

20 EARLWOOD AVENUE, EARLWOOD

PROPOSED MODIFICATION TO EXISTING CHILDCARE CENTRE

TRAFFIC & PARKING IMPACT ASSESSMENT

MODIFICATION TO EXISTING CHILDCARE CENTRE

SECTION 4.55 APPLICATION

FEBRUARY 2022

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**TRAFFIC & PARKING IMPACT ASSESSMENT
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20 EARLWOOD AVENUE, EARLWOOD
SECTION 4.55 APPLICATION
DATE: 04 FEBRUARY 2022**

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Table of Contents

1	INTRODUCTION	4
2	EXISTING SITE DESCRIPTION	5
3	EXISTING TRAFFIC CONDITIONS.....	7
3.1	Road Network and Classification.....	7
3.2	Road Description and Traffic Control	7
3.3	Existing Transportation Services	10
4	PROPOSED DEVELOPMENT.....	11
4.1	Description of the proposal	11
4.2	Vehicular & Pedestrian Access	12
4.3	On-site Parking Provision	13
5	ON-STREET PARKING PROVISION	15
5.1	Existing Parking Controls.....	15
5.2	Impacts of Proposed Development on Parking	15
6	EXTERNAL TRAFFIC IMPACT	16
7	CONCLUSION	17
	Appendix A – Proposed Development Plans.....	18

1 INTRODUCTION

This report has been prepared by Hemanote Consultants to assess the traffic and parking implications of the proposed modifications to the existing childcare centre with associated first floor residential unit, located at 20 Earlwood Avenue, Earlwood (for DA-M5691/91). The modification is to increase the approved number of children places from 29 to 39 (i.e. an increase of 10 children), including change of use of the first floor residential unit to an extension to the existing childcare on ground floor.

This report is to be read in conjunction with the architectural plans prepared by Arch. M. Pty Ltd (reduced copy of the plans is attached in Appendix 'A' of this report) and submitted to City of Canterbury-Bankstown Council as part of a Section 4.55 Application.

This report is set as follows:

- *Section 2:* Description of the existing site location and its use;
- *Section 3:* Description of existing traffic conditions near the subject site;
- *Section 4:* Description of the proposal, vehicular access, on-site parking provision;
- *Section 5:* Assessment of impacts on parking;
- *Section 6:* Assessment of impacts on traffic in the vicinity of the subject site; and
- *Section 7:* Outlines conclusions.

2 EXISTING SITE DESCRIPTION

➤ *Site Location*

The subject site is located on the eastern side of Earlwood Avenue at property No. 20 (legally known as Lot 136 of DP14127), within the suburb of Earlwood. The site has a primary frontage of approximately 12.5 metres to Earlwood Avenue from the west and a secondary frontage of approximately 41.5 metres to Gueudecourt Avenue from the north. Refer to Figure 1 for a site locality map.

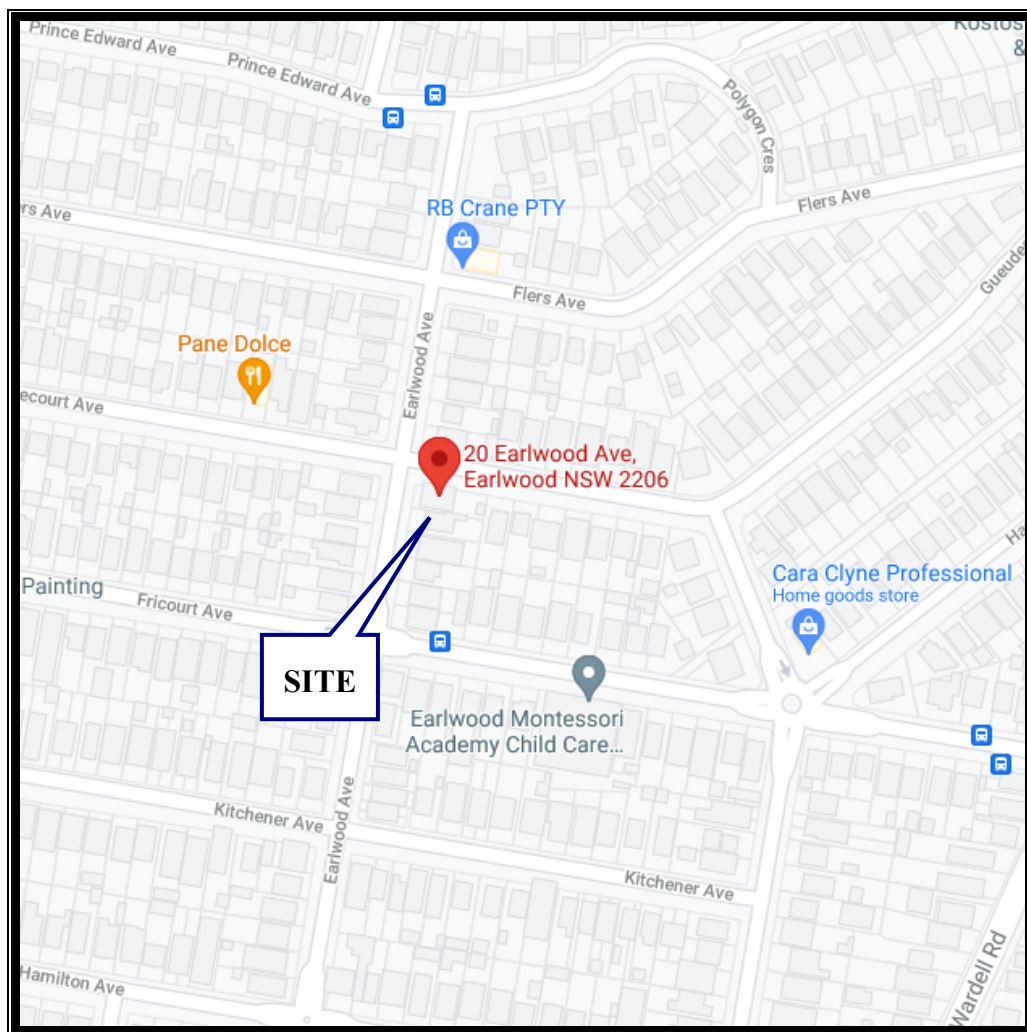


Figure 1: Site Locality Map

➤ **Existing Site & Surrounding Land Use**

The subject site has an area of 594.4m² and is currently occupied by an existing childcare centre on ground level and a first floor residential unit. It is located in a mainly residential area, characterised by single and double-storey dwellings, as well as some nearby commercial sites. The site is also located approximately 1.6 kilometres from Bardwell Park Railway Station and 2.5 kilometres from Turrella Railway Station.



Photo 1: Site frontage to Earlwood Avenue



Photo 2: Site frontage to Gueudecourt Avenue

3 EXISTING TRAFFIC CONDITIONS

3.1 Road Network and Classification

Earlwood Avenue is a local road that runs in a north to south direction, between Prince Edward Avenue (local road) to the north and Homer Street (regional road) to the south, in the vicinity of the subject site. Earlwood Avenue intersects with a number of local roads in close proximity to the subject site, including Gueudecourt Avenue and Fricourt Avenue.

3.2 Road Description and Traffic Control

Earlwood Avenue has a two-way undivided carriageway, with a width between kerbs of approximately 13 metres. This carriageway generally provides one travel lane per direction, with kerbside parking available on both sides of the road. At present, unrestricted parking is permitted on both sides of Earlwood Avenue including the frontage of the subject site, with the exception of the signposted 'No Stopping' at its close intersection with Gueudecourt Avenue.

The legal speed limit on Earlwood Avenue is at 50km/h. Earlwood Avenue intersects with Gueudecourt Avenue and Fricourt Avenue which are both controlled by a roundabout.



Figure 2: Aerial photograph of the subject site and surrounding road network



Photo 3: Earlwood Avenue at the subject site – facing north



Photo 4: Earlwood Avenue at the subject site – facing south

Gueudecourt Avenue has a two-way undivided carriageway, with a width between kerbs of approximately 13 metres. This carriageway generally provides one travel lane per direction, with parking available on both sides of the road. At present, unrestricted parking is permitted on both sides of Gueudecourt Avenue, with the exception of the four (4) signposted '10 Minute parking 7:00am to 10:00am and 3:00pm to 6:00pm Monday to Friday' car spaces, directly in front of the subject site.

In addition, signposted 'No Stopping' can be found posted at its close intersection with Earlwood Avenue. The legal speed limit on Gueudecourt Avenue is at 50km/hr.



Photo 5: Gueudecourt Avenue at the subject site – facing east



Photo 6: Gueudecourt Avenue at the subject site – facing west

The traffic flows on Earlwood Avenue and Gueudecourt Avenue are typical for local roads in a mainly residential area, where traffic is free flowing without major queuing or delays near the subject site in peak hours, with spare capacity.

3.3 Existing Transportation Services

The subject site has good access to public transport services in the form of trains and buses. The site is located approximately 1.6 kilometres from Bardwell Park Railway Station and 2.5 kilometres from Turrella Railway Station.

Frequent bus services operate along Permanent Avenue, Thompson Street, Caroline Street, Prince Edward Avenue, Dellwood Avenue, Fricourt Avenue, Woolcott Street, Cameron Avenue, Wardell Road, Homer Street and William Street in close proximity to the subject site (i.e. bus routes 412, 423, 423X, 473 and 491).

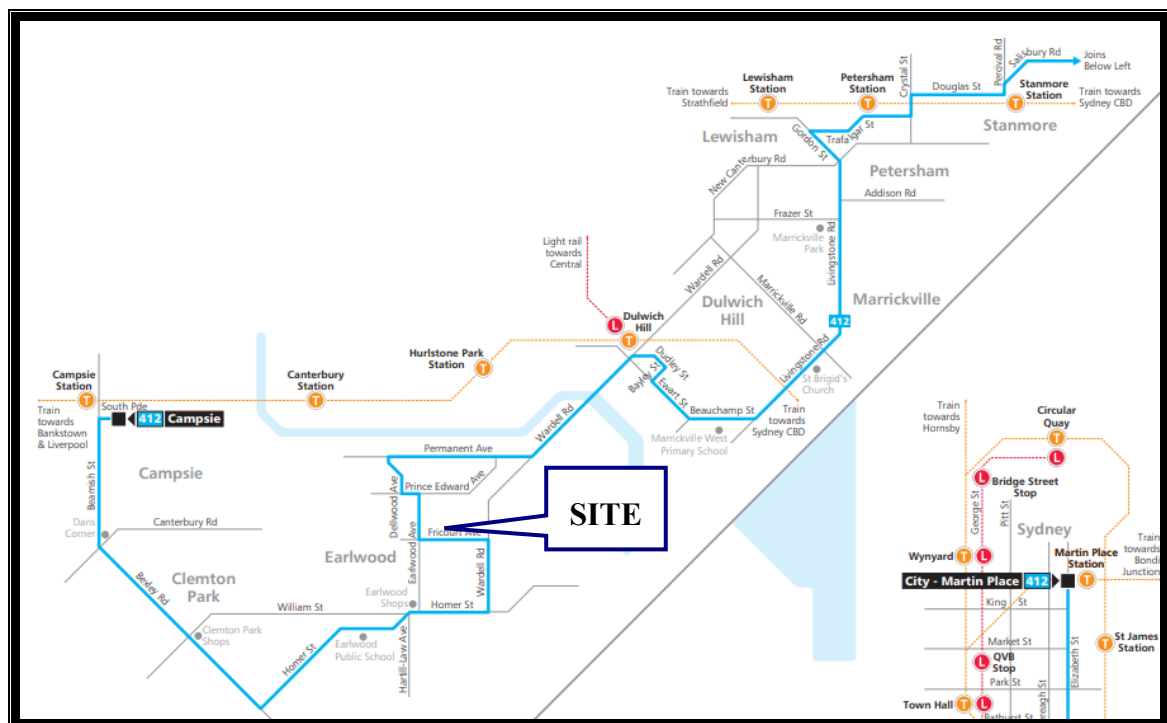


Figure 3: Bus services near the subject site (Bus no. 412)

4 PROPOSED DEVELOPMENT

4.1 Description of the proposal

The current Section 4.55 Application seeks approval for the modification to the existing childcare centre located at 20 Earlwood Avenue, Earlwood (previously approved under DA-M5691/91). The proposed modification is to increase the approved number of children places from 29 to 39 (i.e. an increase of 10 children).

Age Group	0-2 years	2-3 years	3-6 years	Total
Existing No. of children	-	9	20	29
Existing No. of Staff	-	2	3	5
Approved No. of car parking spaces for existing centre	Four (4) signposted on-street car parking spaces			

Table 1: Approved number of children, staff and car parking spaces

The proposed development proposal will include the following:

- Childcare centre accommodating up to thirty-nine (39) children places:
 - 4 children places between the ages of 0 to 2 years old (1 staff members);
 - 5 children places between the ages of 2 to 3 years old (1 staff members);
 - 30 children places between the ages of 3 to 6 years old (3 staff members).
- Existing enclosed garage consisting of two (2) car parking spaces (previously used for parking for first floor residential unit), to be allocated for childcare centre staff parking.
- Existing four (4) on-street car parking spaces in Gueudecourt Avenue, directly in front of the site (signposted with '10 Minute' parking between 7:00am to 10:00am and 3:00pm to 6:00pm from Monday to Friday), for the drop-off and pick-up of children, as originally approved for the subject childcare centre, to be retained.
- There will be a maximum of five (5) staff members at any given time. The existing hours of operation of the centre from 7.00am to 6.00pm on weekdays only will be retained.

Refer to **Appendix 'A'** for the proposed development plans.

4.2 Vehicular & Pedestrian Access

The vehicular access to and from the off-street parking facility is via the existing access driveway crossing located in Gueudecourt Avenue, leading to an enclosed garage which will be retained and used for staff parking of the childcare centre.

The existing access driveway is located more than 6 metres from the tangent point of the adjacent kerbline, in accordance with Figure 3.1 of AS2890.1:2004.

A separate pedestrian access gate is also provided at the front of the site in Gueudecourt Avenue.

4.3 On-site Parking Provision

Canterbury Development Control Plan 2012, requires off-street car parking for childcare centres to be provided at a minimum rate of:

- 1 space per 2 staff.
- Minimum 2 spaces per childcare centre.

Please refer to Tables 2 and 3 below for the proposed number of children, staff and car parking.

Age Group	0-2 years	2-3 years	3-6 years	Total
Proposed increase to number of children	-	-	10	10

Table 2: Proposed **increase** in approved number of children

Age Group	0-2 years	2-3 years	3-6 years	Total
Proposed Additional + Existing Number of children	4	5	30	39
Proposed Additional + Existing Number of staff	1	1	3	5
Car parking required (3 spaces for staff & 2 spaces for the centre)				5
Car parking proposed (2 existing on-site car parking spaces to be allocated for staff + 4 existing approved & signposted on-street car parking spaces for parents/visitors drop-off & pick-up of children)				6

Table 3: **Total** on-site parking requirement and provision for the childcare centre

The proposal for a total of 39 children places at the subject existing centre would therefore require five (5) car parking spaces. The existing number of staff members would remain the same, as demonstrated above.

The development proposal provides an existing enclosed garage consisting of two car parking spaces (previously approved and used for first floor residential unit), to be allocated for staff parking, in addition to the existing four (4) on-street car parking spaces in Gueudecourt Avenue, directly in front of the site (signposted with '10 Minute' parking between 7:00am to 10:00am and between 3:00pm to 6:00pm from

Monday to Friday), for the drop-off and pick-up of children, as originally approved for the subject childcare centre.

Therefore, the proposed parking provision is adequate for the proposed development.

5 ON-STREET PARKING PROVISION

5.1 *Existing Parking Controls*

The subject site is located in a mainly residential area, where unrestricted parking is permitted on both sides of Earlwood Avenue including the frontage of the subject site, with the exception of the signposted 'No Stopping' at its close intersection with Gueudecourt Avenue.

Unrestricted on-street parking is also permitted on both sides of Gueudecourt Avenue, with the exception of the four (4) existing signposted '10 Minute parking 7:00am to 10:00am and 3:00pm to 6:00pm Monday to Friday' car spaces, used for the drop-off and pick-up of children, as originally approved for the subject childcare centre.



Photo 7: Existing on-street parking restrictions at the front of the subject centre

5.2 *Impacts of Proposed Development on Parking*

The parking demand resulting from the proposed increase in the approved number of children places at the existing childcare centre can be accommodated within the existing and compliant on-site and on-street parking spaces for staff and visitors. The subject site has good access to existing public transport in the form of train and bus services.

Therefore, the proposed development will not have adverse impacts on parking in the surrounding area.

6 EXTERNAL TRAFFIC IMPACT

An indication of the potential traffic generation of the proposed development is provided by the *RMS Guide to Traffic Generating Development - 2002*.

The Guide specifies the following traffic generation rates for long-day care centres:

- 0.8 peak period vehicle trips per child between 7.00am and 9.00am; and
- 0.7 peak period vehicle trips per child between 4.00pm and 6.00pm.

The traffic generated by the approved existing childcare centre for 29 children places is as indicated below:

- 24 morning peak period vehicle trips (12 In and 12 Out trips); and
- 21 afternoon peak period vehicle trips (10 In and 11 Out trips).

The proposed increase in the number of approved children by 10 children places would have an estimated increase in traffic generation as follows:

- 8 morning peak period vehicle trips (4 In and 4 Out trips); and
- 7 afternoon peak period vehicle trips (3 In and 4 Out trips).

The estimated peak period additional traffic generation is of low impact on existing flows on Earlwood Avenue, Gueudecourt Avenue and the surrounding road network and can be readily accommodated without adverse impacts.

7 CONCLUSION

It can be concluded from the traffic and parking impact assessment that the proposed increase in the approved number of children places at the existing childcare centre at 20 Earlwood Avenue, Earlwood, will not have adverse impacts on existing traffic or parking conditions and is worthy of Council's support in its present form.

- The current traffic flows on Earlwood Avenue and Gueudecourt Avenue are typical for local roads located in a mainly residential area, where traffic is free flowing without major queuing or delays in peak hours, with spare capacity.
- The estimated peak hour traffic generation is of low impact on existing flows on Earlwood Avenue, Gueudecourt Avenue and the surrounding road network. The traffic generated by the proposed childcare centre development can be readily accommodated within the existing road network.
- The potential increase in the number of vehicle movements in and about Earlwood Avenue, Gueudecourt Avenue and adjacent streets will not have adverse impacts on the amenity of the area.
- The parking demand resulting from the proposed modifications to the existing childcare centre development can be easily accommodated within the existing and adequate off-street and on-street car parking for both staff and visitors/parents, which is in compliance with Council's parking requirements.
- The subject site has good access to existing public transport services.
- The proposed development will not have adverse impacts on parking in the surrounding area.

Appendix A – Proposed Development Plans



