City of Ryde

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25 SEPTEMBER 2014

NOTICE OF MEETING

You are advised of the following meeting:

TUESDAY 7 OCTOBER 2014.

Planning and Environment Committee Meeting No. 10/14

Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde

5.00pm

English
If you do not understand this letter, please come to the Ryde Civic Centre, Devlin Street, Ryde, to discuss it with Council staff who will arrange an interpreter service. Or you may ring the Translating & Interpreting Service on 131 450 to ask an interpreter to contact Council for you. Council's phone number is 9952 8222. Council office hours are 8.30am to 4.30pm, Monday to Friday.

Arabic
إذا كنت لا تفهم محتويات هذه الرسالة، فالرجاء الاتصال بمركز مجلس بلدية رايد Ryde Civic Centre، وعنوانه: Ryde Devlin Street, لمناقشتها مع العاملين في المجلس عن طريق مترجم، يستعين به العاملون لمساعدتك. أو يمكنك، بدلا من ذلك، أن تتصل بمكتب خدمات الترجمة TIS على الرقم 131 450 وأن تطلب من أحد المترجمين أن يتصل بالمجلس نيابة عنك. رقم تليفون المجلس هو 9952 8222، وساعات العمل هناك هي من الساعة 8.30 صباحا إلى 4.30 بعد الظهر من يوم الاثنين إلى يوم الجمعة.

Armenian
Եթէ այս նամակը չէք հասկնար, խնդրեմ եկէք՝ *Հայր Միվիք Սենթըր, Տեվին* փողոց, Հայր, խօսակցելու Քաղաքապետարանի պաշտօնեաներուն հետ, որոնք թարգմանիչ մը կրնան կարգադրել։ Կամ, կրնաք հեռաձայնել Թարգմանութեան Սպասարկութեան՝ 131 450, եւ խնդրել որ թարգմանիչ մը Քաղաքապետարանին հետ կապ հաստատէ ձեզի համար։ Քաղաքապետարի հեռաձայնի թիւն է՝ 9952 8222։ Քաղաքապետարանի գրասենեակի ժամերն են՝ կ.ա. ժամը 8.30 - կ.ե. ժամը 4.30, Երկուշաբթիէն Ուրբաթ։

Chinese
如果您看不懂這封信，請到位于 Devlin Street, Ryde 的禮特區市府禮堂 (Ryde Civic Centre)與區政廳工作人員討論，他們將會給您安排傳譯員服務。或者您自己打電話給“翻譯及傳譯服務”，電話：131 450，請他們替您與區政廳聯係。區政廳的電話號碼是：9952 8222。 區政廳工作時間是：周一至周五，上午 8.30 到下午 4.30。

Farsi
اگر اين نامه را نمي فهميد لطفا به مركز شهرداري رايد در Devlin Street مراجعه كنيد. كارمندان شهرداري ترتيب استفاده از يك مترجم را براي شما خواهند داد. يا ميتوانيد به سرويس ترجمه كتبي و شفاهي شماره 131 450 تلفن بزنيد و بخواهيد كه يك مترجم از جانب شما با شهرداري تماس بگيرد. شماره تلفن شهرداري 9952 8222 و ساعات كار از 8.30 صبح تا 4.30 بعد از ظهر مي باشد.

Italian
Le persone che hanno difficoltà a capire la presente lettera, sono pregate di presentarsi al Ryde Civic Centre in Devlin Street, Ryde, e parlarne con gli impiegati municipali che provvederanno a richiedere l'intervento di un interprete. Oppure possono chiamare il Translating & Interpreting Service al 131 450 e chiedere ad uno dei loro interpreti di mettersi in contatto con il comune di Ryde. Il numero del comune è 9952 8222. Gli uffici comunali sono aperti dalle 8.30 alle 16.30, dal lunedì al venerdì.

Korean
이 편지를 이해할 수 없으시면 Ryde의 Devlin Street에 있는 Ryde Civic Centre로 오셔서 카운슬 직원과 상담하여 주십시오. 저희 직원이 통역 써비스를 연결해 드릴 것입니다. 아니면 131 450번으로 통번역 써비스(TIS)에 전화하셔서 통역사에게 대신 카운슬에 연락해 주도록 부탁하셔도 됩니다. 카운슬 전화 번호는 9952 8222번입니다. 카운슬의 업무 시간은 오전 8:30부터 오후 4:30, 월요일에서 금요일까지입니다.

City of Ryde

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Planning and Environment Committee
AGENDA NO. 10/14

Meeting Date: **Tuesday 7 October 2014**
Location: **Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde**
Time: **5.00pm**

NOTICE OF BUSINESS

Item **Page**

1 ELECTION OF CHAIRPERSON AND DEPUTY CHAIRPERSON

Report prepared by: Meeting Support Coordinator
File No.: CLM/14/1/3/2 - BP14/1086

REPORT SUMMARY

The Chairperson and Deputy Chairperson of the Planning and Environment Committee are elected for a one (1) year term and the following procedures are to be followed for the election process:

(a) Determination of method of voting (ordinary ballot, preferential ballot or open voting).

(b) Announcement of nominations.

(c) Conduct of election.

RECOMMENDATION:

(a) That the Committee determine the method of voting for the election of the Chair and Deputy Chair.

(b) That the Acting General Manager or his delegate, as Returning Officer, undertake the election of the Chair and Deputy Chair for the ensuing twelve (12) months by announcing the nominations and then conducting the election.

ATTACHMENTS

There are no attachments for this report.

Report Prepared By:

Carol Mikaelian
Meeting Support Coordinator

Report Approved By:

Amanda Janvrin
Section Manager - Governance

Angela Jones-Blayney
Acting Group Manager – Corporate Services

2 CONFIRMATION OF MINUTES - Meeting held on 2 September 2014

Report prepared by: Meeting Support Coordinator
File No.: CLM/14/1/3/2 - BP14/1085

REPORT SUMMARY

In accordance with Council's Code of Meeting Practice, a motion or discussion with respect to such minutes shall not be in order except with regard to their accuracy as a true record of the proceedings.

RECOMMENDATION:

That the Minutes of the Planning and Environment Committee 9/14, held on Tuesday 2 September 2014, be confirmed.

ATTACHMENTS

1 Minutes - Planning and Environment Committee - 2 September 2014

ITEM 2 (continued) **ATTACHMENT** 1

Planning and Environment Committee
MINUTES OF MEETING NO. 9/14

Meeting Date: **Tuesday 2 September 2014**
Location: **Committee Room 2, Level 5, Civic Centre, 1 Devlin Street, Ryde**
Time: **5.00pm**

Councillors Present: Councillors Etmekdjian (Chairperson), Chung, Laxale, Pickering and Yedelian OAM.

Note: Councillor Pickering arrived at the meeting at 5.02pm and was not present for consideration or voting on Item 1.

Absent: Councillor Salvestro-Martin.

Staff Present: Acting Group Manager – Environment and Planning, Service Unit Manager – Assessment, Team Leader – Assessment, Assessment Officer, Business Support Coordinator – Environment and Planning and Meeting Support Coordinator.

DISCLOSURES OF INTEREST

Councillor Chung disclosed a Less than Significant Non-Pecuniary Interest in Item 2 - 6 Jetty Road, Putney, Local Development Application for New part 2 / part 3 storey dwelling house, LDA2013/0472, for the reason that he is familiar with an objector.

1 CONFIRMATION OF MINUTES - Meeting held on 19 August 2014

Note: Councillor Pickering was not present for consideration or voting on this Item.

RESOLUTION: (Moved by Councillors Laxale and Yedelian OAM)

That the Minutes of the Planning and Environment Committee 8/14, held on Tuesday 19 August 2014, be confirmed.

Record of Voting:

For the Motion: Unanimous

Note: This is now a resolution of Council in accordance with the Committee's delegated powers.

ITEM 2 (continued) **ATTACHMENT** 1

2 6 JETTY ROAD, PUTNEY. LOT 5 DP 17893. Local Development Application for New part 2 / part 3 storey dwelling house. LDA2013/0472.

Note: Councillor Chung disclosed a Less than Significant Non-Pecuniary Interest in this Item for the reason that he is familiar with an objector.

Note: David Heyworth (on behalf of himself and the residents of 2 and 8 Jetty Road, Putney) (Objector) and Peter Hall (Applicant) addressed the meeting in relation to this Item.

RECOMMENDATION: (Moved by Councillors Yedelian OAM and Pickering)

(a) That Local Development Application No. 2013/472 at 6 Jetty Road, Putney, being LOT 5 DP 17893 be approved subject to the **ATTACHED** conditions (Attachment 1) with the addition of a deferred commencement condition to Part 1 as follows:

(d) The southern side setback is to fully comply with Council's DCP in regard to bedroom 3 and the staircase and be a minimum of 1.5m.

(b) That the persons who made submissions be advised of Council's decision.

Record of Voting:

For the Motion: Councillors Chung, Etmekdjian, Pickering and Yedelian OAM

Against the Motion: Councillor Laxale

Note: This matter will be dealt with at the Council Meeting to be held on **23 SEPTEMBER 2014** as dissenting votes were recorded.

The meeting closed at 5.42pm.

CONFIRMED THIS 7TH DAY OF OCTOBER 2014.

Chairperson

3 21 WINBOURNE STREET, WEST RYDE. LOT 4 DP 39266. Local Development Application for Alterations and additions and change of use of existing dwelling to a childcare centre for 39 children. LDA2013/0420.

INTERVIEW: 5.05pm

Report prepared by:	Assessment Officer - Town Planner; Team Leader - Assessment		
Report approved by:	Manager Assessment; Acting Group Manager - Environment and Planning		
Report dated:	8/09/2014	**File Number:**	grp/09/5/6/2 - BP14/1123

1. Report Summary

Applicant: G Moskovian.
Owner: G Moskovian.
Date lodged: 31 October 2013 (additional information received 23 June 2014)

This report considers a development application (DA) for the alterations and additions and change of use of an existing dwelling house to a childcare centre for 39 children.

The DA has been notified to neighbours in accordance with Ryde DCP 2010 on two occasions during the DA process and a total of 18 submissions of objection and three petitions were received objecting to the proposal – 13 submissions and two petitions to the original notification; and a further five submissions and one petition once a Traffic Report was received. The submissions raised the following key issues:

- Traffic generation
- Pedestrian safety compromised
- Impacts on residential amenity

In addition to the objections received, in July 2014 following the completion of the second period of re-notification, the applicant provided a further 10 submissions in support of the proposal. Most of these submissions in support came from residents living in streets adjoining/nearby the subject site, and requesting Council to approve the proposal on the basis that there is a high demand and long waiting lists for other existing child care centres in the locality.

The proposal has been assessed against the controls relating to child care centres in Part 3.2 of Ryde DCP 2010 with the following areas of non-compliance:

- Declaration from architect
- Acoustic privacy to residents
- Car parking
- On site manoeuvrability

ITEM 3 (continued)

- Front boundary landscaping
- Size and functionality of play spaces
- Cot room size
- Outdoor storage space
- Pram storage

The areas of non-compliance regarding landscaping, cot room size, pram storage and outdoor storage may be minor when considered individually – however, collectively they indicate that the proposal is an over-development of the site, and that the design of the existing dwelling does not lend itself to a change of use into a child care centre as proposed in this application. These issues of concern could be able to be resolved with a "purpose-built" design rather than a change of use of the existing dwelling.

Furthermore, the areas of non-compliance regarding outdoor play space, and also traffic safety of children, traffic generation and congestion, having serious ramifications to the amenity of surrounding residents and parents / carers dropping off and picking up of children from Marsden High School and Ermington Public School.

Although it is well-known that there is a very high demand for child-care facilities in this location and in the City of Ryde generally, the immediate locality contains several developments that generate significant volumes of traffic in the morning and afternoon peak periods – namely Marsden High School and Ermington Public School, as well as two other existing child care centres in Winbourne Street (at No 12 and 47 Winbourne Street). As a result, this particular location experiences significant traffic-related issues of concern (eg parked cars, narrowing of vehicle carriageway, queued traffic and intersection delays, delays to public buses when they are caught in traffic). The body of the report contains photographs of these existing traffic conditions in the morning peak period. The proposed development would result in additional traffic in the morning and afternoon peak periods in a location that already experiences significant traffic issues of concern at these times, and therefore it is considered that this is an inappropriate location for the proposed development.

For this reason, the proposed development is considered to be unacceptable and therefore, the subject DA is recommended for refusal.

Reason for Referral to Planning and Environment Committee: Number of submissions received objecting to the development; being 18 submissions of objection and 3 petitions, and 10 submissions in support.

Public Submissions: A total of 18 submissions of objection and 3 petitions were received objecting to the development including:

(a) 13 submissions and two petitions (notified from 12 November to 27 November 2013);

ITEM 3 (continued)

(b) A further five submissions and one petition when a Traffic Report was received and provided to objectors and neighbouring properties during a re-notification period (from 13 May to 28 May 2014);

In addition, a further 10 submissions were received in favour of the development, submitted by the applicant after the second re-notification period.

SEPP 1 (or clause 4.6 RLEP 2010) objection required? No

Value of works? $308,000

A full set of the plans is **CIRCULATED UNDER SEPARATE COVER** as additional information provided to Councillors - subject to copyright provisions.

RECOMMENDATION:

(a) That Local Development Application No. 2013/420 at 21 Winbourne Street, West Ryde, being LOT 4 DP 39266 be refused for the following reasons:

1. The proposal will exacerbate existing traffic congestion along Winbourne Street in morning and afternoon peak periods.

2. A high volume of children traverse Winbourne Street during weekday morning and afternoon peak periods. The number of vehicles that will be associated with the development is not appropriate for the locality and will put the safety of children at risk.

3. The amenity of surrounding residential properties will be detrimentally impacted - in particular the ability to enter and exit their driveways will be further impeded.

4. The proposal fails to comply with mandatory requirements of the following Regulations and is unacceptable when assessed in terms of the Ryde DCP 2010:

   - Education and Care Services National Regulation 2012: Clause 108(2) Space requirements - outdoor space.

   - Children (Education and Care Services) Supplementary Provisions Regulation 2012: Clause 28(4) Space requirements – centre based education and care serveices.

   - Ryde DCP 2010 (Part 3.2 - Child Care Centres): Clause 6.2.1 Size/functionality of play spaces (unencumbered outdoor play space).

ITEM 3 (continued)

5. The proposal is unacceptable in terms of streetscape impacts as it involves removal of existing/possible landscaped areas within the front setback area of the existing dwelling and replaces these with hard-surface area associated with the car parking spaces and driveways.

6. The allocation of on-site parking results in the provision of spaces for the drop off / pick up of children failing to achieve compliance with the Ryde DCP 2010(Part 3.2 - Child Care Centres):

   – Clause 5.1(b) Car parking
   The layout of parking will result in a high demand for on-street parking by parents / carers along Winboune Street.

7. In the circumstances of the case, approval of the development is not in the public interest.

(b) That the persons who made submissions be advised of Council's decision.

ATTACHMENTS
1 Compliance Table
2 A4 Plan
3 Applicant's Traffic and Parking Statement - 4 April 2014
4 Applicant's Supplementary Traffic Report - 23 June 2014
5 Map
6 A3 Plans - subject to copyright provisions - CIRCULATED UNDER SEPARATE COVER

Report Prepared By:

Lauren Franks
Assessment Officer - Town Planner

Chris Young
Team Leader - Assessment

Report Approved By:

Liz Coad
Acting Group Manager - Environment and Planning

ITEM 3 (continued)

2. Site *(Refer to attached map)*

Address	:	21 Winbourne Street, West Ryde (LOT 4 in DP 39266)
Site Area	:	940.4m^2 Frontage to Winbourne Street: 21.335m Rear Boundary: 19.865m Northern Side Boundary: 55.035m Southern Side Boundary: 44.8m
Topography and Vegetation	:	Slight slope of 3.46m towards north-eastern corner at Winbourne Street. A Lilly Pilly (Syzygium paniculatum) approximately 12m high is situated in the rear yard along the northern side boundary. A Grey Gum (Eucalyptus punctata), approximately 7m high is situated in the centre of the Council nature strip along Winbourne Street frontage.
Existing Buildings	:	A 2 storey brick dwelling house and metal shed.
Planning Controls	:	Ryde LEP
Zoning	:	R2 Low Density Residential under Ryde LEP 2010 R2 Low Density Residential under draft Ryde LEP 2013
Other	:	Ryde DCP 2010

ITEM 3 (continued)

Aerial photo of subject site and surrounds (note – other objectors and submissions in support received from outside area of air photo).

ITEM 3 (continued)

View of subject site from Winbourne Street.

3. Councillor Representations

Nil.

4. Political Donations or Gifts

None disclosed in applicant's DA submission or in any submission received.

5. Proposal

The proposal seeks approval for the alterations and additions and change of use of an existing dwelling house for a child care centre. Details of the proposed development are as follows:

- The child care centre will be licenced for 39 children and 7 full-time staff.
- 4 staff parking spaces (inc. 2 spaces as a tandem car space).
- 4 drop off / pick up parking spaces (inc. 1 disabled car space).
- The proposed hours of operation will be 7am to 6pm weekdays and 9am to 5pm on 4 Saturdays in a calendar year for open days and events including a Christmas party.

ITEM 3 (continued)

Internal Layout

- 3 play rooms allocated depending on the age of children:0-2 year olds(4 children); 2-3 year olds(15 children); 3-6 year olds(20 children)
- 1 cot room containing 6 cots
- Bottle preparation area for the play rooms of 0-2 year olds
- 2 nappy change rooms and toilets (accessible for the play room of 0-2 year olds and the transition areas)
- Office
- Kitchen
- Staff & parents bathroom
- Staff room
- Reception area

External Layout

- Playground will be equipped with a Shade sail; Play equipment; Sandpit; Bench seating

- Artificial turf / soft fall surface will surround play equipment & sandpit. Natural turf will account for remaining play area with various planting and vegetation surrounding perimeter of site.

No signage is proposed with the application.

6. Background

The DA was lodged on 31 October 2013. It was then advertised in the local press and placed on public notification for 14 days from 12 November to 27 November 2013.

On 5 December 2013, Council issued a letter requesting the submission of a Traffic and Parking Report given an overwhelming response from residents raising concerns in relation to traffic generation and congestion and pedestrian safety.

On 7 April 2014, a Traffic and Parking Report was submitted to Council. As the primary concerns raised in submissions related to traffic, a copy of this report was mailed to neighbouring properties and all objectors during a re-notification period of 14 days from 13 May to 28 May 2014. The DA was also re-advertised on 14 May 2014.

On 28 May 2014, Council's Traffic Engineer found the Traffic and Parking Report deficient in information and subsequently, supplementary information to this report was requested on 30 May 2013. This requested information was received on 23 June 2014.

ITEM 3 (continued)

7. Submissions

The proposal was notified in accordance with Development Control Plan 2010 - Part 2.1, Notification of Development Applications from 12 November to 27 November 2013. The application was advertised on 13 November 2013.

Once the Traffic and Parking Report was submitted, the application was re-notified for a period from 13 May to 28 May 2014.

In response, a total of 18 submissions of objection and 3 petitions were received from the owners of neighbouring properties, school principals, school committees and parents of children attending Marsden High School and Ermington Public School objecting to the development. The location of objectors and petitioners in relation to the subject site is shown on the aerial photo earlier in this report. In particular, 13 submissions and 2 petitions with 117 signatures and 14 signatures were received during the original notification, and a further 5 submissions and 1 petition with 23 signatures were received following re-notification. These submissions of objection were received from adjoining residents, as well as the Principal of, and parents of children attending, Marsden High School and Ermington Public School

At the conclusion of each notification period, a copy of all submissions and petitions were provided to the applicant. On 10 July 2014, the applicant provided Council with 10 submissions supporting the development.

The key issues raised in the submissions objecting to the development are summarised and discussed as follows:

A. Traffic Generation and Congestion. *Concerns are raised that the development will exacerbate existing traffic issues.*

Assessment Officer's Comment

Agreed. This is the major issue of concern in relation to the DA, and the most common issue raised in the submissions of objection received from neighbours. Officers from Council's Public Works Group and also Council's Senior Development Engineer, have undertaken a detailed assessment of the proposal in terms of the existing traffic conditions and also the Traffic Reports provided by the applicant. This assessment appears in the Referrals section, later in this report.

The following photos (taken 8.30-9am Monday 1 September 2014) show the existing traffic conditions directly in front of the site and along the frontage of Marsden High School and Ermington Public School.

ITEM 3 (continued)

View looking north along Winbourne Street from subject site

Traffic along Winbourne Street

ITEM 3 (continued)

Buses and cars in front of Marsden High School

View looking south along Winbourne Street from subject site

ITEM 3 (continued)

B. Amenity of Local Residents. *Concerns are raised that the development will further inhibit the ability of residents to exit their driveways. Specifically, No. 18 and 19 note the difficulty in reversing onto Winbourne Street during morning and afternoon peak periods.*

Assessment Officer's Comment

Agreed. As seen in the above photos, a significant volume of traffic navigates Winbourne Street. Multi dwelling housing along Winbourne Street allow vehicles to enter and exit a site in a forward direction, however No. 18 and 19 Winbourne Street contain single dwelling houses which only allow vehicles to reverse onto the street. The location of these dwellings are shown in the following aerial photo:

Although it is noted that the residents of these two properties would already encounter difficulties entering/leaving their property (due to existing traffic conditions), and discussed throughout this report, the proposal would result in additional traffic in the morning and afternoon peak periods in a location that already experiences significant traffic issues of concern at these times, and therefore it is considered that this is an inappropriate location for the proposed development.

C. Safety. *Concerns are raised that the development will further jeopardise the safety of pedestrians, in particular children with an increase in traffic movement along Winbourne Street which will be generated from the development.*

ITEM 3 (continued)

Assessment Officer's Comment

Agreed. The concerns raised considered to be valid and reasonable. As discussed throughout the report, this section of Winbourne Street experiences high levels of on-street parking which limits visibility of both drivers and pedestrians to (and from) the existing pedestrian crossing located approximately 35m south of the site as seen below:

Pedestrian crossing in front of Ermington Public School

Upon inspection of the site and Winbourne Street during the morning working hours of the pedestrian safety officer, it was seen that vehicles stopping for the pedestrian crossing regularly form a long queue which extends in front of the subject site. Parents / carers dropping off children at the proposed child care centre would find it difficult to exit the site turning right onto Winbourne Street towards Victoria Road.

A footpath extends in front of the site and was seen to experience heavy pedestrian activity from parents and children walking to and from Ermington Primary School or Good Start Early Learning Child Care Centre. Construction of the development would require parents / carers and children to cross 2 driveways associated with the development which is likely to be queued waiting to exit the site during peak periods.

ITEM 3 (continued)

Footpath in front of site

The safety concerns raised by parents, residents, school committees and principals are valid. The development will create a safety hazard along Winbourne Street.

The key issues raised in the submissions supporting the development are summarised and discussed as follows:

A. Demand. *The development will assist in addressing the high demand for childcare places and reduce waiting lists.*

Assessment Officer's Comment

It is acknowledged that there is a very high demand for child care places in the Ryde Local Government Area, and there are long waiting lists for other existing child care centres.

Whilst a child care centre is a permissible use within the zone and the site achieves the minimum allotment size and frontage width for child care centre developments, these are not the sole factors considered when assessing such development. The site's location is along a local road currently experiencing severe traffic congestion and high volumes of traffic in excess of its capacity. The proposal will further exacerbate these traffic problems. This is considered to be a fatal issue in regard to this development proposal.

ITEM 3 (continued)

Further, on-site parking fails to achieve compliance with the required number of parking spaces for pick-up and drop-off parking and staff parking. This will result in parents, carers and staff requiring on-street parking which is currently scarce during morning and afternoon peak periods.

8. SEPP 1 (or clause 4.6 RLEP 2010) objection required?

None required.

9. Policy Implications

Relevant Provisions of Environmental Planning Instruments etc:

(a) Ryde Planning Scheme Ordinance

Zoning

Under the Ryde LEP 2010, the zoning of the subject site is R2 Low Density Residential. The proposed development, of a 'child care centre' is permissible with consent under this zoning.

Mandatory Requirements

The following mandatory provisions under Ryde LEP 2010 apply to the development:

Clause 4.3 (2) – Height of Buildings

(c) This clause states that the height of a building on any land is not to exceed the maximum height shown for the land on the 'Height of Buildings Map' – which is 9.5m for the subject site. The maximum height of the development as currently proposed is 7.441m, which complies with this clause.

Clause 4.4 – Floor Space Ratio

This clause prescribes a maximum floor space ratio (FSR) of 0.5:1. The FSR for the proposed development has been calculated to be 0.31:1, which complies with this clause.

Clause 6.8 – Access for child care centres must not be on a classified road

As stated in the clause title, development consent must not be granted to the carrying out of development for the purposes of a child care centre on land if access is from an existing or proposed classified road. Winbourne Street is not a classified road. The nearest classified road is Victoria Road which is located 270m south of the site. Therefore, compliance with this clause is achieved.

ITEM 3 (continued)

(b) Relevant SEPPs

N/A

(c) Relevant REPs

N/A

(d) Any draft LEPs

A Section 65 Certificate enabling the formal exhibition of Draft Local Environmental Plan 2013 was issued by Planning and Infrastructure on 23 April 2012. The Draft Plan has been placed on public exhibition between 30 May 2012 and 13 July 2012. Under this Draft LEP, the zoning of the property is R2 Low Density Residential. The proposed development is permissible with consent within this zoning under the Draft LEP, and it is considered that the proposal is not contrary to the objectives of the Draft LEP or those of the proposed zoning.

Draft LEP 2013 was adopted by Council on 12 March 2013 and is waiting gazettal by Planning and Infrastructure; as such LEP 2013 can be considered certain and imminent.

(e) Any DCP (e.g. dwelling house, villa)

Ryde Development Control Plan (DCP) 2010

The proposed has been assessed using the development controls contained in the Ryde DCP 2010. The DCP Compliance Table for this development proposal is held at **Attachment 1** to this report. Non-compliances identified in this table include:

Part 3.2 Child Care Centres

A. Child Care Centre Design – Section 1.8

"*Child care centre development applications are required to be accompanied by a signed undertaking by the applicant, licensee or proposed licensee that demonstrates that the proposal has been designed to comply with respect to the Children's Service's Regulation 2004 or DoCS requirements as relevant at the time of application.*"

Assessment Officer's Comment

A signed declaration has not been submitted. It is noted however that this is a relatively minor matter that has no effect on Council's ability to make an assessment of the proposal in terms of Part 3.2 DCP 2010 and the legislation referenced above.

ITEM 3 (continued)

B. Acoustic Privacy - for adjoining residents – Section 4.2 (h)

"*Information regarding how groups are proposed to be managed in the outdoor play spaces and where time will be spent, group sizes and how rotated may be required to be submitted with the Development Application.*"

Assessment Officer's Comment

Details have not been provided outlining the daily routine of staff and each children's age group.

The intent of this development control is to assess the noise impact of proposed child care centres within close proximity to residential properties.

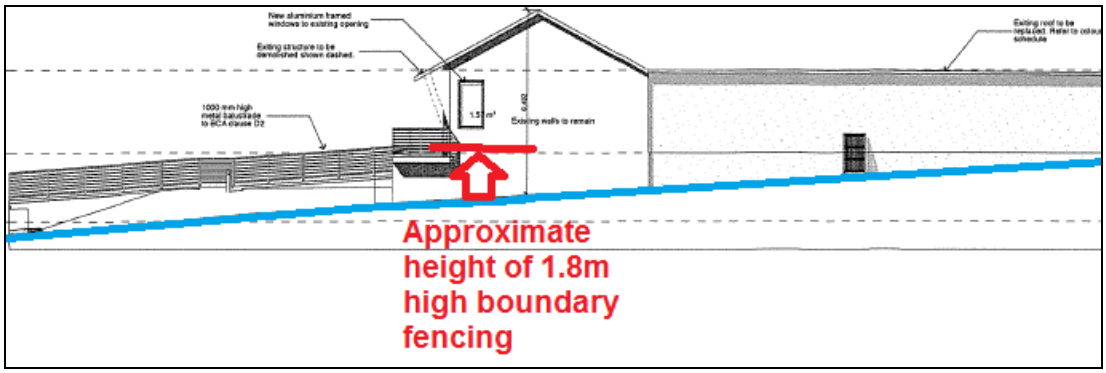
Whilst an acoustic report has been submitted recommending that a 2.4m high acoustically sound fence be erected around the perimeter of the outdoor play area, details pertaining to operational management of the outdoor play area has not been submitted and therefore Council can only make a general assessment in terms of possible amenity impacts on adjoining properties.

C. Visual Privacy - for adjoining residents – Section 4.4 (b)

"Windows and doors in the proposed centre are to be sited in locations which minimise loss of privacy to adjoining residences."

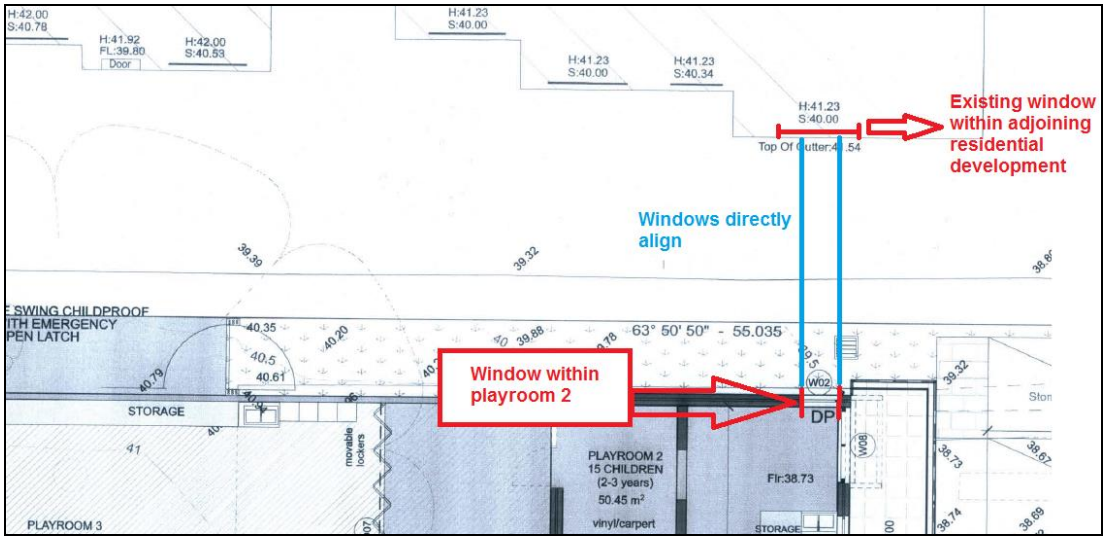
Assessment Officer's Comment

A 0.8m x 1.7m window is located along the northern side of playroom 2 which will contain 15 children between 2-3 years. The location of this window is shown in the elevation play extract:



Playroom 2 window peers well above 1.8m high boundary fence

ITEM 3 (continued)



Window aligns with a window within No. 1/23 Winbourne Street

These windows are not at the same sill height, however there is the potential for privacy concerns to arise. Non-compliance could be addressed via a condition of consent requiring the window to be obscured glazing or removed.

D. On Site Manoeuvrability - Section 5.2 (c)

"Where separation of the entrance and exit driveway is proposed, the separation must not be less than 9m on a turning circle of 15m, and a minimum width of 12m between driveway laybacks is to be provided to assist retention of on-street parking spaces between the driveways."

Assessment Officer's Comment

The distance between driveway laybacks is 10.5m; a non-compliance of 1.5m. Driveway separation is 11.5m and a turning circle of 15m is proposed; each compliant with this development control.

A 12m distance is stipulated because this distance will allow 2 vehicles to park on-street between the driveways. In this instance, the 2 driveways to the site are existing and allow for 1 car between the proposed driveways. Allowing 1 car between the proposed driveways will allow for improved sightlines of vehicles exiting the site. Council's Senior Development Engineer has advised that the reduced layback distance is acceptable.

However, although this issue (when considered individually) would appear to be a minor issue of concern, when grouped with other issues of concern discussed in this section, it indicates that the proposal is an over-development of the site and that the proposed change of use of an existing dwelling is not suitable at this site.

ITEM 3 (continued)

E. Landscaping - Section 6.1 (e)

"A landscaping setback of minimum width 2m is to be provided along the front boundary of all new child care centres in residential zones to assist in preserving streetscape amenity and provide screening. Care is to be taken in design of the setback to avoid vegetation impeding sightlines from vehicles entering / exiting the site and to consider the use of materials and finishes to complement the neighbouring streetscape."

Assessment Officer's Comment

A landscaping setback of 0.7m is proposed along the front boundary between the driveways. This represents a non-compliance of 1.3m.

On this occasion, non-compliance is satisfactory as minimised landscaping would assist in sightlines for vehicles manoeuvring around the area.

F. Size and Functionality of Play Spaces - Section 6.2.1 (d)

"All new child care centres are to provide at least 4.5m² of unencumbered indoor play space for each licensed child care place, ***exclusive*** *of transition areas provided in accordance with section 6.2.4 of this Part."*

Assessment Officer's Comment

A total of 147.53m^2 unencumbered indoor play space is provided on the site, equating to an average of 3.78m^2 per child. The following area per child in their respective age categories appears as follows:

- 0-2 yrs play rm: 8m^2 per child
- 2-3 yrs play rm: 3.36m^2 per child
- 3-6 yrs play rm: 3.25m^2 per child

Whilst a shortfall of 0.72m^2 per child arises when assessed against the DCP, the requirements stipulated in the Education & Care Services National Regulation, the National Quality Framework for Child Care Centres across Australia, and the Children (Education & Care Services) Supplementary Provisions 2012 are for provision of 3.25m^2 indoor play space per child to be provided.

Similarly to the proposal's shortfall in unencumbered outdoor play space, the control is intended to apply to greenfield sites and therefore does not apply to this site.

ITEM 3 (continued)

The proposal is compliant with the Regulations stated above and is consistent with the objectives detailed in 6.2.3 of the DCP for designing an attractive, safe and functional indoor play space. However, as noted above when grouped with other issues of concern discussed in this section, it indicates that the proposal is an over-development of the site and that the proposed change of use of an existing dwelling is not suitable at this site.

G. Size and Functionality of Play Spaces - Section 6.2.1 (e)

"All new child care centres are to provide at least 10m^2 of unencumbered outdoor play space for each licensed child care place, ***inclusive*** *of transition areas provided in accordance with section 6.2.4 of this Part."*

Assessment Officer's Comment

A total of 254.14m^2 unencumbered outdoor play space is provided on the site, equating to an average of 6.51m^2 per child. In applying the requirements of the DCP, this results in a shortfall of 135.86m^2 or 3.49m^2 per child. In applying the requirements of the Education & Care Services Regulation and the Children (Education & Care Services) Supplementary Provisions Regulation 2012, this results in a shortfall of 18.86m^2 or 0.49m^2 per child.

A footnote to this control states that "*this minimum area requirement (to no less than the DoCS minimum requirement) may be considered subject to the satisfactory compliance with the general landscaping requirements under section 6.1, 6.2.2 and 6.2.4"* of the DCP. Clause 108 of the Education & Care Services National Regulation and the Children (Education & Care Services) Supplementary Provisions Regulation 2012 stipulate that a minimum 7m^2 of unencumbered outdoor play space is provided which alone demonstrates a level of non-compliance of 0.49m^2. In calculating this area, Clause 108 (3) of the Education & Care Services National Regulation states:

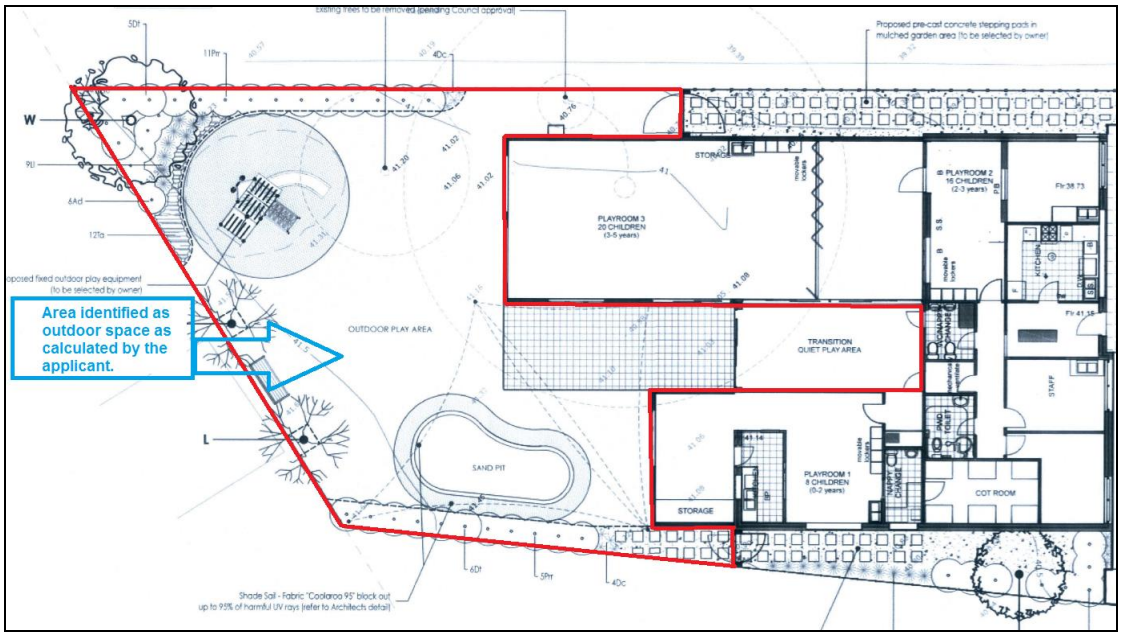
> *"(3) In calculating the area of unencumbered outdoor space required, the following areas are to be excluded –*
>
> *(a) any pathway or thoroughfare, except where used by children as part of the education and care program;*
> *(b) any car parking area;*
> *(c) any storage shed or other storage area;*
> *(d) any other space that is not suitable for children."*

This interpretation of the calculation of unencumbered outdoor play space is also stipulated in the Ryde DCP 2010 which states that:

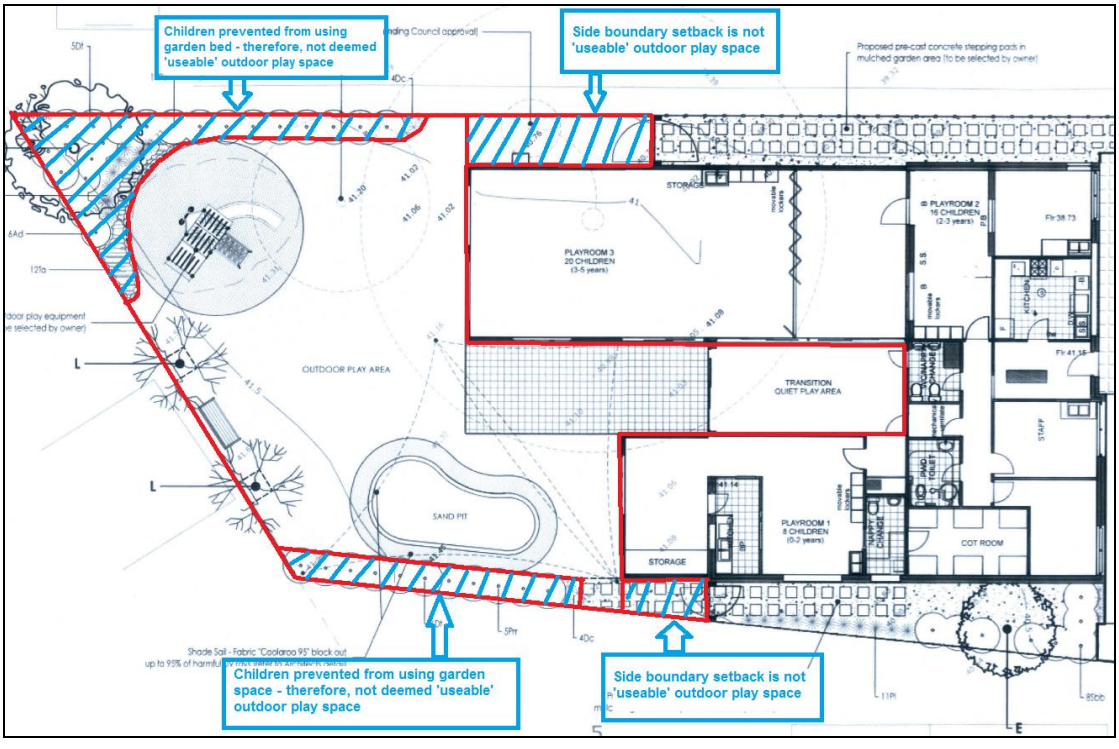
> *"Calculation of unencumbered (total 'useable') outdoor play space, is not to include areas where children are prevented from using the space, and where they cannot be readily supervised such as areas used for car parking, storage sheds, garden beds, hedges, or side boundary setbacks."*

ITEM 3 (continued)

In applying these definitions, the applicant has included calculation of garden beds which are not deemed as 'useable' outdoor areas for children and portions of the side setback area which cannot be readily supervised. The following plan extracts highlight the portions of the site which cannot be counted as outdoor play space.



The applicant's calculation of outdoor play space



Council's calculation of outdoor play space

ITEM 3 (continued)

Not only does the proposal fail to achieve compliance with the DCP, compliance with the mandatory requirements of the Education & Care Services Regulation are not achieved, and when grouped with other issues of concern discussed in this section, it indicates that the proposal is an over-development of the site and that the proposed change of use of an existing dwelling is not suitable at this site. Consequently, the proposal cannot be supported.

H. Centre Facilities - Section 7.1 (c)

"The staff room is to include a minimum floor space of 20m^2."

Assessment Officer's Comment

The staff room will have an area of 10.5m^2; a non-compliance of 9.5m^2.

The size of this child care centre is considered small with only 39 children and 7 full time staff proposed. This control is primarily aimed at child care centres where children and staff numbers are substantial. In assessing the plans, it appears the proposed staff room size is appropriate and acceptable. However, when grouped with other issues of concern discussed in this section, it indicates that the proposal is an over-development of the site and that the proposed change of use of an existing dwelling is not suitable at this site.

I. Centre Facilities - Section 7.1 (d)

"In centres where children under the age of 2yrs are proposed to be cared for, the following are to be provided:

i. A sleeping room with a 2.5m^2 of floorspace per cot and a maximum of 10 cots per room."

Assessment Officer's Comment

This control is not achieved as the average area per cot is 1.7m^2; a shortfall of 0.8m^2. The cot room is proposed to contain 6 cots.

The number of children between the ages of 0-2 years cared for is 4. Therefore, a condition of consent could be imposed requiring the number of cots to be reduced to 4 as it is determined that an oversupply of cots is proposed. The size of the cot room is 10.3m^2 therefore, reducing the number of cots within this room to 4 would result in an area of 2.575m^2 per cot to be provided. As noted above, when grouped with other issues of concern discussed in this section, it indicates that the proposal is an over-development of the site and that the proposed change of use of an existing dwelling is not suitable at this site

ITEM 3 (continued)

J. Centre Facilities - Section 7.1 (f)

"Consideration should be given to the provision of a pram storage area. Informal pram storage can be an occupational health and safety risk."

Assessment Officer's Comment

No pram storage area is shown on the submitted plans. This non-compliance could be addressed through imposition of a condition requiring an area allocated and marked for the parents / carers to store prams should the need arise. However, when grouped with other issues of concern discussed in this section, it indicates that the proposal is an over-development of the site and that the proposed change of use of an existing dwelling is not suitable at this site.

10. Likely impacts of the Development

(a) Built Environment

A thorough assessment of the impacts of the proposed development on the built environment has been undertaken as part of the completed assessment of the proposed development, including a compliance check against all relevant planning controls and detailed assessment report.

Whilst the building envelope of the child care centre will be consistent with height and bulk of surrounding residential development, the level of traffic generated from the proposed use will severely impact the ability of traffic to manoeuvre along Winbourne Street. Therefore, the undue pressure along this roadway means that the proposal will not have a positive or even satisfactory impact on the existing built form elements within the locality.

When viewed from the streetscape, the removal of extensive soft landscaping in the front yard to accommodate an 8 space car park will have a considerable impact in terms of aesthetics. The introduction of a higher level of built form elements and reduction in natural vegetation will throw off the balance between the built and natural environment.

(b) Natural Environment

Impacts on the natural environment are generally considered acceptable in terms of tree removal and retention. However, the proposal will have unacceptable impacts in terms of streetscape given that it involves removal of existing/possible landscaped areas within the front setback area of the existing dwelling and replaces these with hard-surface area associated with the car parking spaces and driveways.

ITEM 3 (continued)

11. Suitability of the site for the development

A review of Council's Map of Environmentally Sensitive Areas (held on file) identifies that the subject site is partly affected by urban bushland. However a site inspection indicates that no significant trees are located on the site. A range of landscaping incorporating a range of native species is proposed.

12. The Public Interest

The development fails to comply with the objectives of the R2 Low Density Residential zone and Part 3.2 of the Ryde DCP 2010. In particular, amenity of adjoining neighbours is not maintained, the development is unacceptable in terms of traffic related issues as discussed throughout this report.

Therefore, it is considered that approval of this DA would not be in the public interest.

13. Consultation – Internal and External

Internal Referrals

Senior Development Engineer: In relation to drainage matters and the submitted architectural plans, Council's Senior Development Engineer has provided the following comments:

> *"The drainage and the architectural plans as submitted do not address the following:*
>
> *1) The flows from the upstream catchment should be diverted away from the OSD tank. The drainage plan does not provide a method to divert this runoff from the upstream catchment away from the OSD tank and towards the street.*
>
> *2) The architectural plans also failed to show the increased driveway widths as mentioned in the traffic report and the retaining walls that are required along the side of the driveways."*

Note: These matters would normally be required to be addressed via a request for additional information from the applicant, however given the conclusion of this assessment (ie which is that the proposal is unacceptable in terms of traffic issues as discussed throughout this report), it was not considered appropriate or necessary to request additional information of this nature.

In terms of traffic impacts, the applicant has provided detailed Traffic Assessment Reports (prepared by Traffic Solutions Pty Ltd), as follows:

- Traffic and Parking Statement (4 April 2014). See copy of this report at **Attachment 3** to this report. This Traffic and Parking Statement was provided to adjoining owners/objectors in Council's re-notification letter dated 13 May 2014.

ITEM 3 (continued)

- A supplementary Traffic Statement (23 June 2014). See copy of this Statement at **Attachment 4** to this report.

Council's Senior Development Engineer has made an assessment of the proposal (in consultation with and incorporating comments from Council's Public Works Group). The following comments have been provided.

Background

The proposed childcare centre is to accommodate a maximum of 7 staff on site (traffic report mentions 5 staff levels for the majority of the time) and 39 children within the following age ranges:

- *4 - aged 0 – 2 years*
- *15 - aged 2 – 3 years*
- *20 - aged 3+ years*

It is proposed to provide 8 parking spaces accessed from a divided vehicle entry and exit ("U" shaped driveway).

Public Works - Traffic section reviewed the original application and Traffic Report and provided the following comments, forwarded 28 May 2014;

- *The application does not provide SIDRA intersection for the AM and PM peak for the proposed development's access for the with and without on street parking on the development's frontage.*

- *The application does not provide swept path analysis for vehicles entering and exiting the development for the with and without on street parking on the development's frontage. As a worst case scenario, bear in mind that the AM peak of the development may coincide with the school AM peak.*

- *Based on drawing AG Ground, parking dimension shown are 2.4 metres wide. Please provide for at least five spaces of 2.6 metre wide parking for parent drop-off and at least three spaces of 2.4 metre parking for staff.*

  Therefore: SIDRA analysis of AM and PM for the with and without Winbourne Street on-street parking, swept path analysis for the with and without on street parking and parking layout for at least 8 off street parking spaces will be required.

The applicant submitted revised documentation in response of this 23 June 2014, presenting;

- *Parking space dimensions have been revised on the architectural plans.*

ITEM 3 (continued)

- *Swept turning path diagrams were provided for a B85 vehicle accessing the site and parking areas. The consultant presented the internal access requirements, as well as access to/ from the site with & without parking occupying the onstreet spaces at the front of the site.*

- *The consultant revised the traffic software model to address vehicle movements to and from the proposed driveway.*

Council's Public Works – Traffic section review of this information and provided a final set of comments on the 28 July 2014;

The SIDRA intersection analysis undertaken did not reflect the 40km/h speed conditions during the peak periods modelled, the on-street parking north and south of the proposed child care, on-street parking attitudes of the drop off zone of the Ermington primary school directly across the proposed child care's driveways, the undivided carriageway of Winbourne Street and lastly, the existing queue lengths currently occurring.

Furthermore, basis of the traffic volumes and speeds used in the SIDRA analysis was not cited in the supplementary traffic statement.

Autotrack Swept path analysis did not show existing conditions of on street parking.

The proposal is noted to be generally compliant with Councils Parking controls related to childcare centres, providing 8 offstreet spaces (5 spaces are warranted for the 39 children pickup-dropoff and 3 warranted for the 5 staff members). The parking area (car space dimensions, access aisle width, entry width) is also compliant with AS 2890.1 for the appropriate user class.

Traffic Report Review

A review of the applicant's traffic reports notes the following key issues:

- *Appropriateness of Traffic Generation Estimates*

The consultants estimated levels are based on the RMS Guide to Traffic Generating Development for long day care centres. The consultant has presented that the peak vehicle trips from the site in the AM and PM peak will be 31.2 vtph (vehicle trips per hour) and 27.3 vtph respectively.

The RMS provides the following rates for other age brackets/ functions of childcare centres.

ITEM 3 (continued)

	Time Period		
Element	***7:00am - 9:00am***	***2:30pm - 4:00pm***	***4:00pm - 6:00pm***
Pre-school	*1.4*	*0.8*	
Long day care	*0.8*	*0.3*	*0.7*
Before/ after care	*0.5*	*0.2*	*0.7*

Pre-schools operate on a similar time period to schools and therefore have a concentrated level of traffic generation. Given the proximity of the site to a public school, there is some potential that children in the centre aged 2 or higher, will have pickup-dropoff movements similar to the pre-school rate. On this basis and assuming that 50% of the pre-school age children will generate these pickup-drop off movements, the revised traffic generation levels are as follows:

		Time Period		
Element	***No.***	***7:00am - 9:00am***	***2:30pm - 4:00pm***	***4:00pm - 6:00pm***
Pre-schoolers	*18*	*25.20*	*14.40*	*-*
Long day care	*21**	*16.80*	*6.30*	*14.70*
Before/ after care	*0*	*-*	*-*	*-*
TOTAL		***42.00***	***20.70***	***14.70***

(*) Long day care = 4 x (0-2 yrs) + 7 x (2-3 yrs) + 10 x (3+ yrs)

As such, the peak traffic generation movements may potentially be 10 vtph higher in the morning peak than as presented by the consultant's report.

- *Deficiencies in the SIDRA analysis.*

  Council's Public Works – Traffic section have noted a number of deficiencies in the consultant's analysis. In rebuttal, the consultant has noted in the second report that the situation is difficulty to represent within the scope and limitations of the SIDRA modelling software. This is accepted (in light of the actual observed traffic conditions noted below) however the data and output presented by the consultant does not reflect the existing conditions and therefore has low validity in the assessment of the potential traffic impacts of this application.

- *Installation of No Stopping restrictions*

  The applicant's consultant has recommended the installation of No Stopping restrictions across the front of the site to assist traffic flow. This is contrary to Councils DCP which generally seeks to prevent the loss of public parking and impact to the public domain in development of a site. The measure is most unlikely to be supported by Council's Traffic section.

ITEM 3 (continued)

Review of Existing Traffic Conditions

An inspection of the site was undertaken on the morning of Tuesday 26 August between 8:15am and 9:15am to gauge the existing traffic conditions.

School generated traffic levels were noted to increase considerably between 8:20am and diminish at 9:10am. During this time, traffic flow became heavily congested for a local roadway with a frequent number of traffic queues and delays observed.

The road and traffic conditions fronting the subject site is beset by a number of shortfalls which give cause to this. These are noted on the following figure notes.

ITEM 3 (continued)

1. *A high proportion of school traffic was observed to utilise the turning circle at the northern end of the site frontage. As can be noted on the location plan, the majority of traffic accessing the area do so to/ from Marsden Road given the road network north of the schools presents a circuitous route back to the arterial roadways.*

2. *There is a bus zone just north of the pedestrian crossing (3.). Buses stopping in this location cause some constriction/ traffic congestion. The adjacent pedestrian crossing is heavily utilised due to the large volume of students disembarking the bus.*

3. *Students utilising the pedestrian crossing caused some traffic delays and congestion in both directions.*

4. *The principal pickup-dropoff zone for Marsden High School is located on the departure side of the northern pedestrian crossing. Vehicles queuing to access the zone would sometimes extend into the turning circle. As such, surplus vehicles (those at the end of the queue that block the roadway) normally continue through and utilise the pickup-dropoff zone fronting Ermington Public School (5).*

5. *The pickup-dropoff zone fronting Ermington Public School enables parents to pickup- dropoff kids along this section. This occasionally creates ad-hoc traffic and parking conditions whereby vehicles may attempt to park mid-section, causing traffic delay.*

6. *The pedestrian crossing, on the departure side of the Ermington Public School pickup-dropoff zone causing some traffic queues and delays in both sections.*

The section of roadway currently serves the pickup-dropoff needs for three separate schools, being Marsden High School, Ermington Primary School and the Goodstart Early Learning Childcare Centre. As such, traffic flow during school pickup-dropoff periods are very poor, presenting high levels of congestion and traffic delays. Unless both the High School and Primary School are to go massive internal changes, there is little ability to address the current traffic conditions by way of altering public traffic and parking conditions.

ITEM 3 (continued)

Recommendation

It is evident that this section of Winbourne Street suffers from poor traffic conditions during the school pickup-dropoff periods, resulting in a great level of traffic congestion and delays.

This is caused due to the location of the area with respect to the greater road network (essentially the approach from Marsden Road is the principle access), existing traffic facilities (2 pedestrian crossings) and the cumulative traffic volume due to the presence of a Primary School, High School and existing daycare centre (Goodstart Early Learning Centre) in close proximity to one another.

Whilst childcare centres result in a greater distribution of generated traffic in the afternoon and evening period, thereby presenting a lesser and more tolerable traffic impact, the morning traffic movements are more concentrated. It is in this period that the traffic generated by the proposed centre will coincide with the existing school traffic and exacerbate these issues. As such, the proposed development is not supported with respect to the traffic impacts.

Community and Culture

Council's Community Project Officer recognises the need for child care centres within the Ryde local government area, however raised concerns stating:

"The main aspects that need to be considered in this application area are safety issues and traffic conditions.

Consultation with childcare providers

- *There is still demand for childcare in the area.*
- *The centres consulted have a short waiting list compared with previous years.*
- *The Directors of these child care centres agreed there is a need for more placements and would welcome another centre in the area. However adding a centre to the same street will increase an already very congested street.*
- *The Directors expressed a great concern regarding safety issues for the children due to the traffic conditions on Winbourne Street. Currently there are two Children's Centres, a High School, Primary school and a bus stop on the same street as the proposed child care centre."*

ITEM 3 (continued)

Environmental Health Officer

Council's Environmental Health Officer has provided the following comments on the proposal:

I note that the proposed child care centre encompasses demolition, alterations and additions to an existing single storey brick and tile dwelling. This building appears to have been constructed prior or during the 1980's and therefore may have been constructed of materials potentially containing asbestos.

Asbestos/Lead

Therefore it is recommended that an Occupational Hygienist be engaged to assess the amount of asbestos, synthetic mineral fibres and lead based paint that may have used in the construction of the dwelling prior to any demolition occurring. A follow up assessment by a suitably qualified and experienced occupational hygienist shall assess whether or not all asbestos particles, lead based paint and any relevant synthetic mineral fibres have been removed and a Certificate of Clearance shall be issued prior to any construction of the Child Care Centre. This is to reduce the risk of staff and children being exposed to asbestos, mineral fibres or lead based paint in the child care centre.

Noise

I note that an Acoustic report, prepared by Koikas Acoustics Pty Ltd dated 15 October 2013 titled: "Acoustic Assessment Proposed Child Care Centre No. 21 Winbourne Street West Ryde" was submitted with the application. It is a recommendation of this acoustic report that a 2.4 metre barrier be installed around a portion of the perimeter of the site.

SEPP 33

Council is required to consider whether or not there is a likelihood of contamination on the subject site. It appears from research that the property has been used for residential occupancy and in 1943 it appears the site was vacant land. It is therefore not likely to have potentially contaminating soils on the subject site.

ASS

The subject site has not been identified as being within the Acid Sulfate Soils Buffer or on ASS exposed land.

Food

A kitchen for the preparation of meals for service to children has been included on the submitted plans.

I recommend the application be approved.

ITEM 3 (continued)

Landscape Architect

Council's Consultant Landscape Architect is supportive of the proposal and provided the following comments:

"An Arborist Report has been prepared by Tristan Bradshaw dated 24 September, 2013. The report identified six (6) trees located on the subject site which are recommended for removal as part of the proposed development and eight (8) trees located within 4m of the subject site boundaries on the neighbouring allotments. It is noted that one (1) tree (Tree 5) was unable to be identified on site and may have been previously removed.

A review of the abovementioned planting/landscape plan submitted in terms of location, design and extent of planting, paving, structures and general layout is generally considered to be satisfactory however the following minor concern is raised:

Proposed Planting

The plant schedule and planting plan indicates that the site is to include plantings of Dianella caerulea. Despite not being specifically listed as being a poisonous species, there is a general caution relating to all Dianella sp. with regards to the berries which form on the plant during summer which can be toxic if large quantities are consumed. As this species of Dianella produces a number of bright blue/purple berries which are considered to be attractive to children and therefore possibly ingested, it is recommended that the following condition be imposed to substitute the proposed Dianella caerulea with a more appropriate species.

Species Substitution

The forty-two (42) Dianella caerulea indicated on the proposed landscape planting schedule are to be substituted with a more appropriate species which is in no way toxic, poisonous or harmful to persons."

External Referrals

None.

14. Critical Dates

There are no critical dates or deadlines to be met.

15. Financial Impact

Adoption of the option(s) outlined in this report will have no financial impact.

ITEM 3 (continued)

16. Other Options

None relevant.

17. Conclusion

The proposal has been assessed using the heads of consideration listed in Section 79C of the Environmental Planning and Assessment Act 1979.

An assessment of the proposal in terms of the controls contained in DCP 2010 has identified several areas of non-compliance namely vehicular access to surrounding residents, car parking, on site manoeuvrability, front boundary landscaping, size and functionality of play spaces, cot room size, outdoor storage space, pram storage. The proposal is considered unacceptable in terms of these controls, particularly for the inadequate size of the outdoor play space and car parking.

More pertinent to the proposal, the exacerbation of existing traffic issues considered to arise as a result of this development being proposed in this locality is not supported by Council's Senior Development Engineers and Traffic Engineers and strongly opposed by the community. These issues are considered to be fatal to the application.

The proposal has been notified and advertised in accordance with DCP 2010 and a total of 18 submissions and 3 petitions have been received objecting to the development. Several valid issues of concern have been raised in the submissions relating to traffic generation, pedestrian safety and ease of access along Winbourne Street.

On balance, the proposed location of the use is not appropriate and refusal is recommended.

ITEM 3 (continued) **ATTACHMENT** 1

PART 3.2 CHILD CARE CENTRES

Requirements	Proposed	Compliance
SUBMISSION REQUIREMENTS		
Designed by an architect Signed undertaking that proposal complies with Education & Care Services Regulation (DoCS)	Designeffect Pty Ltd. Declaration not submitted.	Yes No (Variation supported – could be addressed via condition)
Traffic Impact Assessment, Road Safety Audit, Acoustic Report/ Noise Impact Assessment, Contamination Report etc as per Clause 1.10.	All required documentation received for assessment.	Yes – upon request of a Traffic Report once DA was submitted.
SITE, LOCATION & SITE SELECTION		
Min. lot **width** = 20m, corner lot 17m	The premises will be located at ground level within a large commercial building. Width at frontage = 21.335m	Yes
Min site **area** = 800m^2 (single use)	940.4m^2	Yes
Not recommended on Arterial, sub-arterial Rd or busy intersection. Mixed use CCC to face distance away from arterial/**busy roads**.	Site is located on Winbourne Street which is not identified as an arterial or sub-arterial. Acoustic report reviewed.	Yes
Site not to be **battle axe** shaped	Regular allotment with low density residential use.	Yes
Cul-de-sacs not preferred (if located - see special requirements)	N/A	N/A
Not near **brothel**	No known brothel nearby.	Yes
Site to be flat, gently sloping, well drained and easily accessible	Generally flat and accessible.	Yes
Aspect to maximise solar access	Single storey villa development situated on property adjoining site to the north. Appropriate level of solar access can be gained to the outdoor play areas. Shade sails and planting incorporated in the proposed design.	Yes
Site not be affected by **overshadowing**	North is situated along the longest side boundary with minimal overshadowing occurring to the outdoor play area.	Yes

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
Site should not be subject to **overlooking**	No significant overlooking. Provision of 1.8m fencing surrounding the outdoor area will deter overlooking.	Yes
Large scale centres (50 - 90 places) in residential areas to be on corner lots & not share common boundaries with more than 3 residential properties.	CCC will have 39 places.	Yes
Work based CCC to preferably be adjacent to non-commercial/ non-residential components of uses to protect privacy/ amenity of workers/ centre and residents	CCC is located within a low density residential area with schools and pre-school located opposite site. Alterations and additions of existing dwelling which is primarily single storey (with the exception of single garage under dwelling) ensuring privacy to children at the centre and surrounding properties is maintained.	Yes
Not on land affected by **overland flow** (See Flood Study requirement Cl. 2.1.2)	Site is not affected by overland flooding.	Yes
Not on **Bushfire** prone land (Integrated development)	Site is not identified as bushfire prone land.	Yes
Not affected by environmental hazard such as **contaminated land**, vehicle fumes, asbestos, and electromagnetic fields etc.	Site is not affected by contamination and has in the past been used for residential purposes only. The proposal is at ground level for the most part (with the exception of a single garage under the dwelling to be used for staff parking) and will involve minimal ground disturbance. EHO has not raised any concerns.	Yes
If within 125m of arterial roads, **toxicity levels** of air and soil to be tested.	Air quality assessment has not been required as site is situated 270m from Victoria Rd. As previous and current use of the site has been for low density residential uses only, soil contamination is not an issue and will not pose a safety risk to children.	Yes

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
Must comply with SEPP 55 – Site Contamination	Contamination is not an issue. Previous and existing use is low density residential. No history of contamination on the site.	Yes
Number of child care places, **age group**and number and role of **staff** to be identified.	39 places & 7 staff Groups: 0-2years: 4 children (1 staff) 2-3years: 15 children (4 staff) 3-6 years: 20 children (2 staff)	Yes
Justification of proposed number of children in each age group (refer DCP).	Based on current demand.	Yes
Detailed **site analysis** to be carried out (see DCP for details of what required)	Site analysis has been carried out.	Yes
DESIGN & CHARACTER		
All Child Care Centres		
Must comply with CPTED (Safer by Design)	Proposed in residential dwelling with sufficient security & safety. The proposal is satisfactory in relation to Safer by Design principles.	Yes
Avoid proximity to UV reflecting surfaces	No large span of reflective surface nearby.	Yes
Comply with Energy Efficiency and sustainability requirement – Part 7.1 of DCP	Proposal will ensure water and hot water systems are energy efficient.	Yes
Incorporate energy efficient appliances	Proposal has potential for incorporate energy efficient appliances.	Yes
Building to be consistent with desired future character of the area	Existing building.	Yes
Frontages and entries to be readily apparent from street	Readily apparent.	Yes
SEE demonstrate how proposed design responds to site analysis	Details submitted are satisfactory.	Yes
If fill, only clean filled to be brought on site	No fill brought on the site.	Yes
Detached Centres and Centres in Residential Areas		
Designed to appear domestic in scale and character and shall have a bulk, height, scale and appearance which is compatible with the existing surrounding development.	Design appears domestic in scale with minimal change to style of building façade (exc. Parking). Height of existing dwelling will not alter.	Yes

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
Existing streetscape and character of the locality should be maintained as much as possible through the use of appropriate building materials, finishes, landscaping, fencing and plantings.	Minimal change to front façade of existing dwelling. Surfacing of front yard to occur to accommodate 7 hard stand car spaces and 1 space within single lock-up garage. Landscaping between each driveway entry and exit point.	Yes
CCC are encouraged to be single storey in height.	With the exception of a single lock-up garage under building, CCC is single storey.	Yes
Complies with 3.3 Dwelling Houses &Dual Occ. of DCP in terms of FSR, height, setbacks	FSR: 0.31:1 Height: 7.441m (existing) Front setback: 13.5m (existing) Northern side setback: 1.7m (existing) Southern side setback: 1.5m (existing)	Yes
Bulk and scale of building form to be compatible with existing and expected future desirable character and context.	Bulk and scale of CCC is compatible with existing and future desirable character of Winbourne St.	Yes
Fence Design		
Appropriate materials & finishes to be used to complement the streetscape	2.4m high noise barrier will be installed around the perimeter of the outdoor play area which does not face the street. The fence will be compatible with immediate site context.	Yes
Outdoor play area must be fenced on all sides	Will be fenced as per landscape plan.	Yes
Child proof locks to be used on gates	Child proof locks to be used on gates – will be a condition of consent should DA be approved.	Yes
Raised undercroft areas eg. stairs to be enclosed	No raised undercroft area proposed.	Yes
Safety provision to prevent access to other parts of building	Well considered, other parts not accessible without supervision.	Yes
Ensure adequate sight lines for vehicles	Sightlines not achieved.	No (variation supported)

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
PRIVACY		
Privacy - Acoustic		
Locate sleep rooms & play areas away from noise source eg. heavy traffic road.	An acoustic assessment has been undertaken and deems location of CCC acceptable in terms of noise. Cot rooms located along southern side of building and adequately distanced from Winbourne St to mitigate against noise. Complies with the requirements.	Yes
Internal noise level to meet AS2107 (eg sleep areas 30dBA, internal activity areas 40dBA)	Can comply as per EHO assessment.	Yes
Noise impact on adj. property to be minimised through design measures: • Orient play areas etc away from living areas, bedrooms of affected property. • Use laminate or double glaze, sound proof. • Design fence to minimise noise transmission- lapped timber etc • Sound insulated roof & walls • Other measures.	As the site adjoins residential properties either side and to the rear boundary, there is a potential for noise impacts to arise. The submitted noise report recommends that a 2.4m high acoustically sound abatement wall be erected around the perimeter of the outdoor play area. Should application be approved, a condition can be imposed requiring all internal play area windows and glass doors be double glazed or laminate.	Yes
An acoustic report may be required indicating noise levels and attenuation measures	Pre-lodgement advice provided to the applicant indicated that Acoustic Report was required for this proposal given the proximity to residential properties. This report regards the noise impact to be satisfactory.	Yes
Elevated play & transition areas to be avoided.	Play areas and transition areas are level with the activity areas and are provided at ground level.	Yes
Details regarding group management in the outdoor play area and time spent, group sizes, rotation, staff numbers etc to be provided.	Details on group routine have not been provided.	No

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
Privacy – Visual		
Direct overlooking of indoor amenities & outdoor play areas from public spaces to be avoided.	Views to indoor and outdoor play areas will be minimal as a car park will be located in front of the CCC providing separation between the indoor play areas and public areas. Outdoor play areas will be confined to the rear of the CCC with a 2.4m high fence recommended in the noise report to be erected around its perimeter. No opportunity for overlooking will occur.	Yes
Windows & doors located to maximise security of children & minimise loss of privacy of adjoining residents.	Security maximised – entrance located next to reception and within close proximity to staff room. Opportunity for loss of privacy with 1/23 Winbourne St as window in playroom 2 (ages 2-3yrs) aligns with window in adjoining property.	No (could be addressed via condition)
CAR PARKING, TRAFFIC & ACCESS		
Car Parking - All Child Cares		
Parking to comply with AS2890.1 & AS2890.2	Council's Senior Traffic Engineer is satisfied parking complies with AS2890.1 & AS2890.2.	Yes
Provide parking at a rate of 1 per 8 children and 1 space per 2 staff (stack parking staff only)	39 children (= 4.875 spaces req'd) 6 staff (= 3 spaces req'd) 4 parking/ drop off/ pick up spaces provided. 4spaces allocated for staff. * Compliesnumerically, however proposal's allocation of spaces will result in a high demand for on-street parking by parents / carers needing to drop off / pick up children.	Yes
One disabled parking 3.6m wide to be provided – height clearance of 2.5m	1 disabled parking space has been provided.	Yes
New centres to comply with access requirements as per Part 9.2 Access of DCP 2006	The building was designed to be accessible. The child care centre will be fully accessible.	Yes

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
Car parking - **Work based/mixed use centres**		
Drop off pick up areas provided in close proximity (max of 30m) to the main entrance preferably same floor level to assist with accessibility & safety.	The proposed drop off area is within 30m of the entrance to the child care centre. Despite this, development is not within a mixed use centre.	Yes
Drop off/pick up areas to be exclusively available for use in conjunction with the Child Care Centre throughout the opening hours of the centre.	Site will only be developed for a CCC – public will not be allowed to park on the site.	Yes
Driveway access, manoeuvring areas and parking are not to be shared with access, parking, manoeuvring areas used by other uses or truck movements.	Site will only be developed for a CCC – driveway access, manoeuvring areas and parking will not be shared.	Yes
Manoeuvrability		
Provide min. of 12m between driveway laybacks	10.5m distance between driveway laybacks.	No (variation supported)
Variations to 'U' shape design can be approved following criteria met: • Separate entry/exit at safe distance • Vehicles leave in a forward direction • Use does not endanger people/ vehicle • Front setback is not given over to traffic circulation and parking requirement & compromises landscaping & streetscape.	U-shaped design proposed.	Yes
Separate entry and exit driveway at minimum safe distance.	Separate entry and exit driveway provided a safe distance. Driveway distances discussed with Council's Senior Traffic Engineer.	Yes
Vehicles to leave the site in forward gear	Will leave site in forward direction.	Yes
Vehicles must not encroach on pedestrian accessways. Use eg bollards	Does not encroach on pedestrian access way.	Yes
Driveway use variation in pavement to distinguish car parking & driveways and reduce visual impact	Variation in driveway not specified – condition can be imposed to ensure difference in materials is provided.	Yes
Traffic & Pedestrian Safety		
Pick up/drop off as separate area to that used for manoeuvring.	Separation provided.	Yes

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
Provide information on the impact of traffic on the local streets – Traffic Impact Assessment	Traffic & Parking Report provided.	Yes
Road Safety Audit may be required if development along major roads. See DCP	Audit not required as CCC is not proposed along a Collector Rd.	N/A
Pedestrian access segregated from vehicular access – paths clearly defined	Separate pedestrian access provided from street to entry.	Yes
Accessibility		
New Development must comply with: • AS 1428.1 Design for Access & Mobility. • BCA Part D • Part 9.2 of DCP	Development can comply with the requirements - condition can be imposed.	Yes
Minor Alterations – accessibility is not to be made worse	New CCC.	N/A
Other matters to be considered are: • Continuous path of travel from street/ parking area to rooms/ play area • Hard paved surfaces leading into the entry of a play environment and continuing inside • Parking areas to incorporate kerb cuts to eliminate barriers for prams or individuals using mobility aid • Pathways 1200-1500mm wide & grades no steeper than 1:14	Continuous path of travel provided. Transition area provided where hard paved surfaces are provided. Details not shown however kerb cuts can be achieved – via a condition of consent. Pathway 1.2m-1.5m in width.	Yes Yes Yes Yes
LANDSCAPING & PLAY SPACES		
General Landscaping Requirements		
Landscaping plan to be submitted (prepared by qualified landscape architect). Show existing & proposed planting, including a schedule of species. The plan must: • Show any significant trees on site • Avoid plants which may be poisonous or a hazard to children/ babies/ toddlers • Consider the compaction & erosion of soil • Consider potential of tree roots to up lift outdoor surface eg footpath • Identify opportunities for deep soil planting and appropriate species	Landscaping and the outdoor play area is considered satisfactory as it is in accordance with the specific requirements under the DCP: • Trees to be removed are supported. Whilst not specifically poisonous, Council's Consultant Landscape Architect has recommended replacement of 42 Dianella species.	Yes

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
• Include shrubs & trees which offer range of textures, colours etc	The berries on this tree may be consumed in large quantities by children. Condition recommended to mitigate concern. • Sufficient sail shades and outdoor activity area provided within the landscaped area. • Sand pits have been proposed. • 66% grass & soft landscaping. • Various plant species to be planted – only deep soil area surrounding plants.	
Irrigation – use rainwater or recycled water	Hose cock provided along each side elevation. Condition can be included to ensure appropriate irrigation on the site.	Yes
Landscape buffer of min 1m to be provided along side and rear boundaries for Res zones	1m buffer provided along side and rear boundaries.	Yes
Landscaping setback of min. 2m to be provided along front boundary of all new childcare centres in Res zones	Landscaping setback of 0.7m – sightlines.	No (variation supported)
Play Spaces - Size and Functionality		
Outdoor play area in the front yard should be avoided.	Outdoor play area at the rear only.	Yes
Play areas to be of regular shape rather than segmented and provide opportunities for easy supervision by staff.	Supervision by staff achievable.	Yes
Provide unencumbered **indoor play** area at a rate of 4.5m^2 per licenced child care place, exclusive of transitional areas.	147.53m^2 or 3.78m^2 per child. 0-2 yrs play rm:8m^2 per child 2-3 yrs play rm:3.36m^2 per child 3-5 yrs play rm:3.25m^2 per child	No (variation supported)
Indoor spaces designed to achieve passive surveillance from all rooms	Design is satisfactory. Sleep rooms located for easily access and surveillance.	Yes

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
Outdoor Play Spaces -		
All child care centres		
Provide unencumbered **Outdoor play** area at rate of 10m^2 per child care place inclusive of transition areas. Note: This can be varied to DoCs requirement – refer to DCP	Total area provided: 254.14m^2 equates to 6.51m^2 per child. Short by 135.86m^2 or 3.49m^2 per child NOTE: Education & Care Services National Regulation require 7m^2 per child and the 6.51m^2 is short of the requirement.	No (variation not supported)
Shape of space to maximise supervision and usability of space	Adequate levels supervision can be achieved.	Yes
Must be well drained	Well drained and connected to drainage system.	Yes
Design of outdoor play area to aim for: • 30% natural planting with 30% turfed area • 40% hard surfaces (sand, timber, pav)	12.6% natural planting 46% turf On balanced look at design of outdoor play area, provision is satisfied.	Yes
Distinct areas in outdoor play area to include: • An open grassed area for gross motor skills (run, games etc) • Formal quiet areas, for focussed play – with sandpit) • An active area (eg. Climbing, digging) • A transition area • Storage area Note: See DCP for details	Play area is satisfactory in that it provides: • 46% open turfed area for GMS. • Quiet areas such as sand pit, digging patch, seats, gardens etc. • A transition area has been provided. Outdoor play area does not contain any storage area.	Yes No (variation supported)
Include suitable species to achieve canopy cover of 50-60% of outdoor play area within 5 years of planting	Plant species will provide canopy with shade sails also provided over sandpit area.	Yes
Outdoor play area must be adequately shaded from establishment as per *Shade for child Care Services* (NSW Cancer Council).	Adequate shading provided.	Yes
Outdoor play space should relate directly to the Indoor play space for relevant age groups. Separate play areas are encouraged for 0-2 year olds.	Spaces connected and relates to indoor play space. Separate area for 0-2 years.	Yes

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
Appropriate access to be provided to the outdoor play area for maintenance.	Access provided.	Yes
Vehicles not to be parked in the outdoor play areas	No vehicular access/ parking provided in the play area.	Yes
Work based/ in mixed use child care		
If outdoor space external above ground level: • Ensure outdoor space of similar quality to that achievable at ground floor level and complies with Clause 6.2.2 • Implement measures to protect from natural elements for year-round use • Fencing to be provided for safety and prevent objects being thrown over	1.8m high fencing proposed. Recommendation within noise report for a 2.4m high fence due to the potential for noise generated in outdoor play area disturbing residents in surrounding properties. Adequate measures enforced offering protection from natural elements.	Yes
Storage be provided to 0.5m^2 of space per child and not impede supervision of play areas.	Proposal is not work based/in mixed use.	NA
Transition Areas		
Transition area to be located between indoor and outdoor areas	Transition area connects each play room to the outdoor area	Yes
Designed to allow indoor & outdoor activities to be conducted under cover	Transition area covered	Yes
Designed to offer protection from unfavourable weather conditions	23.28m^2 transition area provided to offer protection from poor weather.	Yes
Can incorporate facilities for educational experiences & storage areas	These are provided outdoors	Yes
Swimming Pools and Water Hazards		
New swimming pools are not permitted on premises of any child care centre	No pool proposed	N/A
Existing pool must be fenced as per Swimming Pools Act 1992	No pools exist on site	N/A
Pool filters must be housed so are inaccessible by children	N/A	N/A
GENERAL CONTROLS		
Centre Facilities		
Provide rooms for administration/office and staff respite	Provided	Yes
Locate office adjacent to entry area (security)	Located adjacent to entry	Yes
Staff room to include min 20m^2 floor space	10.5m^2	No (variation supported)

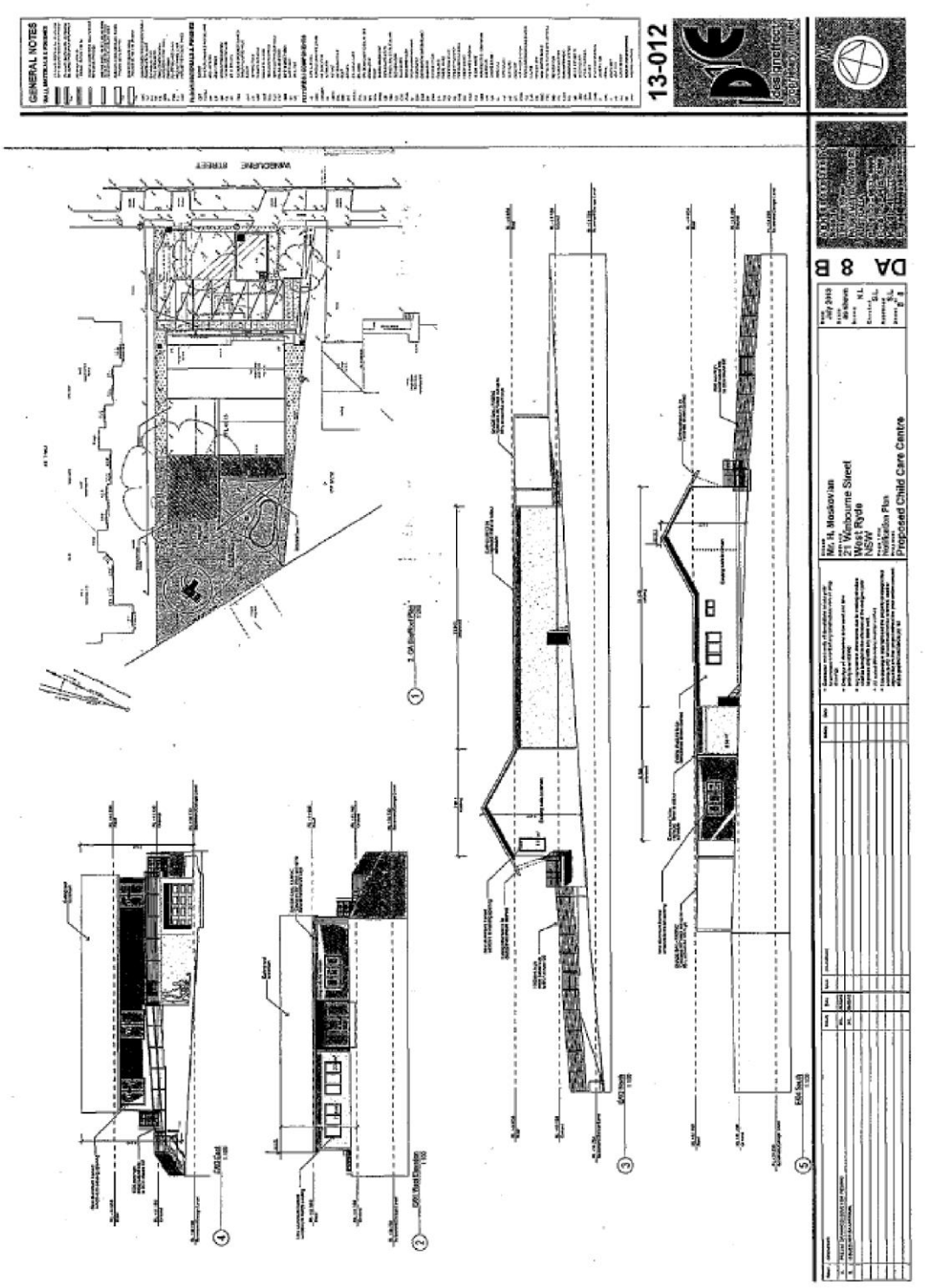
ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
If children below under 2 year are to be cared for then these be provided: • a sleeping room with 2.5m^2 of floorspace per cot and maximum of 10 cots per room • a nappy change area adj. to the cot room to be provided	1 cot room (4 children < 2yrs): Room 10.3m^2 (6 cots) =1.7m^2 per cot. Provided.	No (could be addressed via condition) Yes
Provide laundry facilities	N/A - Undertaken off site.	Yes
Provide pram storage area	Not provided.	No (could be addressed via condition)
Signage		
Must comply with Part 9.1 of DCP	No signage proposed as part of application.	Yes
Exterior Lighting		
Provide lighting at main entrance and within the site as necessary Spot light is discouraged	Details not provided – condition can be provided.	Yes
Street number to be clearly visible	Details not provided - condition can be imposed.	Yes
Waste Storage and Management		
Waste Management Plan to be submitted and must comply with Part 7.2 of DCP	Detailed Waste Management Plan provided.	Yes
Adequate provision be made for storage & collection of waste and recycling receptacle	EHO recommended various conditions to address this issue.	Yes
In addition the following to be addressed: • special removal service • frequency of removal of waste • opportunities for reuse and recycling • location, size and capacity of bins and ease of removal • Avoid access by children • Requirements for waste from kitchen facilities • Impact of waste storage and collection on adjoining residential developments in terms of unsightliness, odour and noise.	Private waste collector Staff to monitor collection frequency. EHO has recommended conditions relating to waste storage to ensure compliance. Not accessible by children.	Yes
New child care centres being built must incorporate waste storage area designed to be visually and physically integrated with the development and not stored within the front setback.	Consolidated waste storage area to be constructed in accordance with EHO conditions.	Yes

ITEM 3 (continued) **ATTACHMENT** 1

Requirements	Proposed	Compliance
Waste facilities are not to be sited within the areas required for car parking, driveway, access or landscaping areas.	Will not affect the car parking or the landscaping areas.	Yes
Waste storage area not to be visible from street – elements such as fencing, landscaping & roof treatment can be added for aesthetic improvement	Not visible from street. EHO has recommended conditions to ensure waste storage area is constructed appropriately and to Council's standards.	Yes
If food preparation on site, designate waste storage area with cover – subject to Sydney Water Requirement.	Sydney water requirements to be met – via a condition should DA be approved.	Yes
Any composting area must not impact on amenity of adjoining properties	No composting area proposed	N/A
Emergency Evacuation		
A 'Fire Safety and Evacuation Plan' complying with AS3745 is to be submitted to PCA prior to Occupation Certificate: • Address mobility of children during evacuation • Safe congregation area • Procedure and supervision of children during evacuation.	Condition can be imposed to ensure Fire Safety and Evacuation Plan is submitted prior to Occ. Cert. should approval be granted.	Yes

ITEM 3 (continued) **ATTACHMENT** 2



ITEM 3 (continued) **ATTACHMENT 3**

Traffic Solutions Pty Ltd

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4 April 2014
Reference No. 13.14.085

The General Manager
Ryde City Council
Locked Bag 2069
North Ryde NSW 1670

Dear Sir

Traffic & Parking Statement - Proposed Child Care Centre, 21 Winbourne Street, West Ryde

Traffic Solutions Pty Ltd has been engaged by the applicant to provide Council with an assessment of the potential traffic and parking implications of a proposed 39 place Long Day Care Centre at the subject location. To that end this statement examines the implications of the proposed development and will assess the:

1. Proposed access arrangements, adequacy and suitability of the off-street parking provision.
2. Proposed development traffic generation.
3. Impacts of the estimated traffic generation on the existing road network.

The proposed Centre is located on the western side of Winbourne Street and provides 8 car parking spaces on site including 1 disabled space. Vehicular access to the development is proposed via a 4.6m wide separated entry and 4.2m wide exit driveway. An inspection of the site reveals that the proposed location of the driveways will provide very good sight distance in both directions along Winbourne Street.

The geometric design requirements for car park layouts such as aisle widths and parking bay sizes are specified in the "*Australian/New Zealand Standards, Parking Facilities Part 1: Off Street Car Parking (AS 2890.1)*" of 2004. This standard classifies this development as a Class 3 off-street car parking facility requiring a category 1 driveway. The following table provides a comparison of the key requirements of AS 2890.1.

FEATURE	AS/NZS 2890.1 REQUIREMENT	PROPOSED	CONFORMS TO AS/NZS 2890.1
Parking Space Dimensions	5.4m x 2.6m Standard	5.5m x 2.4m standard staff and 5.5m x 2.6m parent drop off/pick up spaces	YES (see note)
	5.4m x 2.4m plus 5.4m x 2.4m shared space Disabled	5.5m x 2.4m plus 5.5m x 2.4m shared space disabled.	YES
Aisle Widths	5.8m minimum	6.2m	YES
Driveway Width	Category 1d/w=3m-5.5m Note: driveways are normally combines, but if separate, both entry and exit widths should be 3.0m min	Entry 4.6m exit 4.2m	YES

Note: The Australian standard permits spaces widths of 2.4m for long term parking such as staff at a child care centre.

Accordingly this development proposal adheres to the tabulated Australian Standard requirements.

AMENDED PLANS
7 APR 2014

ITEM 3 (continued) **ATTACHMENT 3**

A review of City of Ryde Development Control Plan 2010 – Part 3.2 Child Care Centre reveals the car parking rate for a 39 child care centre is 1 space per 8 children and 1 space per 2 staff. The applicant has advised that 5 staff will be required. Utilising these rates the requirements for a 39 place Child care centre is 7.4 car parking spaces.

Consequently, the proposed Child Care Centre development complies with City of Ryde parking requirements with the provision of 8 off street parking spaces.

An estimation of the traffic generation of the proposed development can be calculated by referring to the Roads and Maritime Services '*Guide to Traffic Generating Developments, Section 3 – Landuse Traffic Generation*' of October 2002. The guide specifies the following peak hour generation rates:

Centre Type	Peak Vehicle Trips/Child		
	7.00-9.00am	2.30-4.00pm	4.00-6.00pm
Pre-school	1.4	0.8	--
Long day care	0.8	0.3	0.7
Before/after care	0.5	0.2	0.7

Accordingly, the estimated traffic generation of this development calculates as:

Children number and centre type	AM Peak Hour	PM Peak Hour
39 place long day care	39 x 0.8 = 31.2	39 x 0.7 = 27.3
Total	**31.2 Trips**	**27.3 Trips**

The estimated potential traffic generation of the subject site is in the order of 31 and 27 trips in the morning and evening peak hours respectively. The RMS defines a vehicle trip as a one-way vehicular movement from one point to another excluding the return journey. Accordingly, the estimated trips will be in the order of 15 in and 16 out in the morning peak hour and 13 in and 14 out in the evening peak hour.

Data on the traffic movements in the vicinity of the subject site have been collected as part of this assessment by surveys undertaken by R.O.A.R. Data Pty Ltd on behalf of this firm from 7.00 am – 9.30 am and 2.30 pm – 5.30 pm on Wednesday, 12 February 2014. Counts were taken of the traffic volumes along Winbourne Street, the pedestrians crossing the marked crossing and the number of vehicles doing U-turns outside the school.

The weekday peak hour at the section of Winbourne Road in the morning and evening was found to be between 8.00am – 9.00am and 2.45pm – 3.45pm respectively which is to be expected given the location adjacent a school. Detailed results of the survey are attached. The recorded peak hour flows in Winbourne Street at this time are as follows:

	AM Peak Hour 8.00am – 9.00 am	PM Peak Hour 2.45pm – 3.45pm
Northbound	229	147
Southbound	226	216
Total	**455**	**363**

The flows along Winbourne Street are exaggerated as a result of 114 and 96 vehicles that undertook

U-turns in the morning and evening peak hours respectively.

On site observations during the peak times reveal some congestion due to the drop off and picking up of school children on both sides of Winbourne Street which is only 9.2m wide. When cars park on both sides of a road, the road is effectively reduced to one lane with passing opportunities only where parking is prohibited and double driveways occur.

It should be noted that there are double white centrelines on both approaches to the Zebra crossing which legally prohibits parking on both sides in this part of Winbourne Street (parking is prohibited within 3m of double white centrelines), however, Council has provided a kiss and ride area adjacent the double white lines which promotes illegal parking. It is the opinion of this firm that Council should review this area as Council has provided line marking and signposting that conflicts.

To assist in improving this situation Traffic Solutions Pty Ltd recommends that 'No Stopping 8.00am – 9.00am and 2.30pm – 3.30pm school days" (R5-404 standard sign series) be provided along the full frontage of the proposed centre. This will provide sufficient width for 2 vehicles to pass at this location and encourage parents dropping off and picking up at the proposed child care centre to utilise the car park that is provided.

The Road's and Maritime Services *'Guide to Traffic Generating Developments, Section 4 – Interpretation of Traffic Impacts'* provided the operating level of service of urban roads based upon peak flows per direction. A copy of table 4.4 of the RTA guide is reproduced below:

Table 4.4
Urban road peak hour flows per direction

Level of Service	One Lane (veh/hr)	Two Lanes (veh/hr)
A	200	900
B	380	1400
C	600	1800
D	900	2200
E	1400	2800

Therefore Winbourne Street with a peak hour direction flow of up to 229 vehicles travelling northbound in the morning peak hour, is currently operating at a satisfactory level of service 'B' and the potential additional 31 vehicle trips will not alter this operational level of service.

The level of service is used as the performance standard. This is a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays and freedom of manoeuvre. There are six levels of service (LOS) as described below, from AUSTROADS *Guide to Traffic Engineering Practice – Part 2: Roadway Capacity, (1988).*

Level of Service A

This, the top level is a condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.

Level of Service B

This level is in the zone of stable flow and drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream, although the general level of comfort and convenience is little less than that of the level of Service A.

Level of Service C

The general level of comfort and convenience declines noticeably at this level.

Level of Service D

This level is close to the limit of stable flow but is approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.

Level of Service E

This occurs when traffic volumes are at or close to capacity and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause a traffic jam.

Level of Service F

This service level is in the zone of forced flow. With it, the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow break-down occurs and queuing delays result.

To assess the impact of the development on Winbourne Road the estimated morning and evening peak hour approach and departure vehicle trips have been assigned to Winbourne Street south of the site.

It is recognised that some of the traffic generated by the development may approach and depart the site via Winbourne Street north, however, by concentrating the potential traffic generated by this development to the south a higher impact upon this road (and therefore a worse case scenario) is modelled.

Using SIDRA, a software program developed for the purpose of analysing signalised, roundabout and sign controlled intersections, the effect of the estimated traffic generation of this development on the adjacent road system has been assessed.

A comparison of intersection performance between the existing and projected traffic demands during the morning and evening peak hours upon the intersection of Winbourne Street Zebra Crossing has been modelled. Tabled below are the results of the intersection modelling and a copy of the *SIDRA* output file is attached for Council's information.

	Intersection of Winbourne Street and school Zebra crossing			
	Existing		**Proposed**	
	AM	**PM**	**AM**	**PM**
Level of Service	A	A	A	A
Degree of Saturation	0.227	0.224	0.242	0.238
Total Average Delay	0.6	0.6	0.6	0.7

The results of the SIDRA analysis reveals:

- The Level of Service at the intersection of will not change with the estimated additional traffic generation of the proposed development.
- The additional traffic demand on the intersection as a consequence of the proposed development will only alter the Degree of Saturation and Total Average Delays minutely.

ITEM 3 (continued) **ATTACHMENT 3**

The preceding assessment has revealed the following:

- The access driveways proposed to serve the development are suitably located and will provide good sight distance in both directions along Winbourne Street.
- The estimated potential traffic generation increase of up to 31 vehicle movements in the peak hours will not have a detrimental effect on the surrounding road network.
- The short term congestion in Winbourne Street is due to the drop off and picking up of school children on both sides of Winbourne Street. This is exacerbated by the narrow road width and conflicting line marking/signposting which encourages parents to park within 3m of double white lines.
- The traffic volumes past the school is exaggerated as a result of a considerable number of vehicles that undertook U-turns in the morning (114) and evening (96) peak hours respectively.
- The proposed development satisfies the related geometric design specifications contained in the Australian Standards for off street parking and vehicular access.
- The off street parking provided in the proposed development satisfies the requirements specified by Council's Development Control Plan.
- It is recommended that 'No Stopping 8.00am – 9.00am and 2.30pm – 3.30pm school days" (R5-404 standard sign series) be provided along the full frontage of the proposed centre to provide an addition section of Winbourne Street where 2 vehicles can pass.

Should you require any additional information or clarification of the contents of this letter please contact me on the telephone numbers provided.

Yours sincerely

Craig Hazell
Director

ATTACHMENT 3

ITEM 3 (continued)

City of Ryde
Lifestyle and opportunity
@ your doorstep

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

AM

Client : Traffic Solution Pty Ltd
Job No/Name : 5007 WEST RYDE Winbourne St
Day/Date : Thursday 20th February 2014

Winbourne St
Light

Time Per	NTH-B	STH-B	TOT
0700 - 0715	9	21	30
0715 - 0730	26	23	49
0730 - 0745	21	23	44
0745 - 0800	25	27	52
0800 - 0815	41	35	76
0815 - 0830	36	31	67
0830 - 0845	67	79	146
0845 - 0900	78	75	153
0900 - 0915	20	46	66
0915 - 0930	11	17	28
Per End	**334**	**377**	**711**

Winbourne St
Light

Peak Per	NTH-B	STH-B	TOT
0700 - 0800	81	94	175
0715 - 0815	113	108	221
0730 - 0830	123	116	239
0745 - 0845	169	172	341
0800 - 0900	222	220	442
0815 - 0915	201	231	432
0830 - 0930	176	217	393
PEAK HR	**222**	**220**	**442**

Winbourne St
Heavies

Time Per	NTH-B	STH-B	TOT
0700 - 0715	0	1	1
0715 - 0730	1	0	1
0730 - 0745	1	1	2
0745 - 0800	0	0	0
0800 - 0815	3	1	4
0815 - 0830	0	3	3
0830 - 0845	2	0	2
0845 - 0900	2	2	4
0900 - 0915	2	2	4
0915 - 0930	0	1	1
Per End	**11**	**11**	**22**

Winbourne St
Heavies

Peak Per	NTH-B	STH-B	TOT
0700 - 0800	2	2	4
0715 - 0815	5	2	7
0730 - 0830	4	5	9
0745 - 0845	5	4	9
0800 - 0900	7	6	13
0815 - 0915	6	7	13
0830 - 0930	6	5	11
PEAK HR	**7**	**6**	**13**

Winbourne St
Combined

Time Per	NTH-B	STH-B	TOT
0700 - 0715	9	22	31
0715 - 0730	27	23	50
0730 - 0745	22	24	46
0745 - 0800	25	27	52
0800 - 0815	44	36	80
0815 - 0830	36	34	70
0830 - 0845	69	79	148
0845 - 0900	80	77	157
0900 - 0915	22	48	70
0915 - 0930	11	18	29
Per End	**345**	**388**	**733**

Winbourne St
Combined

Peak Per	NTH-B	STH-B	TOT
0700 - 0800	83	96	179
0715 - 0815	118	110	228
0730 - 0830	127	121	248
0745 - 0845	174	176	350
0800 - 0900	229	226	455
0815 - 0915	207	238	445
0830 - 0930	182	222	404
PEAK HR	**229**	**226**	**455**

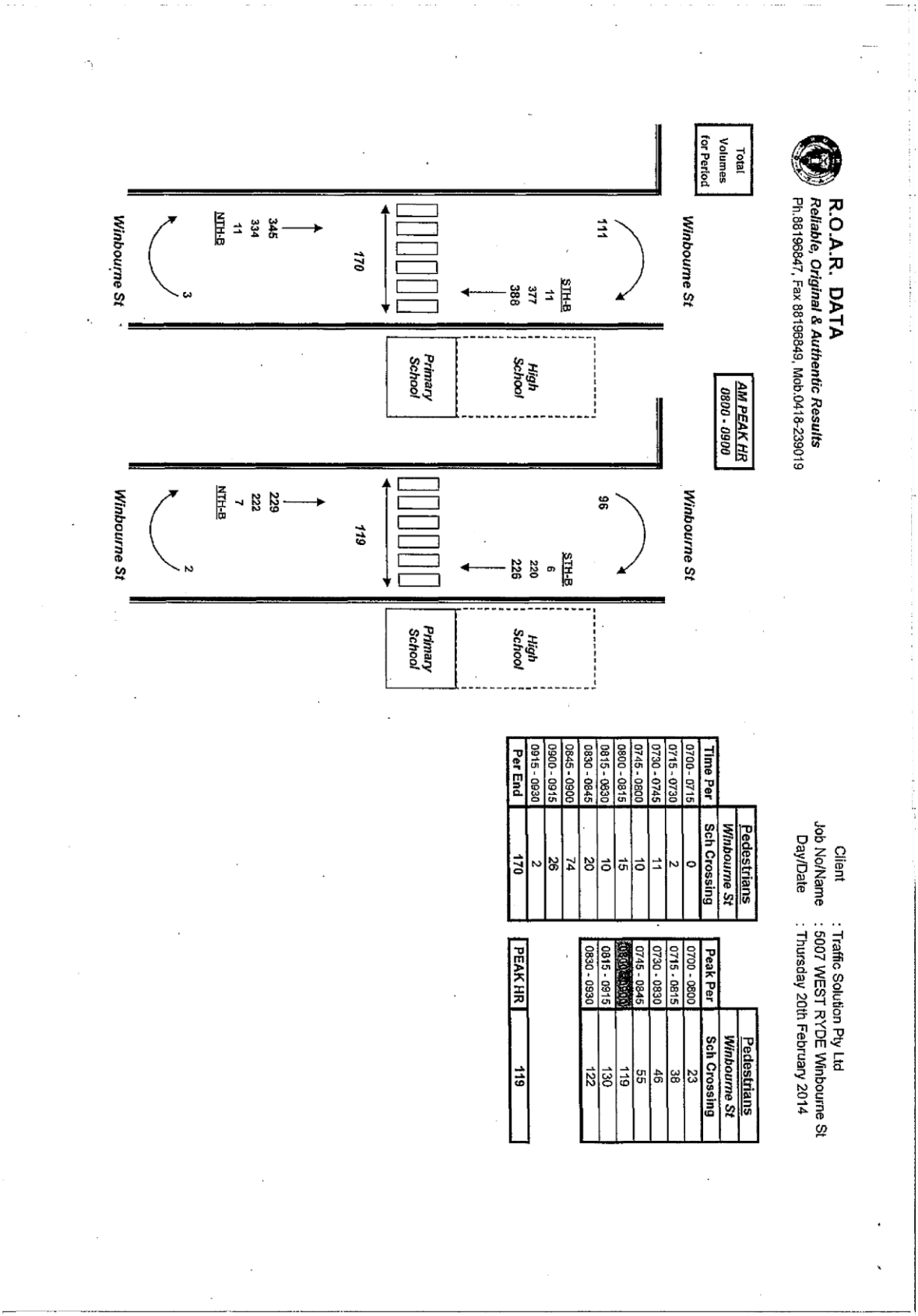
Winbourne St
U/TURN

Time Per	North	South	TOT
0700 - 0715	0	0	0
0715 - 0730	0	0	0
0730 - 0745	1	0	1
0745 - 0800	0	0	0
0800 - 0815	1	0	1
0815 - 0830	8	0	8
0830 - 0845	30	1	31
0845 - 0900	57	1	58
0900 - 0915	13	1	14
0915 - 0930	1	0	1
Per End	**111**	**3**	**114**

Winbourne St
U/TURN

Peak Per	North	South	TOT
0700 - 0800	1	0	1
0715 - 0815	2	0	2
0730 - 0830	10	0	10
0745 - 0845	39	1	40
0800 - 0900	96	2	98
0815 - 0915	108	3	111
0830 - 0930	101	3	104
PEAK HR	**96**	**2**	**98**

ITEM 3 (continued) **ATTACHMENT 3**



ITEM 3 (continued) **ATTACHMENT 3**

R.O.A.R. DATA

Reliable, Original & Authentic Results

Ph.88196847, Fax 88196849, Mob.0418-239019

PM

Client : Traffic Solution Pty Ltd
Job No/Name : 5007 WEST RYDE Winbourne St
Day/Date : Thursday 20th February 2014

	Winbourne St Light		
Time Per	NTH-B	STH-B	TOT
1430 - 1445	27	14	41
1445 - 1500	32	28	60
1500 - 1515	48	76	124
1515 - 1530	37	70	107
1530 - 1545	21	33	54
1545 - 1600	13	24	37
1600 - 1615	11	21	32
1615 - 1630	23	43	66
1630 - 1645	20	32	52
1645 - 1700	17	25	42
1700 - 1715	14	23	37
1715 - 1730	15	27	42
Per End	278	416	694

	Winbourne St Light		
Peak Per	NTH-B	STH-B	TOT
1430 - 1530	144	188	332
[illegible]	138	207	345
1500 - 1600	119	203	322
1515 - 1615	82	148	230
1530 - 1630	68	121	189
1545 - 1645	67	120	187
1600 - 1700	71	121	192
1615 - 1715	74	123	197
1630 - 1730	66	107	173
PEAK HR	138	207	345

	Winbourne St Heavies		
Time Per	NTH-B	STH-B	TOT
1430 - 1445	4	4	8
1445 - 1500	1	1	2
1500 - 1515	0	0	0
1515 - 1530	4	4	8
1530 - 1545	4	4	8
1545 - 1600	0	0	0
1600 - 1615	2	1	3
1615 - 1630	0	0	0
1630 - 1645	1	1	2
1645 - 1700	0	0	0
1700 - 1715	1	1	2
1715 - 1730	0	0	0
Per End	17	16	33

	Winbourne St Heavies		
Peak Per	NTH-B	STH-B	TOT
1430 - 1530	9	9	18
[illegible]	9	9	18
1500 - 1600	8	8	16
1515 - 1615	10	9	19
1530 - 1630	6	5	11
1545 - 1645	3	2	5
1600 - 1700	3	2	5
1615 - 1715	2	2	4
1630 - 1730	2	2	4
PEAK HR	9	9	18

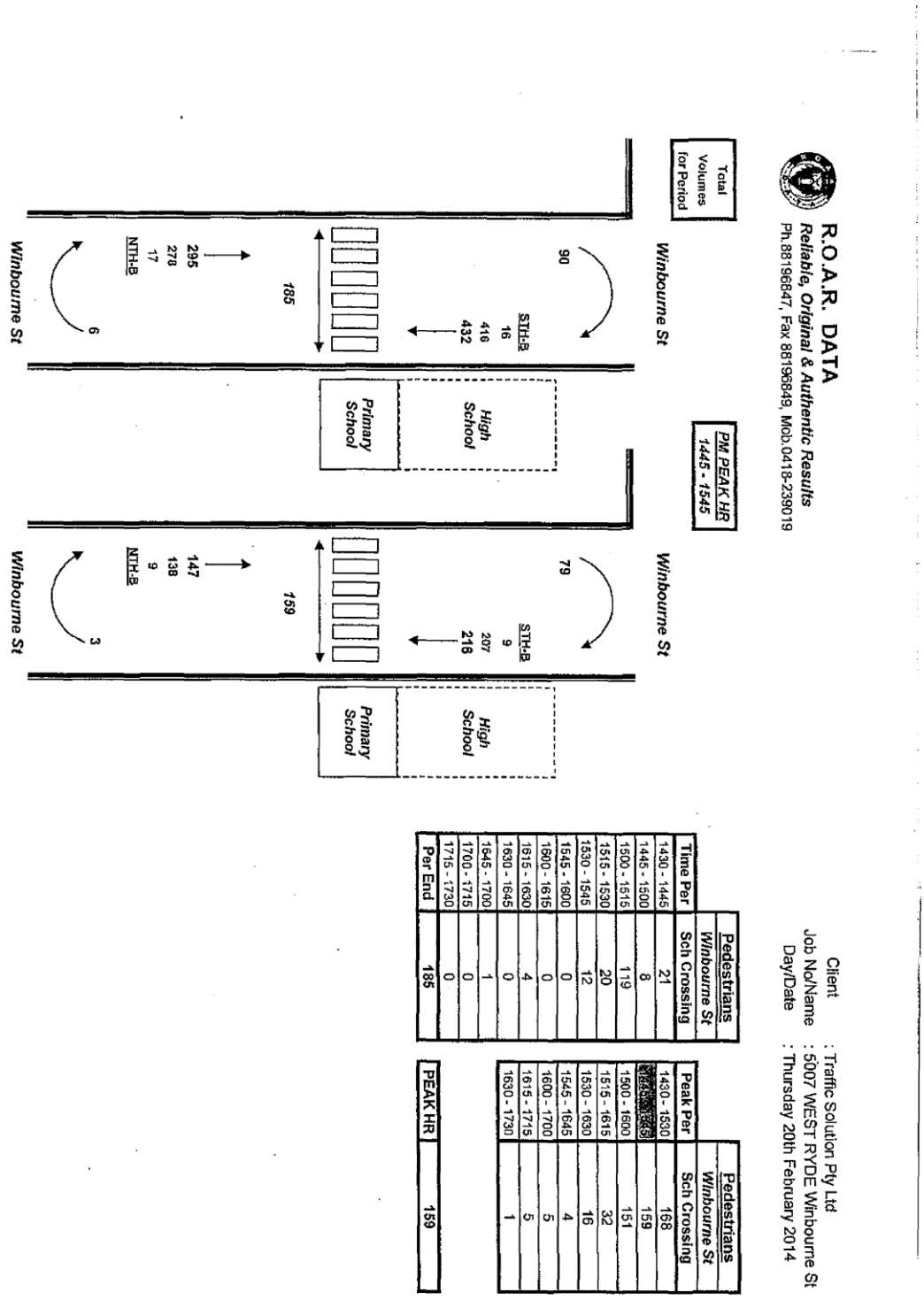
	Winbourne St Combined		
Time Per	NTH-B	STH-B	TOT
1430 - 1445	31	18	49
1445 - 1500	33	29	62
1500 - 1515	48	76	124
1515 - 1530	41	74	115
1530 - 1545	25	37	62
1545 - 1600	13	24	37
1600 - 1615	13	22	35
1615 - 1630	23	43	66
1630 - 1645	21	33	54
1645 - 1700	17	25	42
1700 - 1715	15	24	39
1715 - 1730	15	27	42
Per End	295	432	727

	Winbourne St Combined		
Peak Per	NTH-B	STH-B	TOT
1430 - 1530	153	197	350
[illegible]	147	216	363
1500 - 1600	127	211	338
1515 - 1615	92	157	249
1530 - 1630	74	126	200
1545 - 1645	70	122	192
1600 - 1700	74	123	197
1615 - 1715	76	125	201
1630 - 1730	68	109	177
PEAK HR	147	216	363

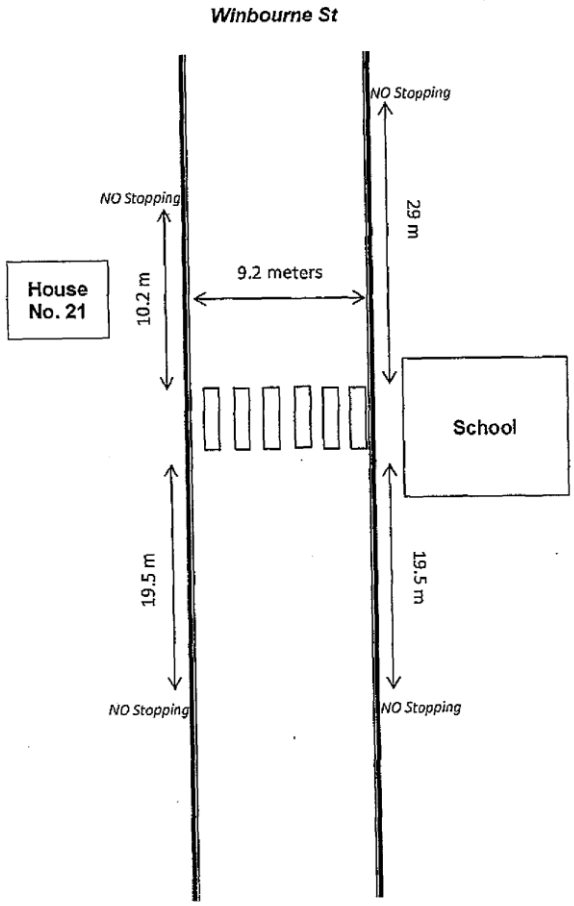
	Winbourne St [illegible] U/TURN		
Time Per	North	South	TOT
1430 - 1445	6	0	6
1445 - 1500	12	0	12
1500 - 1515	30	2	32
1515 - 1530	27	1	28
1530 - 1545	10	0	10
1545 - 1600	1	2	3
1600 - 1615	0	1	1
1615 - 1630	1	0	1
1630 - 1645	1	0	1
1645 - 1700	2	0	2
1700 - 1715	0	0	0
1715 - 1730	0	0	0
Per End	90	6	96

	Winbourne St [illegible] U/TURN		
Peak Per	North	South	TOT
1430 - 1530	75	3	78
[illegible]	79	3	82
1500 - 1600	68	5	73
1515 - 1615	38	4	42
1530 - 1630	12	3	15
1545 - 1645	3	3	6
1600 - 1700	4	1	5
1615 - 1715	4	0	4
1630 - 1730	3	0	3
PEAK HR	79	3	82

ITEM 3 (continued) **ATTACHMENT 3**



ITEM 3 (continued) **ATTACHMENT 3**



ITEM 3 (continued) **ATTACHMENT 3**

MOVEMENT SUMMARY

Site: AM Existing

Winbourne Street Unsignalised pedestrian (Zebra) crossing across two-way road

Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Winbourne St											
V1	T	241	3.1	0.227	0.7	LOS A	1.0	7.1	0.27	0.10	38.6
Approach		241	3.1	0.227	0.7	LOS A	1.0	7.1	0.27	0.10	38.6
North: Winbourne St											
V2	T	238	2.7	0.224	0.7	LOS A	1.0	7.0	0.27	0.10	38.6
Approach		238	2.7	0.224	0.7	LOS A	1.0	7.0	0.27	0.10	38.6
West: Pedestrians											
P	T	125	0.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	4.0
Approach		125	0.0	0.021	0.0	NA	0.0	0.0	0.00	0.00	4.0
All Vehicles		604	2.3	0.227	0.6	NA	1.0	7.1	0.22	0.08	35.8

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

Processed: Tuesday, 25 March 2014 10:51:29 AM
SIDRA INTERSECTION 5.1.13.2093
Project: T:\20132014\085\Winbourne St Zebra.sip
8000870, TRAFFIC SOLUTIONS PTY LTD, SINGLE

SIDRA INTERSECTION

ITEM 3 (continued) **ATTACHMENT 3**

MOVEMENT SUMMARY

Site: AM Potential

Winbourne Street Unsignalised pedestrian (Zebra) crossing across two-way road

Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Winbourne St											
V1	T	257	2.9	0.242	0.7	LOS A	1.1	7.7	0.28	0.11	38.5
Approach		257	2.9	0.242	0.7	LOS A	1.1	7.7	0.28	0.11	38.5
North: Winbourne St											
V2	T	255	2.5	0.240	0.7	LOS A	1.1	7.6	0.28	0.11	38.5
Approach		255	2.5	0.240	0.7	LOS A	1.1	7.6	0.28	0.11	38.5
West: Pedestrians											
P	T	125	0.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	4.0
Approach		125	0.0	0.021	0.0	NA	0.0	0.0	0.00	0.00	4.0
All Vehicles		637	2.1	0.242	0.6	NA	1.1	7.7	0.22	0.09	35.9

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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Project: T:\20132014\085\Winbourne St Zebra.sip
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SIDRA INTERSECTION

ITEM 3 (continued) **ATTACHMENT 3**

MOVEMENT SUMMARY

Site: PM Existing

Winbourne Street Unsignalised pedestrian (Zebra) crossing across two-way road

Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Winbourne St											
V1	T	155	6.1	0.154	0.9	LOS A	0.6	4.6	0.30	0.13	38.4
Approach		155	6.1	0.154	0.9	LOS A	0.6	4.6	0.30	0.13	38.4
North: Winbourne St											
V2	T	227	4.2	0.224	0.9	LOS A	1.0	7.0	0.32	0.14	38.3
Approach		227	4.2	0.224	0.9	LOS A	1.0	7.0	0.32	0.14	38.3
West: Pedestrians											
P	T	167	0.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.00	4.0
Approach		167	0.0	0.028	0.0	NA	0.0	0.0	0.00	0.00	4.0
All Vehicles		549	3.4	0.224	0.6	NA	1.0	7.0	0.22	0.10	34.0

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

Processed: Tuesday, 25 March 2014 10:51:29 AM
SIDRA INTERSECTION 5.1.13.2093
Project: T:\20132014\085\Winbourne St Zebra.sip
8000870, TRAFFIC SOLUTIONS PTY LTD, SINGLE

SIDRA INTERSECTION

ITEM 3 (continued) **ATTACHMENT 3**

MOVEMENT SUMMARY

Site: PM Potential

Winbourne Street Unsignalised pedestrian (Zebra) crossing across two-way road

Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Winbourne St											
V1	T	169	5.6	0.168	0.9	LOS A	0.7	5.0	0.30	0.13	38.4
Approach		169	5.6	0.168	0.9	LOS A	0.7	5.0	0.30	0.13	38.4
North: Winbourne St											
V2	T	242	3.9	0.238	1.0	LOS A	1.0	7.5	0.32	0.14	38.3
Approach		242	3.9	0.238	1.0	LOS A	1.0	7.5	0.32	0.14	38.3
West: Pedestrians											
P	T	167	0.0	0.028	0.0	LOS A	0.0	0.0	0.00	0.00	4.0
Approach		167	0.0	0.028	0.0	NA	0.0	0.0	0.00	0.00	4.0
All Vehicles		579	3.3	0.238	0.7	NA	1.0	7.5	0.22	0.10	34.2

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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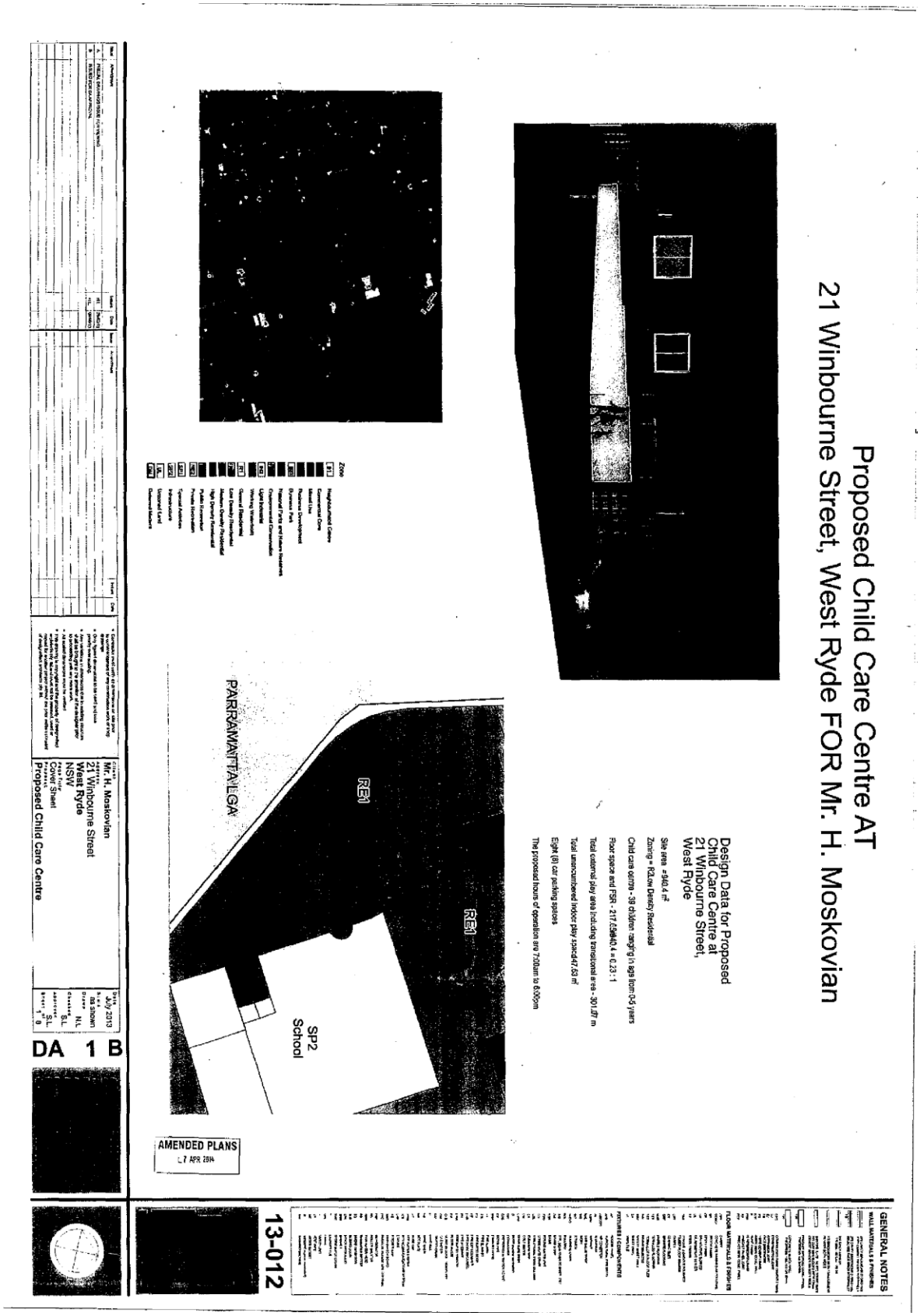
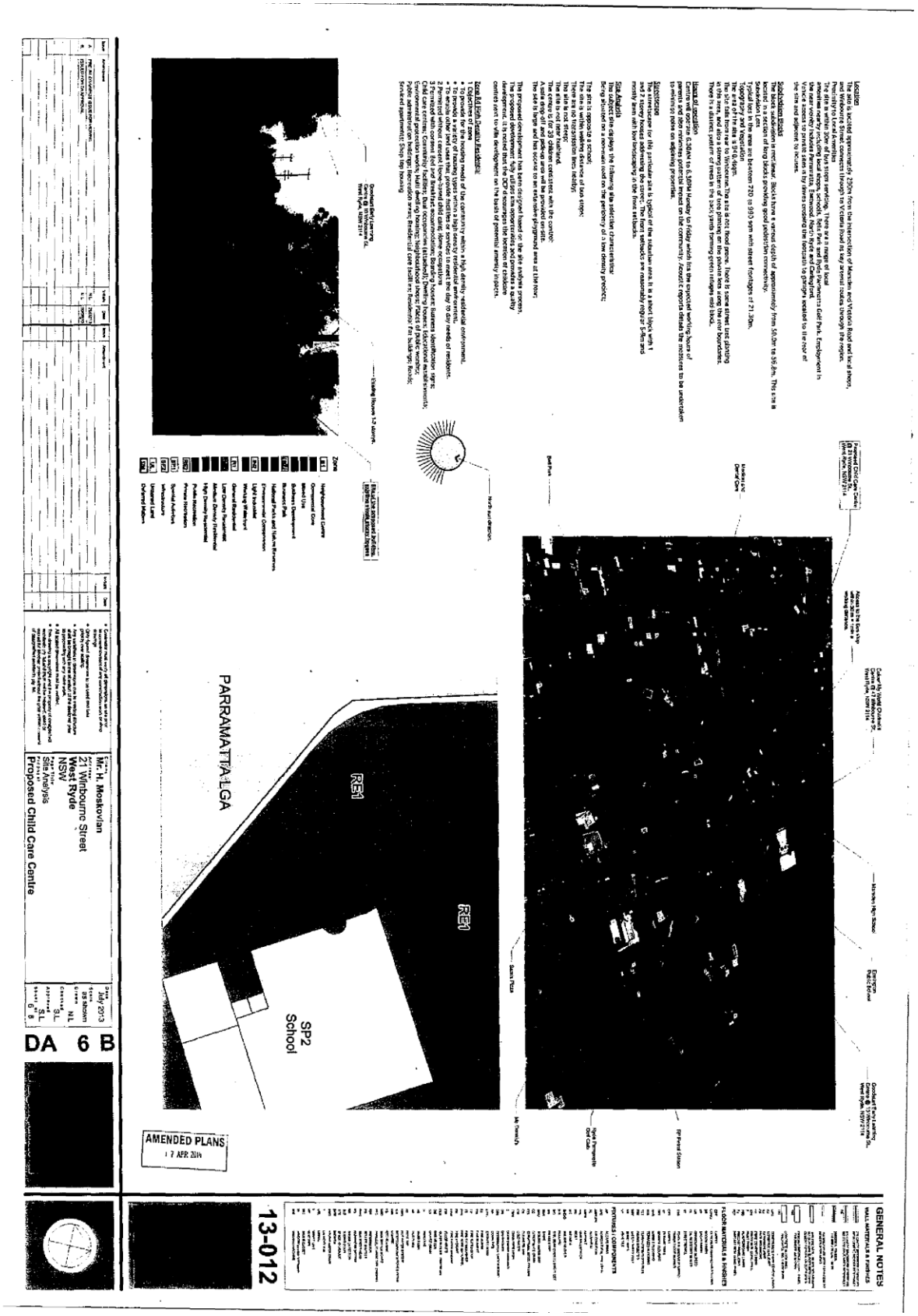
SIDRA INTERSECTION 5.1.13.2093
Project: T:\20132014\085\Winbourne St Zebra.sip
8000870, TRAFFIC SOLUTIONS PTY LTD, SINGLE

SIDRA INTERSECTION

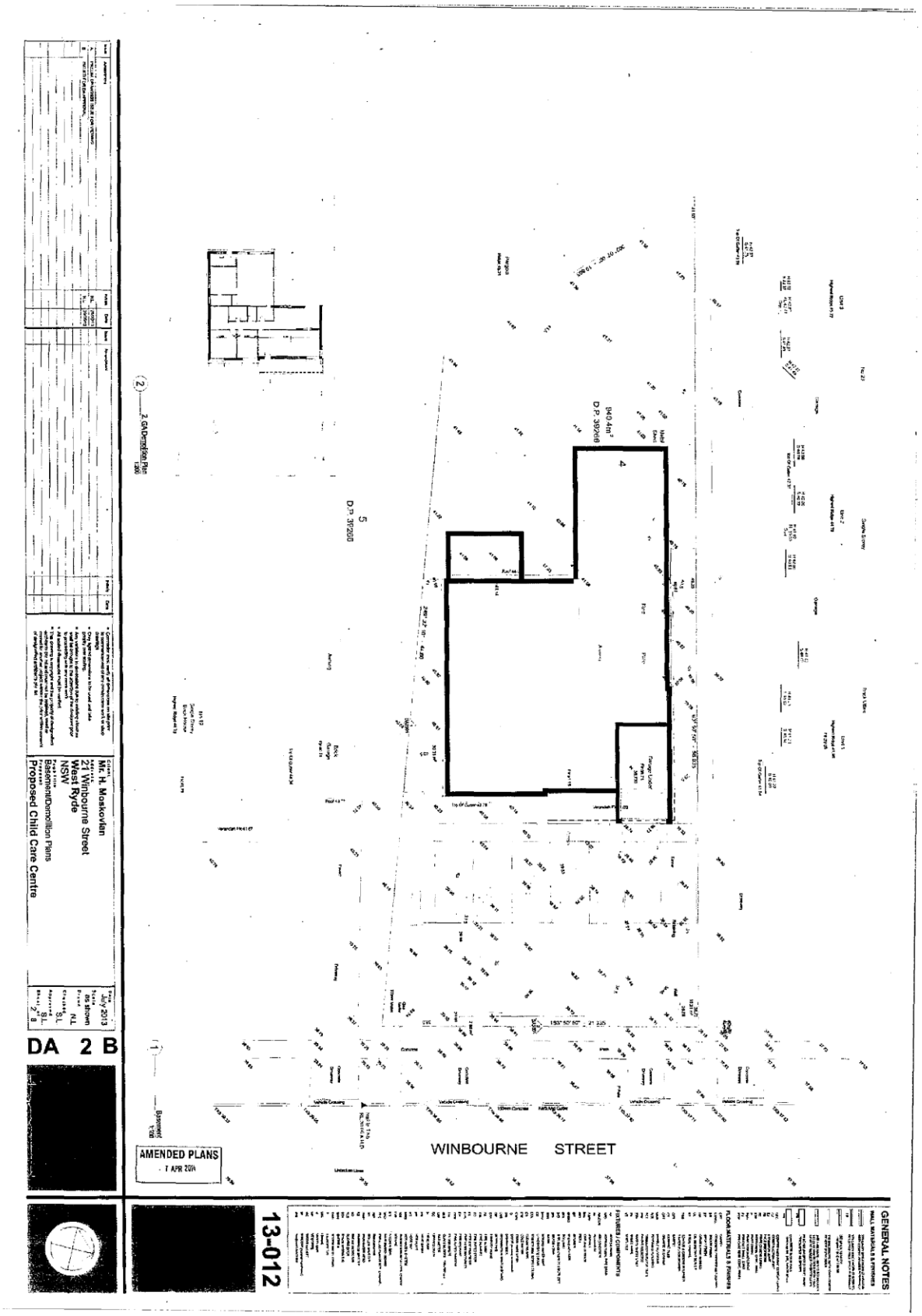
ITEM 3 (continued) **ATTACHMENT 3**



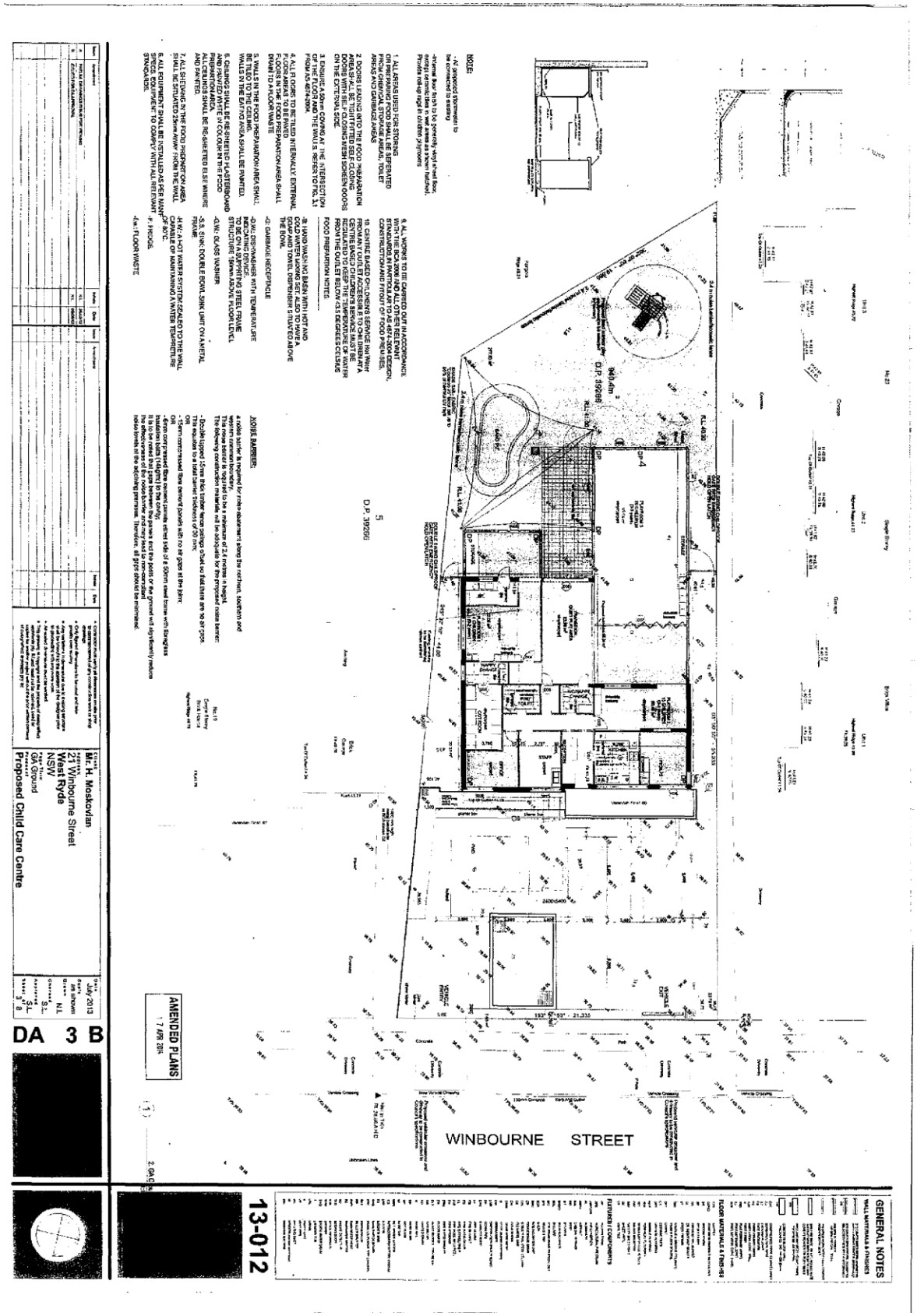
ITEM 3 (continued) **ATTACHMENT 3**



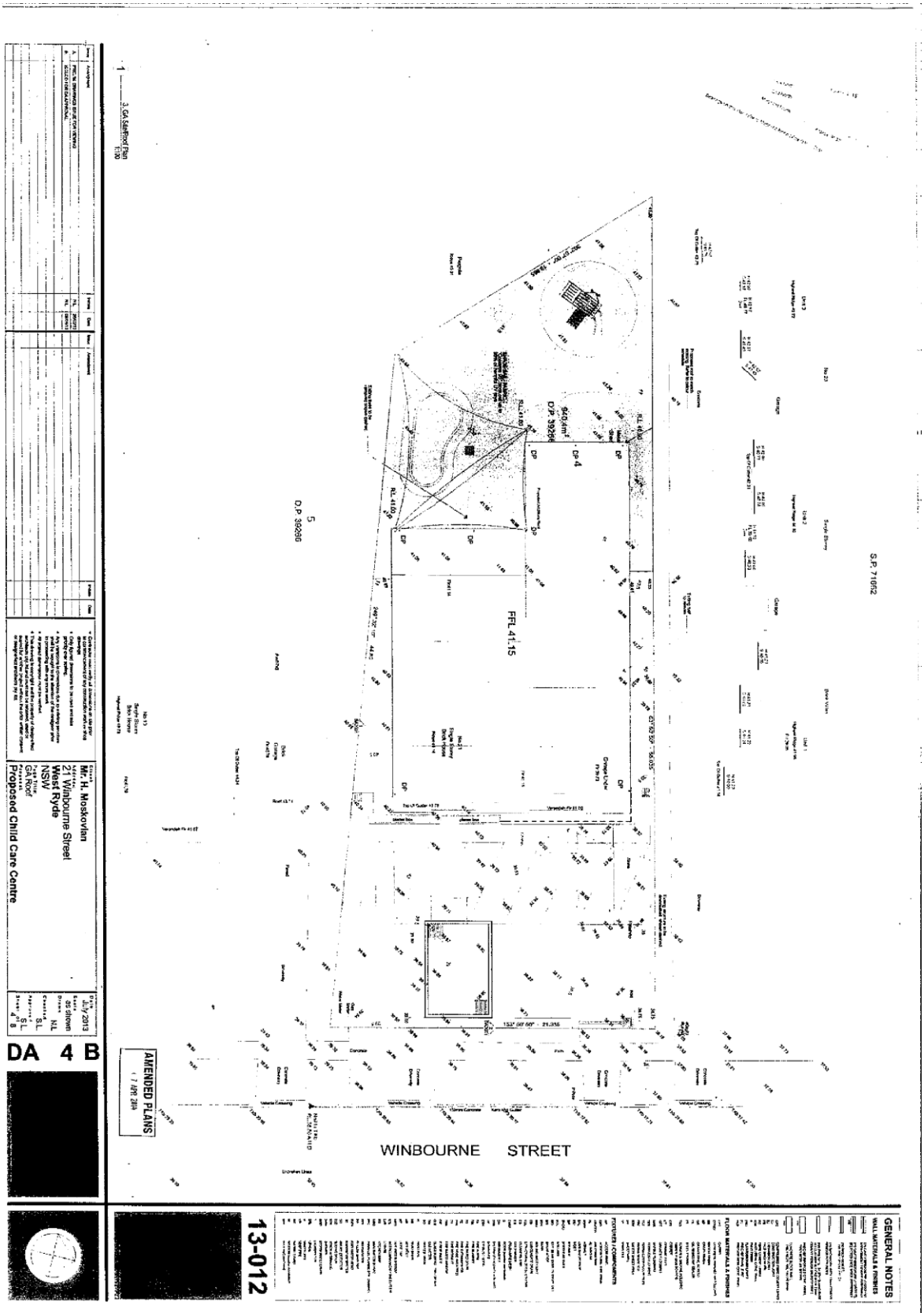
ITEM 3 (continued) **ATTACHMENT 3**



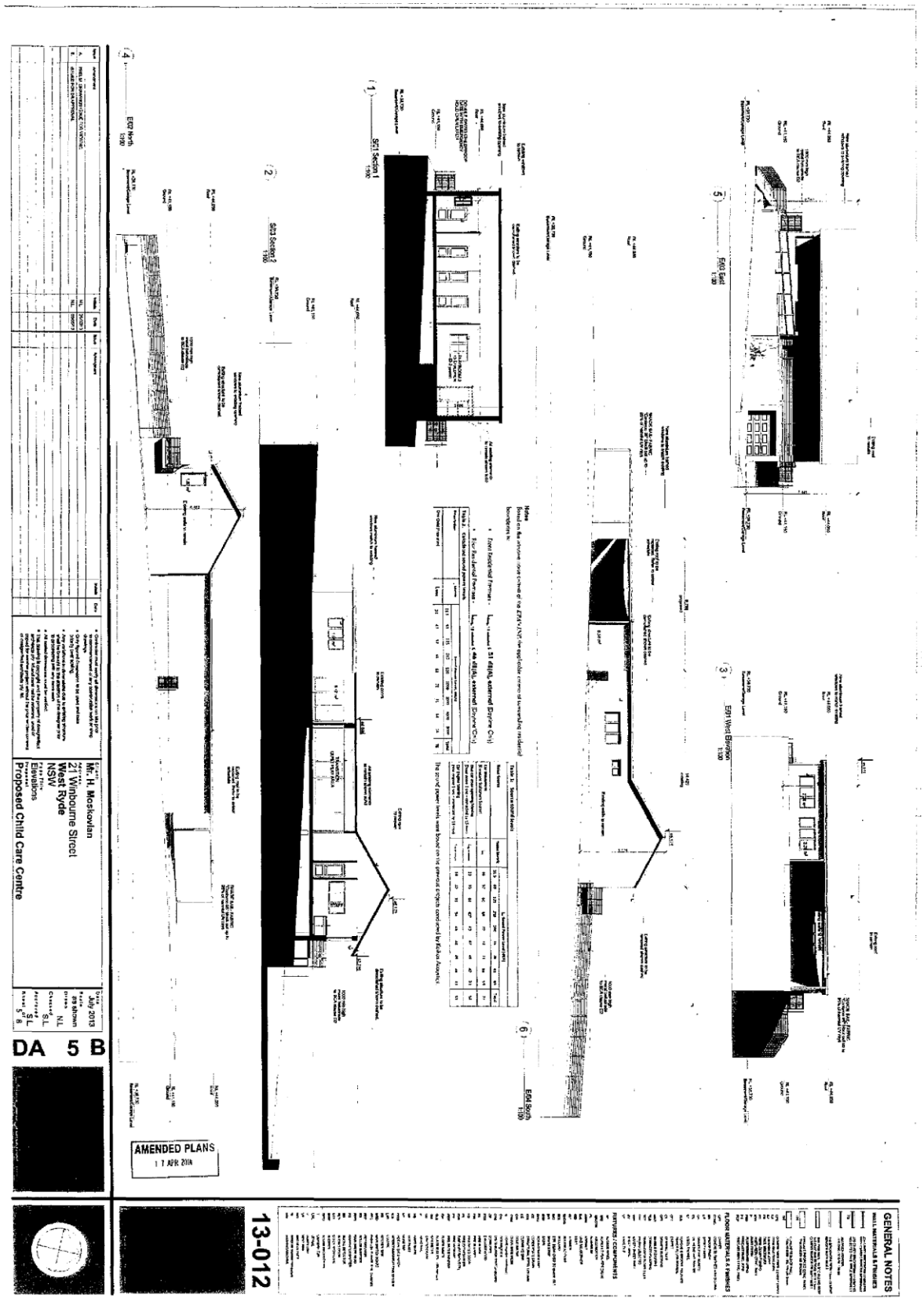
ITEM 3 (continued) **ATTACHMENT 3**



ITEM 3 (continued) **ATTACHMENT 3**



ITEM 3 (continued) **ATTACHMENT 3**



ITEM 3 (continued) **ATTACHMENT 4**

Traffic Solutions Pty Ltd

ABN 63 074 165 263

Address:
P.O Box 9161
Bathurst NSW 2795

Phone :
(02) 6331 0467

E-mail
craig@trafficsolutions.com.au

23 June 2014
Reference No. 13.14.085

The General Manager
Ryde City Council
Locked Bag 2069
North Ryde NSW 1670

Attention: Ms Lauren Franks

Dear Lauren

Supplementary Traffic Statement - Proposed Child Care Centre, 21 Winbourne Street, West Ryde – DA No. LDA2013/0420

Traffic Solutions Pty Ltd has been requested by the applicant to provide Council with a response to the traffic related issues raised by council in letter dated 7th May 2014.

The issues raised in Council's that will be responded to are:

1. Traffic Engineer's Assessment:

- The application does -not provide SIDRA intersections for the AM and PM peak for the proposed development's access for the with and without on-street parking on the development's frontage. This information is requested.
- The application does not provide swept path analysis for vehicles entering and exiting the development for the with and without on-street parking on the development's frontage. Bare in mind that as a worst case scenario, AM peak of the development may coincide with the school AM peak. This information is requested.

As Council is aware, to assist in improving this situation Traffic Solutions Pty Ltd has recommended that 'No Stopping 8.00am – 9.00am and 2.30pm – 3.30pm school days" (R5-404 standard sign series) be provided along the full frontage of the proposed centre. This will provide sufficient width for 2 vehicles to pass at this location and encourage parents dropping off and picking up at the proposed child care centre to utilise the car park that is provided.

The length of two way as a result of the proposed part time no stopping restrictions has been measured off the survey plan as being approximately 30m in length (This includes the adjoining driveways which prohibit parking).

The potential traffic generation of the subject site was estimated to be in the order of 31 and 27 trips in the morning and evening peak hours respectively. The RMS defines a vehicle trip as a one-way vehicular movement from one point to another excluding the return journey. Accordingly, the estimated trips will be in the order of 15 in and 16 out in the morning peak hour and 13 in and 14 out in the evening peak hour.

To assess the impact of the development on Winbourne Road the estimated morning and evening peak hour approach and departure vehicle trips have been assigned to Winbourne Street south of the site.

It is recognised that some of the traffic generated by the development may approach and depart the site via Winbourne Street north, however, by concentrating the potential traffic generated by this development to the south a higher impact upon this road (and therefore a worse case scenario) is modelled.

ITEM 3 (continued) **ATTACHMENT 4**

As requested SIDRA modelling has been undertaken at the proposed entry and exit driveway intersections with Winbourne Street. Council should note that SIDRA is not capable of replicating the existing situation with cars requiring to pass in opposite directions with 1 lane. Therefore only the proposed arrangement with the proposed restrictions has been modelled. Tabled below are the results of the intersection modelling and a copy of the *SIDRA* output files are attached for Council's information.

	Intersection of Winbourne Street and proposed child care centre driveways			
	Entry driveway		**Exit driveway**	
	AM	**PM**	**AM**	**PM**
Level of Service	A	A	A	A
Degree of Saturation	0.133	0.133	0.124	0.117
Total Average Delay (sec/veh)	0.3s	0.3s	0.3s	0.3s
Delay for right turn from d/w (sec/veh)	n/a	n/a	10.5s	10.0s

The results of the SIDRA analysis reveals that the proposed entry and exit driveways with the part time No Stopping restrictions will operate at a very good level of service with minimal delays.

Dot point two (2) requests swept path analysis with and without the proposed part time No Stopping restrictions. Attached are the requested swept turning paths which clearly indicate that the additional width provided by prohibiting parking on the western side of Winbourne Street across the frontage of the site would improve the existing congestion during peak drop of and pick up times. This will also encourage parents dropping off and picking up at the proposed child care centre to utilise the car park that is proposed.

The preceding assessment has revealed the following:

- The estimated potential traffic generation increase of up to 31 vehicle movements in the peak hours will not have a detrimental effect on the surrounding road network.

- The recommended 'No Stopping 8.00am – 9.00am and 2.30pm – 3.30pm school days" (R5-404 standard sign series) provides a 30m section of two way roadway on Winbourne Street which will assist in reducing vehicle conflicts and congestion in the vicinity of 21 Winbourne Street.

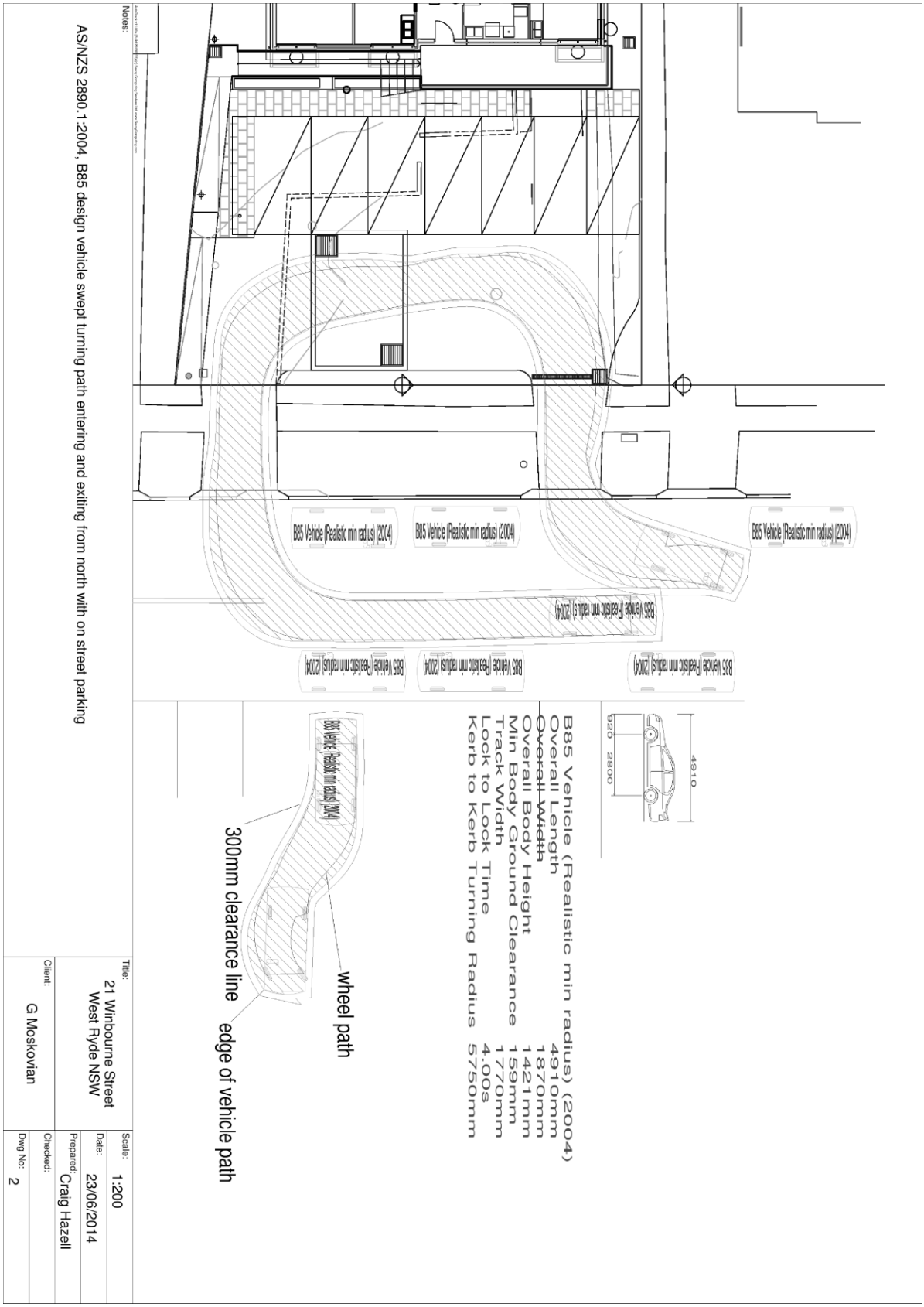
- The AUTOTRACK swept vehicle paths reveal that the proposal will operate satisfactorily without the part time No Stopping restrictions and will be improved with the provision of the restrictions.

I trust this additional information is sufficient to enable the continued assessment of this application. Should you require any additional information or clarification of the contents of this letter please contact me on the telephone number provided.

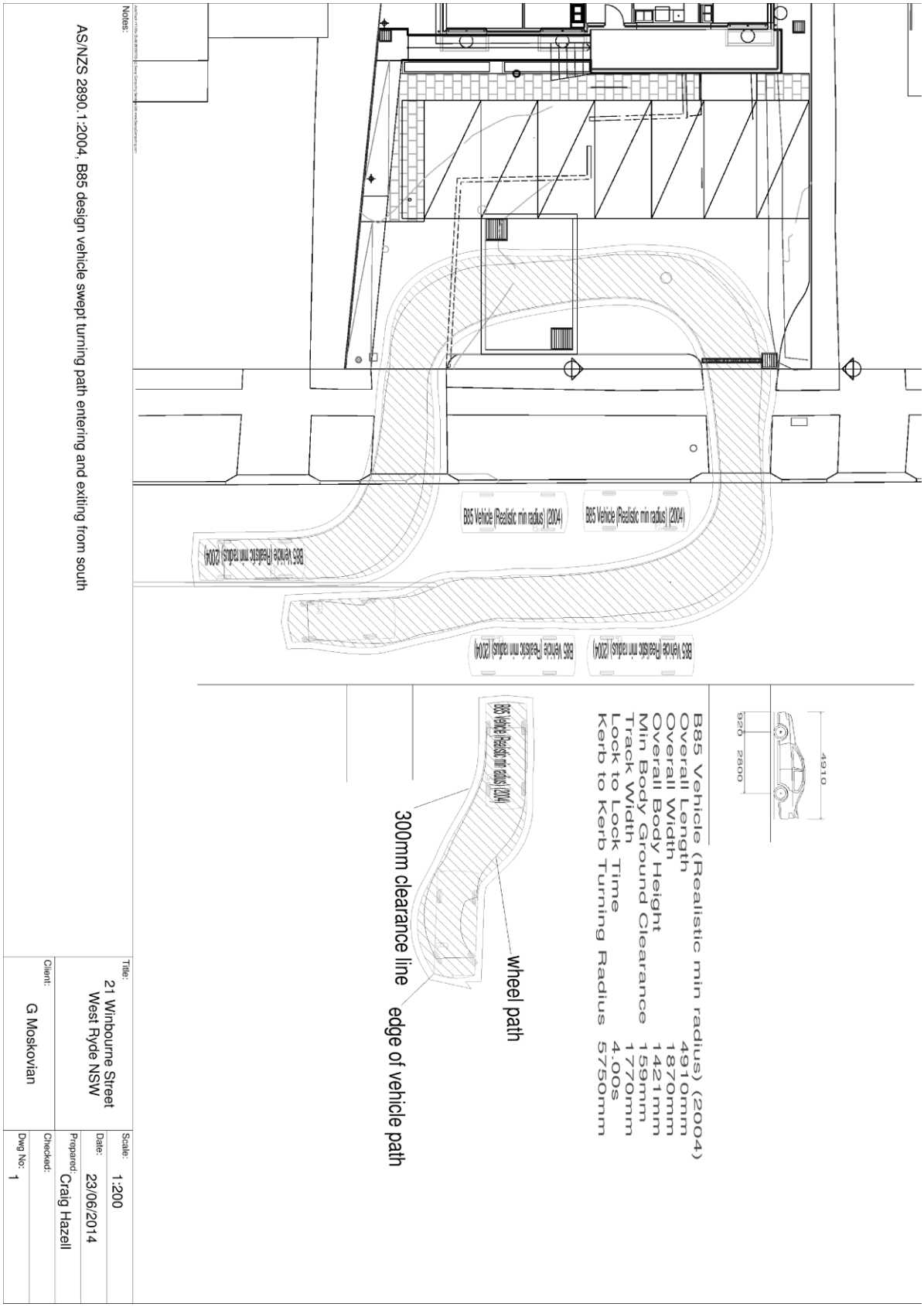
Yours sincerely

Craig Hazell
Director

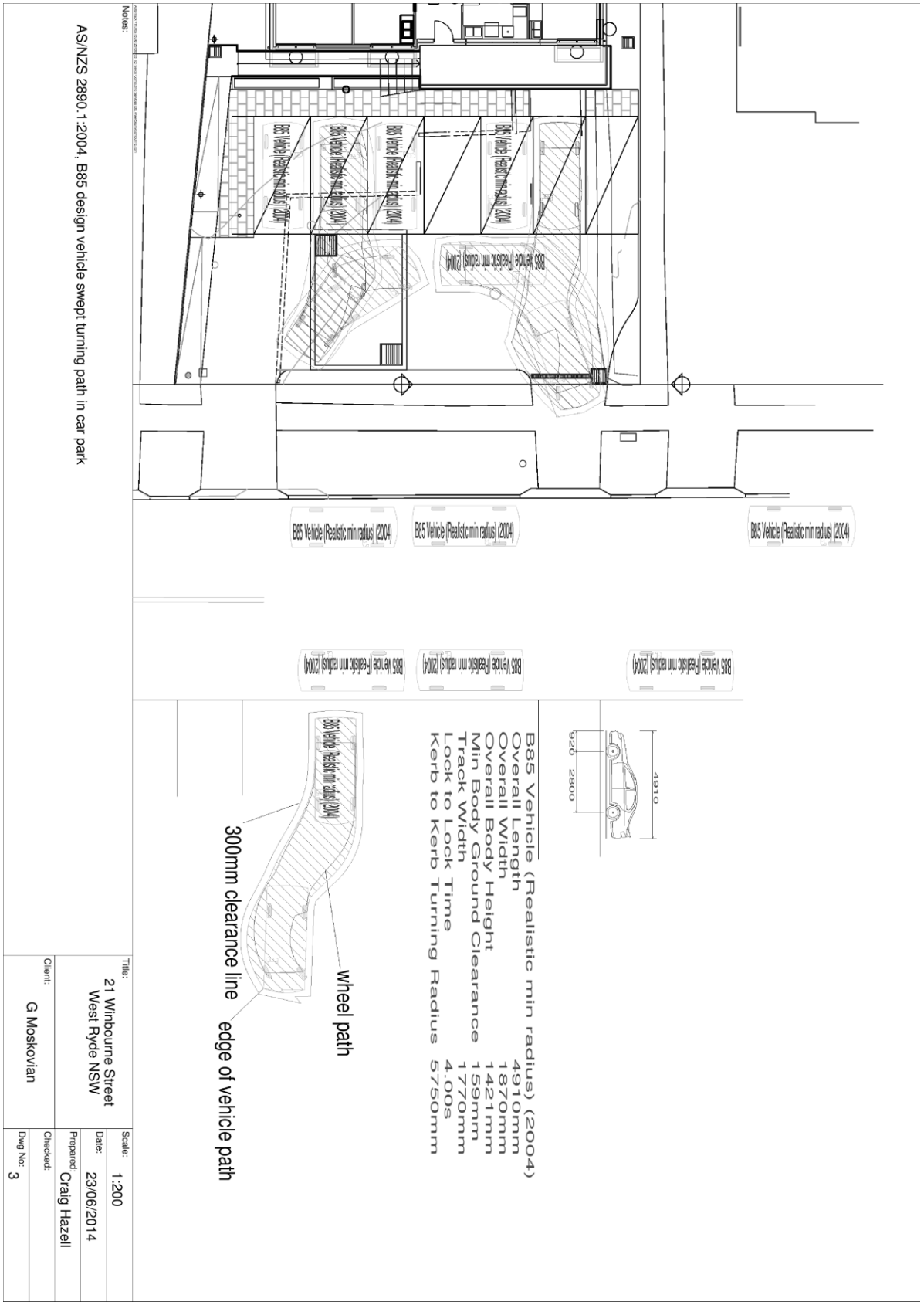
ITEM 3 (continued) **ATTACHMENT 4**



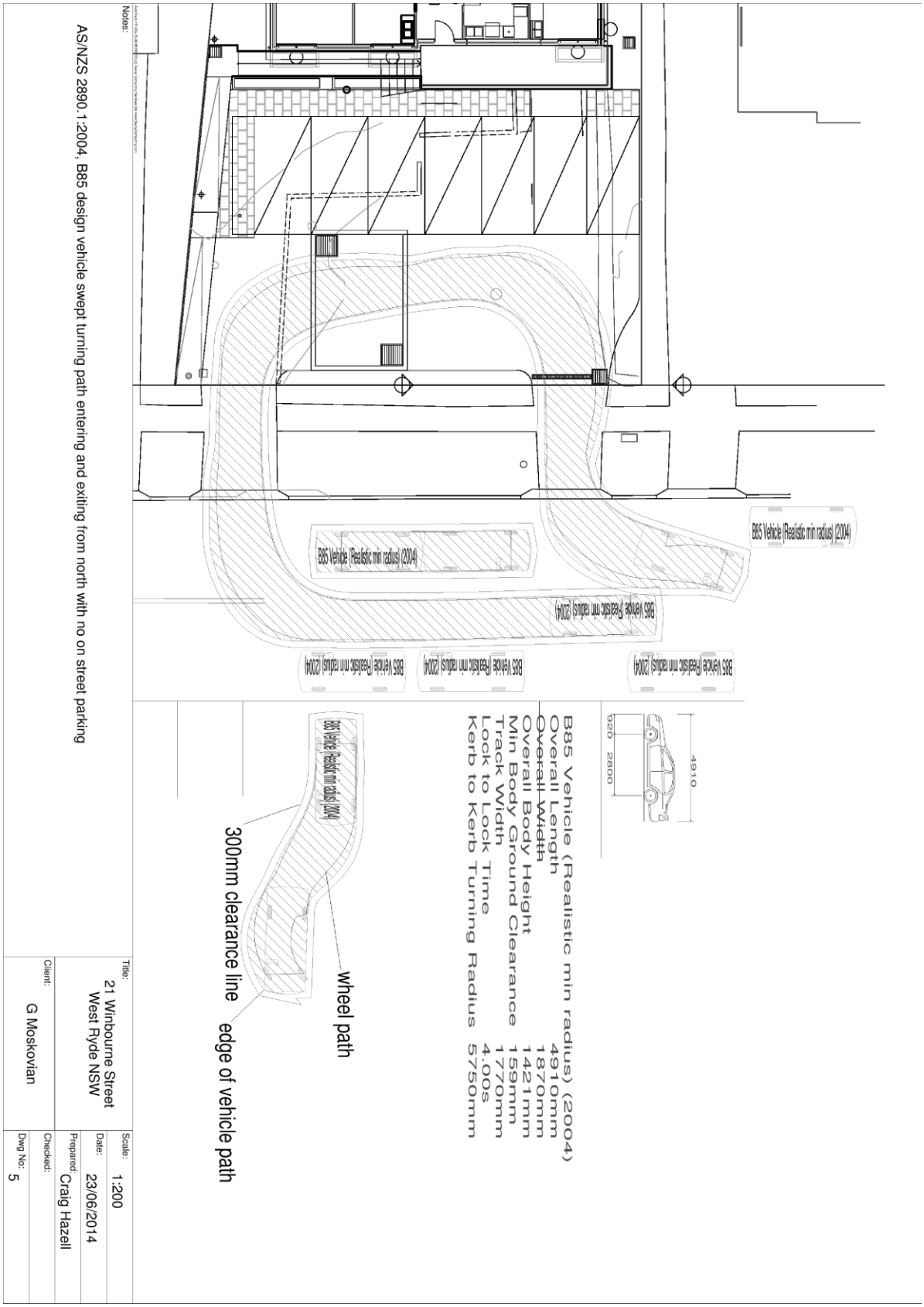
ITEM 3 (continued) **ATTACHMENT 4**



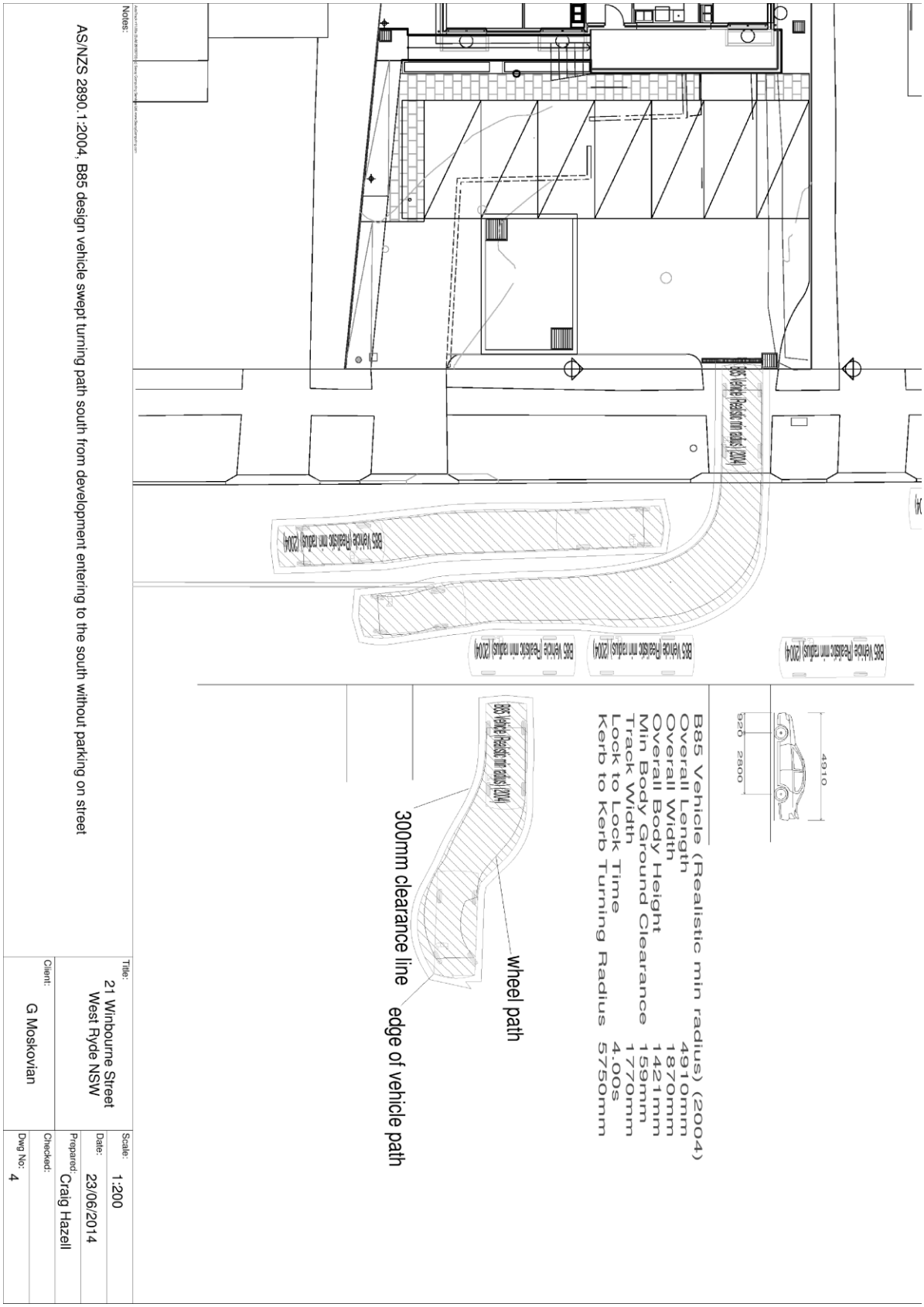
ITEM 3 (continued) **ATTACHMENT 4**



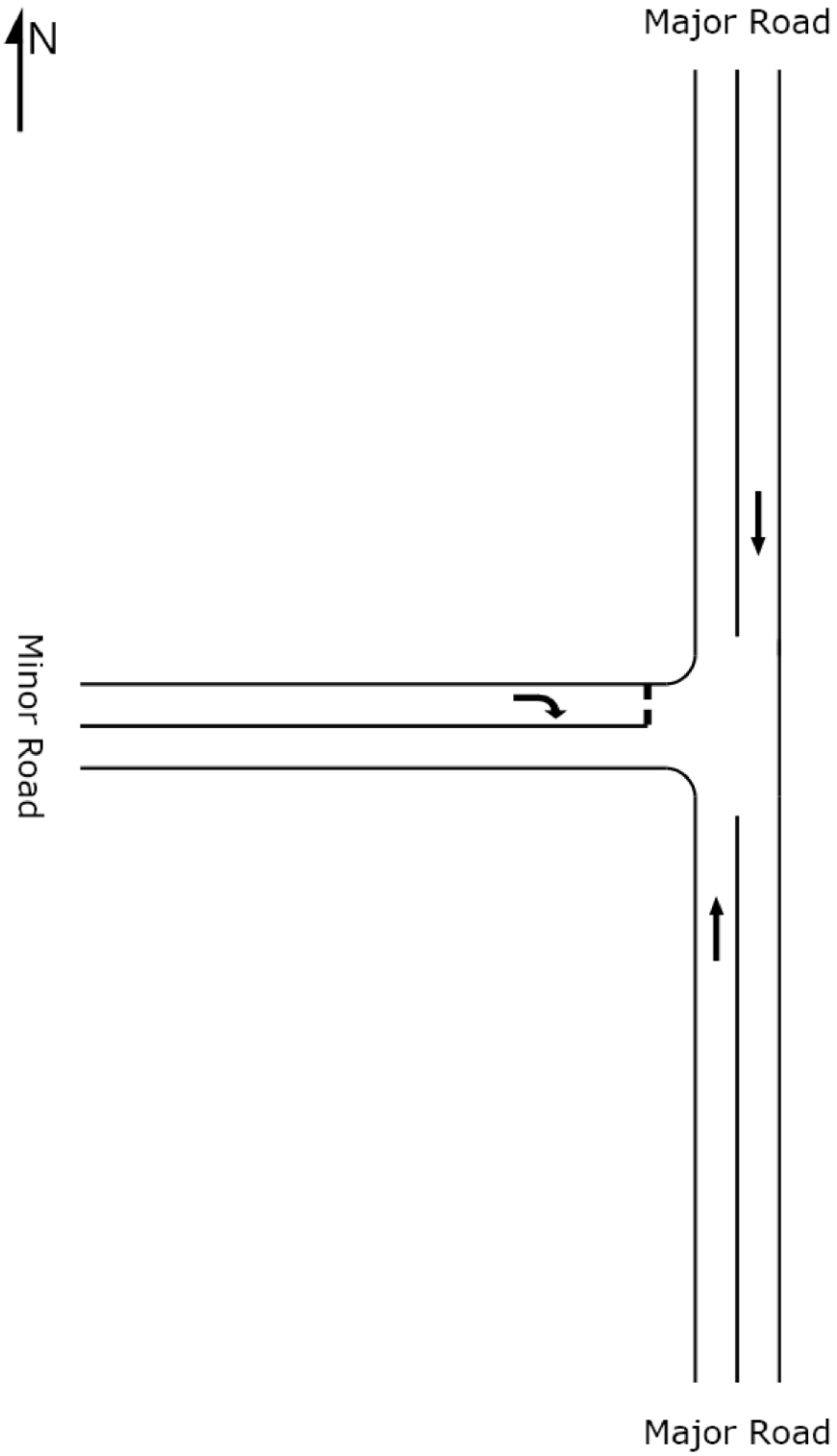
ITEM 3 (continued) **ATTACHMENT 4**



ITEM 3 (continued) **ATTACHMENT 4**



ITEM 3 (continued) **ATTACHMENT 4**



ITEM 3 (continued) **ATTACHMENT 4**

MOVEMENT SUMMARY

Site: Entry Driveway AM peak

Winbourne Street and entry driveway (Give-Way control)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Major Road											
4	L	17	0.0	0.133	8.2	LOS A	0.0	0.0	0.00	1.04	49.0
5	T	241	0.0	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		258	0.0	0.133	0.5	NA	0.0	0.0	0.00	0.07	59.1
North: Major Road											
11	T	238	0.0	0.122	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		238	0.0	0.122	0.0	NA	0.0	0.0	0.00	0.00	60.0
West: Minor Road											
1	L	1	0.0	0.001	8.9	LOS A	0.0	0.0	0.31	0.58	47.6
Approach		1	0.0	0.001	8.9	LOS A	0.0	0.0	0.31	0.58	47.6
All Vehicles		497	0.0	0.133	0.3	NA	0.0	0.0	0.00	0.04	59.5

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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SIDRA INTERSECTION

ITEM 3 (continued) **ATTACHMENT 4**

MOVEMENT SUMMARY

Site: Entry Driveway PM peak

Winbourne Street and entry driveway (Give-Way control)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Major Road											
4	L	15	0.0	0.087	8.2	LOS A	0.0	0.0	0.00	1.03	49.0
5	T	155	0.0	0.087	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		169	0.0	0.087	0.7	NA	0.0	0.0	0.00	0.09	58.8
North: Major Road											
11	T	227	0.0	0.117	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		227	0.0	0.117	0.0	NA	0.0	0.0	0.00	0.00	60.0
West: Minor Road											
1	L	1	0.0	0.001	8.6	LOS A	0.0	0.0	0.24	0.58	47.9
Approach		1	0.0	0.001	8.6	LOS A	0.0	0.0	0.24	0.58	47.9
All Vehicles		398	0.0	0.117	0.3	NA	0.0	0.0	0.00	0.04	59.5

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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SIDRA INTERSECTION

ITEM 3 (continued) **ATTACHMENT 4**

MOVEMENT SUMMARY

Site: Exit driveway AM peak

Winbourne Street and Exit driveway (Give-Way control)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Major Road											
5	T	241	0.0	0.124	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		241	0.0	0.124	0.0	NA	0.0	0.0	0.00	0.00	60.0
North: Major Road											
11	T	238	0.0	0.122	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		238	0.0	0.122	0.0	NA	0.0	0.0	0.00	0.00	60.0
West: Minor Road											
3	R	16	0.0	0.019	10.5	LOS A	0.1	0.5	0.45	0.71	46.4
Approach		16	0.0	0.019	10.5	LOS A	0.1	0.5	0.45	0.71	46.4
All Vehicles		495	0.0	0.124	0.3	NA	0.1	0.5	0.01	0.02	59.4

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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SIDRA INTERSECTION

ITEM 3 (continued) **ATTACHMENT 4**

MOVEMENT SUMMARY

Site: Exit driveway PM peak

Winbourne Street and Exit driveway (Give-Way control)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Major Road											
5	T	155	0.0	0.079	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		155	0.0	0.079	0.0	NA	0.0	0.0	0.00	0.00	60.0
North: Major Road											
11	T	227	0.0	0.117	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		227	0.0	0.117	0.0	NA	0.0	0.0	0.00	0.00	60.0
West: Minor Road											
3	R	14	0.0	0.015	10.0	LOS A	0.1	0.4	0.40	0.68	47.0
Approach		14	0.0	0.015	10.0	LOS A	0.1	0.4	0.40	0.68	47.0
All Vehicles		396	0.0	0.117	0.3	NA	0.1	0.4	0.01	0.02	59.4

Level of Service (LOS) Method: Delay (RTA NSW).
Vehicle movement LOS values are based on average delay per movement
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model used.

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ITEM 3 (continued) **ATTACHMENT 5**

● **Indicates submissions received.**
Petitions also received. Other submissions outside map area.