

04 April 2024

Sophie Griffiths
Development Assessment Officer
Canterbury Bankstown Council

ADDENDUM TRAFFIC & PARKING STATEMENT IN REPLY TO COUNCIL'S RFI LETTER PROPOSED CHILDCARE CENTRE DEVELOPMENT 32 BAGDAD STREET, REGENTS PARK (DA-1433/2023)

We refer to Council's RFI letter dated 20 February 2024 in relation to DA-1433/2023 for the proposed childcare centre development at 32 Bagdad Street, Regents Park, and provide the following assessment and information, for Council's consideration.

This Statement is to be read in conjunction with the amended architectural plans prepared by Boris Grgurevic & Associates Pty Ltd (reduced copy of the amended plans – Revision 3 - attached in Appendix 'A' of this statement).

- The proposed basement parking layout has been amended to remove one car parking space and install a set of emergency fire exit stairs. The development provides for a total of twelve (12) on-site car parking spaces, which is adequate and in accordance with Chapter 3.2, Section 2 of Canterbury Bankstown DCP 2023.
- Updated vehicular swept paths have been undertaken at the site access driveway, demonstrating a B99 design vehicle can pass a B85 design vehicle simultaneously when turning from and exiting onto Bagdad Street. Refer to the updated vehicle swept path plans attached in Appendix 'B'.

Traffic Flow Modelling

a. The estimated traffic generated from the proposed development has been correctly allocated to the existing traffic volumes at the modelled intersections based on the postdevelopment trip distribution diagrams for AM & PM peak hours. The movement summary reports have been updated and attached to Appendix 'C' of this statement.

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- b. The inbound traffic split percentage generated from the proposed development at the subject intersections of Auburn Road/Bagdad Street and Cooper Road/Moriarty Way was based on the pre-development traffic distribution during AM and PM peaks. The outbound traffic split percentage generated from the development was equally adopted as per the inbound traffic split percentage.
- c. Pre-development trip distribution models for Base Year 2023 and Future Year 2033 have been produced; with copies attached in Appendix 'D' of this statement.

Given the above additional information, it is considered that the proposed childcare centre development is satisfactory and in compliance with the requirements of AS2890.1:2004, and addresses Council's concerns.

If you require any further information, please do not hesitate to contact us.

Yours sincerely

Ramy Selim

Senior Traffic Engineer

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Appendix A – Amended Development Plans

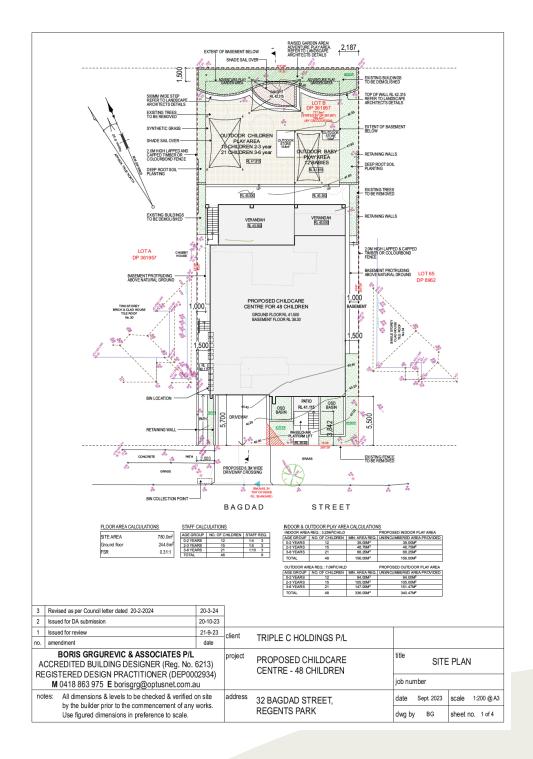
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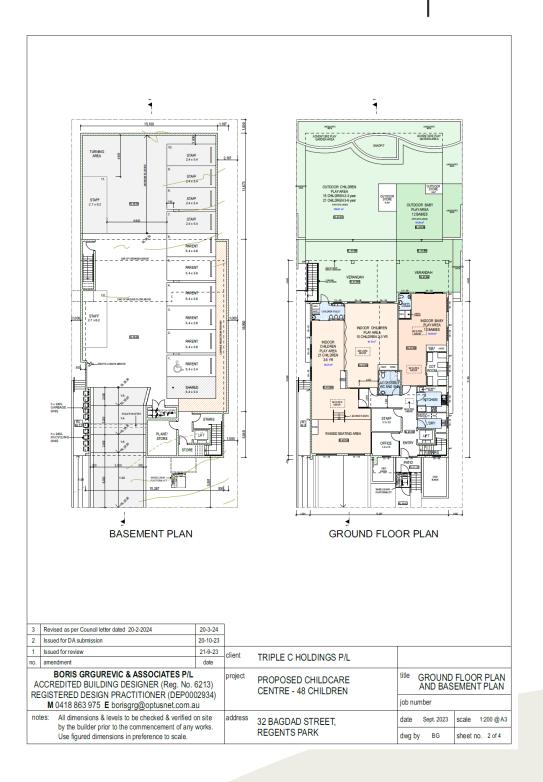
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Appendix B – Updated Vehicular Swept Paths at Driveway

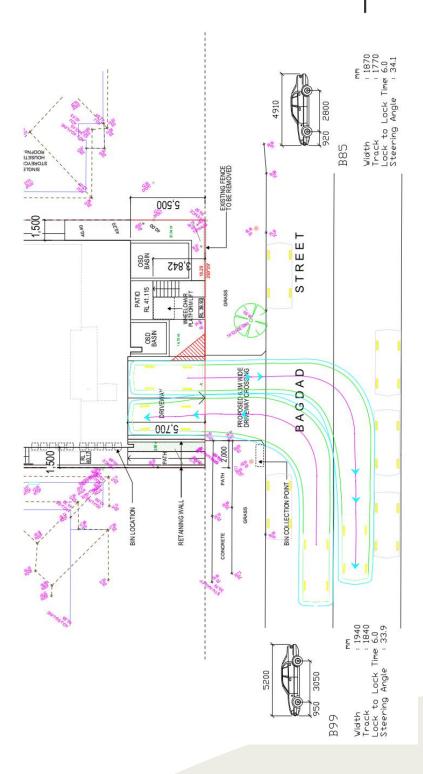
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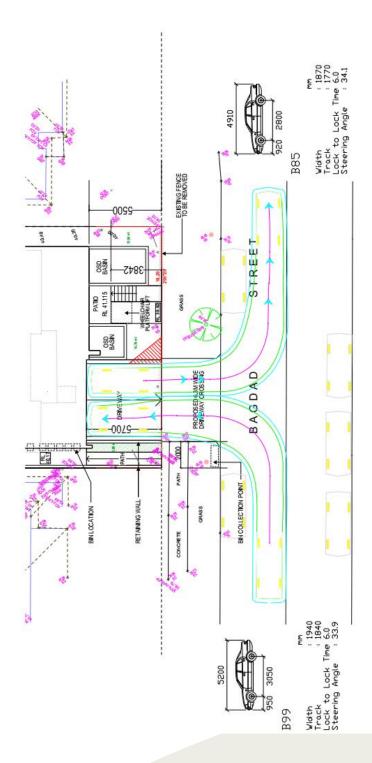
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Appendix C – SIDRA Intersection Analysis

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MOVEMENT SUMMARY - 7.30am - 8.30am - Base Year 2023 - Bagdad Street / Auburn Road

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MOVEMENT SUMMARY - 7.30am - 8.30am - Base Year 2023 - Cooper Road / Moriarty Way

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MOVEMENT SUMMARY - 2.45pm - 3.45pm - Base Year 2023 - Bagdad Street / Auburn Road

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MOVEMENT SUMMARY - 7.30am - 8.30am - Future Year 2033 - Bagdad Street / Auburn Road

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		Prop.		0.00	0.50	0.03		1.00	9.	1.00		0.00	0.00	0.00	0.26	
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		2 S		0.00	0.49	0.02		14.80	14.80	14.80		9	_	_		
		85						-		-		0.0	0.0	0.00	3.61	
		flective Awer Stop Cy Rate		00.0	0.64	0.03		4.55	4.55	4.55 14		0.17 0.0	0.17 0.0		1.17 3.61	
		Prop. Effective-Aver No. Aver Que Stop Cycles Spreed Rate math		0000 0000	0.49 0.64									0.17		
Ħ						0.03		4.55	4.55	4.55		0.17	0.17	0.00 0.17	1.17	
ment		AVERAGE BACK Prop. Effective-Aver OF QUEUE Que Stop Cy [Veh. Dist] Rate			0.49	0.02 0.03		1.00 4.55	1.00 4.55	1.00 4.55		0.00 0.17	0.00 0.17	0.0 0.00 0.17	1.17	
elopment		AVERAGE BACK OF QUEUE [Veh Dist]		0.0 0.00	0.3 0.49	0.3 0.02 0.03		24.5 171.3 1.00 4.55	24.5 171.3 1.00 4.55	245 1713 1.00 4.55		71.0 0.00 0.0	0.0 0.00 0.17	71.0 0.00 0.0 0.0	171.3 0.25 1.17	
Development				0.0 0.0 0.00	0.0 0.3 0.49	0.0 0.3 0.02 0.03		24.5 171.3 1.00 4.55	171.3 1.00 4.55	245 1713 1.00 4.55		0.0 0.0 0.0 0.17	0.0 0.0 0.0 0.17	71.0 0.00 0.0 0.0	24.5 171.3 0.25 1.17	
Pre-Development		Level of AVERAGE BACK Service OF QUEUE [Veh. Dist]		LOSA 0.0 0.0 0.00	LOSA 0.0 0.3 0.49	NA 0.0 0.3 0.02 0.03		LOSF ¹¹ 24.5 171.3 1.00 4.55	LOSF" 24.5 171.3 1.00 4.55	LOSF" 24.5 171.3 1.00 4.55		LOSA 0.0 0.0 0.00 0.17	LOSA 0.0 0.0 0.00 0.17	1.6 NA 0.0 0.0 0.00 0.17	NA 24.5 171.3 0.25 1.17	
Pre-Development	POINT	Deg Aver Level of AVERAGE BACK Salm Delay Service Of QUEDE (Veh Det)		0.333 0.0 LOSA 0.0 0.0 0.00	5.6 LOSA 0.0 0.3 0.49	0.0 0.333 0.3 NA 0.0 0.3 0.02 0.03		0.0 1.292 2845 LOSF ¹¹ 245 171.3 1.00 4.55	0.0 1.292 296.7 LOSF 24.5 171.3 1.00 4.55	0.0 1.292 295.2 LOSF" 24.5 171.3 1.00 4.55		0.0 0.260 5.6 LOSA 0.0 0.0 0.00 0.17	0.0 0.260 0.0 LOSA 0.0 0.0 0.00 0.17	0.0 0.280 1.6 NA 0.0 0.0 0.00 0.17	1292 724 NA 24.5 171.3 0.25 1.17	
Pre-Development	Performance	APRIVAL Deg Aver Level of AVERACE BACK FLOWS Safe Delay Service OF QUEUE (M. Delay Service OF QUEUE (M		0.333 0.0 LOSA 0.0 0.0 0.00	0.0 0.029 5.6 LOSA 0.0 0.3 0.49	0.0 0.333 0.3 NA 0.0 0.3 0.02 0.03		1292 284.5 LOSF ¹¹ 24.5 171.3 1.00 4.55	361 0.0 1.292 295.7 LOSF" 24.5 171.3 1.00 4.55	1292 2952 [CSF" 245 1713 100 455		141 0.0 0.260 5.6 LOSA 0.0 0.0 0.00 0.17	359 0.0 0.260 0.0 LOSA 0.0 0.0 0.00 0.17	0.0 0.280 1.6 NA 0.0 0.0 0.00 0.17	724 NA 24.5 171.3 0.25 1.17	
Pre-Development	enent Performance	APRIVAL Deg Aver Level of AVERACE BACK FLOWS Safe Delay Service OF QUEUE (M. Delay Service OF QUEUE (M		644 0.0 644 0.0 0.333 0.0 LOSA 0.0 0.0 0.00	32 0.0 32 0.0 0.029 5.6 LOSA 0.0 0.3 0.49	676 0.0 676 0.0 0.333 0.3 NA 0.0 0.3 0.02 0.03	Street	0.0 16 0.0 1.292 284.5 LOSF" 24.5 171.3 1.00 4.55	361 0.0 1.292 295.7 LOSF" 24.5 171.3 1.00 4.55	378 0.0 1.292 295.2 LOSF" 24.5 171.3 1.00 4.55	- Road	141 0.0 141 0.0 0.260 5.6 LOSA 0.0 0.0 0.00 0.17	359 0.0 359 0.0 0.260 0.0 LOSA 0.0 0.0 0.00 0.17	500 0.0 500 0.0 0.260 1.6 NA 0.0 0.0 0.00 0.17	0.0 1554 0.0 1.292 72.4 NA 24.5 171.3 0.25 1.17	
Pre-Development	bhicle Movement Performance	Deg Aver Level of AVERAGE BACK Salm Delay Service Of QUEDE (Veh Det)		0.0 644 0.0 0.333 0.0 LOSA 0.0 0.0 0.00	32 0.0 32 0.0 0.029 5.6 LOSA 0.0 0.3 0.49	676 0.0 676 0.0 0.333 0.3 NA 0.0 0.3 0.02 0.03	East Bagdad Street	0.0 16 0.0 1.292 284.5 LOSF" 24.5 171.3 1.00 4.55	0.0 361 0.0 1.292 295.7 LOSF" 24.5 171.3 1.00 4.55	0.0 378 0.0 1292 2852 CSF" 245 1713 1.00 455	North: Aubum Road	0.0 141 0.0 0.260 5.6 LOSA 0.0 0.0 0.00 0.17	359 0.0 359 0.0 0.260 0.0 LOSA 0.0 0.0 0.00 0.17	500 0.0 500 0.0 0.260 1.6 NA 0.0 0.0 0.00 0.17	1554 0.0 1.292 72.4 NA 24.5 171.3 0.25 1.17	

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MOVEMENT SUMMARY - 7.30am - 8.30am - Future Year 2033 - Cooper Road / Moriarty Way

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MOVEMENT SUMMARY - 2.45pm - 3.45pm - Future Year 2033 - Bagdad Street / Auburn Road

Post-Development	Vehicle Movement Performance	p. Efforchwar. No. Aver. Mov. Turn. DEDANID ARRIVAL. Deg. Aver. Level of AVERAGE BACK. Prop. Effective-her. No. Aver. Level of DUEDE. Que. Stop. Options Speed D. Flows. Som. Deby Service. OF DUEDE. Que. Stop. Options Speed No. Aver. Rate. No. No. No. No. No. No. No. No. No. No	South: Aubum Road	0.00 59.9 2 T1 383 0.0 383 0.0 0.203 0.0 LOSA 0.0 0.0 0.00 0.00 0.00 58.9	058 204 3 R2 34 0.0 34 0.0 0042 7.1 LOSA 0.1 0.5 0.59 0.74 0.59 20.2	0.04 57.7 Approach 427 0.0 427 0.0 0.203 0.6 NA 0.1 0.5 0.05 0.06 0.05 57.5	East Bagdad Street	1422 3885 4 L2 30 0.0 30 0.0 0.714 17.2 LOSB 1.6 11.4 0.86 1.25 1.76 37.8	0.0 226 0.0 0.714 261 LOSB 1.6 11.4 0.86	152 406 Approach 266 0.0 256 0.0 0.714 25.0 LOSB 1.6 11.4 0.86 1.25 1.76 39.9	North: Autoum Road	0.00 512 7 L2 263 0.0 263 0.0 0371 5.6 LOSA 0.0 0.0 0.00 0.22 0.00 51.0	0.00 527 8 Ti 448 0.0 448 0.0 0.371 0.0 LOSA 0.0 0.0 0.00 0.22 0.00 52.6	pproach 711 0.0 711 0.0 0.371 2.1	0.30 472 All Vehicles 1396 0.0 1395 0.0 0.714 5.8 NA 1.6 11.4 0.17 0.36 0.34 46.6
		€0		000 000	0.58 0.73	0.04 0.05		2 0.85 1.21	2 0.05 1.21	2 085 121		0.00 0.21	120 000 1	0.00 0.21	2 0.16 0.34
e-Development		of of AVERAGE BACK NICE OF QUELE [Veh. Det] veh. m		LOSA 0.0 0.0	LOSA 0.1 0.4	NA 0.1 0.4		LOS 8 15 102	LOSB 15 102	LOS		LOSA 0.0 0.0	LOSA 00 00	NA 0.0 0.0	NA 1.5 102
-Deve		Aver Level of Delay Service		0.0	7.0	0.5		16.2	24.8	23.8		5.6	0.0	2.0	929
Pre		S N N N N N N N N N N N N N N N N N N N			0.039			873.0 0.678		0.678			196.0 00		8290 01
	formance	DEMAND ABBYAL FLOWS FLOWS [Total HV] [Total HV] weight % weight %				0 424 0.0			0 217 0.0			0 254 0	0.0 448 0.0	0 702 0	0 1372 0
	cie Movement Performanc	DEMAND FLOWS Total HV et/fl %	Road		32 0.0		Street	28 0.0		245 0.0	Road			702 0.0	1372 0.1
	ehicle Move	E	South: Aubum Road	F	82	Approach 424	East Bagdad Street	7	6 R2 2	Approach	North: Aubum Road	17		Approach	All Vehicles 1372 0.0 1372 0.0

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MOVEMENT SUMMARY - 2.45pm - 3.45pm - Future Year 2033 - Cooper Road / Moriarty Way

Vehicle M	Note Movement Performanc	Perfor	mance										Veh	icle Mov	Aovement Performance	Perform	Sance									
Mov Tum ED	DEMAND ROWS Total HV wenth	S E	ARRIVAL FLOWS Total HV	Seg. —	Aver. Delay	Lavel of Service	AVERAC OF CO	AVERAGE BACK OF QUEUE [Veh Dist] veh m	Prop. E.	p. Effective/Nor. No. Av. Shop. Cycles Spe. Rate. In. No.	Order R	Speed	Mov B		PENAND FLOWS Yotal HV		ARRIVAL FLOWS Total HV	- 18.8 ≥	Aver Delay sec	Level of Service		AVERAGE BACK OF QUEUE (Veh. Diet)	g d	Flicthocker No Aver e Stop Cycles Speed Ratio	of Re So	A DE A
South: Cooper Road	per Road												Sou	South: Cooper Road	r Road											
2 TI		0.0	104 0.0	0.084	4.8	LOSA	0.5	12	0.04	0.53	0.04	41.5	2	F	112		112 0.0		4.8			1.3	900	0.53	10.0	415
3 R2	24	0.0	24 0.0		7.7		0.5	1.2	0.04	0.53	0.04	40.1	6	82	24	0.0	24 0.0		7.7	LOSA	0.2	1.3	0.04	053	100	40.1
Approach			128 0.0		5.4		0.5	1.2	0.04	0.83	100	41.1	App	Approach	136				5.3			1.3	0.04	0.53	10.04	41.1
East Moriarry Way	ry Way												East	Moriany	/ Way											
4 12		0.0			5.3		0.1	0.4	0.27	0.55	0.27	40.6	4	77	28	0.0	28 0.0	0.031	5.3	LOSA	0.1	0.4	0.28	950	0.28	404
6 R2	4	0.0	4 0.0	0.029	9.1	LOSA	0.1	0.4	0.27	0.55	0.27	292	9	8	9	0.0	6 0.0	0.031	8.1	LOSA		0.4	0.28	0.55	0.28	28.0
Approach		0.0			5.6		0.1	0.4	0.27	980	0.27	40.0	App	Approach	33	0.0	33 0.0	0.031	6.7	LOSA	0.1	0.4	0.28	990	0.28	385
North: Cooper Road	er Road												North	ft. Cooper Road	Road											
7 12					5.0		0.3	1.9	0.11	0.50	0.11	46.5	1	7	99	0.0	99	0.141	5.0	LOSA	0.3	20	0.11	050	0.11	46.5
8 T1	116	00	116 0.0	0.134	4.9	LOSA	0.3	1.9	0.11	0.50	0.11	533	00	Ξ	175	0.0	125 0.0		4.9			20	0.11	050	0.11	53.3
Approach	181				5.0		0.3	1.9	0.11	0.50	0.11	503	App	Approach	191	0.0	191 0.0	0.141	5.0	LOSA	0.3	20	0.11	050	11.0	510
All Vehicles 340	340	0.0	340 0.0	0.134	5.2	LOSA	0.3	1.9	0.10	0.52	0.10	48.5	ALV	All Vehicles	360	0.0	360 0.0	0.141	5.2	LOSA	0.3	20	0.10	150	0.10	48.6

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Appendix D – Pre-Development (Base Year & Future Year) Trip Distribution Model Diagrams

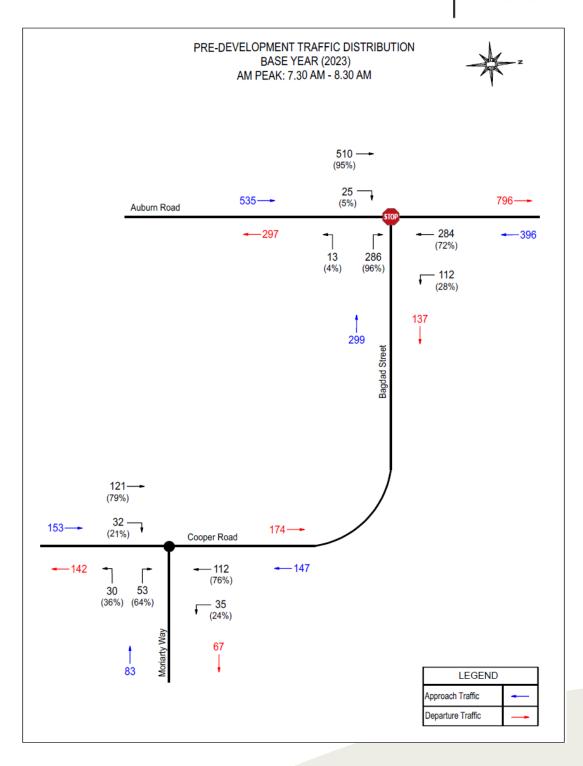
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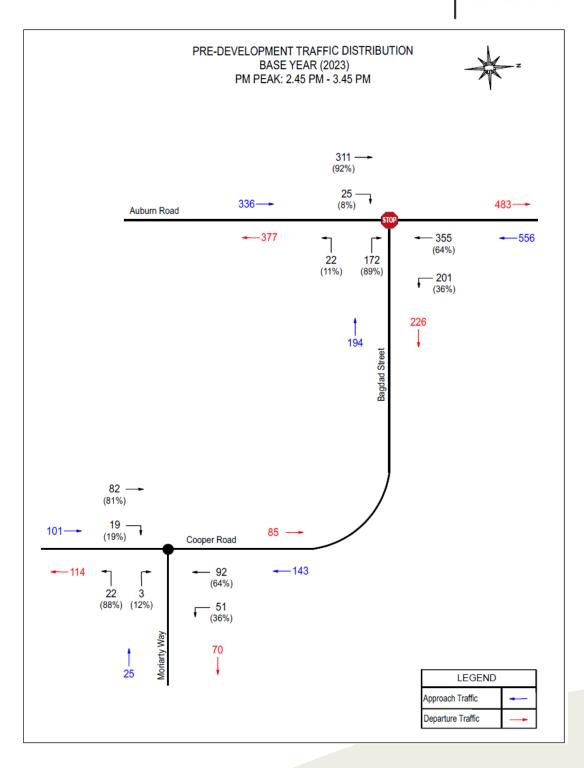
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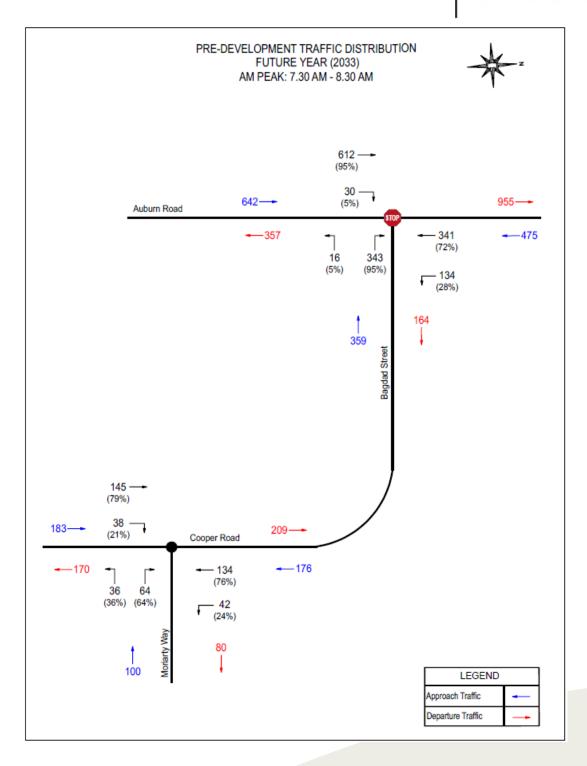
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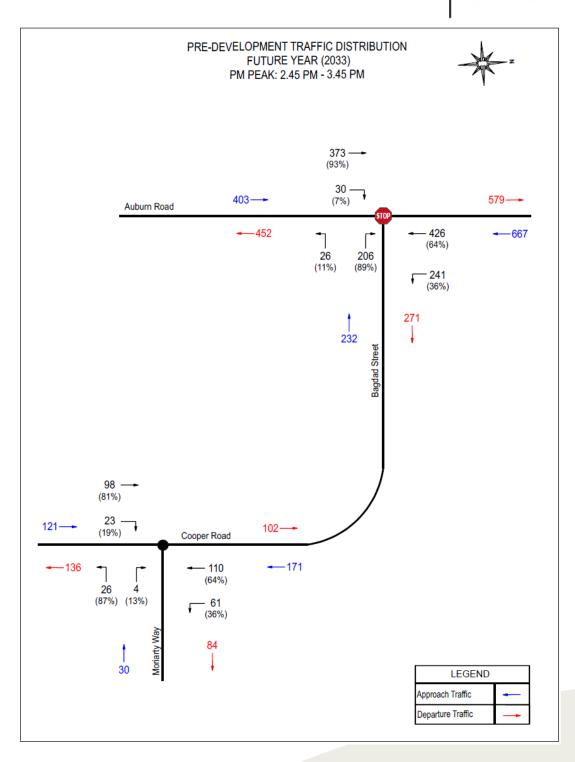
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