7 March 2018

ptc.

Marcel Batrac
Project Manager
Dee Why RSL Club
932 Pittwater Road
Dee Why NSW 2099

Dear Marcel

Section 4.55 Car Park Assessment – Dee Why RSL

ptc. prepared a Traffic Impact Assessment (TIA) which was submitted in March 2017 in relation to the club expansion development application (ref. no. DA2017/0244). The DA was approved allowing an expansion of 2,722 m² in gross floor area (GFA). A revised plan of the club expansion was issued reducing the floor area of the restaurant and **ptc.** has been engaged by Dee Why RSL to assess the revised layout and car park arrangements and a reduction of 135m² GFA from the approved DA.

This letter has been prepared to address the traffic-related items raised by council in relation to the revised car park arrangements. We have undertaken an assessment of the proposed amendments with reference to the drawings prepared by Altis Architecture 2341.06-A1100 to A1113. These traffic matters are listed below:

- Provision of car spaces with regards to the reduction in the proposed GFA compared with the approved DA;
- Traffic impact and re-assessment with regards to the reduction in the proposed GFA compared with the approved DA;
- Vehicular swept paths and truck access;
- Proximity of loading dock from Childcare premises;

1. Parking Demand Review

The approved DA proposed a club expansion of 2,722m² in GFA, and a car park expansion of 205 car spaces. The Section 4.55 application proposes an increase of 2,586m² in GFA, a reduction of 136m² in GFA compared with the approved DA. As discussed in Section 5.1 of the TIA, the club currently accommodates 482 parking spaces, and a Gross Floor Area of 12,622m² equating to a provision ratio of 3.8 spaces per 100m². Applying the rate of 3.8 spaces per 100m², an increase of 98 parking spaces provision is required, i.e. 580 spaces in total. The actual increase in parking provisions in relation to the application accommodates 198 spaces, which amounts to 680 spaces in total. The same calculation method as with the approved DA was used to determine the parking requirements with respect to the revised total GFA. The breakdown of the car park arrangement throughout the site is summarised in Table 1.

Table 1 - Parking Spaces Provision

	Total GFA	Total Car Spaces	Additional Spaces
Approved DA	15,344 m²	687 spaces	205 spaces
Section 4.55 Application	15,208 m²	680 spaces	198 spaces

As discussed in Table 1, the proposed Section 4.55 application seeks to reduce the proposed car parking provision by 7 spaces.

Surveys of the club car park undertaken in 2016 indicate that the typical peak demand occurs during a Friday evening, during which, the car park is 99% occupied (demand of 477 spaces). If the typical peak parking demand increases relative to the proposed floor area, (i.e. 99% of 580 spaces), the car park will be able to accommodate the parking activity with a margin of 106 spaces, assuming no change in patrons' parking behaviour. It is noted that there are seasonal variations throughout the year where there are days where there is a higher level of activity. The surplus in parking may well accommodate the seasonal spike in demand.

2. Car Park Layout and Arrangements

The revised layout of the car park has been assessed with reference to the Australian Standards AS2890.1-2004 (Off-Street Car Parking), and AS2890.2-2002 (Off Street Commercial), and AS2890.6 (Off-Street Parking for People with Disabilities). This section is to be read in conjunction with the architectural drawings prepared by Altis Architecture and is included in this report as Attachment 1.

The revised layout comprises of a split-level arrangement, and is accessed via a separated entry and exit driveway off Clarence Avenue. The car park has been designed as 2.5m x 5.4m spaces with 5.8m wide aisles, complying with the requirements of a Class 2 parking facility as specified in AS2890.1. Accessible spaces have been designed as 2.5m x 5.4m with aisle widths of 5.8m, complying to the requirements specified in AS2890.6.

An assessment of all elements of the car park has been undertaken including column locations, aisle extensions and ramp grades, including accessible spaces, and in this regard, the car park design complies with the requirements of AS2890.1 and AS2890.6.

3. Traffic Generation and Implications

The slight reduction in the floor area described in this Section 4.55 results in essentially the same traffic activity as the approved scheme and therefore does not impact on the modelling and analysis undertaken, particularly with respect to the Town Centre Master Plan. In this regard, the reduction in floor area will not increase the traffic activity compared with the approved DA scheme. This has not been re-assessed to accommodate for the slight reduction in traffic as the difference is minimal and the model is slightly conservative.

4. Loading Dock Arrangements

4.1 Driveway Arrangement

The location of the loading dock and its access arrangements has been amended on the revised car park layout. The loading dock is proposed to be relocated on Level 1 of the car park, with access from Clarence Avenue, approximately 12 metres south of the car park entry. A portion of the existing southern car park separates the loading dock entry from the childcare entry. It is noted that all loading dock activities occur within a secluded location within the site, thus remote from the childcare entry and the car park entry. The driveway exit provides compliant sight lines as required in AS2890.2, providing sufficient visibility of pedestrians and children on the footpath for the truck drivers.

It is noted that the amended location of the loading dock access driveway has been relocated away from the intersection of Clarence Avenue and Richmond Avenue. This arrangement isolates the loading dock entry and exit traffic away from the frontage road traffic conflict (i.e. Clarence Ave and Richmond Ave), thus in line with the prohibited location of access driveways as discussed in Section 3.2.3 of AS2890.1.

4.2 Internal Loading Dock Arrangement

As discussed in Section 6.5 of the TIA, the loading dock has been assessed to accommodate the largest vehicle required to service the club. The largest vehicle servicing the club is a 9.7m refuse vehicle and is used as the

reference of our assessment. A swept path analysis for a typical 9.7m refuse vehicle c/o Northern Beaches Council was performed to illustrate the turning circles within the loading dock. A refuse vehicle accessing the loading dock will enter the driveway in a forward manner and travel to the back-of-house area where the loading activity occurs. To exit, the refuse vehicle will reverse back to the turning area, and drive forward to exit the driveway. The overall arrangement and swept path analysis within the loading dock is illustrated in Figure 1 below.

It is noted that while the loading dock and platform is adjacent to the western boundary of the site, the loading dock facility is situated within the car park facility, bounded by walls, and has a different floor level from the adjacent properties, i.e. the childcare centre to the south and the residential building to the west. In this regard, the loading dock, and any part of the driveway leading to the loading dock can only be accessed via the driveway situated on Clarence Street. Staff and authorised personnel may access the loading dock from the western boundary via a secured door.

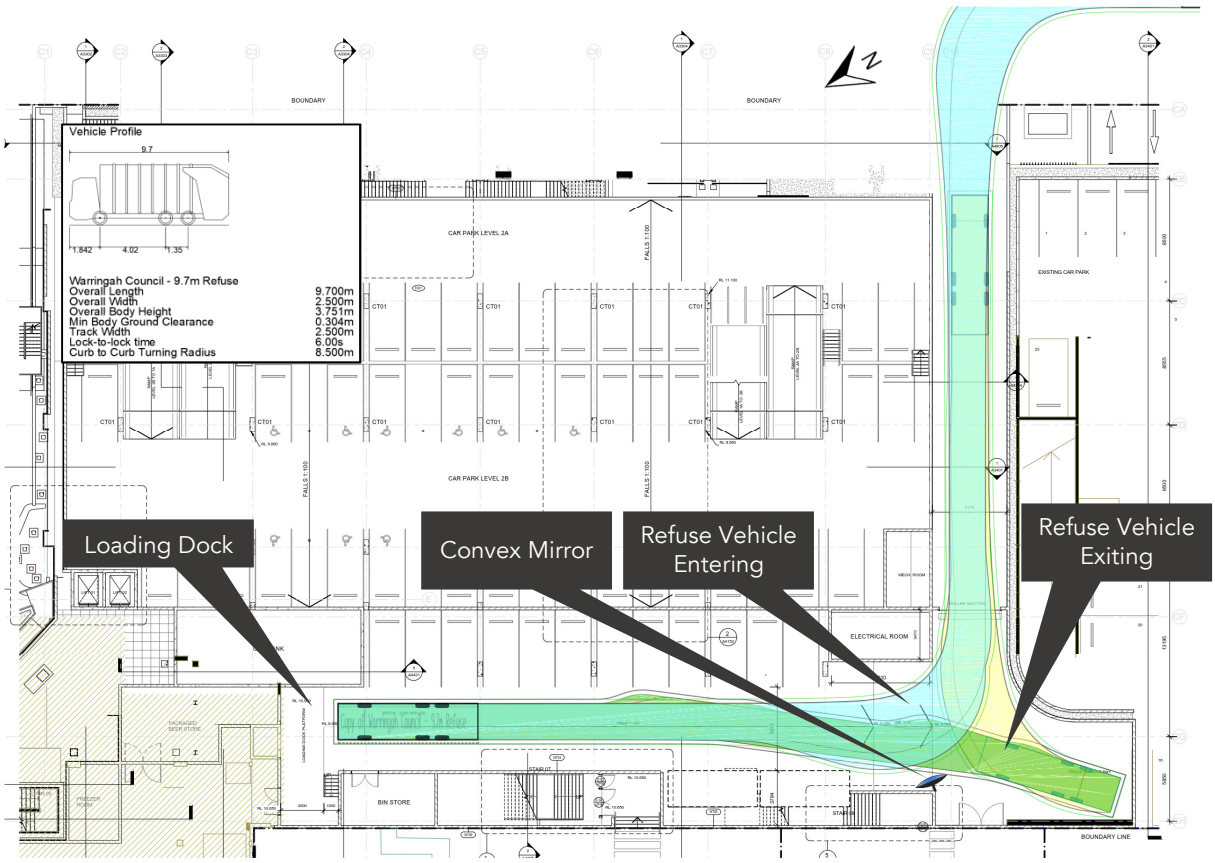


Figure 1 - Loading Dock Access and Swept Paths

A convex mirror is proposed on the truck turning area to improve visibility among vehicles turning on the corner.

5. Conclusion

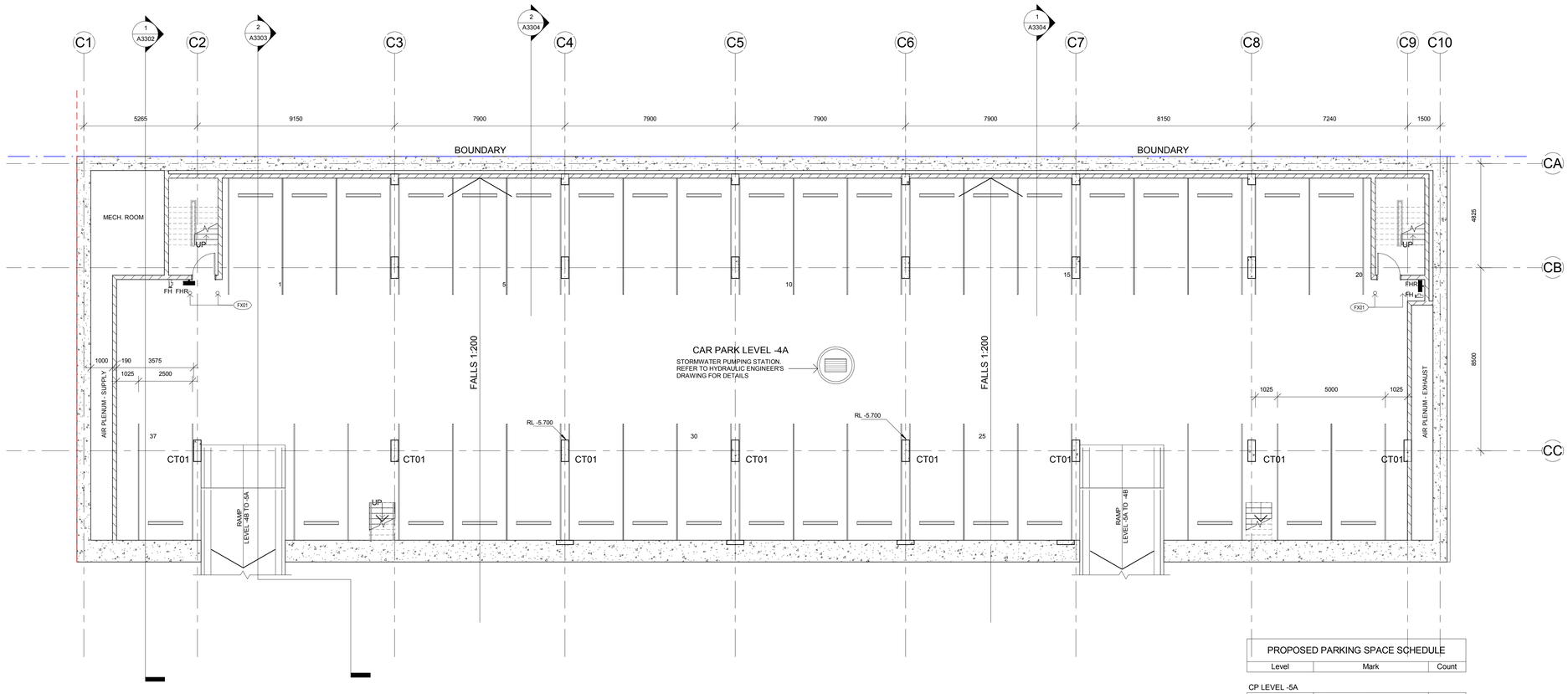
Upon reviewing the proposed changes within the club expansion and the car park arrangements, we conclude that there is no significant variation from the previous Traffic Impact Assessment. In this regard, the traffic generated is within allowance and modelling in the TIA, and the parking demand may well be accommodated within the revised proposed parking provision.

Kind regards,

Dave Salangsang
Traffic Engineer

Andrew Morse
Senior Traffic Engineer

Attachment 1 – Architectural Plans



1 **5B-AP-CAR PARK LEVEL -5**

Scale: 1 : 100

PROPOSED PARKING SPACE SCHEDULE

Level	Mark	Count
CP LEVEL -5A		
CP LEVEL -5A	PARKING SPACE	37
CAR PARK LEVEL -4B		
CAR PARK LEVEL -4B	PARKING SPACE	35
CP LEVEL -4A		
CP LEVEL -4A	PARKING SPACE	35
CP LEVEL -3B		
CP LEVEL -3B	PARKING SPACE	35
CP LEVEL -3A		
CP LEVEL -3A	PARKING SPACE	35
CP LEVEL -2B		
CP LEVEL -2B	PARKING SPACE	35
CP LEVEL -2A		
CP LEVEL -2A	PARKING SPACE	35
CP LEVEL -1B		
CP LEVEL -1B	PARKING SPACE	35
CP LEVEL -1A		
CP LEVEL -1A	PARKING SPACE	35
CP LEVEL 1B		
CP LEVEL 1B	PARKING SPACE	35
CP LEVEL 1A		
CP LEVEL 1A	PARKING SPACE	15
CP LEVEL 2B		
CP LEVEL 2B	DISABLE PARKING SPACE	14
CP LEVEL 2B	PARKING SPACE	13
CP LEVEL 2B	STAFF PARKING SPACE	14
CP LEVEL 2A		
CP LEVEL 2A	PARKING SPACE	15
Grand total: 423		

EXISTING ZONE D PARKING SPACE SCHEDULE

Level	Mark	Count
EXISTING CP LEVEL 1	PARKING SPACE	18
EXISTING CP LEVEL 2	PARKING SPACE	20
EX. Grand total: 38		
CP LEVEL 2A	MOTOR BIKE PARKING	6
Grand total: 6		

DRAFT ONLY

ISSUE	DATE	DESCRIPTION
1	06.02.2018	ISSUED FOR CO-ORDINATION

CLIENT:

DEE WHY RSL CLUB

PROJECT:

STAGE 5 - CLUB EXTENSION

ARCHITECT:

ALTIS
architecture
p 61 2 9364 9000 f 61 2 9571 7930 lower deck jones bay wharf
suite 123 / 26 - 32 pirrama road pyrmont nsw 2009 australia

DRAWING TITLE:

PROPOSED CAR PARK LEVEL -5
PLAN - ZONE C

NOTES:

Nominated architect: Rolfe Latimer : 5535

Use only figured dimensions.

All discrepancies to be referred to Altis Architecture Pty Ltd prior to construction.

Ensure compliance with the Building Code of Australia and all relevant Australian Standards and Authority requirements.

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1 : 100	@ B1	MAY 2017

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CAD FILE:

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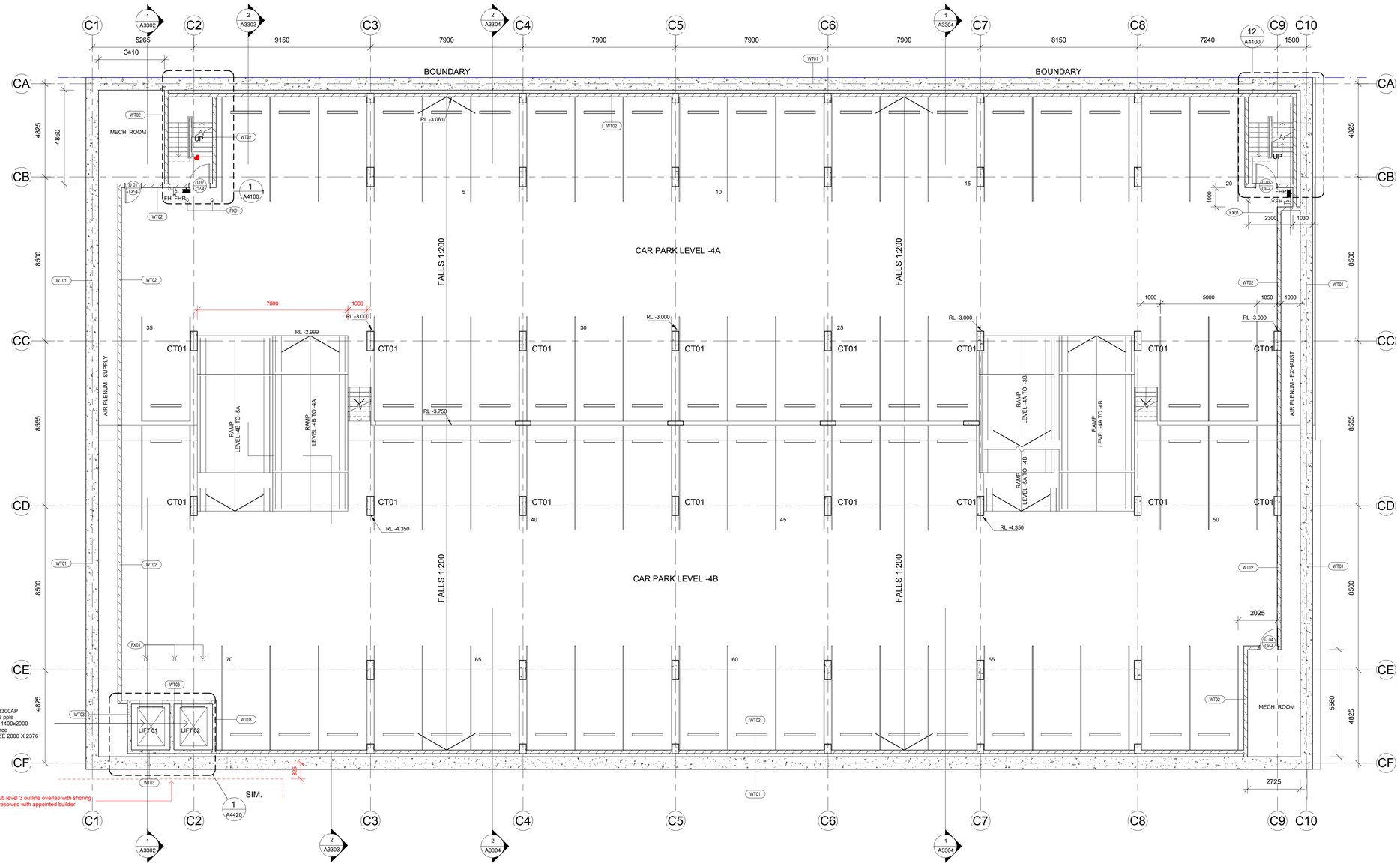

GENERAL NOTES:

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- CLASS 2 FINISH TO EXPOSED CONCRETE COLUMNS AND STAIRS WALLS AND RAMP WALLS

- ALL SLABS UNDER PLANTED AREAS TO HAVE LIQUID APPLIED MEMBRANE EQUAL TO EMER-PROOF ECOFLEX DETAILED WITH EMER-PROOF ELESTIC JOINT BAND SYSTEM AND EMER-PROOF DRAIN V

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- ALL LINE MARKINGS TO AUSTRALIAN STANDARDS

- BROOM FINISH TO ALL CAR PARK RAMP

- ONLY COLUMNS NOTED WITH A COLUMN CODE TO HAVE PAINT FINISH

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NOTE 3:
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NOTE 4: NOT USED

NOTE 5: PROVIDE SET DOWN TO ALLOW FLOOR FINISH TO BE FLUSH WITH CAR PARK FLOOR

NOTE 6:
1000MM WIDE SLAB WIDTH TO BE MAINTAINED AROUND THE PERIMETER OF THE BASEMENT CAR PARK LEVELS -1 TO -4 FOR SHORING RESTRAINT. NO PENETRATION TO BE ALLOWED THROUGH THIS SECTION OF SLAB. REFER STRUCTURAL ENGINEER'S DOCUMENTS FOR DETAILS

NOTE 7:
POWDERCOATED LOUVRE TO BE PROVIDED ALONG THE CAR PARK WALL FOR AIR SUPPLY AND EXHAUST. MECHANICAL CONTRACTOR TO SPECIFY SIZES AND LOCATIONS

NOTE 8: NOT USED

NOTE9:
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NOTE10:
SPEED HUMP IS TO EXTEND FROM PLANTER WALL TO CONCRETE MEDIAN STRIP TO FORM CONTINUOUS WATERPROOF BARRIER BETWEEN STREET AND CAR PARK. SPEED HUMP TO BE 300 ABOVE LEVEL OF ROAD

NOTE 11:
PROVIDE STAINLESS STEEL CLADDING PROTECTION TO ALL SERVICES FIXED TO COLUMN TO BE DETERMINED ON COMPLETION OF MAIN CONTRACTORS SERVICES DESIGN

NOTE 12:
MAKE GOOD ASPHALT SURFACING ON APPROPRIATE SUBSTRATE AT INTERSECTING AREA BETWEEN NEW AND EXISTING CAR PARK. NEW 35 AC10 WEARING SURFACE WITH POLYMER MODIFIER, ON 300 THICK SUB-BASE LAYER OF DGB20 TO 98% MMDD. ON 95% STANDARD SUBGRADE COMPACTION. PRIME AND TACK COAT TO TOP OF SUBGRADE. SUBGRADE TO HAVE MINIMUM 5% CBR. RECYCLED CONCRETE CAN BE USED AS AN ALTERNATIVE TO THE DGB20 FOR THE SUB-BASE(THE CONTRACTOR IS PROVIDE STRUCTURAL ENGINEER'S WITH RECYCLED CONCRETE MIX PRIOR TO USE) WEARING SURFACE TO TIE IN TO LEVELS AS INDICATED.

NOTE 13:
NEW WHEEL STOPS FOR ALL EXISTING CAR PARK SPOTS. ALL WHEEL STOPS TO COMPLY WITH AS/NZS 2890.1-2004

NOTE 14:
LOADING HOIST TO BE PROVIDED BY THE CLUB. MAIN CONTRACTOR TO CO-ORDINATE WITH THE CLUB FOR THE SIZE AND CONCRETE SET DOWN REQUIREMENT

NOTE 15:
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NOTE16:
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NOTE 18:
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NOTE 20:
ENSURE WATERPROOFING TO ALL SIDES OF THE OSD TANK

NOTE 21:
NEW FOOTPATH IN ACCORDANCE WITH NOTICE OF DETERMINATION FOR DA2017/0244 TO FULL EXTENT OF BOUNDARY ALONG CLARENCE AVENUE. MAKE GOOD NATURE STRIP

ABBREVIATIONS

CT	COLUMN TYPE FINISH. REFER COLUMN SCHEDULE FOR DETAILS. REFER TO STRUCTURAL ENCLOSURES FOR STRUCTURAL REQUIREMENTS
DD	300mm WIDE CONCRETE DISH DRAIN FALLING TOWARDS THE OUTLETS TO HYDRAULIC ENGINEER'S DETAIL
FFL	FINISH FLOOR LEVEL
EX. COL	EXISTING COLUMN
FH	FIRE HYDRANT TO HYDRAULIC ENGINEER'S SPECIFICATION
FHR	FIRE HOSE REEL TO HYDRAULIC ENGINEER'S SPECIFICATION
FX	FIXTURE. REFER TO FIXTURE SCHEDULE
GD	SET DOWN FOR GRATED DRAIN TO HYDRAULIC ENGINEER'S & STRUCTURAL ENGINEER'S DETAIL
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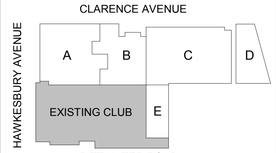

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DRAWING TITLE:
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PLAN - ZONE C

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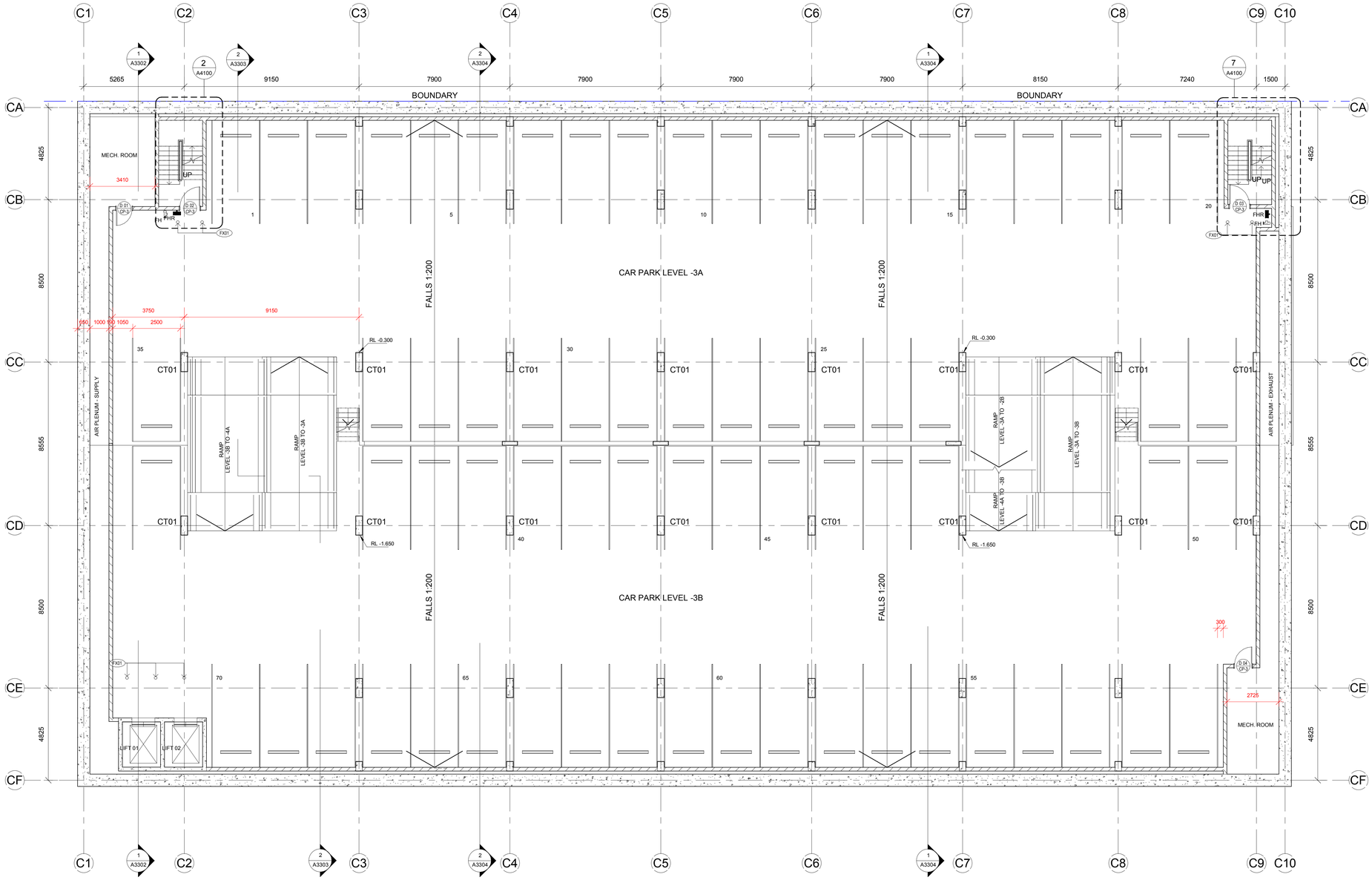

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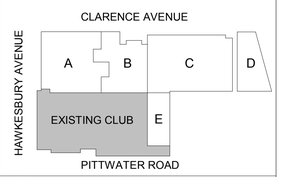

CLIENT:
DEE WHY RSL CLUB

PROJECT:
STAGE 5 - CLUB EXTENSION

ARCHITECT:
ALTIS architecture
p 61 2 9364 9000 f 61 2 9571 7930 lower deck jones bay wharf
suite 123 / 26 - 32 pirrama road pyrmont nsw 2009 australia

DRAWING TITLE:
PROPOSED CAR PARK LEVEL -3
PLAN - ZONE C

NOTES:
Nominated architect: Rolfe Latimer : 5535

Use only figured dimensions.

All discrepancies to be referred to Altis Architecture Pty Ltd prior to construction.

Ensure compliance with the Building Code of Australia and all relevant Australian Standards and Authority requirements.

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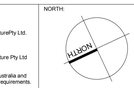

SCALE:		DATE:
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MC	DOC	2341.06	A1102	4

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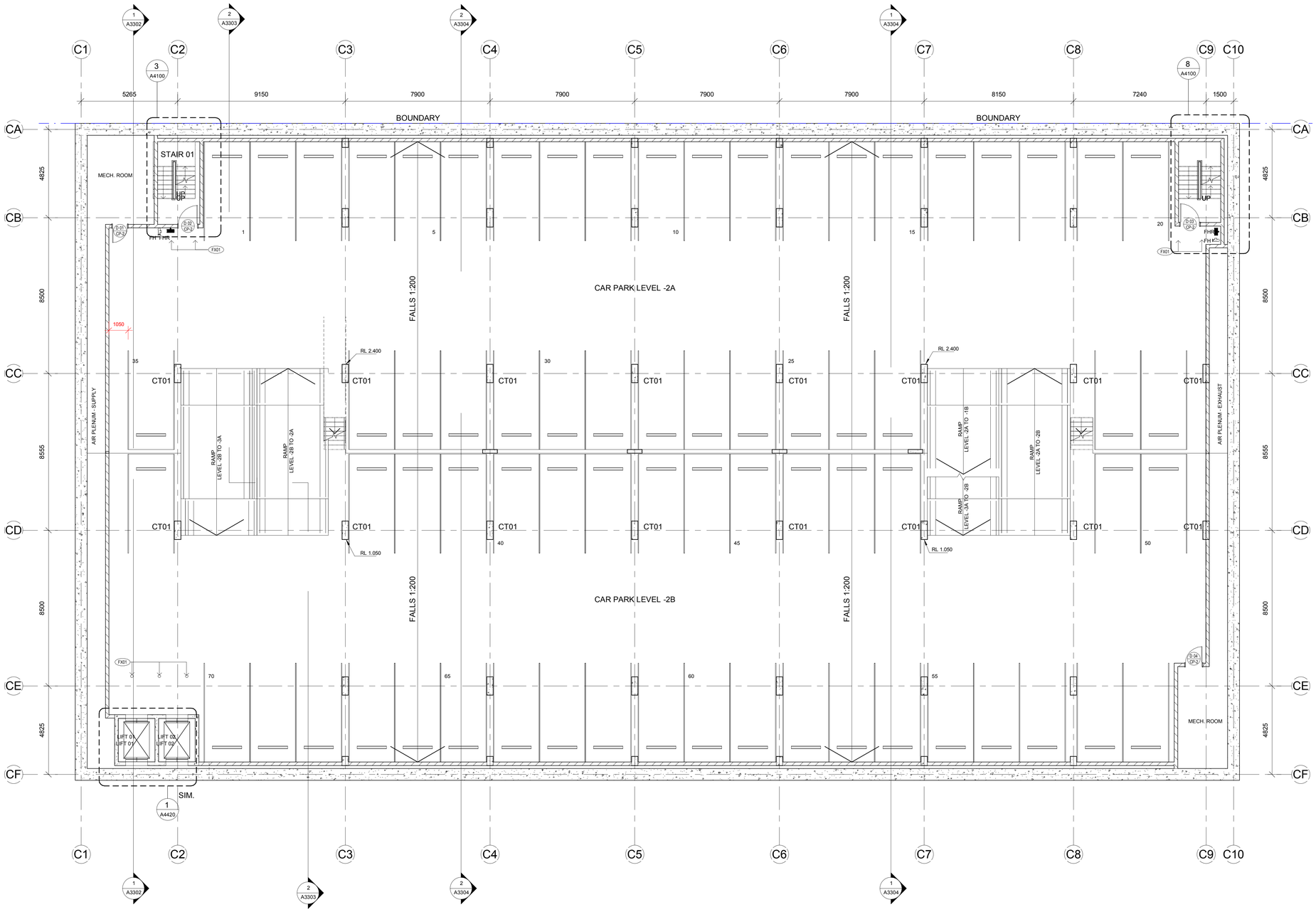

GENERAL NOTES:

- CLASS 3 FINISH WITH DAGS GROUND FLUSH TO CONCRETE SOFFIT

- CLASS 2 FINISH TO EXPOSED CONCRETE COLUMNS AND STAIRS WALLS AND RAMP WALLS

- ALL SLABS UNDER PLANTED AREAS TO HAVE LIQUID APPLIED MEMBRANE EQUAL TO EMER-PROOF ECOFLEX DETAILED WITH EMER-PROOF ELESTIC JOINT BAND SYSTEM AND EMER-PROOF DRAIN V

- ALL RETAINING WALLS TO HAVE LIQUID APPLIED MEMBRANE EQUAL TO EMER-PROOF ECOFLEX DETAILED WITH EMER-PROOF ELASTIC JOINT BAND SYSTEM AND EMER-PROOF DRAIN V

- ALL LINE MARKINGS TO AUSTRALIAN STANDARDS

- BROOM FINISH TO ALL CAR PARK RAMP

- ONLY COLUMNS NOTED WITH A COLUMN CODE TO HAVE PAINT FINISH

NOTE 1:
SHORING WALL TO BE DESIGNED AND INSTALLED BY SPECIALIST SUB-CONTRACTOR. 1M ZONE HAS BEEN ALLOWED AND DESIGN OF WALL SHOULD BE LIMITED TO THIS ZONE. ADDITIONAL THICKNESS COULD RESULT IN A LOSS OF CAR SPACES. FINISH TO BE EQUAL TO CLASS 2 CONCRETE. WALL SHOULD BE DRY ON CAR PARK SIDE.

NOTE 2:
150MM HIGH CONCRETE HOB UNDER PLENUM WALLS. NO HOB AT DOOR LOCATIONS

NOTE 3:
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NOTE 4: NOT USED

NOTE 5: PROVIDE SET DOWN TO ALLOW FLOOR FINISH TO BE FLUSH WITH CAR PARK FLOOR

NOTE 6:
1000MM WIDE SLAB WIDTH TO BE MAINTAINED AROUND THE PERIMETER OF THE BASEMENT CAR PARK LEVELS -1 TO -4 FOR SHORING RESTRAINT. NO PENETRATION TO BE ALLOWED THROUGH THIS SECTION OF SLAB. REFER STRUCTURAL ENGINEER'S DOCUMENTS FOR DETAILS

NOTE 7:
POWDERCOATED LOUVRE TO BE PROVIDED ALONG THE CAR PARK WALL FOR AIR SUPPLY AND EXHAUST. MECHANICAL CONTRACTOR TO SPECIFY SIZES AND LOCATIONS

NOTE 8: NOT USED

NOTE9:
CONCRETE SLAB TO STRUCTURAL ENGINEER'S DETAILS. ALL HYDRAULIC LINES TO RUN WITHIN DEPTH OF SLAB TO ENSURE INTEGRITY OF WATERPROOFING OF SLAB IS NOT AFFECTED

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PROVIDE STAINLESS STEEL CLADDING PROTECTION TO ALL SERVICES FIXED TO COLUMN TO BE DETERMINED ON COMPLETION OF MAIN CONTRACTORS SERVICES DESIGN

NOTE 12:
MAKE GOOD ASPHALT SURFACING ON APPROPRIATE SUBSTRATE AT INTERSECTING AREA BETWEEN NEW AND EXISTING CAR PARK. NEW 35 AC10 WEARING SURFACE WITH POLYMER MODIFIER, ON 300 THICK SUB-BASE LAYER OF DGB20 TO 98% MMDD, ON 95% STANDARD SUBGRADE COMPACTION. PRIME AND TACK COAT TO TOP OF SUBGRADE. SUBGRADE TO HAVE MINIMUM 5% CBR. RECYCLED CONCRETE CAN BE USED AS AN ALTERNATIVE TO THE DGB20 FOR THE SUB-BASE(THE CONTRACTOR IS PROVIDE STRUCTURAL ENGINEERS WITH RECYCLED CONCRETE MIX PRIOR TO USE) WEARING SURFACE TO TIE IN TO LEVELS AS INDICATED.

NOTE 13:
NEW WHEEL STOPS FOR ALL EXISTING CAR PARK SPOTS. ALL WHEEL STOPS TO COMPLY WITH AS/NZS 2890.1-2004

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NOTE 18:
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NOTE 21:
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DRAFT ONLY

ISSUE	DATE	DESCRIPTION
2	27.10.2017	TENDER ISSUE
3	20.12.2017	ISSUED FOR INFORMATION
4	06.02.2018	ISSUED FOR CO-ORDINATION

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EX. COL	EXISTING COLUMN
FH	FIRE HYDRANT TO HYDRAULIC ENGINEER'S SPECIFICATION
FHR	FIRE HOSE REEL TO HYDRAULIC ENGINEER'S SPECIFICATION
FX	FIXTURE. REFER TO FIXTURE SCHEDULE
GD	SET DOWN FOR GRATED DRAIN TO HYDRAULIC ENGINEER'S & STRUCTURAL ENGINEER'S DETAIL
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SWP	STORMWATER PIT TO HYDRAULIC ENGINEER'S DETAIL
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WS	CONCRETE WHEEL STOPS - SIZED AND PLACED IN ACCORDANCE TO AS2890.1
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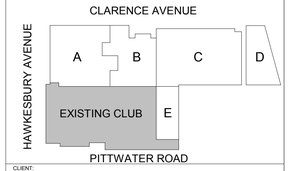

CLIENT:
DEE WHY RSL CLUB

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STAGE 5 - CLUB EXTENSION

ARCHITECT:
ALTIS architecture
p 61 2 9364 9000 f 61 2 9571 7930 lower deck jones bay wharf
suite 123 / 26 - 32 pirrama road pyrmont nsw 2009 australia

DRAWING TITLE:
PROPOSED CAR PARK LEVEL -2
PLAN - ZONE C

NOTES:
Nominated architect: Rolfe Latimer : 5535
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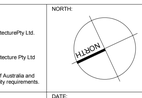

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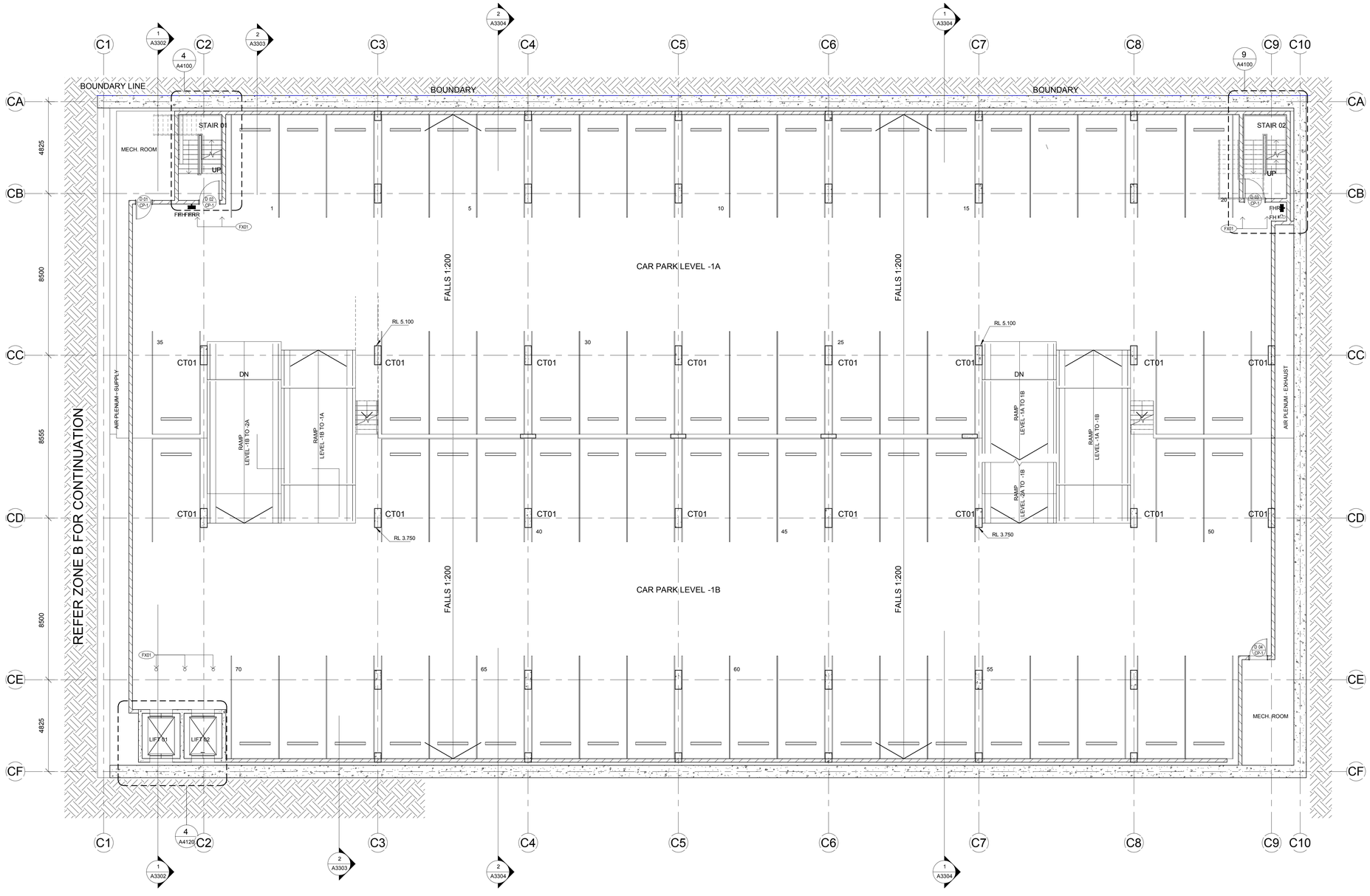

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NEW FOOTPATH IN ACCORDANCE WITH NOTICE OF DETERMINATION FOR DA2017/0244 TO FULL EXTENT OF BOUNDARY ALONG CLARENCE AVENUE. MAKE GOOD NATURE STRIP

GENERAL LEGEND

CONTRACTOR TO DESIGN ALL SERVICES AND STRUCTURE WITHIN THE ZONES SHOWN ON THESE DRAWINGS.
WHERE VARIANCES ARE REQUIRED THESE ARE TO BE HIGHLIGHTED
ALL DISCREPANCIES TO BE REFERRED TO ALTIS ARCHITECTURE

GREY HATCH INDICATES AREA WITH NO NEW WORK

DIAGONAL HATCH INDICATES PORTION OF PLAN WITH INFORMATION ON ANOTHER DRAWING. REFER TO NOTE FOR LOCATION OF INFORMATION

ABBREVIATIONS

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RWO	RAIN WATER OUTLET. HYDRAULIC PENETRATION TO HYDRAULIC ENGINNER'S SPECIFICATION
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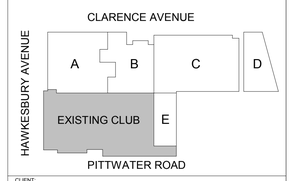

CLIENT:
DEE WHY RSL CLUB

PROJECT:
STAGE 5 - CLUB EXTENSION

ARCHITECT:
ALTIS
architecture
p 61 2 9364 9000 f 61 2 9571 7930 lower deck jones bay wharf
suite 123 / 26 - 32 pirrama road pyrmont nsw 2009 australia

DRAWING TITLE:
PROPOSED CAR PARK LEVEL -1
PLAN - ZONE C

NOTES:
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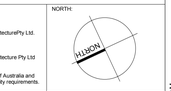

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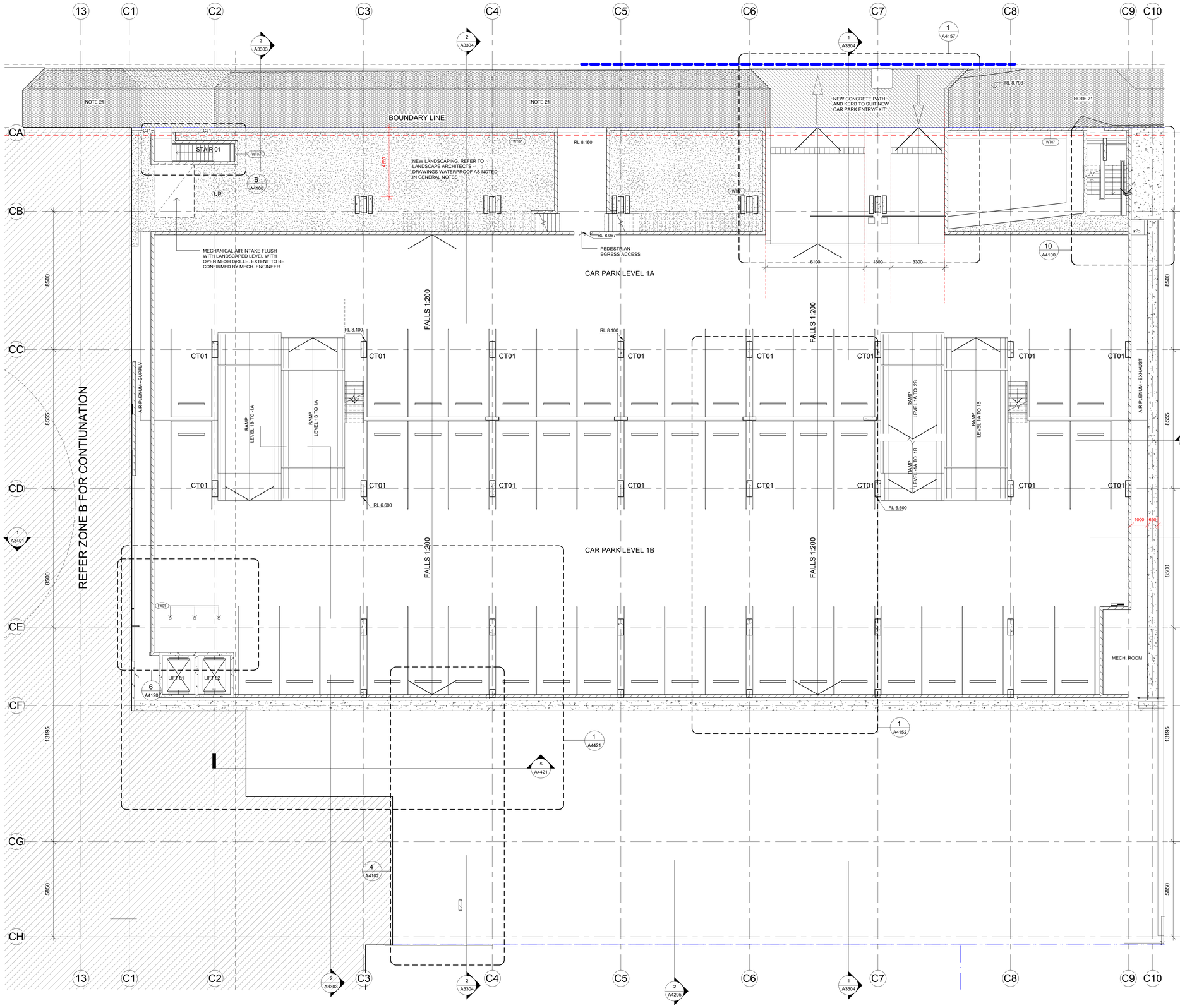

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NOTE 19:
FLOOR TO CEILING CLEAR HEIGHT TO BE CONFIRMED THROUGHOUT THE EXISTING SOUTHERN CAR PARK LEVEL 1 FOR ALL PARKING SPOTS AND CIRCULATION ZONES. SIGNAGE TO BE INCLUDED FOR LOW CLEARANCE AREAS TO COMPLY WITH AS/NZS 2890.1-2004

NOTE 20:
ENSURE WATERPROOFING TO ALL SIDES OF THE OSD TANK

NOTE 21:
NEW FOOTPATH IN ACCORDANCE WITH NOTICE OF DETERMINATION FOR DA2017/0244 TO FULL EXTENT OF BOUNDARY ALONG CLARENCE AVENUE. MAKE GOOD NATURE STRIP

DRAFT ONLY

ISSUE	DATE	DESCRIPTION
2	27.10.2017	TENDER ISSUE
3	20.12.2017	ISSUED FOR INFORMATION
4	06.02.2018	ISSUED FOR CO-ORDINATION

GENERAL LEGEND

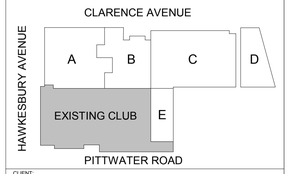
CONTRACTOR TO DESIGN ALL SERVICES AND STRUCTURE WITHIN THE ZONES SHOWN ON THESE DRAWINGS.
WHERE VARIANCES ARE REQUIRED THESE ARE TO BE HIGHLIGHTED
ALL DISCREPANCIES TO BE REFERRED TO ALTIS ARCHITECTURE

GREY HATCH INDICATES AREA WITH NO NEW WORK

DIAGONAL HATCH INDICATES PORTION OF PLAN WITH INFORMATION ON ANOTHER DRAWING. REFER TO NOTE FOR LOCATION OF INFORMATION

ABBREVIATIONS

CT	COLUMN TYPE FINISH. REFER COLUMN SCHEDULE FOR DETAILS. REFER TO STRUCTURAL ENCLOSURES FOR STRUCTURAL REQUIREMENTS
DD	300mm WIDE CONCRETE DISH DRAIN FALLING TOWARDS THE OUTLETS TO HYDRAULIC ENGINEER'S DETAIL
FFL	FINISH FLOOR LEVEL
EX. COL	EXISTING COLUMN
FH	FIRE HYDRANT TO HYDRAULIC ENGINEER'S SPECIFICATION
FHR	FIRE HOSE REEL TO HYDRAULIC ENGINEER'S SPECIFICATION
FX	FIXTURE. REFER TO FIXTURE SCHEDULE
GD	SET DOWN FOR GRATED DRAIN TO HYDRAULIC ENGINEER'S & STRUCTURAL ENGINEER'S DETAIL
HP	HYDRAULIC PENETRATIONS. REFER TO HYDRAULIC ENGINEER'S DETAIL
NC	NEW COLUMN TO STRUCTURAL ENGINEER'S DETAIL
PDO	PLANTER DRAIN OUTLET. HYDRAULIC PENETRATION TO HYDRAULIC ENGINEER'S SPECIFICATION
RL	RELATIVE LEVEL
RWO	RAIN WATER OUTLET. HYDRAULIC PENETRATION TO HYDRAULIC ENGINNER'S SPECIFICATION
MR	MIRRORS TO PROVIDE ADDITIONAL VISION TO VEHICLES LEAVING THE SITE FOR PEDESTRIAN SAFETY
SH	SPEED HUMP - RUBBER & HIGH CONTRASTING WITH 1000mm CLEAR GAP BETWEEN SEGMENTS FOR PEDESTRIAN TRAFFIC WHERE INDICATED. REFER TO AS-2890.1
SSL	STRUCTURAL SLAB LEVEL
SWP	STORMWATER PIT TO HYDRAULIC ENGINEER'S DETAIL
SWPS	STORMWATER PUMPING STATION TO HYDRAULIC ENGINEER'S DETAIL
TGSI	TACTILE INDICATOR - REFER TO FINISHES SCHEDULE
WS	CONCRETE WHEEL STOPS - SIZED AND PLACED IN ACCORDANCE TO AS2890.1
	STEP/ CHANGE IN SLAB LEVEL
WT	WALL TYPE - REFER TO WALL SCHEDULE



CLIENT:
DEE WHY RSL CLUB

PROJECT:
STAGE 5 - CLUB EXTENSION

ARCHITECT:
ALTIS architecture
p 61 2 9364 9000 f 61 2 9571 7930 lower deck jones bay wharf
suite 123 / 26 - 32 pirrama road pyrmont nsw 2009 australia

DRAWING TITLE:
PROPOSED CAR PARK LEVEL 1
PLAN - ZONE C

NORTH: ALLISON

SCALE:		DATE:
1 : 100	@ B1	MAY 2017

DRAWN BY:	CHECKED BY:	PROJECT NO:	DRAWING NO:	ISSUE:
MC	DOC	2341.06	A1109	4

CAD FILE:

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ISSUE	DATE	DESCRIPTION
2	27.10.2017	TENDER ISSUE
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4	06.02.2018	ISSUED FOR CO-ORDINATION

BOUNDARY
BOUNDARY
MECH. ROOM
CAR PARK LEVEL 2A
CAR PARK LEVEL 2B
FALLS 1:100
FALLS 1:100
FALLS 1:100
FALLS 1:100
MOTORBIKE PARKING
RL 11.100
RL 11.100
RL 9.880
RL 9.880
CT01
RAMP LEVEL 2B TO 2A
RAMP LEVEL 2B TO 1A
RAMP LEVEL 2A TO 2B
RAMP LEVEL 1A TO 2B
FX01
EXISTING CAR PARK
1
2
3
4
5
20
21
22
23
8500
8555
8500
13195
5850
16
5175
LIFT 01
LIFT 02
OSD TANK
PACKAGED BEER STORE
FREEZER ROOM
STAIR 05
LOADING DOCK PLATFORM
RL 10.080
RL 8.880
TRUCK - 9.7M REFUSE
RAMP 1:100
RAMP 1:12
RL 9.259
RL 9.589
5810
3784
6810
3470
ELECTRICAL ROOM
MECH. ROOM
ROLLER SHUTTER
BIN STORE
STAIR 07
STAIR 08
RL 10.650
RL 10.650
UP
UP
WT04
WT08
WT08
3000
1000
TRUCK TURNING BAY
BOUNDARY LINE
DRAFT ONLY

GENERAL LEGEND

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WT	WALL TYPE - REFER TO WALL SCHEDULE

CLARENCE AVENUE
HAWKESBURY AVENUE
A
B
C
D
EXISTING CLUB
E
PITTWATER ROAD

CLIENT:
DEE WHY RSL CLUB

PROJECT:
STAGE 5 - CLUB EXTENSION

ARCHITECT:
ALTIS architecture
p 61 2 9364 9000 f 61 2 9571 7930 lower deck jones bay wharf
suite 123 / 26 - 32 pirrama road pyrmont nsw 2009 australia

DRAWING TITLE:
PROPOSED CAR PARK LEVEL 2
PLAN - ZONE C

NOTES:
Nominated architect: Rolfe Latimer : 5535

Use only figured dimensions.
All discrepancies to be referred to Altis Architecture Pty Ltd prior to construction.
Ensure compliance with the Building Code of Australia and all relevant Australian Standards and Authority requirements.

NORTH: AUTOCAD

SCALE:		DATE:
1 : 100	@ B1	MAY 2017
DRAWN BY:	CHECKED BY: / PROJECT NO.	DRAWING NO: / ISSUE:
MC	DOC 2341.06	A1113 4
CAD FILE:		

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