

16 October 2019



Luke Smith
Greengate
Level 1
156 Gloucester Street
Sydney
NSW 2000

Dear Luke

1. ptc. Greengate, 3-9 Reserve Street, 222, 226, 228-230 Derby Street, and 106 Woodriff Street, Penrith NSW 2750 - Response to Traffic Comments (DA18/1244)

We have reviewed the comments received from Penrith City Council in the letter dated 19th September 2019 and present the following responses. It should be noted that our response is made in the context our recent meeting where it was agreed that the design plans would be amended to accommodate the comments of Council's traffic engineer, and that subsequent to that meeting, the project architect (Jackson Teece) have made amendments to the plans in relation to the servicing area, the car park access ramp and the information relating to the allocated resident parking spaces. Our assessment presented below is based on these revised plans. For ease of reference, the text from Council's letter is quoted in italics.

Parking and Access

There have been no layout changes to the car parking in the revised plans other than to remove some spaces in order to provide deep soil zones.

The layout appears to be confusing for drivers with limited areas to turn around if all parking spaces are occupied. The swept paths provided indicate that access is extremely tight, with some vehicles needing to reverse the full length of the aisle to exit a car parking space. This is not supported.

The plans have been revised to identify the parking spaces that will be assigned to specific residents. The area of the parking that contains dead-end aisles is solely allocated to residents meaning that each parking space will be available to the associated resident on arrival, which negates the need for turning areas at the end of each dead-end aisles.

There is still inadequate separation of the loading areas from the car park access ramp.

The turning area associated with the loading area has been amended to increase its size by relocating the outer northern and western walls to the north and west respectively. In relation to the comments made in the Waste section of Council's letter, we have also run the swept paths using the standard MRV (to represent a commercial waste contractor vehicle) and Council's waste vehicle according to the dimensional details made available. It should be noted that the vehicle width has been maintained at 2.5m, as this is the legal maximum width of a vehicle. It is presumed that the width of 2.8m provided in the vehicle specification refers to the width including wingmirrors.

The swept paths are attached and demonstrate that both vehicle sizes are able to access and depart the loading area with more than a 500mm clearance from obstructions at any point on the paths.

Two service vehicle bays are provided at ground level in loading dock, one is proposed for ambulance parking, one for waste/deliveries. However, a reverse manoeuvre is required from the ramp at the bend which is not supported.

The manoeuvring area has a maximum grade of 1 in 40, which is provided to reduce the levels sufficiently to minimise the length of the car park ramp and to ensure that stormwater drains to a point within the site. The car park ramp is located to the east of the turning area and is not used in any part of the truck manoeuvre, which is clear of the ramp (including the transition).

As part of the mitigation measures, the operation of the loading dock will follow the sequence below:

- A waste truck arrives;
- Number plate recognition identifies the waste truck and the basement boom gates will remain closed on auto timer (unresponsive to RFID key fobs for approximately 2 to 5 minutes);
- The truck will wait for the cars present on the ramp to exit and then manoeuvre/park in the loading dock;
- Boom gates will re-activate (responsive to RFID key fobs) whilst waste management loading/operations complete;
- Operator will push the button on the wall adjacent to the loading dock upon departure to deactivate the boom gates (remain closed) on auto timer (approximately 2 to 5 minutes); and
- Boom gates will re-activate after the timer.

It is noted that an area of 'No Stopping' 9m in length to cater for on-street ambulance parking is proposed on the eastern side of the driveway. This would need to be considered by Council's Local Traffic Committee under a separate approval process.

We included the provision of a No Stopping parking control as an alternative to accommodating ambulances on-site and recognise that a separate submission to the Local Traffic Committee will be required.

Yours faithfully



Andrew Morse
Partner

Document Control: Prepared by *AM* on *10 October 2019*. Reviewed by *EL* on *16 October 2019*.

TYPICAL

Please note the following compliance requirements:

Height Clearance: 2.2m (min) throughout all areas of the car park accessible to vehicles and bicycles.
2.5m above accessible and shared bays
3.7m wherever access is required for a Veolia rear lifter refuse vehicle (and safety clearance envelope)

Sight Splays: Visibility splays in the form of a 2.5m x 2m right-angled triangle to be provided (AS2890.1). Ensure design avoids visual obstructions in sight splay (i.e. dense landscaping, tall fencing/walls etc.)

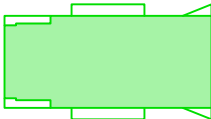
Parking Spaces: The parking envelopes shown, must be kept clear of all physical obstructions, including height clearance reductions. Ensure that grades within the parking module do not exceed 1:20 (1:40 for accessible bays).

Accessible Spaces: To be designed in accordance with AS2890.6. i.e. standard parking space with adjacent shared bay (2.4m x 5.4m), to be installed as per AS2890.6 requirements (bollard and markings).

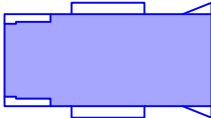
Motorcycle Parking: Motorcycle bays to be designed as a 2.5m x 1.2m envelope (AS2890.1).

Bicycle Parking: Bicycle spaces are to allow for a envelope of 500mm by 1800mm, with an aisle width of 2000mm for locker storage, or 1500mm for racks.

Control Measures: Please note recommended control measures, including line markings, signage, bollards, convex mirrors, lights etc.



CLASS 1A SPACE ENVELOPE (AS2890.1:2004)
2.4m x 5.4m



ACCESSIBLE SPACE ENVELOPE (AS2890.6:2009)
2.4m x 5.4m



ACCESSIBLE SHARED SPACE ENVELOPE (AS2890.6:2009)
2.4m x 5.4m



SMALL CAR SPACE ENVELOPE (AS2890.1:2004)
2.3m x 5.0m

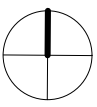


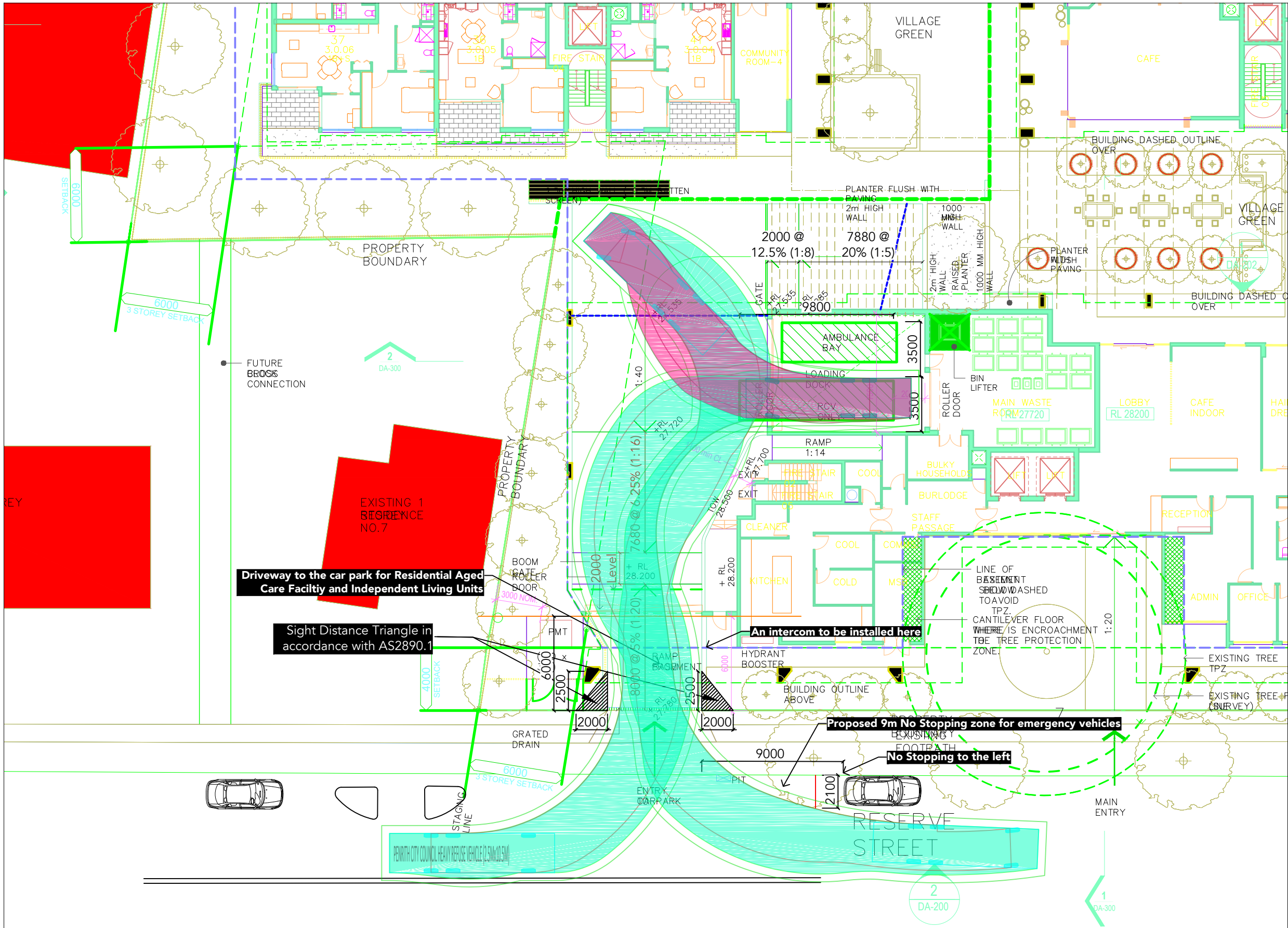
PARALLEL SPACE ENVELOPE (AS2890.1:2004)
2.1m x 6.2m



CAR PARKING STAGE
BUILDING 1 – RACF (INCL 1 DISABLED)
34 CARS
STAGE
BUILDING 3 – ILU (INCL 2 DISABLED)
30 CARS
DISABLED PARKING – 5
SMALL CARS
TANDEM CARS – 2
TOTAL – 89 CAR SPACES

REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED
7	26/06/19	FOR INFORMATION	EL	AU					
6	25/06/19	FOR INFORMATION	EL	AU					
5	21/06/19	FOR INFORMATION	EL	AU					
4	20/06/19	FOR INFORMATION	EL	AU					
5	18/12/18	FOR INFORMATION	SC	AU					
2	11/12/18	FOR INFORMATION	DS/SC	AU/SW	9	16/11/19	FOR INFORMATION	EL	AM
1	30/11/18	FOR INFORMATION	DS/SC	AM	8	28/06/19	FOR INFORMATION	EL	AM





COMMENTS

A3

TYPICAL

Please note the following compliance requirements:

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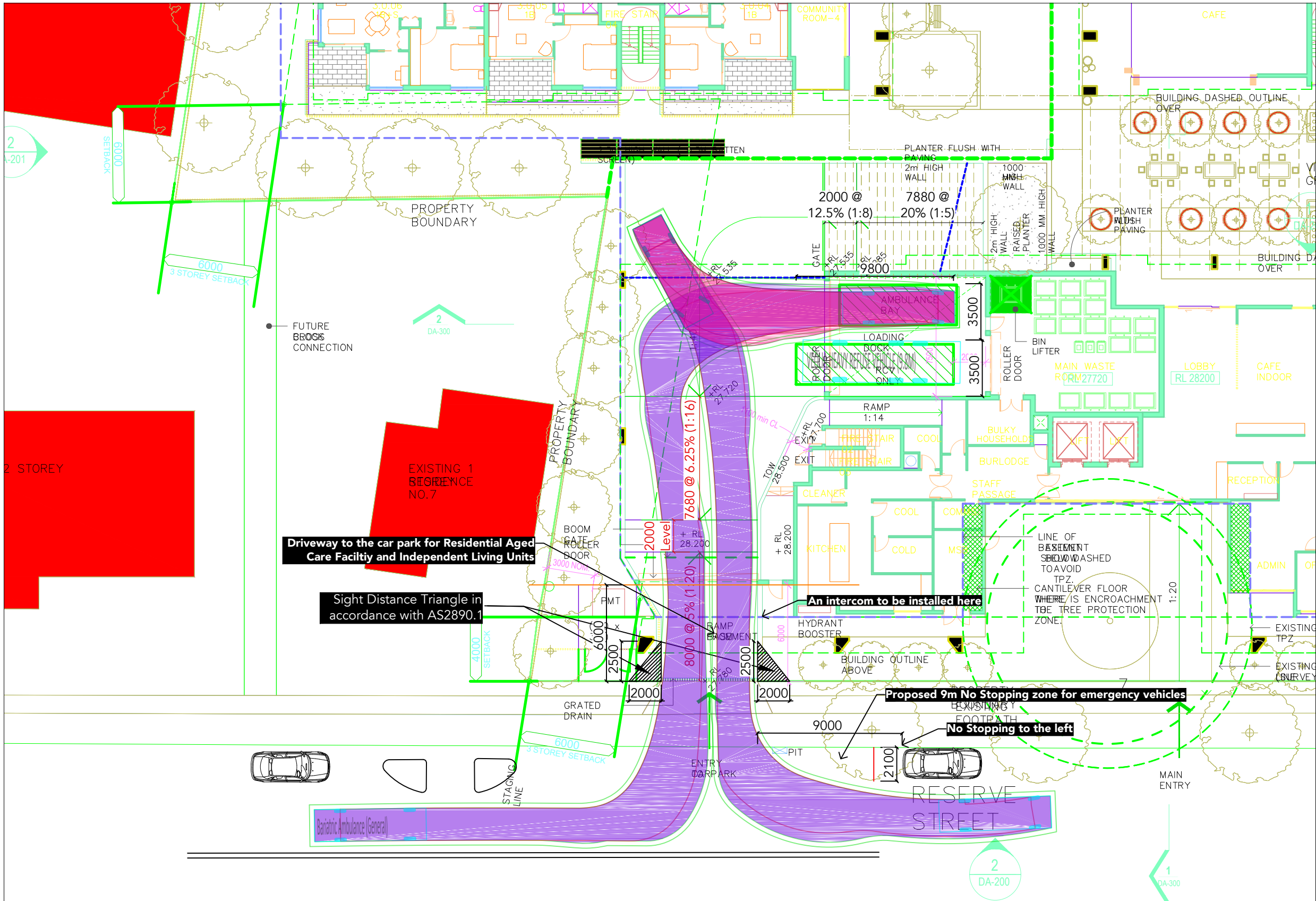
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PENRITH CITY COUNCIL HEAVY REFUSE VEHICLE (2.5Mx10.5M)

Overall Length	10.500m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	11.250m



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A3

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Bariatric Ambulance (General)

6.961

1.993

2.600

0.307

1.993

4.00s

7.650m

Bariatric Ambulance (General)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock-to-lock time

Wall to Wall Turning Radius

6.961m

1.993m

2.600m

0.307m

1.993m

4.00s

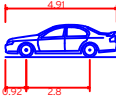
7.650m



COMMENTS

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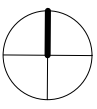


B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.750m



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PROJECT:
The Village Green, Penrith

DRAWING TITLE:
Car Park Assessment -
B85 Swept Paths

CLIENT: Greengate
DRG. #: PTC-107
PROJECT #: 2067
SCALE: 1 : 250

REV: 9