TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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director: Graham Pindar
acn: 065132961
abn: 66065132961

Reference: 19.025r02v01

30 April 2020

Fresh Hope Care
C/- McKees Legal Solutions
Suite G18 / 25 Solent Circuit
BAULKHAM HILLS BC
PO Box 7909

Attention: Joanne McIntosh

Re: 154-162 Stafford Street, Penrith
Proposed Independent Living Development
Traffic Impact Statement

Dear Joanne,

TRAFFIX has been commissioned to assess the traffic impacts in support of a Development Application (DA) relating to an independent living unit (ILU) development located at 154-162 Stafford Street, Penrith. The proposed development will involve the demolishment of all existing structures and the construction of 33 ILU's for aged residents. The subject site is located within the Penrith City Council Local Government Area and has been assessed under that Council's controls in addition to the State Environmental Planning Policy (SEPP) Housing for Seniors 2004.

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The proposed development is considered to be a minor development and as such, the DA will not require referral to the Roads and Maritime Services (RMS) under the provisions of State Environmental Planning Policy (Infrastructure) 2007.

Site and Location

The subject site at 154-162 Stafford Street, Penrith is located approximately 1.5 kilometres southeast of Penrith Central Business District (CBD). More specifically, it is located on the south-eastern corner of the intersection between Stafford Street and Doonmore Street.

The site is irregular in configuration and has a total site area of 4,881m^2. It has a northern frontage of 90 metres to Stafford Street and a western boundary of 35 metres to Doonmore Street. The eastern and southern boundaries are shared with neighbouring residential developments.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should be made to the Photographic Record presented in **Attachment 1**, which provides an appreciation of the general character of roads and other key attributes within proximity of the site.

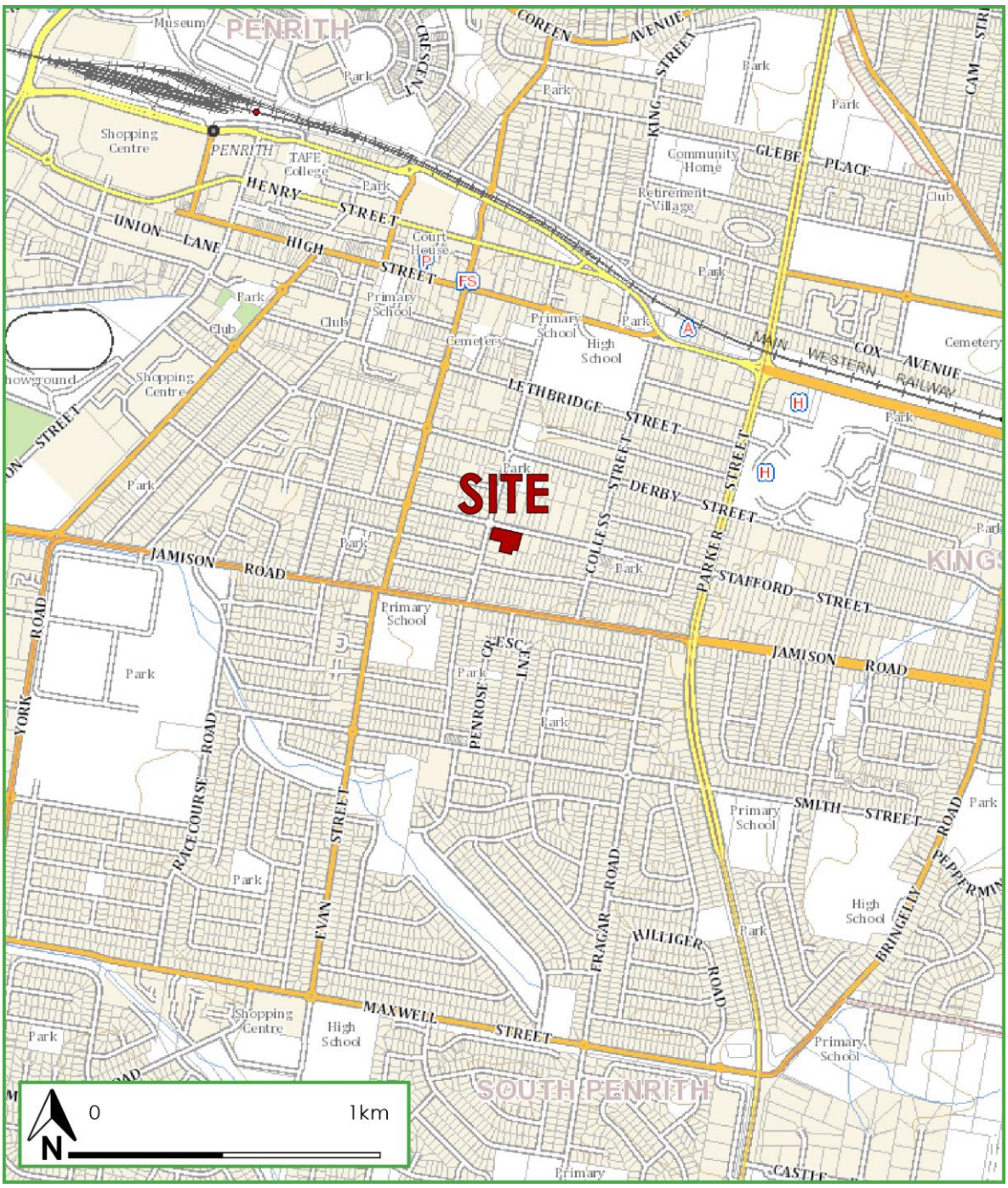


Figure 1: Location Plan

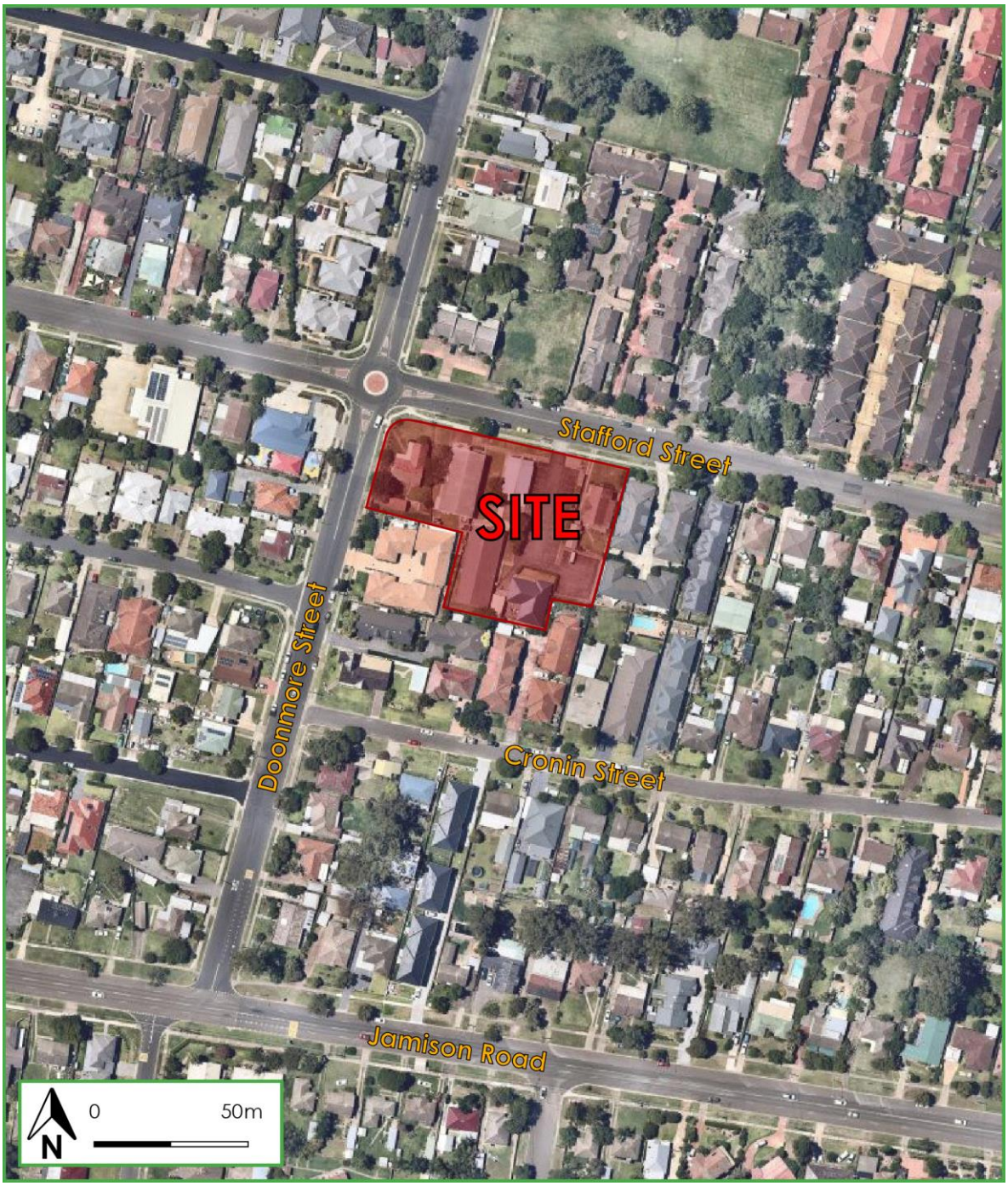


Figure 2: Site Plan

Road Hierarchy

The road hierarchy in the vicinity of the site is show in **Figure 3** with the following roads of particular interest:

- Great Western Highway: an RMS State Road (MR 5) that generally runs in an east-west direction and forms a primary link between Sydney in the east and Bathurst in the west. The Great Western Highway carries approximately 29,000 vehicles per day (vpd) and accommodates three (3) lanes of traffic in each direction within a divided carriageway. It is generally subject to a 60km/h speed zoning in the vicinity of the site. Kerbside parking is not permitted along either side of The Great Western Highway.

- Parker Street: an RMS Main Road (MR 154) that generally runs in a north-south direction between Richmond Road in the north and The Northern Road in the south. It carries approximately 41,000vpd and accommodates two to three lanes of traffic in each direction within a divided carriageway. It is generally subject to a 70km/h speed zoning in the vicinity of the site. A combination of restricted and unrestricted kerbside parking is generally permitted along both sides of Parker Street.

- Jamison Road: an unclassified Regional Road (RR7290) that runs in an east-west direction between Bringelly Road in the east and Tench Avenue in the west. Jamison Road accommodates two (2) lanes of traffic in each direction and is subject to a 60km/hr speed zoning. A combination of restricted and unrestricted kerbside parking is generally permitted along both sides of Jamison Road.

- Stafford Street: a local road that generally runs in an east-west direction between Parker Street in the east and Woodriff Street in the west and connects to Doonmore Street via a roundabout in the vicinity of the site. Stafford Street accommodates a single lane of traffic in in either direction and is subject to a 50km/h speed zoning. Unrestricted parallel kerbside parking is generally permitted along both sides of Stafford Street.

It can be seen from **Figure 3** Stafford Street is well connected to the arterial road network, enabling traffic from the site to be efficiently distributed to the wider network.

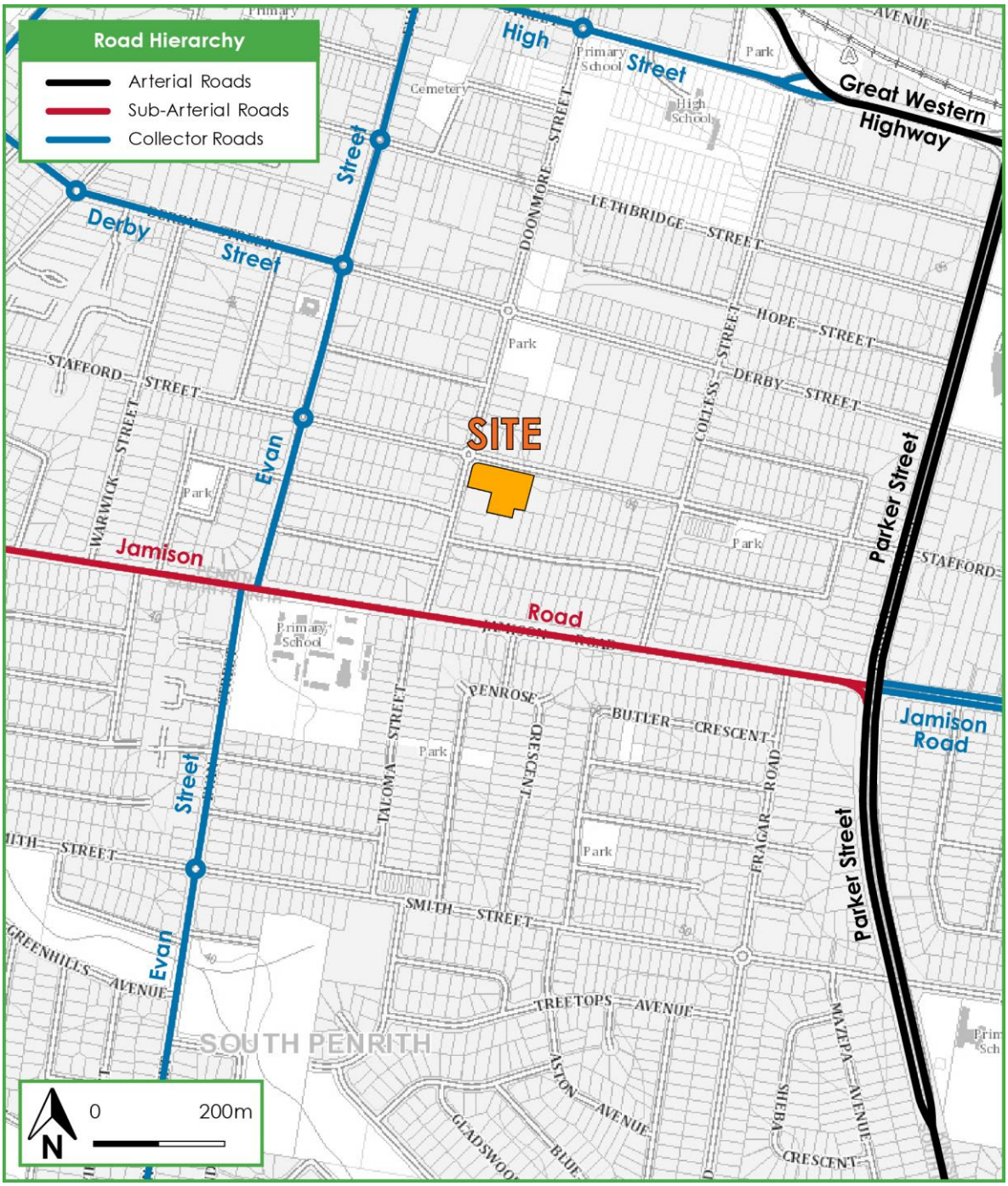


Figure 3: Road Hierarchy

Public Transport

The subject site is within optimal walking distance of several bus services operating in the locality. There are 15 bus stops within 400 metres of the site. These bus services are presented in **Figure 4** and are summarised as follows:

- 770 – Mount Druitt to Penrith
- 774 – Mount Druitt to Penrith
- 775 – Mount Druitt to Penrith
- 776 – Mount Druitt to Penrith
- 789 – Luddenham to Penrith
- 791 – Penrith to Jamisontown (Loop Service)
- 794 – Glenmore Park to Penrith

The bus service frequencies are shown in **Table 1** below:

Table 1: Bus Frequencies

Bus No.	Monday to Fridays	Saturday	Sunday and Public Holidays
770	Every 30 minutes	Every 1 hour	Every 1 hour
774	Every 30 minutes	Every 1 hour	Every 1 hour
775	Every 30 minutes	Every 1 hour	Every 1 hour
776	Every 30 minutes	Every 1 hour	Every 1 hour
789	Limited to 2 services	-	-
791	Every 15-30 minutes	Every 30 minutes	Every 1 hour
794	Every 1 hour	Every 1 hour	Every 1 hour

It is evident the subject site is well connected by these bus services, which are convenient and within walking distance of the subject site and provide regular services to Penrith and Mount Druitt centres.

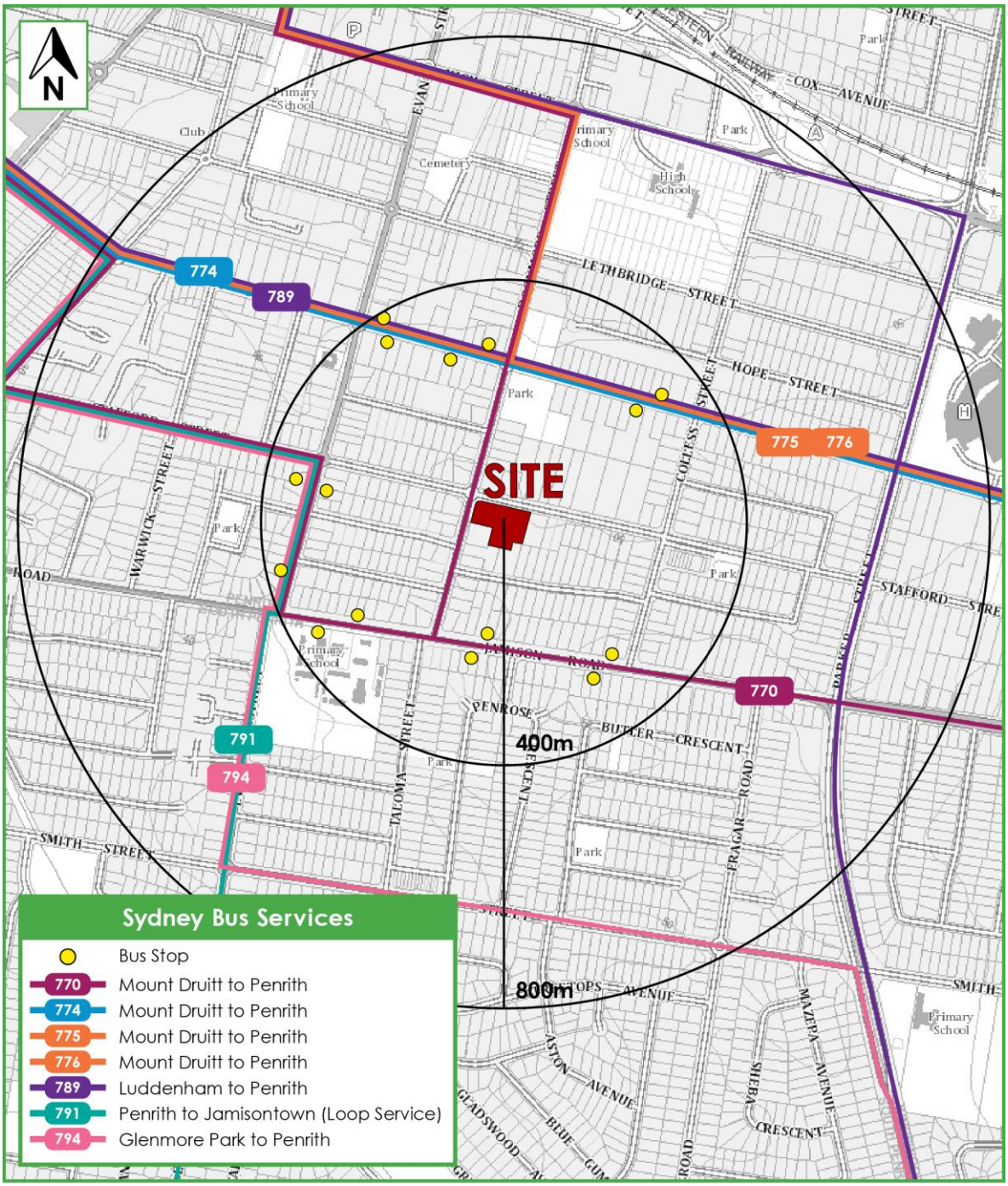


Figure 4: Public Transport

Description of Proposed Development

A full description of the proposed development can be found in the SEE, prepared separately. In summary, the development for which approval is now sought comprises the following components:

- Construction of 33 Independent Living Units comprising:
  - 4 x one-bedroom dwellings,
  - 29 x two-bedroom dwellings; and
- Provision of 35 car parking spaces on the ground level comprising:
  - 33 x resident car parking spaces (includes eight (8) accessible spaces)
  - 2 x staff car parking spaces.
- Provision of an ambulance standing area within the porte-cochere, adjacent to the pedestrian entrance to the development.

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 2**.

Parking Requirements

Car Parking

The Penrith Development Control Plan 2014 (DCP) does not reference a parking requirement for ILUs'. It is noted however that Chapter 3, Part 7, Division 4, Clause 50 of the SEPP (Seniors) 2004 states the following:

> *"50 Standards that cannot be used to refuse development consent for self-contained dwellings:*
>
> *A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a self-contained dwelling (including in-fill self-care housing and serviced self-care housing) on any of the following grounds*
>
> *(h) parking: if at least the following is provided:*
>
> *(i) 0.5 car spaces for each bedroom where the development application is made by a person other than a social housing provider, or*
>
> *(ii) 1 car space for each 5 dwellings where the development application is made by, or is made by a person jointly with, a social housing provider."*

Following the direction provided by the SEPP and noting the provider is a social housing provider, the proposal could not be refused on the grounds of parking should a minimum of seven (7) spaces be provided. The parking requirements and provision is summarised in **Table 2** below:

Table 2 – SEPP Car Parking Rate and Provisions

Type	Number of Dwellings	SEPP Car Parking Rate	Minimum Parking Required	Parking Provided
ILU	33	1 space per 5 dwellings	6.6 (7)	35

It can be seen the proposed parking provision exceeds the minimum parking requirement outlined in SEPP (Seniors) by 28 parking spaces, thereby ensuring that all parking demands are comfortably accommodated on site.

It is noted there is no requirement in the SEPP for additional visitor parking or an Ambulance Bay at an ILU development, in contrast to the SEPP requirement for visitor parking and an Ambulance Bay at a Residential Care Facility (a separate land use category under the SEPP). Notwithstanding, an ambulance waiting area is provided within the undercover porte-cochere, immediately adjacent to the entry lobby of Building B, thereby exceeding the requirements of SEPP (Seniors) 2004 and optimising accessibility for an ambulance vehicle. Hence the proposed parking provision is considered satisfactory.

Accessible Parking

The Penrith DCP requires the provision of car parking spaces catering for the needs of drivers with a disability to be provided in accordance with the Building Code of Australia (BCA) AS1428. In accordance with the BCA, the development is classified as a Class 3 Building, being "*accommodation for the aged, children or people with disabilities; or a residential part of a health-care building which accommodates members of staff; or a residential part of a detention centre*".

Accordingly, the development is required to provide one (1) accessible space for every 100 car parking spaces or part thereof and is therefore required to provide a minimum of a single accessible parking space in accordance with Council's DCP.

However, in accordance with Item 5, Schedule 3 of SEPP (Housing for Seniors or People with a Disability) (2004,), car parking spaces must also comply with the requirements for parking for persons with a disability set out in AS 2890. Therefore, a minimum of seven (7) accessible parking spaces are required in accordance with SEPP (Seniors) 2004. In response, the development provides eight (8) accessible parking spaces, designed in accordance with AS2890.6 (2009) thereby exceeding Council's minimum requirement and is considered acceptable.

Servicing and Refuse Collection

All refuse collection is to be accommodated onsite using a 6.4m Mini Wise private waste collection vehicle. A dedicated loading bay is provided within the ground floor carpark, adjacent to the waste room, ensuring that all waste collection is conducted within the site thereby minimising impacts to local streets and amenity. A swept path analysis has been conducted using a 6.4m Mini Wise vehicle demonstrating that entry and exit movements to and from the dedicated loading bay can be conducted satisfactorily. Reference should be made to the swept path analysis provided in **Attachment 3.**

Traffic Generation

The RMS Technical Direction TDT 2013/4a provides traffic generation rates for seniors housing, however it states that the '*site peak hour does not generally coincide with the network peak hour*'. This is to be expected when considering an independent living unit whose residents have predominantly left full time employment and are no longer required to travel during peak commuter hours.

Appendix C2 of the Technical Direction provides a rate for PM trips per unit for five sites in the Sydney Metropolitan region. The average trip generation in the PM for these five sites was 0.18 trips per unit, whilst the AM peak is described as being outside of survey periods.

However, in order to assess a rate for the AM peak a rate of 0.1 trips (approximately 50% of the PM peak) has been applied to ensure a conservative assessment.

The application of these rates to the proposed 33 Independent Living Units results in the following traffic generation:

- 3 vehicle trips per hour during the AM peak period (0 in, 3 out)
- 6 vehicle trips per hour during the PM peak period (5 in, 1 out)

This anticipated traffic generation is considered negligible and represents approximately one trip every 20 minutes in the AM peak and one trip every 10 minutes in the PM peak. Once distributed across all directions and intersections it will have no noticeable impact on the local and surrounding road network.

Access and Internal Design

Access

The proposed development incorporates a total of 35 car parking spaces with access from Stafford Street (local road). In accordance with AS 2890.1 (2004), the proposed development requires a 'Category 1' combined access driveway being a minimum width of 3.0m or separated entry and driveways of minimum width 3.0m. In response, the development provides separated one-way entry and one-way exit access driveway each of minimum width 3.0m in compliance with AS2890.1 (2004). The separation of the entry and access driveways allows for the provision of a porte-cochere which accommodates an ambulance waiting area whereby a B99 vehicle is able to pass an ambulance waiting in the porte-cochere and is considered satisfactory. Reference should be made to the swept path analysis provided in **Attachment 3.**

Internal Design

The basement level car park generally complies with the requirements of AS 2890.1 (2004), AS 2890.2 (2018) and AS 2890.6 (2009), with the following characteristics noteworthy:

- Item 5, Schedule 3 from SEPP (Housing for Seniors or People with a Disability) (2004) provides the following design requirements for car parking spaces, garages and carports for Seniors Living developments:
    - Car parking spaces must comply with the requirements for parking for persons with a disability set out in AS 2890, and
    - 5% of the total number of car parking spaces (or at least one space if there are fewer than 20 spaces) must be designed to enable the width of the spaces to be increased to 3.8 metres, and
    - Any garage must have a power-operated roller door, or there must be a power point and an area for motor or control rods to enable a power-operated door to be installed at a later date.

  It is acknowledged these requirements contradict the current provisions of AS2890.6 with the following matters considered noteworthy:

- AS2890 is referenced and at the time of when SEPP 2004 was developed this refers to the disabled access arrangements found in Clause 2.4.5 and Appendix C of AS2890.1 (1993). The design

requirements under the SEPP were for resident spaces to be a width of 3.2 metres, with this design meeting the requirement of AS2890.1 (1993) for an accessible space;

- A 'shared area', as required of AS2890.6 (2009), is not required under the SEPP when applying the disabled space design referenced in AS2890.1 (1993).

The proposed development is required to provide a minimum of seven (7) parking spaces in total. In response, eight (8) accessible parking spaces have been provided in accordance with the minimum requirements of AS2890.6 (2009) being a standard user class 1A parking space of dimensions 2.4m x 5.4m with an adjacent shared zone of same dimensions. Therefore, the minimum parking requirements of both AS2890.6(2009) and SEPP (Seniors Housing) are met and is considered acceptable. Reference should also be made to the accessibility consultants report provided separately in this regard.

Other aspects of the design considered noteworthy are as follows:

- All spaces adjacent to obstructions greater than 150mm in height are to be provided with an additional width of 300mm.
- All blind aisles have been extended by a minimum of 1.0 metre beyond the last car parking space.
- A minimum clear head height clearance of 2.2 metres is to be provided for all areas within the ground floor car park as required by AS2890.1 (2004). It is noted that a private 'mini' waste collector has been nominated to conduct waste collection from the ground floor car park and requires a minimum head height clearance of 2.2m. Reference should be made to the 'mini' waste vehicle specifications provided in **Attachment 4.**
- A minimum clear head height of 2.5 metres is to be provided above all accessible spaces in accordance with AS2890.6 (2009).
- A minimum clear head height of 3.5 metres is to be provided above all areas traversed by the ambulance in accordance with the ambulance vehicle specification guidelines provided in **Attachment 5.**
- All columns are located outside of the parking space design envelope as shown in Figure 5.2 of AS 2890.1 (2004).
- The ramp has been designed with a maximum grade of 15.3% (1:6.5) and appropriate grade transitions provided to prevent underside and overhead vehicle scraping. The summit grade has a maximum gradient of 12.5% (1:8) over four (4) metres of travel and the sag grade has a maximum gradient of 15% (1:6.7) over four (4) metres of travel. These provisions satisfy the requirements of AS2890.2 (2018).
- Appropriate visual splays have been provided at the property boundary of the egress access driveway in accordance with the requirements of Figure 3.3 of AS2890.1.

In summary, the internal configuration of the parking modules has been designed in accordance with AS 2890.1 (2004), AS 2890.2 (2018) and AS2890.6 (2009) and the requirements of SEPP (2004). It is however envisaged that a condition of consent would be imposed requiring compliance with these standards. As such, any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

Conclusion

On the basis of the above, the proposed ILU development at 154-162 Stafford Street, Penrith in our view is considered supportable.

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 Council officers prior to any determination being made.

Yours faithfully,

Traffix

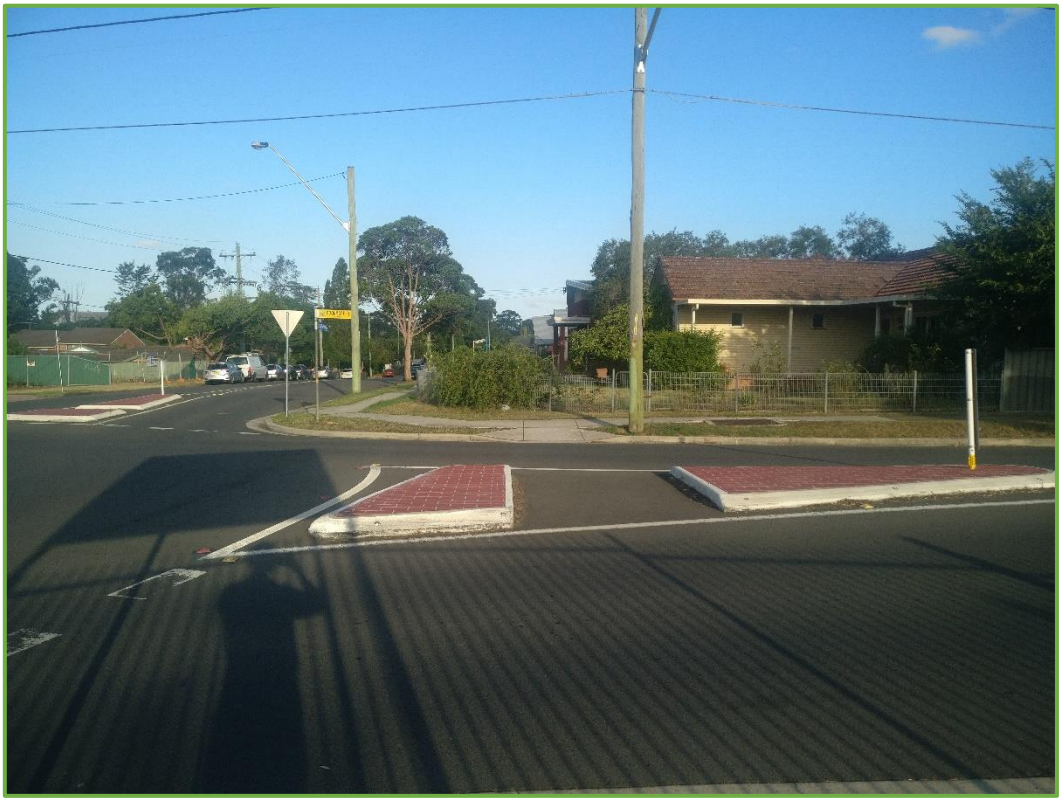
Justin Pindar
Traffic Engineer

Encl: Attachment 1 – Photographic Record
Attachment 2 – Reduced Plans
Attachment 3 – Swept Path Analysis
Attachment 4 – Mini Waste Collection Vehicle Specifications
Attachment 5 – NSW Ambulance Vehicle Specifications

ATTACHMENT 1

Photographic Records

Site Access and Frontage, 156 and 158 Stafford Street



Site Frontage, Doonmore Street

Intersection, Stafford Street and Doonmore Street

ATTACHMENT 2

Reduced Plans

LEVEL 0
1:200

N

NOTES
1. NEVER scale off drawings, use figured dimensions only.

2. Verify all dimensions on site prior to commencement & report discrepancies to the architect.

3. Drawings describe scope of works and general set out. These drawings are not shop drawings.

SELECTIONS LEGEND

REFER TO SELECTIONS SCHEDULE FOR FURTHER DETAIL

0 5 10
PAPER SIZE: A1
1:200 | 1:100
1:50 | 1:25

VERSION
FOR DA
REV A 30/04/2020

DOCUMENT
LEVEL 0 (GROUND)

STAGE
DEVELOPMENT APPLICATION

PROJECT
PENRITH INDEPENDENT LIVING
154 Stafford Street
Penrith

CLIENT **FRESH HOPE**

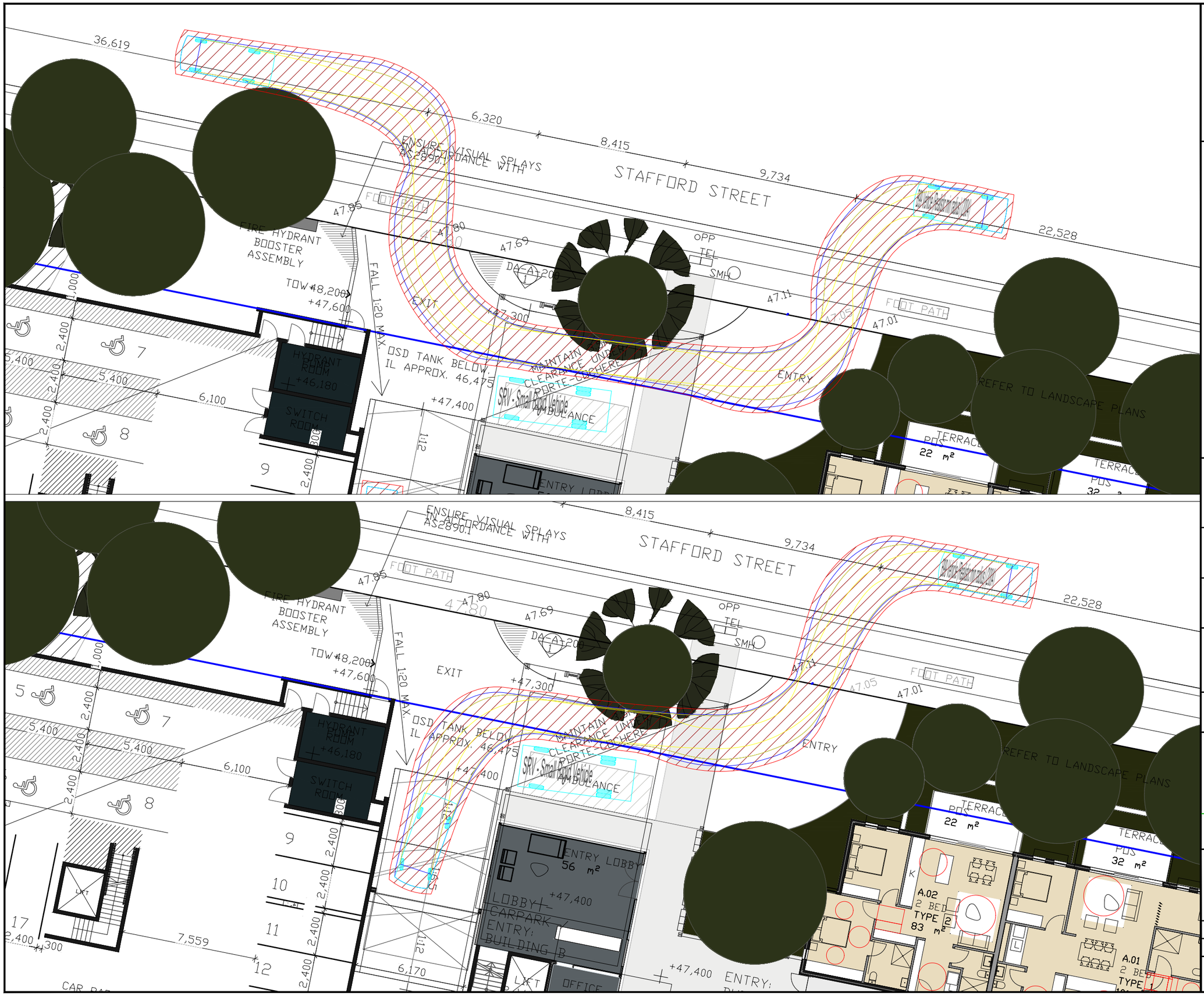
ARCHITECTURE URBAN PLANNING
M1/147 McEvoy St Alexandria NSW 2015
P 02 9516 2022 **E** email@smithtzannes.com.au
smithtzannes.com.au
Nominated Architect: Peter Smith (Reg 7024)

SMITH & TZANNES

19_086 DA-A-100

ATTACHMENT 3

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Churches of Christ Community Centre
PO Box 3561
Rhodes NSW 2138

Scale / Plan Orientation

0 2 4 6 8m
1:200 @ A3

Project Description
125-162 Stafford Street
Penrith NSW 2740

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT Planners
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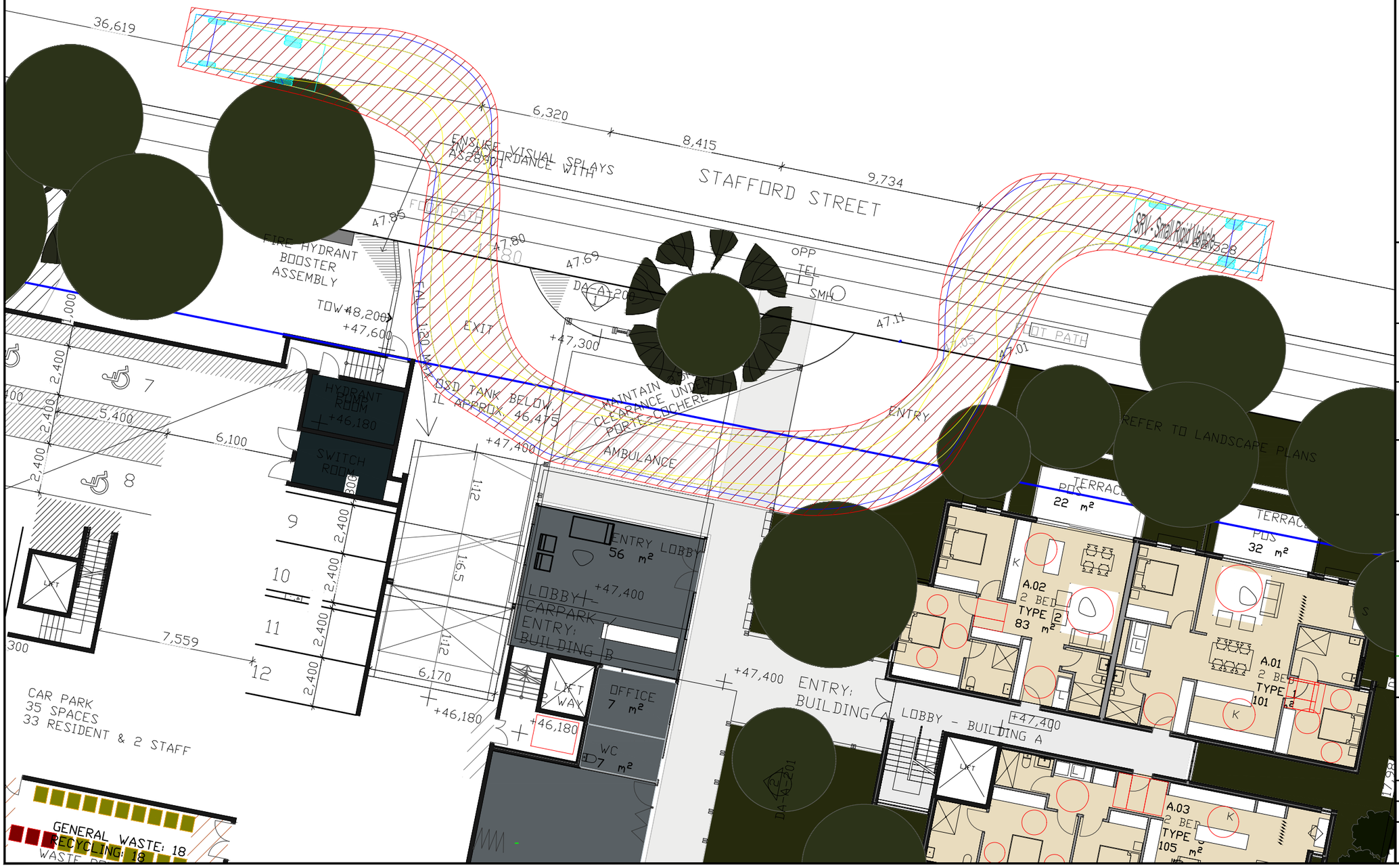
Drawing Title
Swept Path Analysis
B99 Design Vehicle passing 6.4m SRV (Ambulance)
Ground Floor
Access Entry & Exit Movements
Top: Entry & Exit Bottom: Entry to Car park

Drawn:	Checked:	Date:
JP	GP	30-04-2020

19.025d03v07 TRAFFIX [200428 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.025	DA	TX.01	A



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Rev.	Revision Note	By.	Date

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

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PO Box 3561
Rhodes NSW 2138

Scale / Plan Orientation
0 2 4 6 8m
1:200 @ A3

Project Description
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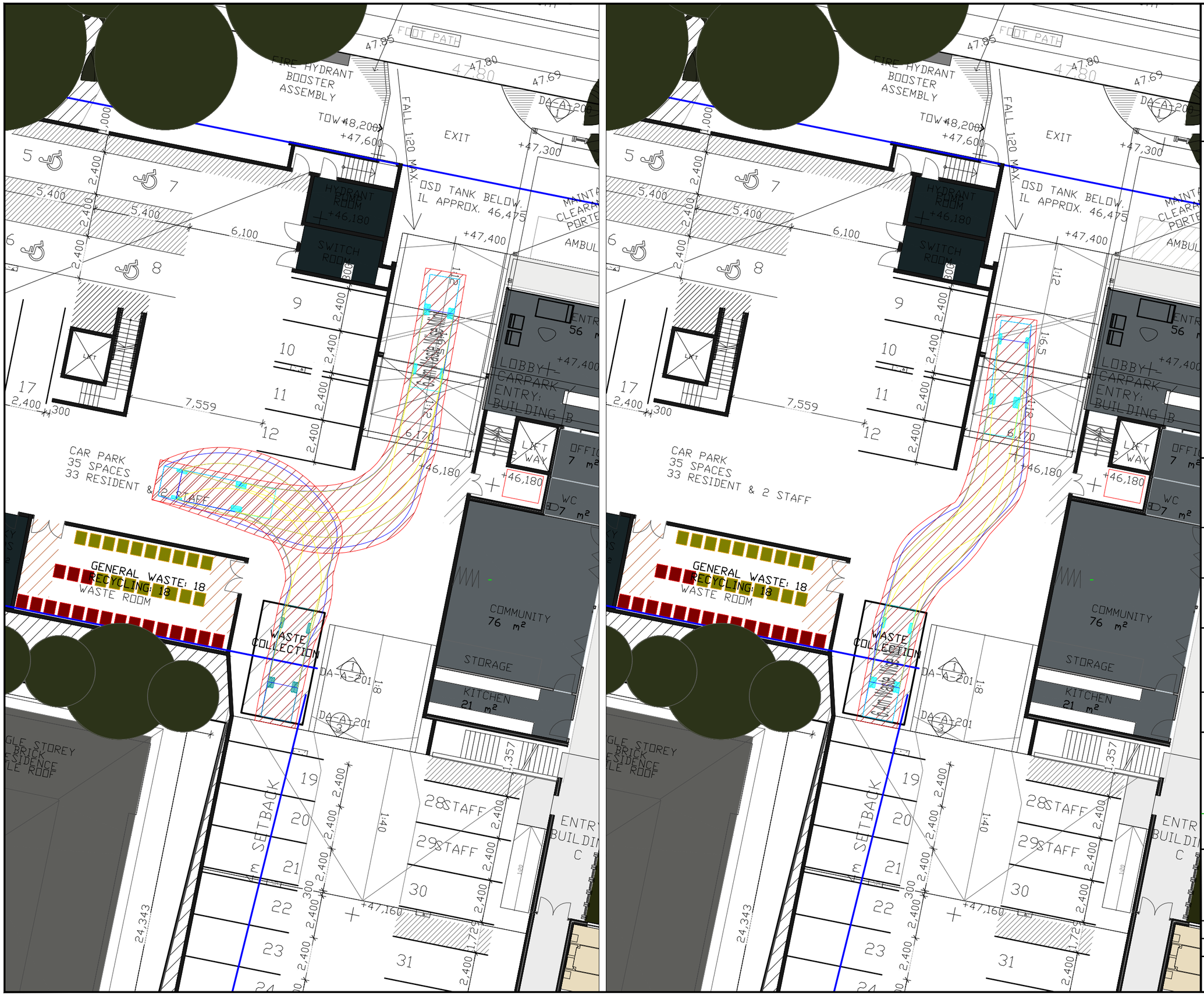
Drawing Title
Swept Path Analysis
6.4m SRV (Ambulance)
Ground Floor
Access Entry & Exit Movements

Drawn:	Checked:	Date:
JP	GP	30-04-2020

19.025d03v07 TRAFFIX [200428 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.025	DA	TX.02	A



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Rev.	Revision Note	By.	Date

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

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Churches of Christ Community Centre
PO Box 3561
Rhodes NSW 2138

Scale / Plan Orientation

0 2 4 6 8m
1:200 @ A3

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125-162 Stafford Street
Penrith NSW 2740

Drawing Prepared By

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Strawberry Hills, NSW 2012
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f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title
Swept Path Analysis
6.4m Mini Wise Waste Collection Vehicle
Ground Floor
Loading Bay Entry & Exit Movements
Left: Reverse Entry Right: Forward Exit

Drawn:	Checked:	Date:
JP	GP	30-04-2020

19.025d03v07 TRAFFIX [200428 Plans] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
19.025	DA	TX.03	A

ATTACHMENT 4

Mini Waste Collection Vehicle Specifications

WASTEWISE environmental®

Introducing the

WASTE WISE MINI

REAR LOADER

Waste Wise Environmental introduced the first MINI rear loader vehicle into Australia in September 2011.

The success of the MINI rear loader has been well documented over the first 12 months of service. The ability to manoeuvre in confined areas within basement car parks, where bin rooms are located, and laneways where other vehicles find difficulty in reversing is unique, but achievable for this compact unit.

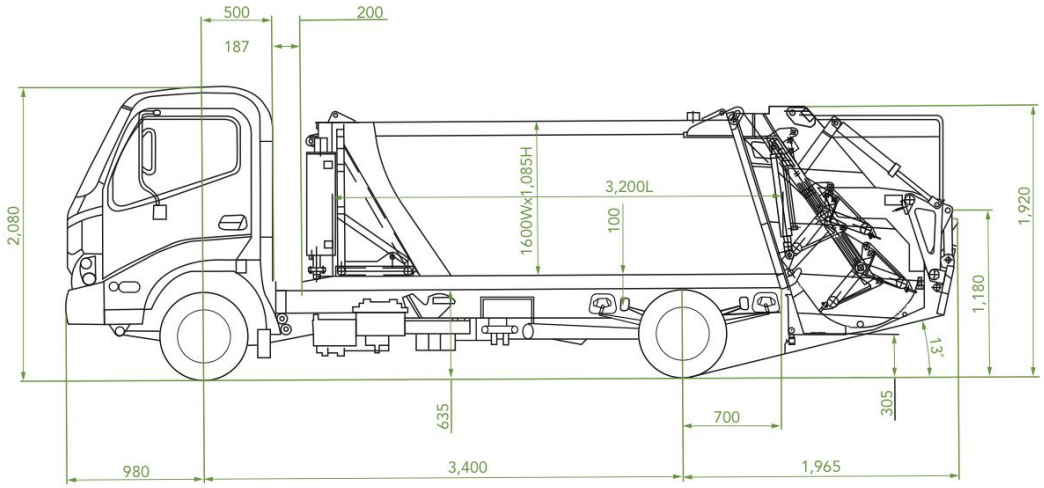
With an overall height of just 2.08 metres and length of 6.40 metres, this vehicle can enter most car parks, going down three (3) basement levels or climbing up eight (8) car park levels to empty MGB 240 litre & MGB 660 litre bins within its own height capacity.

MGB 1100 litre bins will be lifted higher than the vehicle and generally find a spot within the complex to do so.

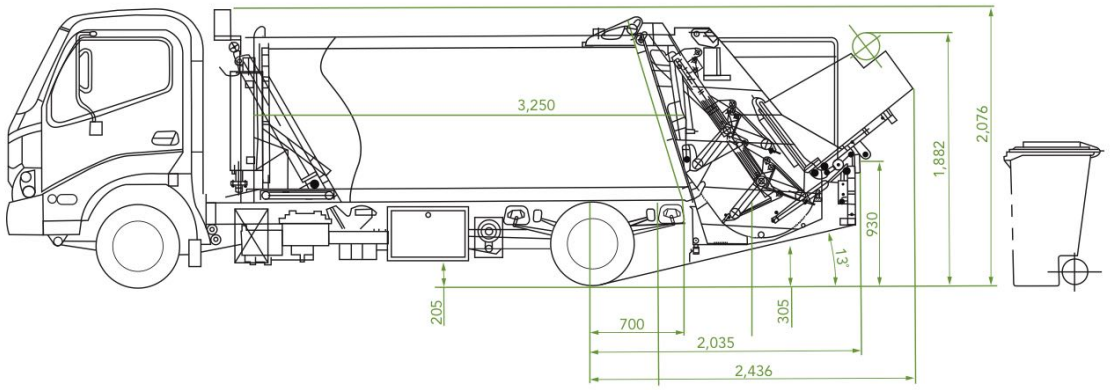
The MINI rear loader is valuable to all: architects, developers, owners corporations (space saving and cost saving) and councils (no bins at kerbside affecting the streetscape).

The Waste Wise Environmental fleet of MINI'S has successfully demonstrated its ability as the most valuable & versatile MINI rear loader on the road today. Not only in confined areas, but also under standard rear loader conditions at street level.

Vehicle Dimensions



Truck Bin Lift Capabilities



PO Box 117 Reservoir VIC 3073
T 03 9359 1555 **F** 03 9359 2544
info@wastewise.com.au
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WASTEWISE® environmental

1300 550 408

ATTACHMENT 5

NSW Ambulance Vehicle Specifications

NSW Ambulance

Vehicle and Stretcher Dimensions as at 01/04/2015

Vehicle Dimensions (includes external mirrors)

2WD – Mercedes Benz Sprinter/ Crafter
Height: 2630mm (including aerial)
Width: 2380mm
Length: 6025mm
Tare Weight 2840
GVN 3880
Turning circle: 15.3m

4WD – Mercedes Benz Sprinter
Height: 2720mm (including aerial)
Width: 2350mm
Length: 5770mm
Tare Weight 2840
GVN 3550
Turning circle: 15.3m

VW - T5
Height: 2400mm (including aerial)
Length 5430mm
Width: 2310mm
Tare Weight 1950
GVN 3200
Turning circle: 12.9m

Landcruiser
Height: 2440mm (includes stokes litter)
Length: 5290mm (incl rear mounted spare wheel)
Width: 1850mm
Tare Weight 2650
GVN 3300
Turning circle: 13.4m

Bariatric General
Height: 2950mm
Width: 2426mm
Length 6961mm
Tare Weight 2840
GVN 4490
Turning Circle 15.3m

Bariatric Ambulance Specialist
Height: 3200mm
Width: 2600mm
Length 7020mm
Tare Weight 2250
GVN 4490
Turning Circle 15.6m

Ford Transit MISU
Height: 2700mm
Length: 5200mm
Width: 2360mm
Tare Weight 2120
GVN 4490
Turning circle: 12.9m

Stretcher Dimensions

Stretcher Dimensions for 302
Length from tip to top
Standing – 2010mm
Standing – reduced length 1850mm
Weight - 53kg
Width - 580mm
Height
Fully standing
(ground to top of mattress) 920mm
Fully Standing with patient
(generous measurement) 1420mm
Half Height
(ground to top of mattress) 610mm
Safe Working Load 160Kg

Stretcher Dimensions for 304
Length from tip to tip
Standing – 1940mm
Standing – reduced length 1680mm
Weight - 58kg
Width 555mm
Height
Fully standing
(ground to top of mattress) 950mm
Fully Standing with patient
(generous measurement) 1450mm
Half Height
(ground to top of mattress) 570mm
Safe Working Load 160Kg

Stretcher Dimensions for 305
Length from tip to top
Standing – 1925mm
Standing – reduced length 1600mm
Weight - 54kg
Width - 547mm
Height
Fully standing
(ground to top of mattress) 950mm
Fully Standing with patient 1450mm
Half Height
(ground to top of mattress) 360mm
Safe Working Load 160Kg

Stretcher Dimensions for 306
Length from tip to top
Standing – 2050mm
Standing – reduced length 1600mm
Weight - 55kg
Width - 555mm
Height
Fully standing
(ground to top of mattress) 880mm
Fully Standing with patient 1450mm
Half Height
(ground to top of mattress) 570mm
Safe Working Load 160Kg

Stretcher Dimensions

Stretcher for Bariatric General
Length from tip to tip
Standing – 1930mm
Standing – reduced length 1680mm
Weight - 73kg
Width 590mm
Height
Fully standing
(ground to top of mattress) 1160mm
Fully Standing with patient
(generous measurement) 1550mm
Half Height
(ground to top of mattress) 390mm
Safe Working Load 300Kg

Stretcher for Bariatric Specialist
Length from tip to top
Standing – 2000mm
Standing – reduced length 1690mm
Weight - 128Kg
Width - 750mm
Height
Fully standing
(ground to top of mattress) 1140mm
Fully Standing with patient
(generous measurement) 1620mm
Half Height
(ground to top of mattress) 380mm
Safe Working Load 500Kg

Stretcher - Stryker Power Pro XT
Length from tip to tip
Standing – 2060 mm
Standing – reduced length 1600mm
Weight Basic - 67.5kg
Weight All Accessories - 75kg
Width 580mm
Height
Fully Standing with patient
(ground to top of mattress) up to 930mm
Lowest Height Height
(ground to top of mattress) 400 mm
Safe Working Load 318Kg

Bariatric DHS Ambulance W/Chair
Height: 1010mm
Width: 820mm
Length 1200mm
Safe Working Load 295Kg