

18 December 2018

Our Reference: SYD18/01794/01(A25185093)  
Council Ref: DA 2018/0773

The General Manager  
Penrith City Council  
P.O. Box 60  
PENRITH, NSW, 2751

Attention: Paul Anzellotti

Dear Mr Stoneham,

**PROPOSED HEALTH FACILITY WITH BASEMENT CARPARK AT No.84-88 PARKER STREET  
(OFF BARBER AVENUE), KINGSWOOD**

Reference is made to Council's letter dated 8 November 2018, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Roads and Maritime has reviewed the submitted application and raises no objection to the proposed land use application. Roads and Maritime however requests that the following conditions are incorporated into any consent issued by Council in order to promote the orderly, safe and efficient operation of Parker Street and indirectly the Great Western Highway (High Street):

1. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to Roads and Maritime for approval, prior to the commencement of any works.

Documents should be submitted to [Development.Sydney@rms.nsw.gov.au](mailto:Development.Sydney@rms.nsw.gov.au)

A plan checking fee will be payable and a performance bond may be required before Roads and Maritime approval is issued.

2. A Road Occupancy Licence should be obtained from Roads and Maritime for any works that may impact on traffic flows on Parker Street during construction activities.
3. The redundant driveway/s on the Parker Street boundary shall be removed and replaced with kerb and gutter to match existing. The design and construction of the kerb and gutter on Parker Street shall be in accordance with Roads and Maritime requirements. Details of these requirements should be obtained by email to [DeveloperWorks.Sydney@rms.nsw.gov.au](mailto:DeveloperWorks.Sydney@rms.nsw.gov.au).

Detailed design plans of the proposed kerb and gutter are to be submitted to Roads and Maritime for approval prior to the issue of a Construction Certificate and commencement of any road works. Documents should be submitted to [Development.Sydney@rms.nsw.gov.au](mailto:Development.Sydney@rms.nsw.gov.au)

A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by Roads and Maritime.

4. The developer is to submit design drawings and documents relating to the excavation of the site and support structures to Roads and Maritime for assessment, in accordance with Technical Direction GTD2012/001.

The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by Roads and Maritime.

Documents should be submitted to [Development.Sydney@rms.nsw.gov.au](mailto:Development.Sydney@rms.nsw.gov.au)

If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

5. Any proposed temporary/partial road closures will require the applicant to apply for a Road Occupancy Licence (Form C & D) by contacting the Transport Management Centre's Planned Incidents Unit on (02) 8396 1513 during office hours (8am-4pm) or 131 700 after hours.

The applicant will be required to submit the Road Occupancy Licence forms/traffic management plan at least 10 working days prior to the start of works. Plans should be forwarded to the Supervisor Planned Incidents Unit, Transport Operations, Transport Management Centre or on facsimile (02) 8396 1530.

6. Vehicular access/egress to the site is restricted to only Barber Avenue
7. Based upon the traffic generation rates shown for this development and the combined volumes turning into Barber Avenue, an Auxiliary Left Turn (AUL) treatment is required for the development based on Austroads. The final access arrangements for the development should be developed for the precinct based on an overall Masterplan which acknowledges approved and future development potential in this locality.
8. Access to the carpark north of the subject site is to be maintained during construction works and upon completion of the project. No direct access will be permitted from this northern carpark directly onto Parker Street.
9. The development plans indicate that there are commercial driveways servicing the northern carpark area adjoining the subject development site and a commercial driveway also servicing the subject site off Parker Street. The development must be reconfigured so that all access/egress arrangements (including commercial vehicles) shall be from Barber Avenue.
10. All buildings and structures (including signage), together with any improvements integral to the future use of the site are wholly within the freehold property (unlimited in height or depth), along the Parker Street boundary.

Roads and Maritime has the following comments for Council's consideration in the determination of the application:

1. The existing Right-Of-Way providing access over the subject land to the existing northern carpark shall be maintained and kept clear as the legal vehicular accessway to this carpark.

2. Modelling for the development requires review as there appears to be no pedestrian volumes input into the model which then does not provide a true indication of the impacts on through traffic where left turning vehicles are potentially being held back.
3. Currently there is no access to the carpark located on the eastern side of Parker Street between Great Western Highway and Barber Avenue. This access restriction is to be maintained and the old redundant layback's on Parker Street are recommended to be removed.
4. Local streets on the western side of Parker Street are heavily utilised by hospital staff and visitors. There will be additional demand placed on the use of pedestrian facilities as a part of the subject development. Council may wish to consider the Applicant providing a 2m wide pedestrian refuge facility within Barber Avenue to facilitate safe pedestrian access. Under this arrangement it is considered that the turning paths will be maintained for all vehicles as per current standards and the RMS supplements. Any kerb adjustments, if required, to facilitate such turning movements can be undertaken as a part of the subject development works.
5. The "*Traffic & Parking Impact Assessment*", prepared by Stanbury Traffic Planning and dated July 2018, should be reviewed to have further regard to:
  - a. Assessing the adequacy of the driveway width to adequately service both the subject development 190 carspaces and service vehicles, and the 50 plus vehicles capable of utilising the existing northern carpark, which would share this driveway;
  - b. Considering the adequacy of the access/egress and manoeuvring arrangements for the subject site having regard to traffic generation impacts of other proposed and approved developments utilising Barber Avenue including:
    - Barber Avenue being identified as the future primary access to Nepean Hospital;
    - Servicing arrangement for the new multi-level carpark servicing the Hospital and located on the southern side of Barber Avenue; and
    - Traffic generation that is projected for Stage 1 and 2 redevelopments of the Hospital being developed adjacent to Barber Avenue.
6. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a Construction Certificate.
7. Council should ensure that the post development storm water discharge from the subject site into the Roads and Maritime drainage system does not exceed the pre-development discharge.
8. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
9. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for heavy vehicle usage. Parking Restrictions may be required to maintain the required sight distances at the driveway.
10. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTRROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
11. All vehicles are to enter and leave the site in a forward direction.

12. All vehicles are to be wholly contained on site before being required to stop.
13. The proposed turning areas are to be kept clear of any obstacles, including parked cars, at all times.
14. The proposed development will generate additional pedestrian movements in the area.  
Pedestrian safety is to be considered in the vicinity.
15. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Parker Street.
16. Any traffic facilities including regulatory signs associated with the subject development will be at no cost to the Roads and Maritime.
17. The required sight lines to pedestrians or other vehicles in or around the car park or entrances, including to the driveway entry at the property boundary, should not be compromised by landscaping, signage, fencing or display materials. Minimum sight lines for pedestrian safety are outlined in AS2890.1 (Figure 3.3).
18. Roads and Maritime Services has previously vested a strip of land as road along the Parker Street frontage of the subject property, as shown by grey colour on the attached Aerial— "X".
19. Roads and Maritime Services advises that the subject property is within the vicinity of an area of investigation for intersection upgrade as identified in the attached Aerial - "X".

If you have any further inquiries in relation to this development application Chris King would be pleased to take your call on 8849 2087 or e: [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au)

Yours sincerely



**Pahee Rathan**  
**Senior Land Use Assessment Coordinator**  
**North West Precinct**



“X”

10 DP814639

4 DP1186974

7 DP158305

5 DP1187060

HIGH ST

4 DP14333

1 DP655153

10 DP631487

C DP394983

DP35249

5 DP35246

6 DP35246

BARBER AVE

DP1093052

4 DP29524

5 DP29524

6 DP29524

100 DP701623

90 DP1009592

DP3734

DP38712

UNDER INVESTIGATION FOR  
INTERSECTION UPGRADE  
AS ADVISED BY  
MARIA SWALLOW  
25/2/2016