

09 July 2020

**ADDENDUM TRAFFIC & PARKING STATEMENT
PROPOSED PLACE OF PUBLIC WORSHIP WITH BASEMENT PARKING
64 MOUNTFORD AVENUE, GUILDFORD**

This addendum traffic and parking statement has been prepared by Hemanote Consultants on behalf of the applicant for the proposed place of public worship redevelopment at 64 Mountford Avenue, Guildford. This addendum statement is to be read in conjunction with our original Traffic and Parking Impact Assessment report dated 25 June 2019, that was submitted with the subject Development Application and the amended architectural plans prepared by Designiche Building Designers (attached in Appendix A of this statement).

This addendum statement has been prepared to provide clarification and additional information to address and clarify the traffic and parking related issues raised by Council in its RFI letter dated 02 June 2020, as follows.

Traffic generation and parking

Refer to Section 4.2 of our original Traffic and Parking Impact Assessment Report, where it is clearly outlined and stated that the proposed activities within the subject development site are to be staggered and that during the prayer times, none of the other facilities will be used or occupied, in order to ensure that the site is not over crowded and that parking on-site is sufficient and well managed. This is typical for places of worship where a Plan of Operational Management is developed, and Council usually place a condition on the applicant to abide by this Plan of Management.

Therefore, in terms of traffic generation and parking demand during the peak prayer times, this will be generated by the prayer area only and not by other uses.

It should be noted that the subject site is currently used as a place of public worship by the same congregation to use the site post redevelopment. Refer to Section 5.3 of our original Traffic and Parking Impact Assessment Report where, a mode of travel survey was undertaken for the existing mosque congregation at the subject site on a typical Friday afternoon (peak use of the site), to determine the current parking demand and current modes of travel behaviour of the congregation. The survey clearly indicated that a typical **average parking generation rate of 1 car space per 7 worshippers** in attendance, taking into account that family members, friends, neighbours

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and work colleagues typically tend to travel together and utilise carpooling to attend the Friday prayers, as well as worshippers who live or work locally or nearby who tend to walk to the mosque site or travel using public transport and other means of travel.

The car parking rate listed in Council's DCP is considered to be excessive and not realistic for the subject existing and future congregation of the mosque site to be redevelopment.

Off-street parking provision, layout and vehicular circulation

It should be noted that the proposed development architectural plans have been amended, in order to improve the basement levels layout, increase off-street parking provision and improve vehicular circulation and efficiency within the car park. Refer to the revised plans attached in Appendix 'A' of this statement.

The revised basement levels layout now provides for a total of sixty-six (66) car spaces (i.e. 29 car spaces including two accessible spaces in the upper basement and 37 car spaces in the lower basement) and utilises two mechanical car lifts to be located towards the rear of the basement, in order to improve efficiency of vehicular movements through the main ramp to and from the street level.

The use of some tandem parking spaces is considered acceptable, as some of the rear spaces will be allocated for staff and tandem parking will be managed by staff and volunteers of the mosque site, which is also to form part of the Plan of Operational Management for the site. The use of tandem parking is common and is often allowed in different developments, including childcare centres as well and other uses.

All vehicular manoeuvring within the site has been designed and checked using the B99 and B85 design vehicles from AS2890.1:2004. Refer to the vehicle swept paths diagrams attached in Appendix 'B' of this statement.

Given all of the above, it is considered that the proposed development in its revised form provides an acceptable and sufficient off-street car parking spaces and adequate vehicular manoeuvring and circulation that is in compliance with AS2890.1:2004 and AS2890.6:2009 and is worthy of Council's support.

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

Yours sincerely



Ramy Selim
Senior Traffic Engineer
Hemanote Consultants Pty Ltd

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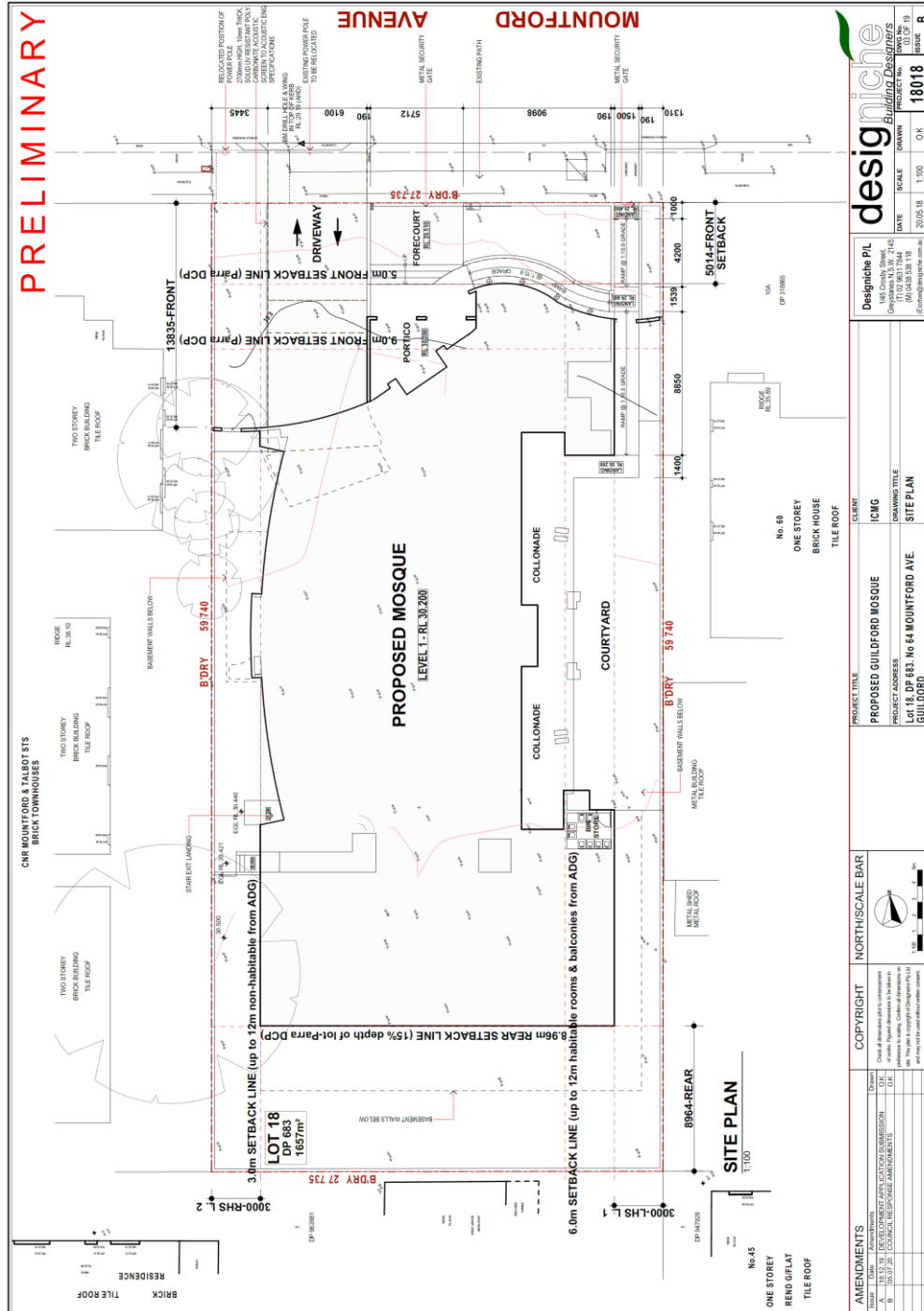
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APPENDIX A – AMENDED DEVELOPMENT PLANS

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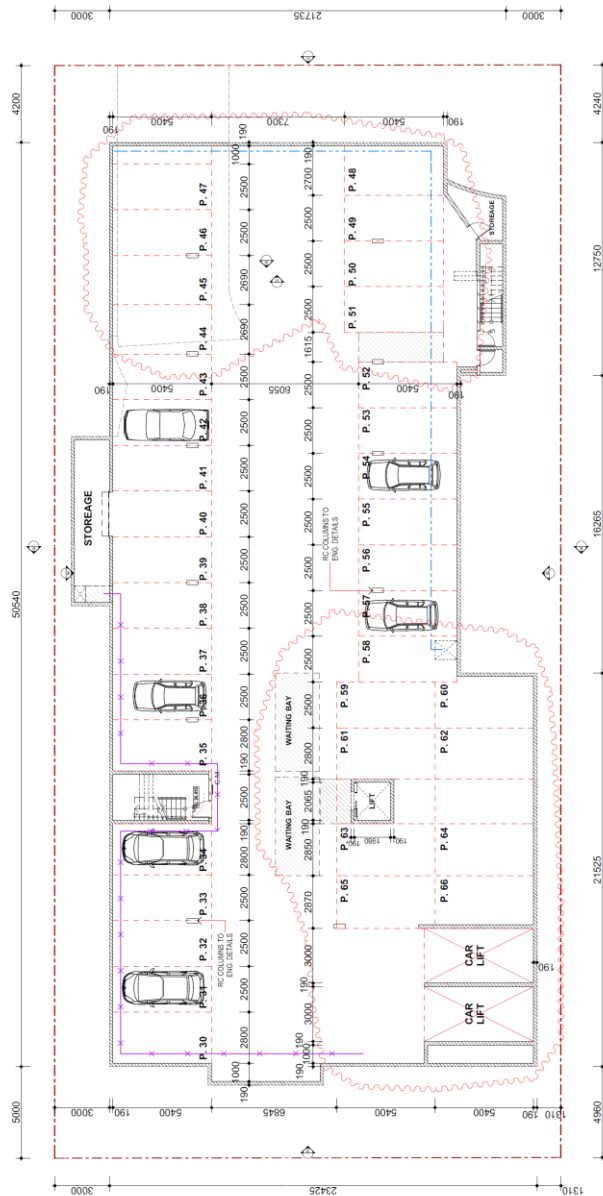
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PRELIMINARY



LOWER BASEMENT
1:100

LEGEND

MECHANICAL RISER

EXTERNAL RISER

SUPPLY LINES

3 IN EXHAUST FAN/EXHAUST

2 IN EXHAUST FAN/EXHAUST

DOWNFAN TO BE INSTALLED IN EXHAUST FAN/EXHAUST OF THE NOC VOLUME 2

SMOKE ALARMS TO BE INSTALLED IN EXHAUST FAN/EXHAUST OF THE NOC VOLUME 2

NOC VOLUME 2

INSTANTANEOUS HOT WATER TANK

WATER

HOT WATER RADIATOR

AMENDMENTS		COPYRIGHT		NORTH/SCALE BAR		PROJECT TITLE		CLIENT		Design niche PL 148 Crosby Street, New York, NY 10014 (212) 637 7444 (M) 0433 233 1118 (E) cathy@designniche.com.au	
A		18.12.19 DEVELOPMENT APPLICATION SUBMISSION		O.K.		PROPOSED GULDFORD MOSQUE		ICMG		Building Designers	
B		01.01.20 CONTRACT RESPONSE AND COMMENTS		O.K.		PROJECT ADDRESS Lot 18, DP 683, No 44 MOUNTFORD AVE. LOWER BASEMENT GULDFORD		DRAWING TITLE LOWER BASEMENT		PROJECT No. 18018	
										DATE 20.05.19	
										SCALE 1:100	
										DOWN O.K.	
										ISSUE B	

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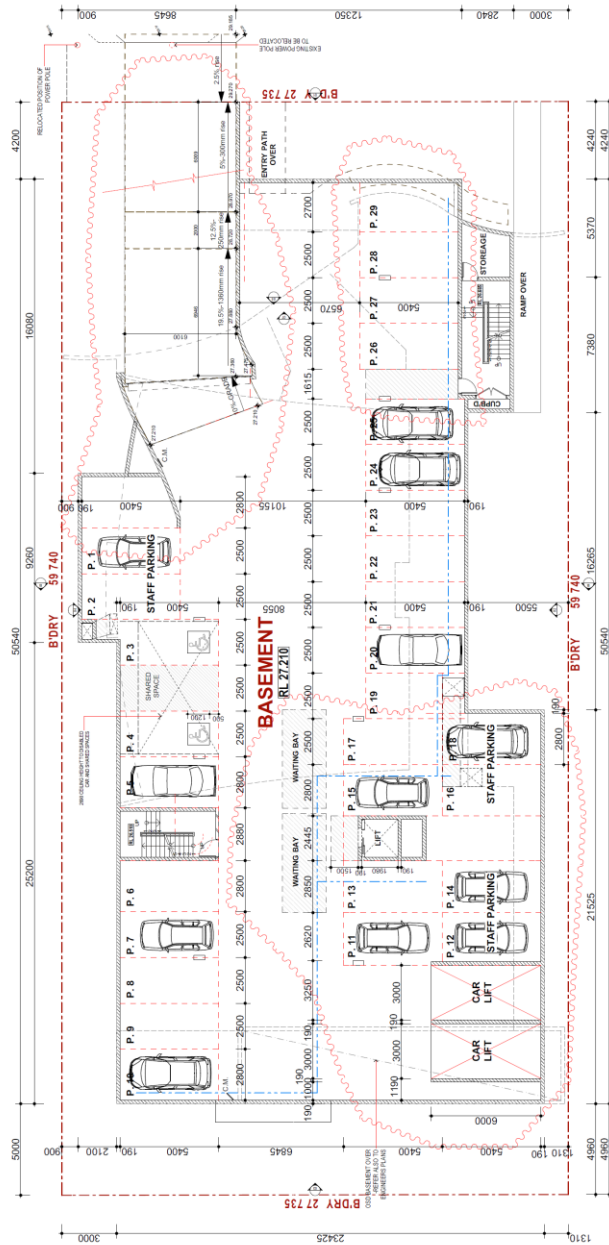
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PRELIMINARY



UPPER BASEMENT

LEGEND

	MECHANICAL SIZE
	EXTRACTION LINES
	SUPPLY AND USES
	ON-SITE TREATMENT TECHNOLOGY
	EXHAUST FAN TO BE INSTALLED IN ACCORDANCE WITH 6.1.8.12(H)
	SMOKE ALARM TO BE INSTALLED IN ACCORDANCE WITH 6.1.8.12 OF THE NBC VOLUME 2
	INSTANTANEOUS HOT WATER TANK
	WATER METER

[illegible]

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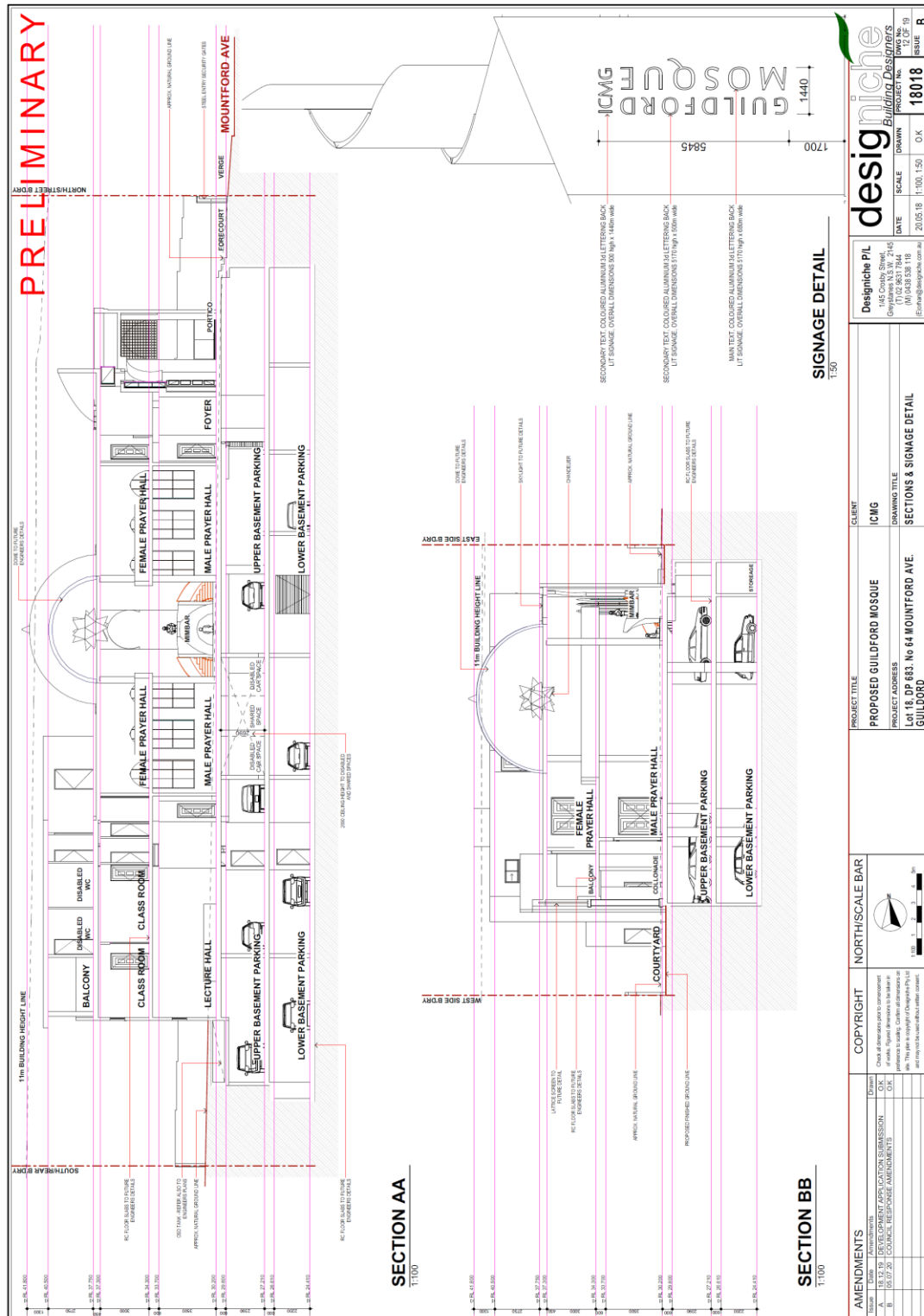
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APPENDIX B – VEHICLE SWEEP PATHS DIAGRAMS

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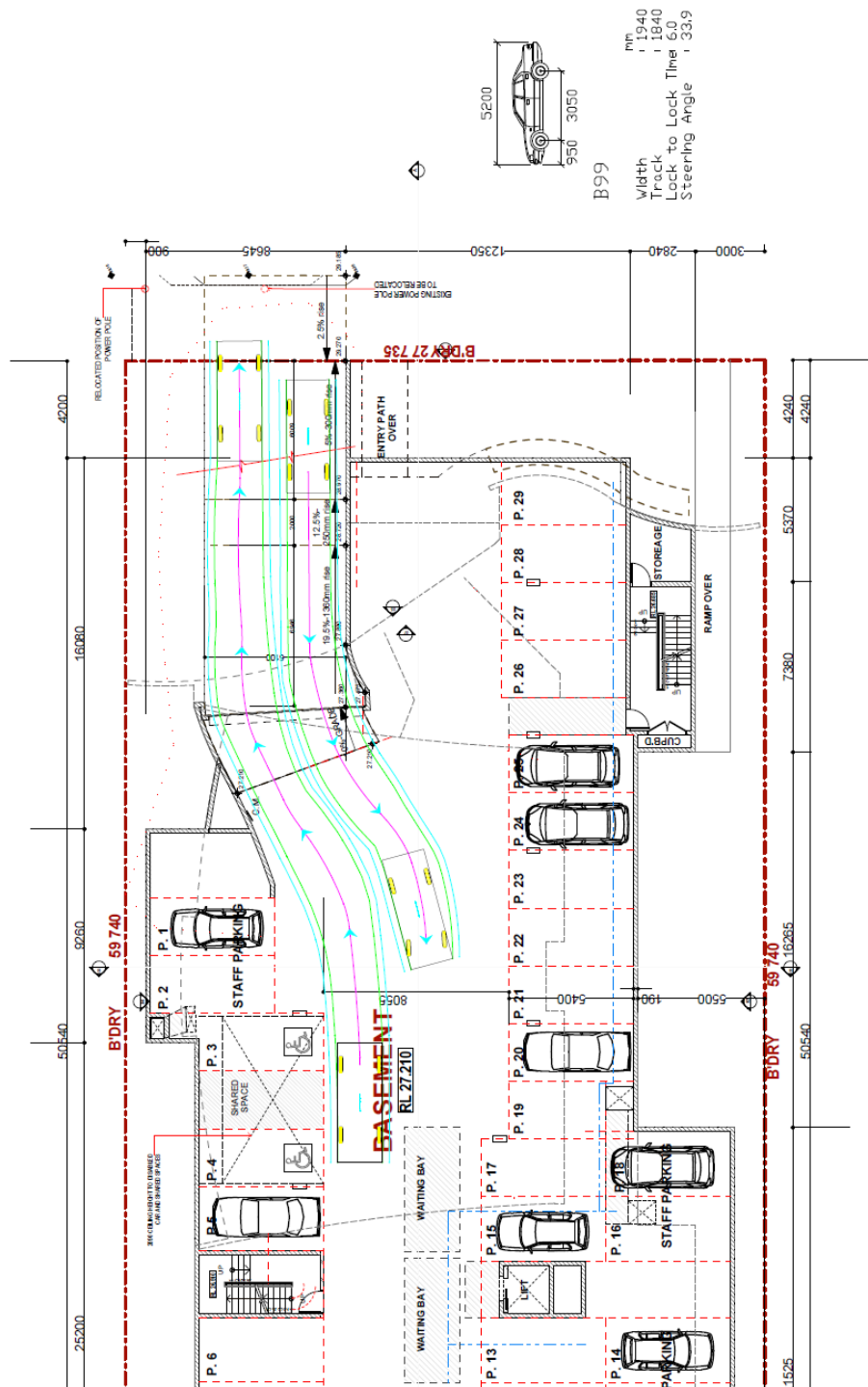
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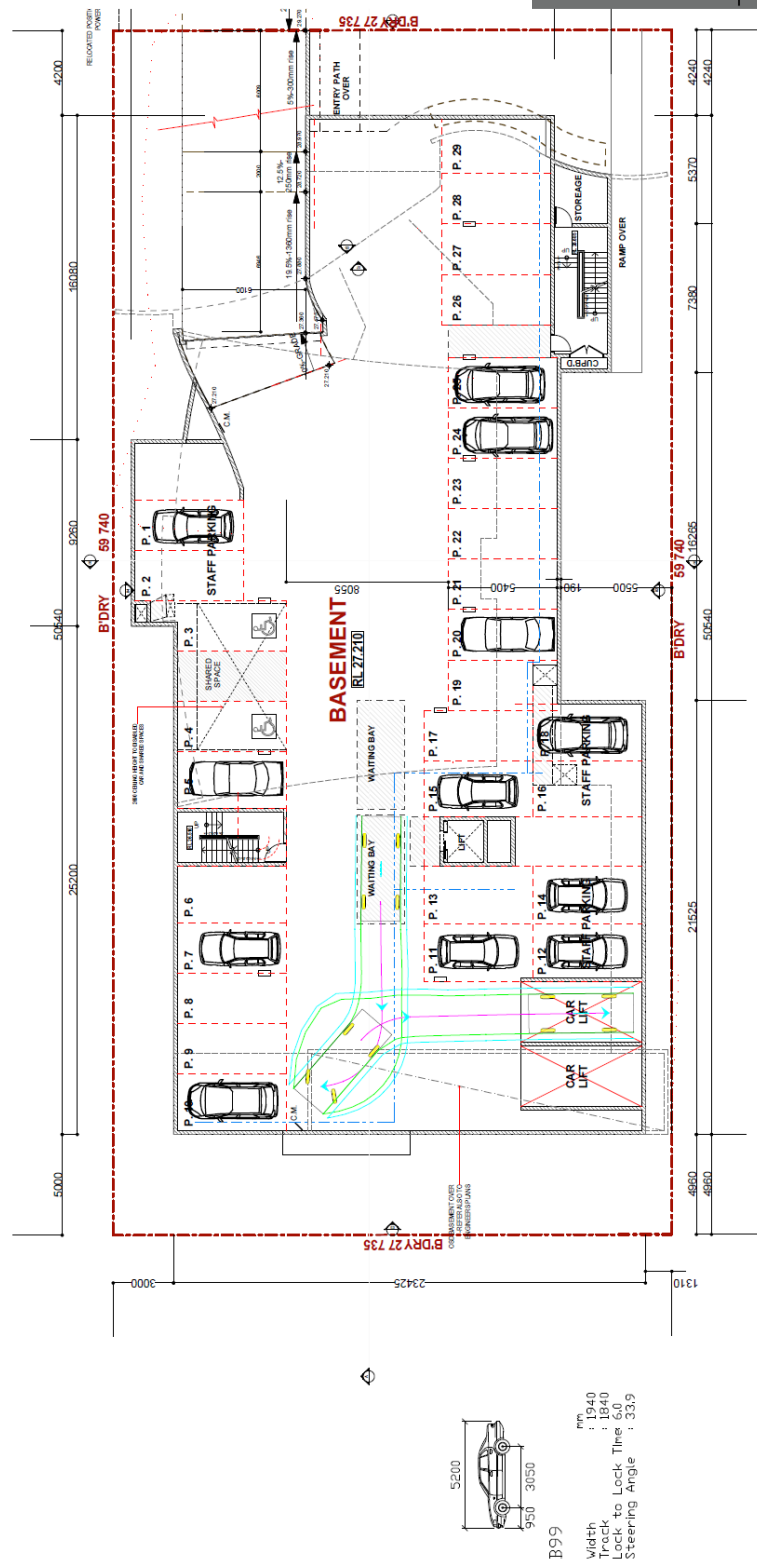
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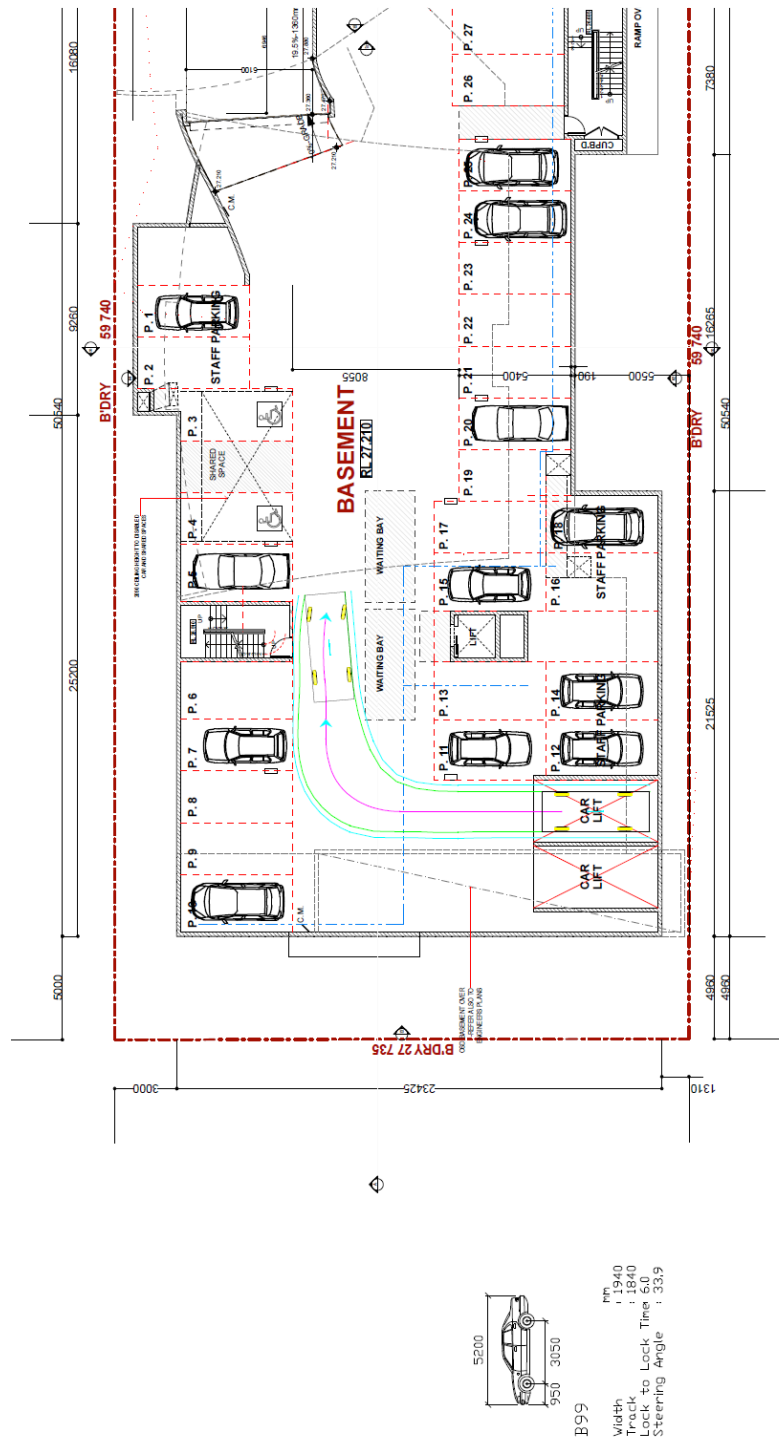
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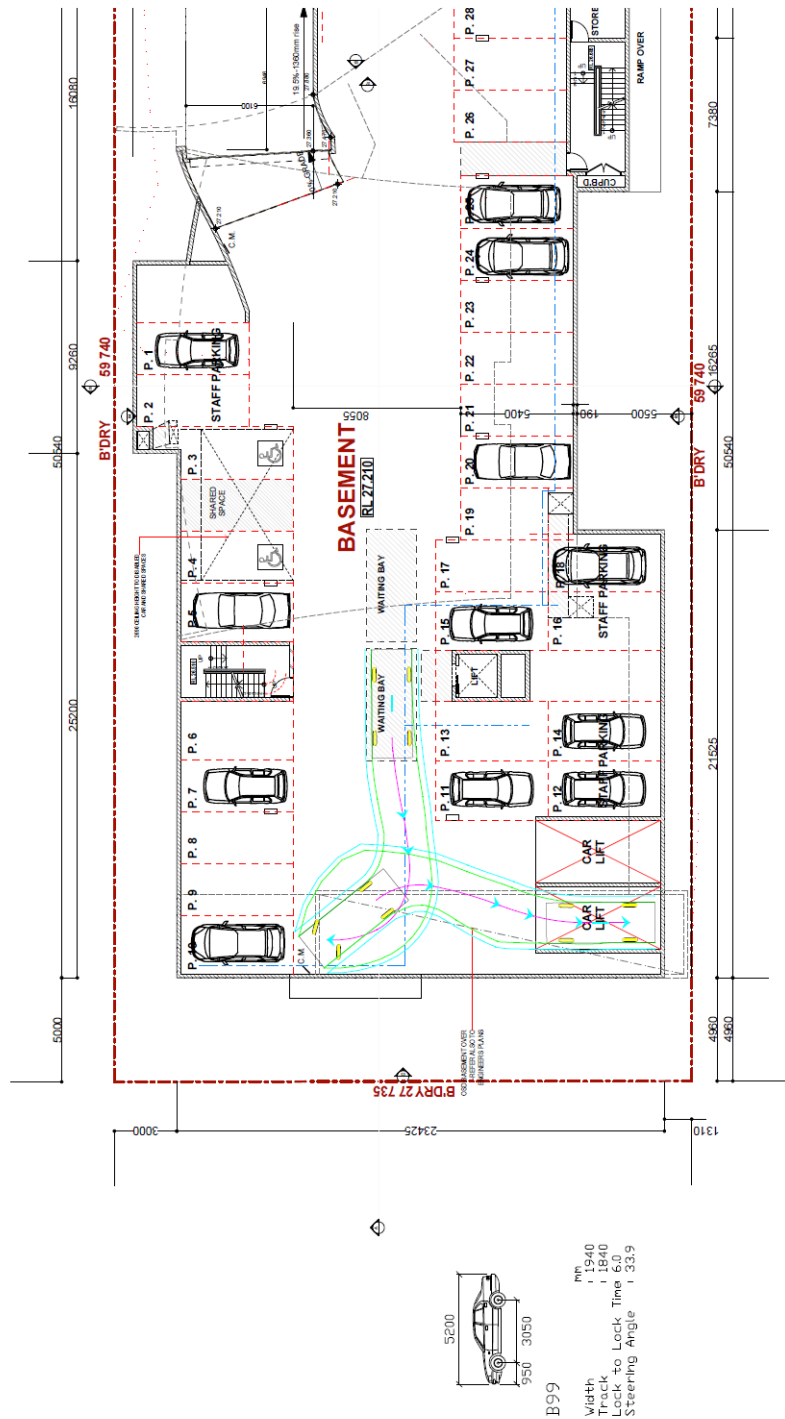
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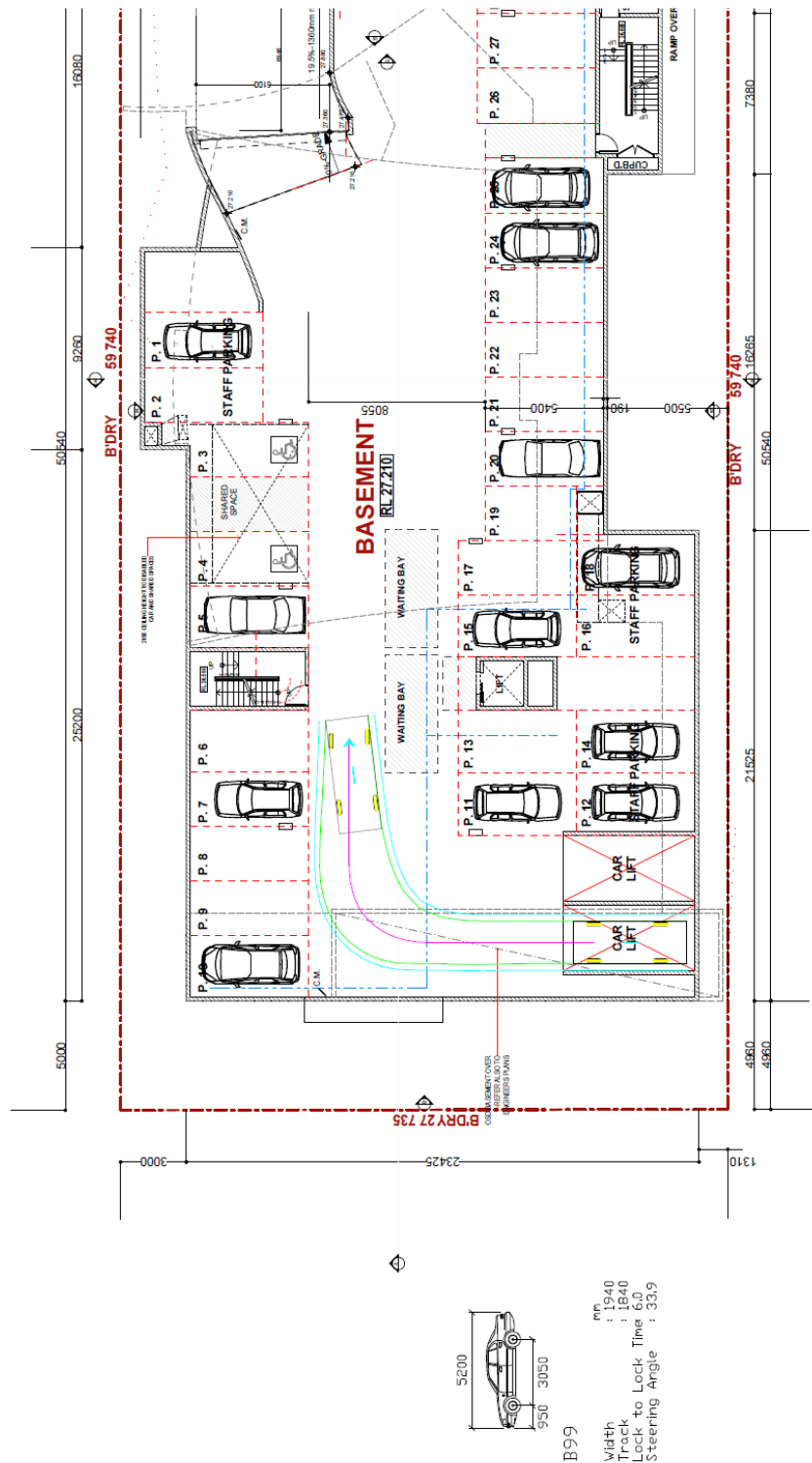
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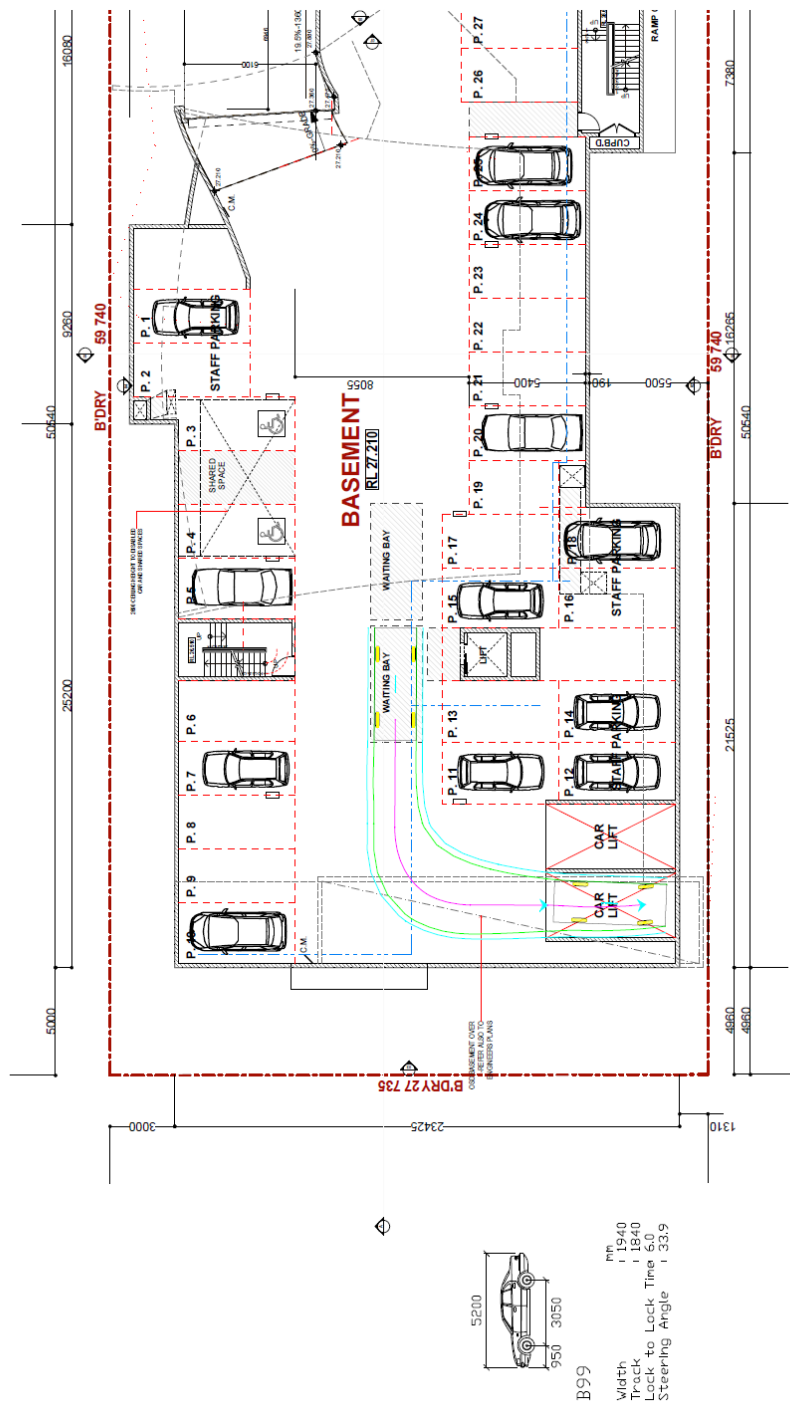
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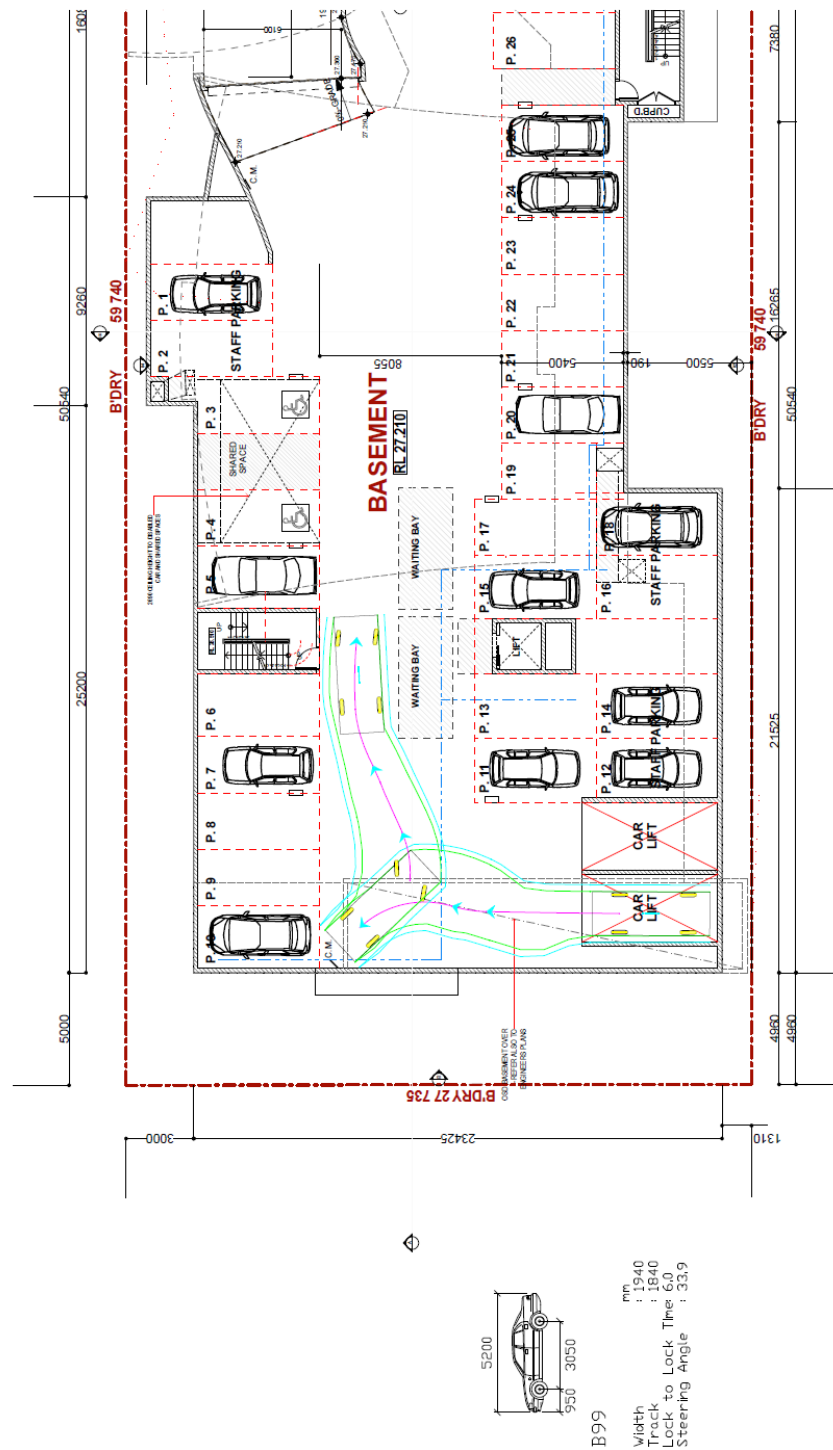
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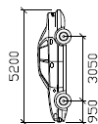
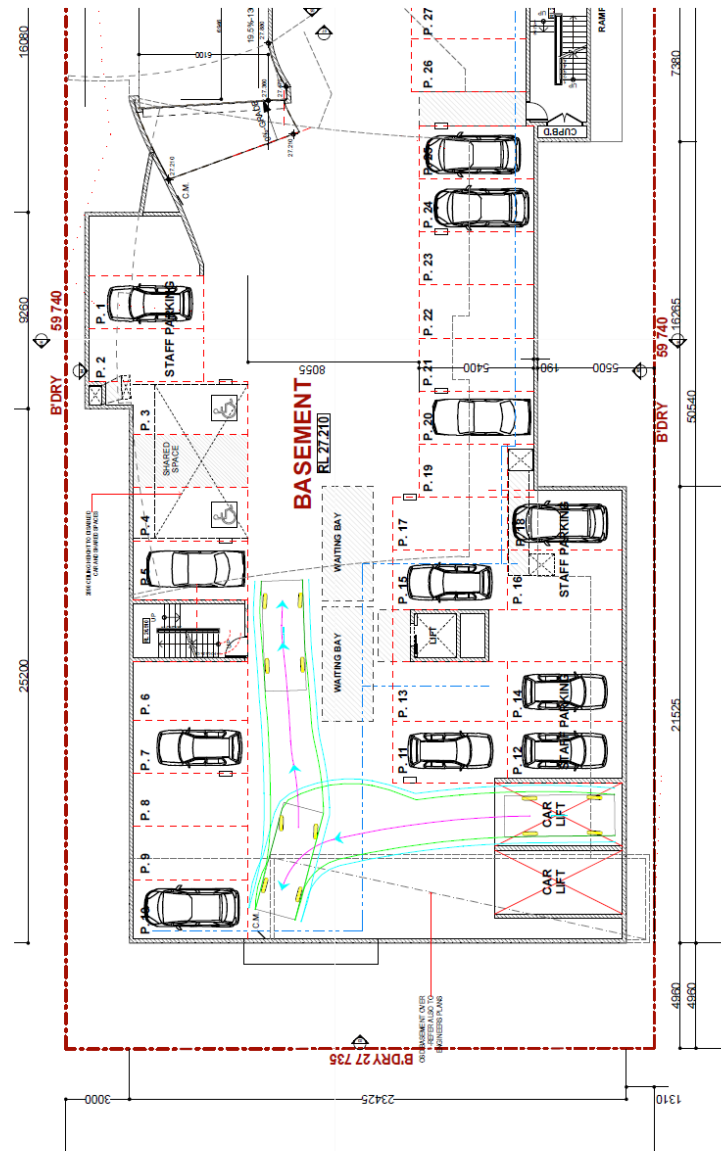
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B99

Width : 1940
Track : 1840
Lock to Lock Time : 6.0
Steering Angle : 33.9

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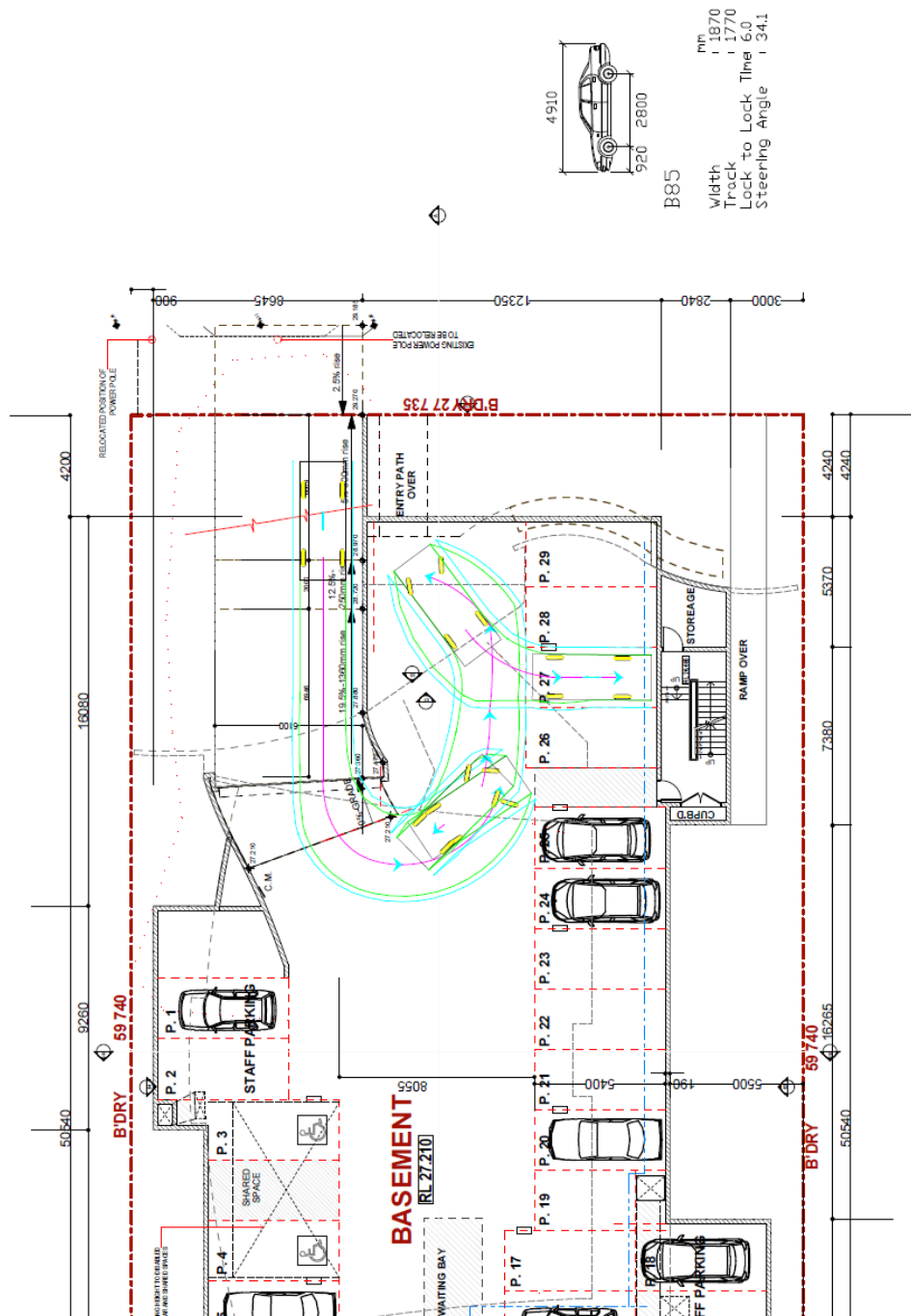
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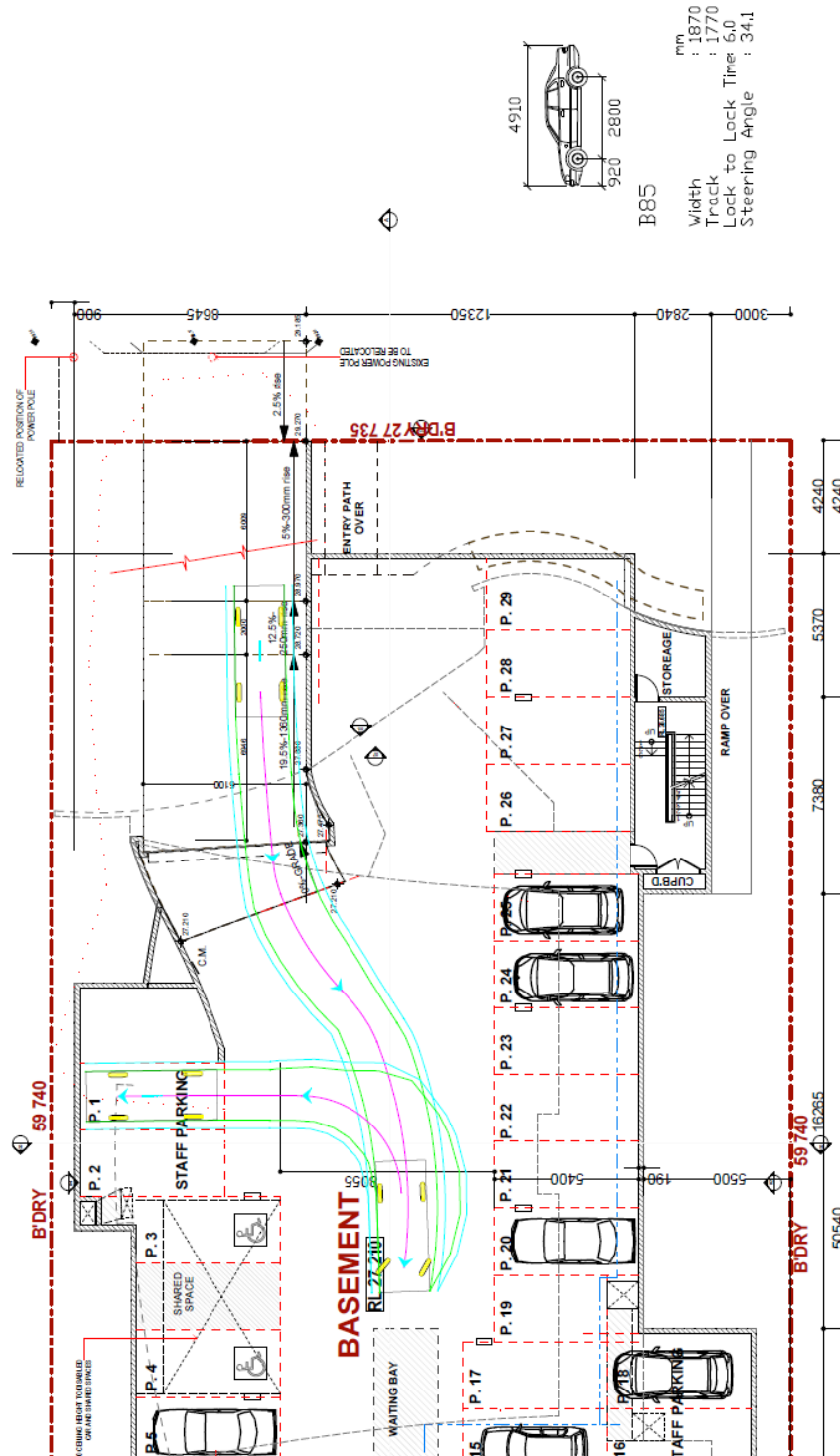
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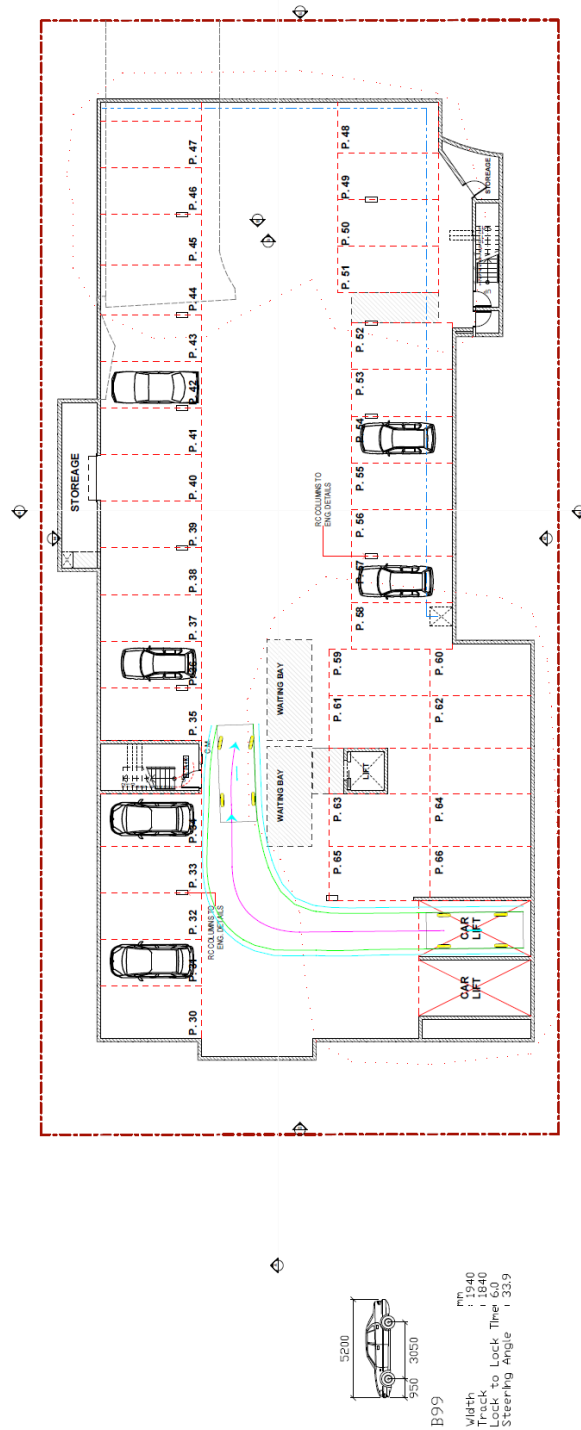
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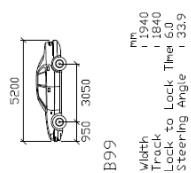
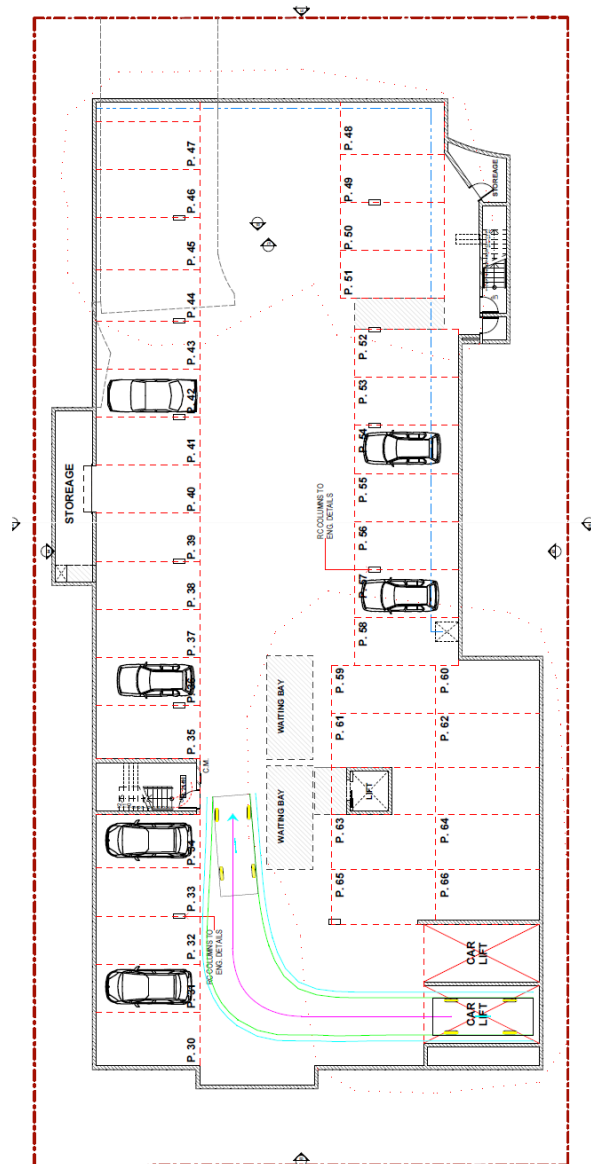
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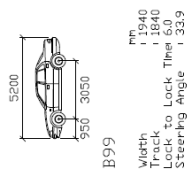
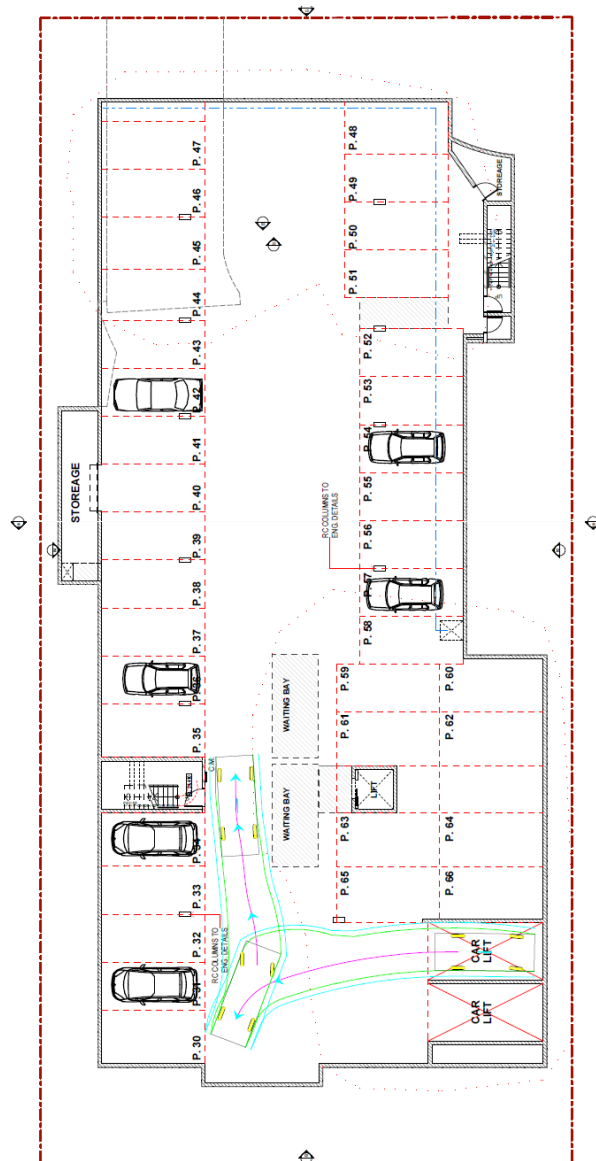
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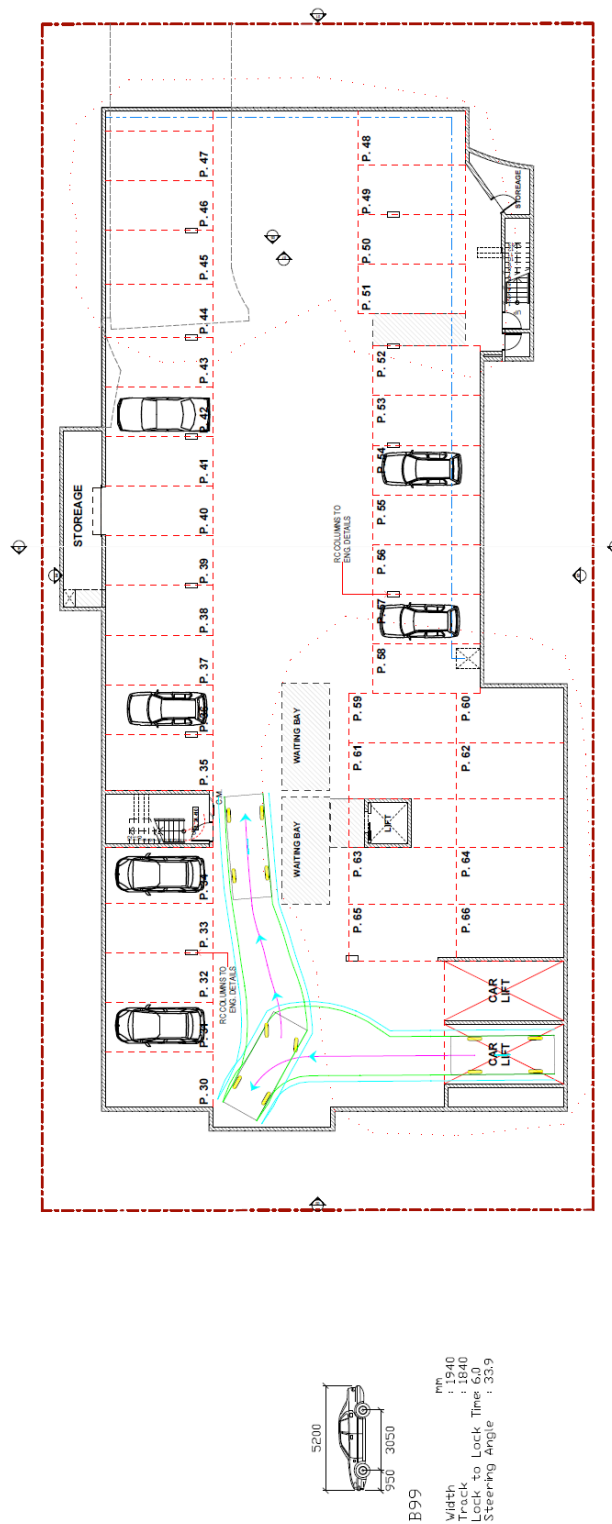
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