

29 June 2021



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Attn: Kevin Pillay – Project Manager

## RE: Transport Statement for a Section 4.55 Application (DA 2020/567)

Dear Kevin,

Ason Group has been commissioned by Fresh Hope Care to prepare a Transport Statement (TS) in support of Section 4.55 Application (S4.55) for the Residential Aged Care Facility (RACF located at 7 Martin Close and 42 Stronach Avenue, East Maitland). In particular, the changes relate to an overall increase in Gross Floor Area (GFA), a reduction in the number of beds and a minor change to the access, loading and car parking layouts, including a minor realignment of the fire access track.

This TS provides an assessment of the access, traffic and parking implications of the Proposal.

## Reference Documents

### Planning Controls

The assessment of the Proposal is primarily subject to the requirements of State Environmental Planning Policy (Housing for Seniors or People with a Disability) 2004 (SEPP Seniors). In addition, the Site lies within the Maitland City Council (Council) Local Government Area (LGA), and as such key Council planning controls have also been referenced, including:

- Maitland Local Environmental Plan 2011 (Maitland LEP)
- Maitland Development Control Plan 2011 (Maitland DCP).

### Traffic and Transport Guidelines and Standards

This TS references general access, traffic and parking guidelines, including:

- Roads & Maritime Services Guide to Traffic Generating Developments 2002 (RMS Guide);
- Roads & Maritime Services Guide to Traffic Generating Developments – Updated Traffic Surveys 2013, (RMS Guide Update);
- Austroads Guide to Traffic Engineering, Part 14 (Austroads GTE 14);
- Austroads Cycling Aspects of Austroads Guides (Austroads Cycling) 2017;
- Australian Standard 2890.1:2004 - Parking Facilities – Off-Street Car Parking (AS 2890.1);
- Australian Standard 2890.2:2018 - Parking Facilities – Off-Street Commercial Vehicle Facilities (AS 2890.2);
- Australian Standard 2890.3:2015 - Parking Facilities – Bicycle Parking (AS 2890.3);

- Australian Standard 2890.6:2009 - Parking Facilities – Off-Street Parking for People with a Disability (AS 2890.6);
- Environmental Impact Statement Guidelines, Department of Planning & Environment; and
- NSW Fire Safety Guideline - Access for Fire Brigade Vehicles and Firefighters (Revision 05.01, Issued 17 November 2020)

## Background and Proposal

Development Application (DA 2020/567) was approved by the Hunter and Central Coast Regional Planning Panel on 9 April 2021, which allowed for the development of a Residential Aged Care Facility (RACF) including 168 beds, demolition of the existing facility, tree removal, car parking, signage and associated site works.

Approval is now sought to modify the existing consent with the key changes that are relevant to this assessment:

- An increase in the overall Gross Floor Area (GFA) of the Development to 11,741.9 square metres;
- Reduction in the provision of RACF beds to 158 beds;
- Reconfiguration of the kerbing surrounding the loading dock;
- Relocation of one car parking space from the secure parking area to the at-grade car parking area; and
- Modifications to the emergency fire access track along the north-western boundary.

A summary of the changes between the approved development schedule and the proposed development schedule is provided in **Table 1**.

*Table 1: Approved Development Schedule vs Proposed Development Schedule*

USE	TYPE	APPROVED	PROPOSED	CHANGE
RACF	RACF Beds	144	143	-1
	Dementia Beds	16	15	-1
	Staff	48	48	No Change
	Ambulance Parking	1	1	No Change

## Traffic Assessment

The S4.55 application does not seek to alter the number of car parking spaces to be provided on-site, with only a minor reduction in the overall provision of beds. As such, the Traffic Assessment of the proposed S4.55 application remains consistent with the Traffic Assessment provided and approved within the previous Ason Group Traffic Assessment (reference 1330r01v03).

Overall, Ason Group conclude that the Proposal is entirely supportable with regard to the traffic considerations.

## Car Parking Assessment

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### SEPP Seniors Parking Rates

Parking requirements for the Proposal have been determined with reference to Part 7 Division 1 (48) of SEPP Seniors, which provides the following:

***“Standards that cannot be used to refuse development consent for residential care facilities***

*A consent authority must not refuse consent to a development application made pursuant to this Chapter for the carrying out of development for the purpose of a residential care facility on any of the following grounds—*

*(d) parking for residents and visitors: if at least the following is provided:*

- 1 parking space for each 10 beds in the residential care facility (or 1 parking space for each 15 beds if the facility provides care only for persons with dementia), and*
- 1 parking space for each 2 persons to be employed in connection with the development and on duty at any one time, and*
- 1 parking space suitable for an ambulance.”*

It is noted that these are the same parking requirements as those provided in Part C (Appendix A) of the Maitland DCP.

**Table 2** provides a summary of the parking required to meet these SEPP Seniors requirements.

*Table 2: SEPP Seniors Parking Requirements*

TYPE	BEDS/STAFF	PARKING RATE	PARKING REQUIREMENT
RACF Beds	143	0.10	14
Dementia Beds	15	0.07	1
Staff	48	0.5	24
<b>TOTAL</b>			<b>39</b>

With reference to **Table 2**, the Proposal would require a minimum of 39 parking spaces to provide compliance with SEPP Seniors.

### Proposal Parking Provision

The Proposal will provide a total of 50 on-site parking spaces, and therefore exceeds the requirements of SEPP Seniors (and the Maitland DCP).

The majority of parking will be allocated to staff, while visitor and accessible parking spaces will be provided at ground level adjacent to the RACF entry lobby.

### Accessible Parking

The Maitland DCP provides enhanced parking requirements for accessible parking, recommending that 2% - 3% of all car parking spaces be provided as accessible spaces. In response, the Proposal provides 2 accessible parking spaces, and therefore complies with the requirements of the Maitland DCP.

It is noted that the accessible parking spaces have been designed in accordance with AS 2890.6:2009, which supersedes the design specifications outlined within the Maitland DCP.

### Ambulance Parking

An ambulance space is provided immediately adjacent to the entry lobby, complying with the requirements of SEPP Seniors.

## Bicycle Parking Assessment

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The Maitland DCP requires that bicycle parking be provided with reference to AS 2890.3 and Austroads GTE 14; however, both of these documents have now been superseded by a revised Australian Standard 2890.3:2015, and Austroads Cycling (2017), while bicycle parking rates are now provided only in Austroads Cycling.

In this regard, Appendix H of Austroads Cycling (2017) provides the following guidance rates for nursing homes:

- Staff: 1 space per 7 beds; and
- Visitors: 1 space per 60 beds.

Application of these rates incurs a requirement for 27 bicycle parking spaces.

Importantly, Austroads Cycling also provides the following in regard to these rates:

*It should be noted that the application of these types of provision rates needs to be undertaken with caution as local circumstances may often render them inappropriate.*

Based on the proposed use, there is no expectation of any resident or visitor bicycle parking demand, with only staff expected to cycle to the Site. Given the existing car park usage (refer to 1330r01v03), Ason Group has recommended that the provision of 10 bicycle parking spaces would provide for the maximum cycling demand.

It is noted that 4 bicycle spaces have been provided within the landscape area and a further 6 secure spaces are provided in the basement. Appropriate End of Journey facilities for staff, including lockers and showers would be provided as part of the broader RACF.

## Service Vehicle Assessment

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All servicing will be accommodated on-site, consistent with the approved scheme, with all service vehicles entering and departing the Site in a forward direction. The largest loading vehicle accessing the Site will be a Medium Rigid Vehicle (MRV), with the design of the loading area detailed below.

## Design Assessment

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A comprehensive technical assessment of the S4.55 Application plans indicates that the internal car parking layout, aisle roadways and loading are designed in accordance with the following relevant Standards:

- AS2890.1:2004 for car parking areas;

- AS2890.2:2018 for loading areas; and
- NSW Fire Safety Guideline - Access for Fire Brigade Vehicles and Firefighters (Revision 05.01, Issued 17 November 2020)

Based on the technical analysis, the following features are considered noteworthy:

- The relocated visitor space has been designed in accordance with a User Class 2 and is to be provided with a minimum space length of 5.4m, a minimum width of 2.6m and minimum aisle width of 5.8m.
- A turning bay with a minimum space length of 5.4m, a minimum width of 3.0m and minimum aisle width of 5.8m.
- A blind aisle extension within the visitor car parking of 1.0m, measured in accordance with Figure 2.3 of AS 2890.1:2004.
- The loading area has been designed in accordance with AS2890.2:2018 for a Medium Rigid Vehicle.
- In accordance with the NSW Fire Safety Guideline, the fire track is required to be provided with a width of 4.5m. It is noted that a minimum pinch point width of 3.2m for a maximum length of 50m is acceptable, however this width prevents firefighters from leaving the vehicle and using firefighting equipment in this location. NOTE: The typical width of the fire access track, ranging between 4.0m and 4.5m has been reviewed by the Bushfire Consultant and deemed acceptable, please refer to their report for further details.
- The fire track traversing 42 Stonach Avenue has been moved further south, towards the boundary with 40 Stonach Avenue. The proposed location is consistent with Panel Determination Condition 26, which requires a minimum setback of 3.0m from the boundary of 44 Stonach Avenue.
- A section of the fire track surface is proposed to be provided as 'Tuff Cell', instead of compacted gravel as require by the Panel Determination Condition 26. This product has been reviewed by the Bushfire Consultant and deemed acceptable.
- It is recommended that an intercom be provided for the secure basement car park to enable visitor access, refer to **Figure 1** below for the indicative location.
- All vehicles wishing to exit the secure basement car park will be required to stop and prop on the detector loop (presence sensor) which will activate the basement security door. The indicative location is shown in **Figure 1**.

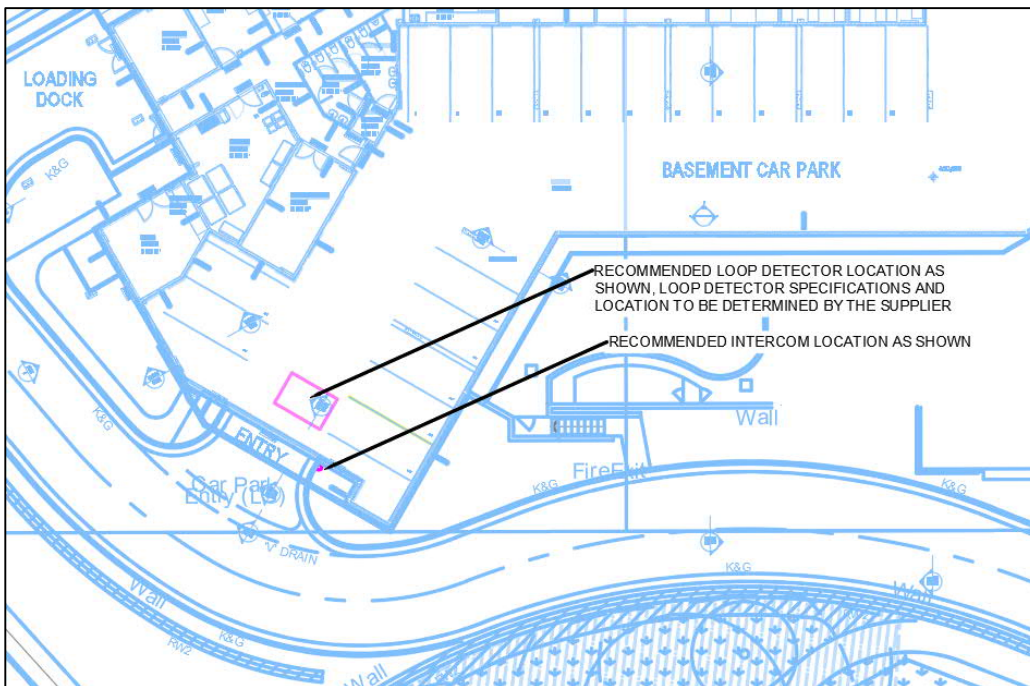


Figure 1: Basement 1 Security Access Design Recommendations

Swept paths showing vehicle movements are provided in Attachment 1.

The results of this analysis, which are presented on plans attached as Attachment 1, indicate that all necessary vehicular manoeuvres can be accommodated under the Proposal.

It is expected that any detailed construction drawings in relation to any modified areas of the car park or Site access would comply with these Standards. Furthermore, compliance with the above Standards already form the requirements of DA 2020/567.

## Conclusions

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Further to a detailed assessment of the access, traffic and parking characteristics of the Proposal, Ason Group provides the following conclusions:

- The Section 4.55 Proposal is not expected to alter the traffic conditions when compared with the approved development. As such, the S4.55 proposal is not expected to impact on the operations of the local road network.
- On-site parking has been provided in accordance with SEPP Seniors (and the Maitland DCP).
- All access driveways, aisles, parking spaces and service areas have been designed with reference to the appropriate Standards, subject the design recommendations mentioned above.

It is anticipated that compliance with those Standards would form a standard Condition of Consent providing for any minor design changes which might arise.

**In summary, it is concluded that the Proposal is supportable on access, parking and traffic planning grounds.**

We trust the above is of assistance. If you have any questions or should you wish to discuss further, please feel free to contact Wendy Zheng or the undersigned.

Yours sincerely,



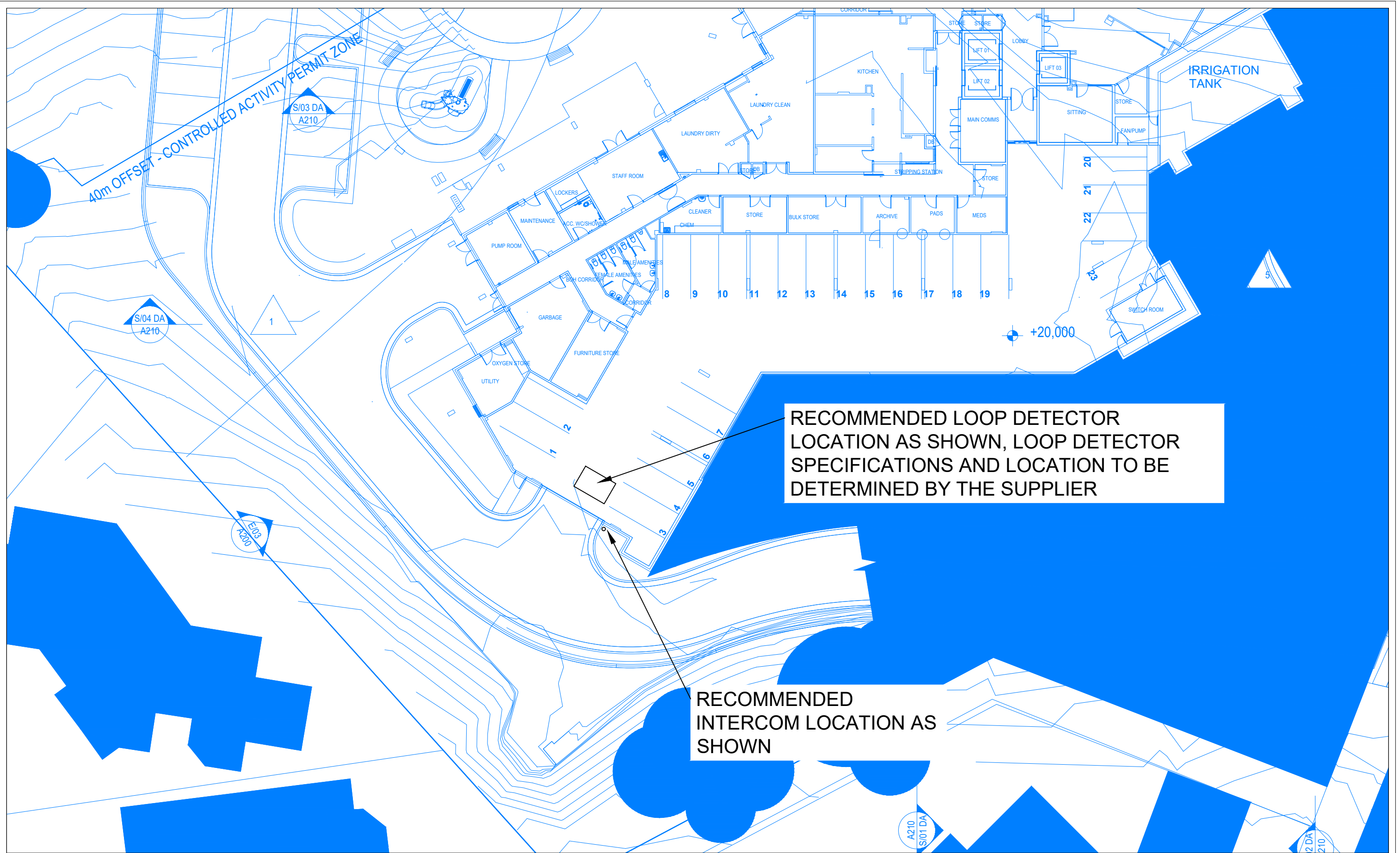
**Senior Traffic Engineer**

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Attachment(s): 1) Swept Path Analysis





**Notes:**  
 THIS DRAWING IS PROVIDED FOR INFORMATION PURPOSES ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION.  
 BASE PLAN SUPPLIED BY CALDERFLOWER ON 27/06/2021  
 VEHICLE SWEEP PATH ASSESSMENT UNDERTAKEN AT 10KM/H WITH 300MM CLEARANCE.

**Document Info:**  
 Drawn by: Tanya Chen  
 File name: 1330d-08-v02.dwg

**Client:**  
 FRESH HOPE CARE

**Project:**  
 1330 - EAST MAITLAND RAC  
 7 MARTIN CLOSE, EAST MAITLAND

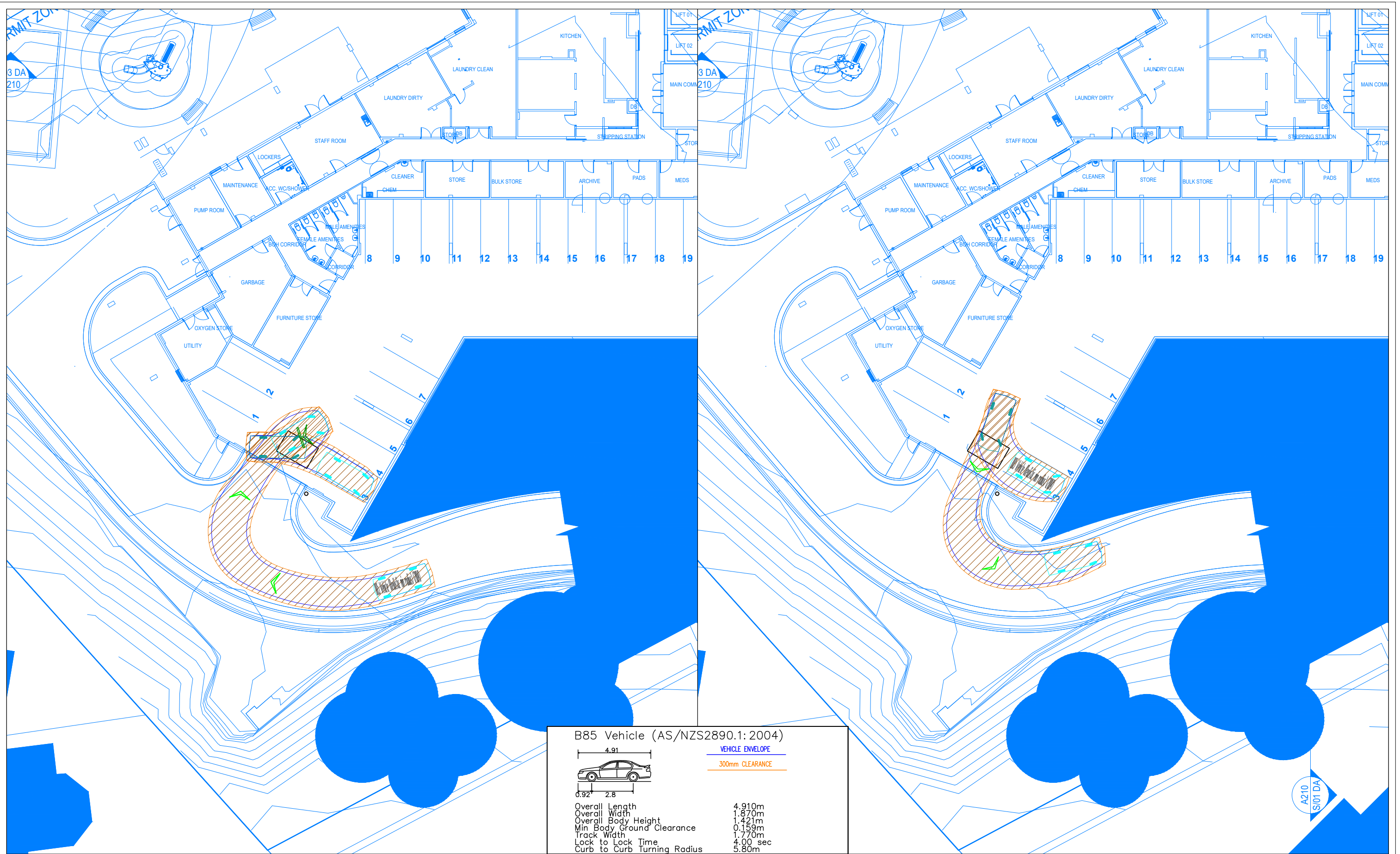
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**Date:**  
 29.06.2021

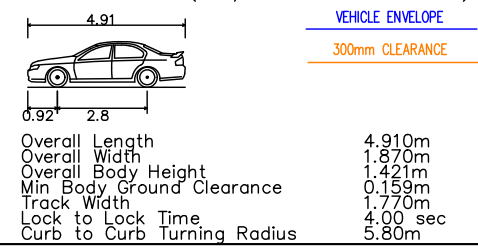
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B85 Vehicle (AS/NZS2890.1: 2004)



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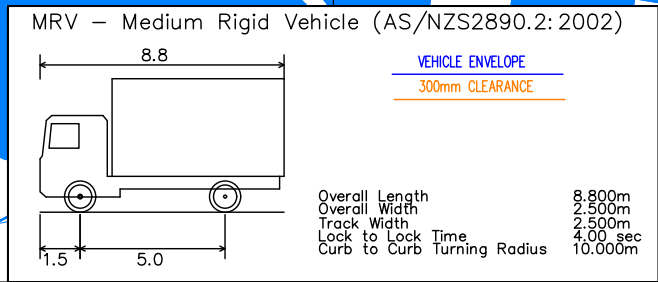
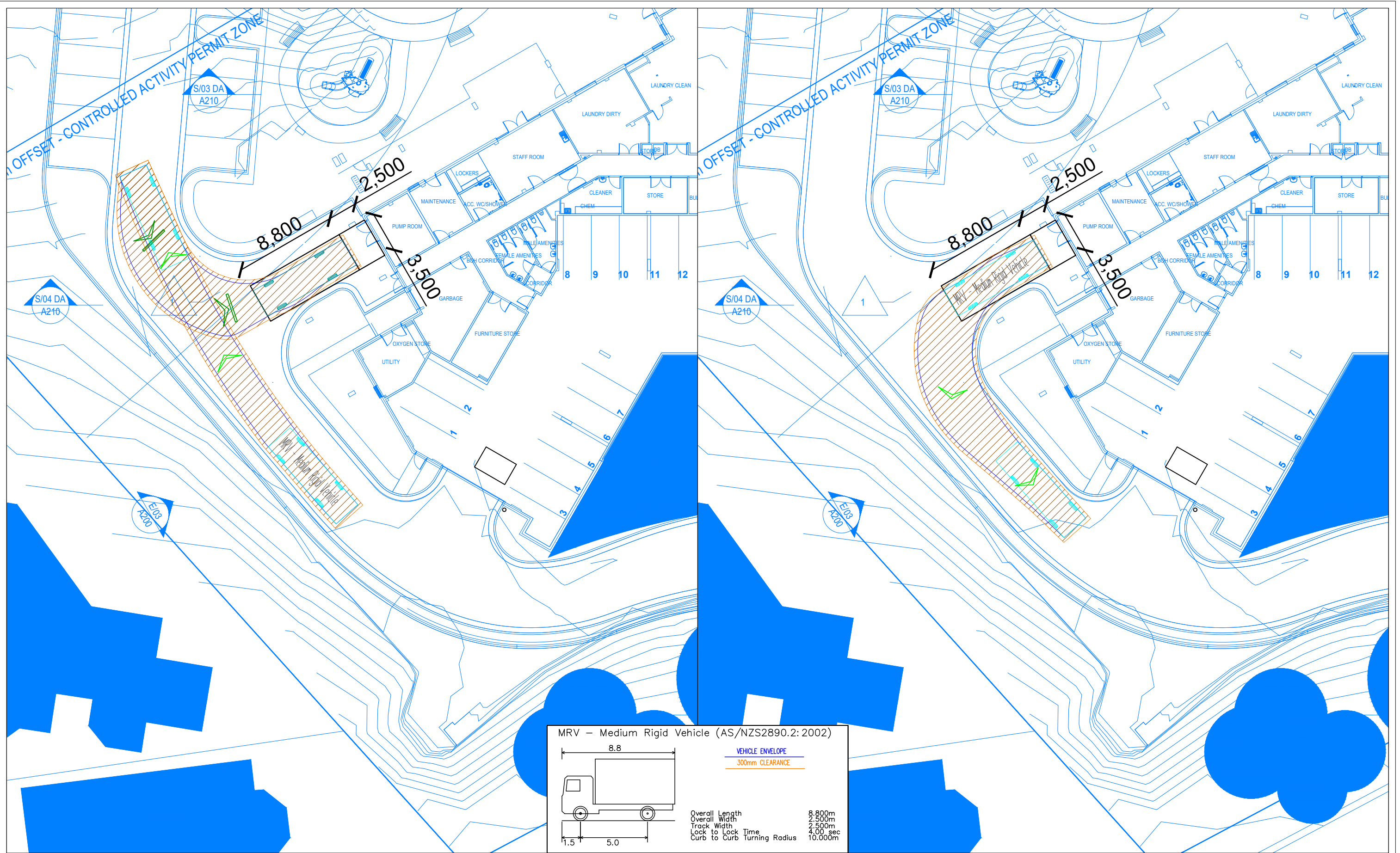
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**Project:**  
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 7 MARTIN CLOSE, EAST MAITLAND

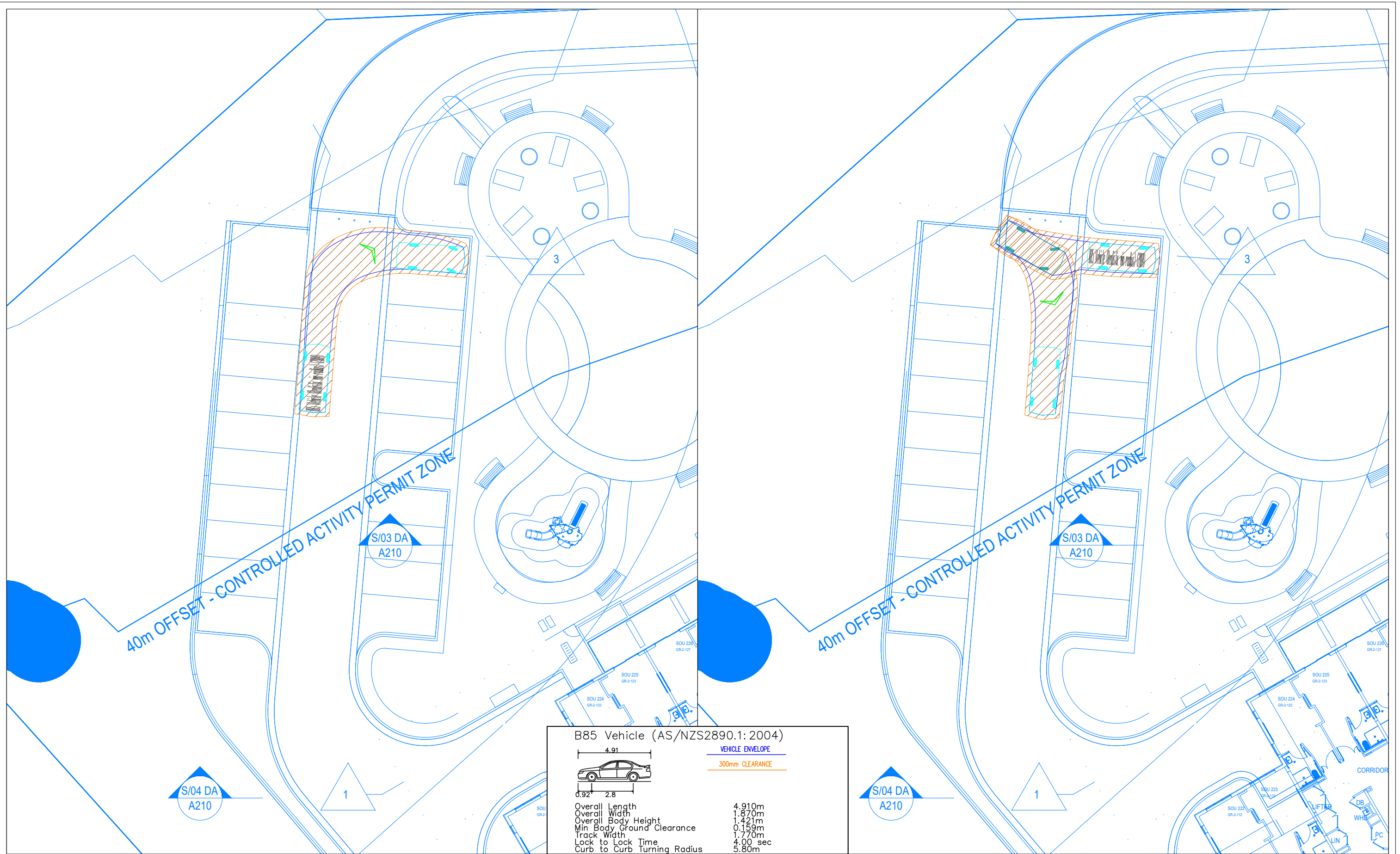
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**Drawing Title:**  
 SWEEP PATH ASSESSMENT  
 CAR PARK

**Date:**  
 29.06.2021

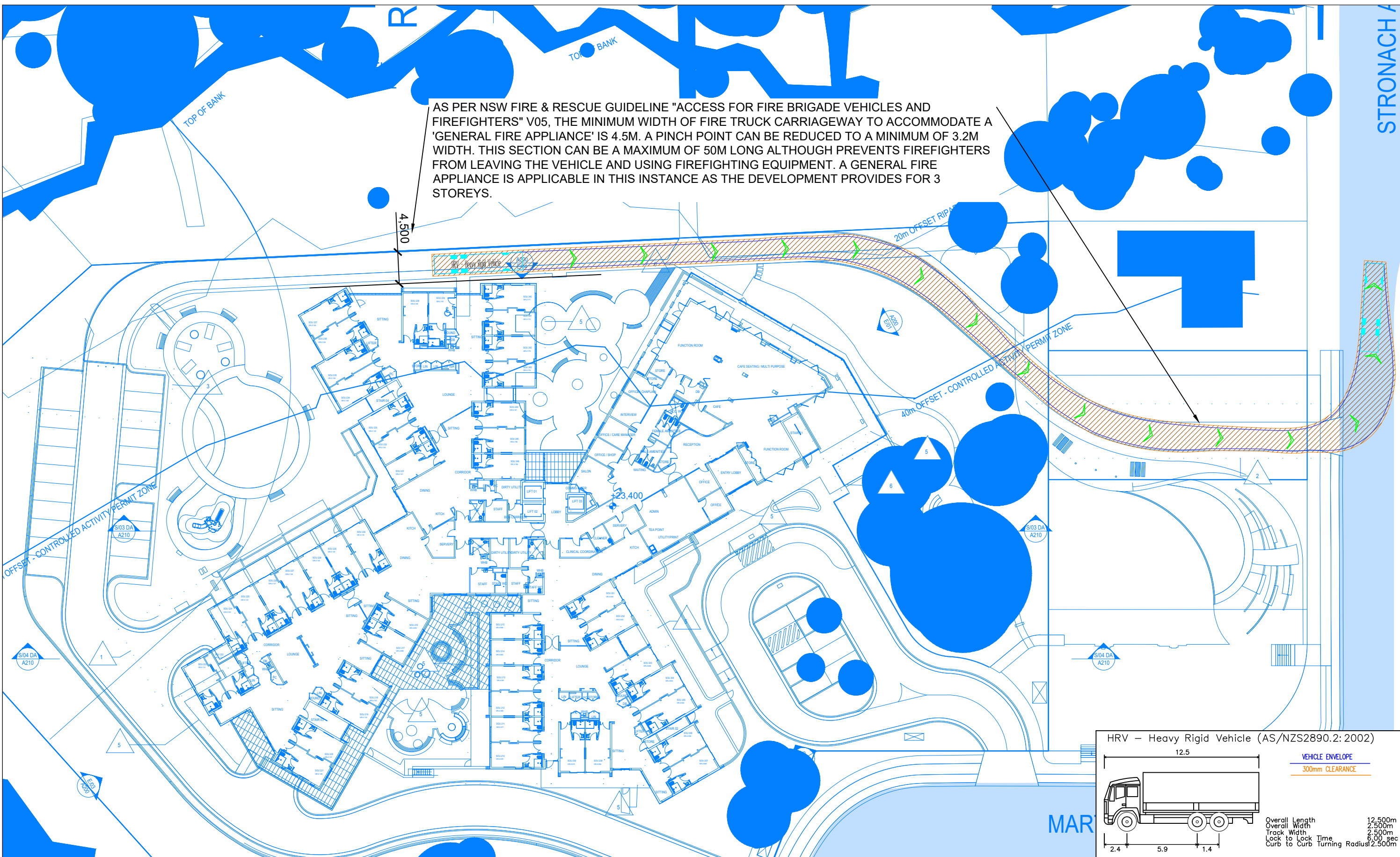
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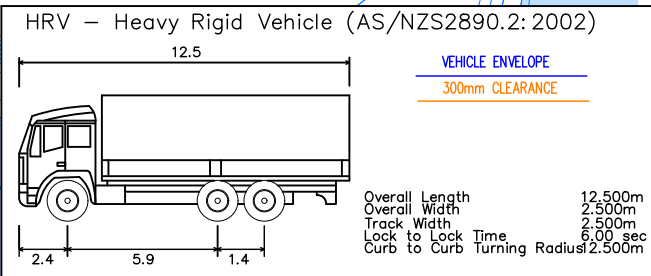


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AS PER NSW FIRE & RESCUE GUIDELINE "ACCESS FOR FIRE BRIGADE VEHICLES AND FIREFIGHTERS" V05, THE MINIMUM WIDTH OF FIRE TRUCK CARRIAGEWAY TO ACCOMMODATE A 'GENERAL FIRE APPLIANCE' IS 4.5M. A PINCH POINT CAN BE REDUCED TO A MINIMUM OF 3.2M WIDTH. THIS SECTION CAN BE A MAXIMUM OF 50M LONG ALTHOUGH PREVENTS FIREFIGHTERS FROM LEAVING THE VEHICLE AND USING FIREFIGHTING EQUIPMENT. A GENERAL FIRE APPLIANCE IS APPLICABLE IN THIS INSTANCE AS THE DEVELOPMENT PROVIDES FOR 3 STOREYS.



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**Client:**  
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**Project:**  
 1330 - EAST MAITLAND RAC  
 7 MARTIN CLOSE, EAST MAITLAND

**Drawing Title:**  
 SWEEP PATH ASSESSMENT  
 FIRE ACCESS TRACK

**Date:**  
 29.06.2021

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