



11 August, 2020

Penrith City Council
PO Box 60
Penrith
NSW 2571

Attention: Lauren Van Etten, Environmental Planner

Dear Madam,

PASSENGER VEHICLE MANOEUVRING & PARKING SERVICING
PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT
8 LINKSVIEW AVENUE, PENRITH

Reference is made to your correspondence dated 22 July, 2020 to Glenstone Group Pty. Ltd. requesting additional information in relation to the abovementioned seniors living development at 8 Linksview Avenue, Penrith.

Stanbury Traffic Planning prepared a passenger vehicle manoeuvring assessment dated 28 May 2020 in support of the subject development application.

Following receipt of your correspondence, a number of minor alterations have been made to the development application plans, which are detailed within amended architectural plans prepared by Integrated Design Group, copies of which are submitted under separate cover. These alterations do not impact the originally assessed site access and internal circulation arrangements addressed within our submission dated 28 May 2020. Notwithstanding this, to ensure consistency, the originally submitted swept path plans have been amended to utilise the updated architectural plans as a base, copies of which are attached to this correspondence as **Appendix 1**.

This Practice has been retained by the applicant to address Item 12 of your letter relating to visitor parking, as follows:

12. *It is noted that no visitor parking is proposed. On-street parking can be relied upon for visitors in this instance if the above requests can be incorporated and if your traffic report can address this matter without adverse consequences upon the road network.*

Comment

It is acknowledged that the parking provision for this site does not include a visitor parking space. However, allocating a separate parking space for the use of visitor parking is not physically possible within this site. In reference to the provided architectural plans, the only possible space within the site with the capacity for visitor parking would be in the north-eastern corner adjoining the internal access roadway. The presence of a ramp with a 12.5% grade provided for access onto the site from the driveway however prevents this area from being a viable option for visitor parking due to AS2890.1:2004 stating the maximum grade allowable for a parking space is 5%.

Notwithstanding the above, reference is made to State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004, which provides state-wide relevant parking requirements for self-contained seniors living dwellings. Clause (50)(h)(i) of the Senior Living SEPP states the following with respect to car parking:

50. Standards that cannot be used to refuse development consent for self-contained dwellings

A consent authority must not refuse consent to development applications 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.*

The subject development is not made by a social housing provider, therefore the following parking rates from Clause 14(2)(a)(ii) apply:

$(10 \times 0.5) = 5$ spaces

State Environmental Planning Policy (Housing for Seniors or People with a Disability) states no requirement for the presence of visitor parking to be provided. Therefore, as the proposed development provides five on-site parking spaces and is in accordance with the requirements of the SEPP, Council (being the consent authority) cannot refuse consent of the development on the grounds of car parking.

In any case, in the event that the proposed development generates a minor extent of additional on-street parking demand associated with visitors (most likely to be limited to an occasional single vehicle), the following is stated:

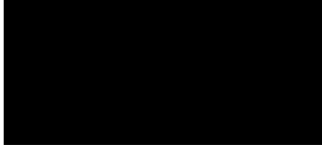
- The considerable frontage of the site facilitates a capacity for the following:
 - Up to five casually parked visitor vehicles in a parallel arrangement along the southern kerb alignment of Fairways Avenue, immediately adjacent to the subject site; and
 - Up to four casually parked visitor vehicles in a parallel arrangement along the western kerb alignment of Linksview Avenue (three to the south of the development driveway and one to the north), immediately adjacent to the site.
- Recent observations have indicated that demand for kerb-side parking is low within the immediate vicinity of the site is low, indicating that there is ample capacity within Fairways Avenue and Linksview Avenue to a minor level of accommodate additional parking demand.

In consideration of the above, it is not anticipated that the proposed development will result in any unreasonable impacts on surrounding residential amenity or public road safety and efficiency.

It would be appreciated if Council could consider the additional information contained within and attached to this correspondence to assist in its ongoing assessment of the subject development application.

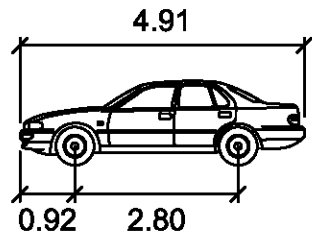
Submitted for your consideration.

Yours sincerely,



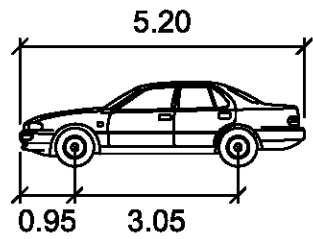
Morgan Stanbury
Director
Traffic Engineer

APPENDIX 1



B85

Width : 1.87 meters
 Track : 1.77
 Lock to Lock Time : 6.0
 Steering Angle : 34.1

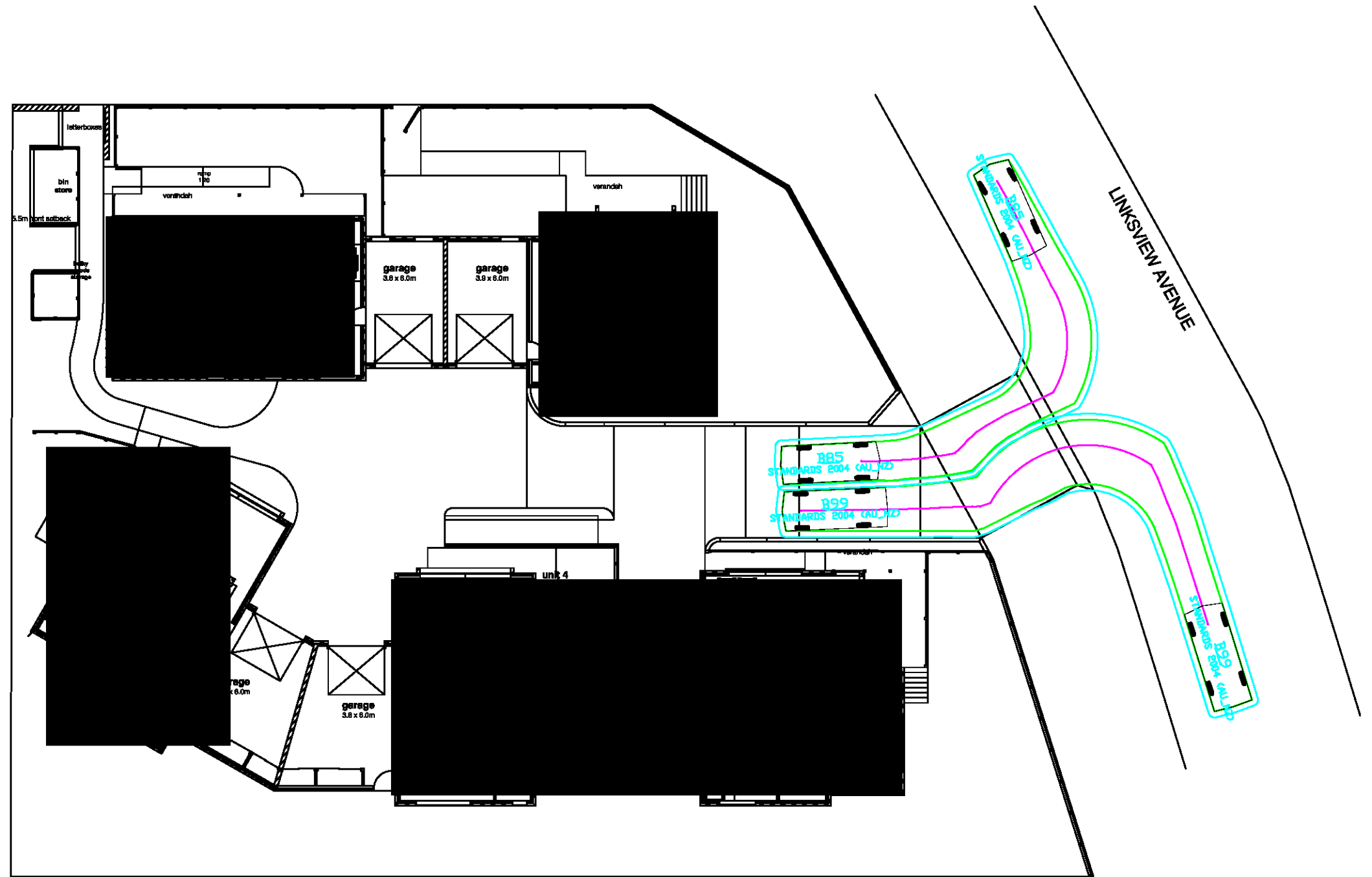


B99

Width : 1.94 meters
 Track : 1.84
 Lock to Lock Time : 6.0
 Steering Angle : 33.9

LEGEND

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)



STANBURY TRAFFIC PLANNING
 ADDRESS: 302/166 GLEBE POINT RD, GLEBE
 PH: (02) 8971 8314
 MOB: 0410 561 848
 EMAIL: info@stanburytraffic.com.au
 WEBSITE: www.stanburytraffic.com.au

NOTES:
 1. THIS PLAN IS BASED ON ARCHITECTURAL PLANS PREPARED BY INTEGRATED DESIGN GROUP.
 2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 10 IN CONJUNCTION WITH B99 & B85 PASSENGER VEHICLE MANOEUVRING SPECIFICATIONS IN ACCORDANCE WITH THE AUSTRALIAN STANDARD FOR PARKING FACILITIES PART 1: OFF-STREET CAR PARKING (AS2890.1:2004).

STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 SITE INGRESS / EGRESS MOVEMENTS
 PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT
 8 LINKSVIEW AVENUE, LEONAY

SCALE: 1:250 AT A3

FILE: 20-102

DATE: 11/08/2020

SUPERSEDES SHEET/ISSUE -

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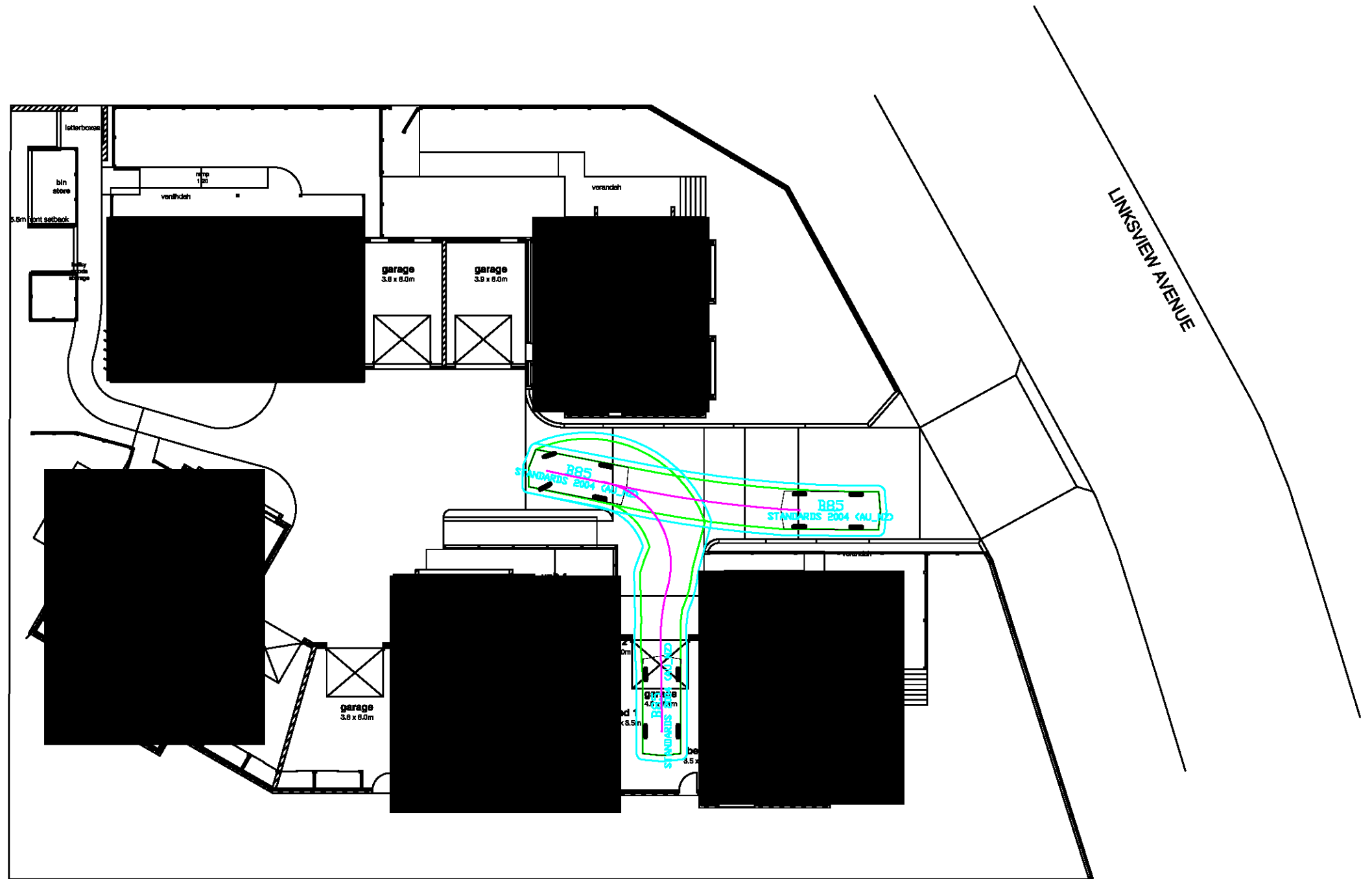
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B85

Width : 1.87 meters
 Track : 1.77
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 Steering Angle : 34.1

LEGEND

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)



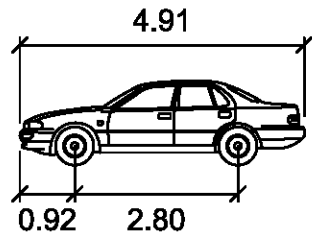
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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 UNIT 3 GARAGE SPACE INGRESS MOVEMENT
 PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT
 8 LINKSVIEW AVENUE, LEONAY

SCALE: 1:250 AT A3	ISSUE
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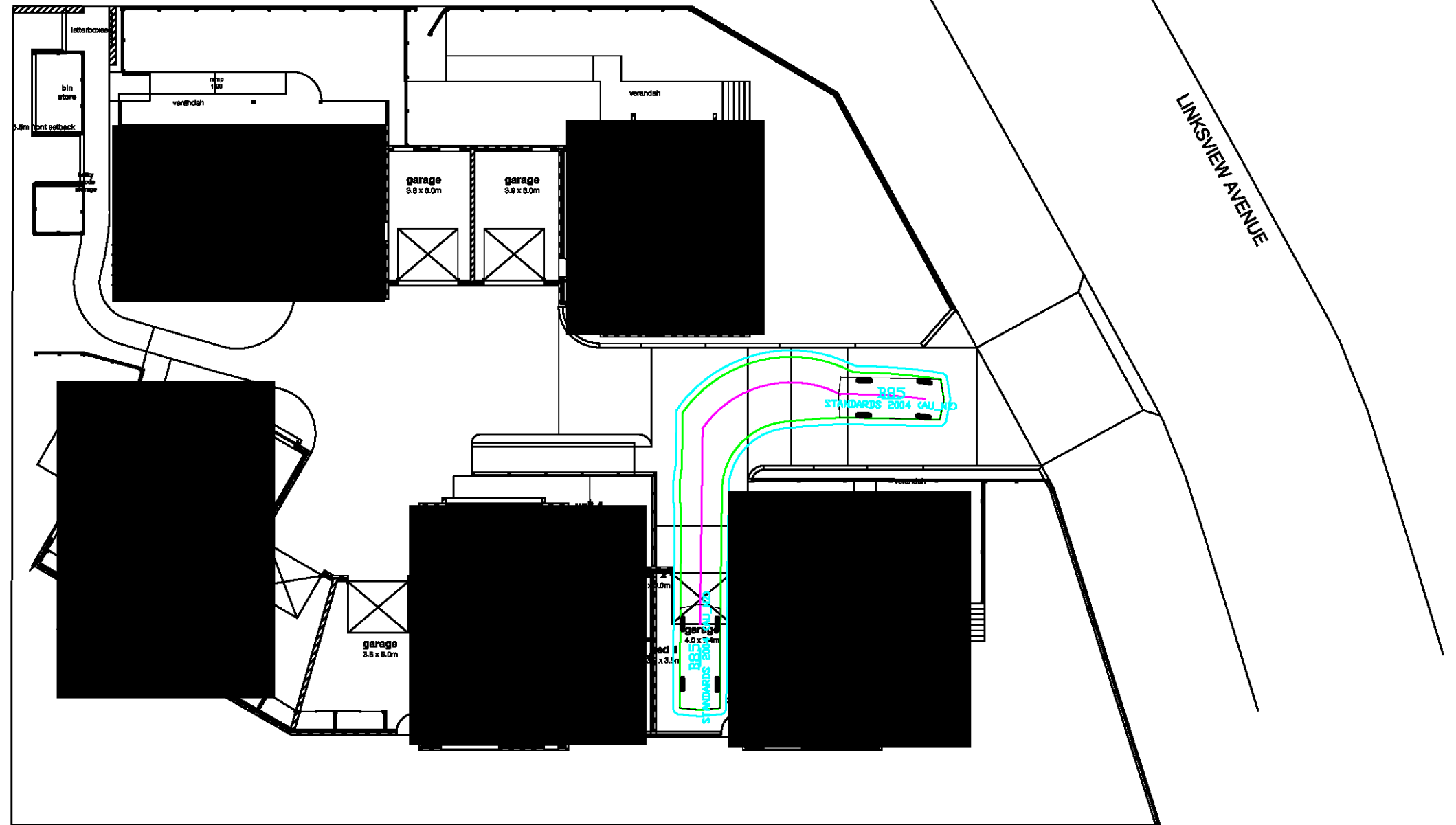


B85

	meters
Width	: 1.87
Track	: 1.77
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LEGEND

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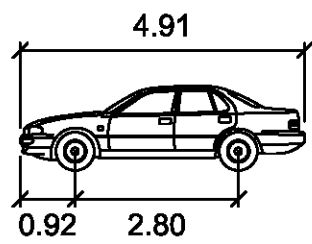


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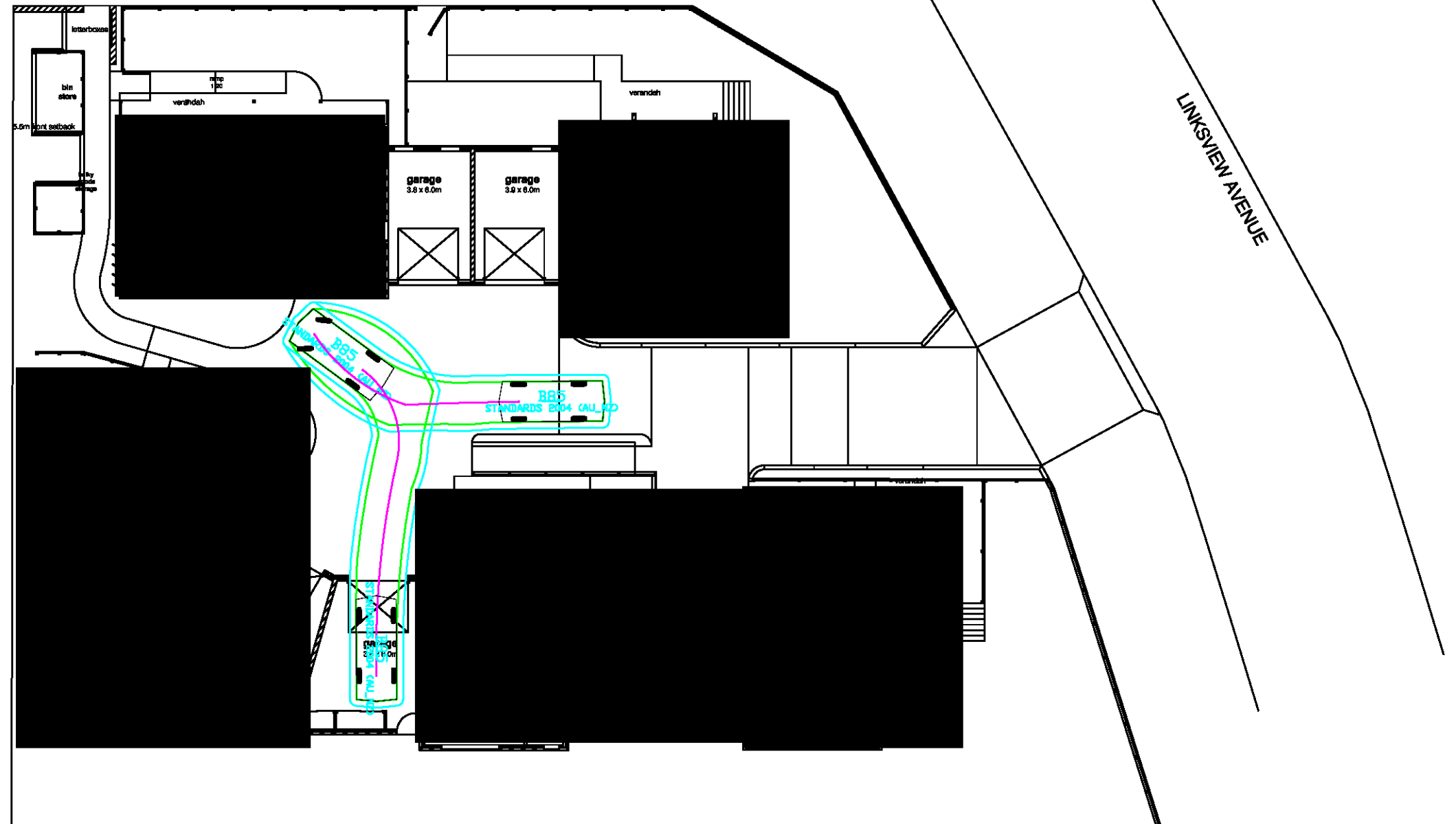


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	meters
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 UNIT 4 GARAGE SPACE INGRESS MOVEMENT
 PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT
 8 LINKSVIEW AVENUE, LEONAY

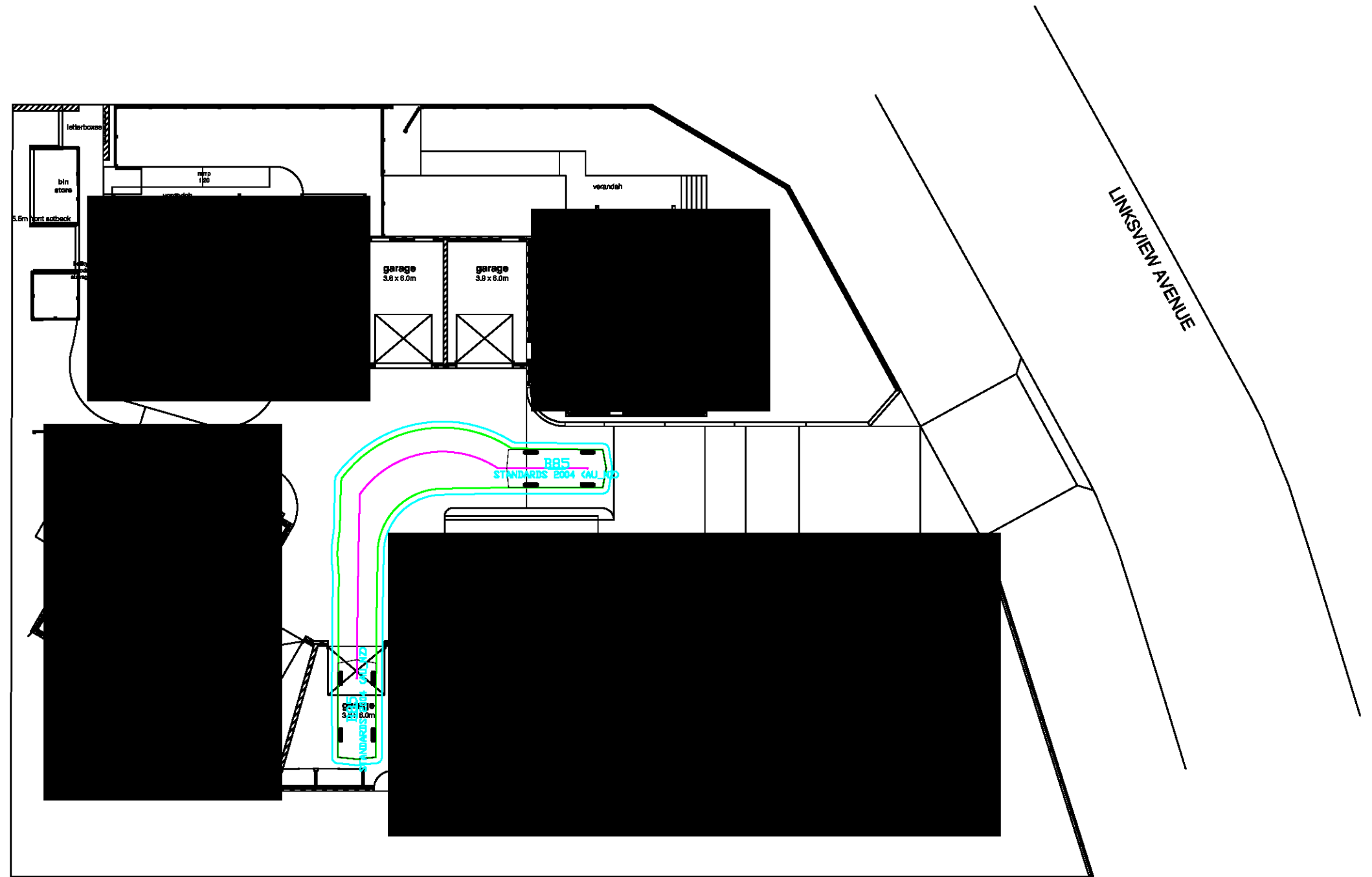
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B85

Width : 1.87 meters
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LEGEND

- VEHICLE BODY PATH (INCLUDING OVERHANG)
- MANOEUVRING CLEARANCE (300mm)



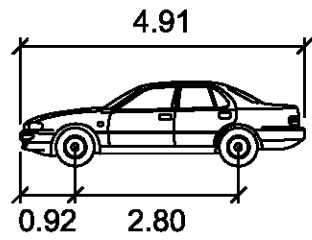
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SCALE: 1:250 AT A3		ISSUE A
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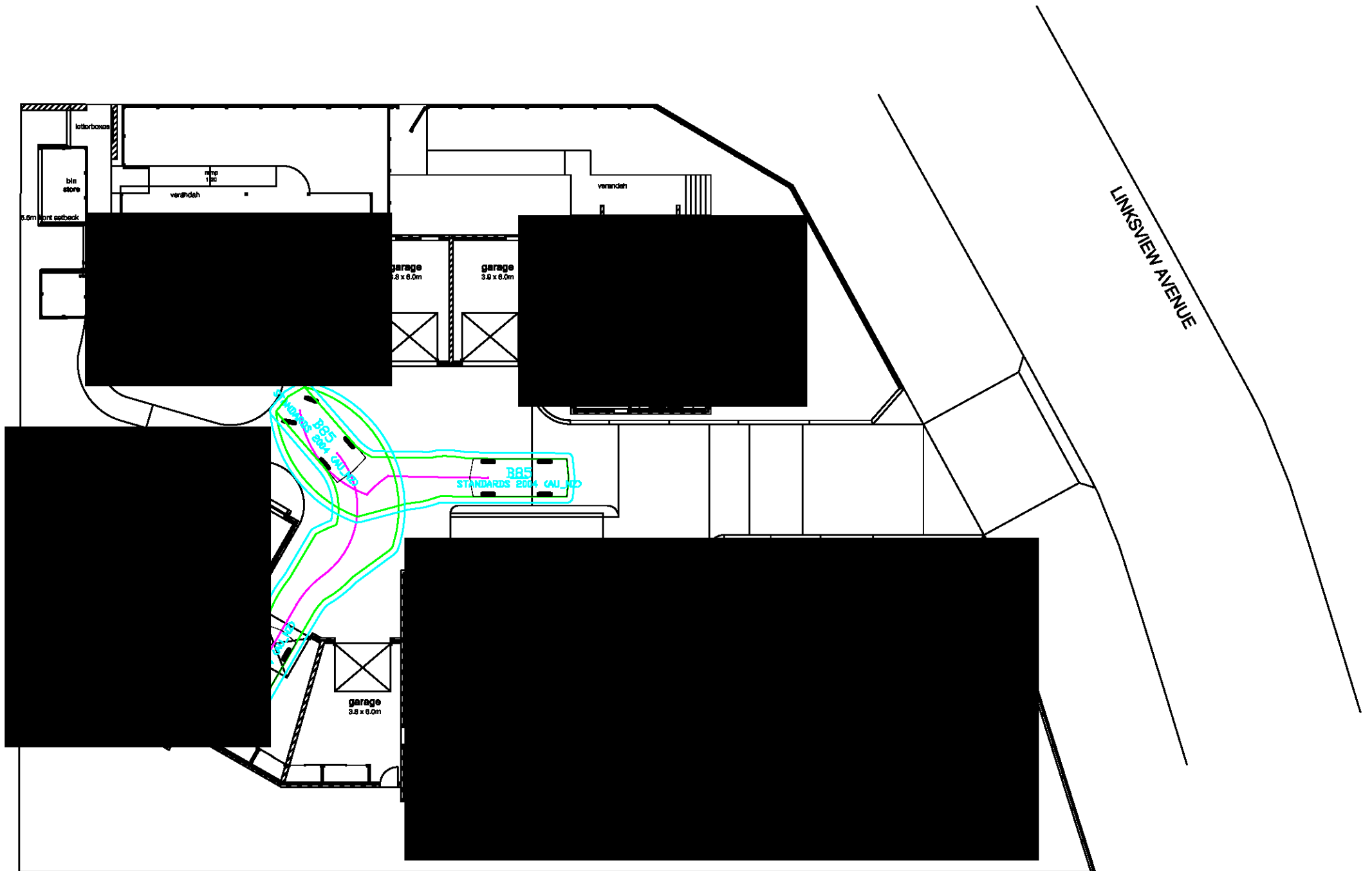


B85

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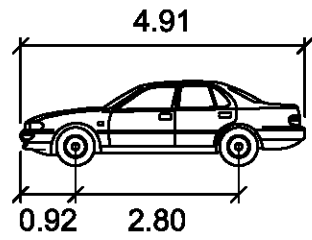
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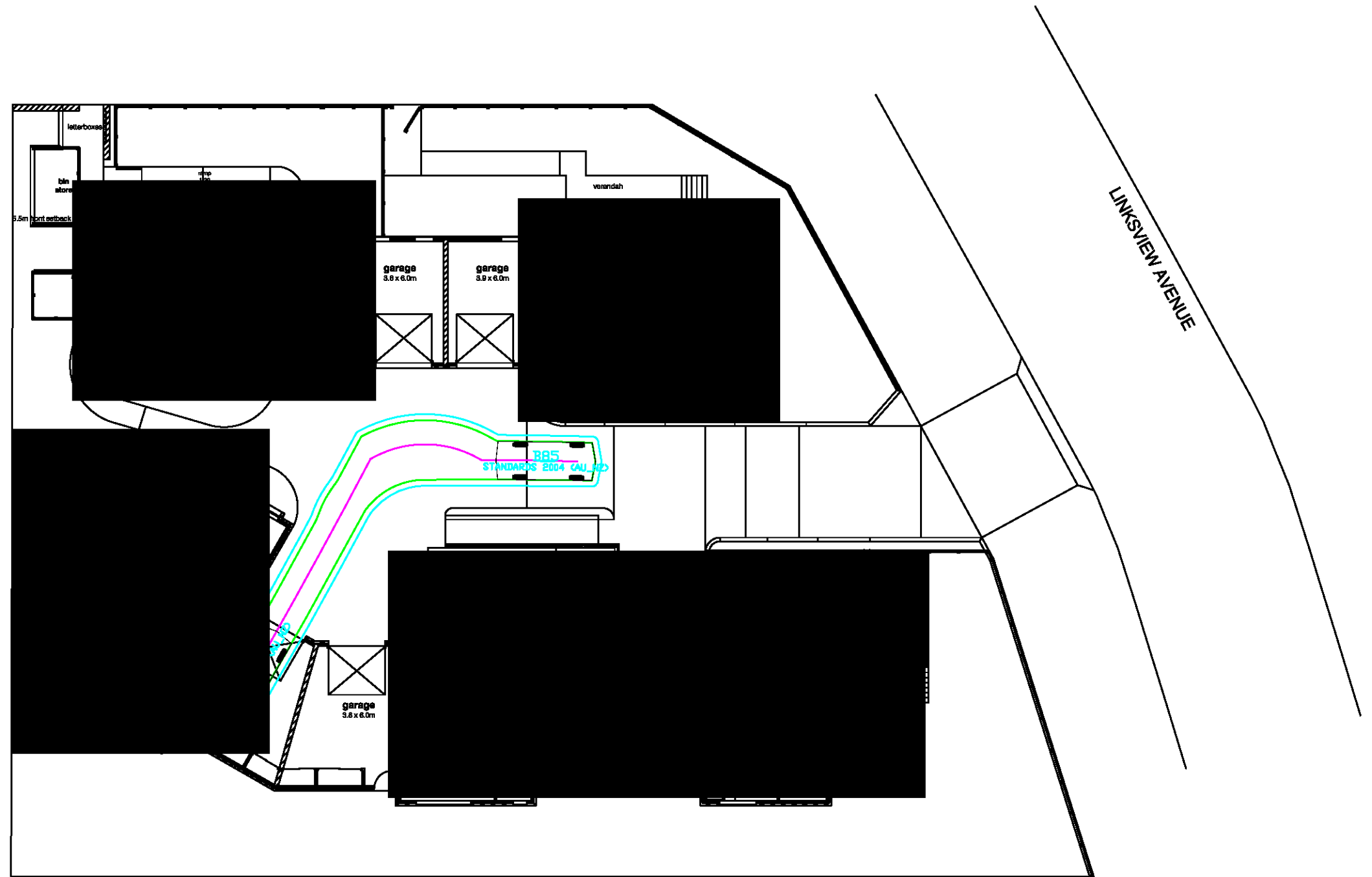


B85

	meters
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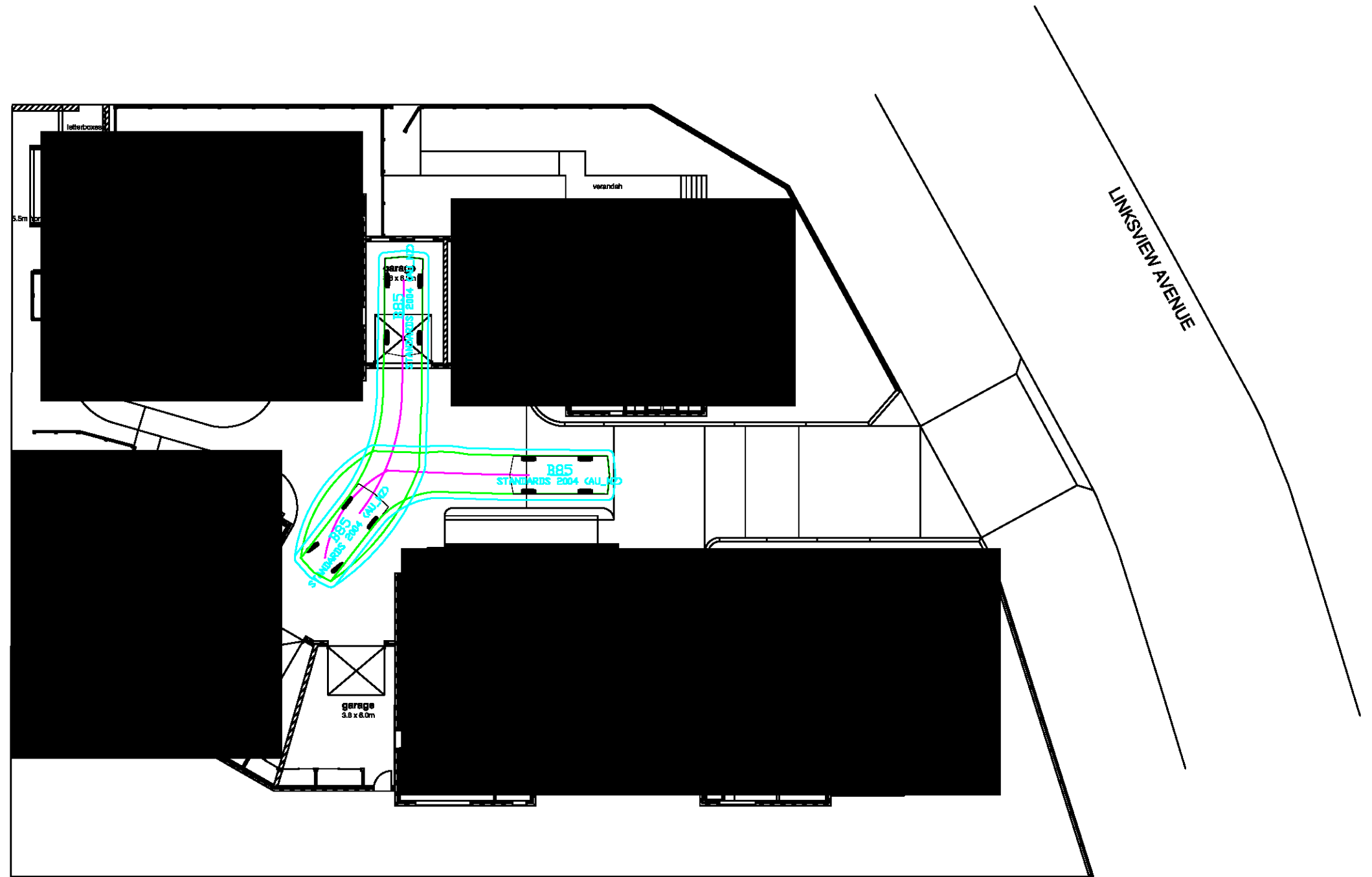
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B85

	meters
Width	: 1.87
Track	: 1.77
Lock to Lock Time	: 6.0
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LEGEND

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 UNIT 1 GARAGE SPACE INGRESS MOVEMENT
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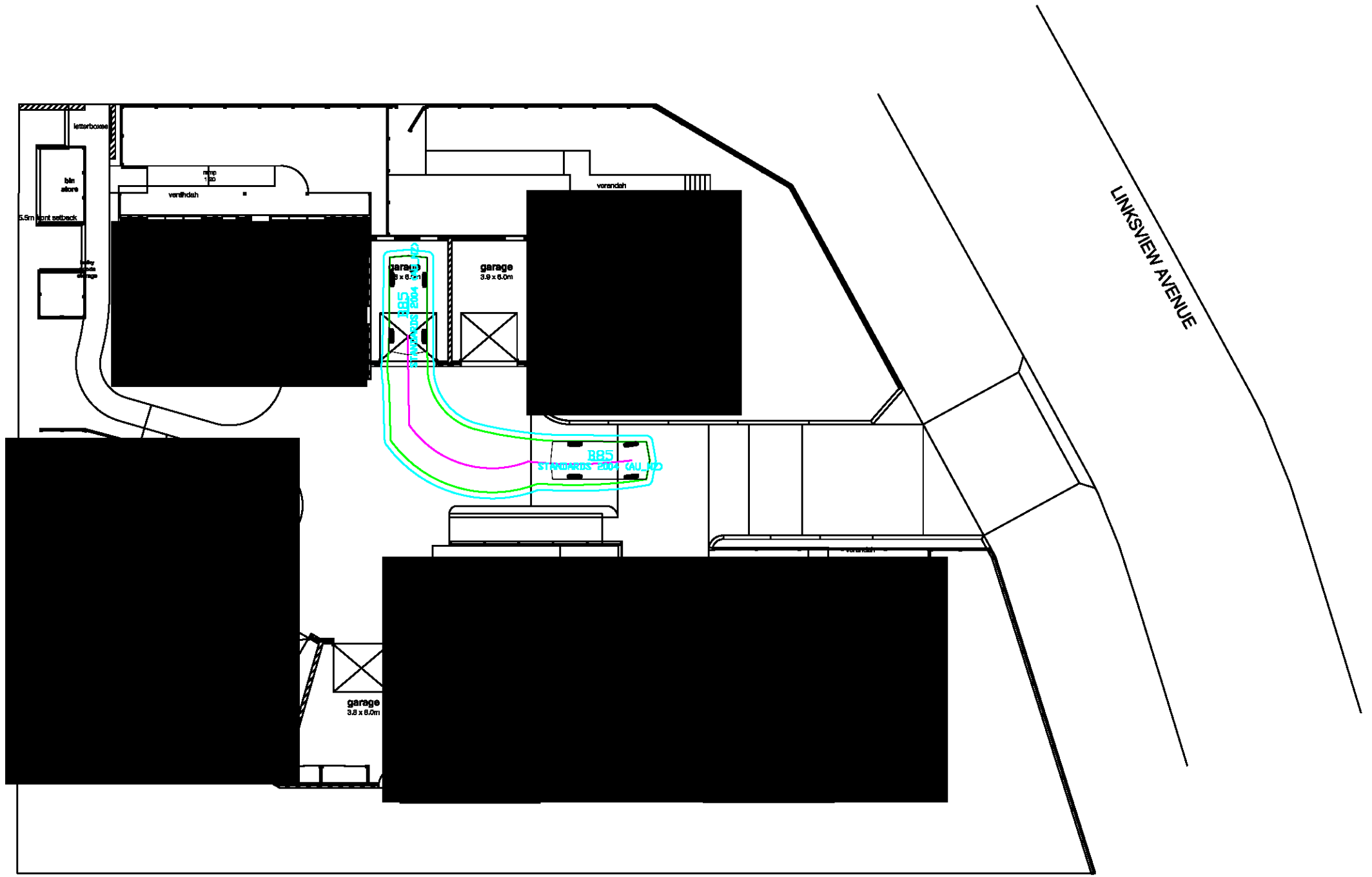
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B85

	units
Width	: 1.87 meters
Track	: 1.77
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

LEGEND

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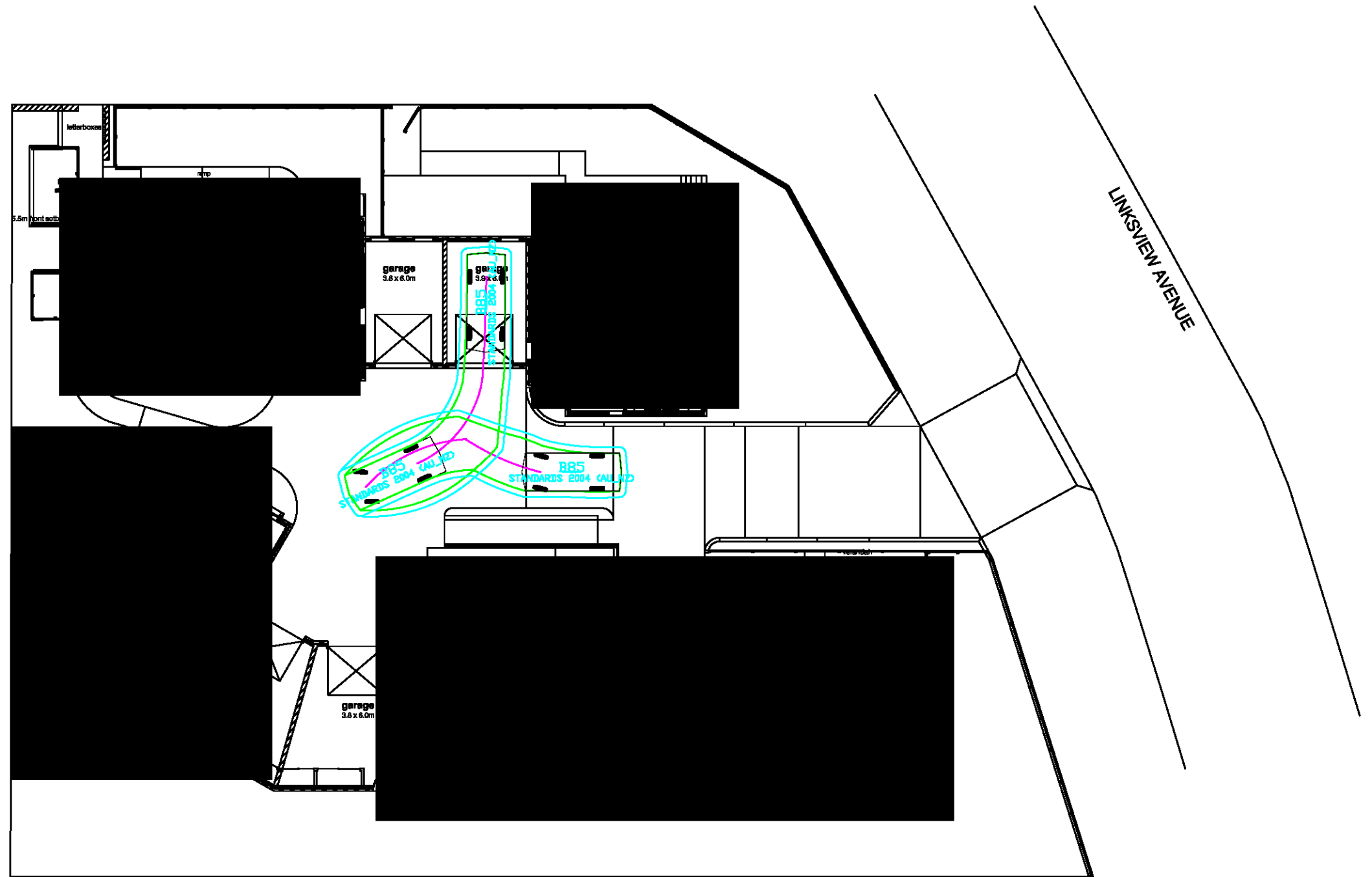
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B85

	meters
Width	: 1.87
Track	: 1.77
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LEGEND

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 PROPOSED SENIORS LIVING RESIDENTIAL DEVELOPMENT
 8 LINKSVIEW AVENUE, LEONAY

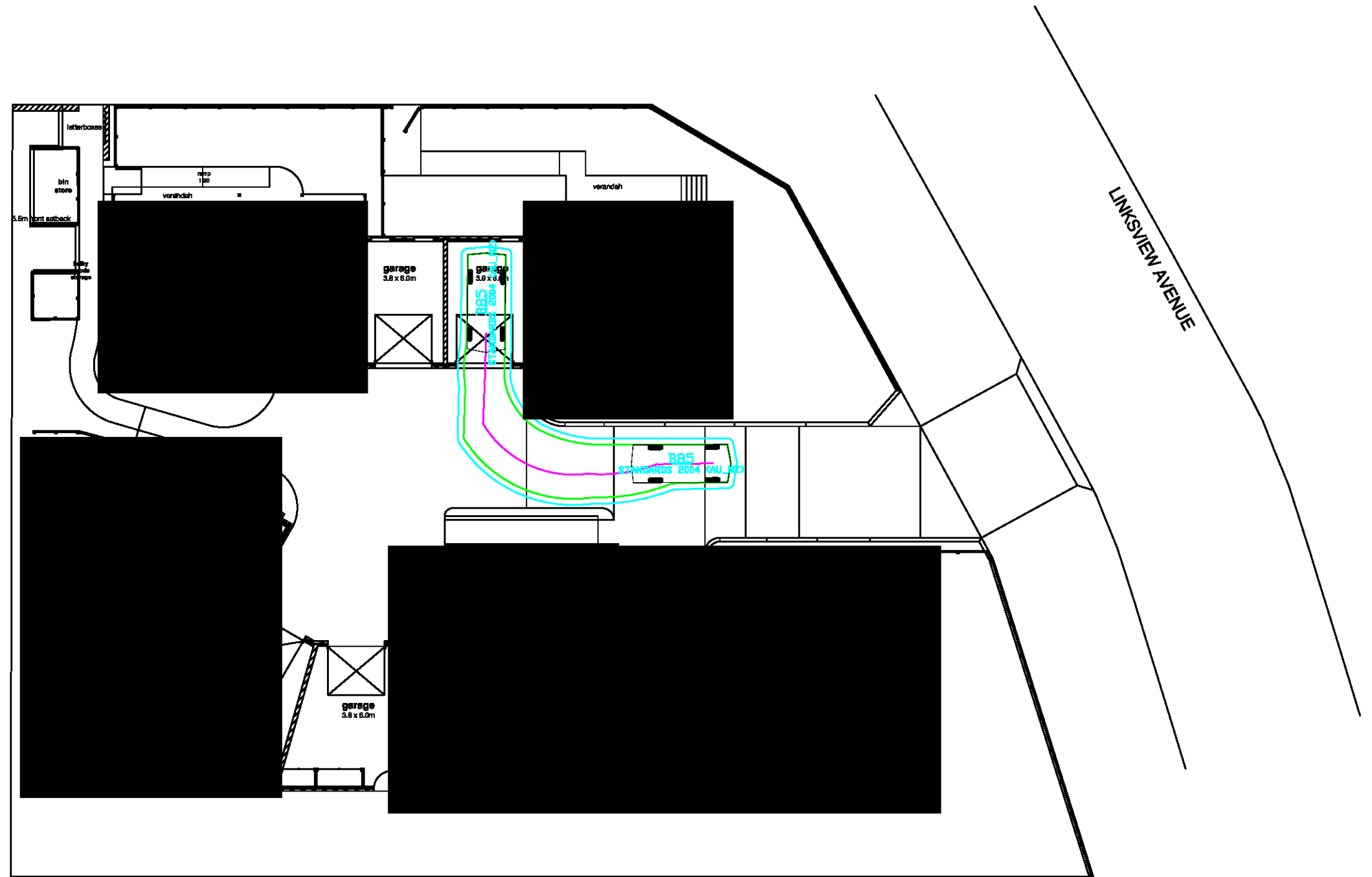
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	meters
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