

Carparking Assessment

Redevelopment of the Darwin Montessori Early Learning Centre 13–15 Chatham Avenue, Taree

for









On behalf of



**2 May 2025
(FINAL)**

Traffic Impact Assessment Details

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1. INTRODUCTION

1.1 General

StreetWise Road Safety & Traffic Services have been engaged by Midcoast Town Planning on behalf of the Darwin Montessori Early Learning Centre at 13 – 15 (Lot 1 DP 783905 & Lot 1 DP 783906) Chatham Avenue, Taree to complete a carparking assessment of the proposed carpark design layout as part of a future redevelopment of the operation.



Figure 1.10 – LOCALITY SKETCH

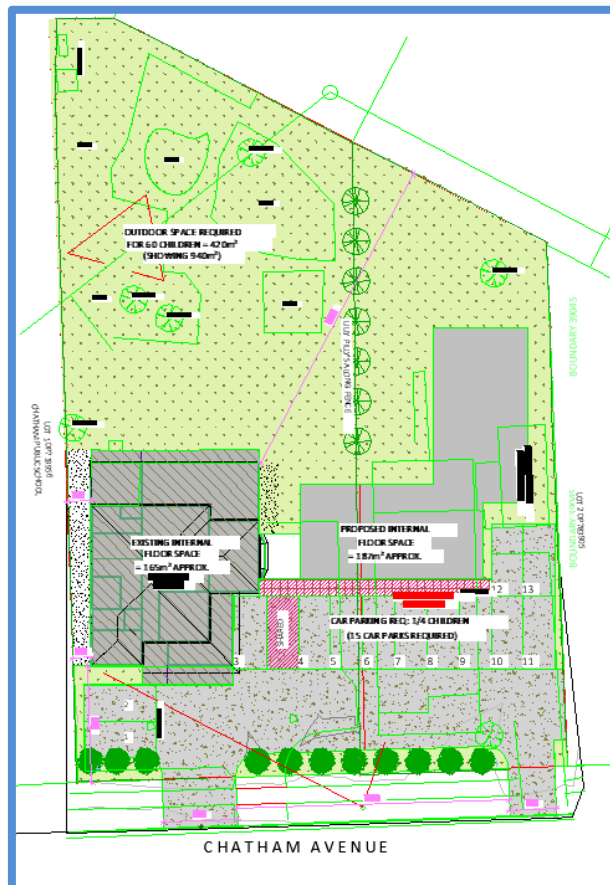
1.2 Background

The Darwin Montessori Early Learning Centre currently operates from 15 Chatham Avenue in Taree, NSW. As part of a redevelopment proposal the centre has purchased 13 Chatham Avenue (located to the east) to increase the size of the operation from catering for up to 28 children and increasing up to 68 children.

The current operation provides for 5 onsite parking spaces with the redevelopment to provide 13 onsite parking spaces including two stacked spaces for staff parking and 1 accessible space with a shared area.



**Figure 1.20 – EXISTING SITE LAYOUT
(15 CHATHAM AVENUE, TAREE)**



**Figure 1.21 – PROPOSED REDEVELOPMENT OF OPERATION
(13 & 15 CHATHAM AVENUE, TAREE)**

The site is located next store to the east of the Chatham Public School and west of residential housing.

Chatham Avenue (old Pacific Highway) is considered to be an urban arterial road providing access to and from Taree and the Pacific Motorway. In the vicinity of the childcare centre the Chatham Avenue formation provides for two lanes in each direction with parallel parking lanes on each edge of the formation. There is a formal 1.20m wide concrete footpath along the frontage of the site. The parking lane along the frontage of the Chatham Public School is signposted as a Bus Zone between the hours of 8.30 to 9.30am and 2.30 to 3.30pm.

The posted speed limit in the vicinity of the site is 60km/h with a special “School Zone” speed limit of 40km/h during school hours.

2. CARPARK LAYOUT DESIGN CONSIDERATIONS

2.1 Geometric Carpark Design Assessment

The design of the carparking layout shall be completed in accordance with the ‘Australian/New Zealand Standard, Parking Facilities Part 1; Off Street Car Parking (AS/NZS 2890.1) of 2004 and Australian/New Zealand Standard, Parking Facilities Part 6: Off street parking for People with Disabilities of 2009.

2.2 Carparking Classification

Part 1 of AS2890 does not prescribe a user class for a childcare operation. However, these operations generally cater for high turnover of parking at drop off and pickup times. Therefore, for the purposes of this assessment a Class 3 user class has been adopted for the assessment of the provided carparking layout design. As Chatham Avenue is a main arterial road servicing the Taree area the site will require the provision of a category 2 driveway in accordance with the standard. Table 5.20 provides an indication of the minimum design standards for a carparking layout proposal.

Design Component	Minimum Design Standard for Land Use (AS / NZS 2890.1 & AS / NZS 2890.6)
Parking Space	5.4m x 2.6m Additional 0.30m (2.90m) when adjacent a wall, column or kerb 5.4m x 2.4m plus 5.4m x 2.4m shared zone disabled parking
Aisle Width	5.8m min
Blind Aisle	1.0m adjacent to end bay/s where a wall, column or kerb is to be provided.
Driveway Width	Category 2 Entry width = 6.0 to 9.0m (Minimum) Exit width = 3.0m (Minimum)

Table 5.20 – SUMMARY OF AUSTRALIAN STANDARD GEOMETRIC DESIGN REQUIREMENTS

2.1 Carparking Requirement

The following guidelines were referenced to determine the scope of the parking surveys to be completed.

- Transport for NSW (TfNSW) Guide to Traffic Generating Developments, and
- Midcoast Council's Development Control Plan (DCP, November 2013), Part 10, Car Parking, Access, Alternative and Active Transport.

2.1.1 TfNSW Guide to Traffic Generating Developments

The TfNSW Guide to Traffic Generating Developments prescribes the following carparking rates for the services provided.

- Child Care Centres 1 space per 4 children

2.1.2 Midcoast Council DCP

The Midcoast Council's DCP prescribes the following carparking rates for the services provided by the club.

- Child Care Centres 1 space per 4 children

2.2 Design Carparking Requirements

The centre is proposing to cater for 68 children into the future therefore the centre will be required to provide 17 onsite parking spaces as part of the redevelopment in accordance with Council's DCP prescribed requirements.

The proposal as provided for assessment proposes to provide 13 onsite parking spaces including two stacked spaces and 1 accessible space with a shared area.

2.3 Carparking Non Conformance Assessment

As highlighted in section 2.2 above in accordance with Council's DCP the development is required to provide 17 off street parking spaces. The proposal as provided for assessment indicates it will only be able to provide a total 13 carparking spaces.

2.3.1 Assessment of Current Operation

The following information has been provided by the Darwin Montessori Early Learning Centre indicates the peak period for drops off in the morning is between 8.00 am and 9.00am with generally 22 children being dropped off during this period with the remainder (6) generally being dropped off between 9.00am and 10.00am. The afternoon pick up the peak period is between 4.00pm and 5.00pm where generally 21 children are picked up with the remainder (7) picked up between 3.00pm and 4.00pm.

Based on the above information utilising Council's DCP carparking rate requirements a maximum of 5 carparking spaces are required to service the current operation during these peak periods. Considering the peak operating times and Council's DCP requirements for the increase in catering for 68 children the operation would be required to provide a total of 14 onsite carparking spaces. (ie. 80% of 68 children / 1 space per 4 children). Under this assessment it indicates there is still a shortfall of 1 onsite parking space to be provided.

Any on street overflow parking that is required as a result of the possible onsite parking to be provided is considered not to have any major impacts in the foreseeable future. Currently there is an existing long bus zone provided along the frontage of the Chatham Public School is not used based on advice from the local bus companies. This bus zone is located adjacent to the centre and as part of a development approval for this redevelopment it is recommended the length of the bus zone be reduced by

36.0m (6 parking spaces at 6.0m long) to reduce any impacts on the residences located to be east of the centre and open up this currently underutilised space for on street parking.

2.4 Site Access

Currently the existing operation is accessed via a single 3.50m wide domestic driveway located off Chatham Avenue. Under the redevelopment proposal the operation will provide two (2) 6.0m wide driveway accesses at the eastern and western ends of the new site (No 13 and 15). In order to minimise any carpark traffic flow issues, it is proposed that all users will access the site via the proposed eastern driveway and exit the site via the western driveway. To maximise this operation the following regulatory and nonstandard signs are recommended to be installed on each side of the driveway accesses back to back.



R2-4n

To be Installed at the Western Driveway Access
on each side



R2-14 (L)



Non Standard

To be Installed at the Eastern Driveway Access
on each side



R2-4n

3. SITE SERVICING

The following site servicing arrangements have been assessed as part of the provided Masterplan for the redevelopment of the site.

- Waste Collection Removal,
- Commercial Deliveries, and
- Emergency Services access.

3.1 Waste Collection Removal

The redeveloped operation will continue to utilise the kerbside bin service. There is no requirement to provide / allow for onsite removal of refuse / garbage as the amount to be generated by the operation is considered to be minimal.

3.2 Disabled (Accessible) Parking

Neither the TfNSW Guidelines nor the MCC DCP prescribe the requirements for the provision of accessible / disabled parking. The Building Code of Australia (BCA) the requirements for the provision of accessible / disabled parking to be provided.

In accordance with Table D3.5 of the BCA it prescribes the following.

- Class 9b – School or other assembly building.
Provide 1 space for every 100 carparking spaces or part thereof.

The proposed redevelopment will provide one accessible parking space and shared area.

3.3 Deliveries to Site

Any requirement for deliveries to the site during operating hours will be via the driveway accesses to be provided as part of the operation. The size and scope of the deliveries will be dependent on the deliverables however it is considered only small delivery vans will be required to access the site. In an attempt to minimise impacts on the drop off and pick up times management should negotiate with the operators that all deliveries are made outside of these times to minimise perceived impacts.

3.4 Emergency Services Access

Emergency Service vehicles will access the site via the proposed access driveways to be provided off Chatham Avenue.

4. SUMMARY OF THIS ASSESSMENT

StreetWise Road Safety & Traffic Services have been engaged by Midcoast Town Planning on behalf of the Darwin Montessori Early Learning Centre at 13 – 15 (Lot 1 DP 783905 & Lot 1 DP 783906) Chatham Avenue, Taree to complete a carparking assessment of the proposed carpark design layout as part of a future redevelopment of the operation.

As part of a redevelopment proposal the centre has purchased 13 Chatham Avenue (located to the east) to increase the size of the operation from catering for up to 28 children and increasing up to 68 children.

The current operation provides for 5 onsite parking spaces with the redevelopment to provide 13 onsite parking spaces including two stacked spaces for staff parking and 1 accessible space with a shared area.

Under Council's DCP requirements the redevelopment of the centre will be required to provide 17 onsite parking spaces.

The proposal as provided for assessment proposes to provide 13 onsite parking spaces including two stacked spaces and 1 accessible space with a shared area.

In order to address the DCP requirement shortfall data was obtained from the centre outlining the peak periods for drop off and pick up times. This data indicated the peak period for drops off in the morning was between 8.00 am and 9.00am with generally 22 children being dropped off during this period with the remainder (6) generally being dropped off between 9.00am and 10.00am. The afternoon pick up the peak period was between 4.00pm and 5.00pm where generally 21 children are picked up with the remainder (7) picked up between 3.00pm and 4.00pm.

Utilising Council's DCP carparking rate requirements a maximum of 5 carparking spaces are required to service the current operation during these peak periods. Considering the peak operating times and Council's DCP requirements for the increase in catering for 68 children the operation would be required to provide a total of 14 onsite carparking spaces. (ie. 80% of 68 children / 1 space per 4 children). Under this assessment it indicates there is still a shortfall of 1 onsite parking space to be provided.

Any on street overflow parking that is required as a result of the possible onsite parking to be provided is considered not to have any major impacts in the foreseeable future. Currently there is an existing long bus zone provided along the frontage of the Chatham Public School is not used based on advice from the local bus companies.

This bus zone is located adjacent to the centre and as part of a development approval for this redevelopment it is recommended the length of the bus zone be reduced by 36.0m (6 parking spaces at 6.0m long) to reduce any impacts on the residences located to be east of the centre and open up this currently underutilised space for on street parking.

Existing operation is accessed via a single 3.50m wide domestic driveway located off Chatham Avenue. Under the redevelopment proposal the operation will provide two (2) 6.0m wide driveway accesses at the eastern and western ends of the new site (No 13 and 15). In order to minimise any carpark traffic flow issues, it is proposed that all users will access the site via the proposed eastern driveway and exit the site via the western driveway.

The redeveloped operation will continue to utilise the kerbside bin service. There is no requirement to provide / allow for onsite removal of refuse / garbage as the amount to be generated by the operation is considered to be minimal.

Neither the TfNSW Guidelines nor the MCC DCP prescribe the requirements for the provision of accessible / disabled parking. The Building Code of Australia (BCA) the requirements for the provision of accessible / disabled parking to be provided.

In accordance with Table D3.5 of the BCA it prescribes the following.

- Class 9b – School or other assembly building.
Provide 1 space for every 100 carparking spaces or part thereof.

The proposed redevelopment will provide one accessible parking space and shared area.

Deliveries to the site during operating hours will be via the driveway accesses to be provided as part of the operation. In an attempt to minimise impacts on the drop off and pick up times management should negotiate with the operators that all deliveries are made outside of these times to minimise perceived impacts.

Emergency Service vehicles will access the site via the proposed access driveways to be provided off Chatham Avenue.

5. RECOMMENDATIONS

This assessment has determined the increased size of the operation will adequately provide onsite carparking based on comparing the peak turnover periods with Council's DCP requirements. In order to minimise any perceived impacts, the following recommendations are to be considered for any future development approval.

- The existing bus zone is located adjacent to the centre fronting Chatham Public School be reduced in length by 36.0m (6 parking spaces at 6.0m long) to reduce any impacts on the residences located to be east of the centre in relation to any possible overflow parking impacts and open up this currently underutilised space for on street parking.
- To maximise the operation of the future carparking arrangements the following regulatory and nonstandard signs are to be installed on each side of the driveway accesses back to back as noted below.



R2-4n

To be Installed at the Western Driveway Access
on each side



R2-14 (L)



Non Standard

To be Installed at the Eastern Driveway Access
on each side



R2-4n