

22 December 2022
Ref: 22222

Iris Capital
GPO Box 5479
SYDNEY NSW 2000

Attn: Warren Duarte
warren@iriscapital.com.au

Dear Warren,

DA21/0945
180 Great Western Hwy & 26 Rodgers St, Kingswood
Proposed Mixed Use Development
Parking, Access & Circulation Matters

I refer to recent feedback from Sandra Fagan of Penrith City Council on the 21st September 2022, requesting additional information in respect of the abovementioned development proposal. The following advice is provided with respect to those Parking, Access & Circulation matters, along with a revised set of architectural plans prepared by Squillace Architects. It is pertinent to note in this regard, that the proposed unit mix/yield and pub/bottle shop floor areas remain unchanged. Notwithstanding, there has been subtle changes to the parking layout of both buildings, such that parking numbers have been slightly revised, which are discussed below.

Council comment

As discussed in the Response to Council Comments document, the proposed parking supply has been reallocated to address the previous referral response. However, the Traffic Report does not reflect this reallocation. There are also inconsistencies between the Traffic Report and Architectural Plan regarding the proposed parking supply. An amended Traffic Report should be submitted to address these inconsistencies.

CJP response

As requested by Council, the tables below and on the following page provides an up-to-date parking assessment of the proposal as it currently stands.

Table 1 – Car Parking Requirements & Provisions – Northern Site				
Land Use	Yield	DCP Parking Rate	Parking Requirement	Parking Provision
Residential	26 x 1 bed units	1 space/unit	26.0	91 (inc. 2 car wash bays & 4 service bays)
	48 x 2 bed units	1 space/unit	48.0	
	5 x 3 bed units	2 spaces/unit	10.0	
Visitor	79 units	1 space/5 units	16.0	15
Sports Bar	294m ²	1 space/4m ² of bar floor area	73.5	56
Bistro	158m ²	1 space/6m ² of lounge and dining room	76.5	
VIP Lounge	301m ²			
Total car parking			250	162
Total motorcycle parking			N/A	6
Total bicycle parking			16 resident/staff & 18 customer/visitor	41

Table 2 – Car Parking Requirements & Provisions – Southern Site				
Land Use	Yield	DCP Parking Rate	Parking Requirement	Parking Provision
Residential	12 x 1 bed units	1 space/unit	12.0	67 (inc. 2 car wash bays & 2 service bays)
	35 x 2 bed units	1 space/unit	35.0	
	7 x 3 bed units	2 spaces/unit	14.0	
Visitor	54 units	1 space/5 units	10.8	11
Bottle Shop	603m ²	1 space/30m ²	20.1	26
Total car parking			91.9	104
Total motorcycle parking			N/A	10
Total bicycle parking			11 resident/staff & 3 customer/visitor	19

It should be noted, however, that there are several typographical errors on the latest architectural basement plans with respect to the parking provision. In this regard, the northern site architectural plans indicate there are 25 residential spaces on B2 when there are in fact 29 spaces. Similarly, the southern site architectural plans indicate there are 19 residential spaces on B1 when there are in fact 22 spaces, whilst there are 39 residential spaces on B2 when there are in fact 41 spaces. The correct figures have been captured in Table 1 and Table 2 above.

Council comment

The shortfall in pub component of the development is subject to the Council Planners merit assessment.

CJP response

The shortfall in car parking for the pub component has been discussed and justified in the previous Traffic & Parking Assessment Reports prepared by TTPP. In summary, the proposed shortfall in pub car parking below that required by Council's DCP is acceptable, because:

- the DCP parking rates for pubs are outdated and from an era where random breath testing was less prevalent or non-existent
- the proliferation of ride share services such as Uber
- many of the pub patrons are expected to live within the future development itself as well as the existing and future high-density residential development within walking distance of the site, on both sides of the railway line
- many of the pub patrons are also expected to work within the surrounding area and within walking distance of the site, on both sides of the railway line
- the pub will promote measures such as a responsible drinking-driving attitude, including carpooling with designated drivers and taxi services
- the pub will monitor the use of on-site parking by staff and assign parking to a small portion of staff members only, to ensure the availability of customer parking spaces
- the pub will produce a Transport Access Guide which can be given to staff and customers to indicate how they can travel to the site by means other than car
- surveys undertaken at the Wentworth Hotel, Homebush, a similar sized pub to the proposed, indicated that the average peak parking demand was *1 space per 34m²*, whilst the absolute peak parking demand was *1 space per 19m²*, meaning the proposed pub's *actual* peak parking demand is likely to be in the order of 22-40 spaces, whereas 56 spaces are proposed
- the existing pub has approximately 10 informal on-site car parking spaces, such that the proposed development provides significantly more than the current provision, and will effectively increase the availability of on-street parking in the surrounding area

Council comment

The Response to Council Comments document discussed the impacts to on-street parking on Wainwright Lane. These details are to be included in the Traffic Report as well. Also note that the Response document states a loss of 2-3 on street parking spaces on Wainwright Lane. However, the truck swept paths show that the whole frontage of porte-cochere, including in front of the substation, will be used by trucks. This frontage is about 26 metres long which translates to about 4-5 on-street parking spaces. The proposed access arrangement on South Building will also require changes to existing on-street conditions on Rodgers Street. The plans should show the amended on-street linemarking on Rodgers Street.

CJP response

In terms of Wainwright Lane, factoring in the statutory 10m No Stopping zone extending back from Bringelly Road as well as the existing pub's site access driveway, there are 7 potential existing on-street parking spaces along the site's rear frontage. I agree with Council's comment that the truck swept paths indicate that some 26m of on-street parking, or 4-5 spaces, will be lost in order to accommodate the truck on-site. This is a by-product of having on-site loading for a 10.5m long truck and unavoidable.

Consideration could, however, be given to implementing a No Parking zone directly outside the site frontage in Wainwright Lane which would exclude waste collection and removalist vehicles. This arrangement is similar to the rear frontage of the new development located at nearby 240-250 Great Western Highway which is also accessed from Wainwright Lane. A Streetview image of this existing No Parking zone is reproduced below. Implementing this arrangement would result in the loss of 4 on-street spaces, however, would mean that the pub's porte cochere would remain for light vehicles only.



Figure 1 – Existing No Parking zone located at rear of 240-250 Great Western Hwy (Source: Google Maps)

In any event, the loss of 4-5 on-street parking spaces in Wainwright Lane is considered acceptable given the existing pub's limited on-site parking and the likelihood that these on-street spaces are currently used by pub staff and patrons. As noted in the foregoing, the proposed on-site parking provision is expected to comfortably satisfy the expected peak parking demand of the future pub, such that the need for pub staff and patrons to park in Wainwright Lane will be minimal, if any – i.e. the on-street parking demand will be reduced upon completion of the proposed development.

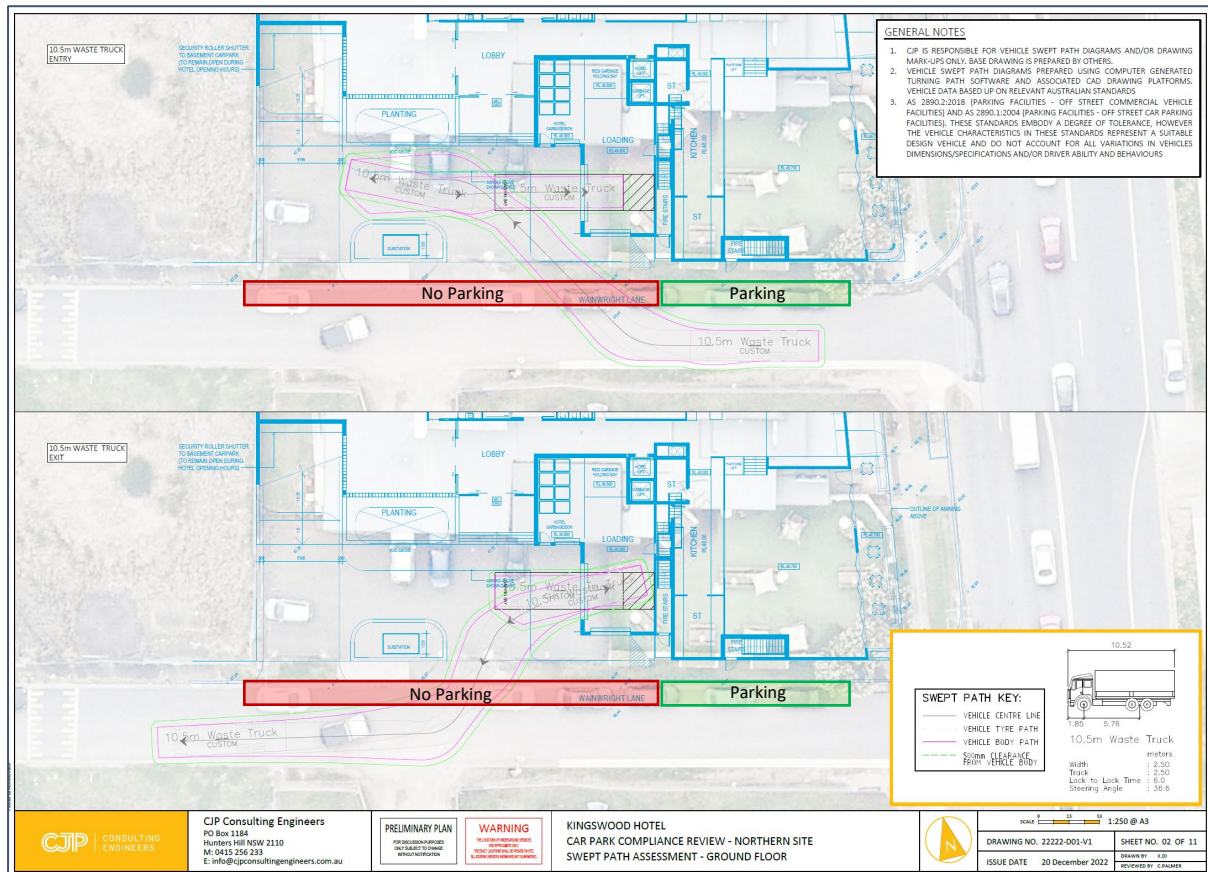


Figure 2 – Option 1: On-site loading with required on-street parking restrictions in Wainwright Lane

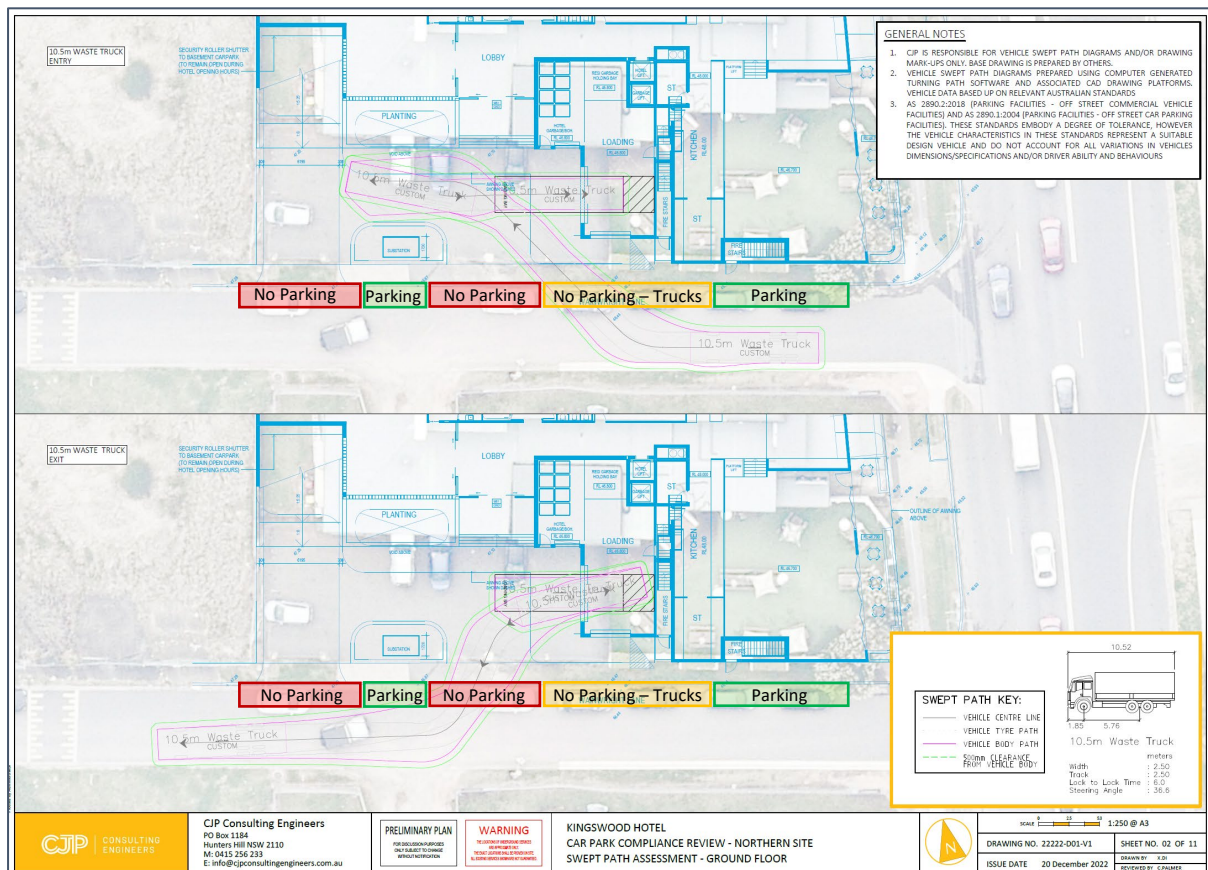


Figure 3 – Option 2: On-street loading with required on-street parking restrictions in Wainwright Lane

In terms of Rodgers Street, the truck swept turn paths indicate that 3 on-street parking spaces will be lost, however, the existing driveway crossover that services the site will become redundant and can be infilled with on-street parking.



Figure 4 – Proposed adjustments to on-street parking in Rodgers Street

Council comment

Spaces adjacent the last parking bays on the southern end of South Building B1 and B2 are to be linemarked to discourage use of these spaces for parking.

CJP response

The space beyond the last parking bays on the southern end of South Building B1 and B2 is 2.1m wide and would be almost impossible to park in. Notwithstanding, it is considered that the area can be linemarked as per Council's request, however, it is also considered that this can be easily conditioned as part of any consent issued.

Council comment

Provide swept paths of B99 vehicle turning around at the end of parking aisle on North Building Basement 1 and South Building Lower Ground and Basement 1. Although B85 vehicle is the basis for parking space dimensions, AS2890.1 states that B99 vehicle is to be used on areas designed to be used by one vehicle at a time. For the southern building, bollards are to be placed in front of the lift to protect pedestrians exiting the lift as this area is likely to be used as visitor turning area.

CJP response

Whilst Council notes that “AS2890.1 states that B99 vehicle is to be used on areas designed to be used by one vehicle at a time”, this relates to circulation areas, not individual car spaces. In any event, please see attached swept paths of a B99 vehicle turning around at the end of parking aisle on North Building B1 and South Building LG & B1.

Council comment

Provide swept paths of B99 and B85 passing each other at aisles and ramp landings of North Building Basement 1 and South Building Lower Ground levels (i.e. commercial parking levels). It is anticipated that the proposed commercial uses would have high turnovers thus the requirement to demonstrate that two vehicles could pass each other.

CJP response

Please see attached swept turn paths of a B99 and B85 passing each other at aisles and ramp landings of North Building B1 and South Building LG. It is pertinent to note in this regard, that the proposed pub is classified as “medium turnover”, with patrons typically remaining on site for say, 2 hours. Whilst two cars are able to pass each other simultaneously at the corner of South Building LG, on North Building B1, one car will need to momentarily wait until the other car passes. This arrangement is typical and commonplace in today’s modern car park designs, including high turnover land uses such as shopping centres. Mirrors are proposed to be installed at all ramp junctions to increase visibility. The proposed ramps and circulation design is therefore considered acceptable.

Council comment

North Building: The truck would not be fully inside the loading bay and part of it would protrude towards the porte cochere. Swept paths also show truck manoeuvring on the area along the Wainwright Lane frontage of the North Building to enter and exit the loading dock. Management measures presented in the Response to Council Comments document are to be included in the Traffic Report, Plan of Management of Waste Management Plan.

CJP response

Please see attached revised swept turn paths of Council’s 10.5m waste truck accessing the loading bay on the ground floor of the North Building. Notwithstanding, the truck will still occupy a portion of the porte cochere when parked in the loading area. Swept turn paths confirm, however, that a car is comfortably able to drive through the porte cochere (in either direction) whilst a truck is parked in the loading area. As noted in the foregoing, as an alternative, consideration could be given to implementing a “No Parking – Waste Collection & Removalist Vehicle Excepted” zone directly outside the site, as indicated in Figure 3, and as per the existing arrangement to the rear frontage of the new development located at nearby 240-250 Great Western Highway and depicted in Figure 1, which is also accessed from Wainwright Lane. This would ensure that the porte cochere is limited to light vehicles only, removing any potential conflict with trucks.

Council comment

North Building: Plans should show linemarkings to clarify the traffic circulation on driveway and porte cochere/awning. Provide swept paths as needed.

CJP response

Porte cocheres are generally designed to have clockwise traffic flow as it allows passengers to enter and exit the vehicle directly onto the footpath – i.e. on the left-hand side of the vehicle. The attached swept turn paths of a B99 design vehicle confirm that the car is able to circulate through the proposed porte cochere in both directions whilst a truck is parked in the on-site loading area. The swept paths indicate that both directions of flow through the porte cochere are viable, however, the clockwise option is considered more intuitive for drivers. If Council are of the same opinion, then the eastern driveway on the porte cochere would be signposted as “Exit Only – Trucks Excepted”.

Council comment

South Building: Measures presented in presented in the Response to Council Comments document in the event of turntable system malfunction are to be included in the Traffic Report, Plan of Management of Waste Management Plan.

CJP response

Much like any mechanical system, the turntable within the Southern Building’s loading dock will undergo the required maintenance, as per the standard schedule recommended by the manufacturer. The likelihood of a malfunction is therefore minimal. Notwithstanding, in the unlikely event the turntable does malfunction, the building manager will place a clear and visible A-frame sign at the entrance to the site that the turntable is out-of-order and trucks larger than an 8.8m long MRV must not enter the site. Notwithstanding, the proposed design will still allow MRV trucks and smaller to be able to reverse back onto the internal ramp and exit the site in a forward direction should the turntable be out-of-order.

Council comment

Section 1.1 and Section 3.1 of the traffic impact assessment detail different totals for the residential units provided at both sites. The correct total of residential units provided as part of the development shall be detailed within the report.

CJP response

Reference to Section 1.1 and Section 3.1 of the traffic impact assessment prepared by TTPP indicate that the quantum of residential apartments specified are consistent with each other, that being, 79 units in the Northern Building and 54 units in the Southern Building. This is also consistent with the unit yield/mix specified within Table 1 and Table 2 within this letter.

Council comment

Appropriately sized splay corners shall be detailed on the plans to be dedicated to Council as road reserve on both lots at the intersection of Wainwright Lane and Bringelly Road.

CJP response

The objective of splayed corners at intersections is to provide increased visibility. In this regard, dedicating the splay corner to Council will significantly impact the design of the proposed building, both above ground and below ground, and is considered an unreasonable burden on the developer. Notwithstanding, the design of the ground floor level of both buildings do in fact already provide a visibility splay, thereby achieving the objectives without unnecessarily impacting the building design.



Figure 5 – Northern Building Bringelly Rd & Wainwright Lane 3m x 3m splay corner

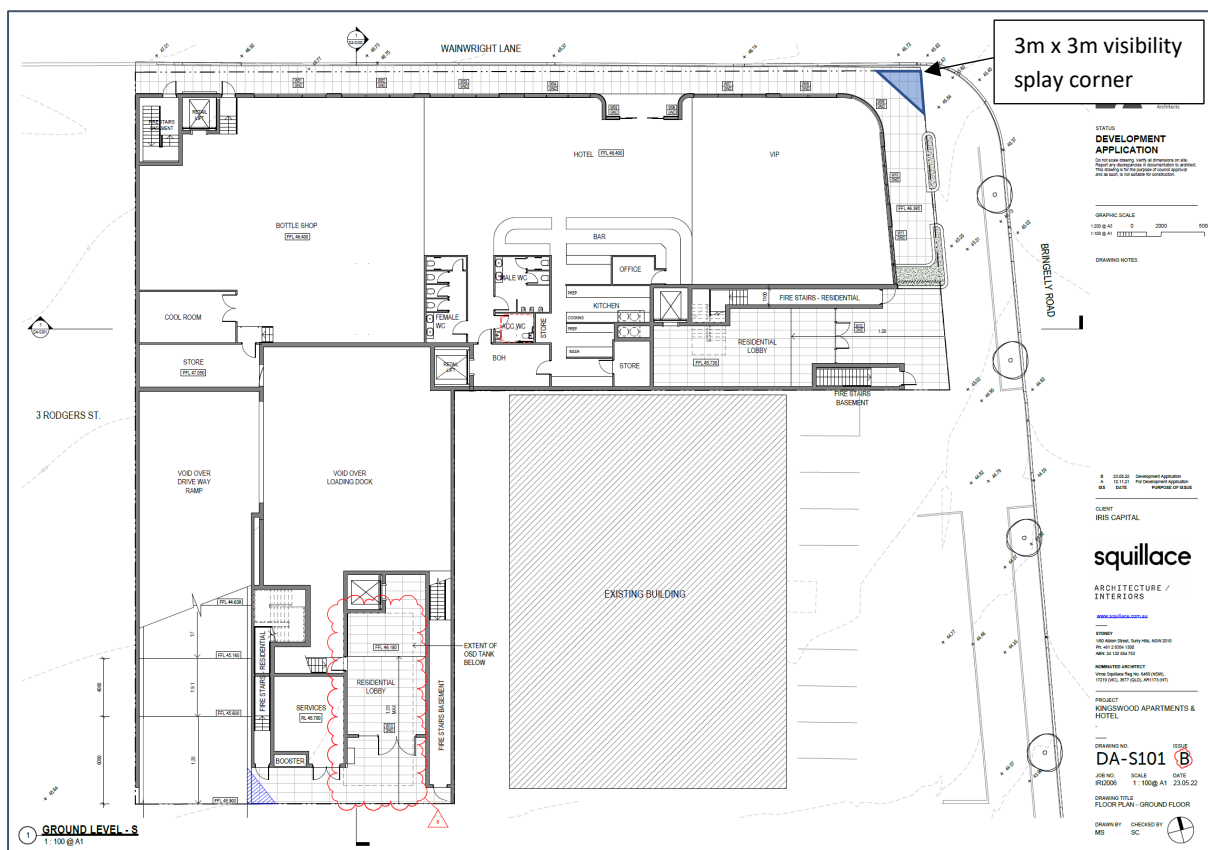


Figure 6 – Southern Building Bringelly Rd & Wainwright Lane 3m x 3m splay corner

I trust the above addresses Council's comments. Please do not hesitate to contact me on the number below should you have any queries.

Kind regards



Chris Palmer
Director
B.Eng (Civil), MAITPM

Attachments

1. Revised architectural plans
2. Swept turn paths

Attachment 1

Revised Architectural Plans



STATUS

DEVELOPMENT APPLICATION

Do not scale drawing. Verify all dimensions on site. Report any discrepancies in documentation to architect. This drawing is for the purpose of council approval and as such, is not suitable for construction.

GRAPHIC SCALE

1:200 @ A3 0 2000 5000
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DRAWING NOTES

C	23.05.22	Development Application
B	18.03.22	Council Feedback Amendments
A	12.11.21	For Development Application
ISS	DATE	PURPOSE OF ISSUE

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PROJECT
KINGSWOOD APARTMENTS &
HOTEL

DRAWING NO.

DA-N097

ISSUE

JOB NO.
IRI2006

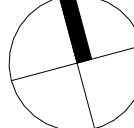
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DATE
23.05.22

DRAWING TITLE
FLOOR PLAN - BASEMENT 3

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MS

CHECKED BY
SC



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DA-N097

1
DA-N097

3

TOTAL CARSPACES 162
(OVER 3 LEVELS)

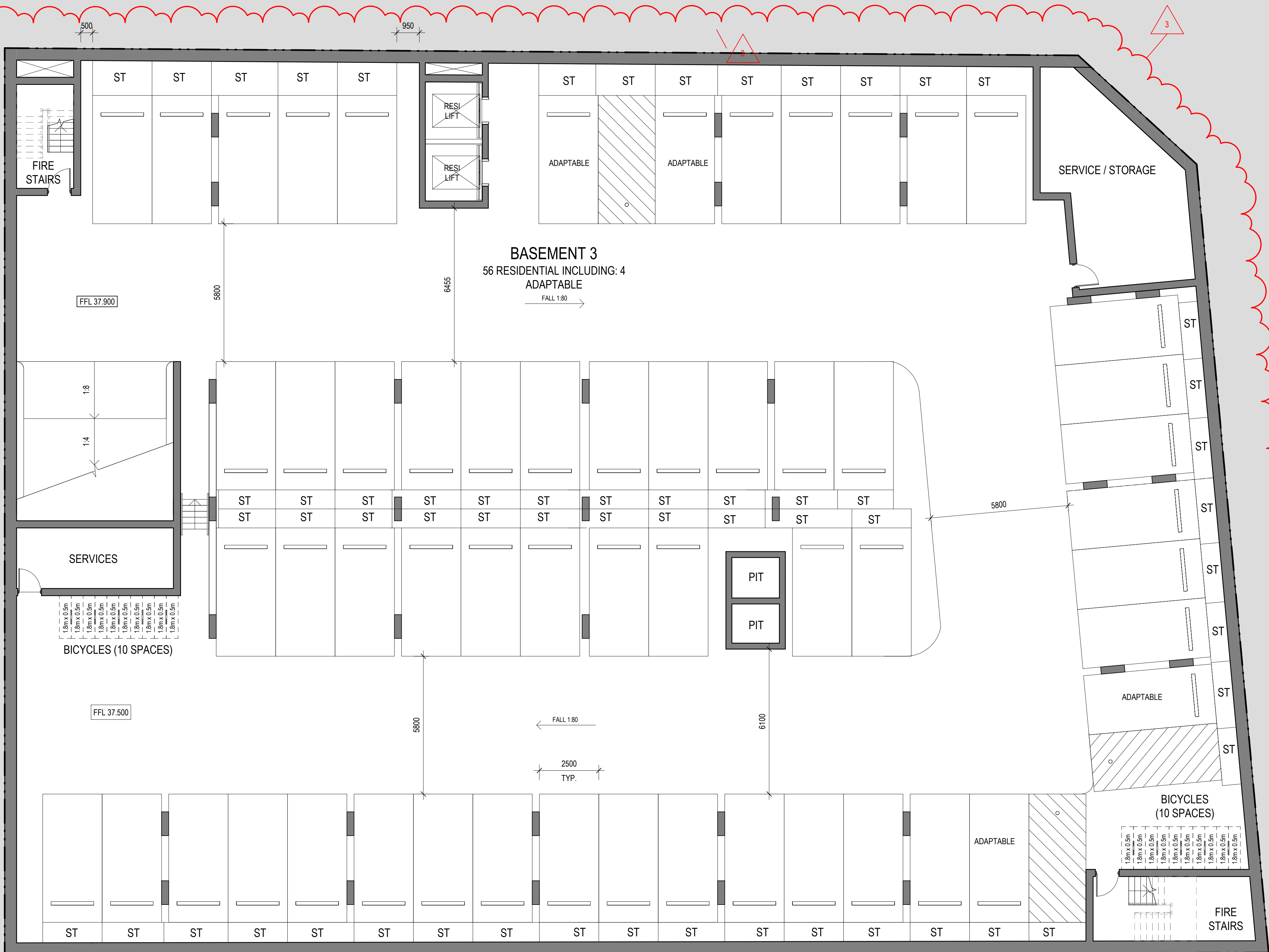
B1 PARKING 53
COMMERCIAL 53

B2 PARKING 53
RESIDENTIAL 25
VISITOR 15
PUB STAFF 3
SERVICE 4
CARWASH 2
ACCESS 4

B3 PARKING 56

RESIDENTIAL 52
ACCESS 4

MOTORCYCLE 6
BICYCLE 44



BASEMENT LEVEL 3 - N

1 : 100 @ A1



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GRAPHIC SCALE

1:200 @ A3
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IRI2006

SCALE

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DATE

23.05.22

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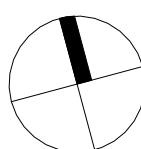
FLOOR PLAN - BASEMENT 2

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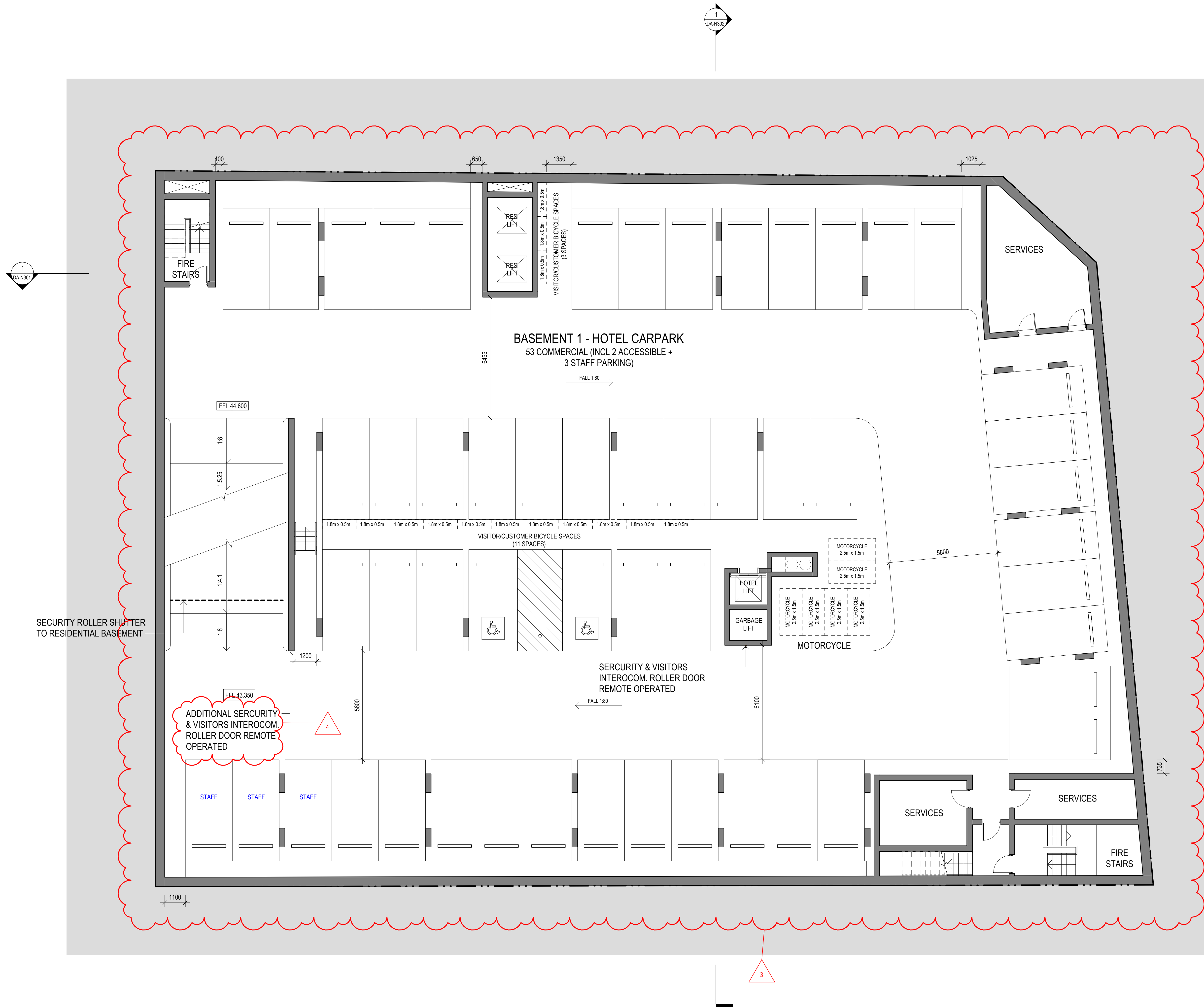
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BASEMENT LEVEL 2 - N

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B 23.05.22 Development Application
A 12.11.21 For Development Application
ISS DATE PURPOSE OF ISSUE

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PROJECT

KINGSWOOD APARTMENTS & HOTEL

DRAWING NO.

DA-N100 B

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IRI2006

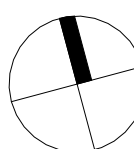
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DATE
23.05.22

DRAWING TITLE
FLOOR PLAN - GROUND FLOOR

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GREAT WESTERN HIGHWAY

OUTLINE OF AWNING ABOVE

MAIN HOTEL ENTRY

HOTEL
RL 48.000

OSD TANK BELOW

BRINGELLY ROAD

OUTLINE OF AWNING ABOVE

WAINWRIGHT LANE

VIP

LOBBY

LOADING
RL 46.800

KITCHEN
RL 48.00

ST

FIRE STAIRS

FIRE STAIRS

SECURITY ROLLER SHUTTER
TO BASEMENT CARPARK
(TO REMAIN OPEN DURING
HOTEL OPENING HOURS)

PLANTING

SUBSTATION

HRV TRUCK

AWNING ABOVE
SHOWN DASHED

HOTEL
GARBAGE/BOH.
RL 46.800

RESI
GARBAGE
HOLDING BAY
RL 46.800

HOTEL
LIFT
GARBAGE
LIFT

MALE
WC
ACC WC

F WC

CM WC

STORAGE

STORAGE

OFFICE

BAR

BAR

HOTEL ENTRY
RL 49.800

RESI LOBBY
RL 49.200

HYD

RESI LIFT

RESI LIFT

FIRE STAIRS

FIRE STAIRS

1
DA-N301

GROUND LEVEL - N

1 : 100 @ A1



STATUS

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GRAPHIC SCALE

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DRAWING NOTES

C	23.05.22	Development Application
B	18.03.22	Council Feedback Amendments
A	12.11.21	For Development Application
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KINGSWOOD APARTMENTS & HOTEL

DRAWING NO.

DA-N101

ISSUE

C

JOB NO.

IRI2006

SCALE

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DATE

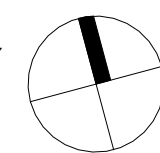
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DRAWING TITLE

FLOOR PLAN - LEVEL 1

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DA-N302

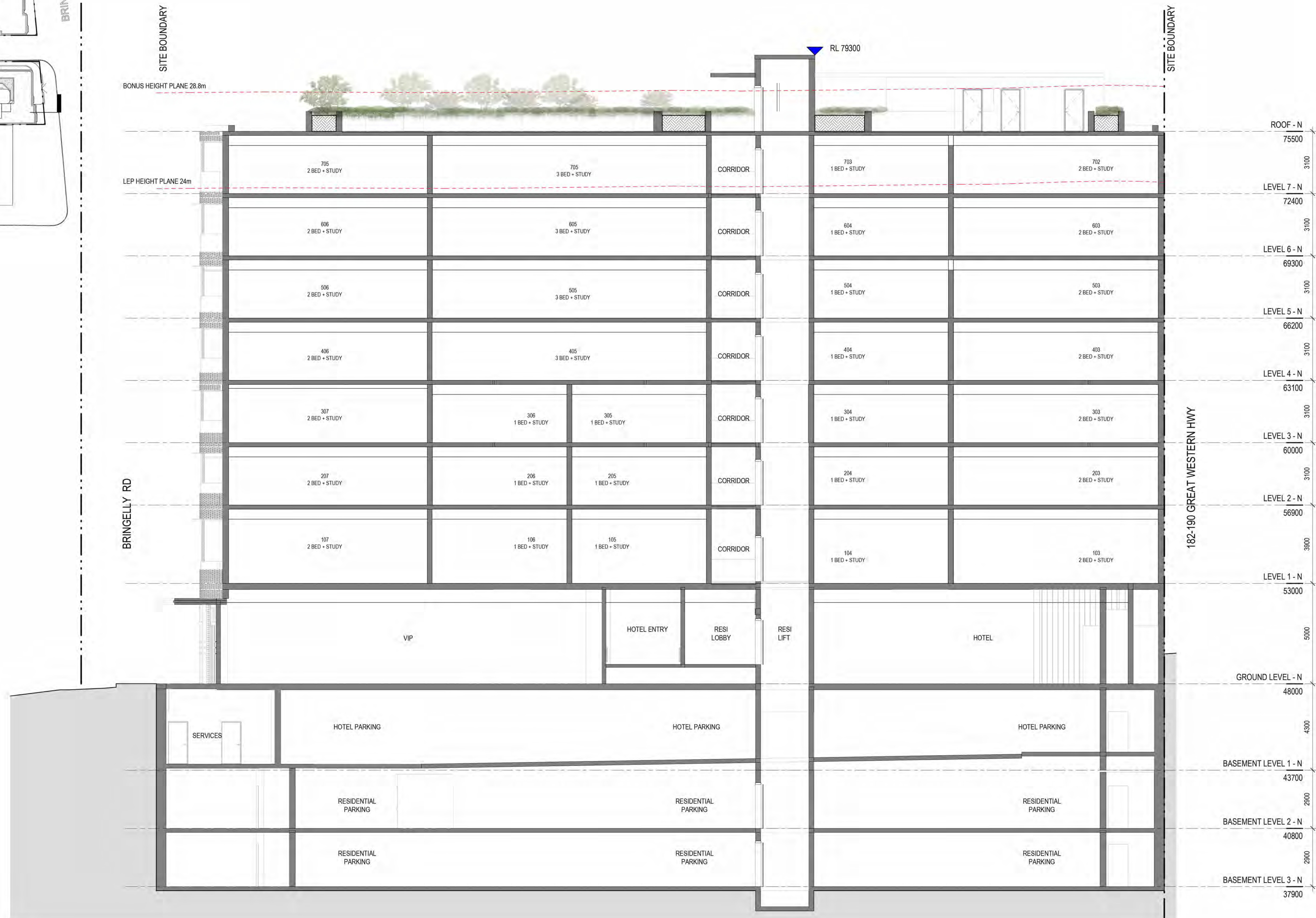
GREAT WESTERN HIGHWAY

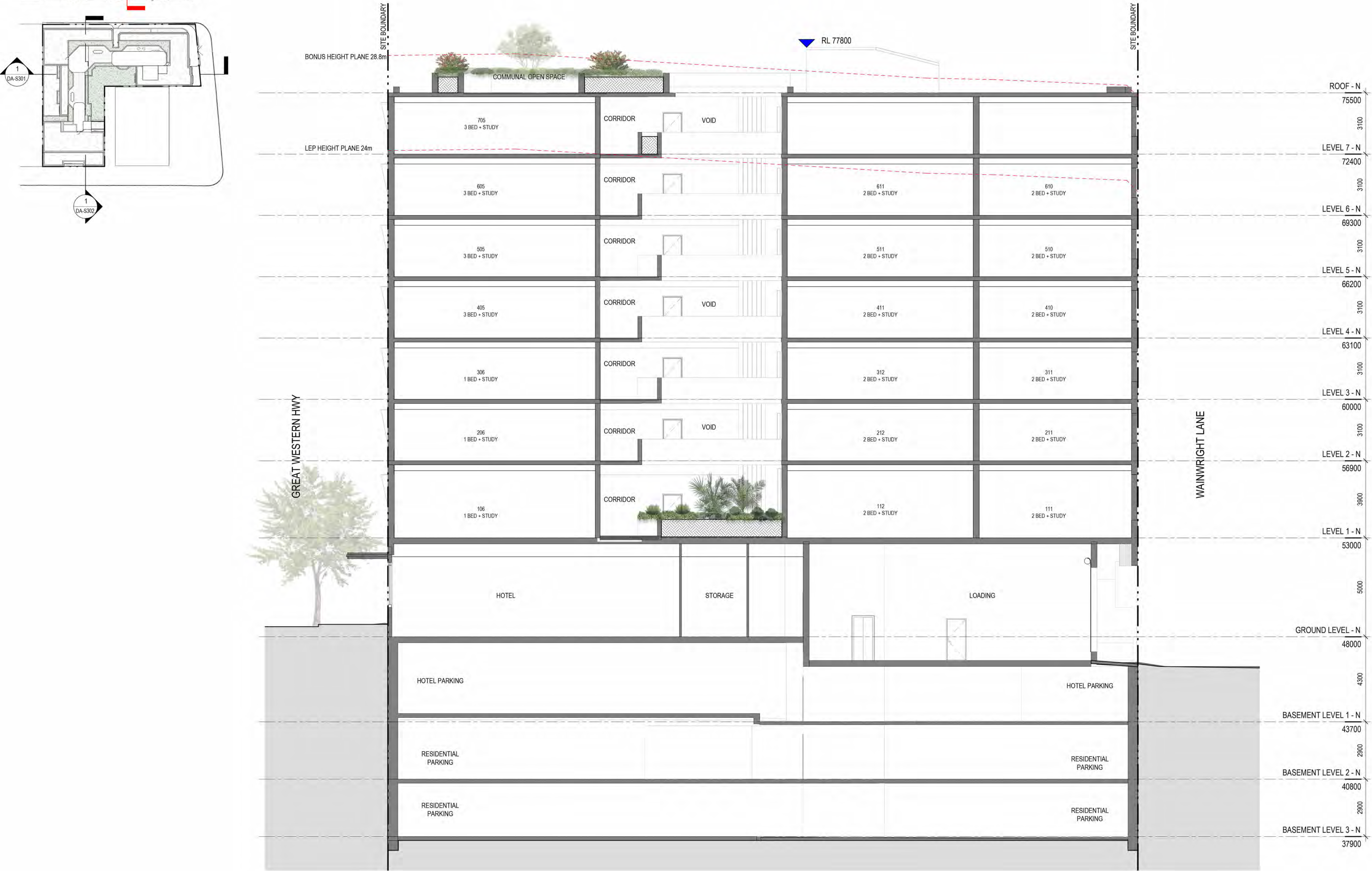
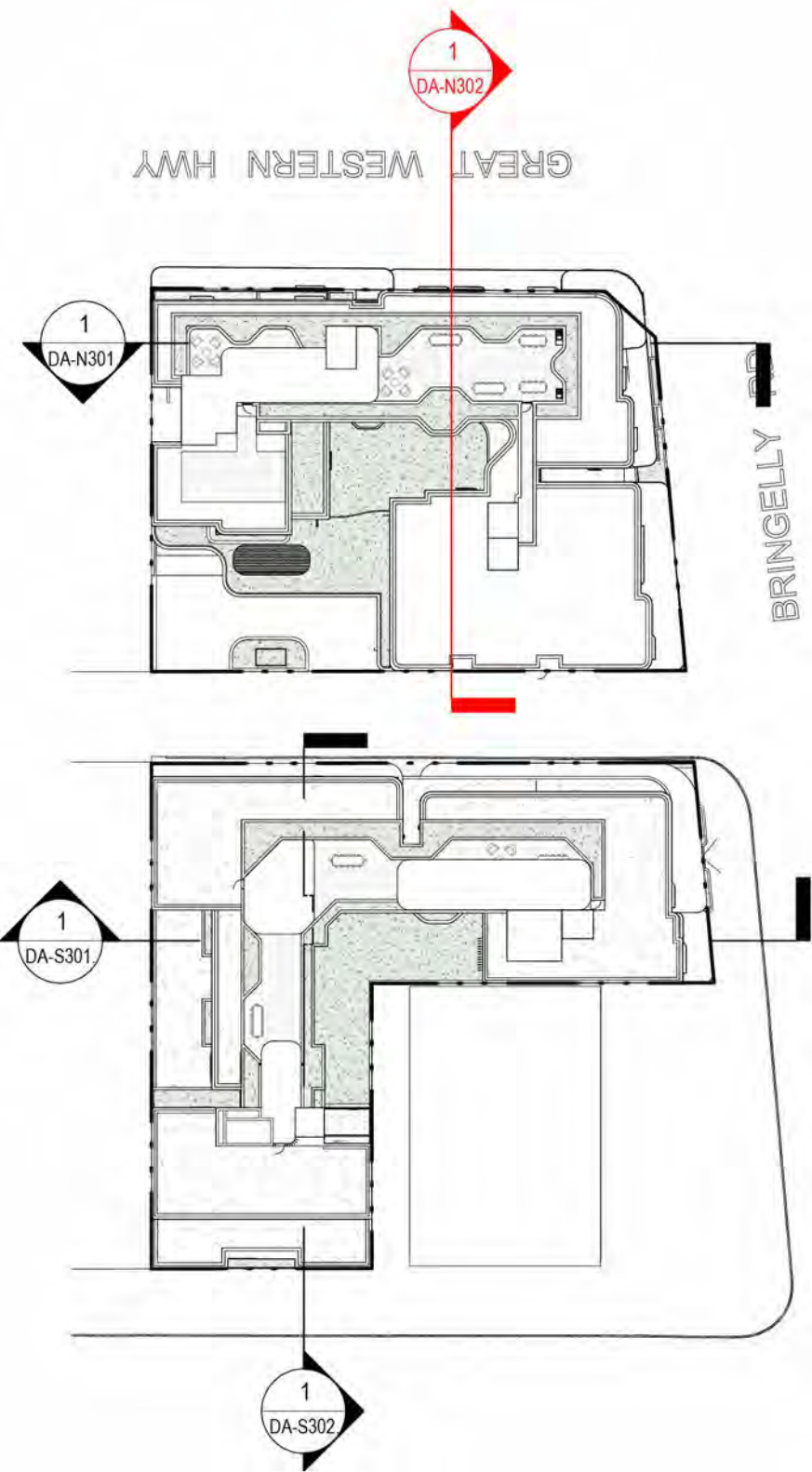
BRINGELLY ROAD

WAINWRIGHT LANE

1
DA-N001

1
LEVEL 1 - N
1 : 100 @ A1





1 NORTH BUILDING - SECTION B
1 : 100 @ A1

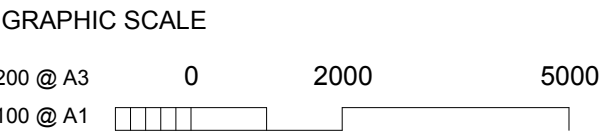
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DRAWING NOTES

ISS	DATE	PURPOSE OF ISSUE
D	23.05.22	Development Application
C	18.03.22	Council Feedback Amendments
B	28.02.22	Heights of Structures Clarification
A	12.11.21	For Development Application

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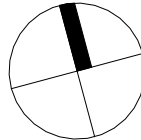
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PROJECT
KINGSWOOD APARTMENTS & HOTEL

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JOB NO. IRI2006 SCALE @ A1
DATE 23.05.22

DRAWING TITLE
BUILDING SECTION - SHEET 2

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1
DA-S302

CONVEX MIRRORS

CONVEX MIRRORS

FIRE
STAIRS

1.8m x 0.5m
1.8m x 0.5m
1.8m x 0.5m
1.8m x 0.5m
1.8m x 0.5m
1.8m x 0.5m
1.8m x 0.5m
1.8m x 0.5m

BICYCLES
(8 SPACES)

ST

ST

ST

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ST

BASEMENT 2

39 RESIDENTIAL SPACES

RL 37.200

ST

ST

ST

LIFT PIT

ST

ST

ST

ST

RESI
LIFT

SERV

ST

ST

FIRE
STAIRS

SERVICES
/STORE

MOTORCYCLE
2.5m x 1.5m
MOTORCYCLE
2.5m x 1.5m
MOTORCYCLE
2.5m x 1.5m
MOTORCYCLE
2.5m x 1.5m
MOTORCYCLE
2.5m x 1.5m

ST

ST

ST

ST

ST

ST

5800

CONVEX MIRRORS

1.4
(MAX)

1.8

RL 37.200

FIRE
STAIRS

RESI
LIFT

ST

ST

ST

ST

ST

ST

ST

ST

**TOTAL CARSPACES
(OVER 3 LEVELS)**

102

LOWER GROUND PARKING

COMMERCIAL

26

B1 + B2 PARKING

RESIDENTIAL
VISITOR
SERVICE
CAR WASH

61
11
02
02

MOTORCYCLE
BICYCLE

10
19

1
DA-S301

BASEMENT LEVEL 2 - S

1 : 100 @ A1

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NOMINATED ARCHITECT

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17219 (VIC), 3677 (QLD), AR1173 (NT)

PROJECT

KINGSWOOD APARTMENTS &
HOTEL

DRAWING NO.

DA-S098

ISSUE

JOB NO.
IRI2006

SCALE
1 : 100@ A1

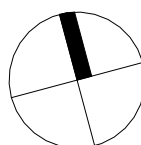
DATE
23.05.22

DRAWING TITLE

FLOOR PLAN - BASEMENT 2

DRAWN BY
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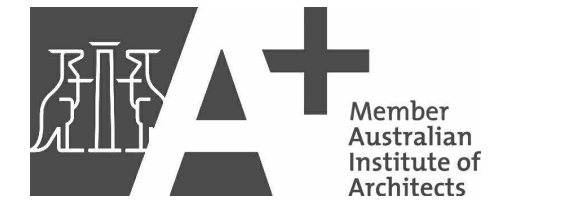




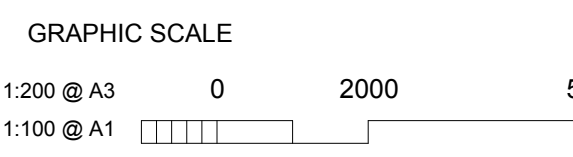
1 **BASEMENT LEVEL 1 - S**
1: 100 @ A1

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STATUS
DEVELOPMENT APPLICATION
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DRAWING NOTES

C	23.05.22	Development Application
B	18.03.22	Council Feedback Amendments
A	12.11.21	For Development Application
ISS	DATE	PURPOSE OF ISSUE

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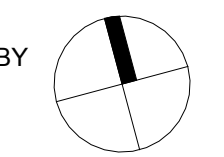
NOMINATED ARCHITECT
Vince Squillace Reg No. 6468 (NSW),
17219 (VIC), 3677 (QLD), AR1173 (NT)

PROJECT
KINGSWOOD APARTMENTS & HOTEL

DRAWING NO. **DA-S099** ISSUE **C**
JOB NO. IR12006 SCALE 1: 100@ A1 DATE 23.05.22

DRAWING TITLE
FLOOR PLAN - BASEMENT 1

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GRAPHIC SCALE



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PROJECT
KINGSWOOD APARTMENTS &
HOTEL

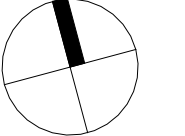
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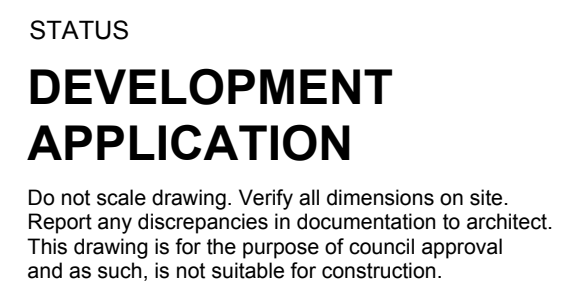
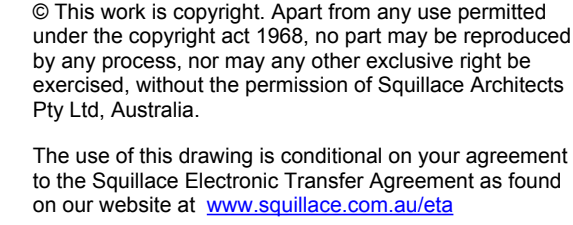
JOB NO. SCALE DATE
IRI2006 1 : 100@ A1 23.05.22

DRAWING TITLE
FLOOR PLAN - LOWER GROUND
FLOOR

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DRAWING NOTES

B	23.05.22	Development Application
A	12.11.21	For Development Application
ISS	DATE	PURPOSE OF ISSUE

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PROJECT
KINGSWOOD APARTMENTS &
HOTEL

DRAWING NO. **DA-S101** ISSUE **B**

JOB NO. SCALE DATE
IRI2006 1 : 100@ A1 23.05.22

DRAWING TITLE
FLOOR PLAN - GROUND FLOOR

DRAWN BY MS
CHECKED BY SC



STATUS

DEVELOPMENT APPLICATION

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GRAPHIC SCALE

1:200 @ A3
1:100 @ A1

DRAWING NOTES

B 23.05.22 Development Application
A 12.11.21 For Development Application
ISS DATE PURPOSE OF ISSUE

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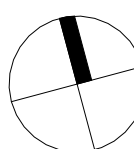
PROJECT
KINGSWOOD APARTMENTS & HOTEL

DRAWING NO. **DA-S101a** **B**

JOB NO. IR12006 SCALE 1 : 100@ A1 DATE 23.05.22

DRAWING TITLE
FLOOR PLAN - DRIVEWAY

DRAWN BY MS CHECKED BY SC



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GRAPHIC SCALE

1:200 @ A3 0 2000 5000
1:100 @ A1

DRAWING NOTES

C	23.05.22	Development Application
B	18.03.22	Council Feedback Amendments
A	12.11.21	For Development Application
ISS	DATE	PURPOSE OF ISSUE

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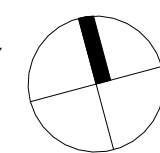
PROJECT
KINGSWOOD APARTMENTS &
HOTEL

DRAWING NO.
DA-S102

JOB NO. IR12006 **SCALE** 1:100@A1 **DATE** 23.05.22

DRAWING TITLE
FLOOR PLAN - LEVEL 1-3

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LEVEL 1-3 - S
1:100 @ A1



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GRAPHIC SCALE

1:200 @ A3 0 2000 5000
1:100 @ A1

DRAWING NOTES

D	23.05.22	Development Application
C	18.03.22	Council Feedback Amendments
B	28.02.22	Heights of Structures Clarification
A	12.11.21	For Development Application
ISS	DATE	PURPOSE OF ISSUE

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PROJECT

KINGSWOOD APARTMENTS & HOTEL

DRAWING NO.

DA-S301

ISSUE

D

JOB NO.

IRI2006

SCALE

@ A1

DATE

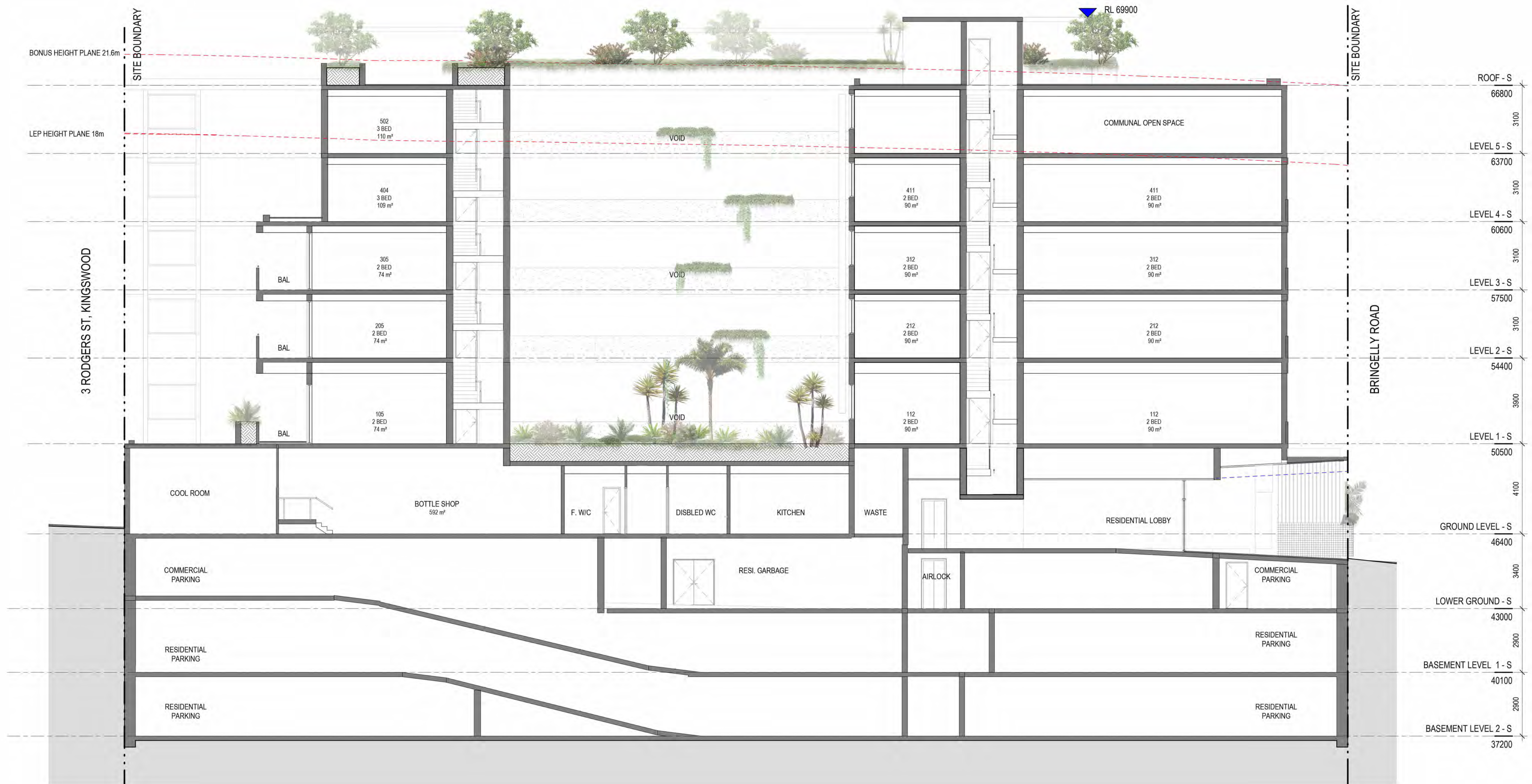
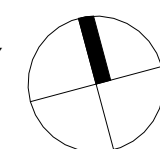
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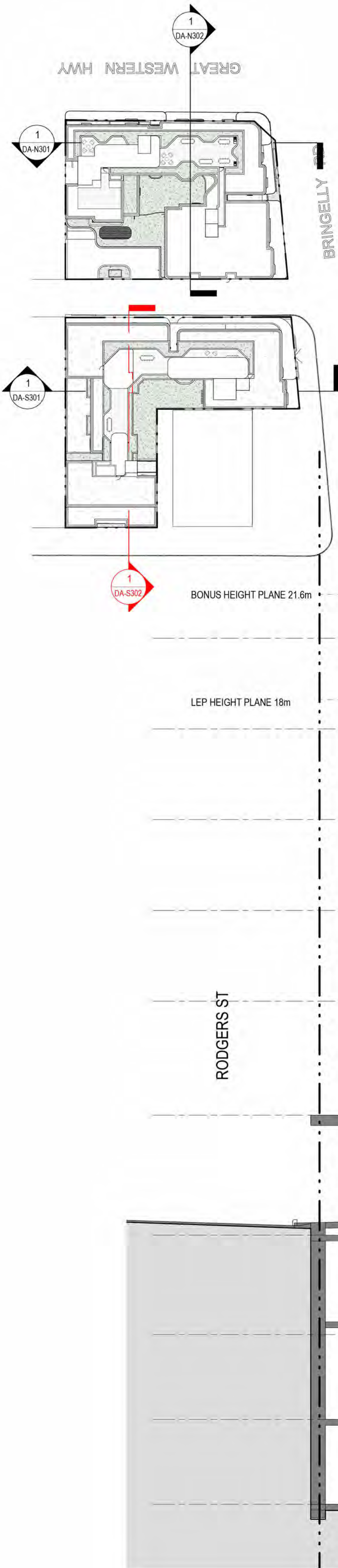
BUILDING SECTION - SHEET 1

DRAWN BY
MS

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SC



1 SECTION SOUTH A
1 : 100 @ A1



1 **SECTION SOUTH B**
1 : 100 @ A1

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1:100 @ A1

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PROJECT

KINGSWOOD APARTMENTS & HOTEL

DRAWING NO.

DA-S302

ISSUE

D

JOB NO.

IRI2006

SCALE

@ A1

DATE

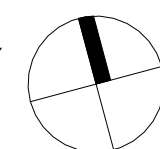
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DRAWING TITLE

BUILDING SECTION - SHEET 2

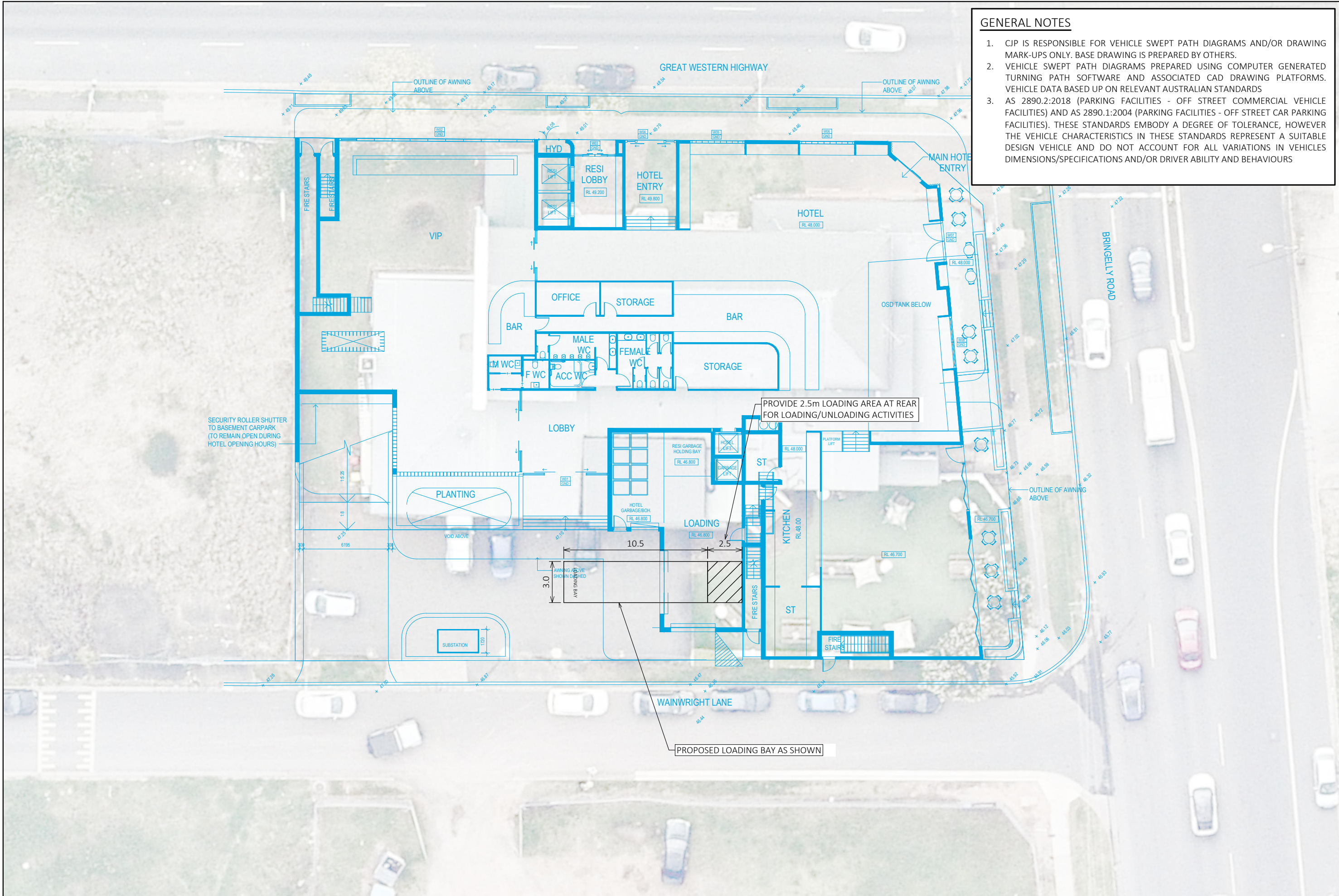
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Attachment 2

Swept Turn Paths



GENERAL NOTES

1. CJP IS RESPONSIBLE FOR VEHICLE SWEEP PATH DIAGRAMS AND/OR DRAWING MARK-UPS ONLY. BASE DRAWING IS PREPARED BY OTHERS.
2. VEHICLE SWEEP PATH DIAGRAMS PREPARED USING COMPUTER GENERATED TURNING PATH SOFTWARE AND ASSOCIATED CAD DRAWING PLATFORMS. VEHICLE DATA BASED UP ON RELEVANT AUSTRALIAN STANDARDS
3. AS 2890.2:2018 (PARKING FACILITIES - OFF STREET COMMERCIAL VEHICLE FACILITIES) AND AS 2890.1:2004 (PARKING FACILITIES - OFF STREET CAR PARKING FACILITIES). THESE STANDARDS EMBODY A DEGREE OF TOLERANCE, HOWEVER THE VEHICLE CHARACTERISTICS IN THESE STANDARDS REPRESENT A SUITABLE DESIGN VEHICLE AND DO NOT ACCOUNT FOR ALL VARIATIONS IN VEHICLES DIMENSIONS/SPECIFICATIONS AND/OR DRIVER ABILITY AND BEHAVIOURS

Plotted by Administrator

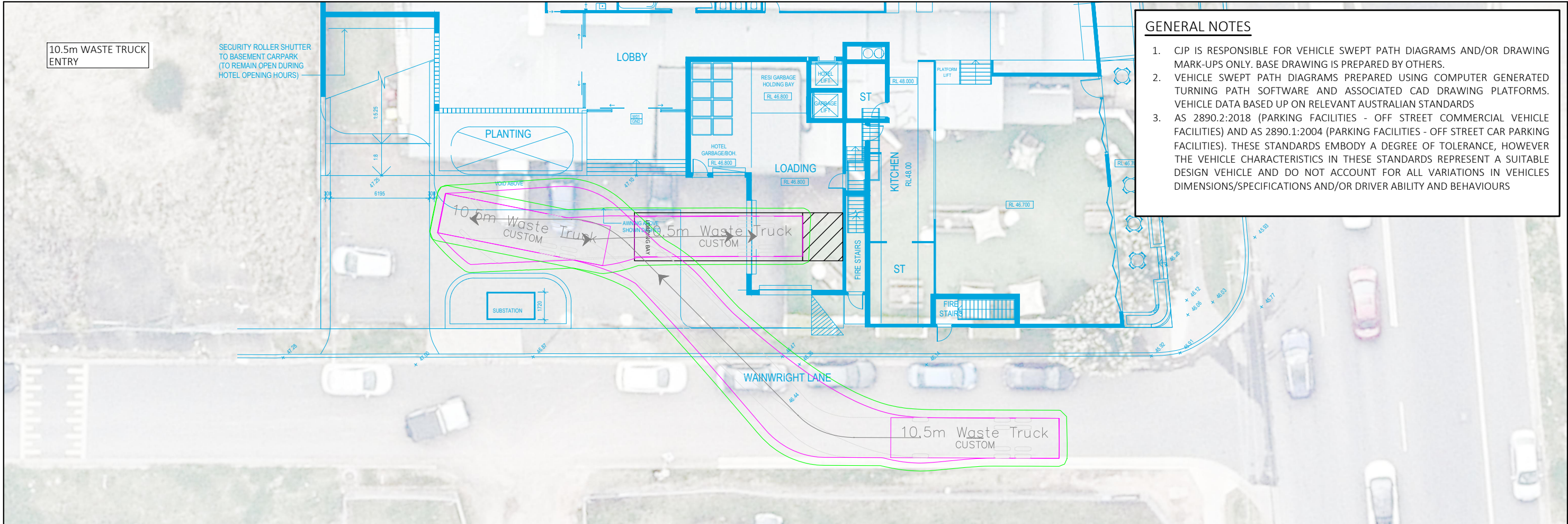
PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

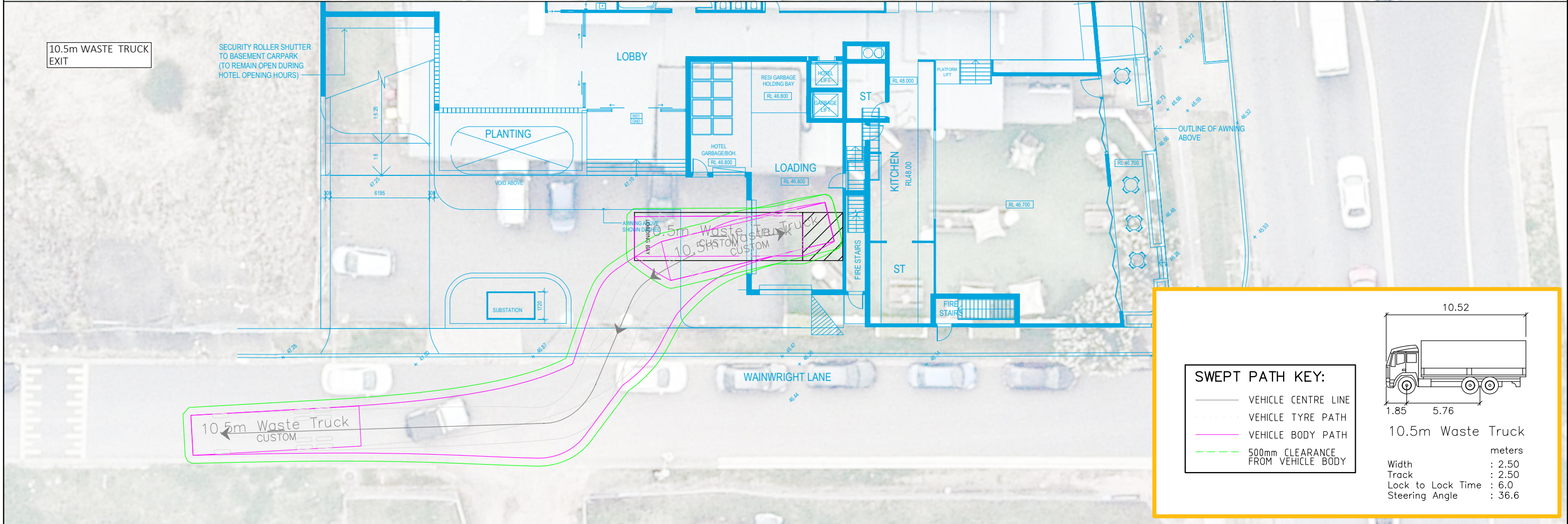
THE LOCATIONS OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY.
THE EXACT LOCATIONS SHALL BE PROVEN ON SITE.
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.





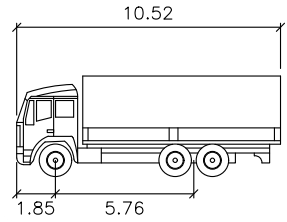
GENERAL NOTES

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2. VEHICLE SWEEP PATH DIAGRAMS PREPARED USING COMPUTER GENERATED TURNING PATH SOFTWARE AND ASSOCIATED CAD DRAWING PLATFORMS. VEHICLE DATA BASED UP ON RELEVANT AUSTRALIAN STANDARDS
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 500mm CLEARANCE FROM VEHICLE BODY



10.5m Waste Truck

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

THE LOCATIONS OF UNDERGROUND SERVICES
ARE APPROXIMATE ONLY.
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SCALE 0 2.5 5.0 1:250 @ A3

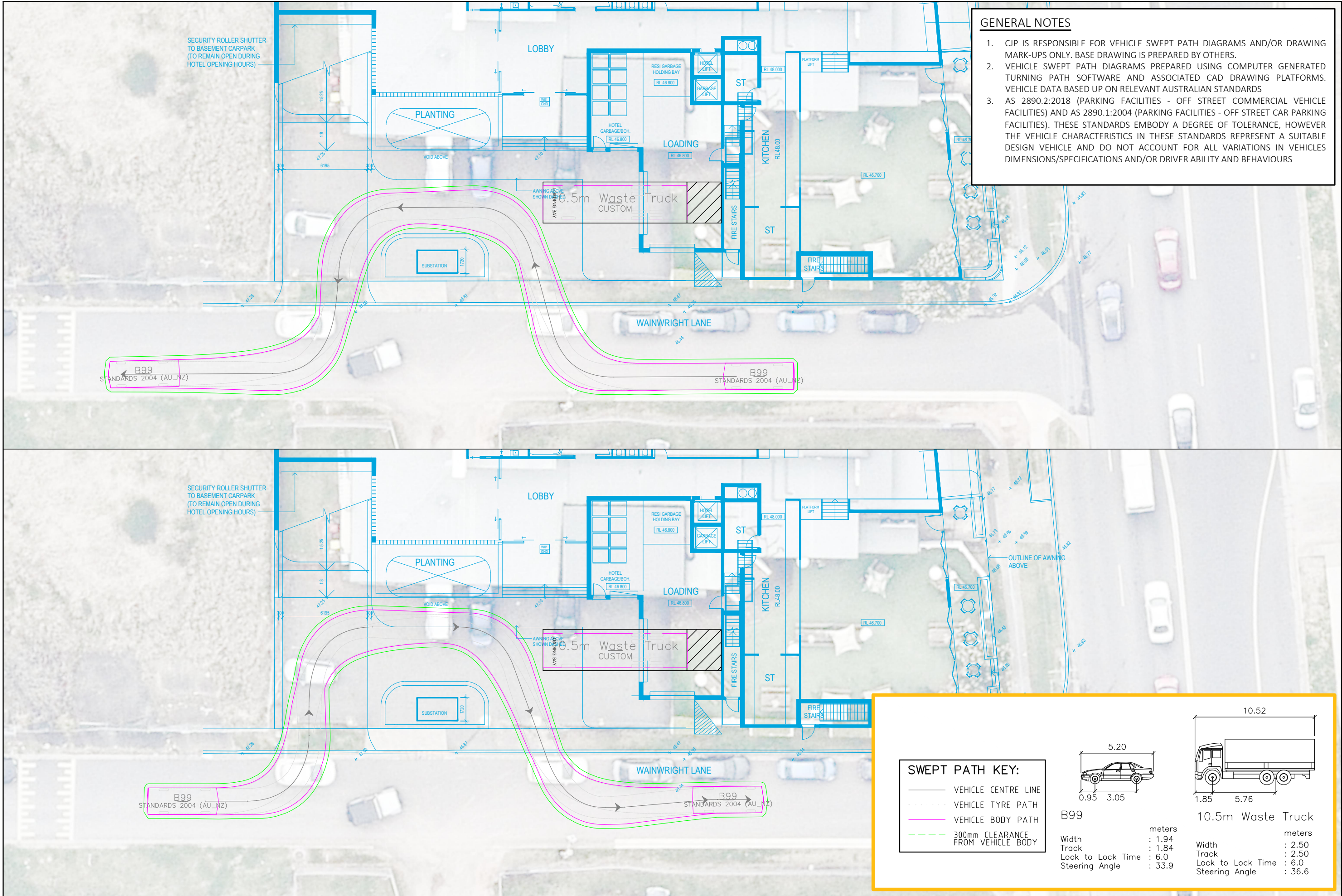
DRAWING NO. 22222-D01-V1

ISSUE DATE 20 December 2022

SHEET NO. 02 OF 11

DRAWN BY X.DI

REVIEWED BY C.PALMER

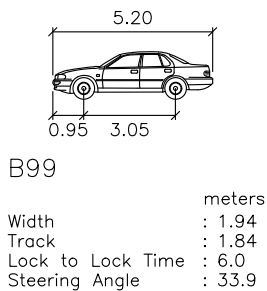


Plotted by Administrator



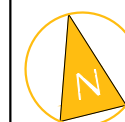
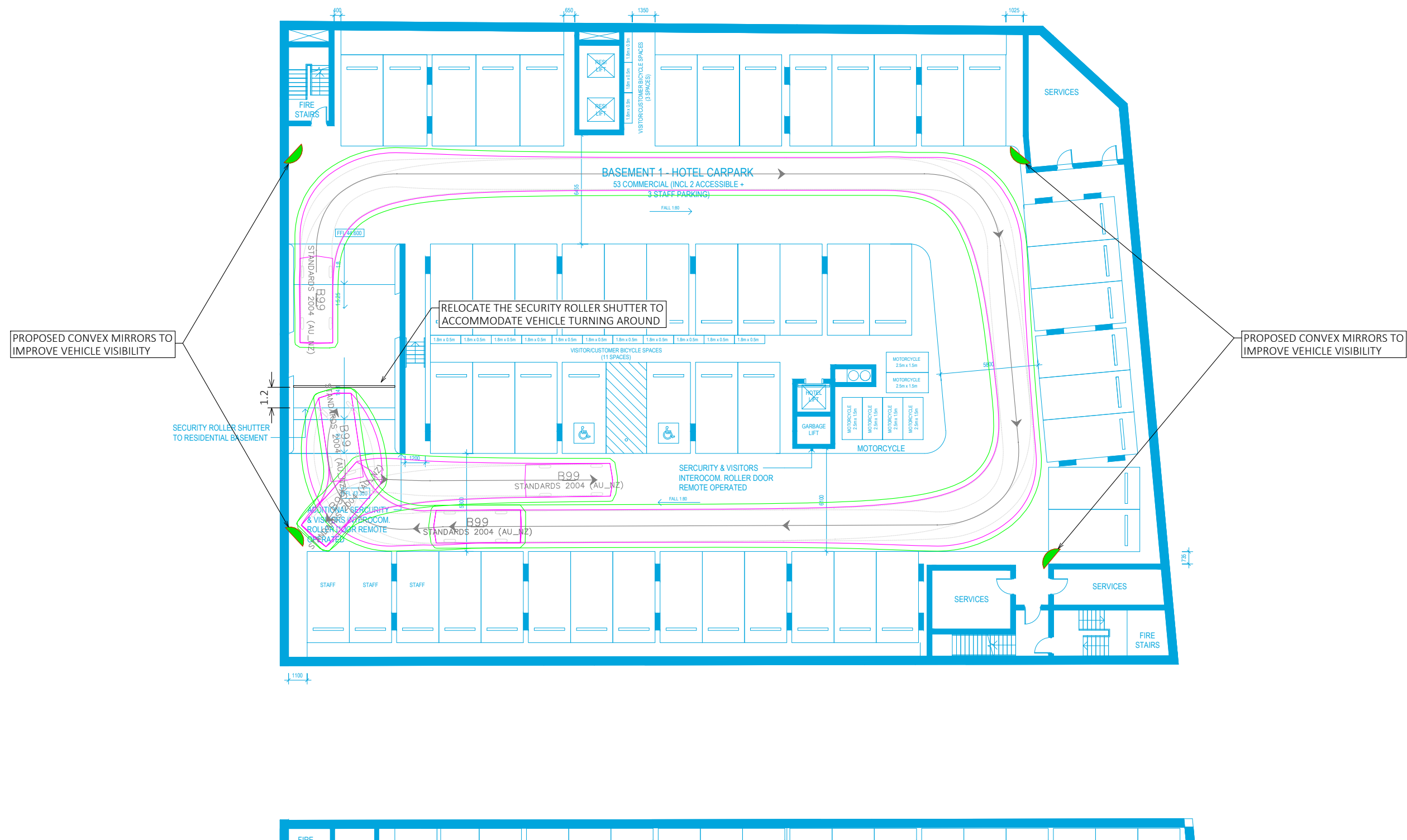
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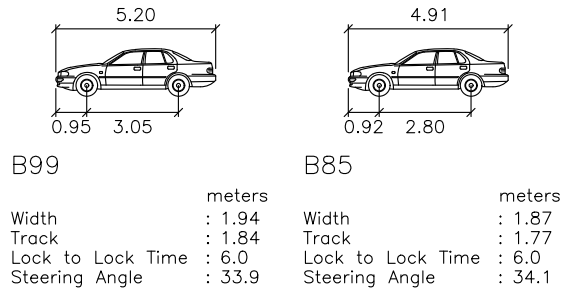
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



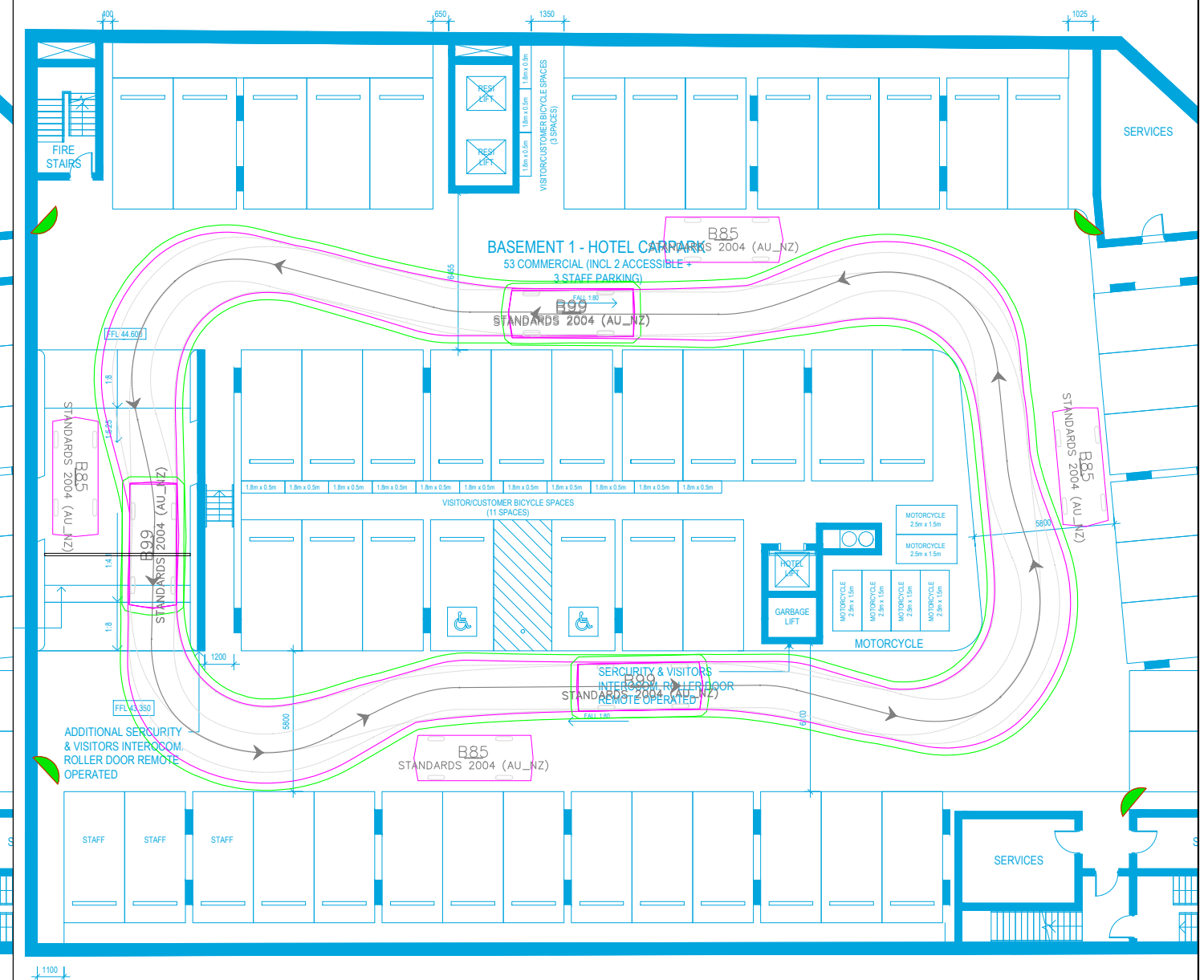
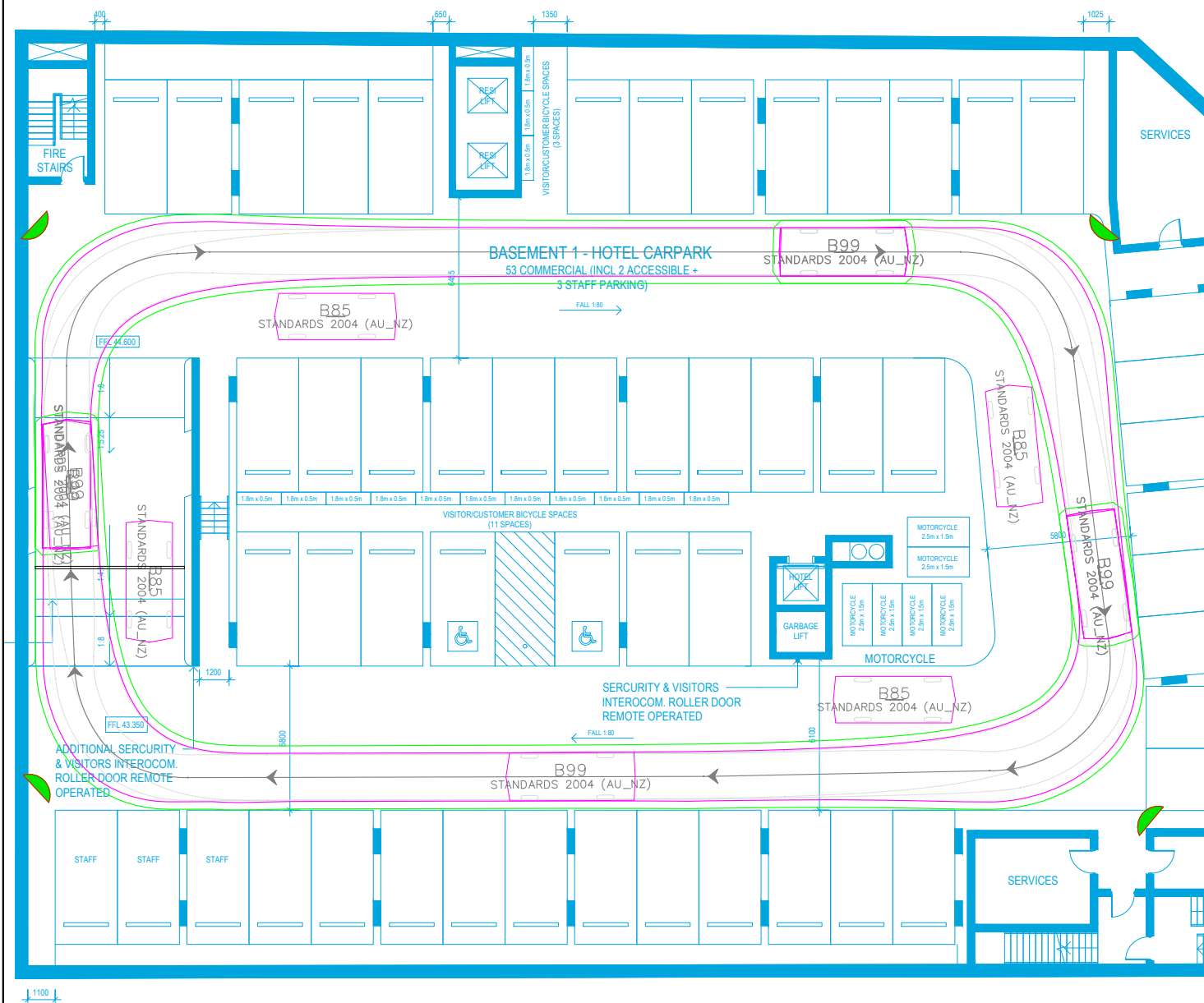
GENERAL NOTES

1. CJP IS RESPONSIBLE FOR VEHICLE SWEEP PATH DIAGRAM AND/OR DRAWING MARK-UPS ONLY. BASE DRAWING IS PREPARED BY OTHERS.
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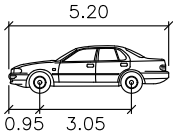
1. CIP IS RESPONSIBLE FOR VEHICLE SWEEP PATH DIAGRAMS AND/OR DRAWING MARK-UPS ONLY. BASE DRAWING IS PREPARED BY OTHERS.
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B99 EXIT

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY

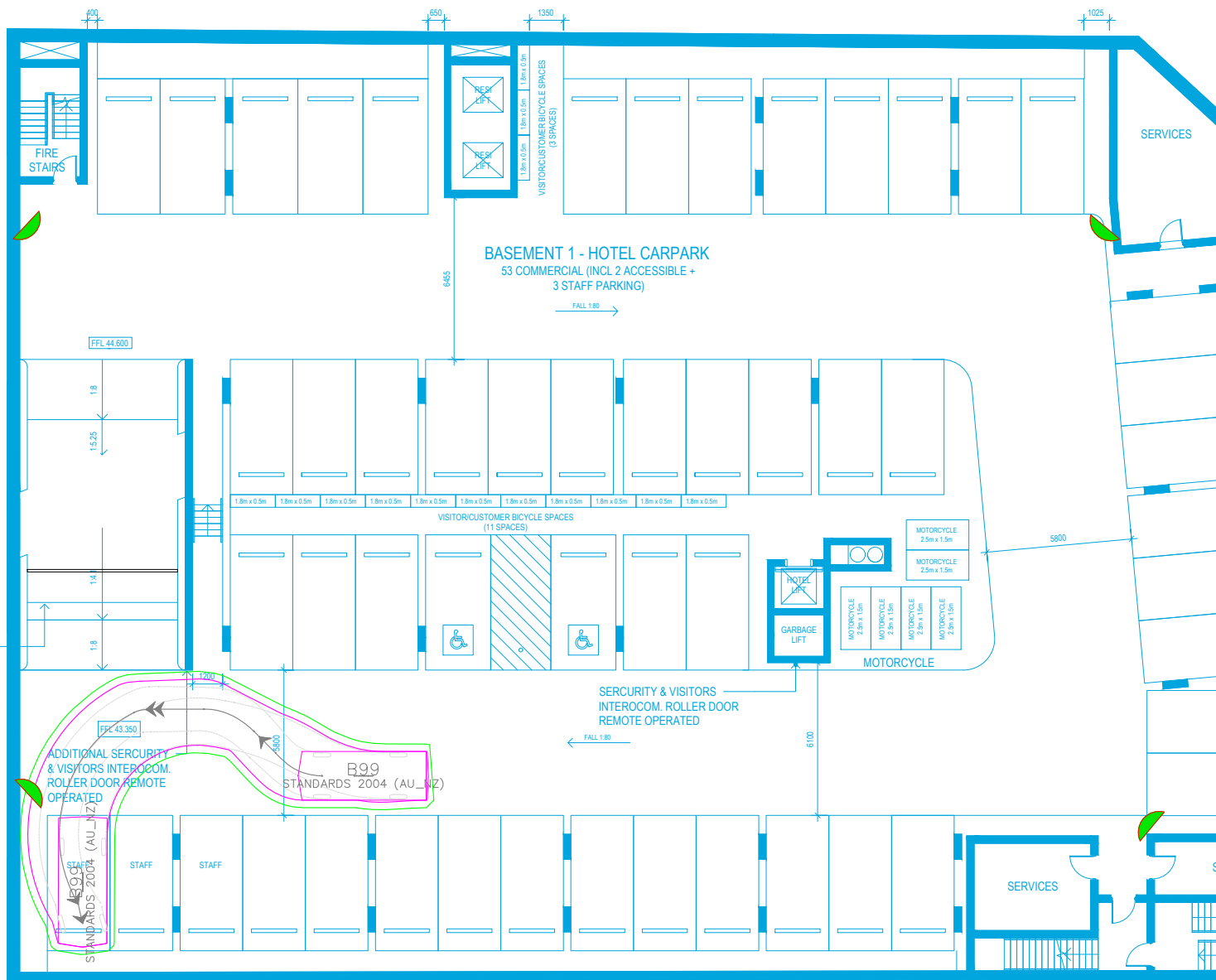


B99

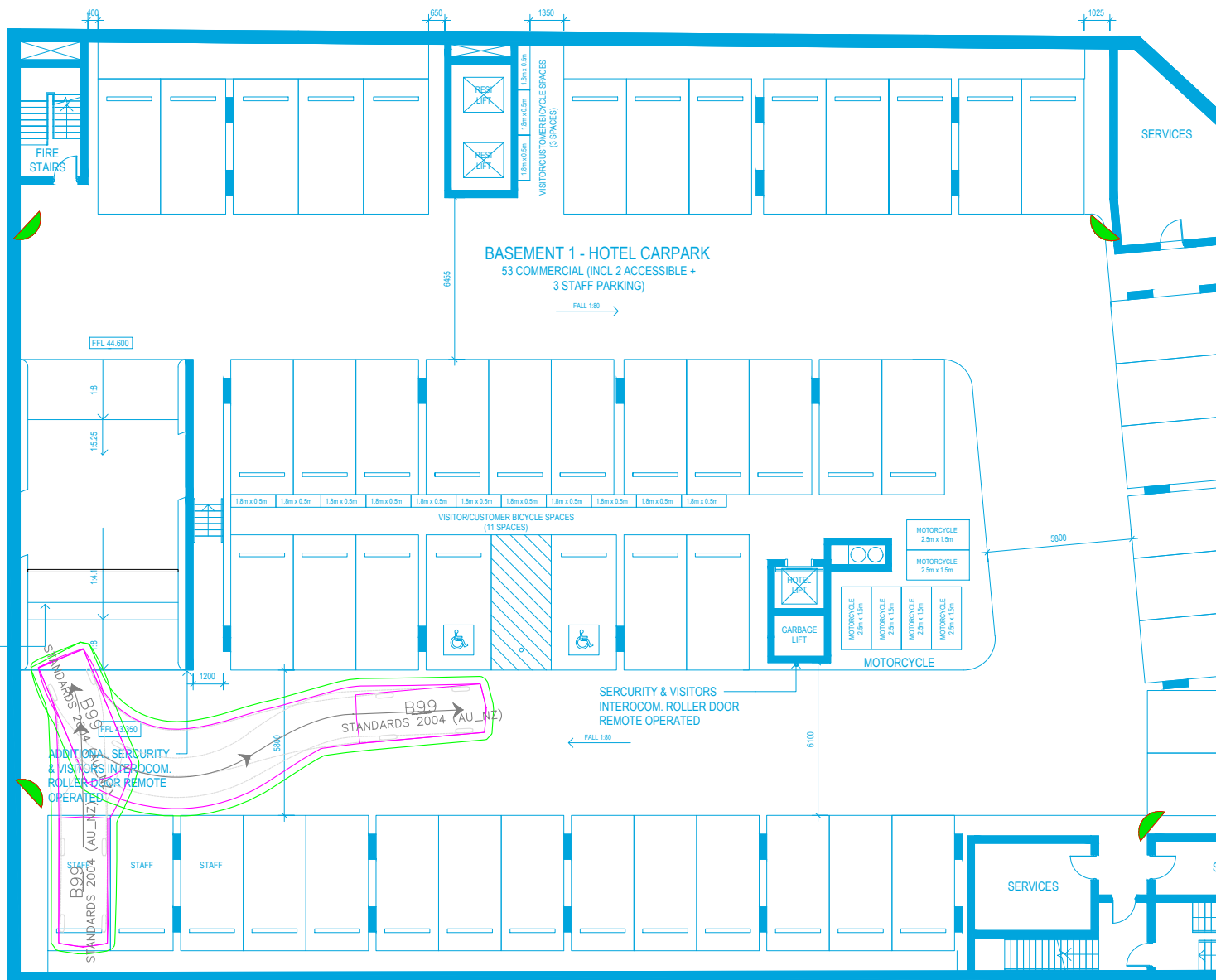
Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

GENERAL NOTES

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B99 ENTRY



B99 EXIT



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E: info@cjpconsultingengineers.com.au

PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

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ARE APPROXIMATE ONLY.
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KINGSWOOD HOTEL
CAR PARK COMPLIANCE REVIEW - NORTHERN SITE
SWEPT PATH ASSESSMENT - BASEMENT 1



SCALE 0 2.5 5.0 1:250 @ A3

DRAWING NO. 22222-D01-V1

ISSUE DATE 20 December 2022

SHEET NO. 06 OF 11

DRAWN BY X.DI

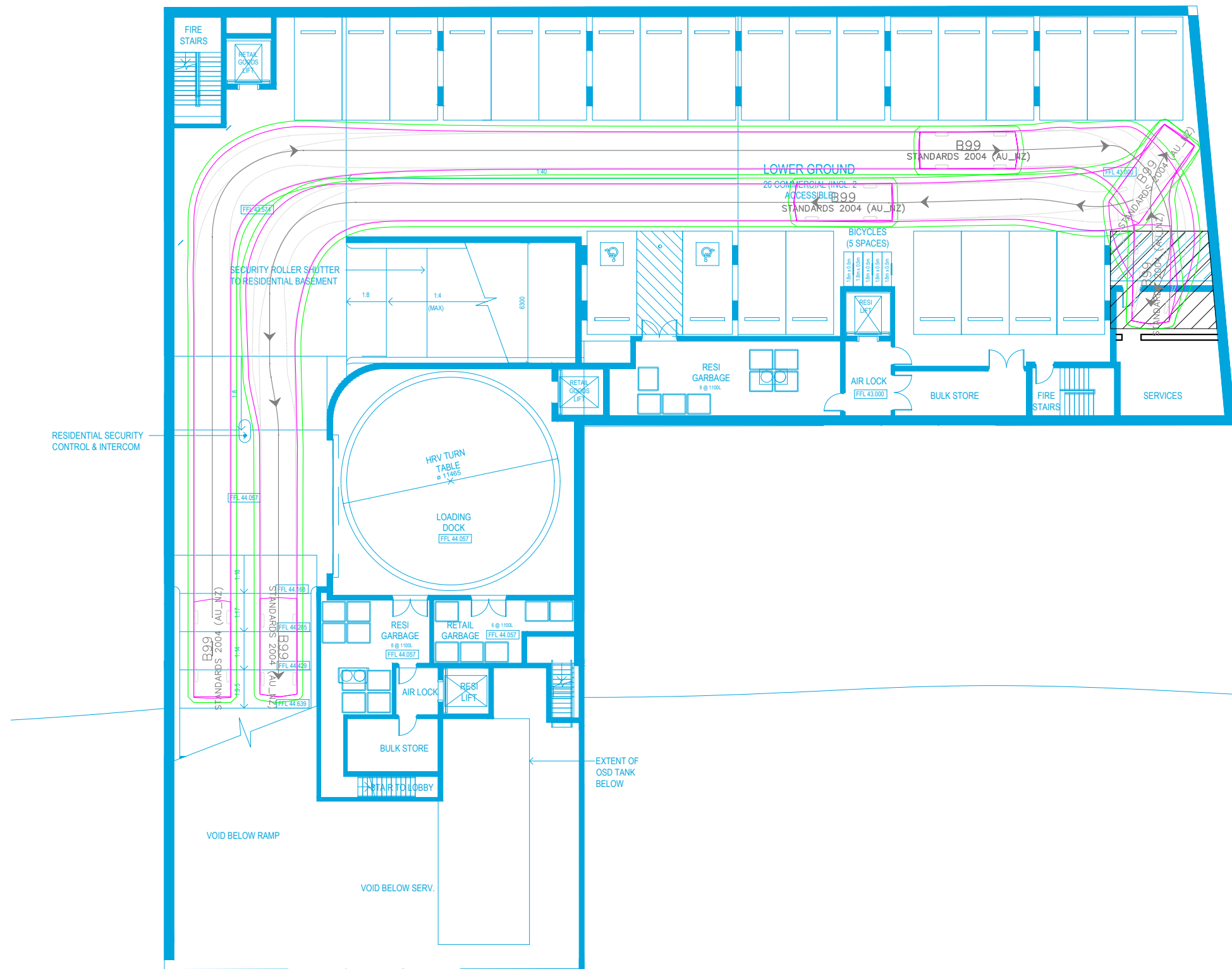
REVIEWED BY C.PALMER

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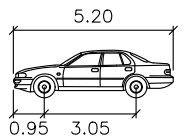
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SWEEP PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



B99

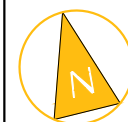
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Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
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SCALE 0 2.5 5.0 1:250 @ A3

DRAWING NO. 22222-D01-V1

ISSUE DATE 20 December 2022

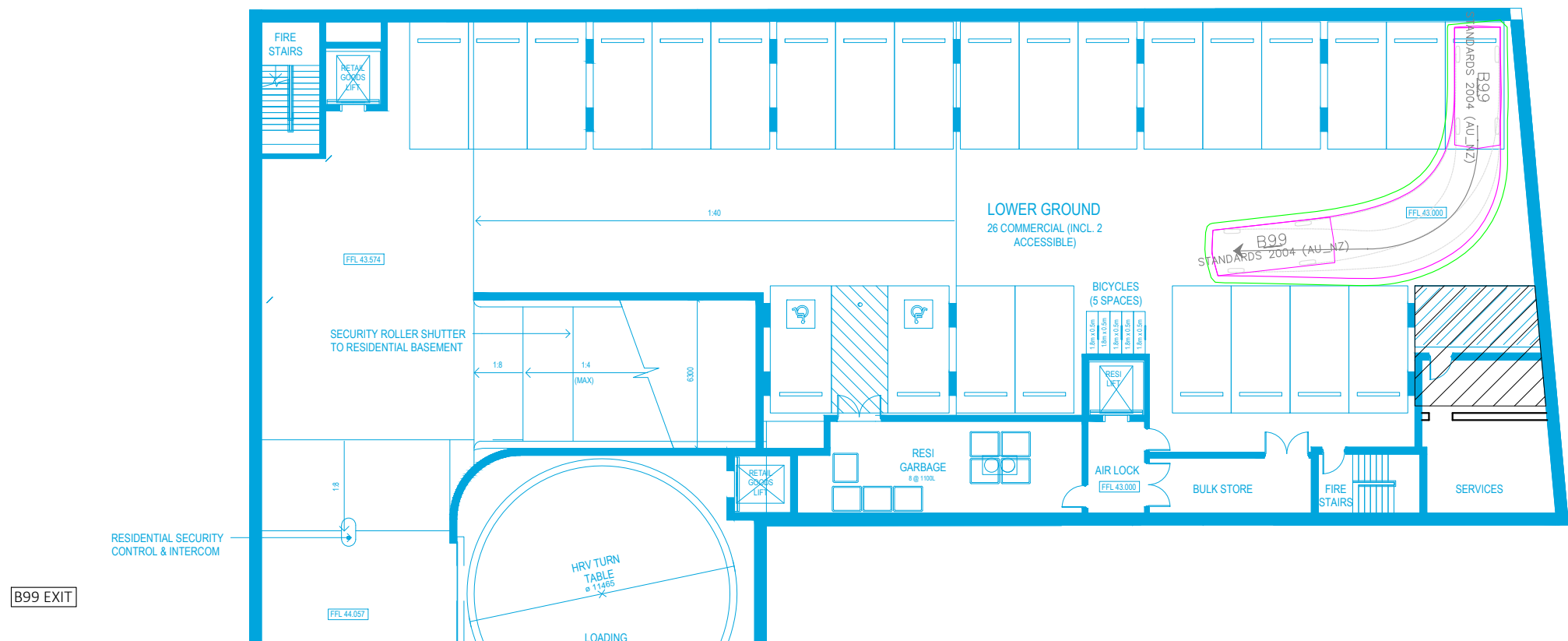
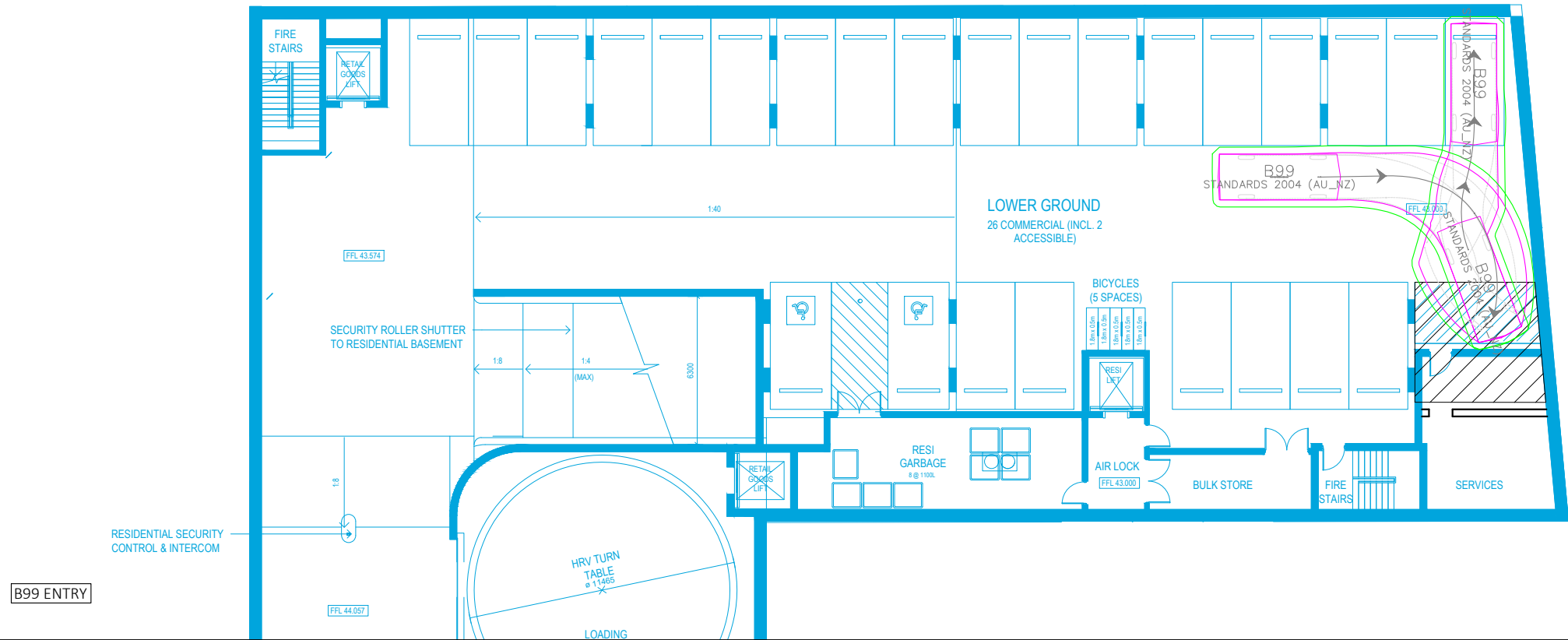
SHEET NO. 08 OF 11

DRAWN BY X.DI

REVIEWED BY C.PALMER

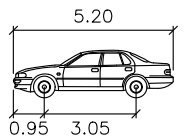
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SWEEP PATH KEY:

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- VEHICLE BODY PATH
- - - 300mm CLEARANCE FROM VEHICLE BODY



B99

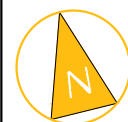
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Steering Angle	33.9

PRELIMINARY PLAN

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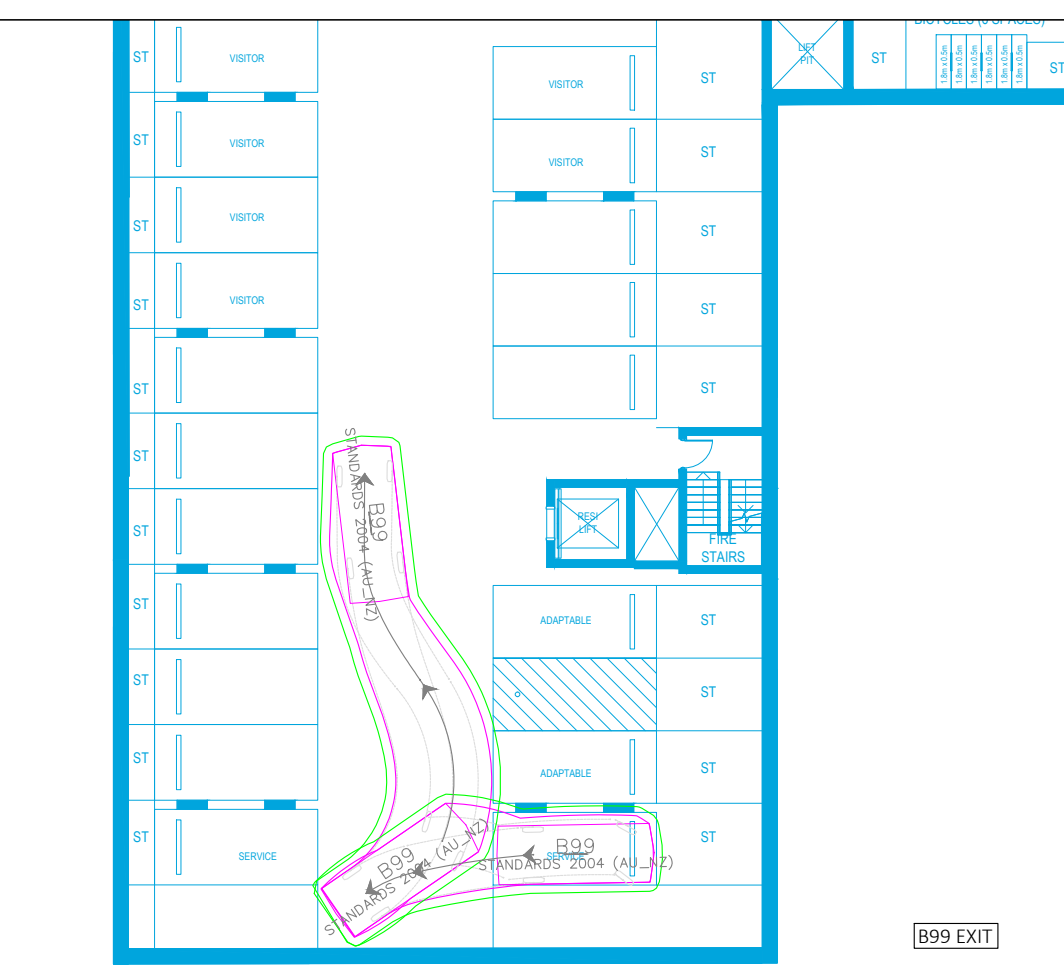
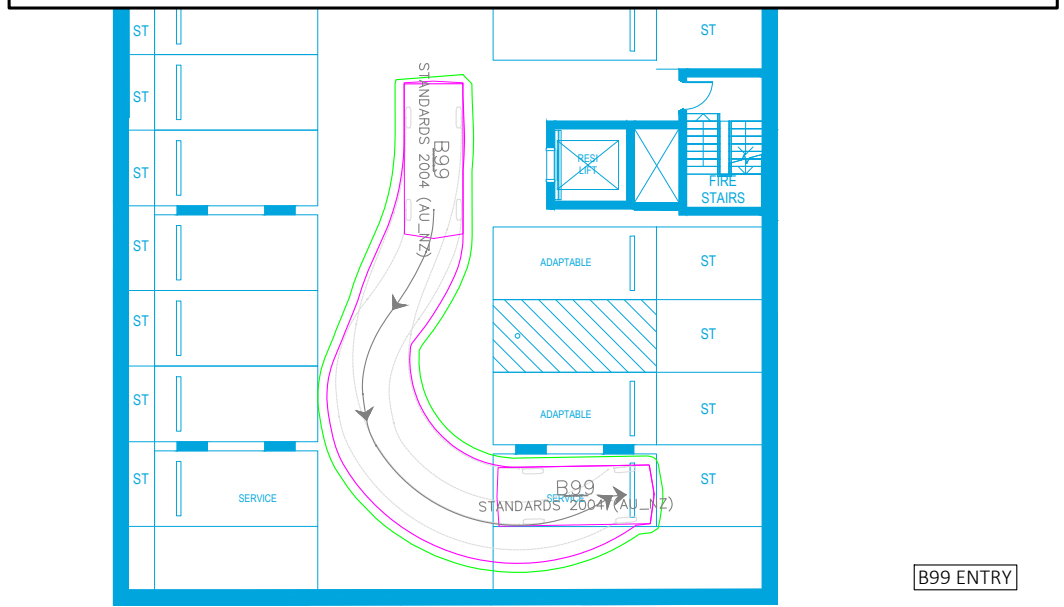
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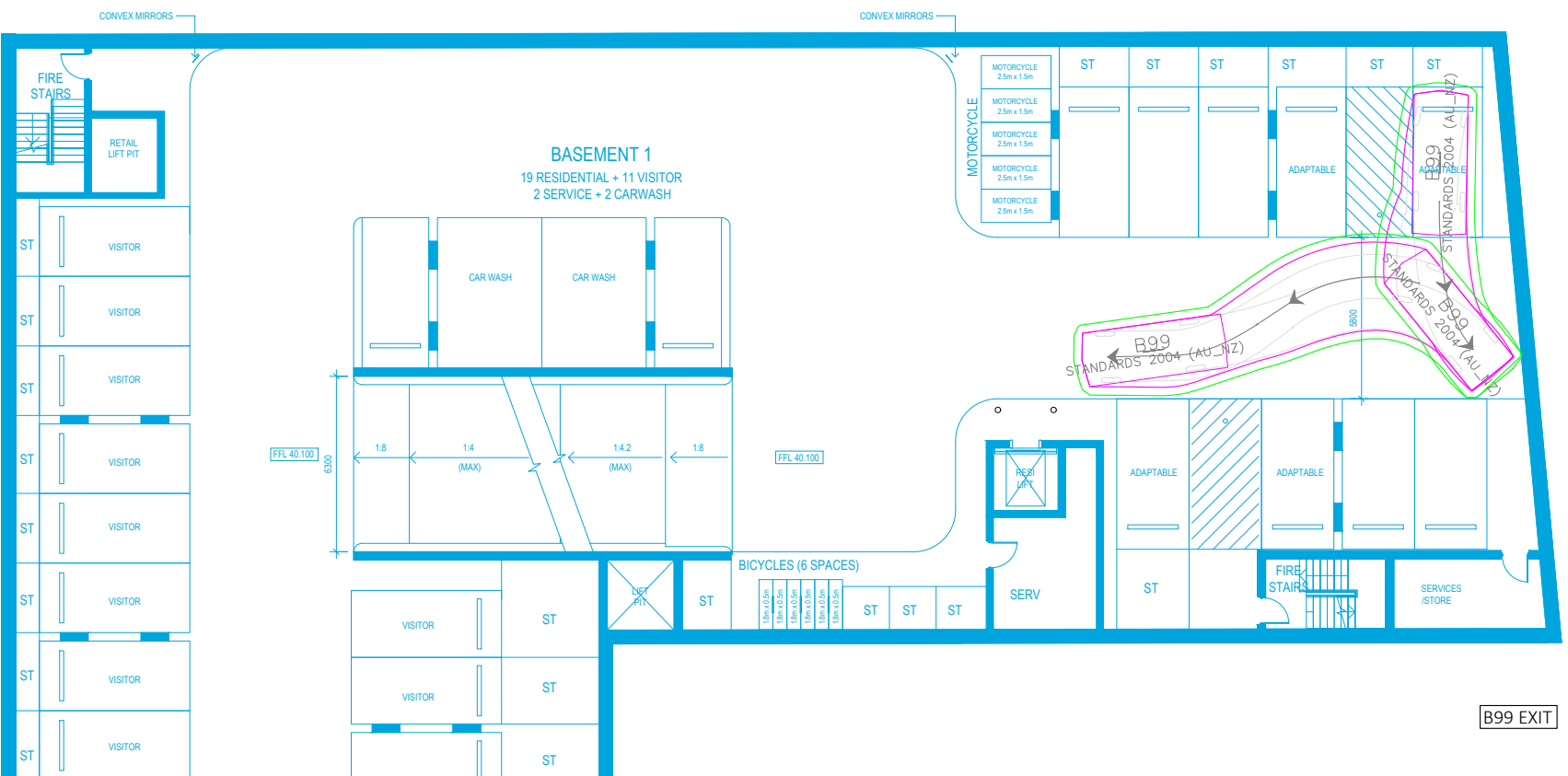
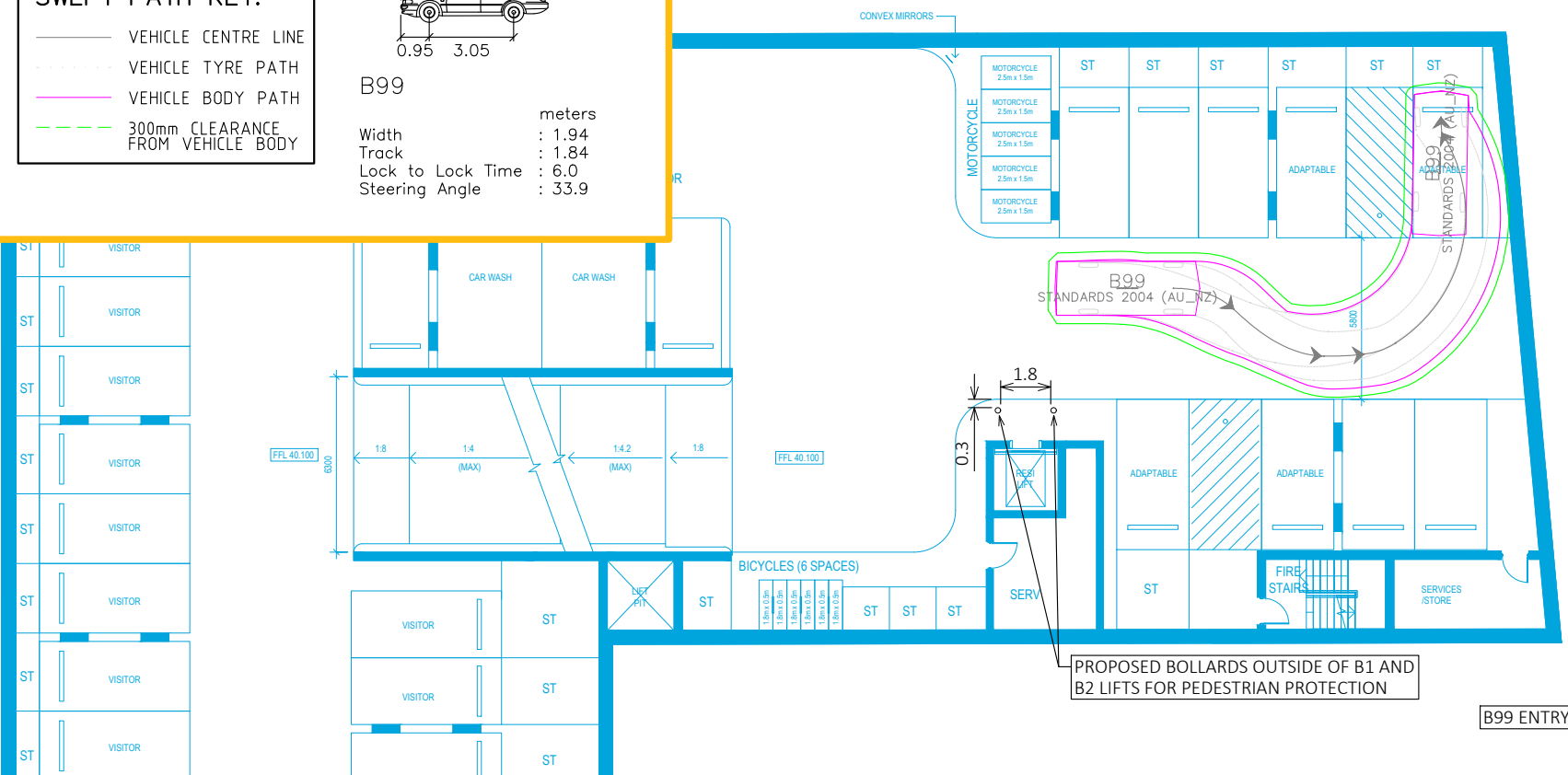
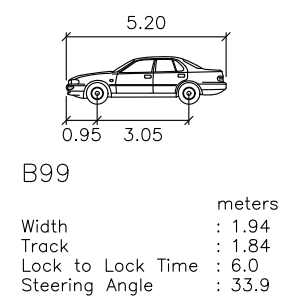
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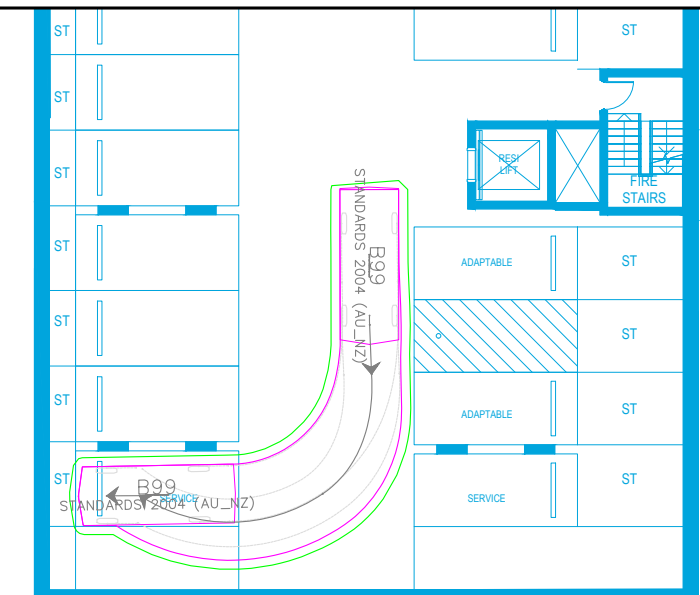
SWEPT PATH KEY:

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- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

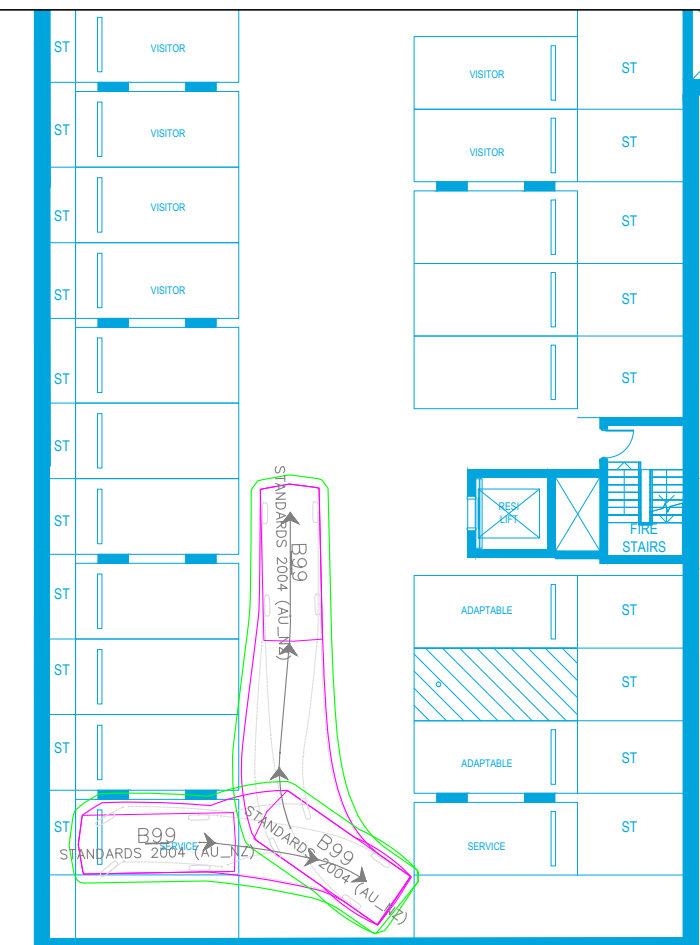


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B99 ENTRY



B99 EXIT

SWEPT PATH KEY:

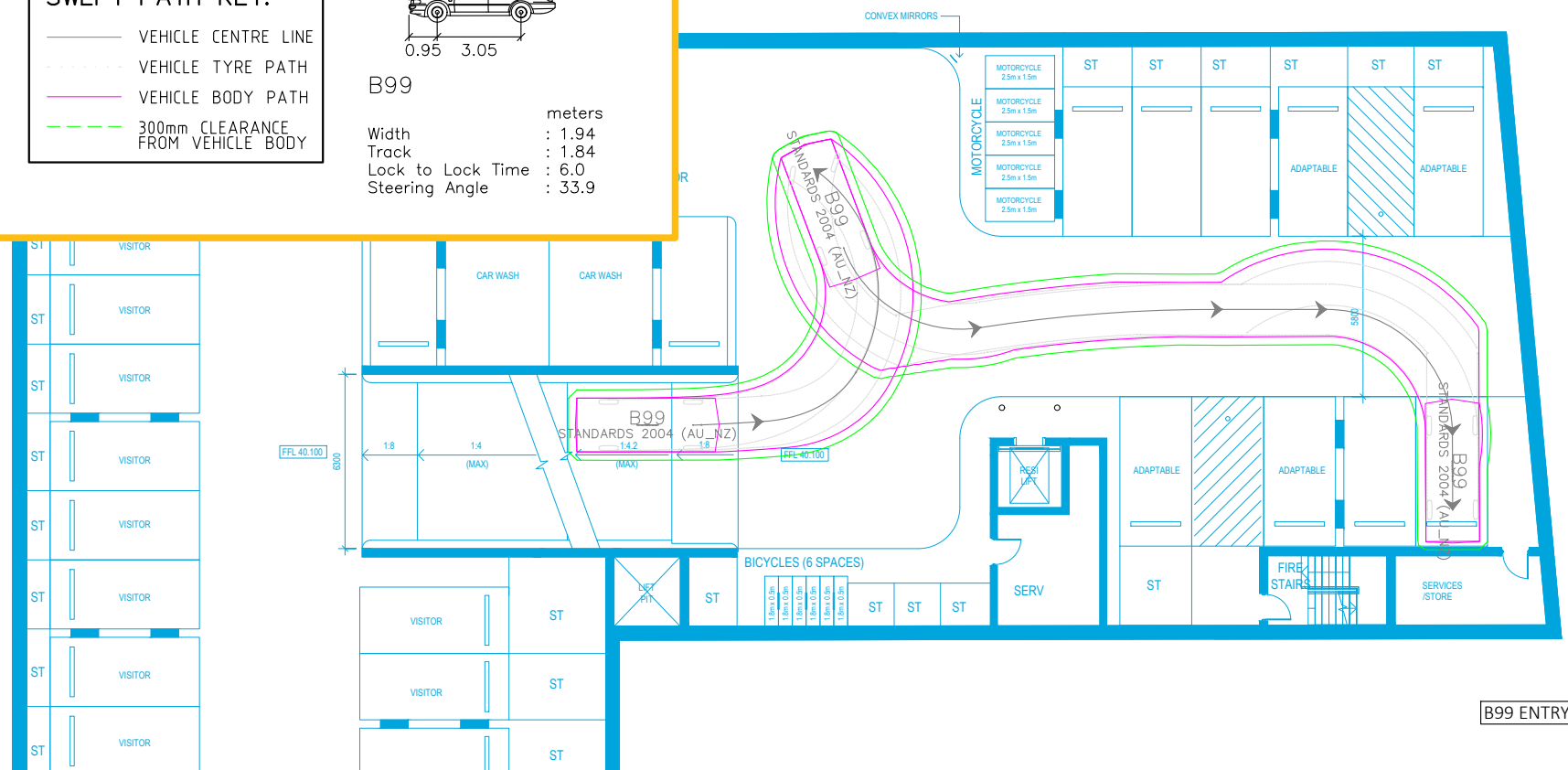
- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

B99

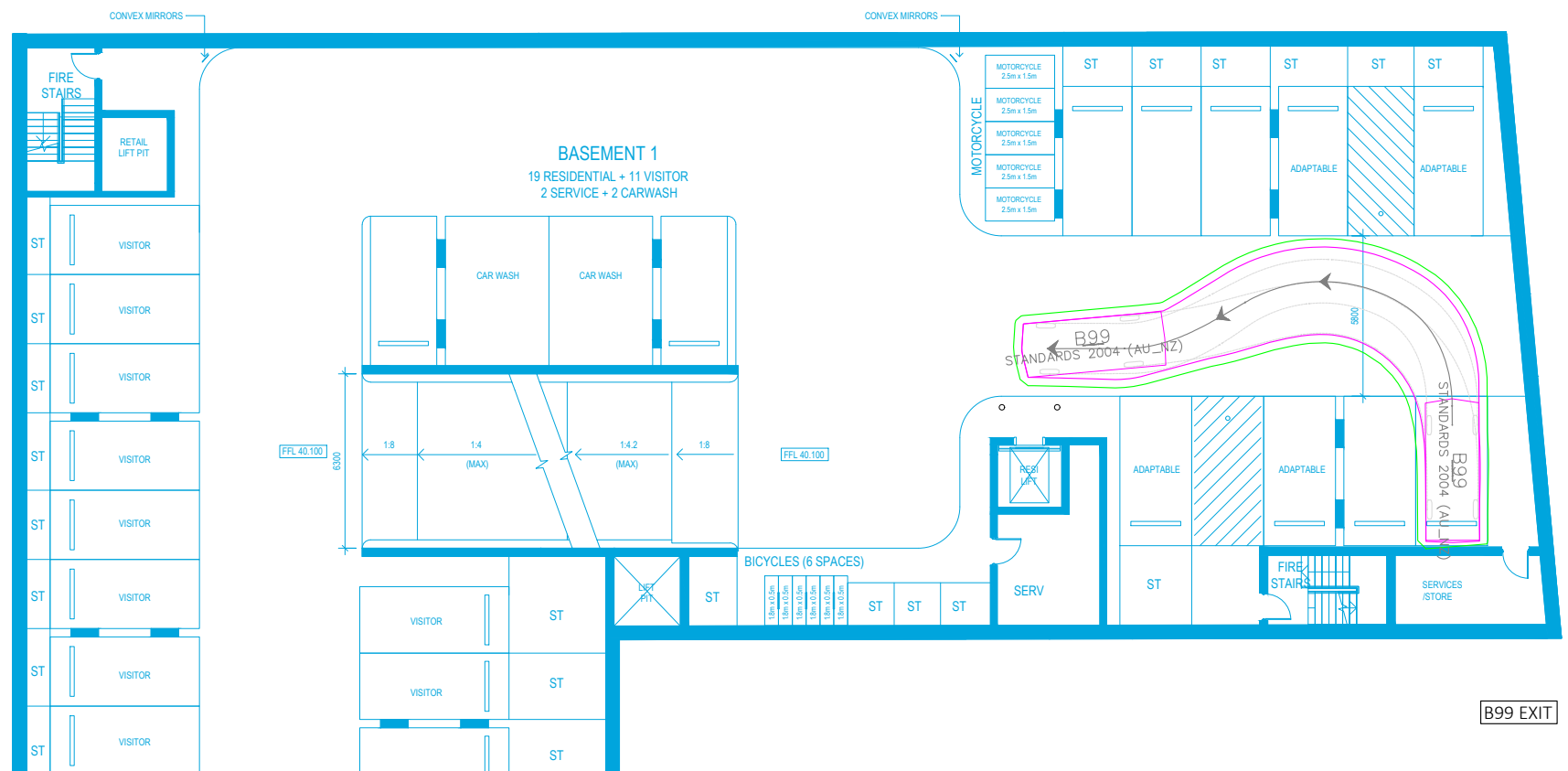
5.20

0.95 3.05

Width : 1.94 meters
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9



B99 ENTRY



B99 EXIT

CJP Consulting Engineers
PO Box 1184
Hunters Hill NSW 2110
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CAR PARK COMPLIANCE REVIEW - SOUTHERN SITE
SWEPT PATH ASSESSMENT - BASEMENT 1

SCALE 0 2.5 5.0 1:250 @ A3

DRAWING NO. 22222-D01-V1 SHEET NO. 11 OF 11

ISSUE DATE 20 December 2022

DRAWN BY X.DI
REVIEWED BY C.PALMER