

Our Reference: SYD12/01218
Your Reference: MP11_0046
Contact: Pahee Sellathurai
Telephone: 8849 2219



Transport
Roads & Maritime
Services

Director Metropolitan and Regional Projects North
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Kate MacDonald

STAGE 3 RESIDENTIAL DEVELOPMENT AT 61 MOBBS LANE, EPPING

Dear Sir/Madam,

Reference is made to your correspondence dated 9 October 2012 with regard to the abovementioned development application, which was referred to the Roads and Maritime services (RMS) for comments.

RMS has reviewed the information submitted and provides the following comments for consideration in the determination of the development application:

1. The proposed 447 car parking spaces are well above the RMS requirements of 356 car parking spaces for this development. The proposed development is within 1.5 km of two train stations and 4 bus routes will be available to residents on site. Providing unconstrained car parking spaces will discourage the use of sustainable transport modes. The Department of Planning and Infrastructure (DP&I) should consider providing a reduced number of car parking spaces for this development.
2. The DP&I should ensure that the layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) are in accordance with AS 2890.1 - 2004 and AS 2890 - 2002 for heavy vehicles.
3. The circulation ramps should be in accordance with AS 2890.1 – 2004 and to DP&I's satisfaction.
4. The turning paths for waste collection vehicles entering the bin collection area have not been shown on the submitted plans. The access roads should be wide enough to ensure that they will accommodate the turning paths of the proposed maximum sized vehicle that will utilise the access when entering and exiting the subject site.
5. The internal aisle ways are to be marked with pavement arrows to direct traffic movements in/ out of the site and guide traffic circulation through the car park.

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6. The minimum available headroom clearance is to be signposted at all entrances and clearance is to be a minimum of 2.2 metres (for cars and light vans, including all travel paths to and from parking spaces for people with disabilities) measured to the lowest projection of the roof (fire sprinkler, lighting, sign and ventilation), according to AS 2890.1 - 2004.
7. It is not clear where the waste collection will occur. If the waste is to be collected from basement areas the basement should be high enough to accommodate waste service vehicles. The access roads should be wide enough to ensure that they will accommodate the turning paths of the proposed maximum sized vehicle that will utilise the access when entering and exiting basements.
8. Turning areas should be provided at dead-end isles within basement car parks. These turning areas within the car park are to be kept clear of any obstacles, including parked cars, at all times.
9. All vehicles are to enter and leave the site in a forward direction.
10. The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard a plan shall be submitted to the DP&I for approval, which shows that the proposed development complies with this requirement.
11. Clear sight lines shall be provided at the property boundary line to ensure adequate visibility between vehicles leaving the car park and pedestrians along the frontage road footpath in accordance with Figure 3.3 of AS 2890.1 - 2004 for light vehicles and AS 2890.2 - 2002 for heavy vehicles.
12. The proposed accesses to the basement car parks form a four-way intersection. An appropriate traffic control facility should be employed to ensure road safety and traffic efficiency at this intersection.

Any further enquires in relation to this matter can be directed to Pahee Sellathurai on 8849 2219.

Yours faithfully



Owen Hodgson
Senior Land Use Planner
Transport Planning, Sydney Region

26 November 2012