



7 February, 2019

Cumberland Council
PO Box 42
Merrylands
NSW 2160

Attention: Ms O Yana, Environment & Planning

Your reference: DA 2018/283/1

Dear Madam,

PROPOSED CHILD CARE CENTRE
22 AUSTRAL AVENUE, WESTMEAD

Reference is made to your correspondence dated 9th December, 2019 to Baini Design requesting additional information in relation to the abovementioned child care centre development at 22 Austral Avenue, Westmead.

Stanbury Traffic Planning prepared a Traffic & Parking Impact Assessment dated July 2018 in support of the subject development application.

Following receipt of your correspondence, a number of alterations have been made to the development application, which are detailed within amended architectural plans prepared by Baini Design, copies of which are submitted under separate cover. These alterations include, but are not limited to minor alterations to the site access arrangements to facilitate the provision of separate entry and exit driveways, in preference to the originally proposed single combined ingress / egress driveway.

This Practice has been retained by this applicant to address those items contained within your abovementioned correspondence originating from Council's Traffic Section (denoted under Point 4 of your letter), as follows:

- (a) *The provision of 14 (non-tandem) parking spaces results in a shortfall of 2 parking spaces. In this regard, the required parking spaces shall be provided in accordance with Holroyd DCP 2013 requirements.*

Comment

The originally proposed centre capacity of 47 children is to be retained, as follows:

- 12 children aged 0 – 2 years;
- 15 children aged 2 – 3 years and
- 20 children aged 3 – 5 years.

Further, the abovementioned centre capacity maintains the originally proposed minimum staffing level of eight employees.

The following calculations are therefore provided with respect to the centre capacity:

$$\begin{aligned} 1 \text{ per } 4 \text{ children} &= 47 / 4 = 11.75 \text{ spaces} \\ 1 \text{ per } 2 \text{ staff} &= 8 / 2 = 4 \text{ spaces} \\ \text{Total } 11.75 + 4 &= 15.75 \text{ (adopt 16) spaces} \end{aligned}$$

The proposed centre capacity therefore generates a requirement of 16 off-street parking spaces.

The centre was originally and is now proposed to be serviced by a single basement level of car parking containing 16 spaces, 2 of which are provided in a tandem arrangement.

It would appear that Council's traffic department has not included the tandem spaces within the total development parking quantum. The provision of tandem parking is however commonly accepted for staff parking spaces within all commercial development, including child care centres. The operational characteristics of centres is such that staff generally arrive and depart the centre prior to peak children set-down / pick-up periods, thereby ensuring that the tandem nature of a small portion of the parking area does not unreasonably impact the accessibility and efficiency of other parking spaces servicing the development.

With regard to the above, there are no explicit development controls within the HDCP 2013 which indicate that tandem parking cannot be provided within child care centres, nor that tandem parking spaces are not to be included in parking quantum calculations. It is accordingly concluded that the development provides a total of 16 parking spaces, which adequately complies with the numerical requirements of HDCP 2013.

Notwithstanding the above, if considered necessary, the tandem parking spaces within the development could be governed by a site specific plan of management to ensure no unreasonable inefficiencies occur. The requirement for this plan of management could reasonably be imposed by Council as a condition of consent.

- (b) *Separate entry and exit driveways shall be provided with a minimum width of 3m each in accordance with Holroyd DCP 2013 requirements. This will produce the traffic circulation system, minimise the number of vehicles reversing out and improve safety for children in the car park.*

Comment

The amended architectural plans provide for separate 3.3m wide ingress and egress driveways.

- (c) *The aisle width between proposed disabled spaces and angle parking shall be widened to 6.3m in accordance with Australian Standard 2890.1-2004.*

Comment

It is acknowledged that Clause 2.4.4(b)(iii) of AS 2890.1-2004 requires a minimum aisle width of 6.3m for parking arrangements that have parallel parking on one side and angle parking the other. This particular Clause of the Standard is however not considered to apply to the proposed parking arrangement as no parallel parking spaces are provided. In this regard, parking space nos. 7 – 12 are provided as 90 degree angled parking spaces being serviced by an adjoining aisle providing a north-south alignment, being an extension of the site access roadway / ramp. Parking space nos. 13 – 14 are also provided as 90 degree angled parking spaces being serviced by an adjoining aisle providing an east-west alignment (which intersects with the abovementioned north-south aisle at right angles).

In consideration of the above, the north-south and east-west aligned circulation aisles are subject to Clause 2.4.2 of AS2890.1:2004, which necessitates a minimum width of 5.8m. The proposed 5.8m wide aisle is therefore considered to be appropriately compliant with the relevant AS2890.1:2004 specifications and accordingly is concluded to be satisfactory. It should further be noted that swept path plans contained within Appendix 2 of the July 2018 Traffic & Parking Impact Assessment illustrated that the proposed geometrical aisle configuration is suitably capable of accommodating passenger vehicle manoeuvring requirements including adjacent parking space access / egress and internal turnaround movements. The originally provided swept path plans have been updated to reflect the amended architectural plans, copies of which are attached as **Appendix 1**.

- (d) *Swept paths analysis shall be provided for a vehicle to enter, manoeuvre and exit the site in a forward direction. Details of the road including, kerblines, signs, traffic devices, power poles, other structures and neighbouring driveways shall be shown on the plans.*

Comment

Detailed swept path analysis was produced within Appendix 2 of the July 2018 Traffic & Parking Impact Assessment prepared for the Development Application. This analysis, including public road network detail, indicated that vehicles are able to enter / manoeuvre and exit the site in a forward direction.

Notwithstanding the above, further swept path plans have been prepared to reiterate the above site access, internal manoeuvring and egress whereby the amended architectural plans have been utilised as a base. Copies of these additional swept path plans are attached to this correspondence as **Appendix 1**.

- (e) *The proposed driveway shall be located 1.0m (min.) from any structures including power poles, street lighting, signs, road furniture etc. The existing power pole may require relocation.*

Comment

The amended architectural plans provide details of existing public roadway furniture as obtained from survey information by others.

(f) All vehicles shall be able to enter and exit the site in a forward direction.

Comment

The originally submitted and further amended attached swept path plans demonstrate that all vehicles are able to enter and exit the site in a forward direction.

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.

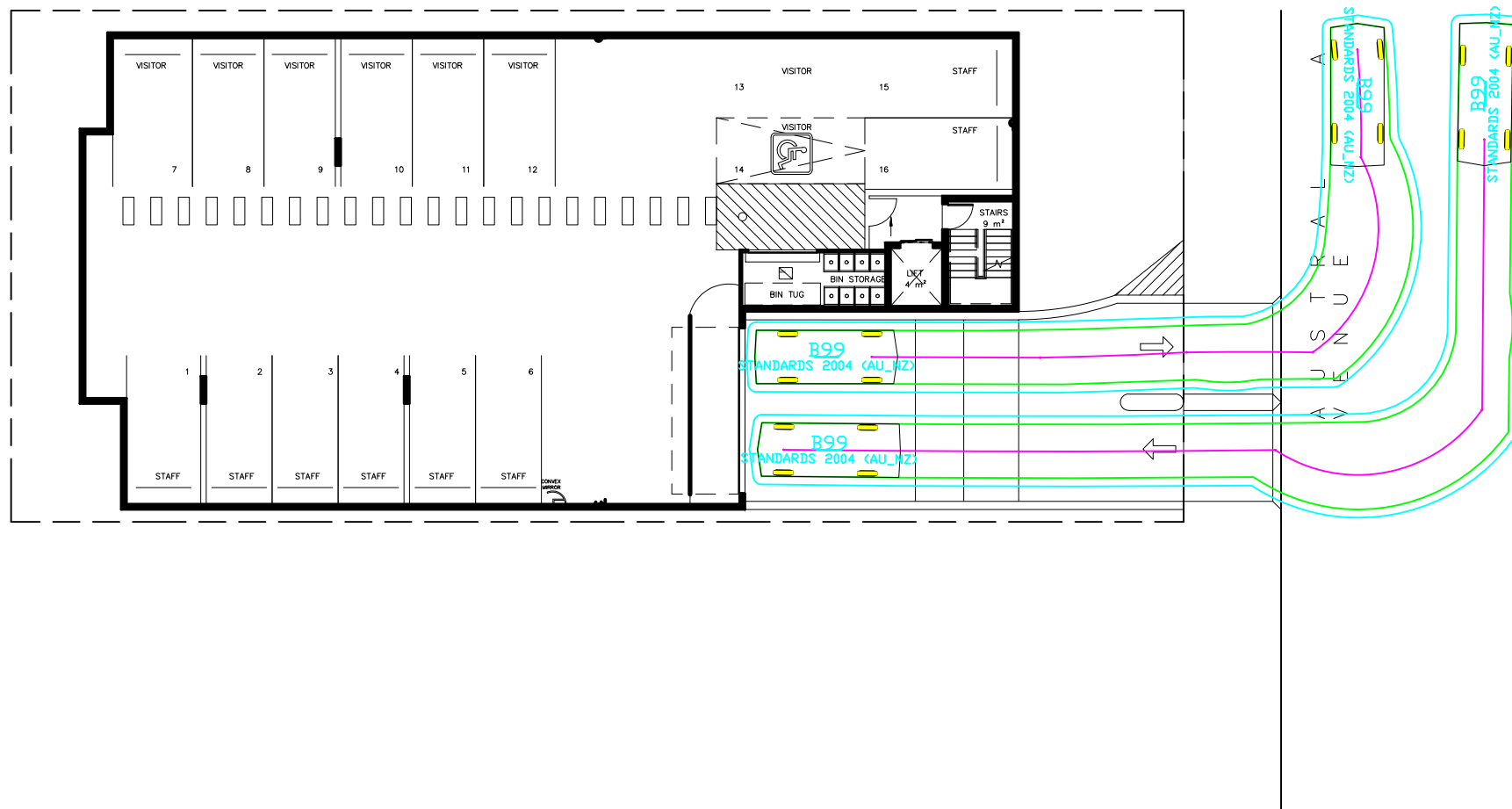
Submitted for your consideration.

Yours sincerely,



Morgan Stanbury
Director
Traffic Engineer

APPENDIX 1



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 BAINI DESIGN.
 2. THE SWEEP PATHS PROVIDED ON THIS PLAN HAVE BEEN GENERATED UTILISING AUTOTURN PRO VERSION 10 IN CONJUNCTION WITH B99 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 CHILD CARE CENTRE
 22 AUSTRAL AVENUE, WESTMEAD

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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 INTERNAL VEHICULAR TURNAROUND
 PROPOSED CHILD CARE CENTRE
 22 AUSTRAL AVENUE, WESTMEAD

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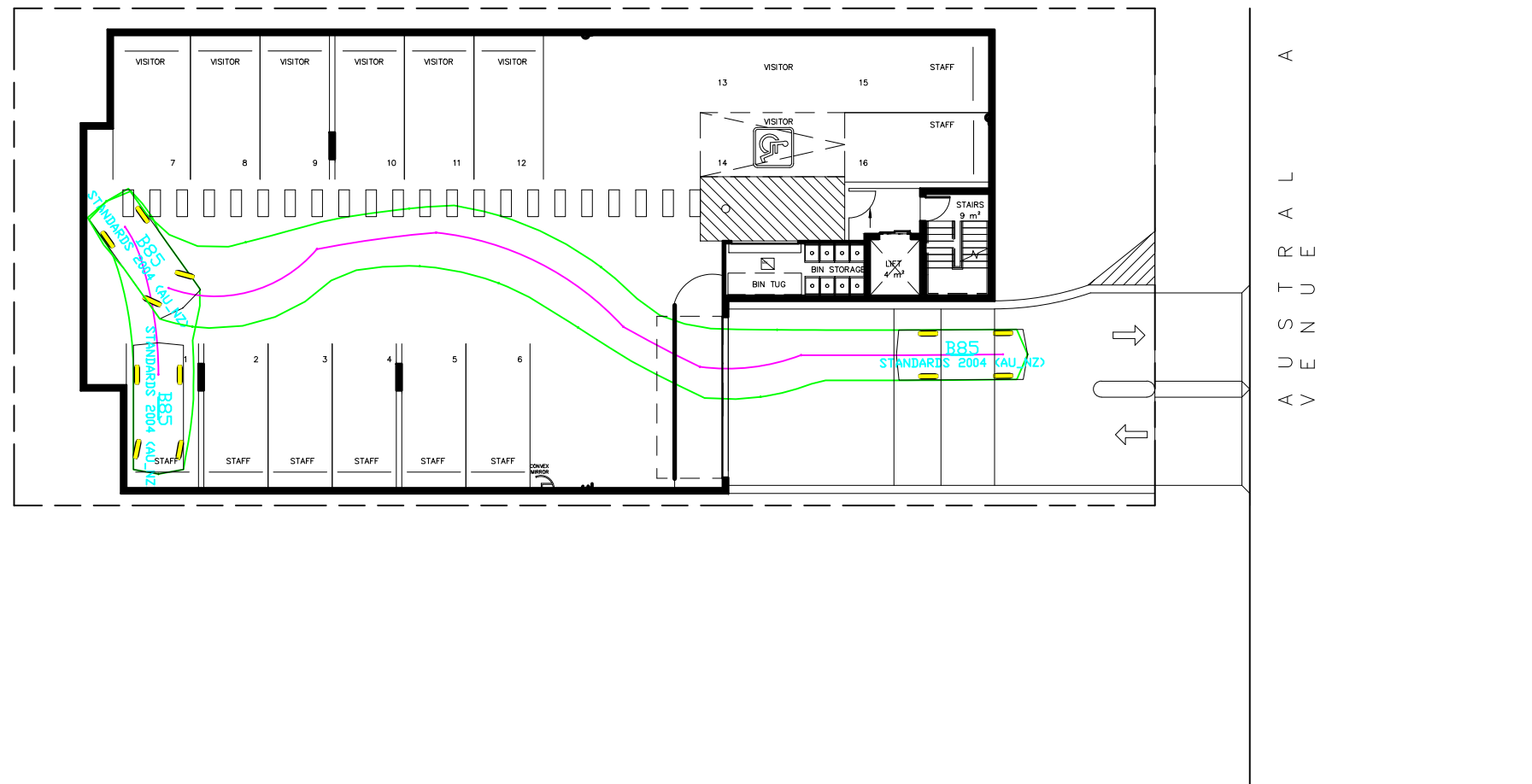


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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 1 ACCESS MOVEMENT
 PROPOSED CHILD CARE CENTRE
 22 AUSTRAL AVENUE, WESTMEAD

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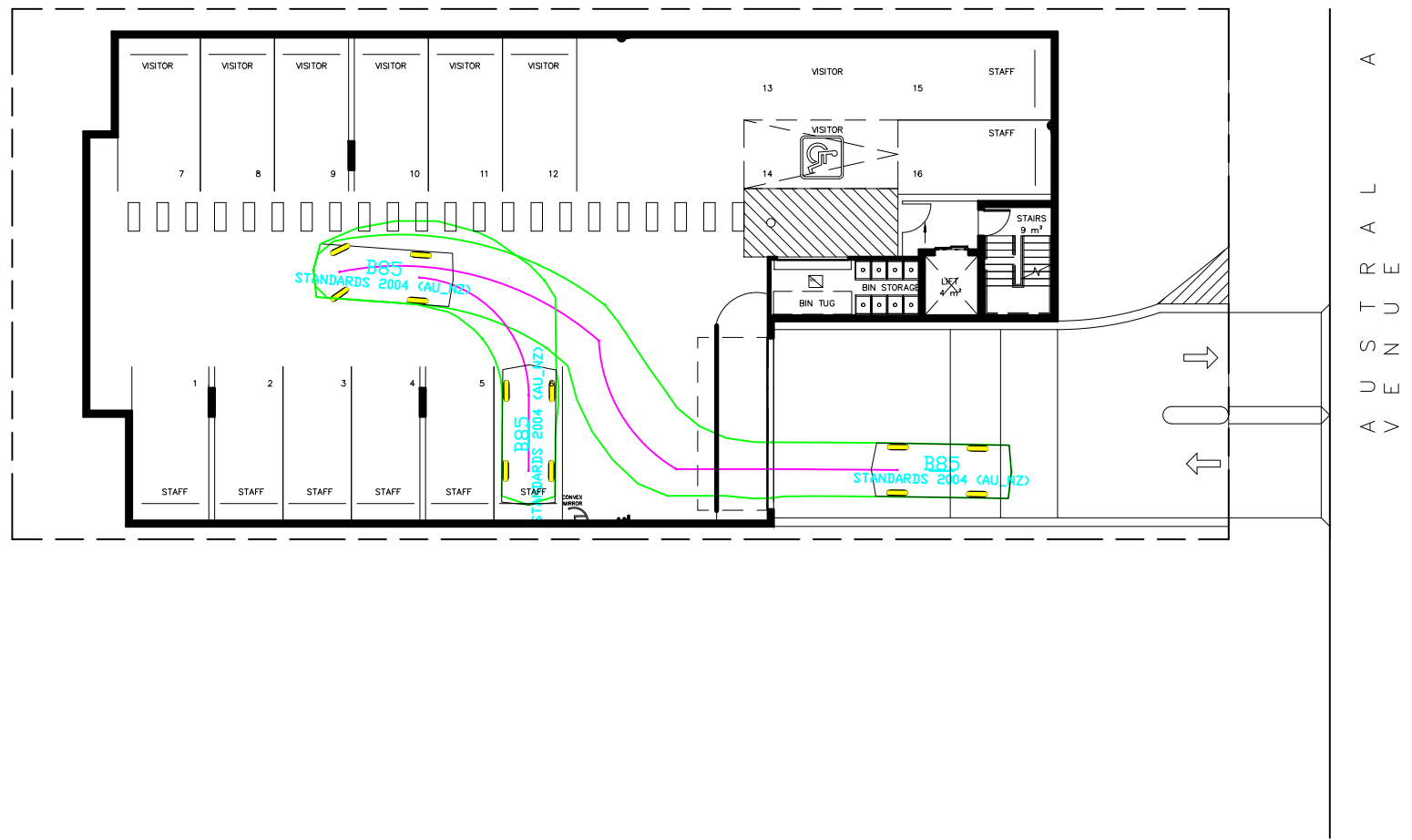


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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 1 EGRESS MOVEMENTS
 PROPOSED CHILD CARE CENTRE
 22 AUSTRAL AVENUE, WESTMEAD

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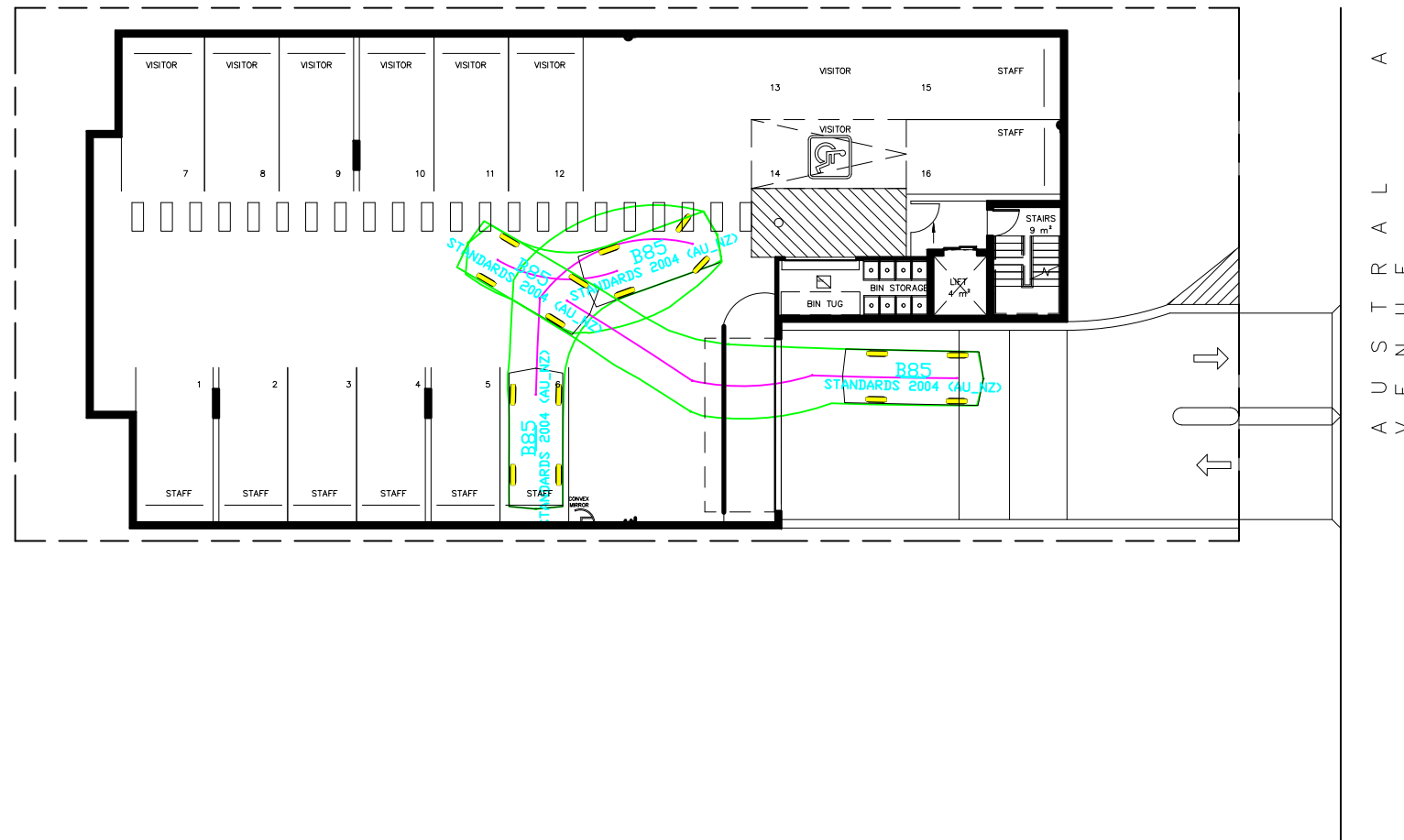


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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 6 INGRESS MOVEMENTS
 PROPOSED CHILD CARE CENTRE
 22 AUSTRAL AVENUE, WESTMEAD

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STANBURY TRAFFIC PLANNING
PASSENGER VEHICLE SWEEP PATHS
PARKING SPACE No. 6 EGRESS MOVEMENTS
PROPOSED CHILD CARE CENTRE
22 AUSTRAL AVENUE, WESTMEAD

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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 7 INGRESS MOVEMENT
 PROPOSED CHILD CARE CENTRE
 22 AUSTRAL AVENUE, WESTMEAD

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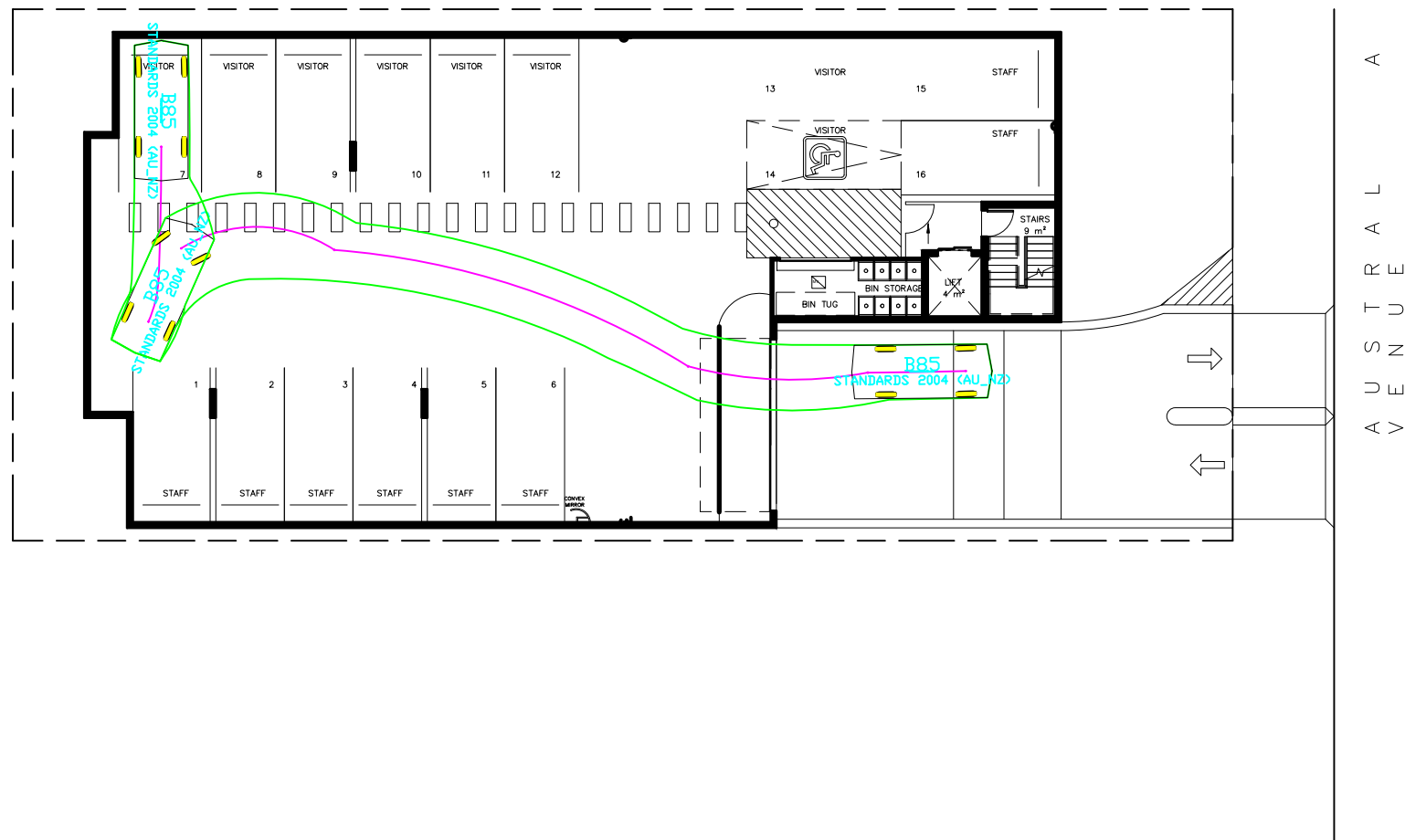
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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 7 EGRESS MOVEMENTS
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 22 AUSTRAL AVENUE, WESTMEAD

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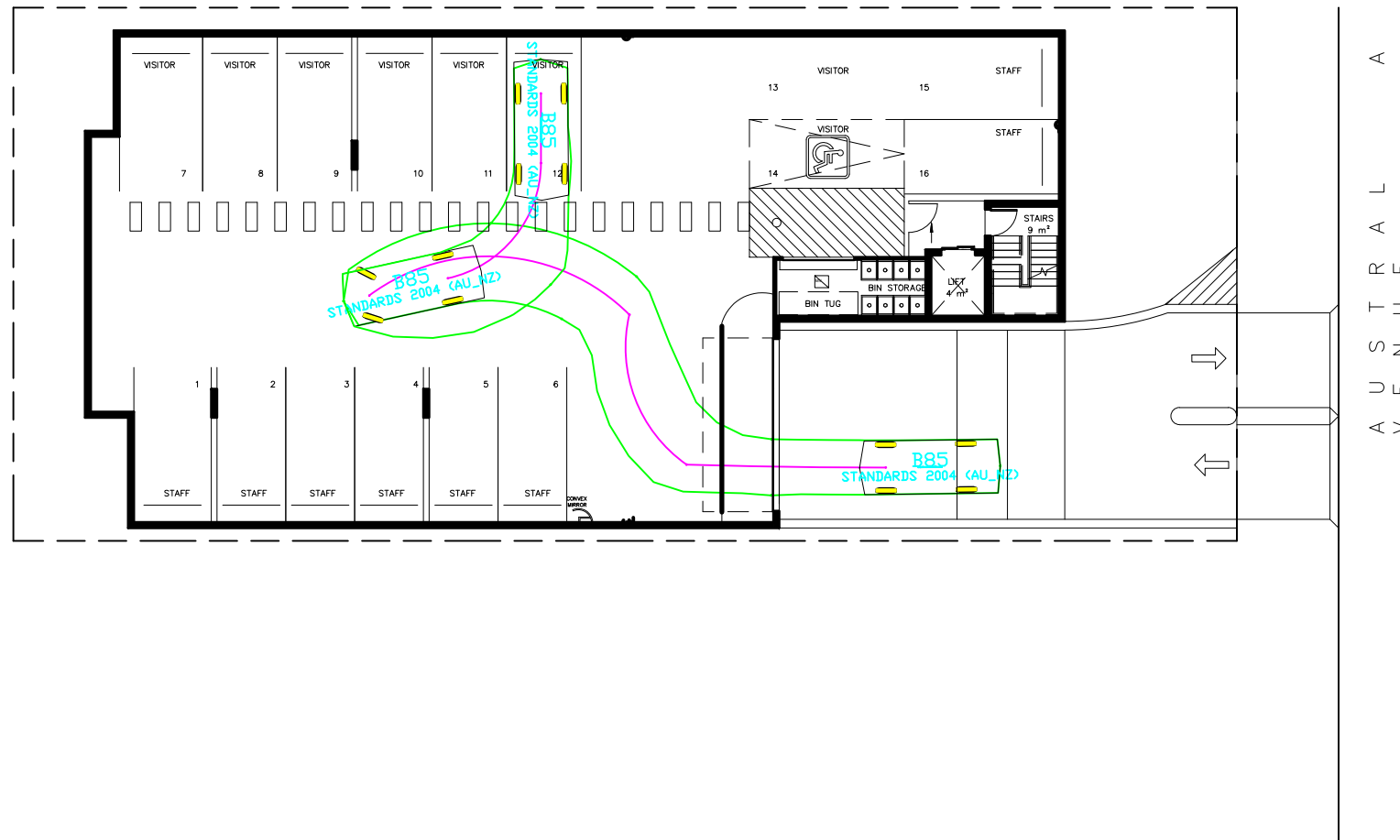
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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 12 INGRESS MOVEMENTS
 PROPOSED CHILD CARE CENTRE
 22 AUSTRAL AVENUE, WESTMEAD

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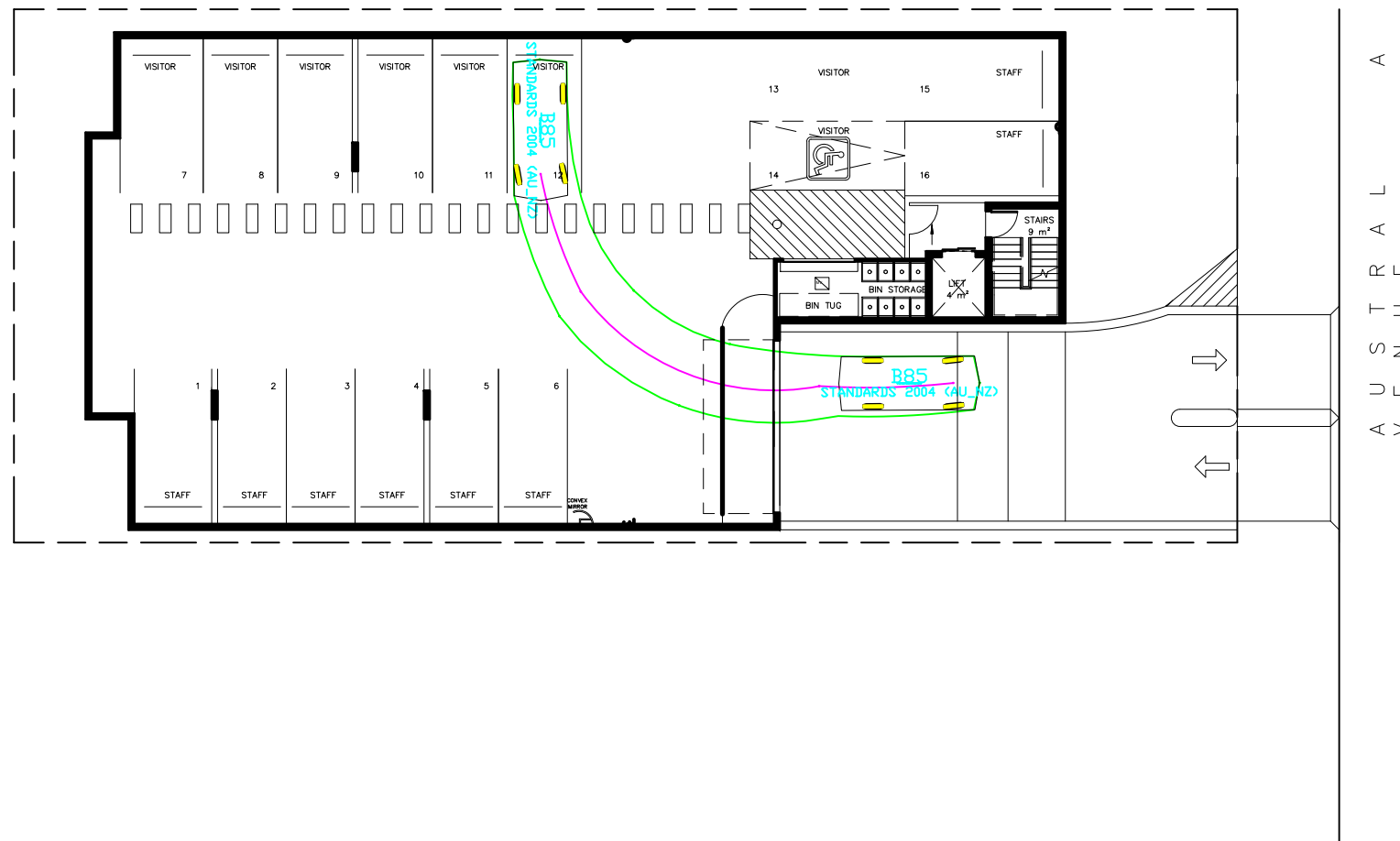
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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 12 EGRESS MOVEMENT
 PROPOSED CHILD CARE CENTRE
 22 AUSTRAL AVENUE, WESTMEAD

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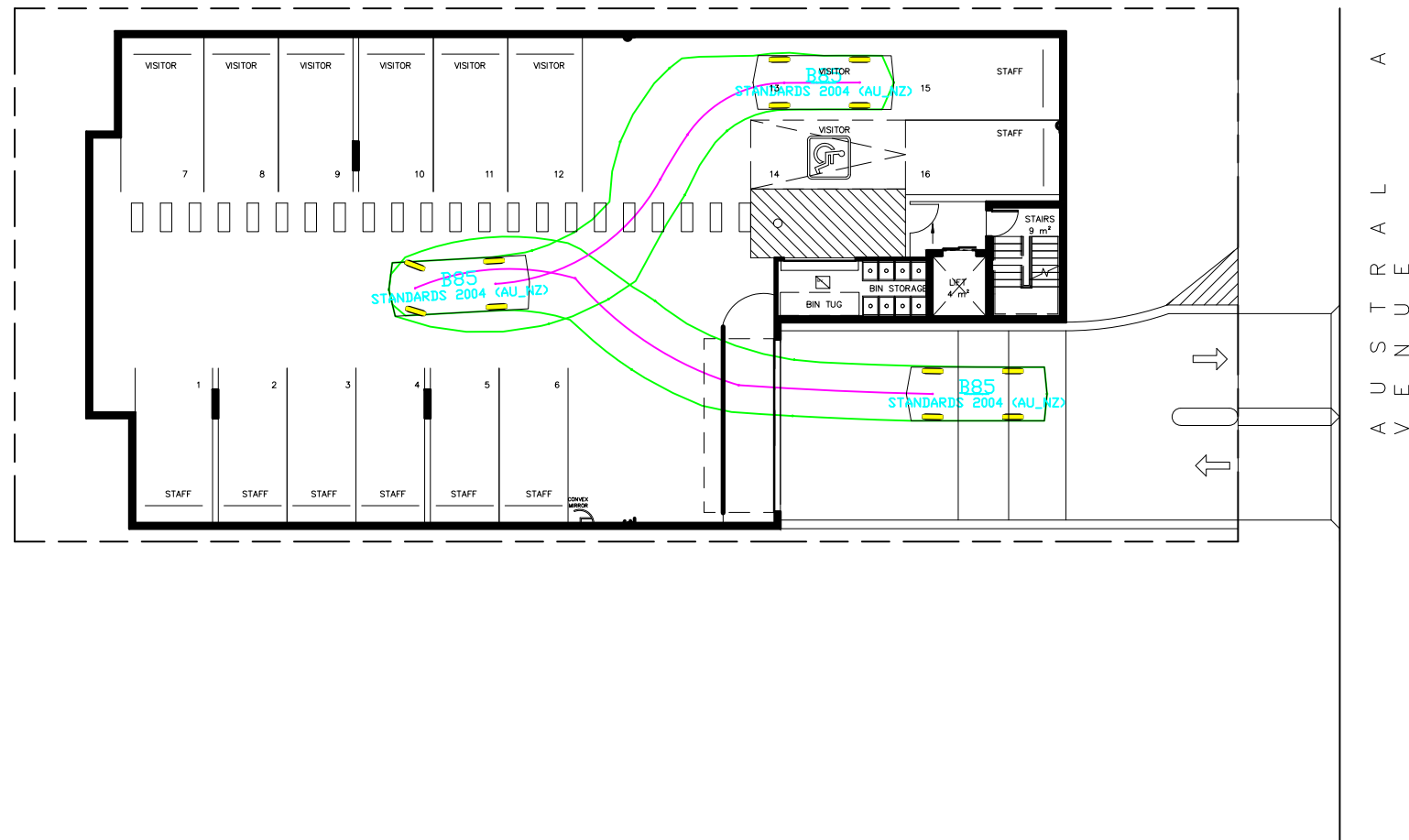
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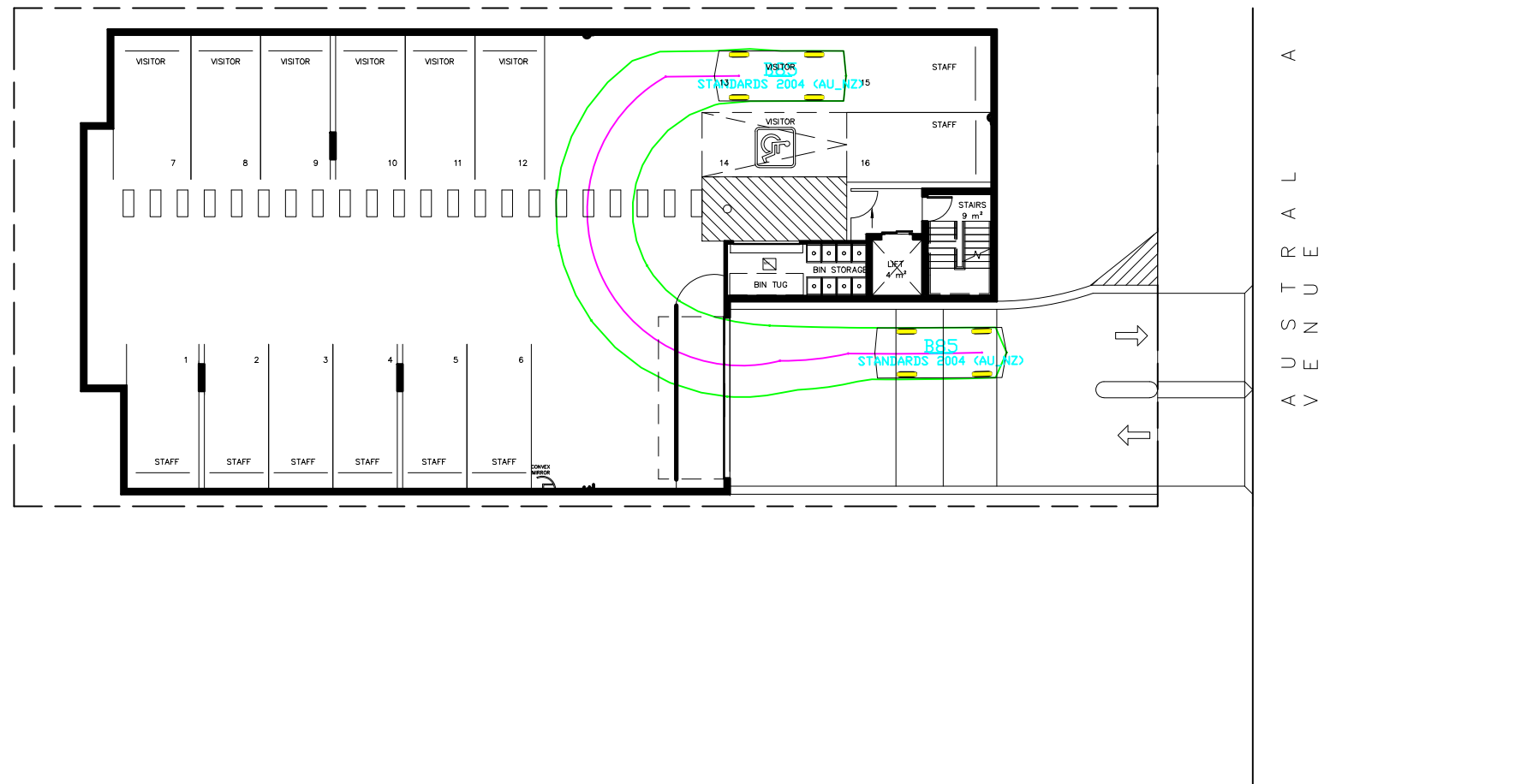


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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 13 INGRESS MOVEMENTS
 PROPOSED CHILD CARE CENTRE
 22 AUSTRAL AVENUE, WESTMEAD

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 PARKING SPACE No. 13 EGRESS MOVEMENT
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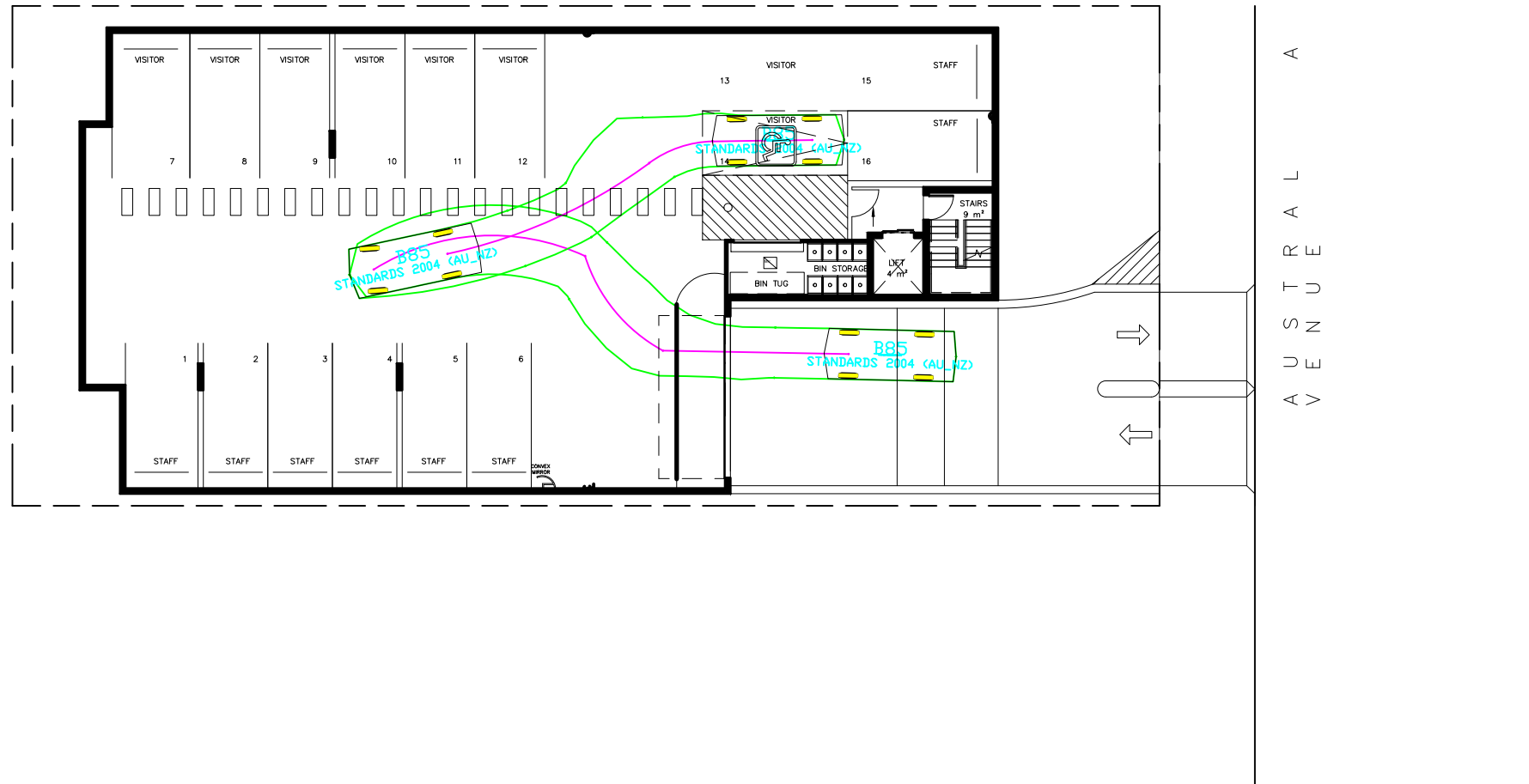
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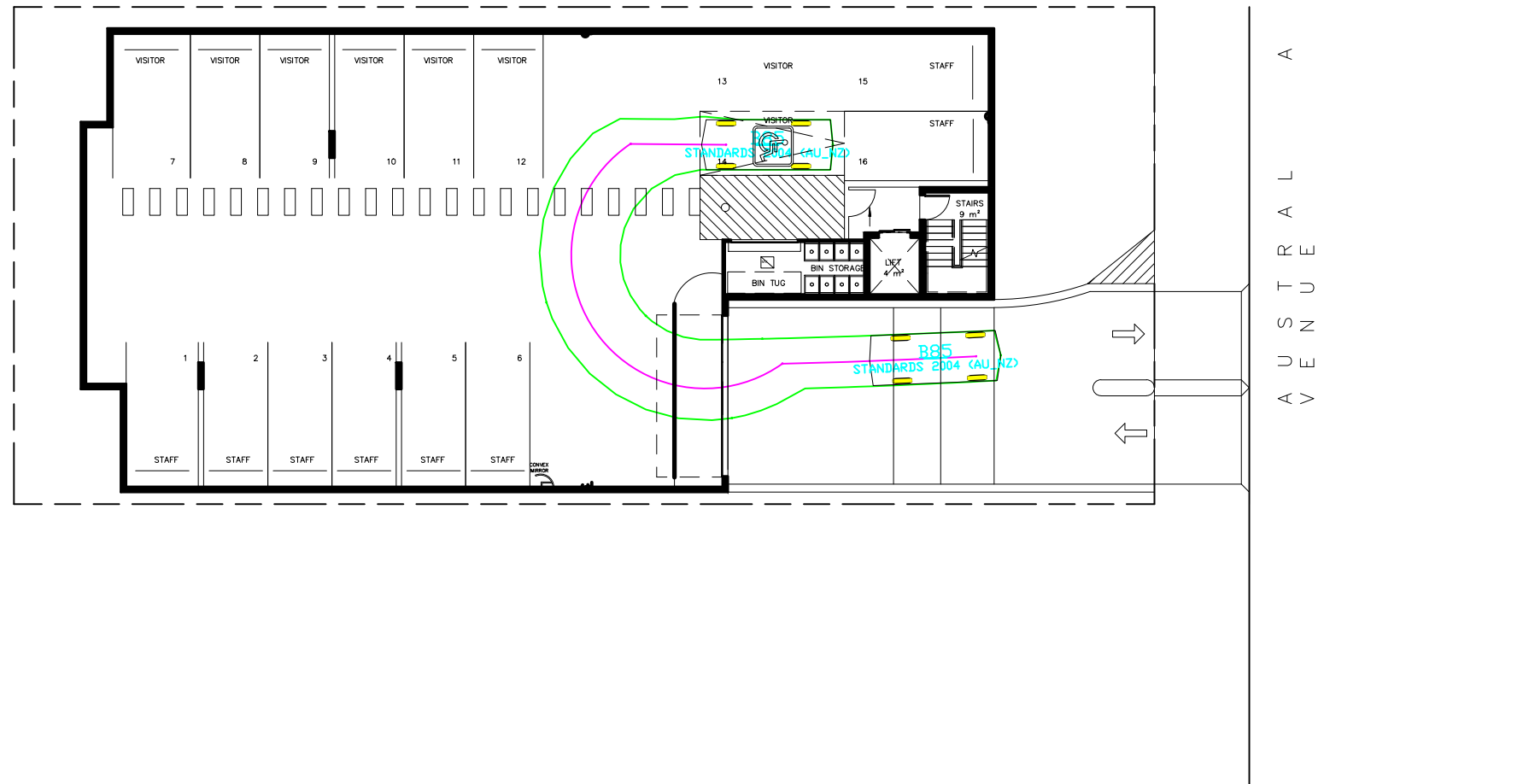


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STANBURY TRAFFIC PLANNING
 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 14 INGRESS MOVEMENTS
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 PASSENGER VEHICLE SWEEP PATHS
 PARKING SPACE No. 14 EGRESS MOVEMENT
 PROPOSED CHILD CARE CENTRE
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