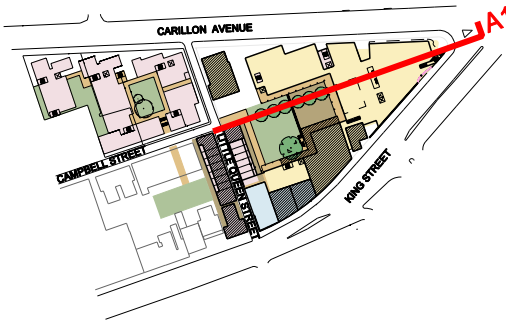
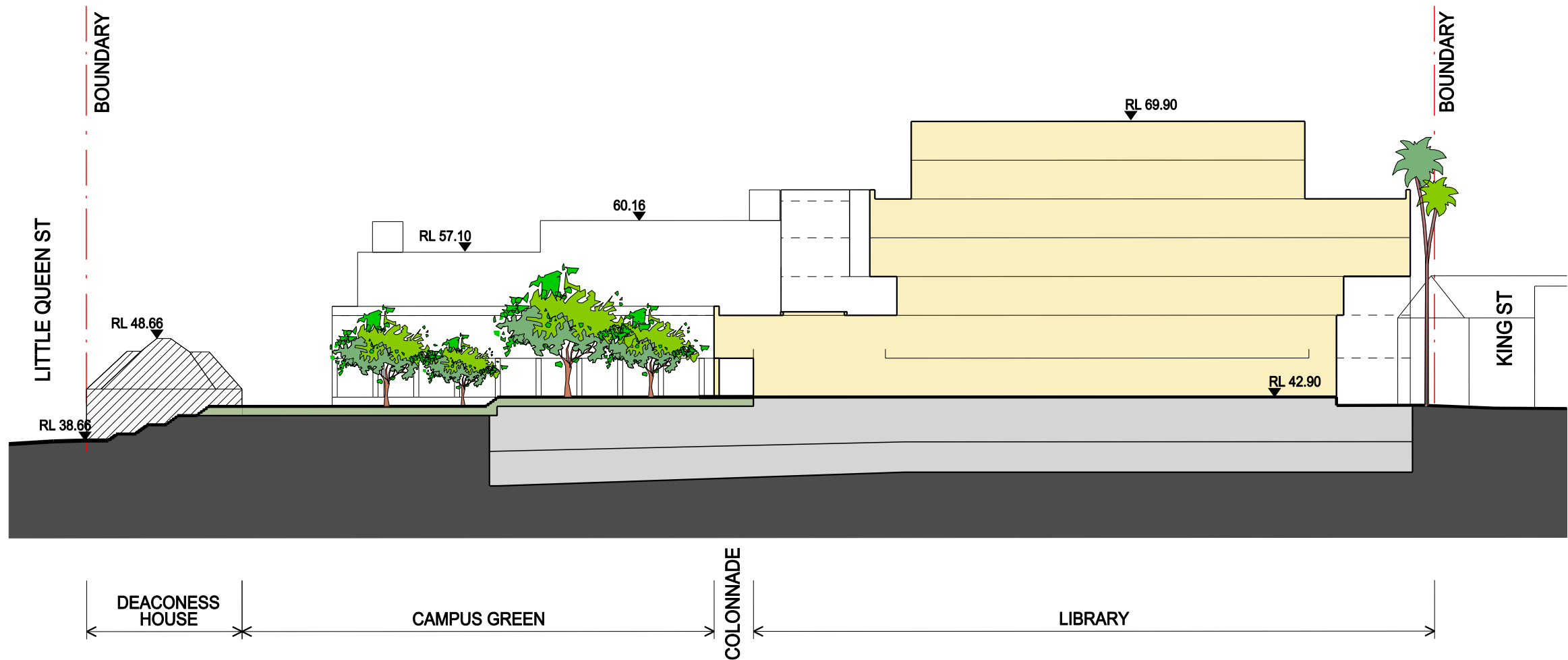


KEY PLAN



LEGEND

- CAMPUS GREEN
- RETAIL USES
- RESIDENTIAL USES
- ACADEMIC USES
- HARD PAVED LANDSCAPED AREA
- ROOF TERRACES + BALCONIES ETC
- CARPARKING
- ROOF
- RETAINED BUILDING FABRIC



01 SECTION A1
SITE A 1:500



Revisions					
No	Date	Description	Ver	App'd	

Architect
ALLEN JACK+COTTIER
79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
ph +61 2 9311 8222 fx +61 2 9311 8200 ABN 53 003 782 250

Client
MOORE THEOLOGICAL COLLEGE

Drawing Status
NOT FOR CONSTRUCTION

Project
**MOORE THEOLOGICAL COLLEGE
CONCEPT PLAN
NEWTOWN**

Drawing Title
SITE A SECTIONS

NORTH

Proj No. | Scale at A3 | Drawing No | Issue
09027 1:500 CP 3200 A



appendix 3a

SIDRA outputs (existing am peak)

SIDRA INTERSECTION

Movement Summary

City Rd (Princes Hwy) / Carillon Ave

AM - Existing

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
King St (southwest)										
1	L	58	1.7	0.066	9.5	LOS A	9	0.34	0.61	40.8
2	T	1438	3.0	0.958	67.5	LOS E	377	1.00	1.23	19.9
Approach		1496	2.9	0.958	65.3	LOS E	377	0.97	1.20	20.3
City Rd (northeast)										
8	T	506	3.0	0.180	8.3	LOS A	46	0.38	0.41	47.6
9	R	358	2.0	0.977	71.1	LOS F	151	1.00	1.12	19.5
Approach		864	2.5	0.977	34.4	LOS C	151	0.64	0.70	29.8
Carillon Ave (west)										
10	L	673	1.9	0.936	64.7	LOS E	240	0.97	1.06	20.3
12	R	54	1.9	0.935	75.1	LOS F	240	1.00	1.18	18.6
Approach		726	1.9	0.936	65.4	LOS E	240	0.97	1.07	20.2
All Vehicles		3086	2.6	0.977	56.7	LOS E	377	0.88	1.03	22.1

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	105	50.4	LOS E	0	0.92	0.92
P7	53	28.0	LOS C	0	0.68	0.68
All Peds	158	42.9	LOS D	0	0.84	0.84

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements



Movement Summary

Missenden Rd / Carillon Ave

AM - Existing

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	% HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95 % Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Missenden Rd (south)										
1	L	116	1.7	0.585	15.7	LOS B	20	0.56	0.71	36.3
2	T	260	1.9	0.368	29.7	LOS C	90	0.78	0.66	29.1
3	R	51	2.0	0.469	67.5	LOS E	31	1.00	0.76	19.1
Approach		426	1.9	0.585	30.5	LOS C	90	0.75	0.69	28.8
Carillon Ave (east)										
4	L	34	2.9	0.349	59.5	LOS E	24	0.94	0.73	20.6
5	T	256	2.0	0.859	62.2	LOS E	121	1.00	1.00	20.0
6	R	106	1.9	0.645	58.0	LOS E	53	0.95	0.81	20.9
Approach		396	2.0	0.859	60.8	LOS E	121	0.98	0.93	20.2
Missenden Rd (north)										
7	L	204	13.9	0.211	35.9	LOS C	12	0.71	0.69	26.8
8	T	223	1.0	0.884	31.4	LOS C	222	0.56	0.60	21.2
9	R	73	1.4	0.885	62.5	LOS E	222	1.00	1.07	19.9
Approach		499	1.8	0.884	36.2	LOS C	222	0.63	0.67	21.3
Carillon Ave (west)										
10	L	93	2.2	0.469	37.8	LOS C	46	0.76	0.75	26.2
11	T	585	2.0	0.901	51.4	LOS D	283	0.99	1.06	22.3
12	R	57	1.8	0.899	58.6	LOS E	283	1.00	1.08	20.8
Approach		736	2.0	0.901	50.2	LOS D	283	0.96	1.03	22.6
All Vehicles		2057	1.9	0.901	44.8	LOS D	283	0.84	0.85	22.9

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95 % Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	105	53.2	LOS E	0	0.94	0.94
P3	105	31.5	LOS D	0	0.73	0.73
P5	105	30.1	LOS D	0	0.71	0.71



Movement Summary

King St (Princes Hwy) / Missenden Rd

AM - Existing

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	% HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95 % Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
King St (east)										
5	T	501	3.0	0.837	34.7	LOS C	189	0.76	0.74	27.2
6	R	66	1.5	0.837	57.2	LOS E	189	1.00	1.00	21.0
Approach		567	2.8	0.837	37.3	LOS C	189	0.79	0.77	26.3
Missenden Rd (north)										
7	L	55	1.8	0.217	46.3	LOS D	28	0.85	0.73	23.6
9	R	248	2.0	0.704	60.7	LOS E	116	0.99	0.86	20.3
Approach		303	2.0	0.704	58.1	LOS E	116	0.97	0.84	20.8
King St (west)										
10	L	351	2.0	0.849	31.1	LOS C	305	0.87	0.92	28.6
11	T	1495	3.0	0.849	21.1	LOS B	359	0.86	0.82	33.1
Approach		1846	2.8	0.849	23.0	LOS B	359	0.87	0.84	32.1
All Vehicles		2716	2.7	0.849	29.9	LOS C	359	0.86	0.82	29.0

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95 % Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	211	49.1	LOS E	1	0.87	0.87
P5	211	11.6	LOS B	0	0.42	0.42
P7	211	49.1	LOS E	1	0.87	0.87
All Peds	633	36.6	LOS C	1	0.72	0.72

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS



appendix 3b

SIDRA outputs (future am peak)

SIDRA INTERSECTION

Movement Summary

City Rd (Princes Hwy) / Carillon Ave

AM - Existing + Development

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
King St (southwest)										
1	L	67	1.5	0.078	9.8	LOS A	10	0.35	0.62	40.6
2	T	1438	3.0	0.979	77.7	LOS F	403	1.00	1.31	18.2
Approach		1505	2.9	0.979	74.7	LOS F	403	0.97	1.28	18.6
City Rd (northeast)										
8	T	506	3.0	0.180	8.3	LOS A	46	0.38	0.41	47.6
9	R	367	1.9	0.962	70.3	LOS E	144	1.00	1.15	19.7
Approach		873	2.5	0.961	34.4	LOS C	144	0.64	0.72	29.8
Carillon Ave (west)										
10	L	676	2.1	0.973	73.7	LOS F	268	0.99	1.12	18.7
12	R	56	1.8	0.973	89.4	LOS F	268	1.00	1.29	16.6
Approach		732	2.0	0.973	74.9	LOS F	268	0.99	1.14	18.6
All Vehicles		3110	2.6	0.979	63.4	LOS E	403	0.88	1.09	20.7

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	105	50.4	LOS E	0	0.92	0.92
P7	53	28.7	LOS C	0	0.69	0.69
All Peds	158	43.1	LOS D	0	0.84	0.84

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS

- Based on density for continuous movements



Movement Summary

Missenden Rd / Carillon Ave

AM - Existing + Development

Signalised - Fixed time

Cycle Time = 120 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	% HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95 % Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Missenden Rd (south)										
1	L	116	1.7	0.585	15.7	LOS B	20	0.56	0.71	36.3
2	T	260	1.9	0.368	29.7	LOS C	90	0.78	0.66	29.1
3	R	57	1.8	0.546	68.3	LOS E	34	1.00	0.77	18.9
Approach		432	1.9	0.585	31.1	LOS C	90	0.75	0.69	28.6
Carillon Ave (east)										
4	L	36	2.8	0.354	59.5	LOS E	24	0.94	0.73	20.5
5	T	258	1.9	0.871	63.4	LOS E	124	1.00	1.02	19.7
6	R	108	1.9	0.657	58.3	LOS E	54	0.95	0.82	20.8
Approach		402	2.0	0.871	61.7	LOS E	124	0.98	0.94	20.1
Missenden Rd (north)										
7	L	211	13.9	0.211	35.9	LOS C	12	0.71	0.69	26.8
8	T	223	1.0	0.894	32.0	LOS C	229	0.55	0.60	20.8
9	R	73	1.4	0.894	64.4	LOS E	229	1.00	1.09	19.6
Approach		505	1.8	0.894	36.8	LOS C	229	0.62	0.68	20.9
Carillon Ave (west)										
10	L	93	2.2	0.473	37.8	LOS C	47	0.76	0.75	26.2
11	T	592	2.0	0.908	52.9	LOS D	290	0.99	1.08	21.9
12	R	57	1.8	0.909	60.2	LOS E	290	1.00	1.10	20.4
Approach		742	2.0	0.908	51.5	LOS D	290	0.96	1.04	22.3
All Vehicles		2081	1.9	0.909	45.7	LOS D	290	0.84	0.86	22.6

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95 % Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P1	105	53.2	LOS E	0	0.94	0.94
P3	105	31.5	LOS D	0	0.73	0.73
P5	105	30.1	LOS D	0	0.71	0.71



Movement Summary

King St (Princes Hwy) / Missenden Rd

AM - Existing + Development

Signalised - Fixed time

Cycle Time = 130 seconds

Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	% HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95 % Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
King St (east)										
5	T	503	3.0	0.842	35.2	LOS C	191	0.76	0.74	27.0
6	R	66	1.5	0.842	58.1	LOS E	191	1.00	1.01	20.8
Approach		569	2.8	0.842	37.8	LOS C	191	0.79	0.77	26.1
Missenden Rd (north)										
7	L	55	1.8	0.217	46.3	LOS D	28	0.85	0.73	23.6
9	R	251	2.0	0.713	61.0	LOS E	117	0.99	0.87	20.2
Approach		306	2.0	0.713	58.4	LOS E	117	0.97	0.84	20.8
King St (west)										
10	L	357	2.0	0.856	32.2	LOS C	314	0.88	0.94	28.2
11	T	1504	3.0	0.856	21.8	LOS B	368	0.87	0.83	32.7
Approach		1861	2.8	0.856	23.8	LOS B	368	0.87	0.85	31.7
All Vehicles		2736	2.7	0.856	30.6	LOS C	368	0.87	0.83	28.7

Pedestrian Movements

Mov ID	Dem Flow (ped/h)	Aver Delay (sec)	Level of Service	95 % Back of Queue (m)	Prop. Queued	Eff. Stop Rate
P3	211	49.1	LOS E	1	0.87	0.87
P5	211	11.6	LOS B	0	0.42	0.42
P7	211	49.1	LOS E	1	0.87	0.87
All Peds	633	36.6	LOS C	1	0.72	0.72

Symbols which may appear in this table:

Following Degree of Saturation

x = 1.00 for Short Lane with resulting Excess Flow

* x = 1.00 due to minimum capacity

Following LOS



appendix 4

shared zone application



traffix

traffic & transport planners

Reference: 09 057

3 September 2009

Allen Jack + Cottier
79 Myrtle Street
Chippendale NSW 2008

level 2/55 mountain st
broadway nsw australia 2007
po box 697 broadway nsw 2007
t: (02) 9211 3352 f: (02) 9211 2740
e: enquiries@traffix.com.au
director: graham pindar
acn: 0651 32961
abn: 660651 32961

Attention: Mark Louw

Re: Part 3A Application; Moore College, Newtown

Dear Mark,

We refer to the proposed works within Little Queen Street at Newtown which are intended to improve the existing shared zone that is approved and that extends between King Street and Carillon Avenue. In this regard, we are in receipt of the concept plan prepared by Aspect Studios dated 27th August 2009 (revision C), which we note reflects the outcome of discussions with Council officers (Col Warne and Andy Aspden).

In this regard, we note the following matters:

- The plan proposes the closure of Little Queen Street between King Street and Campbell Street to through traffic. This is achieved by the installation of removable bollards;
- The shared zone will incorporate raised paved elements which replicate the existing intersection threshold at the intersection of Queen Street with Little Queen Street. These are provided as thresholds immediately north of King Street and immediately south of Carillon Avenue;
- The footpath along King Street will be flush-paved to provide a continuous crossing, with the provision of a kerb crossing;
- Signposting is proposed in accordance with the RTA's Guideline;
- The justification of the closed section of Little Queen Street is based on surveys undertaken on a busy Friday (8 May 2009) between 10am and 7pm. These surveys demonstrated that the section of Little Queen Street between King Street and Campbell Street carried only 96 vehicle trips over this 9 hour period, with a peak flow of only 17 veh/hr between 2.45 and 3.45pm. These are all one-way southbound movements. Over this same period, a total of 644 pedestrians traversed the roadway, with a peak volume of about 110 between 1 and 2pm. That is, pedestrian volumes are about 10 times traffic volumes. Copies of this survey data are available upon request;
- The remaining section of Little Queen Street will remain one-way northbound, while Campbell Street would remain unaffected, with two-way movement available; and



- Manoeuvrability at the juncture of Little Queen Street with Campbell Street will remain unaffected.

In summary, the design concept referred to above is considered suitable for adoption and is supportable on traffic planning grounds. We also note that the proposal is consistent with the Part 3A Application under preparation, with the opportunity being available to improve manoeuvrability by providing increased splays at the intersection of Little Queen Street with Campbell Street.

Please contact us should you have any queries.

Yours faithfully,

TRAFFIX

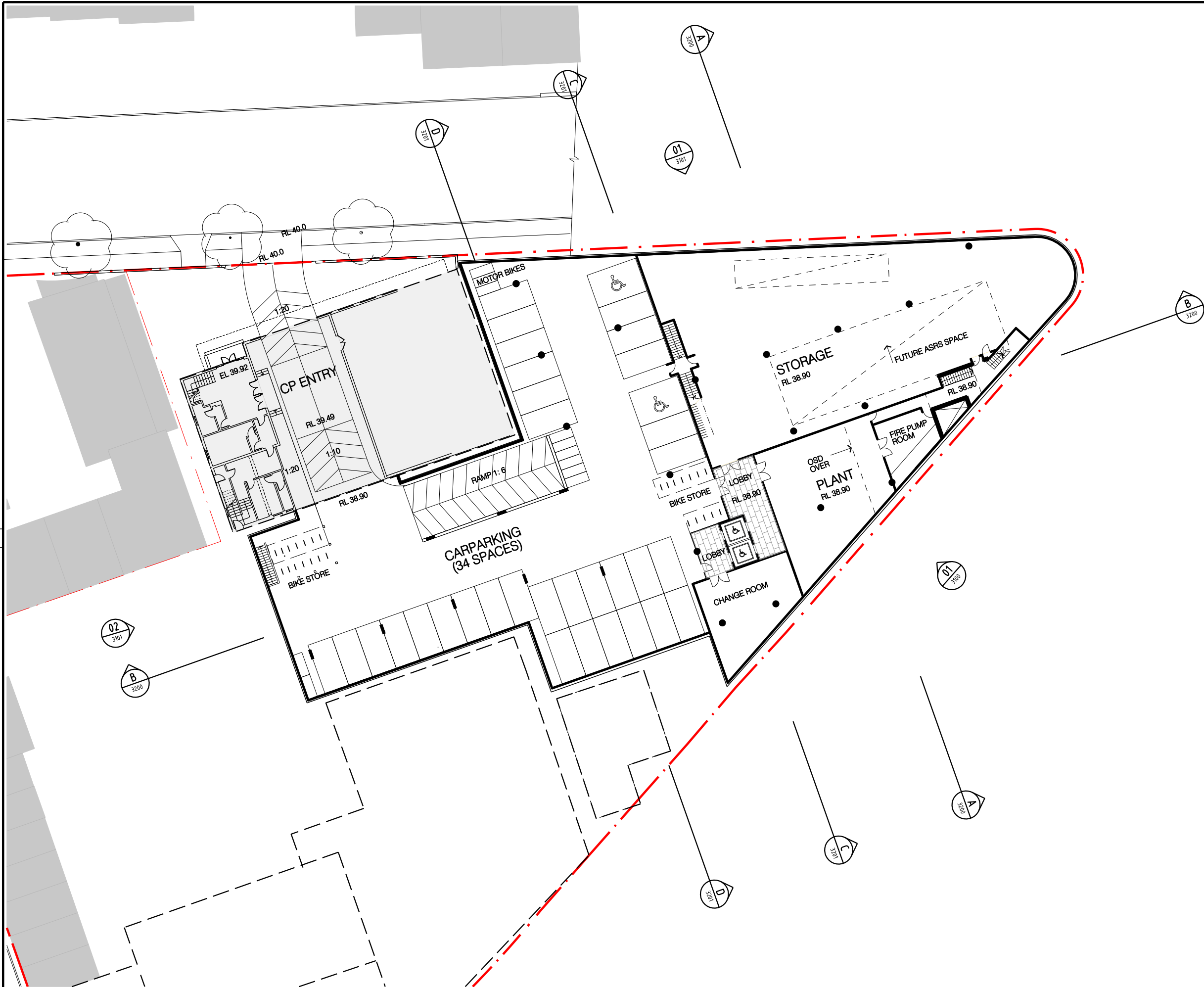
Graham Pindar
Director



appendix 5

Site A project application plans

(library)



Revisions No Date Description Ver App'd A 09/11/09 PROJECT APPLICATION ISSUE Do not scale drawings. Use figured dimensions only. Check & verify levels and dimensions on site prior to the commencement of any work, the preparation of shop drawings or the fabrication of components. This drawing is the copyright of Allen Jack + Cottier Architects and is protected under the Copyright Act 1968. Do not alter, reproduce or transmit in any form, or by any means without the express permission of Allen Jack + Cottier Architects. Nominated Architects: Keith Cottier AM 2264, Glynis Evans 2839, Michael Heenan 5264, Peter Ireland 6661, Reginald Smith 3312, Peter Stronach 3312.	Site Location Plan	Client MOORE THEOLOGICAL COLLEGE	Architect ALLEN JACK + COTTIER 79 Myrtle Street Chippendale NSW 2008 AUSTRALIA ph +61 2 9311 8222 fx +61 2 9311 8200 ABN 63 003 782 260	Project MOORE COLLEGE RESOURCE AND RESEARCH CENTRE 1 KING STREET NEWTOWN Proj No. 09027	Drawing Title BASEMENT 1 Drawing Status PROJECT APPLICATION	Scale 1:200 @ A1 0 10 20 50 80mm	Drawing No PA 2001 Issue A
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Revisions		
No	Date	Description
1	08/11/09	PROJECT APPLICATION ISSUE

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Nominated Architects: Keith Cottier AM 2264, Glynis N Evans 2839, Michael Heenan 5264, Peter Ireland 6661, Reginald Smith 3312, Peter Stronach 3312.

Site Location Plan

Client
MOORE THEOLOGICAL COLLEGE

Architect
ALLEN JACK + COTTIER
79 Myrtle Street Chippendale NSW 2008 AUSTRALIA
ph +61 2 9311 8222 fx +61 2 9311 8200 ABN 63 003 782 260

Project
MOORE COLLEGE RESOURCE
AND RESEARCH CENTRE

1 KING STREET NEWTOWN

Proj No. 09027



Drawing Title
BASEMENT 2

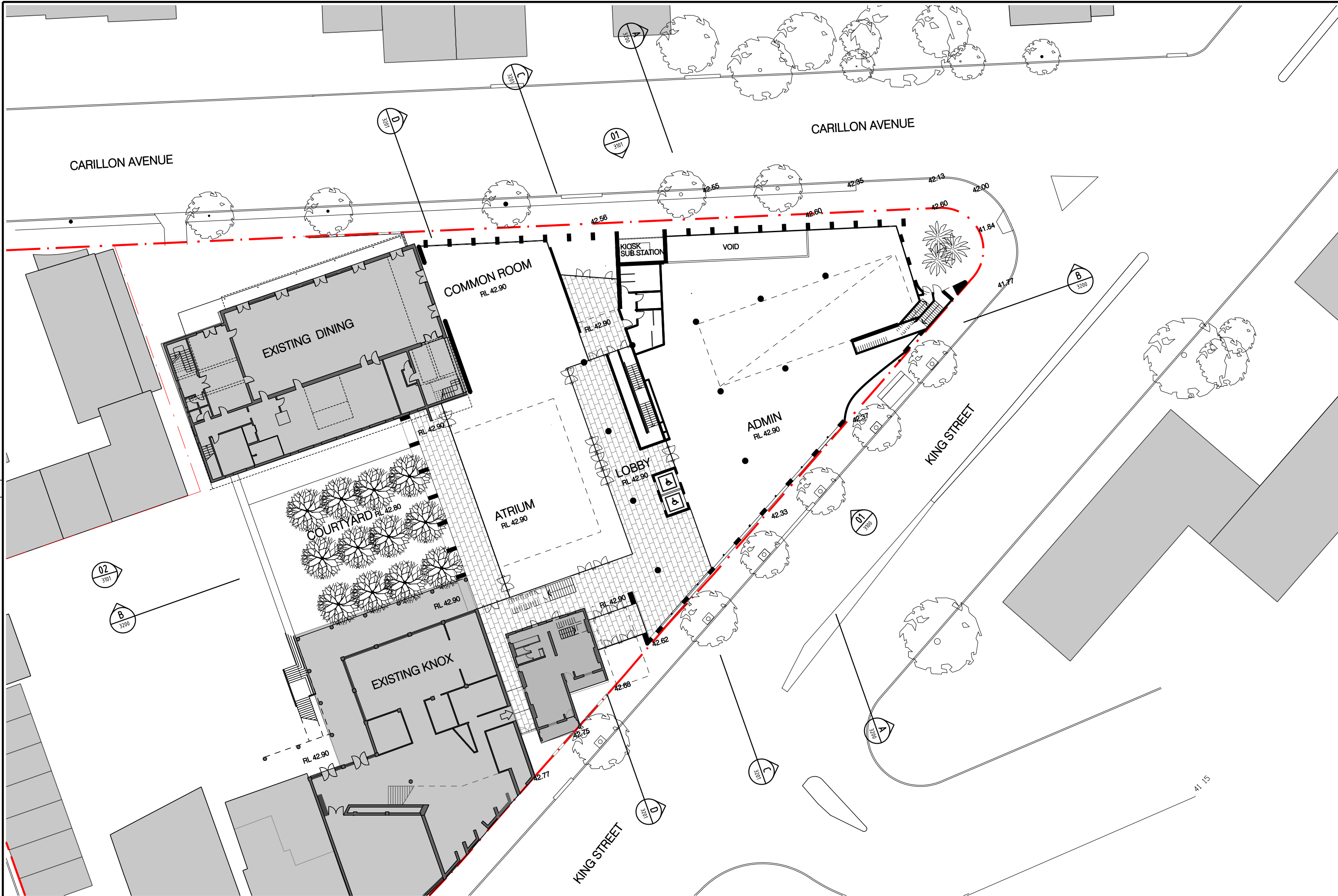
Drawing Status
PROJECT APPLICATION

Scale
1:200
@ A1

Drawing No
PA 2002

Issue
A





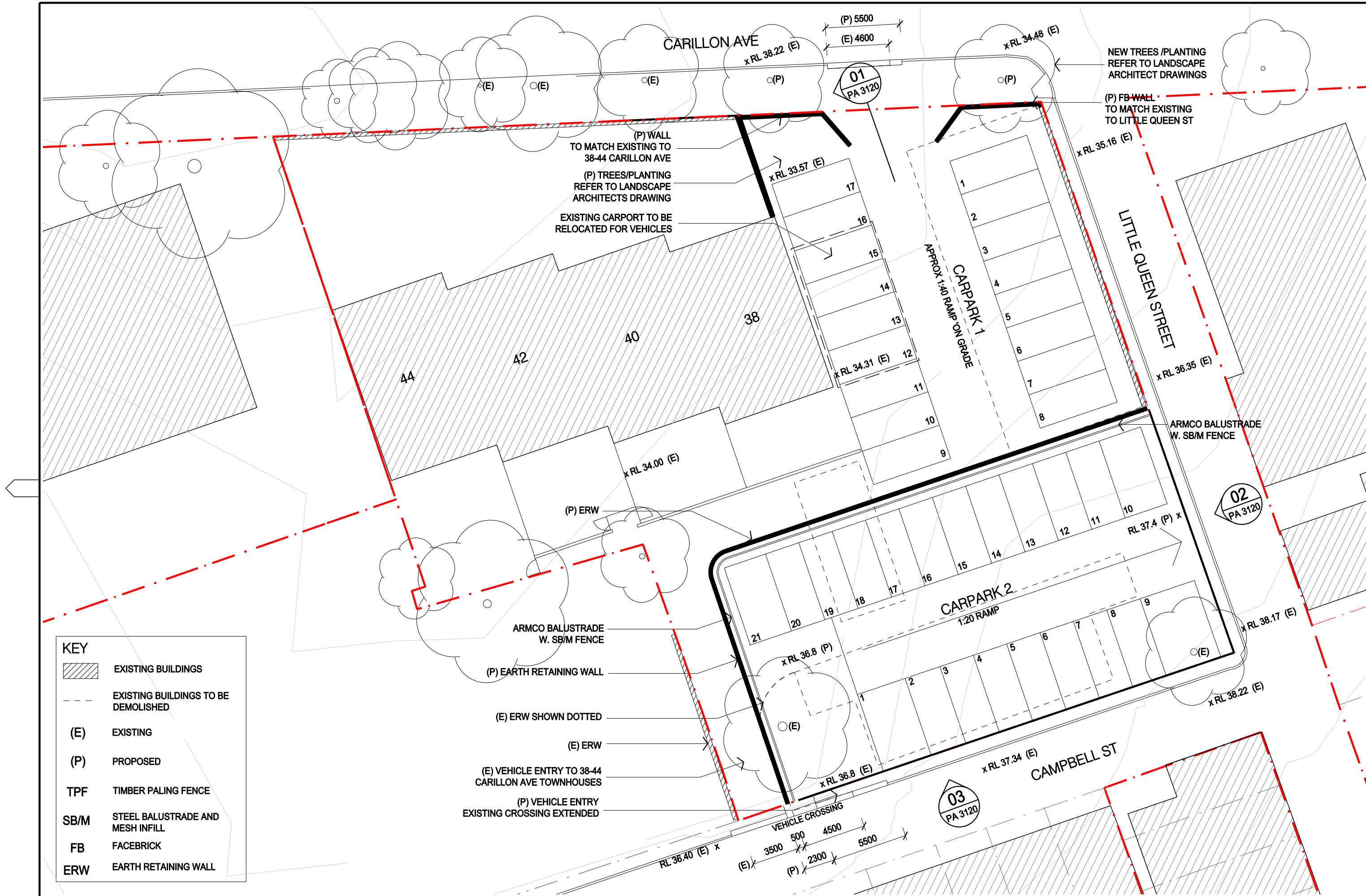
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Revisions									
No Date Description Ver App'd									
A 09/11/08 PROJECT APPLICATION ISSUE									



appendix 6

Site B project application plans

(car park)



KEY			
	EXISTING BUILDINGS		
	EXISTING BUILDINGS TO BE DEMOLISHED		
(E)	EXISTING		
(P)	PROPOSED		
TPF	TIMBER PALING FENCE		
SB/M	STEEL BALUSTRADE AND MESH INFILL		
FB	FACEBRICK		
ERW	EARTH RETAINING WALL		

Revisions		
No	Date	Description
A	08/10/08	PROJECT APPLICATION ISSUE

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Nominated Architects: Keith Cottier AM 2264, Glynn N Evans 2839, Michael Heenan 5264, Peter Ireland 6661, Reginald Smith 3312, Peter Stronach 3312.

Site Location Plan		

Client	MOORE THEOLOGICAL COLLEGE
--------	---------------------------

Architect	ALLEN JACK + COTTIER 79 Myrtle Street Chippendale NSW 2008 AUSTRALIA ph +61 2 9311 8222 fx +61 2 9311 8200 ABN 63 003 782 250
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Project	MOORE COLLEGE RESOURCE AND RESEARCH CENTRE 1 KING STREET NEWTOWN Proj No. 09027
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Drawing Title	GROUND FLOOR PLAN
Drawing Status	PROJECT APPLICATION - SITE B

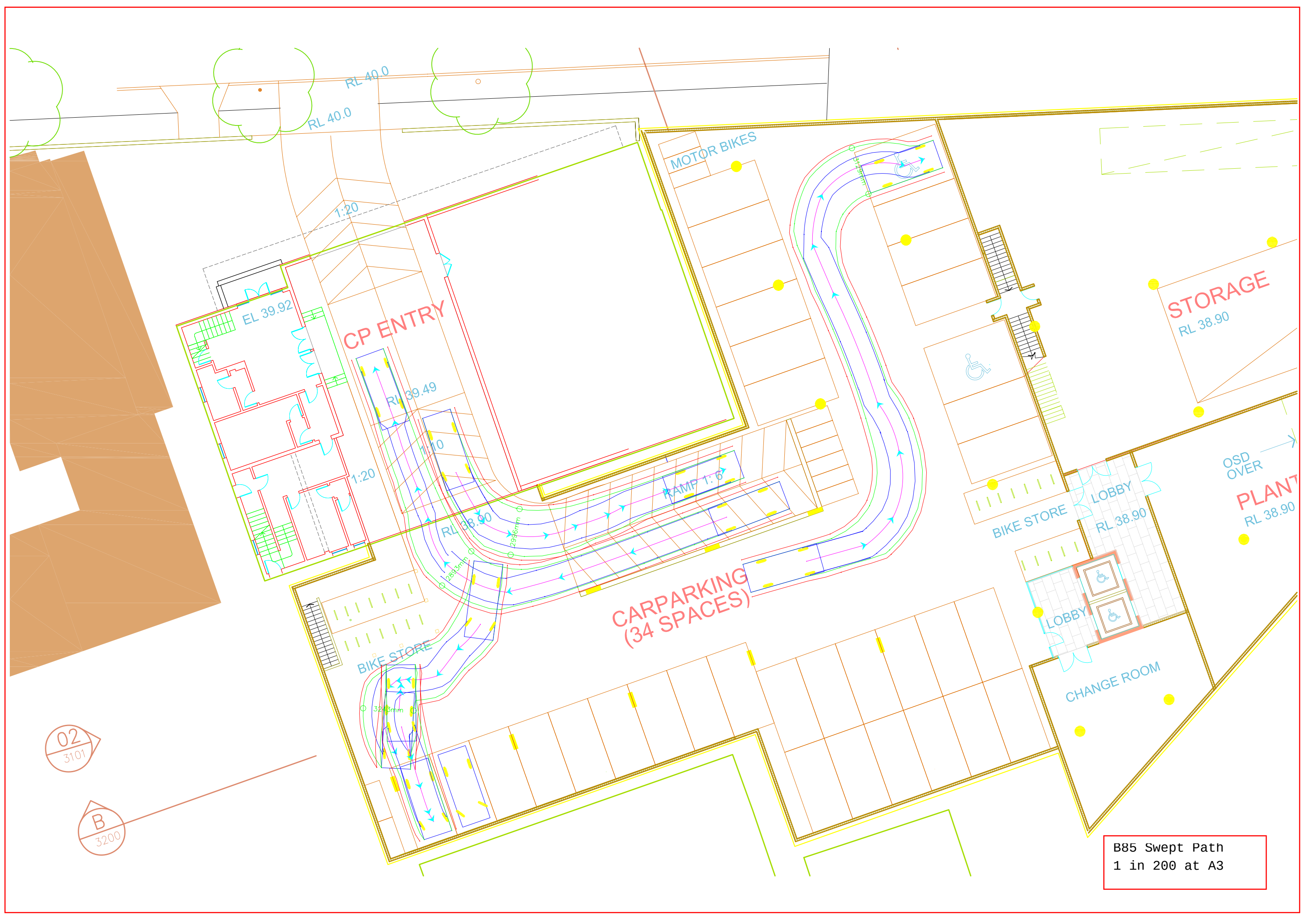
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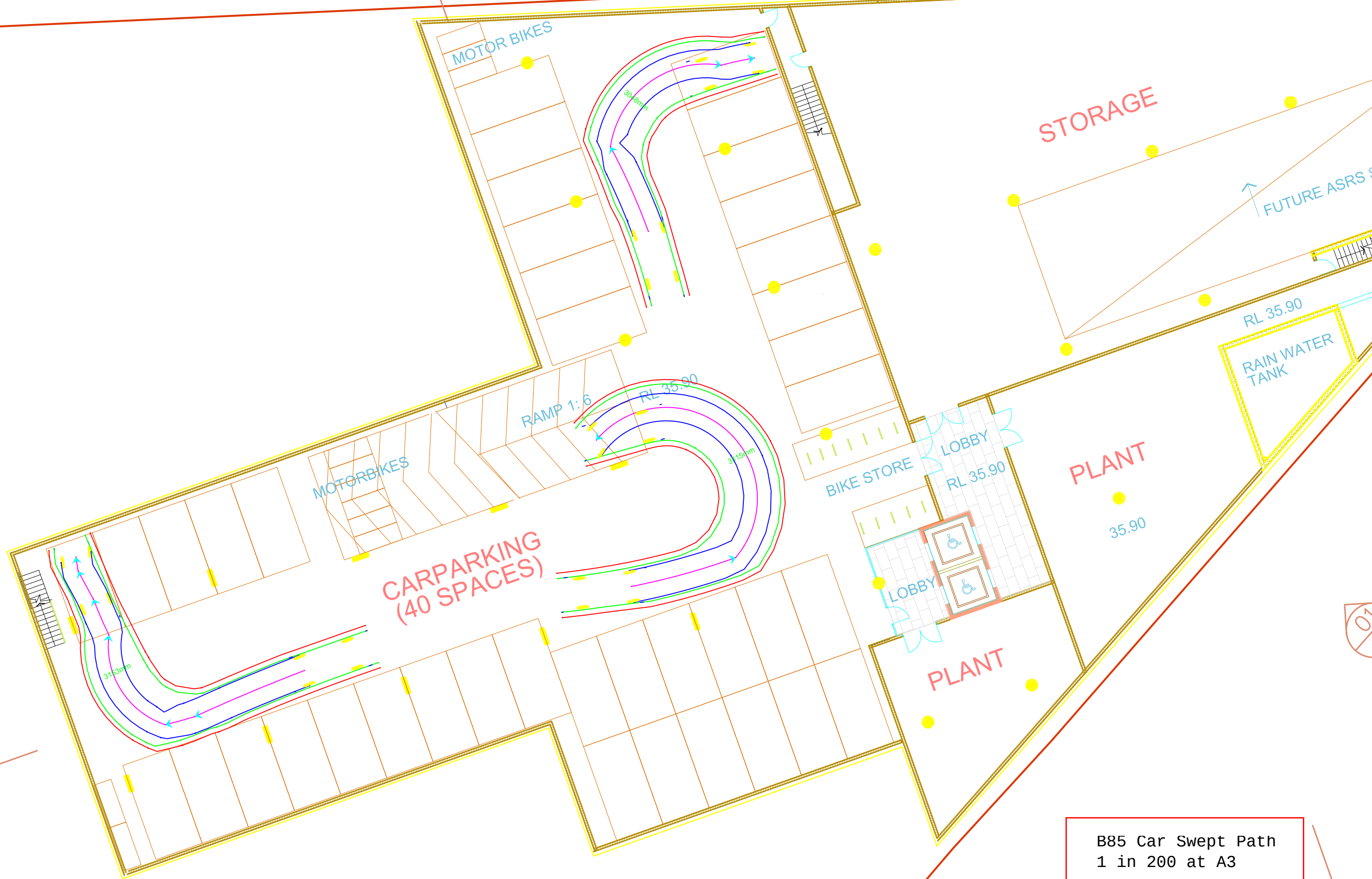


appendix 7

swept path analysis



B85 Swept Path
1 in 200 at A3



B85 Car Swept Path
1 in 200 at A3