STANBURY
TRAFFIC PLANNING
TRAFFIC, PARKING & TRANSPORT CONSULTANTS

30 September, 2016

Morson Group
PO Box 170
POTTS POINT
NSW 1335

Attention: Peter Morson

Dear Sir,

VEHICULAR ACCESS & CIRCULATION CERTIFICATION FOR
APPROVED CAFÉ & RESTAURANT PRECINCT
78 – 88 TENCH AVENUE, JAMISONTOWN

This Practice has been engaged by C. & S. Sentas Pty. Ltd. to undertake an audit of the architectural construction plans associated with the café and restaurant precinct generally in order to certify the compliance of the subject plans with the following Australian Standards:

- *Parking Facilities Part 1: Off-Street Car Parking* (AS2890.1:2004);
- *Parking Facilities Part 2: Off-Street Commercial Vehicle Facilities* (AS2890.2:2002); and
- *Parking Facilities Part 6: Off-Street Parking for People with Disabilities* (AS2890.6:2009).

The architectural construction plans have been reviewed and a schedule of compliance with the relevant sections of AS2890.1-2004, AS2890.2:2002 and AS2890.6-2009 are provided for your information (within **Tables 1**, **2** and **3** in the following pages).

The audited architectural plans prepared by Morson Group are as follows:

- Drawing No. A101 Revision B; and
- Drawing No. A103 Revision B.

Where required, further certification statements are provided following the above assessment in response to Condition of Consent No. 41 issued by Penrith City Council (DA15/0335) dated 17 March 2016.

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AS2890.1:2004

TABLE 1 AUSTRALIAN STANDARD (AS 2890.1:2004) ASSESSMENT FOR PARKING AREAS			
Clause	**Requirement**	**Provided**	**Compliance**
2.3.3	Parking modules in excess of 100m to provide traffic calming device/s	Parking modules are 115m long but a minimum of three thresholds are provided as traffic calming devices	Yes
2.4.1	Use Class 3 space dimensions = 2.6m x 5.4m	Minimum = 2.6m x 5.5m	Yes
2.4.2 (a)	Parking aisle = 5.8m	Minimum = 5.8m	Yes
2.4.6	Maximum gradients, 1:20 parallel to angle of parking and 1:16 @ 90^0 to angle of parking	Maximum gradient provided through the parking modules = 1:20	Yes
2.5.2 (a) (i)	Straight one-way roadways / ramps = 3.0m wide	Minimum =3.5m	Yes
2.5.2 (a) (ii)	Straight two-way roadways and ramps = 5.5m wide	Minimum = 5.5m	Yes
2.5.3 (a)	Maximum ramp grades = 1:5	Maximum ramp = 1:20	Yes
2.5.3 (d)	Maximum change of grade at summit is 12.5% and at sag is 15%.	Maximum change in grade = 5%	Yes
3.2.1	Minimum Category 3 type driveway comprising 6m wide ingress separated from 4m wide egress driveway	6.5m wide ingress driveway provided in combination with roundabout controlled public road intersection	Yes
3.2.4 (a)	Sight distance at driveway exit = 45m	In excess of 45m	Yes
3.2.4 (b)	Sight distance triangles (2.0m x 2.5m) to be provided at boundary for pedestrian / egressing vehicular conflict	Sight distance triangle clear of obstructions to visibility adjoining driveways	Yes
3.3	Access driveway gradient, maximum 1:20 across footway and for the first 6m inside the property	Maximum gradient = 1:20	Yes
5.3	Headroom minimum = 2.2m	Headroom is unrestricted	Yes

Concluding Statement

In consideration of the above assessment, I hereby certify that the proposed car park layout suitably conforms to the intentions of the requirements of AS2890.1:2004 and accordingly, is fit for use.

AS2890.2:2002

The development is approved to be serviced by two heavy vehicle loading areas provided within an angled and parallel arrangement to the north-western most parking aisle. For the purposes of this assessment, the largest vehicle expected to service the site is a Medium Rigid Vehicle (MRV).

The loading areas (as well as the site access arrangements and internal circulation arrangements servicing these areas) have been reviewed and a schedule of compliance with the relevant sections of AS2890.2:2002 is provided within **Table 2**.

TABLE 2
AUSTRALIAN STANDARD (AS 2890.2:2002) ASSESSMENT FOR SERVICING AREAS

Clause	Requirement	Provided	Compliance
3.3.1	Width of one-way roadway accommodating MRVs = 3.5m	Minimum = 3.5m	Yes
3.3.2	Width of two-way roadway accommodating MRVs = 6.5m	Minimum = 6.5m	Yes
3.3.3	Maximum grade of roadway accommodating MRVs = 1:6.5	Maximum grade = 1:20	Yes
3.3.3	Maximum change in grade of roadway accommodating MRVs = 1:16 over 7m of travel	Maximum change in grade = 1:20	Yes
3.4.1	Access driveways to accommodate swept paths of MRVs	Swept paths of MRVs accommodated at both driveways	Yes
3.4.4	Maximum grade of driveway for the first 5m = 1:20	Maximum grade = 1:20	Yes
3.4.5 (a)	Minimum sight distance at driveway along frontage road = 69m	In excess of 69m	Yes
3.4.5 (b)	Sight distance triangles (2.0m x 2.5m) to be provided at boundary for pedestrian / egressing vehicular conflict	Sight distance triangle clear of obstructions to visibility adjoining driveways	Yes
4.2	Minimum dimensions of service bays for MRVs = 3.5m x 8.8m	Minimum dimensions = 3.5m x 8.8m	Yes
4.2	Maximum gradient within a service area = 1:25	Maximum gradient = 1:25	Yes
4.3.1 (a)	Service bays to accommodate swept paths of MRVs	Swept paths of MRVs accommodated at both service bays	Yes
4.3.1 (e)	Maximum gradient when reversing is to occur = 1:8	Maximum gradient = 1:25	Yes

Concluding Statement

I am hereby satisfied that the proposed on-site servicing areas suitably conform to the general intentions of the relevant requirements of AS 2890.6:2009, whereby the largest vehicle to service the site is a MRV.

AS2890.6:2009

The passenger vehicle car parking areas provide a total of 14 disabled parking spaces. These spaces have been reviewed and a schedule of compliance with the relevant sections of AS2890.6:2009 is provided within **Table 3**.

TABLE 3 AUSTRALIAN STANDARD (AS 2890.6:2009) ASSESSMENT FOR DISABLED PARKING			
Section	**Requirement**	**Provided**	**Compliance**
2.2.1 (a)	Parking space width = 2.4m	Minimum = 2.6m	Yes
2.2.1 (a)	Parking space length = 5.4m	Minimum = 5.5m	Yes
2.2.1 (b)	Adjoining shared area dimensions = 2.4m x 5.4m	Minimum = 2.6m x 5.5m	Yes
2.2.1 (c)	Further shared area within aisle of dimensions = 2.4m x 2.4m	2.4m x 2.4m within parking aisle	Yes
2.2.1 (d)	Shared space to be provided at same level as parking space	Parking and shared spaces provided at same level	Yes
2.2.1 (e)	Single bollard located centrally within the adjoining shared area set-back 0.8m from space opening	Bollard provided in appropriate location	Yes
2.3	Grade of parking and adjoining (side) shared space must not exceed 1:40	Maximum = 1:40	Yes
2.4	Clearance above parking space and adjoining shared area = 2.5m	Clearance is unrestricted	Yes

Concluding Statement

I am hereby satisfied that the proposed disabled car parking spaces suitably conform to the general intentions of the relevant requirements of AS 2890.6:2009.

Specific Comments in Response to Consent

41. Prior to the issue of any Construction Certificate, the Certifying Authority shall ensure that vehicular access, circulation, manoeuvring, pedestrian and parking areas associated with the subject development are in accordance with AS2890.1, AS2890.2, AS2890.6 and Penrith City Council's Development Control Plan.

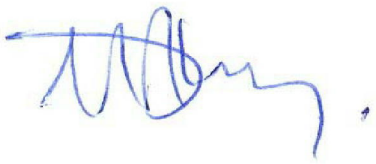
Comment

Tables 1, **2** and **3** certify that the site access, internal circulation, parking and servicing areas suitably comply with AS2890.1:2004, AS2890.2:2002 and AS2890.6:2009 respectively.

Section C10 of Penrith City Council's Development Control Plan relating to Transport Access & Parking refer to these Australian Standards with respect to the relevant development components. Accordingly, no further assessment / certification is required or provided in this regard.

Submitted for your consideration.

Yours sincerely,



Morgan Stanbury
Director
Traffic Engineer