

Reference: 15.061r05r01

27 July 2022

Erilyan Pty Ltd
1/27 Hotham Parade
ARTARMON NSW 2064

Attention: Mike Ryan, Project Manager

Re: 23-27 Lytton Street, Wentworthville
Proposed Extension to Wentworthville Northside West Clinic
Supporting Statement

Dear Mike,

We refer to the subject State Significant Development Application (SSD-17899480) and Council's concerns in relation to aisle turning areas and car park compliance with the relevant Australian Standards (AS2890.1:2004 and AS2890.6:2009). Reference is also made to the latest architectural plans prepared by Team 2 Architects presented in **Attachment 1**.

➤ Turning Areas

The following is noteworthy regarding vehicle turning areas at the end of parking aisles.

- The new lower ground floor (west car park) is provided with a dedicated vehicle turning bay at the end of the parking aisle.
- The new ground floor (west car park) is provided with a dedicated vehicle turning bay at the end of the parking aisle.
- The new ground floor (undercover on grade car park) does not require a turning bay for the western aisle in accordance with Clause 2.4.2 (c) of AS2890.1 (2004), which states that a dedicated turning bay is only required in car parks open to the public and that the maximum length of a blind aisle is equal to six 90-degree spaces plus 1m. This equates to a maximum length of 16.6m in this instance. The length of the western aisle is only 12.3m and is below the threshold for a dedicated turning bay.
- The new ground floor (undercover on grade car park) does not require a turning bay for the northern aisle, noting that the last three (3) parking spaces will be dedicated 'Staff Only' parking spaces allocated to particular staff. This arrangement ensures the aisle length threshold (16.6m) is not exceeded. In addition, high visibility signage will be positioned over the aisle stating that 'No Visitor Parking Past This Point' to ensure visitors entering this car park can determine if there is any parking available in the first four (4) rows of parking. This arrangement ensures the car park operates in accordance with Clause 2.4.2 (c) of AS2890.1 (2004). If all parking spaces are occupied, visitors can make a 3-point turn at T-Junction of the aisles. This is considered

acceptable, noting the low frequency of visitor trips expected and the excellent sight lines along the parking aisles and driveway.

In summary, the proposed development provides appropriate and compliant turning areas within parking aisles.

➤ AS2890 Compliance

The proposed car park areas comply with the requirements of AS2890.1 (2004) and AS2890.6 (2009), with the following characteristics noteworthy:

- All car parking spaces have been designed in accordance with AS2890.1 (2004), User Class 3, being a minimum width of 2.6 metres and length of 5.4 metres.
- All dedicated staff car parking spaces have been designed in accordance with AS2890.1 (2004), User Class 1A, being a minimum width of 2.4 metres and length of 5.4 metres.
- All accessible parking spaces are to be designed in accordance with AS2890.6 (2009), being a minimum width of 2.4 metres, length of 5.4 metres and provided an adjacent shared area with the same dimensions.
- All spaces located adjacent to obstructions of greater than 150mm in height are to be provided with an additional width of 300mm.
- A minimum clear head height of 2.2 metres is to be provided for all trafficable areas within the car parks, as required under AS2890.1 (2004).
- A minimum clear head height of 2.5 metres is to be provided above all accessible spaces and shared areas, as required under AS2890.6 (2009).
- All internal ramps have been designed in accordance with AS2890.1 (2004).
- All internal ramps have been provided sag/summit transitions with a maximum gradient of 1 in 8 (12.5%), as required under AS2890.1 (2004).
- All columns are to be located outside of the parking space design envelope, as required under AS2890.1 (2004), Figure 5.2.
- All dead-end aisles are provided with the required 1.0 metre aisle extension, as required under AS2890.1 (2004), Figure 2.3.
- Aisle turning areas are provided as per the arrangements discussed above.
- Appropriate visual sight splays have been provided at the access, as required under AS2890.1 (2004), Figure 3.3.

In summary, the internal configuration of the car park has been designed in accordance with AS2890.1 (2004) and AS2890.6 (2009). It is however envisaged that a standard condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of any Construction Certificate.

➤ **Conclusion**

On the basis of the above, the proposed car parking areas are considered supportable from a traffic engineering perspective.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with the department's officers prior to any determination being made.

Yours faithfully,

Traffic



Ben Liddell
Director

Encl. Attachment 1 – Architectural Plans

ATTACHMENT 1

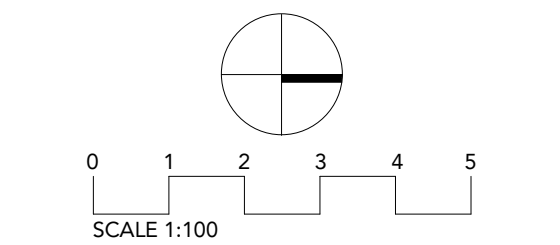
Architectural Plans

DRAWING STATUS:		
DEVELOPMENT APPLICATION		
Rev	Revision Description	Date
3	ISSUE FOR DEVELOPMENT APPLICATION	27.10.21
4	ISSUE FOR DEVELOPMENT APPLICATION	14.12.21
5	ISSUE FOR DEVELOPMENT APPLICATION	15.12.21
6	Issue For Review	27.05.22
7	ISSUE FOR DEVELOPMENT APPLICATION UPDATE	02.06.22
8	ISSUE FOR DEVELOPMENT APPLICATION UPDATE	20.06.22
9	Updated Car parking dimensions	29.06.22
10	Updated Car parking & Elevation RL	06.07.22
11	Updated Car parking & Solar Panels Location	25.07.22
12	Removed traffic swept paths	27.07.22

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- DRAWING LEGEND:
1. Architectural drawings shall be read in conjunction with other consultant drawings and specifications. Any discrepancies shall be referred to team 2 architects before proceeding with work.
 2. All dimensions and levels are in millimeters unless noted otherwise. No dimension shall be obtained by scaling the drawing.
 3. All dimensions to be checked on site with any discrepancies referred to team 2 architects before proceeding with work.
 4. All work to be carried out in accordance with the requirements of the principal certifying authority, current ncc & Australian standards.

- LEGEND
- NOT IN SCOPE
 - EXISTING WALL
 - NEW WALL



TEAM 2
ARCHITECTS

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Northside West Stage 2

Wentworthville. NSW 2145

OVERALL SITE PLAN - LOWER

GROUND 903 As @A1 IK VM

DA0100 12

