	3	4
2:15	-	2:30	3	4	7
2:30	-	2:45	0	0	0
2:45	-	3:00	1	1	2
3:00	-	3:15	0	0	0
3:15	-	3:30	1	2	3
3:30	-	3:45	0	0	0
3:45	-	4:00	0	9	9
Period End			30	72	102



LOCATION	NORTH	-	TIME PERIOD	0000 - 0400
	EAST	-		-
	SOUTH	-		-
	WEST	-		-
		DATE	Saturday, January 13, 2018	
SUBURB	ROSELAND		WEATHER	FINE

 Patron in the premises

 Cars parked in the carpark (6 are staff vehicles)

<u>MOVEMENTS</u>				
Time Per HOUR			PATRON	CAR
0:00	-	1:00	45	36
1:00	-	2:00	33	28
2:00	-	3:00	16	15
3:00	-	4:00	13	12

