

Traffic Engineer Referral Response

Application Number:	DA2023/1107
Proposed Development:	Change of use and alterations and additions to Office C for the purpose of a child care centre and landscaping
Date:	31/05/2024
Responsible Officer	
Land to be developed (Address):	Lot 1 DP 1282038 , 4 - 8 Inman Road CROMER NSW 2099

Officer comments

Additional comments - 31 May 2024

The amended plans show 20 allocated spaces for staff use which will be adequate to cater for the peak of 20 staff to be employed at the centre. An additional 11 spaces are also shown on the plans allocated for child care drop off and pick between the hours of 7:00am-8:30am and 5pm-6:30pm. These would correspond with the peak drop off and pick up hours of the centre. Any drop off and pick up activity occurring outside of those hours should be able to be accommodated within the balance of the unallocated parking within the carpark. The quantum of parking is now considered acceptable

There is however concern about safety for children travelling between the drop off and pick parking spaces and the childcare centre. The parking spaces are located within the centre of a vehicle circulation area with a fence and roller gate separating the parking spaces from the centre. Parents with children in tow will need to cross the vehicle circulation area and exit the parking area through the main carpark entry gates before entering the " pedestrian zone"

While the presence of the "pedestrian zone" is supported and the presence of removable bollards to restrict vehicle access to that zone is supported, the only means of facilitating pedestrian safety when travelling between this zone and the parking spaces are some 10km/h shared zone signs. The presence of a 10km/h shared zone is supported however signs by themselves do not by any means create a safe environment for pedestrian access from drop off area to the childcare centre. At the very least a direct means of access from the childcare drop off spaces into the "pedestrian zone" together with traffic slowing devices to physically reinforce a 10km/h speed zone environment are required. It is not acceptable for mothers with children to be walking to and from the childcare centre through the main entry gate to the carpark.

Given that there are still concerns relating to pedestrian safety, the proposal in its current still cannot be supported, It is however considered that with some amendments to the design it could be made acceptable

Original comments - 5/1/2024

The childcare centre has a DCP parking requirement of 30 parking spaces. It is however unclear from the plans and associated documentation how many parking spaces will be allocated to the childcare centre. The traffic report advises that there are 20 "permanent" spaces with an additional 20 set down and pick up spaces in the shared parking area and that the site has the luxury of an additional 42 shared parking spaces. It is unclear from the above whether the 20 additional set down and pick up spaces are allocated to the childcare centre or whether they are part of the unallocated parking supply available for use by all tenancies. If it is the later there is no guarantee that the spaces will be available for child care pick up and set down particularly given that there have been a number of recent

approvals for other change of use applications most of which are also relying upon these shared spaces to offset undersupply of dedicated spaces to meet DCP parking requirements. It is therefore unlikely that these spaces will be available on a regular and dependable basis for childcare centre use.

It is also unclear from the information provided how many full time equivalent staff will be required to staff the childcare centre and what the likely parking demands associated with the staffing levels will be. The traffic report simply advises that the 20 allocated spaces will be more than sufficient for staff parking but does not elaborate on how many staff parking spaces will be required.

If the 20 spaces intended for pick up and drop off are to be located within the central parking aisle there is concern that parents will be unloading children from vehicles in a vehicle circulation area and then having to cross another circulation area to access the centre. Pick up and set down spaces are ideally located parallel to a footpath to enable parents to load/unload directly onto the footpath area. If that is not possible, a marked pedestrian passageway should lead from the parking spaces to a ramped access point to a footpath to separate pedestrians from circulating traffic and enable easy access for prams to and from footpath areas.

Additional information clarifying the status of the 20 set down and pick up spaces, providing further information on staffing levels and staff parking needs and providing amended details demonstrating safe pedestrian access to and from the centre is required prior to further consideration of the proposal.

The proposal is therefore unsupported.

Note: Should you have any concerns with the referral comments above, please discuss these with the Responsible Officer.

Recommended Traffic Engineer Conditions:

Nil.