
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/I0605/jj

Transport Planning
Traffic Studies
Parking Studies

28 October, 2019

Opal Aged Care
c/- Signature Project Management
PO Box 507
SYDNEY NSW 2000

Attention: Alex Soovoroff

Email: alexs@signaturepm.com.au

Dear Sir,

**RE: PROPOSED RESIDENTIAL AGED CARE DEVELOPMENT,
56 QUARRY ROAD, BOSSLEY PARK**

1. As requested, we are writing regarding matters raised by council in relation to the above development. We have previously prepared a report¹ which was submitted with the development application.
2. Council's letter of 30 November 2018 raises a number of traffic and parking matters. In response to these matters, as well as other matters raised by council, amended plans have been prepared for the development. The matters raised by council, and our responses, are set out below.

5. Traffic and On-site Manoeuvring

Council's Traffic Engineer and Development Engineer have assessed the submitted application and raise the following concerns:

- *The driveway of Quarry Road shall be designed with a minimum width of 6.0m at the property boundary.*
3. The driveway is some 6.3 metres wide at the property line as shown in the attached Figure 1.
 - *The loading bay provided does not appear to be sized in accordance with the dimensions of the service vehicle specified within AS2890.2. The service vehicle appears to obstruct the ambulance space while parking within the loading bay. In this regard, the loading bay shall be designed and dimensioned to fully contain the*

¹ Traffic Report for Proposed Residential Aged Care Development, 56 Quarry Road, Bossley Park, June 2018.
Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422
Directors - Geoff Budd - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbrk@cbrk.com.au

largest service vehicle within the bay and shall not obstruct maneuverability for any vehicles while parked.

4. The operator has advised that the infrequency of deliveries and visits by an ambulance do not require independent operation of the ambulance bay and loading dock.
5. However, swept paths are attached to this letter as Figure 3 showing that an ambulance will be able to enter and exit the bay with a truck in the loading dock.
 - *Column spacing requirements are set out in AS2890.1.5.2: Column location and spacing. In this regard, column location and spacing is to comply and shall be shown on the architectural plans. The proposed column near space 21 does not comply with Figure 5.2 of AS 2890 Part 1 Off-street car parking. The applicant shall amend the drawing to comply with these requirements.*
6. There is a small area of the car park, at the western end of the development, over which part of the building extends. The columns in this area are shown on the architect's amended drawings are located in accordance with AS 2890.1:2004, as shown in Figure 1.
 - *Dimensions for the ambulance space are smaller than the requirements of 2890.6. For a parallel parking space a minimum of 3.2m wide and 7.8m long space is to be provided. In this regard, the parking space is to be redesigned meeting the minimum requirements of AS2890.6. Further information regarding the standard ambulance dimensions can be found from www.ambulance.nsw.gov.au.*
7. The above dimensions from AS 2890.6:2009 are for a disabled parking space, not an ambulance bay. As noted above, an ambulance will be able to enter and exit the bay, as shown in Figure 3.
 - *Swept path diagrams have not been provided for an ambulance entering, maneuvering, and exiting in a forward direction.*
8. This matter is addressed in paragraphs 5 and 7.
 - *No information is provided in regard to the height clearance for the parking spaces on the western side of the property. Amended plans shall include this information.*
9. The architect's amended plans include this information. A minimum of 2.2 metres height clearance will be provided in this area, in accordance with AS 2890.1:2004 and as shown in Figure 2.
 - *Car parking spaces have been identified to be abutting a retaining wall with no devices limiting vehicle travel. The car space numbered 1 – 20 do not have wheel stops to limit vehicles travelling into the retaining wall.*

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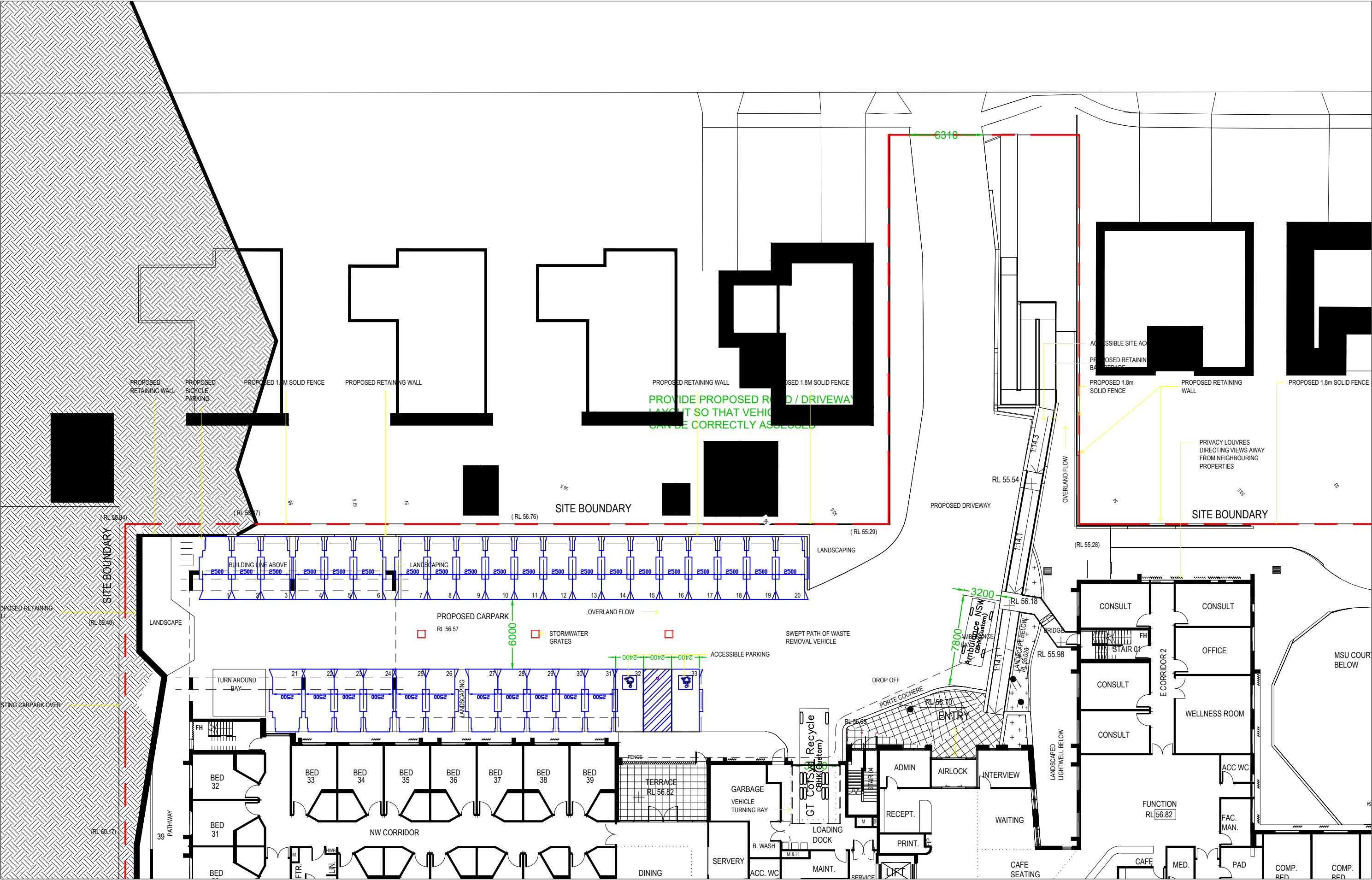
10. Wheel stops will be included, where appropriate, at the design development stage. An appropriate condition could be included requiring the car park to satisfy AS 2890.1:2004.
- According to the architectural plans, Drawing No. DA-101, car parking spaces 1 – 6 and 21 – 24 are shown to be underneath the proposed structure. A section through this area shall be provided to show the amount of headroom which have been provided for these car parking spaces. The headroom provided should in accordance with AS2890.1.*
11. This matter is addressed above in paragraph 9.
- The height clearance for the proposed loading dock has not been demonstrated on the submitted plans.*
12. The height clearance in the loading dock is 4.5 metres, as shown in Figure 2, which is in accordance with AS2890.2:2018 for medium rigid and larger trucks.
- A long-section for the proposed vehicular crossing has not been provided with the submitted plans. In this regard, a long-section showing all grade, dimensions, and R.L.'s is to be shown from the centreline of Quarry Road to 10m within the boundary of the site to ensure that access grades are in accordance with AS2890.1. The vehicular crossing shall be checked for scraping and shall not exceed the maximum changes in grade in accordance with AS2890.1.*
13. The vehicular crossing is already in place, serving the existing development on the site. The architect's plans show the section through the driveway. Ground clearance templates are shown in Figure 5.
14. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD

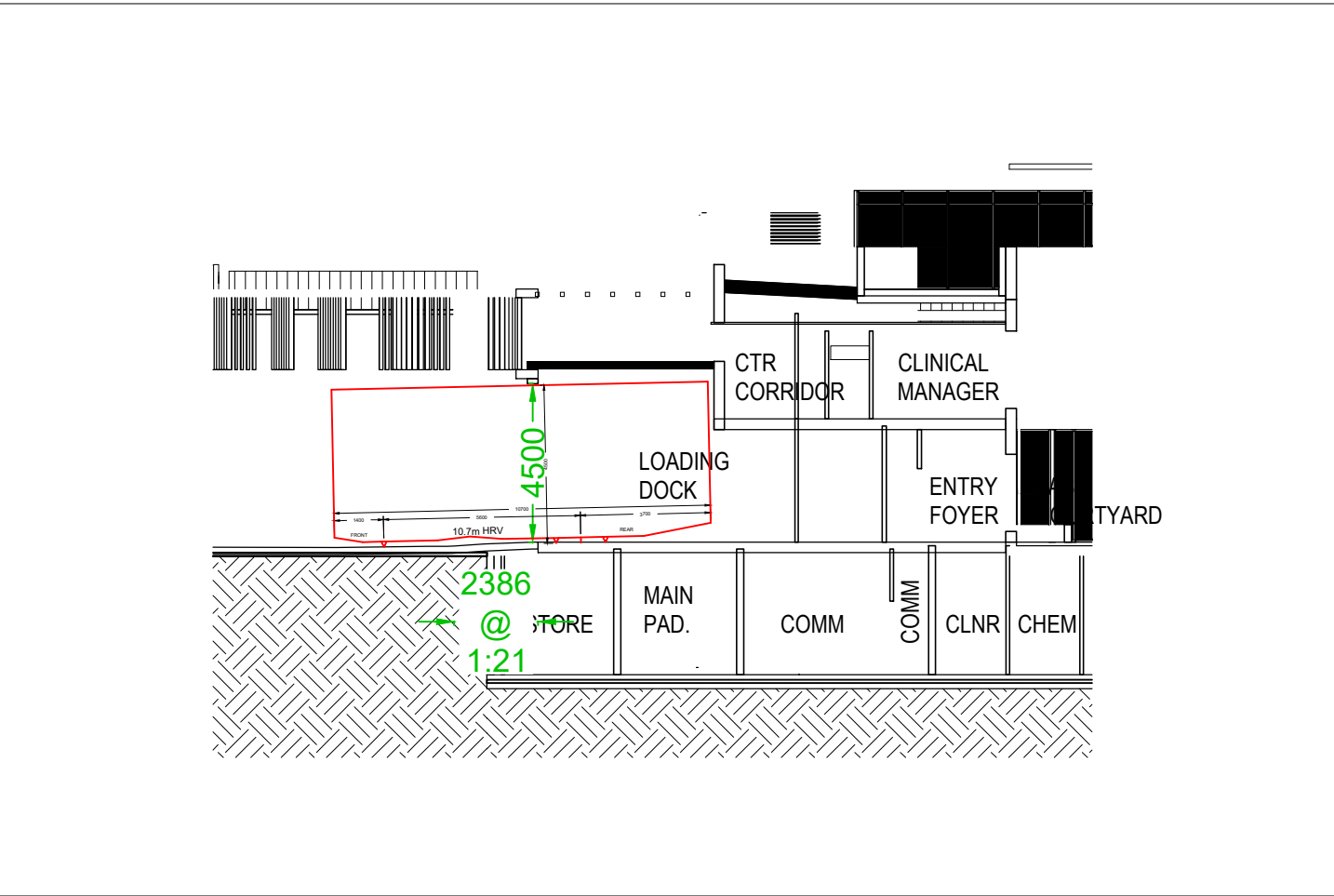
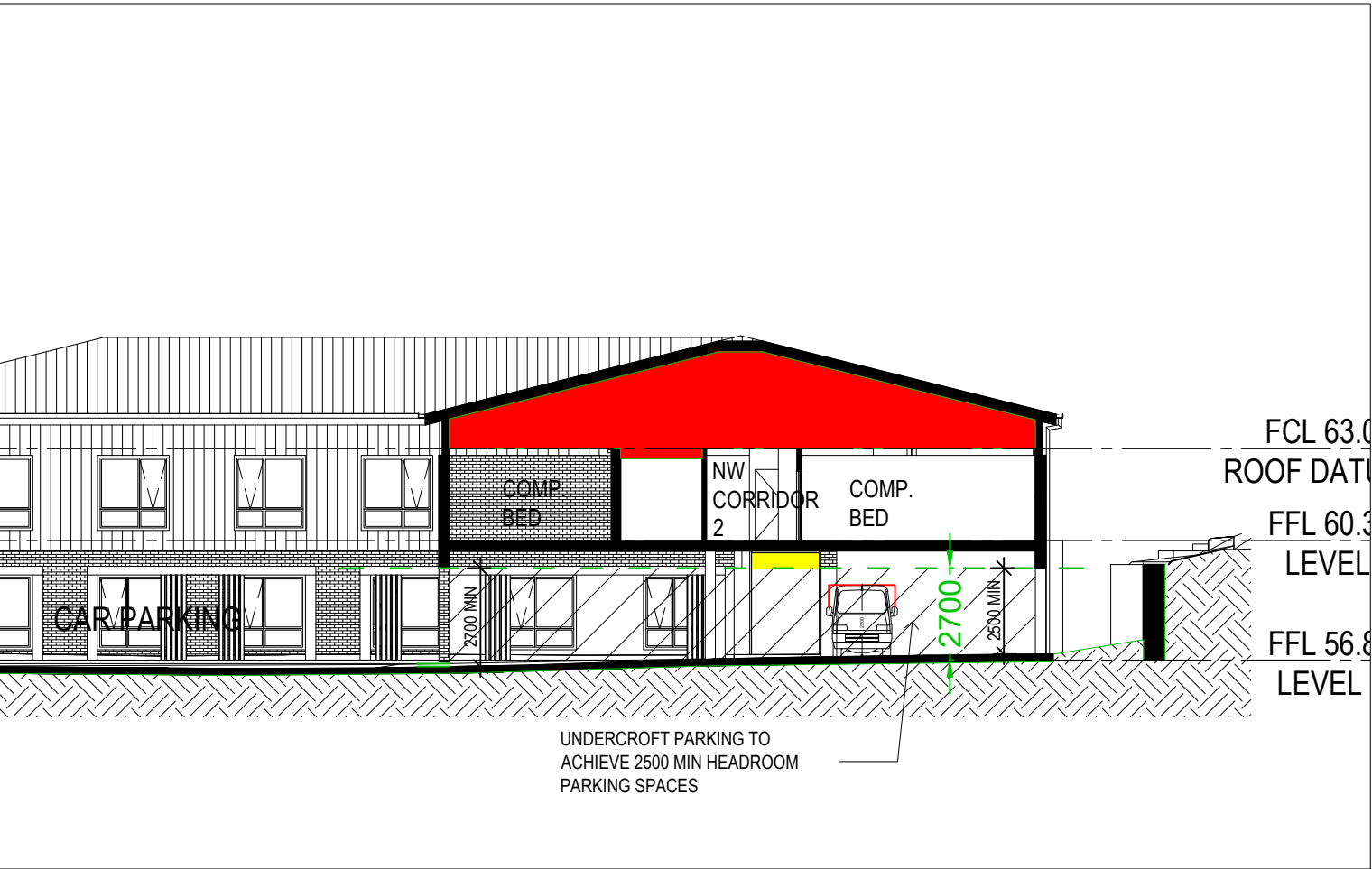
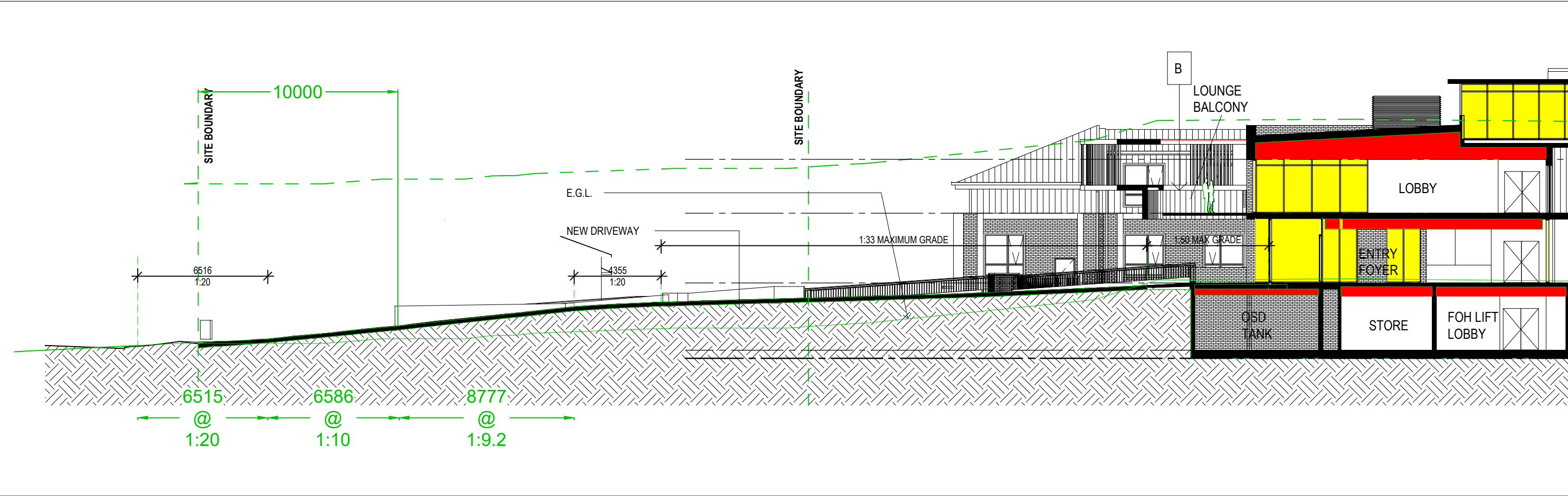


J Hollis
Director



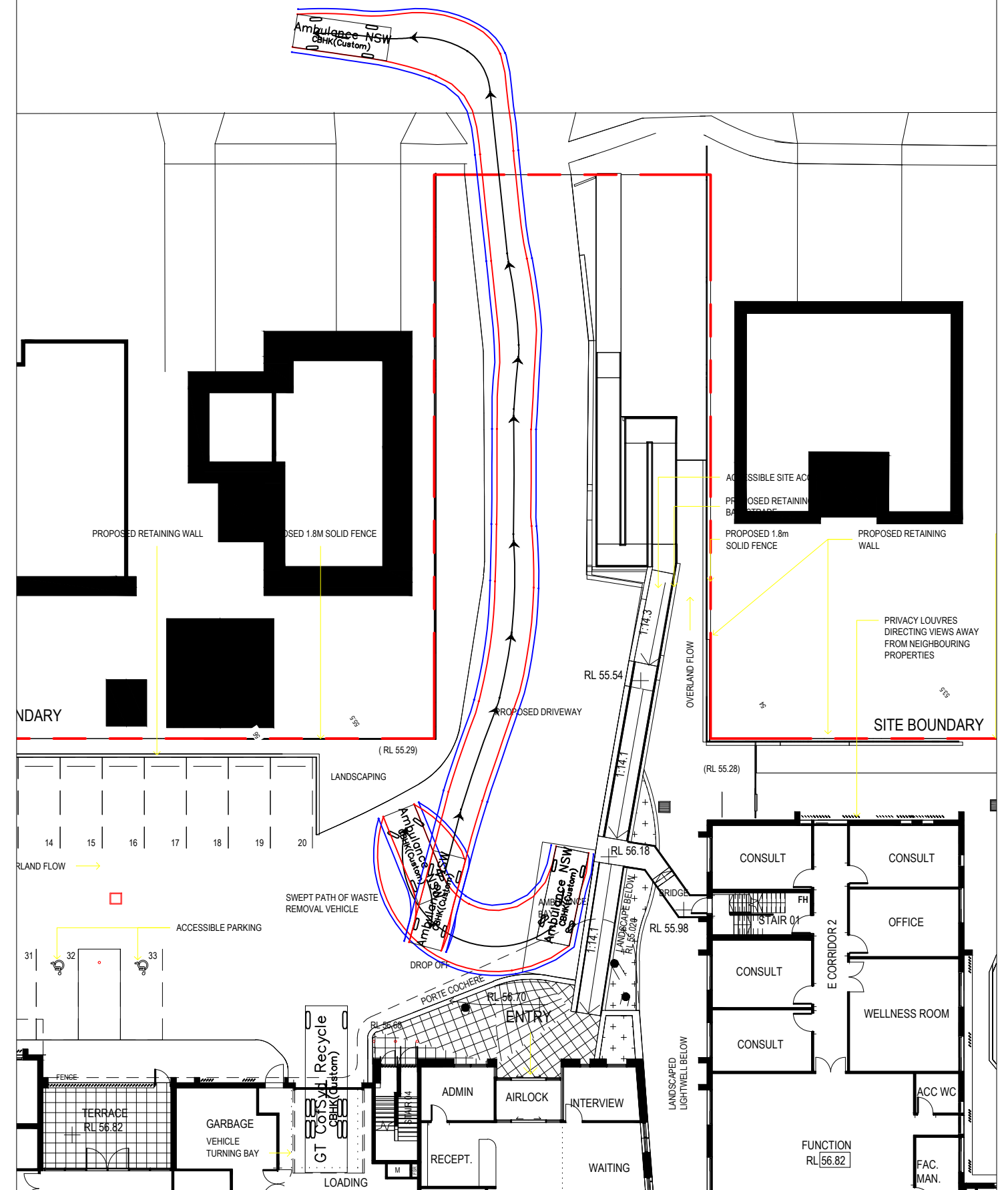
NOTE:
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UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO
SURVEY AND FINAL DESIGN. TRAFFIC MEASURES
PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND
ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

COMPLIANCE CHECK
AS2890.1-2004 &
AS2890.2-2018



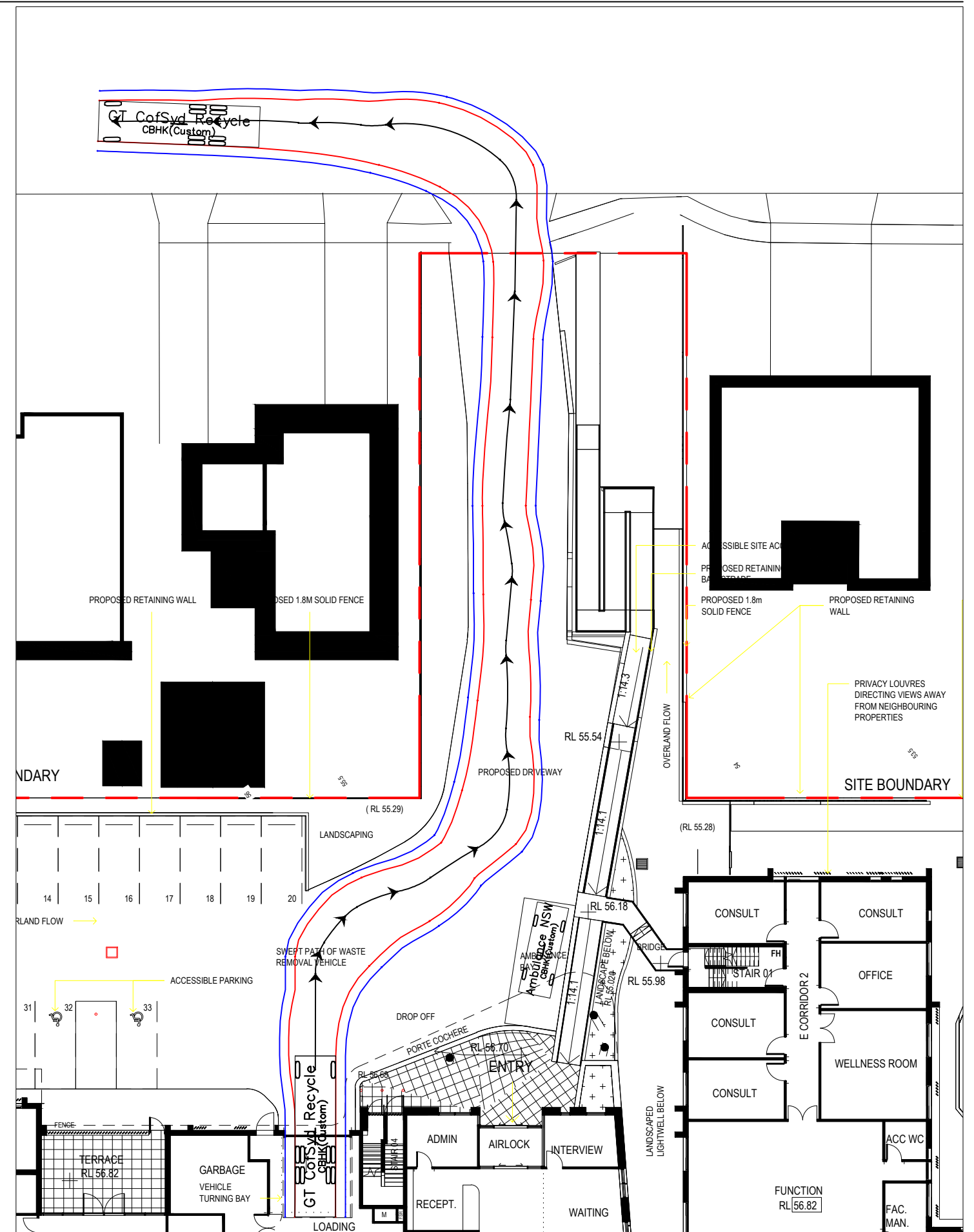
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COMPLIANCE CHECK
AS2890.1-2004 &
AS2890.2-2018



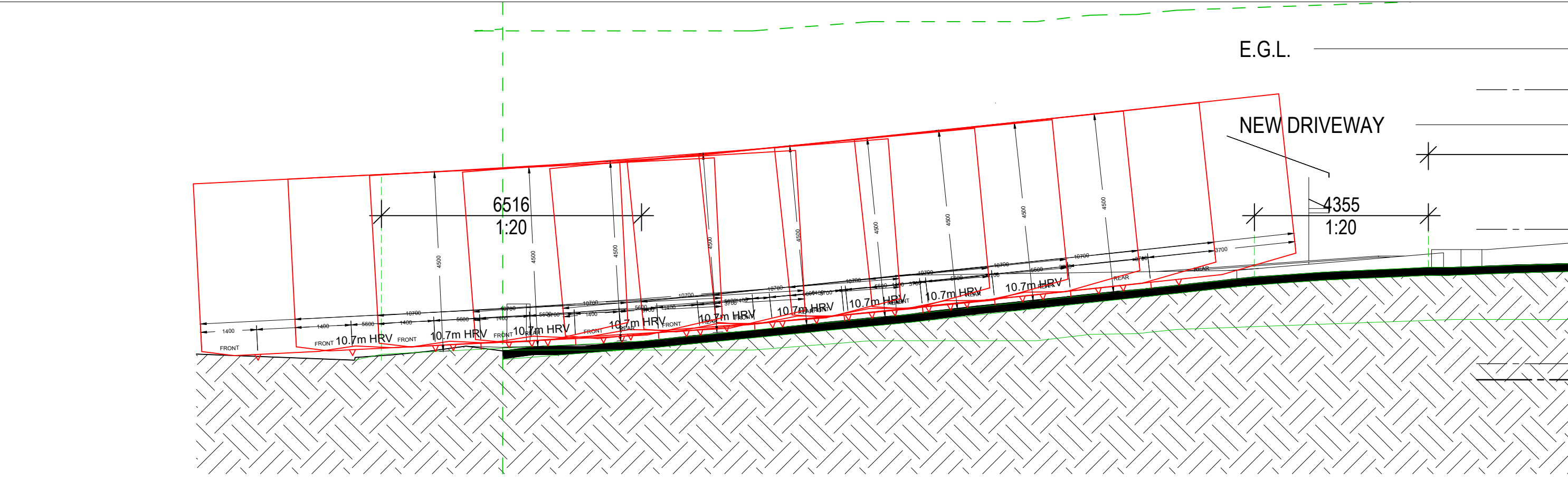
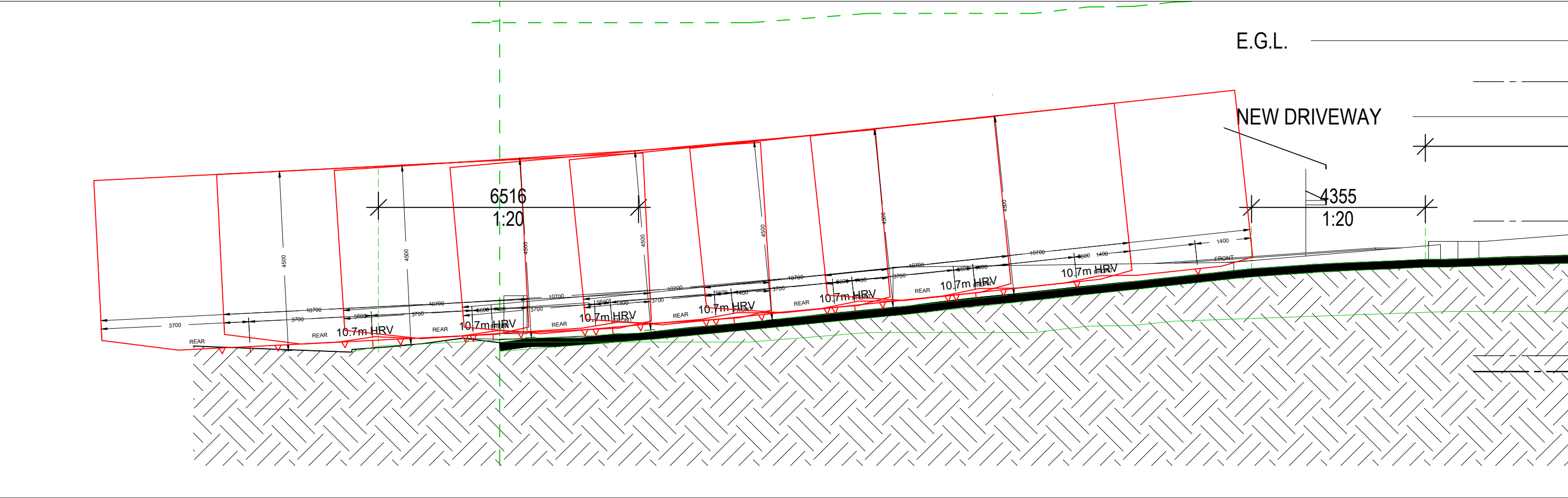
— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

5.62m AMBULANCE SWEEP PATHS



— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

9.9m GARBAGE TRUCK SWEPT PATHS



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— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

**10.7m LARGE RIGID VEHICLE
VERTICAL CLEARANCE
CHECK**