

20 June 2018

Ms Sohini Sen
Senior Development Assessment Planner
City of Parramatta

Dear Sohini

DA/158/2017 -CONSTRUCTION OF A 99 PLACE CHILDCARE CENTRE AT 49 -51 NORTH ROCKS ROAD AND 2 SPEERS ROAD, NORTH ROCKS

I refer to the above development and the Sydney Central City Planning Panel Meeting held on 2 May 2018.

As you are aware at this meeting, the panel after lengthy consideration of the item and considering numerous verbal submissions from objectors, resolved in part that:

3. Therefore, the Panel believes that refusal of the application is not warranted at this time and defers a decision pending submission of further information as follows:
 - The applicant is to confer with Council's traffic engineer about the design of the intersection on North Rocks Road and actions to improve line of sight along Speers Road. In principle agreement from Council's engineer should be sought.
 - The applicant is to confirm staff numbers, roles and scheduling arrangements, and drop-off and departure details for children.
 - The applicant is to examine opportunities to increase development setback along North Rocks Road to expand area of deep soil landscaping.
- The applicant is to examine and report on potential to provide a footpath adjoining Speers Road.
- Council is to prepare a supplementary report on the above issues that includes draft conditions.

This letter responds to the issues raised /clarification sought in the first four bullet points of the above deferral.

1. Traffic Safety

The deferral requests consultation occur with Council's traffic engineer about the design of the proposed intersection improvements to North Rocks Road and Speers Road.

A meeting was held with Council Traffic Manager - Mr Richard Searle, the assessing planner - Ms Sohini Sen and Council's Team Leader Development Assessment - Ms Wendy Wang on 31 May 2018.

At this meeting discussions occurred about the possibility about providing either a seagull intersection treatment or a roundabout. Council's Traffic manager asked that a concept plan be prepared of both options and noted that a roundabout could utilise part of the road verge to ensure that sufficient manoeuvring room is able to be provided.

Based on issues raised by objectors, it is the applicants preference that a roundabout be provided at the intersection. The attached concept plan prepared by McLaren traffic outlines in principle how a roundabout could be provided at this intersection.

The concept roundabout plan also outlines the likely location of no stopping lines that indicates how existing sightlines would be improved.

It is requested that if Council considers that the concept plan for the roundabout is accepted in principle that conditions be imposed requiring approval from relevant bodies including the local traffic committee prior to the issue of the occupation certificate. Given the wider public benefit of the roundabout, Council is also requested to consider a reduction in the required section 94A contribution for this development.

Given the above, it is considered that this part of the panels deferral is satisfactorily addressed.

2. Operational Details

As there was inconsistency in the applicant's documentation and concerns expressed by objectors about likely staffing numbers as well as the likely operation of the centre the deferral requests further clarification on the operational details of the proposal.

A revised typical arrival day and departure schedule is attached to this letter. This schedule assumes that the centre will be operating at full capacity everyday and

outlines that by 10am, there could be up to 20 staff on site comprising 19 educators, a chef and the centre director.

McLaren Traffic have reviewed this updated schedule and confirm that the twenty five parking spaces remain adequate to cater for typical demand. An updated traffic and parking report will be provided under separate cover.

Given the above, it is considered that this part of the panels deferral is satisfactorily addressed.

3. Setback to North Rocks Road

The deferral requests that the applicant examine opportunities to increase deep rooted landscape opportunities along the North Rocks Road frontage of the site.

As a result of this deferral, the architects and traffic engineers considered the constraints of the site that include its significant slope and sight distances, to ascertain whether it was possible to increase the setback from the basement carpark to the North Rocks road boundary. Unfortunately, due to the slope and the sight constraints this was not able to be achieved.

Notwithstanding this, the design of the proposal has been refined and a portion of the basement head height has been reduced to 2100mm. This refinement has resulted in three 2035mm deep planter boxers being provided along the North Rocks Road frontage of the site. These planter beds accommodate between 8m³ and 11m³ of soil that are proposed to accommodate 3 Broad Leaved Scribbly Gums trees that are likely to grow to a height of at least 6m.

The landscape plan submitted to the May planning panel meeting proposed the planting of two trees being a Broad Leaf Scribbly Gum and a Coastal Banksia that given the reduced soil depth would likely only have grown to a mature height of 3m.

The provision of three trees capable of growing to a height of > 6m in conjunction with the revised planter beds at the front of the site that will accommodate shrubs capable of growing to a height of 1.5m., will assist in ensuring that the landscaped setting of the area is enhanced by the development.

Further given that there are no overhead powerline along the majority of the North Rocks Road frontage of the site, it is anticipated that Council will impose standard conditions requiring the planting of street trees along this portion of the frontage.

The planting of additional trees both within the site and on the North Rocks road reserve will assist with providing an enhanced landscaped setting that is consistent with the leafy character of the area.

Given the above, it is considered that this part of the panels deferral is satisfactorily addressed.

4. Footpath

The deferral requests that the applicant consider the possibility of providing a footpath in front of the site within the road verge to Speers Road.

Our engineer has reviewed the survey plan and advise that it is possible to provide a footpath in front of the site. This was also discussed at the meeting with Council on 31 May. It is requested that Council condition that a footpath be provided on the site prior to the issue of the occupation certificate.

It is considered that the provision of a footpath will further improve pedestrian safety along Speers Road and substantially reduce pedestrians using the carriageway when walking.

The landscape plan provides for additional plantings of shrubs and ground covers within the road reserve and outlines the possible location of street trees. The proponent would maintain these landscaping works as part of the maintenance of the landscaping of the childcare centre site.

Given the above, it is considered that this part of the panels deferral is satisfactorily addressed.

Conclusion

This submission is accompanied by sketch plans for the proposed round about, an alternate seagull treatment, details of street signage to provide appropriate sightlines and indicate where a vehicle can legally park along Speers Road as well as updated landscaping details along the North Rocks frontage, with a revised traffic and parking report being finalised.

The revised information is consistent with the in principle agreement reached with Council staff on 31 May 2018 and in particular Council's desire to provide a round about at the intersection of Speers Road and North Rocks Road.

I trust the above will allow Council to finalise the further report for an upcoming Regional Planning Panel meeting.

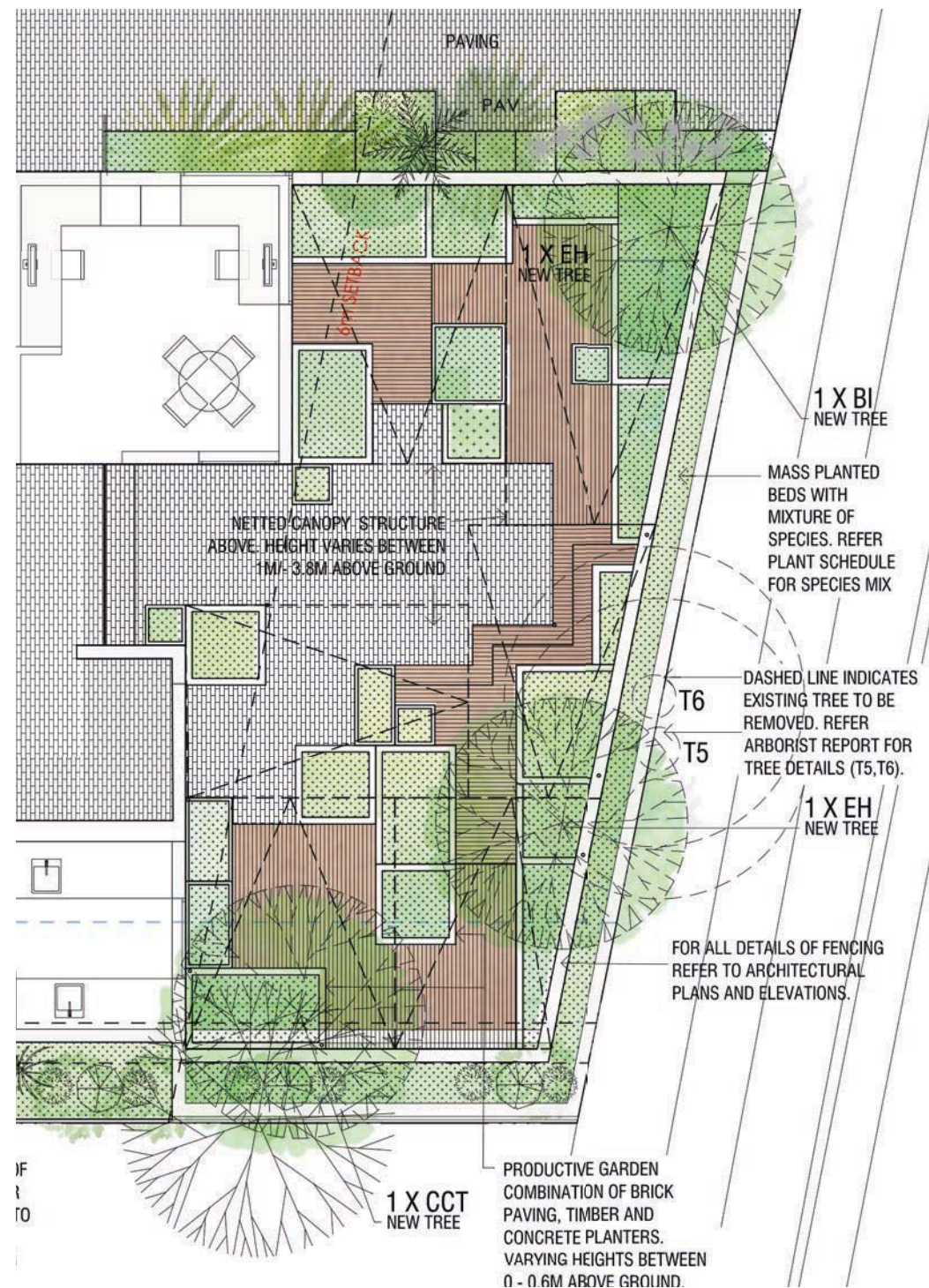
Should you require any further information, I can be contacted on 9687 8899 or 0405 530 095.

Brad Delapierre
Planning Manager
Think Planners Pty Ltd
PO BOX 121
WAHROONGA NSW 2076

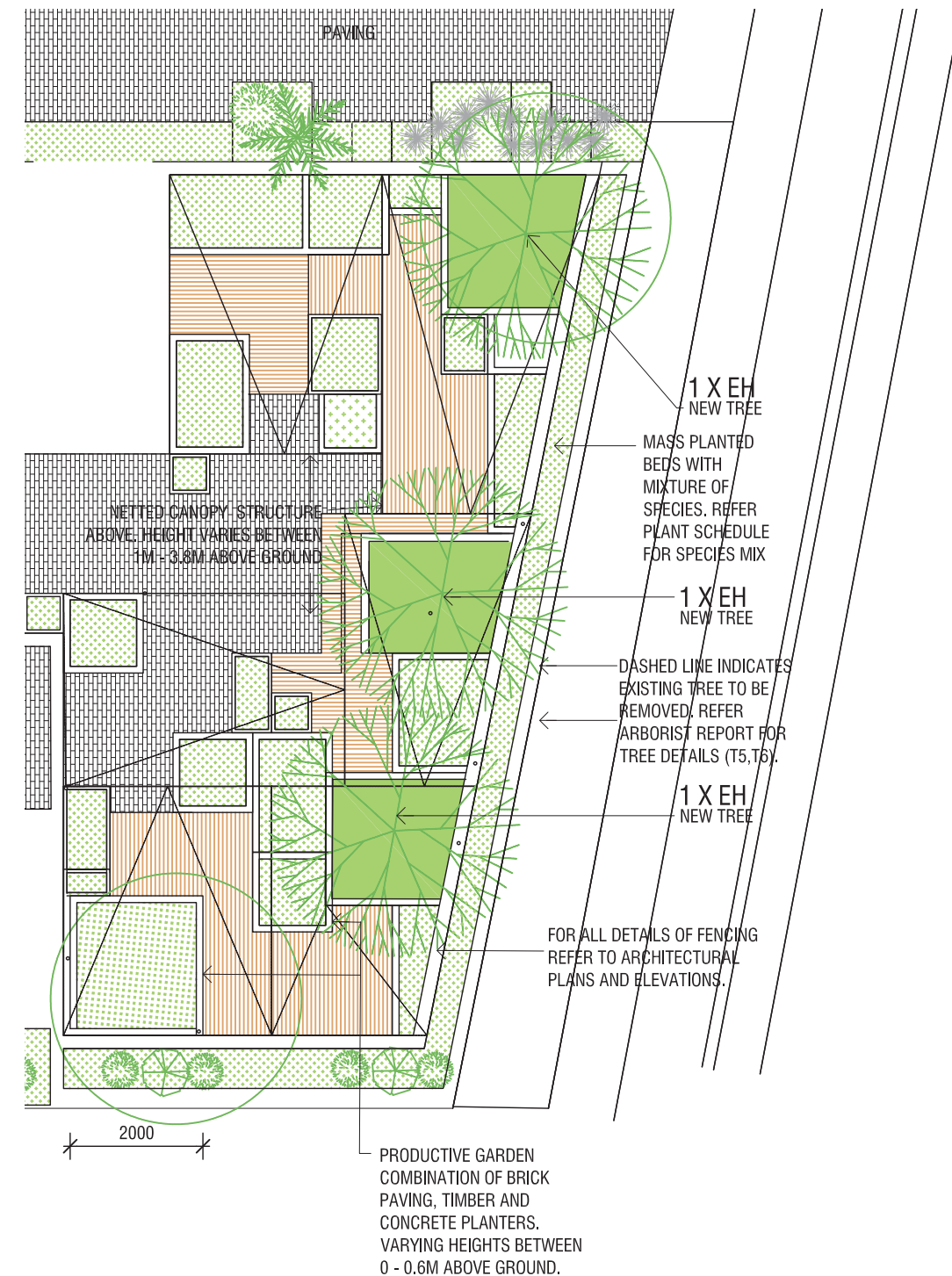
**HILLS ACADEMY ELC
LANDSCAPE
DEEP SOIL & LANDSCAPE
INVESTIGATION**

12.06.2018

S[∩]BL[↑]NG



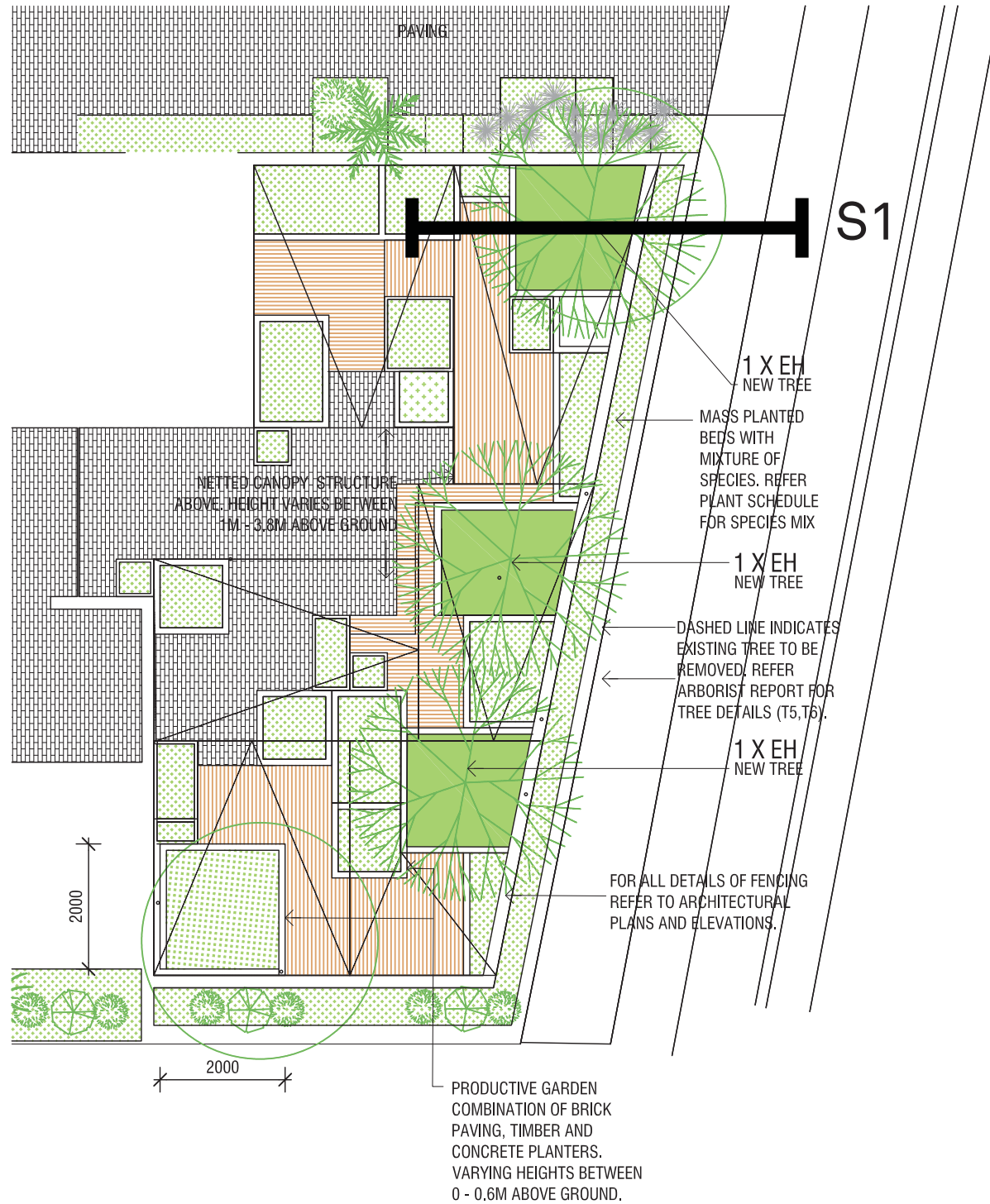
CURRENT ARRANGEMENT



PROPOSED ARRANGEMENT WITH LARGER PLANTER BOXES HIGHLIGHTED IN SOLID GREEN. PROPOSED TO TREES TO HAVE 5M CANOPY SPREAD.

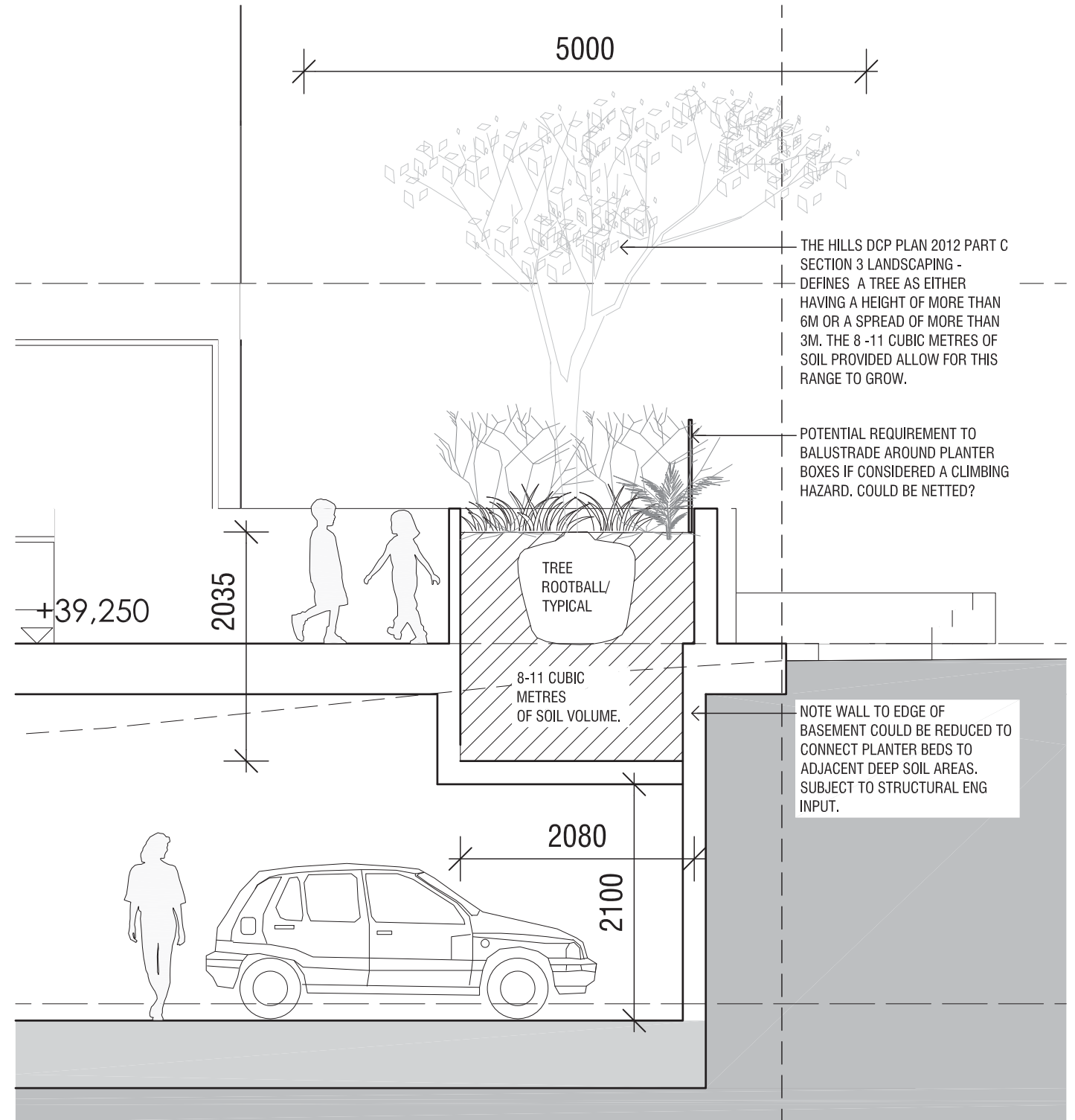
NOTE: THE HILLS DCP 2012 PART C SECTION 3 LANDSCAPING FIGURE 1 DEFINES A TREE AS HAVING 6M IN HEIGHT OR 3M IN SPREAD.

DEEP PLANTERS TO NORTH ROCKS RD FOR LARGER TREES



P1 PLAN - NORTH ROCKS ROAD
- NEW 2M X 2M PLANTER BOXES
1:100@A3

NOTE: FOR A TREE WITH A 5M CANOPY EIGHT CUBIC METRES OF SOIL IS REQUIRED. THEREFORE 4 X 2M(H)X2M(W)X2M(D) HAVE BEEN PROVIDED ALONG THE NORTH ROCKS ROAD FRONTAGE. THE SECTION DEMONSTRATES THAT A 2.1M BASEMENT HEIGHT CAN BE ACHIEVED PENDING STRUCTURAL INPUT.

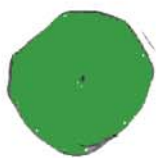


S1 SECTION
- PLANTER BOX TO ACCOMMODATE LARGER SIZED TREE
1:50@A3

NOTE: THE HILLS DCP 2012 PART C SECTION 3 LANDSCAPING FIGURE 1 DEFINES AS TREE AS HAVING 6M IN HEIGHT OR 3M IN SPREAD.

NOT FOR CONSTRUCTION
FOR INFORMATION ONLY

DEEP PLANTERS TO NORTH ROCKS RD FOR LARGER TREES



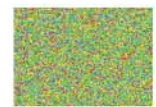
EXISTING TREES ON NATURE STRIP



POTENTIAL TREE PLANTING AT SITE EDGE WITHIN NATURE STRIP



PROPOSED TREE PLANTING WITHIN SITE



PROPOSED / BORROWED DEEP SOIL ZONE



EXISTING NATURE STRIP



PROPOSED NEW / EXTENDED FOOTPATH



PLANTING IN VERGE ZONE TO BE A MIXTURE OF LOW TO MEDIUM HEIGHT GRASSES AND SHRUBS. INTERSPERSED WITH SMALL TREES.

NEW FOOTPATH TO SPEERS RD. TO FULL SITE PERIMETER. NOTE FOOTPATH DESIGN TO COMPLY WITH PARRA CITY FOOTPATH DESIGN GUIDELINES. P11 OF CONSTRUCTION OR RECONSTRUCTION OF STANDARD FOOTPATH CROSSING.



INVESTIGATE PLANTING TO THE VERGE ALONG SPEERS RD & NORTH ROCKS RD

SITE AREA: 2092m²

VERGE: 206m²

SITE AREA + VERGE : 2298m²

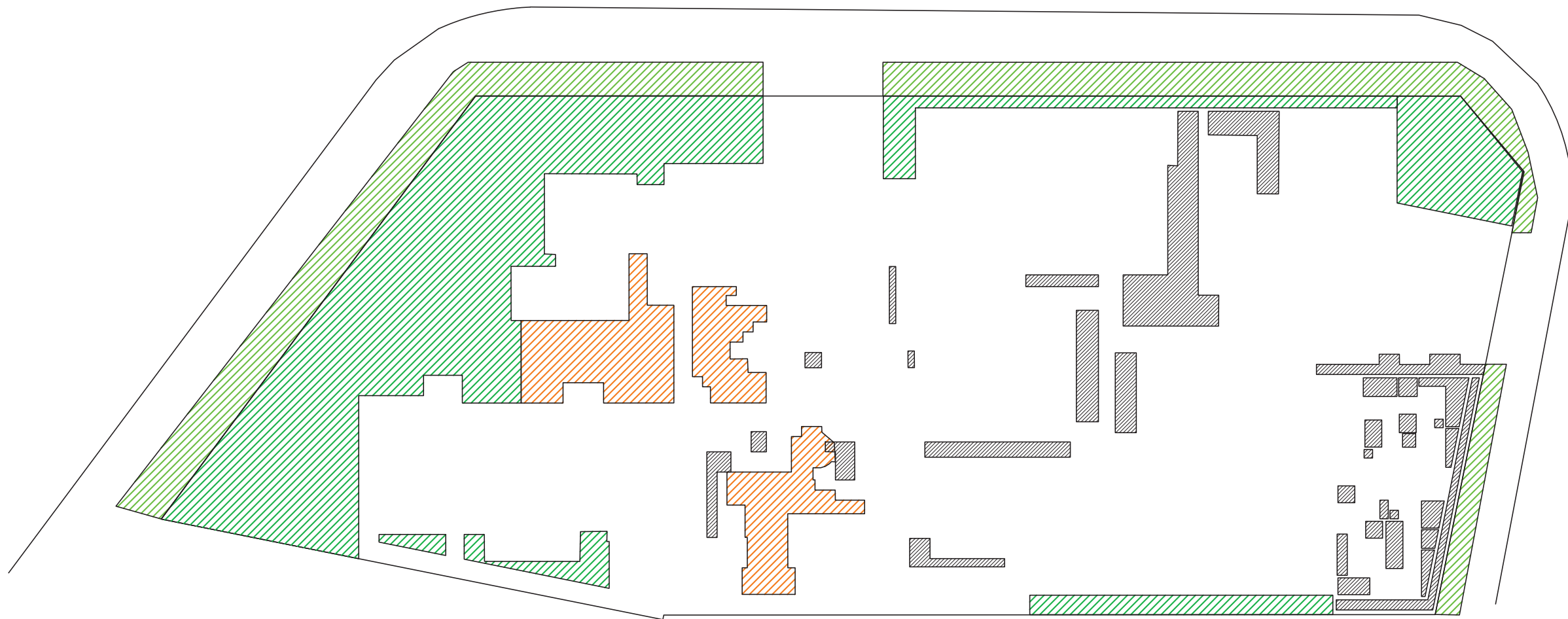
 DEEP SOIL: 425m²

 POTENTIAL DEEP SOIL AREAS: 102m²

 DEEP SOIL ON VERGE : 206m²

31% WITH VERGE AREA INCLUDED IN OVERALL SITE AREA
(733m² DEEP SOIL / SITE AREA 2298m²)

35% WITHOUT VERGE AREA INCLUDED IN OVERALL SITE AREA
(733M² DEEP SOIL / SITE AREA 2092M²)



DEEP SOIL CALCULATIONS



Erect "NO STOPPING" Signage (R5-400(L)) from proposed Child Care Centre Driveway

Erect "NO STOPPING" Signage (R5-400(L+R))

Erect "NO STOPPING" Signage (R5-400(L))

Erect "NO STOPPING" Signage (R5-400(R))

Erect "NO STOPPING" Signage (R5-400(R))

Erect "NO STOPPING" Signage (R5-400(R))

Existing bus stop to be relocated further east or west along North Rocks Road

Approx. 32.0

60.0

10.0

4.0

4.8

4.8

5.2

3.6

3.4

11.5m2

R9.50

R4.50

3.9

4.2



R5-400(L)

R5-400(R)

R5-400(L+R)

Existing Kerb Line

Proposed Kerb Line

Scale: 1:400



MCLAREN TRAFFIC ENGINEERING
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P : (02) 8355 2440
M : 0412 949 578
E : admin@mcclarentraffic.com.au
www.mcclarentraffic.com.au

CLIENT / Project:
Capital Building Solutions

Project Address:
49 - 51 NORTH ROCKS ROAD & 2 SPEERS ROAD, NORTH ROCKS

Notes:
CONCEPT PLAN ONLY.
NOT FOR CONSTRUCTION.

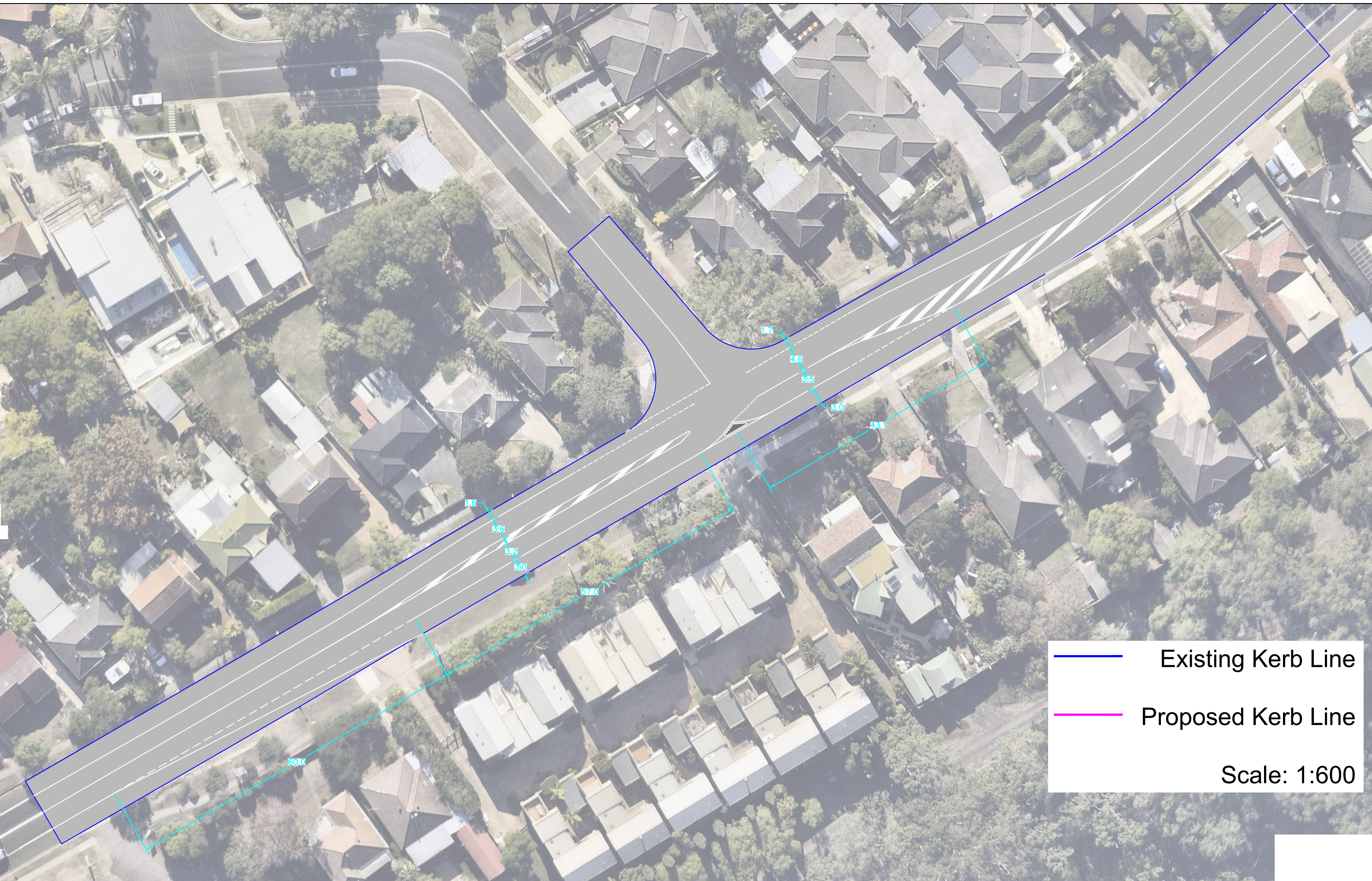
Tested Using:
* AutoTURN Version 8.2 (Plan)
* Vehicle Tracking 2016 (Section)
* AutoCAD Version 2018

Drawing Title:
Roundabout Signage Concept

Project No: 2018/223
Drawing No: 2018-223-04B

Revision	Date	Details
A	19/6/2018	
B	19/6/2018	Additional Signage





Existing Kerb Line

Proposed Kerb Line

Scale: 1:600



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Tested Using:
* AutoTURN Version 8.2 (Plan)
* Vehicle Tracking 2016 (Section)
* AutoCAD Version 2018

Drawing Title:
Seagull Concept

Project No:	Drawing No:
2018/223	2018-223-02A

Revision	Date	Details
A	8/6/2018	



Schedule 1

TYPICAL DAY ARRIVAL and DEPARTURE SCHEDULE for ANGSA ELC

Time of arrival and departure	Role	Total number of staff on site according to time	Total number of children on site (estimated) according to time
6.30 - 6.45 am	2 Educators arrive and open the EL Centre	2	0
7 am	2 Educators arrive ELC opens	4	
From 7 am staggered arrivals	Parents and children arrive		25% approximately. 24/25 children approximately
8 am	4 Educators 1 Chef arrive	9	
8 am Staggered arrivals	Parents and children arrive		50% approximately. 49/50 children approximately
9 am	1 Director 5 Educators arrive	15	
9 am Staggered arrivals	Parents and children arrive		75% approximately. 74/75 children approximately
10 am	5 Educators arrive	20	
10 am Staggered arrivals	Parents and children arrive		100% approximately 99 children approximately
11 am		20	100% approximately
12.00 noon		20	100% approximately
1 pm		20	100% approximately
2 pm		20	100% approximately
2.45 pm	2 Educators depart	18	
3 pm	2 Educators depart	16	

Time of arrival and departure	Role	Total number of staff on site according to time	Total number of children on site (estimated)
3 pm Staggered departures	Parents and children depart		75% 74/75 children approximately
4 pm	4 Educators 1 Chef depart	11	
4 pm Staggered departures	Parents and children depart		50% 49/50 children approximately
5 pm	1 Director 5 Educators depart	5	
5 pm Staggered departures	Parents and children depart		25% 24/25 children approximately
6 pm All parents and children depart	Parents and children depart		0%
6 pm	5 Educators depart ELC closes	0 Centre closed Zero staff on site	0 children Centre closed Zero children on site. <i>As per duty of care, ACECQA and ECEC regulations any children remaining at the early learning centre after 6 pm will remain in the care of 2 Educators who will stay with the child/children until that child is picked up or alternate arrangements are made for care.</i>
Total Staff Number	20		

Note 1: Arrival and departure times for children are estimates only calculated on indicative peak data. Parents are always free to drop off and pick up children at their convenience during operating hours.

Note 2: Adult-child ratios are maintained at all times children are present in the ELC, in accordance with ACECQA and regulatory requirements.