M^CLAREN TRAFFIC ENGINEERING

Address: Shop 7, 720 Old Princes Highway Sutherland NSW 2232
Postal: P.O Box 66 Sutherland NSW 1499

Telephone: +61 2 8355 2440
Fax: +61 2 9521 7199
Web: www.mclarentraffic.com.au
Email: admin@mclarentraffic.com.au

Division of RAMTRANS Australia ABN: 45067491678

Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

14th June 2016 Reference: 15404.03FA

Advantaged Care
Suite 2, 355 New South Head Road
Double Bay NSW 2028
Attention: Michael Kresner

SUPPLEMENTARY TRAFFIC & PARKING ADVICE OF RESIDENTIAL AGED CARE FACILITY AT 19-25 BOORALLA ROAD, EDENSOR PARK

Dear Michael,

Reference is made to development application DA117/2016 currently being assessed by Fairfield City Council. As a result of feedback provided by Council, as well as the meeting held with representatives of Fairfield Council on 21st April 2016, the proposed plans have been amended as shown in Annexure A.

1 Development Summary

The amended plans achieve a total of 279 aged care beds (190 standard beds, 89 dementia beds) which is consistent with the lodged application. A total of 72 car parking spaces (43 staff and 29 visitor spaces), consistent with the lodged application.

The adjustments in the amended plans, in comparison to the original lodged plans are as follows:

- All staff and visitors are to enter and exit the basement car parking areas from Sweethaven Road only, with the amended plans showing separated entry and exit driveways onto Sweethaven Road.
- Delivery vehicles, mini-buses and ambulances have access to designated spaces within the basement parking level, accessible only from Scarcella Place.

2 Car Parking Requirement

The scale of development is consistent with the original plans. The parking requires a total of 63 car parking spaces as per Fairfield Council DCP (which refers to the SEPP 2004 requirements) and a total of 63 car parking spaces as per the State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (refer to Table 3 of the 26th February 2016 Traffic & Parking Impact Assessment). The provision of 72 car parking spaces satisfies the above requirements.

3 Parking Design Compliance

Parking for visitors has been designed to achieve 2.5m wide bays and 5.8m aisle widths, which satisfies the requirements for visitor parking under User Class 2 of AS2890.1:2004.

Parking for staff has been designed to achieve 2.5m wide bays and 5.8m aisle widths which exceeds the minimum requirements of User Class 1/1A of AS2890.1:2004.

The staff parking area is secured by a roller shutter at the entrance and exit of the parking module. Upon entry, staff will either utilise a remote control or swipe card to activate the roller shutter to open. An intercom / car swipe is provided adjacent to Visitor Space 02 & 03. The temporary stopping of a vehicle to access the intercom is considered negligible given the relatively short service time to open the roller shutter. Upon exit, a laser sensor is positioned internally within the parking module to activate the exit roller shutter once the sensor has been tripped.

The vehicle access points on Scarcella Place comply with requirements of AS2890.2:2002 for commercial vehicle access whilst the vehicle access points on Sweethaven Road provides adequate view lines to pedestrians along the frontage footpath. View lines for exiting vehicles onto Sweethaven Road comply with the requirements of AS2890.1:2004.

4 Loading & Servicing Compliance

The loading area is accessed off Scarcella Place and provides two (2) delivery bays and one (1) ambulance bay.

As per Section 3.4 of the February 2016 Traffic & Parking Impact Assessment, the headroom of 3.3m is sufficient for majority of ambulance vehicles in NSW.

Additionally, delivery vehicles mostly compromise of utility vehicles and courier vans that can operate within 3.3m headroom. We are advised that contracted delivery vehicles can operate within the 3.3m headroom. The headroom at this location will also be signposted upon entry.

Waste collection will be undertaken on-street within Scarcella Place cul-de-sac where waste bins will be wheeled to / from the kerbside for collection.

5 Traffic Generation & Impact

The scale of development is consistent with the original plans and therefore the traffic generation is estimated to be 85 to 86 two-way vehicle trips as per Table 5 of the February 2016 Traffic & Parking Impact Assessment.

Due to the modified access arrangement, the level of traffic within Scarcella Place and Furci Avenue will be minimal as no visitor or staff vehicles will be entering or exiting the site from Scarcella Place into the basement parking level.

The traffic assignment adopted in Section 4.3 of the February 2016 Traffic & Parking Impact Assessment remains applicable, with 10% of trips to / from the north along Sweethaven Road. The updated traffic assignment is shown in **Annexure C**. The future intersection performance of Sweethaven Road and Edensor Park Road junction is summarised in **Table 1** below.

Scenario 1 & 2 are as per the February 2016 Traffic & Parking Impact Assessment whereby Scenario 1 is based on a future AADT of 5,300 daily two-way vehicles on Sweethaven Road (530 in peak hour) whilst Scenario 2 is 7,300 daily two-way vehicles on Sweethaven Road (730 in peak hour)

TABLE 1: INTERSECTION PERFORMANCES (SIDRA INTERSECTION 7.0)

Intersection	Peak Hour	Degree of Saturation[1]	Average Delay[2] (sec/vehicle)	Level of Service[3]	Control Type	Worst Movement
EXISTING PERFORMANCE						
Sweethaven Rd / Edensor Rd	AM	0.44	0.1 (21.4)	**A** (Worst: B)	Give Way	RT from Sweethaven Rd
	PM	0.32	0.2 (18.3)	**A** (Worst: B)		RT from Sweethaven Rd
SCENARIO 1 PERFORMANCE (Pre-development)						
Sweethaven Rd / Edensor Rd **(Scenario 1)**	AM	0.47	2.9 (32.7)	**N/A** (Worst: C)	Give Way	RT from Sweethaven Rd
	PM	0.37	2.3 (26.8)	**N/A** (Worst: B)		RT from Sweethaven Rd
SCENARIO 1 PERFORMANCE (Post-development)						
Sweethaven Rd / Edensor Rd **(Scenario 1)**	AM	0.48	3.3 (36.3)	**N/A** (Worst: C)	Give Way	RT from Sweethaven Rd
	PM	0.38	2.7 (29.2)	**N/A** (Worst: C)		RT from Sweethaven Rd
SCENARIO 2 PERFORMANCE (Pre-development)						
Sweethaven Rd / Edensor Rd **(Scenario 2)**	AM	0.57	4.1 (41.4)	**N/A** (Worst: C)	Give Way	RT from Sweethaven Rd
	PM	0.40	3.1 (34.4)	**N/A** (Worst: C)		RT from Sweethaven Rd
SCENARIO 2 PERFORMANCE (Post-development)						
Sweethaven Rd / Edensor Rd **(Scenario 2)**	AM	0.60	4.5 (46.5)	**N/A** (Worst: D)	Give Way	RT from Sweethaven Rd
	PM	0.45	3.5 (37.7)	**N/A** (Worst: C)		RT from Sweethaven Rd

The future intersection performance of Sweethaven Road / Edensor Road are acceptable, whereby the LoS for the worst movement is contained to the minor road whilst the through movement along Edensor Road maintains minimal delay.

6 Summary & Conclusion

The amended proposal removes Council's raised concern over traffic flows within Scarcella Place, by directing all exiting staff and visitor vehicles onto Sweethaven Road.

The loading and delivery areas are acceptable for the site's demands and allows forward entry and exit onto Scarcella Place.

The level of parking exceeds the SEPP 2004 requirement and Council's DCP requirement. The parking provision is not considered to adversely increase the estimated traffic generation and subsequent intersection performances.

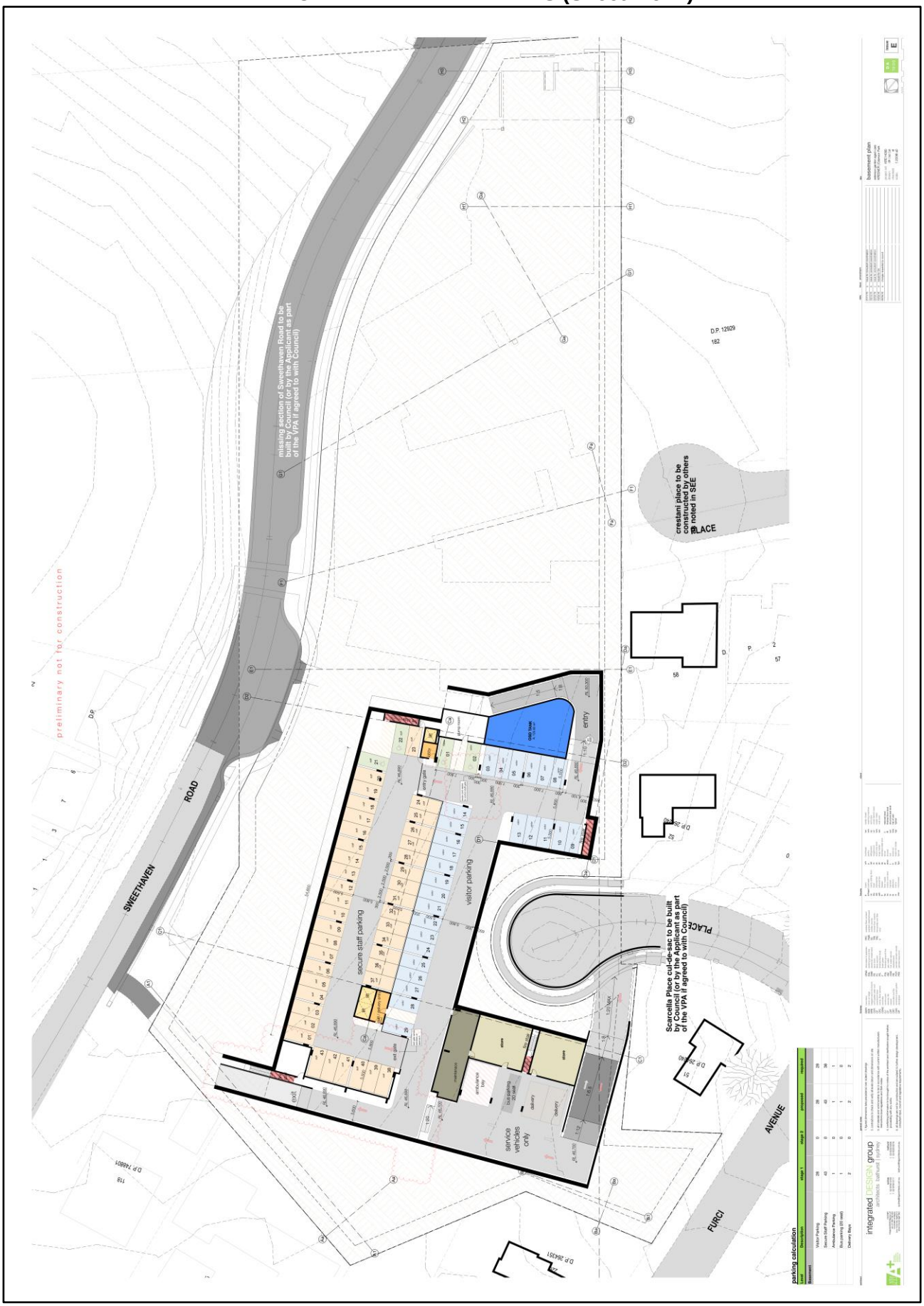
Please contact the undersigned should you require further information or assistance.

Yours faithfully
M^{c}Laren Traffic Engineering

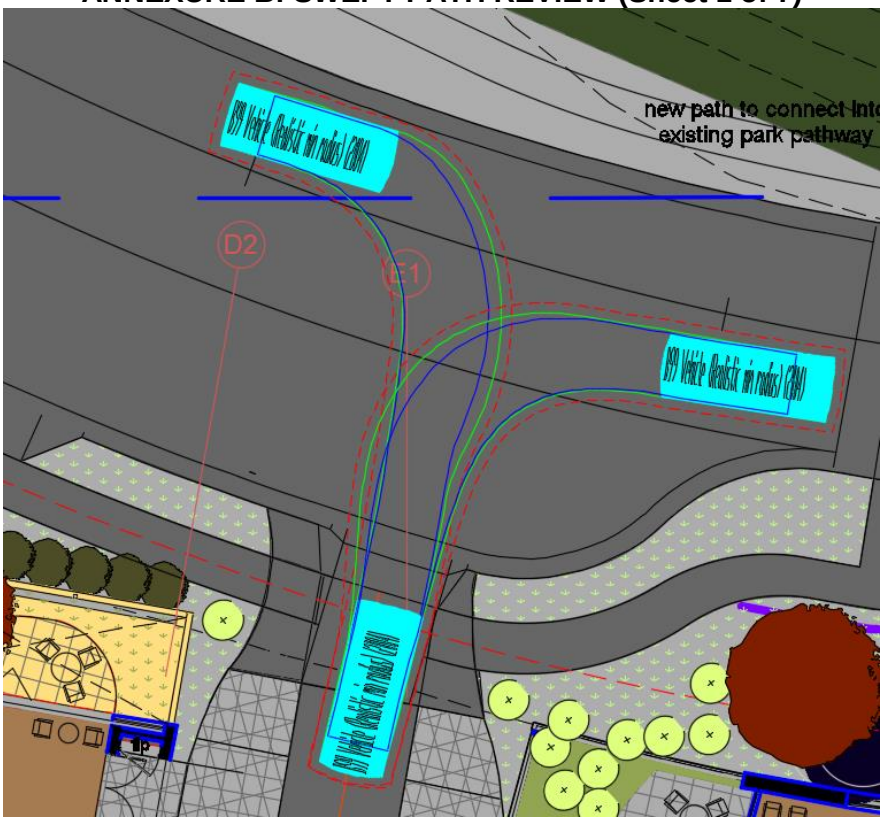
Craig M^{c}Laren
Director
BE Civil. Graduate Diploma (Transport Eng) MAITPM MITE [1985]
RMS Accredited Level 3 Road Safety Auditor
RMS Accredited Traffic Control Planner, Auditor & Certifier (Orange Card)

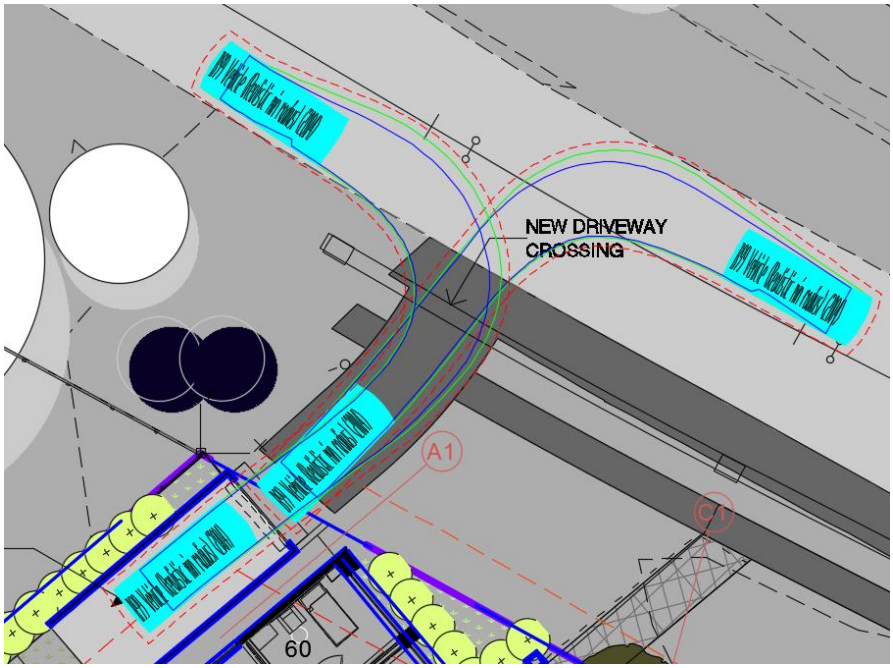
ANNEXURE A: AMENDED PLANS (SHEET 1 OF 2)

ANNEXURE A: AMENDED PLANS (Sheet 2 of 2)



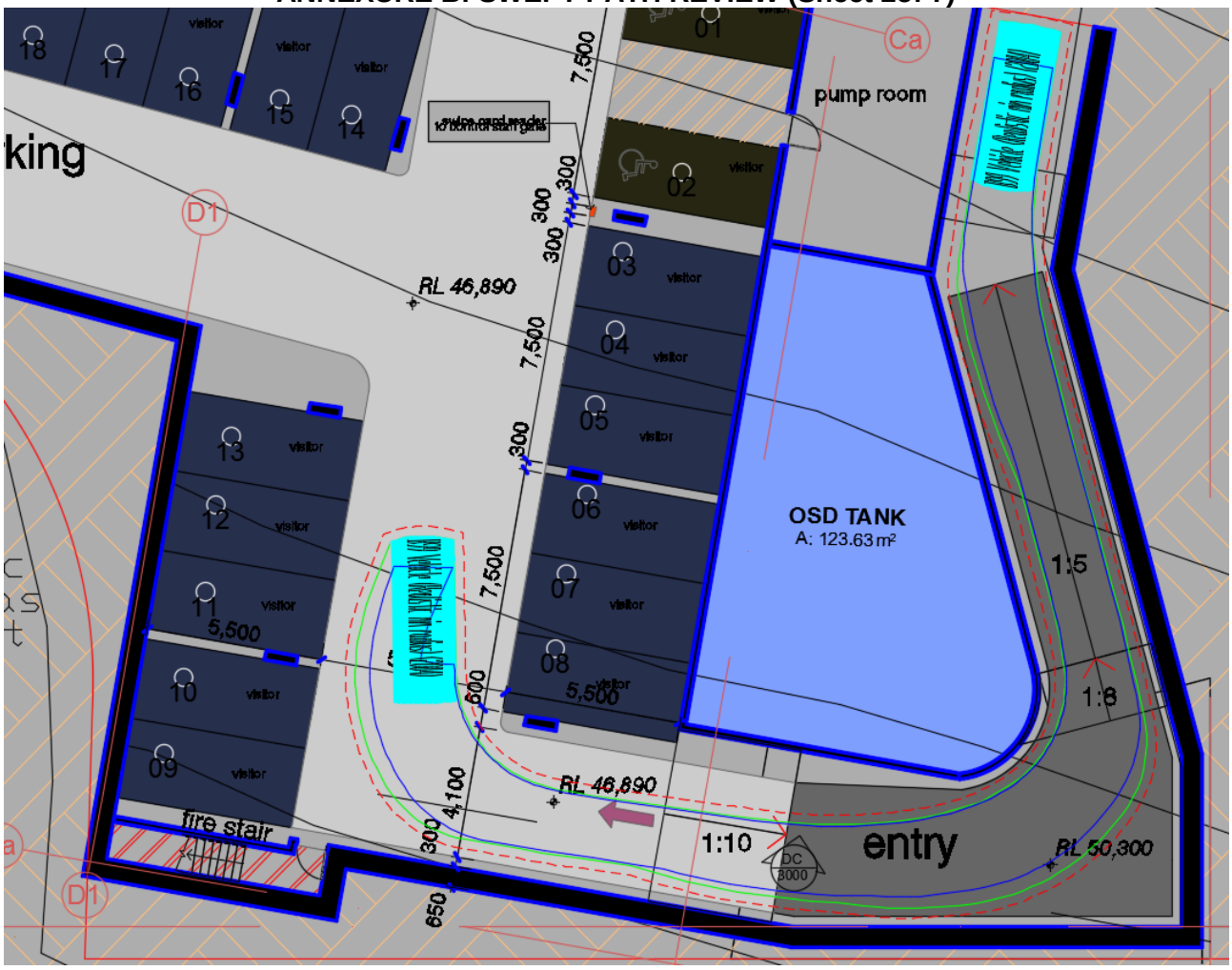
ANNEXURE B: SWEPT PATH REVIEW (Sheet 1 of 7)





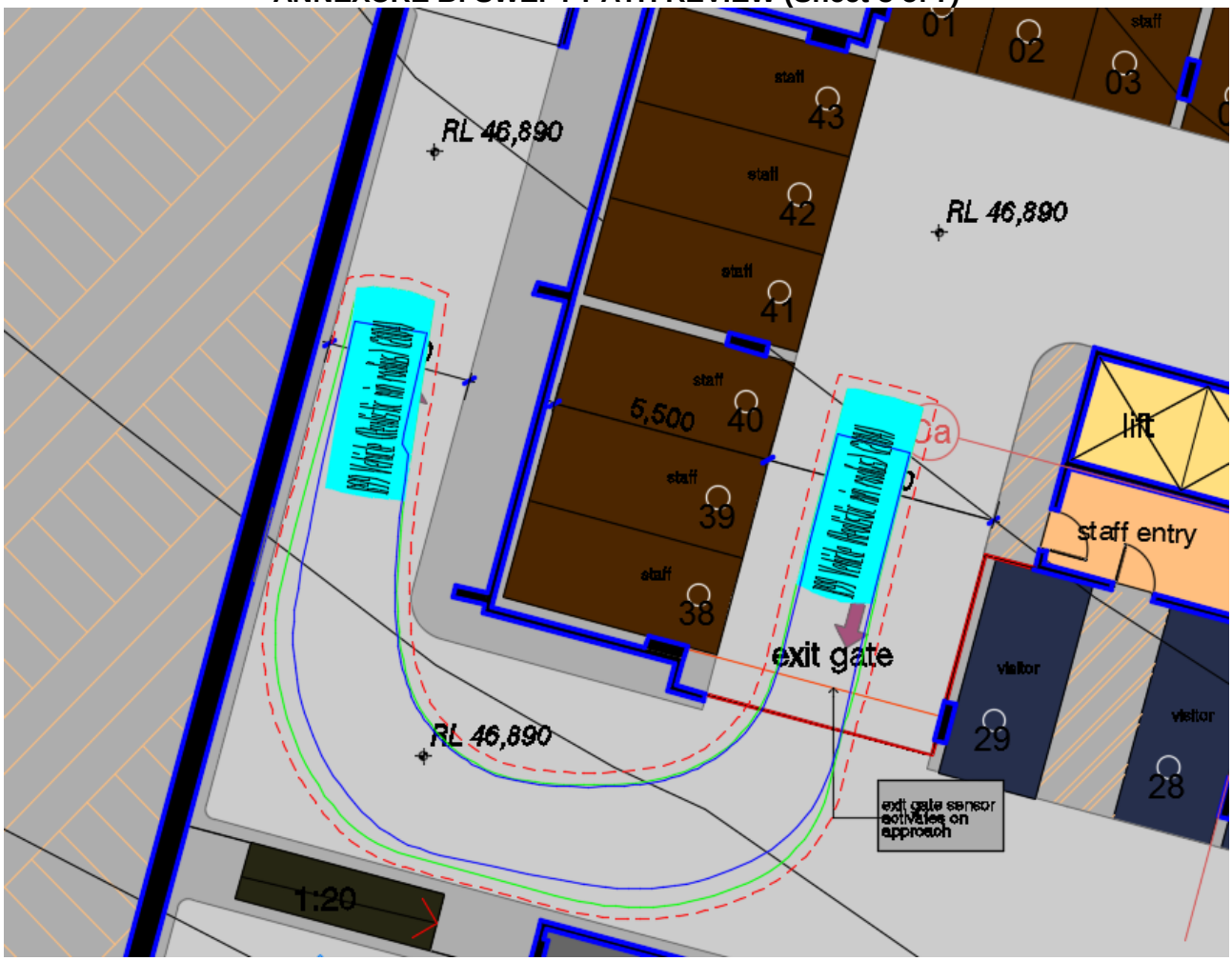
B99 Car entry and exit
10km/h public road
Successful

ANNEXURE B: SWEPT PATH REVIEW (Sheet 2of 7)



B99 Car entry circulation
5km/h
Successful

ANNEXURE B: SWEPT PATH REVIEW (Sheet 3 of 7)

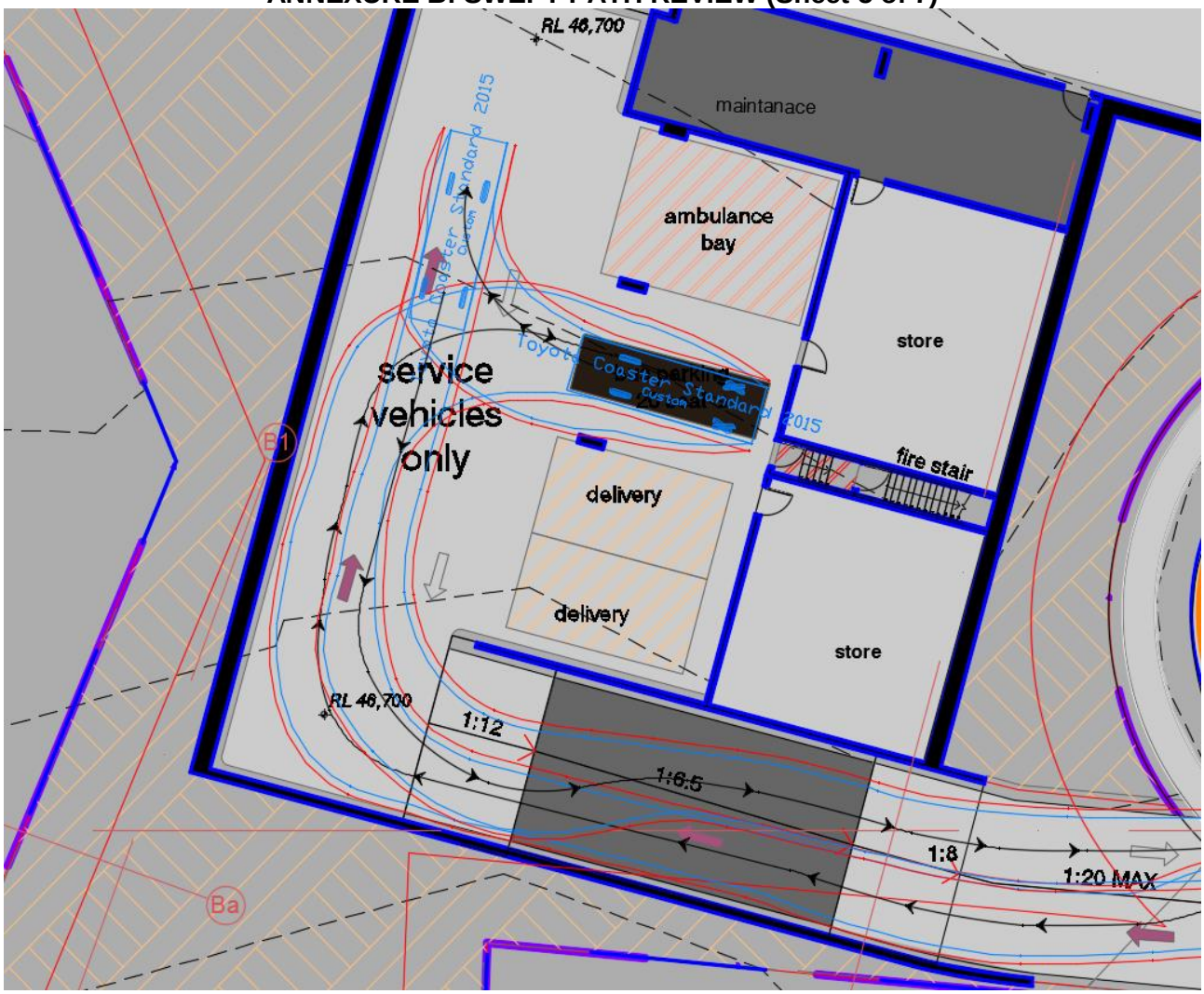


B99 Car exit circulation
5km/h
Successful

ANNEXURE B: SWEPT PATH REVIEW (Sheet 4 of 7)

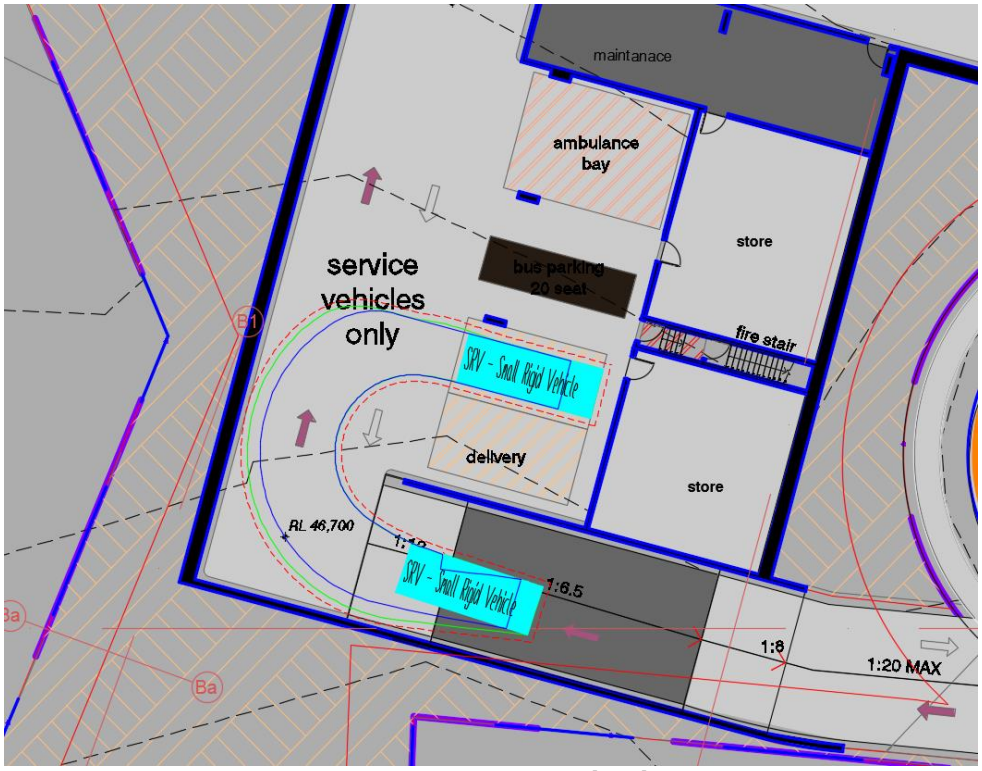
Ambulance entry and exit
5km/h
1 manoeuvre entry; 2 manoeuvres exit
Successful

ANNEXURE B: SWEPT PATH REVIEW (Sheet 5 of 7)

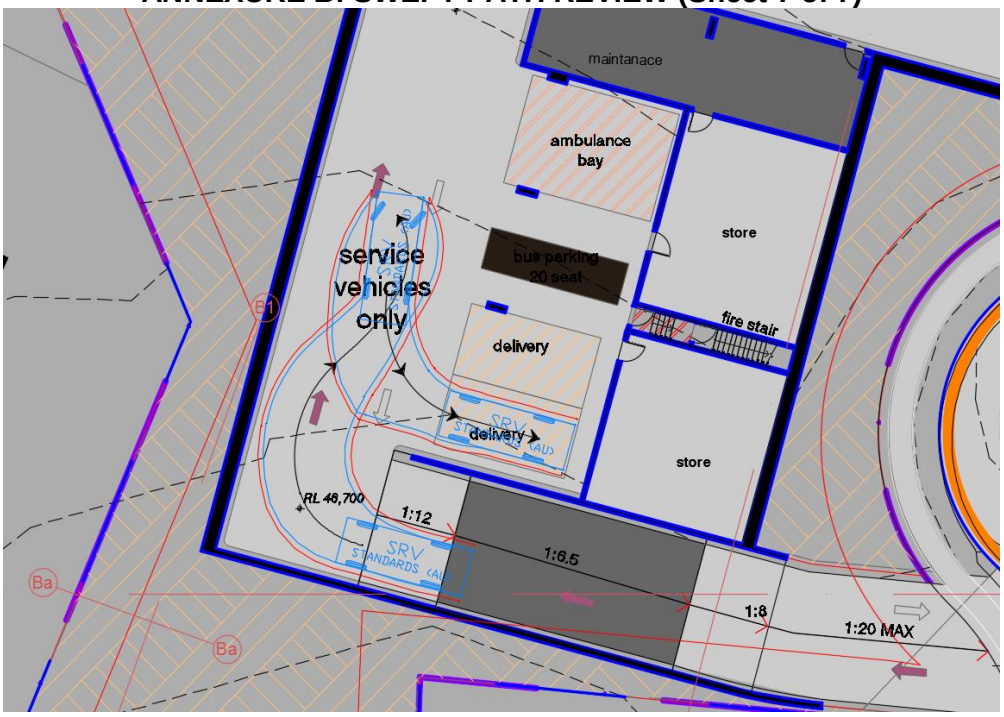


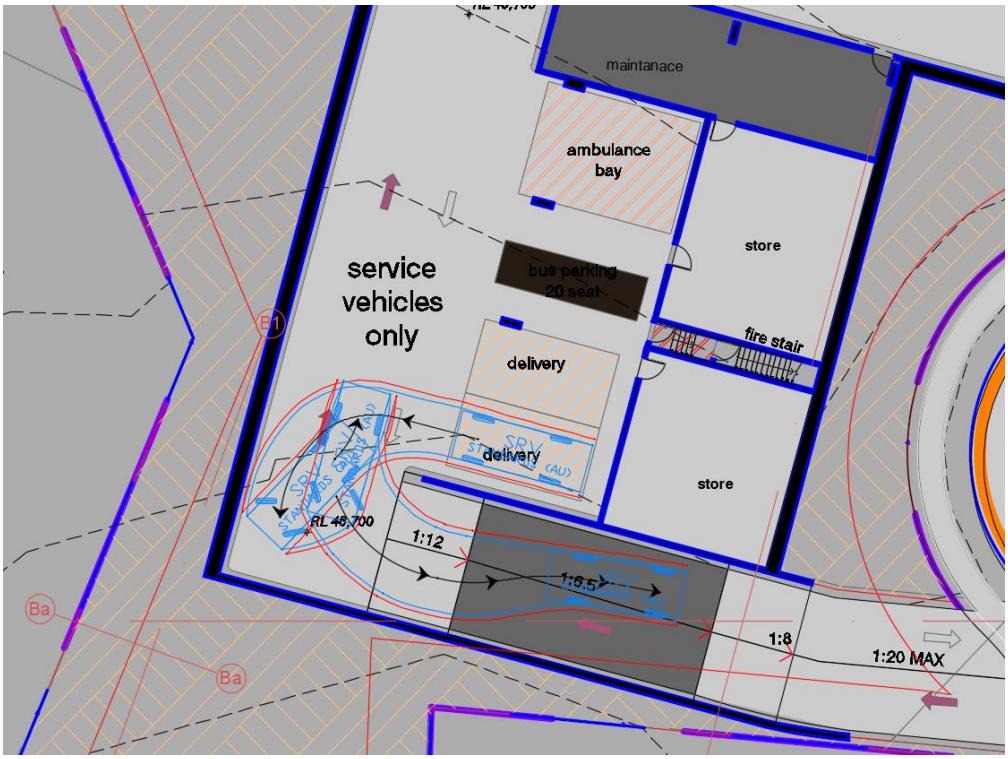
Mini-bus entry and exit
5km/h
1 manoeuvre entry; 2 manoeuvres exit
Successful

ANNEXURE B: SWEPT PATH REVIEW (Sheet 6 of 7)



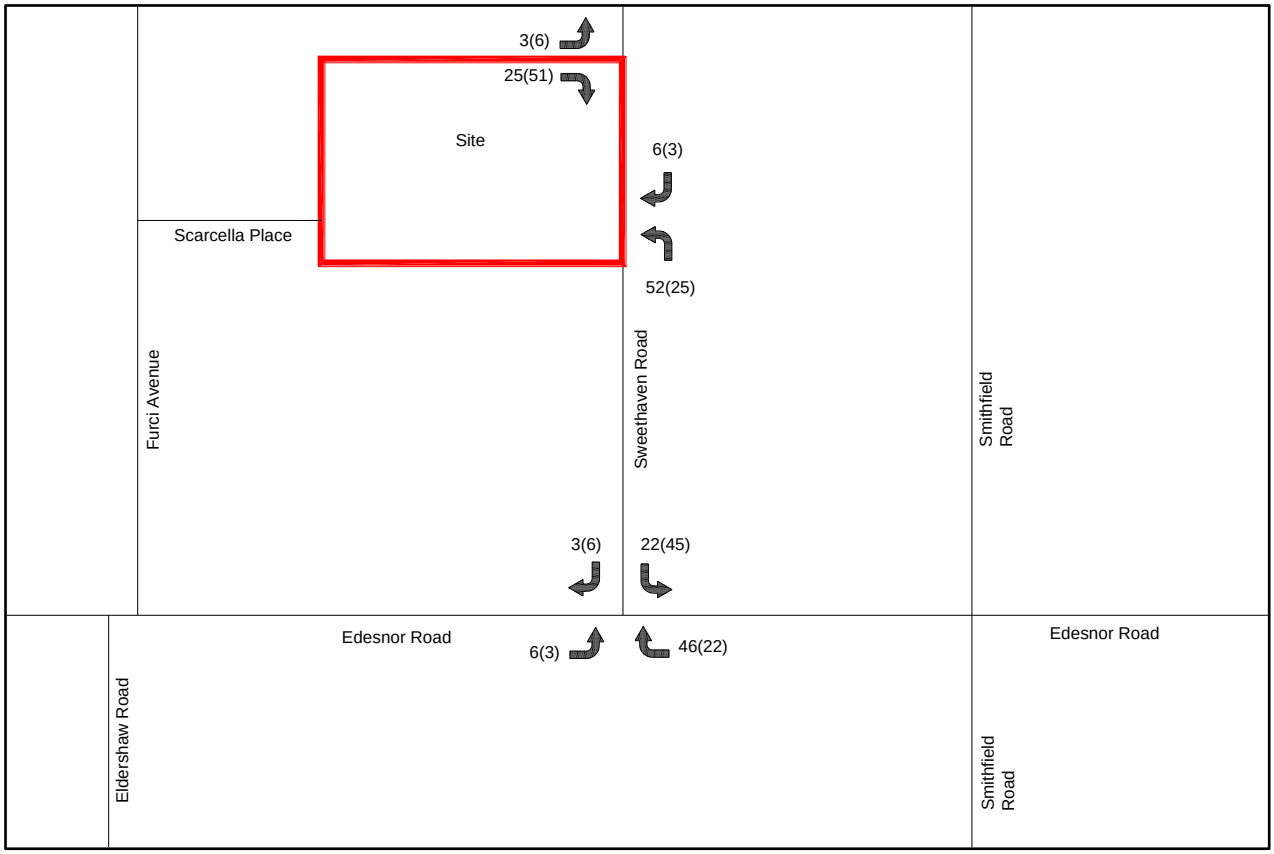
6.4m SRV entry and exit
5km/h
2 manoeuvre entry; 1 manoeuvres exit
Successful





6.4m SRV entry and exit
5km/h
2 manoeuvre entry; 3 manoeuvres exit
Successful

ANNEXURE C: TRAFFIC ASSIGNMENT



AM (PM)