



25/03/2024

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Att: Danielle O'Dea
BELL Architecture
Level 4, Suite 4.04, 157 Walker Street
North Sydney, NSW 2060

Dear Danielle,

Re: 45 Orth Street, Kingswood – RFI #1

This letter is prepared in response to Penrith Council's Request for Additional Information dated 7 March 2024 for 45 Orth Street, Kingswood (DA23/1092).

The issues related to traffic, parking and access and our corresponding responses are presented below.

Item	Issue	Response
Parking		
1	The Applicant shall submit a site plan showing the existing line marking and signage and proposed changes. The Applicant shall be able to demonstrate that there will be no loss of on- street parking. It is noted that the proposed signage and line marking plan is still subject to approval by the Local Traffic Committee and condition will be added regarding this should the development be approved.	A site plan showing the existing line marking and signage and proposed changes is provided. There is no loss of on-street parking spaces and they comply with AS2890.5.
2	The proposed changes to existing on-street parking bays on Somerset Street will result to the southernmost parking bay to be located closer to Orth	Updated turning diagrams have been provided for Service Vehicles at Orth Street and Somerset Street intersection with the adjusted line marking for on-

	<p>Street intersection. The Applicant has to demonstrate that the proposed on-street parking changes will not impact service vehicle swept paths and sight lines at Somerset Street-Orth Street intersection (It is noted that the edge line and broken line markings on Somerset Street were installed to improve sight lines when turning from Orth Street due to vehicles parked close to intersection).</p>	<p>street parking. Movements for a HRV are not impacted by the relocation of the parking spaces, rather the geometry of the existing intersection determines the vehicles critical path.</p> <p>The proposed will have an acceptable impact to sight lines with a change of 3 metres at the intersection as shown in the attached plans.</p>
External Access and Manoeuvring		
3	<p>Circulation and access swept paths shall use B99 vehicle and not B85 vehicle as per AS2890.1.</p>	<p>Updated turning diagrams for B99 is provided. Parking Spaces 8-9 and 12-13 will be allocated to staff and have been reduced to 2.4 metres wide in accordance with AS2890.1 Section 2.4.1.</p>
4	<p>Left turn entry swept path of SRV shall be included as the shortest path from arterial road to the site is from the north.</p>	<p>Turning diagrams are updated in accordance with AS2890.2 and NSW Road Rules for left in/right out to Orth Street.</p>
5	<p>Swept paths shall not encroach any obstruction and parking bay.</p>	<p>Refuse collection will occur outside of the operation hours of the proposed development. No vehicle will be allowed to stay within the premises during refuse collection times. In this regard, prohibiting the waste vehicle to encroach parking bays will not be beneficial in any case. Swept path shows that an SRV can be accommodated within the premises without encroaching any other obstruction or having to reverse within the site.</p>
6	<p>Demonstrate that the required sight lines at exit driveway are clear of any obstructions as per AS2890.1 and AS2890.2</p>	<p>Sight lines have improved from the existing and satisfy AS2890.1 as the position of the driver can be adjusted</p>

		<p>within the vehicle crossover to satisfy sight line distances.</p> <p>The fence that will be installed within pedestrian sight triangles will be designed with reference to TfNSW Type 1 Pedestrian Fencing which maintains sight lines for drivers exiting the site.</p>
Internal Layout and Manoeuvring		
7	<p>Overlay car space design envelopes on each parking space to ensure that adequate clearance are provided to adjacent obstructions (e.g. column, planter box, any obstruction higher than 150mm in height, etc). Refer to AS2890.1:2004 Figure 5.2.</p>	<p>Car space design envelopes provided in the attached plans show that there is no obstruction issue at the car parking spaces.</p>

Should you have any further queries with respect to the above, please feel free to contact me.

Kind Regards



Michael Palamara

Principal Traffic & Transport Engineer (Managing Director)

Headway Traffic and Transport Pty Ltd

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