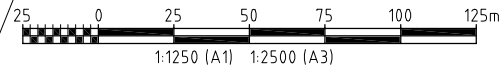


BASIS OF DESIGN – ROAD GEOMETRY

1. THE LOT BOUNDARIES HAVE BEEN SETOUT FROM THE ROAD CENTRELINES. THESE WERE INITIALLY DRAWN BY AAUD (AAUD North Penrith MP_rev11023.dwg). WORLEYPARSONS (WP) SUBSEQUENTLY ADJUSTED THE CENTRELINES TO PROVIDE TANGENT POINTS AND STANDARD RADII.
2. ROAD DIMENSIONS INCLUDING THE WIDTHS OF TRAVEL LANES, PARKING LANES, VERGES AND FOOTPATHS WERE DEVELOPED BETWEEN LANDCOM AND WP AND SUBSEQUENTLY SUBMITTED TO PENRITH CITY COUNCIL (PCC) FOR APPROVAL. REFER TO DWGS 301015-00NP-ST1-SK13 & 14 (REVISION B).
3. THE COREEN AVENUE / SYDNEY SMITH DRIVE ROUNDABOUT DESIGN IS CONCEPTUAL ONLY. LOT BOUNDARIES IN THIS LOCATION ARE SUBJECT TO DETAILED DESIGN.
4. KERB RETURN RADII HAVE BEEN DRAWN AS 6m IN ACCORDANCE WITH PCC STANDARD DRAWING (S206) WITH THE EXCEPTION OF SYDNEY SMITH DRIVE T-JUNCTION OPPOSITE THE OVAL WHERE 12.5m HAS BEEN USED AND THE INTERSECTION OF SYDNEY SMITH DRIVE AND THE SPEEDWAY CIRCUIT WHERE 12.5m HAS BEEN USED FOR THE NORTH EASTERN KERB RETURN TO CATER FOR THE LARGE ARMY VEHICLE.
5. THE DIMENSIONS OF LANEWAYS AND TURNING HEADS HAVE BEEN ESTABLISHED WITH CONSIDERATION OF GARBAGE COLLECTION REQUIREMENTS (INCLUDING VEHICLE TYPES) AS OUTLINED BY PCC IN EMAILS TO WP (09.03.2011).
6. THE FOLLOWING PROPERTY SPLAYS HAVE BEEN NEGOTIATED WITH PCC SUBJECT TO CONFIRMING ADEQUATE SIGHT DISTANCES DURING DETAILED DESIGN:
 - LANEWAY TO LANEWAY = 2m
 - LANEWAY TO ROAD = 3m
 - ROAD TO ROAD = 4m
 - HIGH ORDER ROAD TO HIGH ORDER ROAD = 6mREFER TO EMAIL BETWEEN WP & PCC AND WP & LANDCOM 09.03.2011.
7. NO FOOTPATH HAS BEEN ALLOWED FOR ON SYDNEY SMITH DRIVE (SSD) ADJACENT TO THE PTD. AT A MEETING BETWEEN LANDCOM AND WP (07.03.11) IT WAS AGREED THAT DURING DETAILED DESIGN A PEDESTRIAN FACILITY WOULD BE PROVIDED TO AID CROSSING OF SSD. THIS WOULD REQUIRE WIDENING OF SSD ON THE OVAL SIDE. THIS WIDENING HAS NOT BEEN SHOWN ON THIS LAYOUT.
8. SHEFFIELD STREET CONTAINS 90deg ANGLED PARKING. THE DIMENSIONS OF THIS ARRANGEMENT WERE ESTABLISHED BY THE TRAFFIC CONSULTANT (PARSONS BRINCKERHOFF) AND WERE SUBMITTED TO PCC FOR APPROVAL. WP HAS PREVIOUSLY NOTED TO LANDCOM THAT THE DIMENSIONS ARE NOT IN ACCORDANCE WITH AS 2890.5 - 1993.
9. DETAILED DRAFTING OF ROAD AND PROPERTY GEOMETRY HAS ONLY BEEN UNDERTAKEN FOR THE STAGE 1 AREA. ARRANGEMENTS OUTSIDE OF STAGE 1 ARE NOT TO BE RELIED ON. NON-STANDARD ROADS AND FACILITIES OUTSIDE OF STAGE 1 HAVE BEEN SHOWN AS PER AAUD'S DESIGN (AAUD North Penrith MP_rev11023.dwg). THESE INCLUDE (BUT ARE NOT LIMITED TO) 'THE CARRIAGEWAY', 'AVIATORS WAY', THE TIGHT RADII ON SYDNEY SMITH DRIVE (SSD) AND THE TURNING HEAD AT THE END OF SSD.
10. NO INTERNAL LOT BOUNDARIES HAVE BEEN DRAWN BY WP. INTERNAL BOUNDARIES SHOWN ARE AS PER AAUD'S ORIGINAL DESIGN (AAUD North Penrith MP_rev11023.dwg).



WorleyParsons
resources & energy



ISSUE	DATE	ISSUE DESCRIPTION
A	14-03-11	ISSUED TO LANDCOM FOR COMMENT



**NORTH PENRITH
DEVELOPMENT LAYOUT PLAN**

301015-00NP-ST1-SK17

LOCATION: W:_INFRASTRUCTURE\PROJECTS\301015\02381 - LANDCOM - NORTH PENRITH\110 DRAWINGS\SKETCHES\SKETCH 17.DWG
USER NAME: andrew.gilham
CTB FILE: _00-WP-Syd-std.ctb
PLOT DATE & TIME: 14/3/2011 4:55:42 PM
SAVE DATE & TIME: 14/3/2011 4:44:14 PM