

3 September 2021

P2187 Rutherford OOSH

Rutherford Playtime Preschool
75 Regiment Street
Rutherford NSW

Attn: Sandra Goldsmith

Dear Sandra,

Proposed OOSH, 73-75 Regiment Road, Rutherford, NSW.

We have now completed our site work and review of the documentation provided for the proposed OOSH to be incorporated into the Rutherford Playtime Preschool childcare centre at 73-75 Regiment Road, Rutherford and provide the following assessment of parking demands, traffic generation and access arrangements for the development. This assessment has been completed with regard to the relevant requirements outlined in the Maitland Development Control Plan (2011) (MDCP), with reference to the Guide to Traffic Generating Developments (GtTGD) and Australian Standard AS2890.1: Off-street Car Parking Facilities.

Background

The subject site is located at 73 Regiment Road, on the lot next to the Rutherford Playtime Preschool (75 Regiment Road) as shown below in Figure 1.

The subject site consists of single residential dwelling which shall be used to accommodate the needs of the OOSH facility. The surrounding land is low density residential development.

The site has frontage to Regiment Road only.

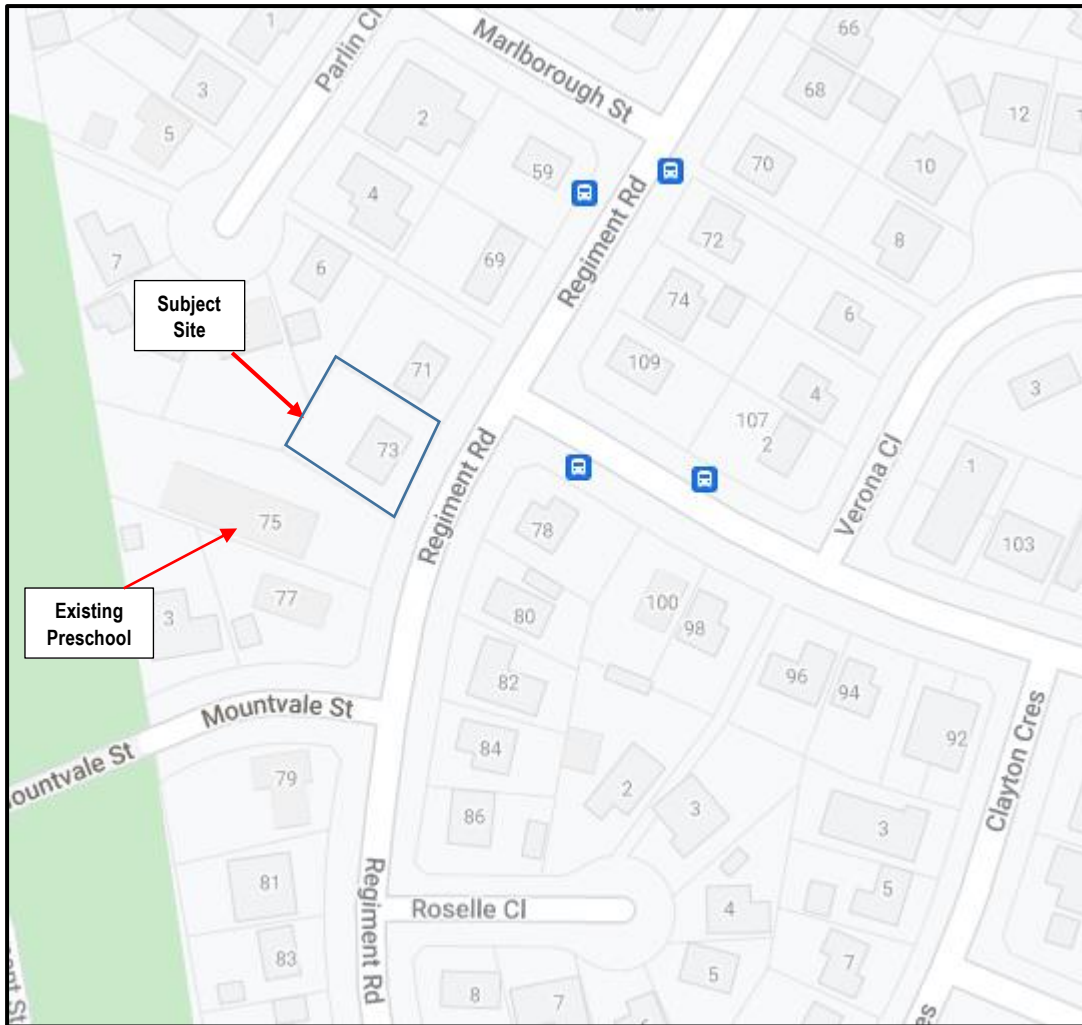


Figure 1 – Subject site in the context of the local road network

Road Hierarchy

Regiment Road is a local road which connects with the New England Highway approximately 750 metres to the north of the site and to Wollombi Road 1.2kms to the east. The intersection with the New England Highway is via a T-intersection which allows for left and right turns in but only left turns out. At Wollombi Road, Regiment Road connects with a four way roundabout.

Regiment Road operates as a collector road through the various housing estates that have been developed along its length as well as the Rutherford Industrial estate on the western side of the road to the north. It allows for one lane of travel in each direction, with a sealed pavement width of 10.5 metres and parking along each side. There is kerb and guttering provided along Regiment Road and cycling provisions incorporated into the parking lane. There are generally no footpaths in the area. To the east there are a series of pathways connecting through the subdivision to provide for pedestrians and cyclists. Regiment Road has a posted speed limit of 60km/hr.

The surrounding local roads provide access to further residential development in the area.

Current Road Network Operation

Seca Solution has undertaken morning and afternoon traffic surveys at the intersection of Regiment Road and Mountvale Street to determine two way flows in the vicinity of the subject site and traffic patterns in the area. These were undertaken between 3-4pm on Wednesday 10th August 2021 and 8-9am on Thursday 11th August 2021. Although this was during the Covid shutdown, traffic demands were noted off Mountvale Street associated with

construction workers and the preschool was open for essential workers although demands were only 30-35% of capacity.

Two way flows on Regiment Road in the morning were 90 vehicles per hour (vph) and in the afternoon were 143vph (split 60/40 northbound/southbound in the morning and equally split in the afternoon) however these would not be representative of typical flows due to the Covid shutdown. Regiment Road, as a trunk collector road operates with a capacity of 900 vehicles per hour (vph). Based on attendance on the day the preschool was operating at 30% capacity. It is therefore assumed that local traffic was similar in which case normal flows in this area could be in the order of 400-475 vph. On this basis it can be seen that Regiment Road would typically operate within its operational capacity.

During the survey period traffic movements associated with the preschool were also noted. In the morning 5 vehicles entered the site and 3 left the site in an hour. One staff member was dropped off. In the afternoon peak hour 3 vehicles entered, 4 exited (including one staff member) whilst one other staff member was picked up.

Staff and children attendance during the survey times were:

- 11th August Wednesday afternoon Staff 10 Children 18
- 12th August Thursday morning Staff 10 Children 22

Car Parking

On-street carparking is available along the local roads in the vicinity of the site with typical restrictions associated with driveways and intersections. The demand for this parking is low with most sites providing parking within individual lots.

There is No Stopping allowed along the adjacent (preschool) site frontage between the hours of 6am and 6pm Monday to Friday.

At 3pm on Wednesday 11th August there were 6 vehicles parked on site associated with the ten staff on duty.

Other Developments

Ongoing development to the west will see the release of further residential lots. Based on observations of traffic flows at the intersection of Mountvale Street the majority of this traffic (75%) is expected to have an origin/destination to the east towards Wollombi Road.

Proposed Development

The proposed development is for the expansion of the existing Rutherford Playtime Preschool to provide OOSH (before and after school care) for up to 25 children. The existing preschool provides for 58 children 0-5 years old.

The OOSH service shall be provided in a single dwelling on the lot next door to the preschool.

The plans for the development show provision for 20 parking spaces across the two sites, one of which shall allow for the OOSH shuttle bus. This compares with the 10 spaces provided for the existing preschool and represents an increase of 9 vehicle spaces plus the transport parking space.

A concept plan for the proposed childcare centre is included in **Attachment B**.

Access and Circulation

No change is proposed to the existing driveways into the preschool which allow for separate entry and exit with a central island separating these movements. The OOSH building will make use of the existing domestic driveway however a turning bay within the site will enable vehicles (including the shuttle) to enter and exit in a forward direction.

Sight distance requirements for an access driveway are prescribed by Australian Standard AS2890.1:2004 Parking Facilities (Off-street Car Parking), which requires a minimum sight distance of 65 metres for the posted speed limit of 60 km/hr, with a desirable sight distance of 83 metres. Allowing for the level and straight alignment of Regiment Road to the north of the site the required distance is exceeded for exiting motorists looking to the left. To the right (south) the available sight distance is in the order of 140 metres as shown in the photo below.



Photo 1 Sight visibility to the right (south) from the site driveway

Parking

A total of 19 vehicle parking spaces and a parking space for the shuttle bus are to be provided across the two sites. One of these spaces will be an accessible parking space. This will enable parking for parents/carers who can then walk their children into either or both the preschool and the OOSH. This reflects the likely demand for working families who will have children in both centres.

MDCP specifies a carparking requirement for a childcare centre of 1 car space for every four children in attendance. It doesn't nominate a rate for before and after school care and so the same rate has been applied. Allowing for illness and holidays it is assumed that 95% of children could be in attendance. This however makes no allowance for siblings travelling together which is particularly likely given the broad spread of ages allowed through the incorporation of the OOSH with the preschool.

Allowing for the additional 25 places, with 95% in attendance, the requirement for additional parking would be for 6 additional spaces. One of these is provided on site with the additional 5 spaces to be incorporated into an expansion of the preschool carpark. The existing preschool carpark provides 10 spaces which is to be expanded to provide 18 spaces. This will be 3 more than required for the OOSH and allows for an increase in total parking across the site.

The provision of 19 spaces across the whole site sees an overall parking rate of 1 space per 4.4 places. This reflects a discount of 10% to reflect shared trips with siblings as well as absentees. This is appropriate to meet the parking demands for the subject site as it exceeds the parking required for the OOSH expansion and allows for additional parking than currently provided for the preschool.

Servicing

There will be minimal change to the servicing requirements for the site over the existing arrangements.

The main servicing requirements will be associated with the OOSH transporter that will transport children to and from the local schools. This is likely to be a coaster style, 22 seater bus. This will be able to enter and exit the OOSH site in a forward direction and provide for the loading and unloading of children within the site.

Traffic Analysis

Traffic Generation

The Guide to Traffic Generating Developments specifies the following traffic generation rates for a long day care centre:

- Morning commuter peak hour trips - 0.8 trips per child in attendance.
- Evening commuter peak hour trips - 0.7 trips per child in attendance.
- No daily rates specified.

Allowing for an increase in capacity of 25 children attending the centre each day, the proposal could generate up to:

- 20 trips during the morning peak period
- 18 trips during the evening peak period.

The above rates do not include discounts for absenteeism nor for shared trips for siblings attending the pre-school. Allowing up to 10% for absenteeism and shared trips with siblings, the proposed development could generate:

- 18 vehicle trips in the morning peak hour and
- 16 vehicle trips during the afternoon peak hour.

Daily trips would be based on 4 trips per day per child in attendance to allow for drop off and pick up and 2 trips per staff (assumed 2 staff) plus the movement of the OOSH bus (2 trips outbound/inbound in the morning and again in the afternoon). Total daily trips for the OOSH would be 98 (46 inbound 46 outbound).

The OOSH is likely to appeal to local residents within the surrounding subdivisions however may also accommodate the needs for workers at the Rutherford Industrial Area to the north of the site. As such, a large percentage of the traffic generated by the proposal is expected to be diverted trips being passing traffic associated with parents and carers who live in the surrounding area dropping off their children as part of their commute or local workers travelling to work. These vehicles would already be travelling in the locality of the site as part of their journey to work etc and would therefore have a negligible impact upon the broader road network.

Given this, the extent of *additional* traffic movements generated by the development would be much lower than allowed for above.

To provide a robust assessment the majority of traffic associated with 90% attendance will be assessed as development traffic.

Traffic Distribution

Traffic distribution is expected to be consistent with existing traffic flows past the site which in the morning shows a slight biased (60/40) northbound while in the afternoon is equally balanced in each direction.

Impact on Daily Traffic Flows

The development could result in an increase in peak hour flows along Regiment Road with 18 trips (9 inbound/9 outbound) in the morning peak hour and 16 trips (8 inbound/8 outbound) in the afternoon peak hour. Regiment Road operates well within its capacity as an urban road with the development having no significant impact on this.

Peak Hour Impact on Intersections

Given that many of the development trips are expected to already be on Regiment Road associated with local residents or workers the development of the OOSH will result in only a relatively small increase in vehicle movements at the intersections of Regiment Road and Wollombi Road or Regiment Road and the New England Highway. Both of these intersections have been developed to accommodate the demands of the surrounding estates and have adequate spare capacity to accommodate the small number of additional trips potentially diverted to Regiment Road.

Conclusion

Overall, the proposed expansion of the preschool to accommodate before and after school care (OOSH) will have a minimal and acceptable impact upon traffic and parking in the local area with no impediment to approval.

The Maitland DCP indicates that for the expansion, 6 parking spaces are desirable which are to be provided across the site. The provision of one of these adjacent to the building and the expansion of the existing carpark from 10 to 18 spaces will accommodate these and allow for an overall increase in parking on site.

The proposed access to the OOSH parking for the transport vehicle and a staff parking space will allow for a turn around bay within the site, enabling vehicles to enter and exit in a forward direction. The sight lines from this driveway have been reviewed on site and exceed the requirements of AS2890.

There is no change proposed to the existing driveways to the preschool nor the servicing requirements for the site.

Attendance at the OOSH is expected to include a high number of children with siblings who attend the preschool. These places will therefore generate minimal additional traffic. Traffic demands will consist of mostly passing traffic from the surrounding residential area and employment land to the north of the site. Diverted trips from the broader road network can be accommodated within the road network including the intersections of Regiment Road and Wollombi Road and Regiment Road and the New England Highway.

Please feel free to contact our office on 4032 7979 should you require any additional information.

Yours sincerely



Sean Morgan

Director

Attachment A – Site Photos



Photo 2 – Looking north along Regiment Road showing typical cross section



Photo 3 – Proposed site for OOSH facility



Photo 4 –View north from driveway showing visibility along Regiment Road for exiting driver

