

Our Reference: **PT23061**

Johnstaff Pty Ltd
Level 5/9
13 Castlereagh St
Sydney NSW 2000

7 June 2024

Via Email: maria.neuenschwander@johnstaff.com.au

**28 to 32 Bourke Road, Alexandria Health Centre Stage 2 SSDA
Response Report to Request for Information**

As requested we have reviewed the items pertaining to traffic, parking and access detailed in the Request for Information (RFI) from City of Sydney and Transport for NSW. This response report has been prepared based on the revised design plans provided in **Appendix A**.

For ease of reference, each item raised is presented below with a response / additional information following.

General Comments on Revised Design

The car park areas and access to them has been modified to reduce potential queuing at entry points whilst ensuring secure parking provision for staff. Further, access to the accessible parking spaces located on the ground floor by either the public or staff would remain open at all times.

Five (5) visitor parking spaces would be provided on the mezzanine level and signposted accordingly with the remainder of the mezzanine level set aside for staff parking secured by boom gate control.

All parking within the basement car park would be set aside for staff parking secured by a further internal boom gate. This approach ensures all potential queuing is accommodated wholly within the site.

Further, traffic movements within the ground floor access would be minimised with only staff entering / exiting limiting the need for entry / exit movements to occur concurrently.

The access ramp to the mezzanine has been widened at the boundary to allow the passing of two (2) light vehicles concurrently in accordance with the requirements of AS28901.

City of Sydney

5a	It is recommended that the vehicle swept path analysis for the largest size vehicle (service vehicle and ambulance) be prepared, noting that the traffic impact report states that provision has been made for the accommodation of Council's 9.25m waste vehicle, however the swept path analysis is for a 6.4m long SRV.
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Response

The comment that the site has been designed to accommodate a 9.25m waste vehicle was in error and would be served by a private contractor vehicle only up to a length of a Small Rigid Truck (6.4m). The traffic report included a turning path of such a vehicle which confirmed such a vehicle can enter and exit in a forward direction.

5b	It is recommended that a loading and service management plan be prepared, including a schedule or register that is maintained to manage the safe and effective use of the loading dock. The plan is to ensure there is no service vehicle movement during the peak use of the site.
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Response

The preparation of a loading and service management plan should form a condition of consent to be submitted as part of the occupation certificate application at which such time the operator of the premises and their associated needs of the loading dock are known.

5c	The driveway will require the long section to be edited to show a swept path diagram of the design vehicle used in this application.
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Response

It appears and error in terminology in the above comment with swept paths shown on a long section which would not normally occur.

However, the revised design plans include grades of the new laneway access to the car parking areas of the site which confirm no part of the laneway would be greater in grade than 5.0% ensuring that vehicle scragging in any location of the laneway or vehicle accesses would not occur.

All grades of ramps proposed comply with the minimum requirements of AS2890.1 and do not include changes in grade beyond the recommended maximums of the standard.

5d	It is recommended that clarification be provided if the 4 x accessible car parking spaces will be allocated to staff.
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Response

The four accessible spaces, which equates to approximately 5% of the total parking provision, which is generous, would be publicly available at all times and also used by those staff who require access to an accessible parking space.

The boom gate control has been relocated further into the ground floor to ensure access to accessible spaces at all times.

5e	It is recommended that the mezzanine and basement level car park levels be provided with a turning bay/blind aisle
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Response

The new arrangements of staff / public parking negate the need for turnaround bays as all aisles of car parking which form a cul-de-sac would be classified as 'private' (staff only) parking of which Clause 2.4.2 c) of AS2890.1 would not apply. That is, turn around bays are only required in car parks which include blind aisles greater in length than six (6) car spaces access by the *public*.

5f	It is recommended that the door opening zone for accessible car spaces be located away from vehicle traffic.
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Response

All door opening zones of accessible parking spaces on the ground floor open inward to the central area of each pair of parking spaces. Further, only informed drivers (staff) would travel past these accessible spaces.

5g	It is recommended that where a car park is accessed by a security gate, the gate must be located at least 6 metres within the site from the street property boundary.
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Response

As stated above, all boom gates have been internalised separating staff parking from public parking spaces ensuring all potential queuing would be wholly accommodated within the site. The above comment is considered resolved.

5h	Options should be explored to mitigate conflicts between pedestrians entering the car park and servicing vehicles accessing the loading dock. Management strategies may be considered, scheduling servicing activities outside of peak hours of operation.
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Response

As all public parking (beyond the accessible parking spaces) has been relocated to the mezzanine level, only informed (staff) drivers would be driving in the vicinity of the loading dock. The majority of public access from parked vehicles to the development would be via the lifts on the mezzanine level separate from any loading dock activities.

In addition, the relocated boom gate will require all vehicles to / from the basement to stop ensuring a slow speed environment for pedestrians making their way to / from the accessible parking spaces.

5i	The driveway access should be designed to accommodate simultaneous operation by two vehicles - one entering and one exiting side by side. A vehicle swept path analysis must be prepared to demonstrate the feasibility of two-way movements within the driveway access and ramp.
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Response

As stated above, the ramp access to the mezzanine level has been widened at the boundary to allow two (2) light vehicles to pass concurrently as per the requirements of AS2890.1. These turning paths are provided in [Appendix B](#) of this response report.

In regard to the access to the ground floor / staff basement car park, the need for two vehicles to pass concurrently is diminished as the majority of vehicles entering / exiting would be staff in a tidal manner.

Please do not hesitate to contact myself on 0414 462247 should you require any additional information.

Yours sincerely



DEAN BRODIE

Managing Director

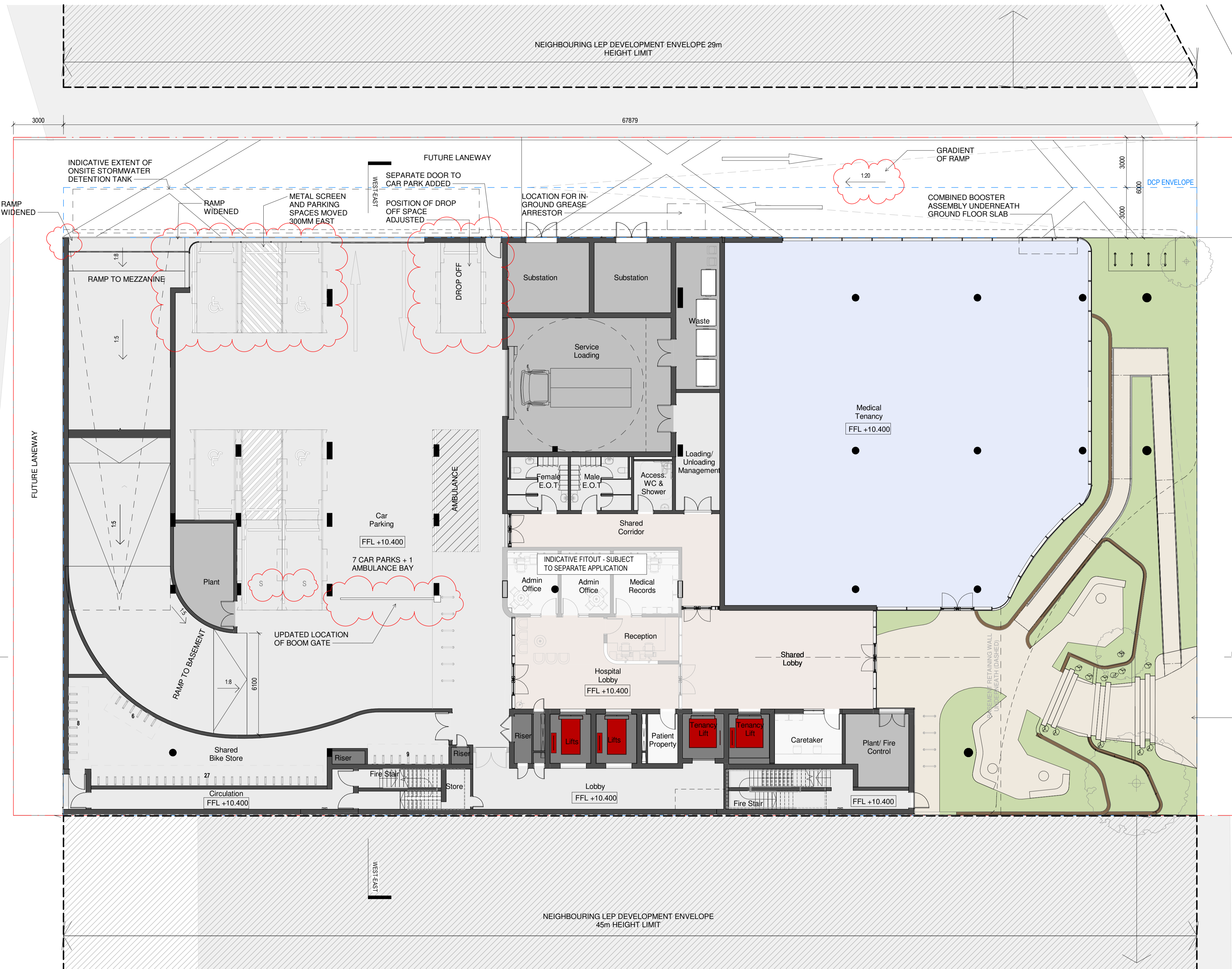
B.Eng (Civil) MIEAust NER

RMS Accredited Level 3 (Lead) Road Safety Auditor

RPEQ 27423

Expert Traffic Engineering & Road Safety Witness at NSW Land & Environment & NSW Supreme Court

APPENDIX A – REVISED DESIGN PLANS



- LEGEND**
- Commercial
 - Core/ Amenities/ Back of House
 - Services/ Plant
 - Risers/ Shafts
 - Circulation/ Front of House
 - Hospital
 - Landscape
 - Vertical Transportation
 - Site Boundary
 - Building Setbacks

L00 - GF - CAR PARK
1:125

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Nominated Architect:
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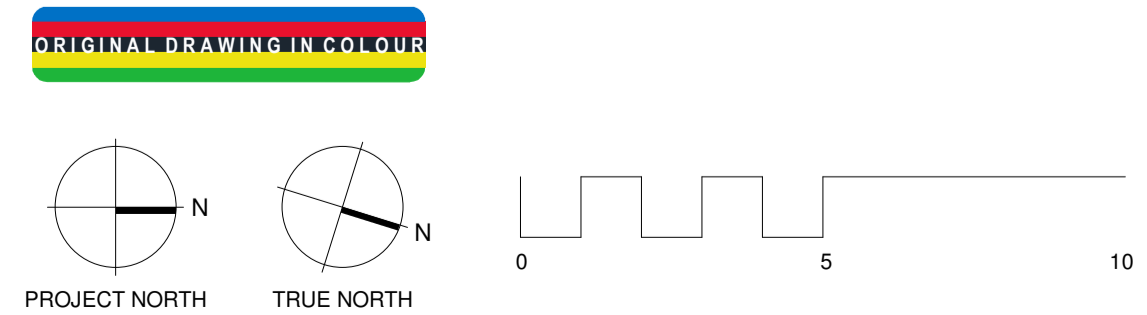
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Nominated Architect:
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Revisions

A	08/11/23	DEVELOPMENT APPLICATION
B	23/05/24	DEVELOPMENT APPLICATION
C	07/06/24	DEVELOPMENT APPLICATION

Notes
1:250 @ A3

PARKING KEY
S Staff Parking
V Visitor Parking

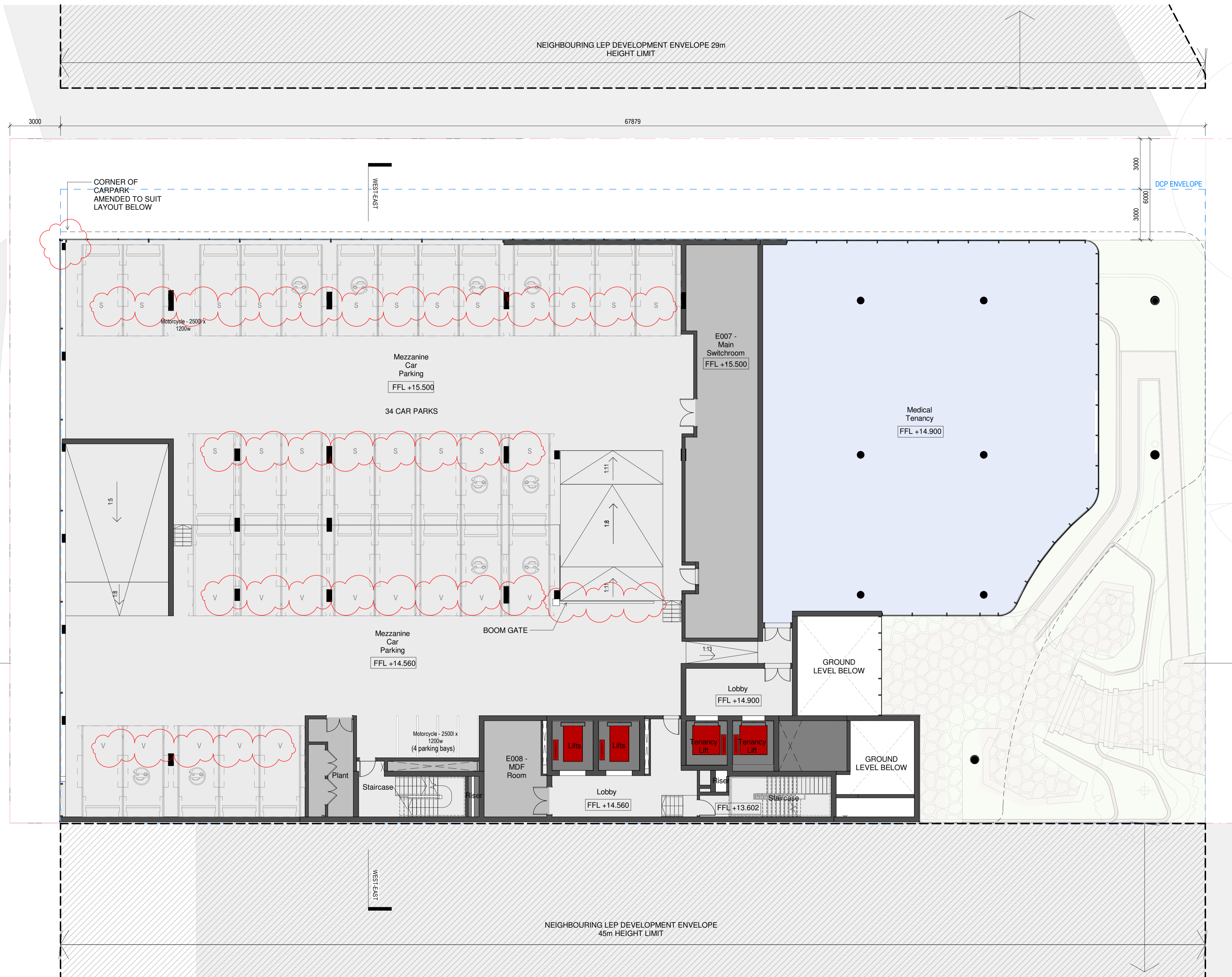


Client
Centuria Healthcare Property Services

Project Title
ALEXANDRIA MENTAL HEALTH CENTRE
28-32 Bourke Road, Alexandria
2015 NSW
All dimension to be verified on site before producing shop drawings or commencing any work. Do not scale. The copyright of this drawing remains with Warren and Mahoney Architects Australia Pty Ltd.

Drawing Title
GROUND FLOOR GENERAL ARRANGEMENT PLAN
Drawing Status
STAGE 2 SSDA

Drawing Details
Scale As indicated@ A1
Date 7/06/2024 10:31:14 am
Job No 10012
Drawn NA
Checked MM
Drawing No DA-A10.100
Revision



DA_L0M - MEZZANINE GENERAL ARRANGEMENT

1:125

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WARREN AND MAHONEY

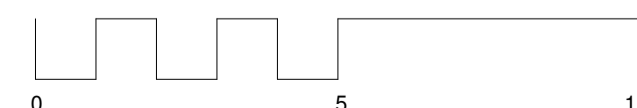
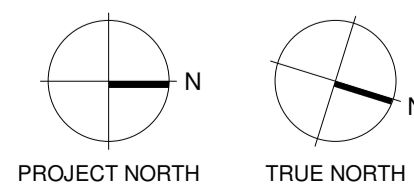
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B 23/05/24 DEVELOPMENT APPLICATION
C 07/06/24 DEVELOPMENT APPLICATION

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1:250 @ A3

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ORIGINAL DRAWING IN COLOUR



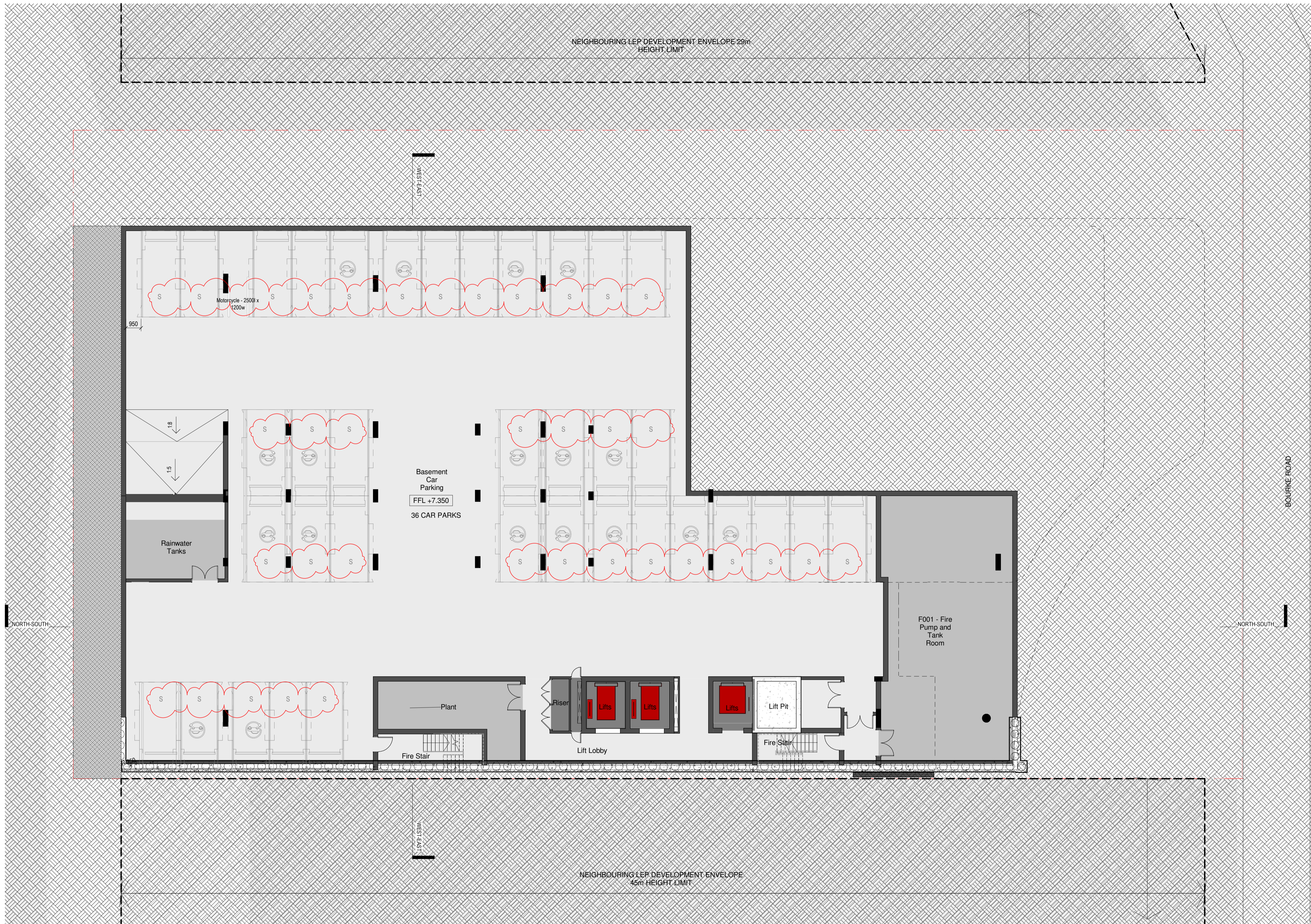
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Drawing Title
GROUND FLOOR MEZZANINE GENERAL ARRANGEMENT PLAN
Drawing Status
STAGE 2 SSDA

Drawing Details
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Checked MM
Drawing No
DA-A10.100M
Revision



LEGEND

	Commercial
	Core/ Amenities/ Back of House
	Services/ Plant
	Risers/ Shafts
	Circulation/ Front of House
	Hospital
	Landscape
	Vertical Transportation
	Site Boundary
	Building Setbacks

DA_BASEMENT - GENERAL ARRANGEMENT

1:125

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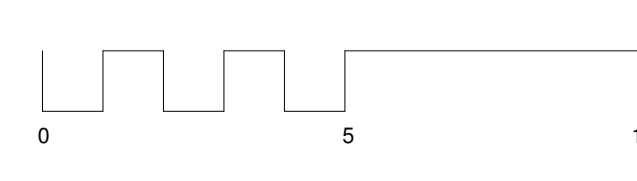
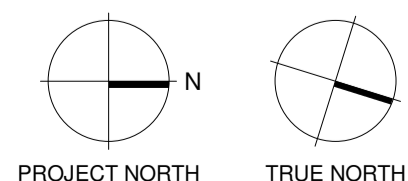
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28-32 Bourke Road, Alexandria
2015 NSW

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Drawing Title
BASEMENT GENERAL ARRANGEMENT PLAN

Drawing Status
STAGE 2 SSSA

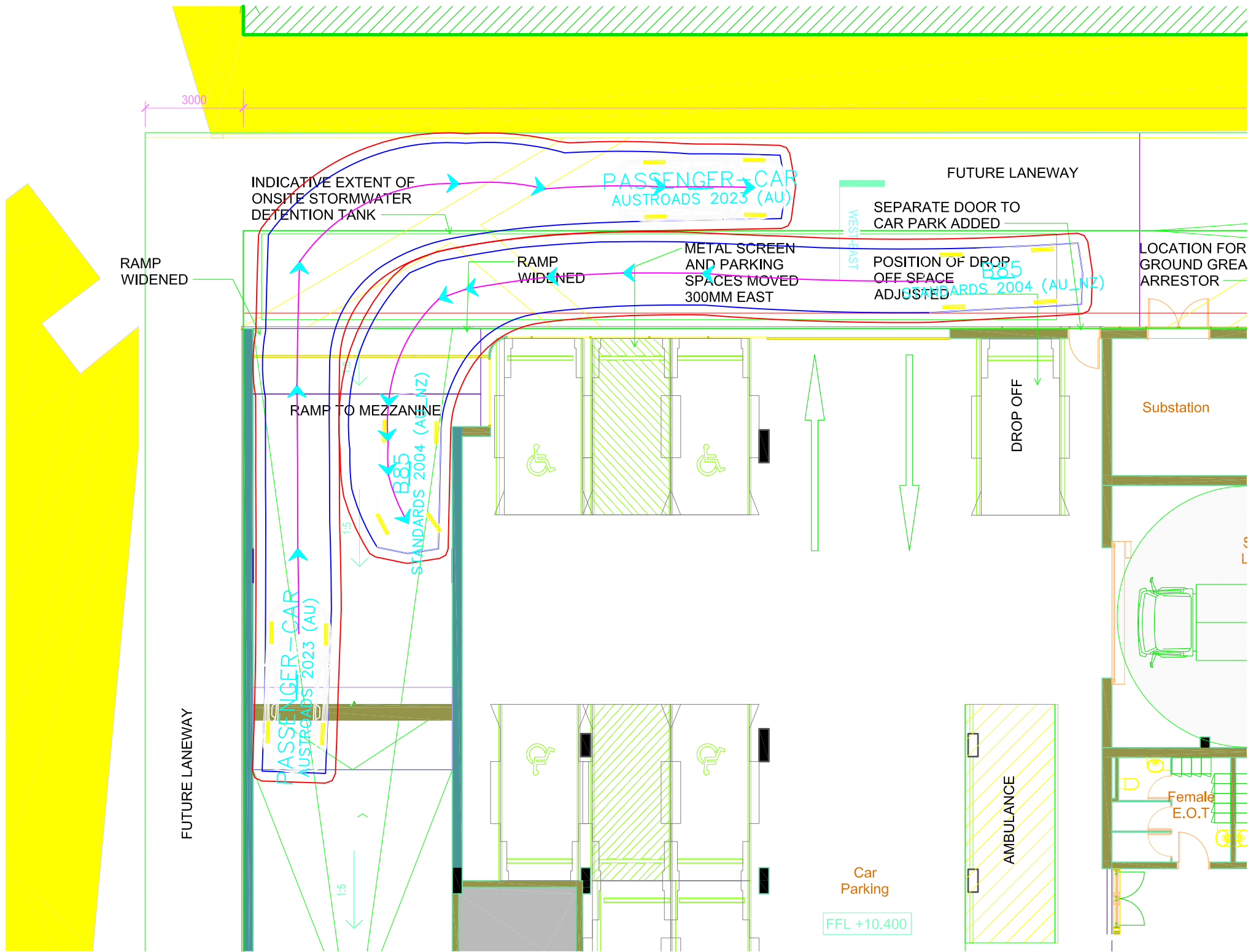
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Checked	MM

Drawing No **Revision**

DA-A10.B01	
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APPENDIX B – PUBLIC RAMP TURN PATH ASSESSMENT



FUTURE LANEWAY

RAMP WIDENED

INDICATIVE EXTENT OF ONSITE STORMWATER DETENTION TANK

PASSENGER-CAR AUSTRoadS 2023 (AU)

FUTURE LANEWAY

SEPARATE DOOR TO CAR PARK ADDED

POSITION OF DROP OFF SPACE ADJUSTED

LOCATION FOR GROUND GREEN ARRESTOR

METAL SCREEN AND PARKING SPACES MOVED 300MM EAST

RAMP WIDENED

RAMP TO MEZZANINE

B85 STANDARDS 2004 (AU_NZ)

PASSENGER-CAR AUSTRoadS 2023 (AU)

Substation

DROP OFF

Car Parking

FFL +10.400

AMBULANCE

Female E.O.T.

1:5

1:5

3000

WEST-EAST