

Our Ref YN292347 CL

Date: 5<sup>th</sup> October 2011

## COOMBS RESIDENTIAL ESTATE DESIGN NOTE ON-STREET PARKING AT PRIMARY SCHOOL & CHILD CARE FACILITY

### 1 INTRODUCTION

As part of the discussions with the Department of Education during EDP process, it was requested that a review of introducing additional parallel parking around the school perimeter be conducted.

The proposed school caters for 800 primary school students and it is envisaged that there will be a significant number of drop-offs in the AM peak and pick-ups in the PM peak. The detailed traffic assessment undertaken previously has indicated that there will be approximately 1145 – 1320 vehicle movements daily on Road C07.

Albeit discussions with the Department of Education regarding internal drop off and pick up facilities (including buses) were to be designed as a separate process, it would still be preferable on maximising the amount of parking in the vicinity of the school.

### 2 EDP PARKING PROVISIONS

The EDP drawings (292347-C-OSP-01 to 04) have provided parallel parking along Road C07 (from Road C53 and Road C09) & Road C08 (from Road C29 to Road C30 and from Road C30 to Road C20). There are approximately 43 car parking spaces available for school drop-offs/pick-ups. It is to note that the parking provisions were based on a number of conservative assumptions in the design process including:

- Avoid parking bays on road curves/bends.
- Avoid parking bays at kerb widening transitions from roundabout.
- No indented parking bays within a T-junction, opposite a high volume or high speed terminated road.

Further review of the EDP plans has indicated that there are opportunities on site within the school precinct vicinity to provide for additional on-street parking.

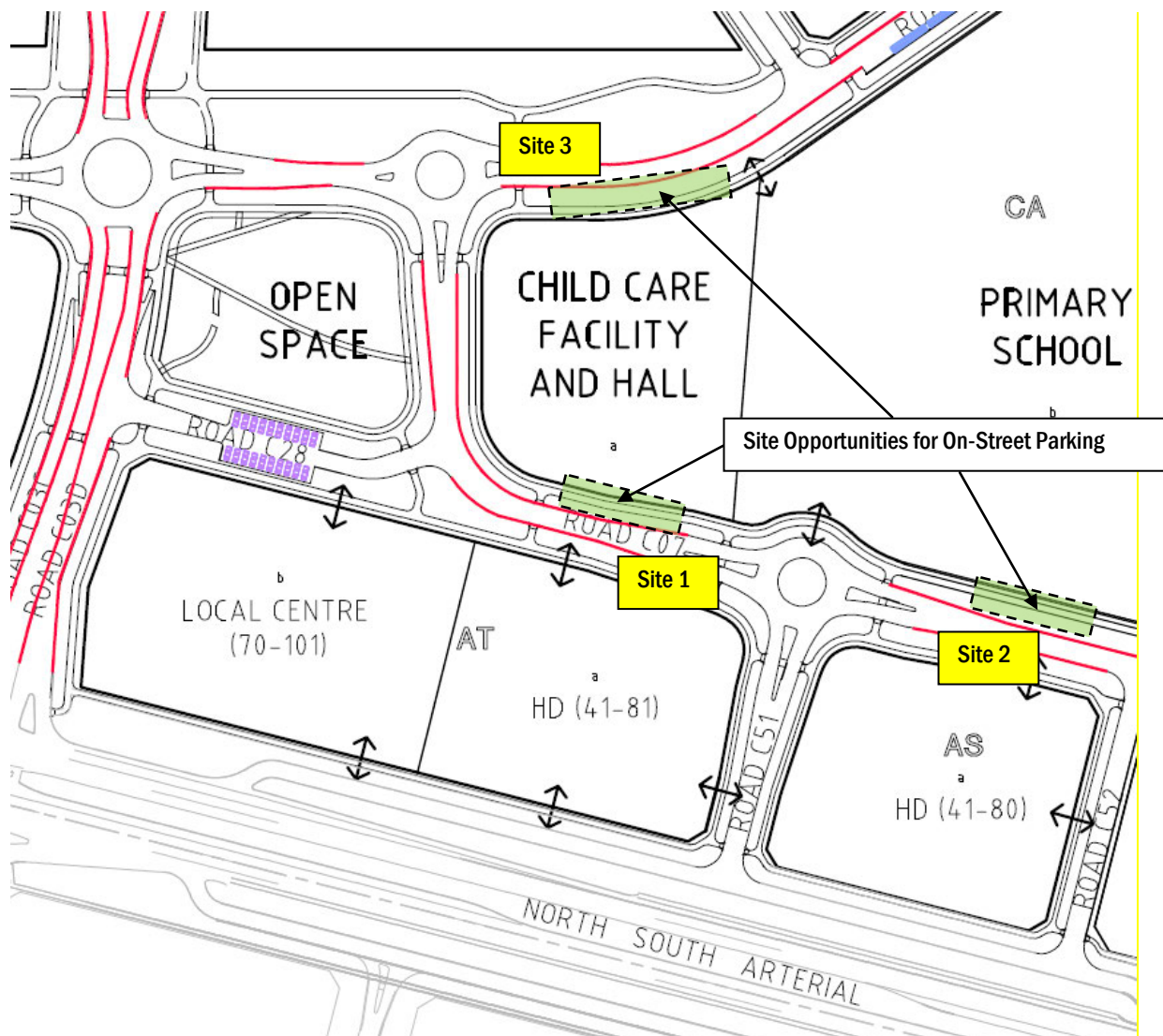
### 3 ADDITIONAL ON-STREET PARKING OPPORTUNITIES

The EDP On-Street Parking Plans Drawing Number 292347-C-OSP-01 to 04 indicates that parking will not be permitted along both sides of Road C07 between C28 and C53. Similarly on Road C08E parking is not permitted on both sides of the road between Road C07 and C29 whilst indented parking is proposed on the southern side of the road between Road C29 and Road C30.

There are opportunities to provide additional on-street parking in the form of indented parking to improve the parking capacity in and around the Child Care Facility and Hall and Primary School. The following three potential sites for additional parking were considered and illustrated in Figure 1:

1. Northern side of Road C07 between the kerb ramps located west of the access to Block AT and at least 6 metres west of the start of the roundabout splitter island.
2. Northern side of Road C07 between Road C51 and Road C52 from the western edge at least 6 metres east of the end of the roundabout splitter island and 10 metres west of the kerb on road C52.
3. Southern side of Road C08E between a length 6 metres east of the roundabout splitter island and 10 metres west of the access driveway to the child care/primary school.

**Figure 1 – Site Opportunities for On-Street Parking**



## 4 REVIEW OF POTENTIAL SITES FOR ADDITIONAL PARKING

The potential sites identified were reviewed for their suitability to provide on-street parking spaces and takes into consideration of the road safety impacts on the surrounding areas. The review findings are presented below:

- Site 1 is located near a bend at the intersection of Road C28 and C07. Vehicles travelling southbound on Road C07 may not have adequate sight distance to a vehicle waiting to reverse into the on-street parking bays on Site 1 when travelling around the bend. Similarly, drivers manoeuvring out of the parking bays may not have a full view on oncoming traffic from the bend. It is thus not suitable for Site 1 to provide for on-street parking spaces.
- Site 2 is suitable to provide for on-street parking spaces as the location does not require pedestrians to cross the road to access the child care and primary school. The provision of parking do not impede on traffic flow at the intersections as long as the parking bays start 10 metres from an unsignalised intersection or 20 metres from a pedestrian crossing based on the Australian Road Rules (Feb 2009).
- Site 3 is suitable to provide for on-street parking spaces based on the similar findings for site 2. Sight distances are also considered adequate for vehicles travelling westbound on Road C08E to have a full view of vehicles manoeuvring in and out of parking spaces at Site 3.
- Parking shall be considered at Site 2 and Site 3 in the form of indented parallel parking subject to detailed swept path assessment.

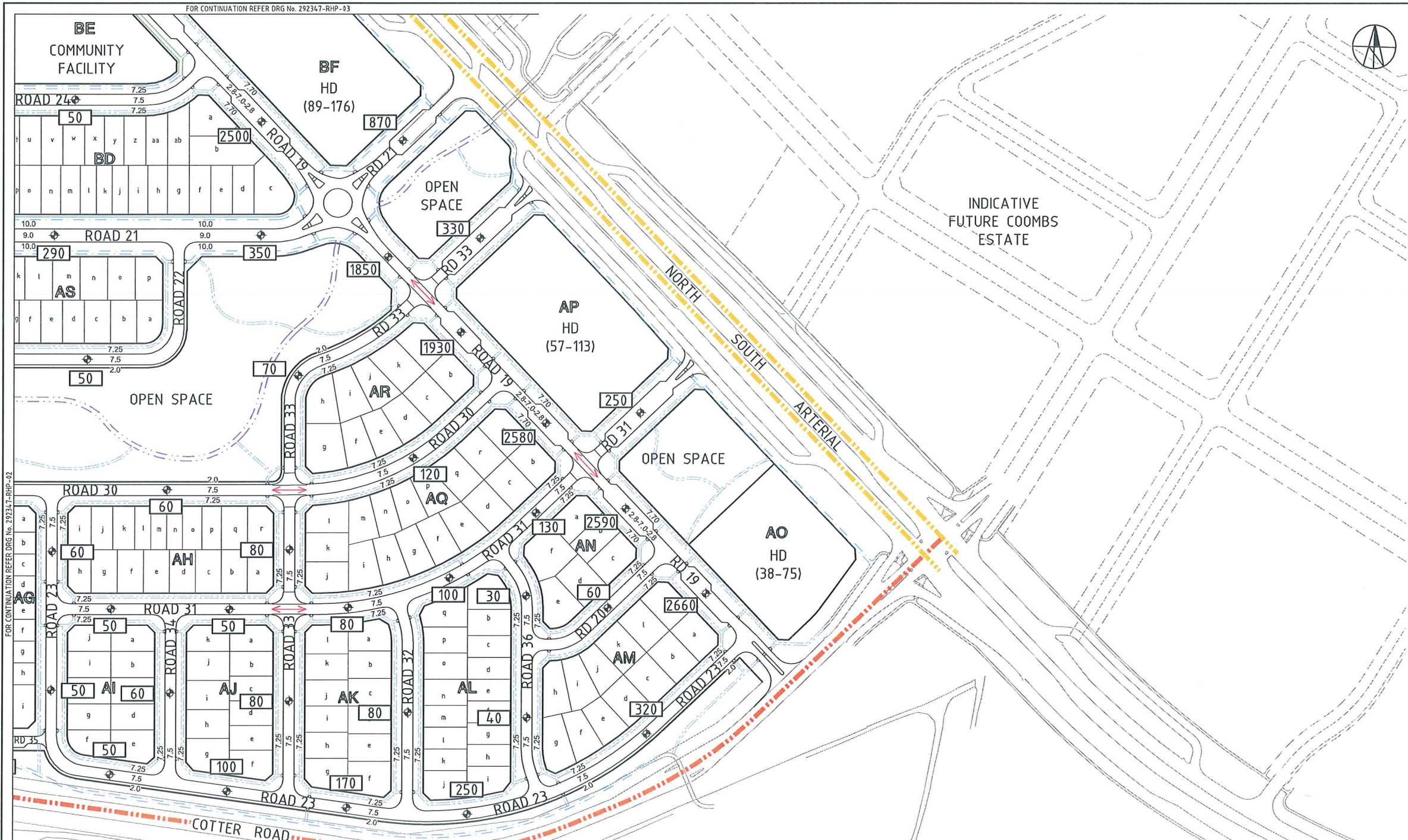
## 5 CONCLUSION

The review of site opportunities for the provision of additional on-street parking spaces is undertaken to maximise the parking capacity in the vicinity of the school as part of the discussions with the Department of Education during EDP process. The review findings have considered Site 2 and Site 3 as potential sites to provide for additional parking in the form of indented parallel parking subject to detailed swept path assessment. The two sites will potentially provide for an additional of 17 car spaces (8 spaces on site 3 and 9 spaces on site 2) for the school/child care/community facilities.

DATE PLOTTED: 11 June 2010 3:55 PM BY: LEON RUECKER (CANBERRA)

FOR CONTINUATION REFER DRG No. 292347-RHP-03

DO NOT SCALE



**LEGEND**

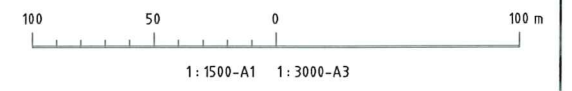
- a PRELIMINARY BLOCK NUMBER
- AA PRELIMINARY SECTION NUMBER
- TRAFFIC CALMING MEASURE - PEDESTRIAN REFUGE
- ESTIMATED PROPOSED AND FUTURE DAILY TRAFFIC FLOW BASED ON ASSUMED TRAFFIC CATCHMENT AND TRIP GENERATION RATE OF 8 VPD/STANDARD BLOCK AND 6 VPD/MULTI-UNIT BLOCK
- BUS ROUTE
- FUTURE BUS ROUTE (HIGH FREQUENCY)
- PROPOSED BUS STOP
- PROPOSED 1.5m WIDE CONCRETE PATH
- PROPOSED 2.0m WIDE CONCRETE PATH
- PROPOSED 2.5m WIDE CONCRETE PATH
- PROPOSED 3.0m WIDE CONCRETE PATH
- FUTURE 1.5m WIDE PATH
- FUTURE 2.5m WIDE PATH
- EXISTING PATH
- 4 WAY INTERSECTION TRAFFIC PRIORITY

INDICATIVE FUTURE COOMBS ESTATE

NOTE: ROAD Nos 25-29, 36-39 & FROM 46 ONWARDS ARE NOT USED

Road	Traffic Volume	ACT Code Classification	Design Speed		Reserve Width		Carriageway Width		Verge Width		Parking Provisions		Kerb Type		Return		Property Access		Grade		Footpath	
			Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed	Required	Proposed
Road 01	3001-6000	Collector Street Major	50	50	20.0-25.0m	40.0m	7.0-10.0m	7.75m	6.25m	8.0m	Determined by Land Uses	Refer Parking Plan	Upright	Upright	8.0m	8.0m	None Permitted	None	8%	8%	Both sides 1.2m min	Both sides 2.0m wide
Road 02 (East of Road 40)																						
Road 02 (West of Road 40), Road 03	1001-3000	Collector Street Minor	50	50	20.0-25.0m	34.0m	7.0-7.5m	10.68m	6.25m	11.67m	1 per 2 Blocks <12.5m	Refer Parking Plan	Upright	Upright	8.0m	8.0m	Access to all blocks	Access to all blocks	10%	8%	One side 1.2m min	Both sides 2.0m wide
Roads 18, 19, 40 & 44																						
Roads 42, 43 (North of Road 44)	301-1000	Access Street B	40	40	18.5m	22.0m	6.0m	9.0m	6.25m	10.0m	1 per 2 Blocks <12.5m	Refer Parking Plan	Layback / Upright	Upright	8.0m	8.0m	Access to all blocks	Access to all blocks	12%	12%	One side 1.2m min	Both sides 1.5m wide
Roads 04 & 21																						
Roads 05 to 14, 20, 22 to 24, 30 to 34, 41 & 43 (South of Road 44)	0-100	Shared Use	25	25	13.5m	15.3m	3.5-3.7m (single lane)	5.0m	5.0m	4.8 <sup>1</sup> -5.5m	1 per 2 Blocks <12.5m	Refer Parking Plan	Layback / Upright	Upright <sup>2</sup>	8.0m	8.0m	Access to all blocks	Access to all blocks	12%	12%	Not Required	Shared use provision
Roads 15, 16, 17, 35 & 45																						

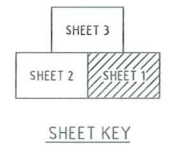
<sup>1</sup> 4.8m Reduced verge proposed adjacent to open space. <sup>2</sup> Castellated kerb proposed adjacent to open space.



DRAWING PRACTICE TO AS 1100

XREF's: cy-h-hite-sheet-01; BASE-EDP; 1500-TEXT; X-BASE-COOMBS; X-BASE-EXIST; GHD-NS-ARTERIAL-2502; X-COOMBS-POND psp  
 CAD FILE: J:\292347\_Coombs & Wright\DATA\CIVIL\EDP\292347-11-13-RHP.dwg

Rev	Date	Description	Drawn	Appr.
3	06/2010	2.5m WIDE PATH AROUND SECTIONS 'BE', 'BG' AND 'BL' ADDED 2.0m WIDE PATH SOUTH SIDE OF SECTION 'BE' ADDED	LHR	GL
2	05/2010	FOR EDP 2nd SUBMISSION	CHS	GL
1	03/2010	FOR EDP APPROVAL	GG	GL



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Drawn	SWC	Date	25/02/2010
Checked	GG	Date	31/03/2010
Designed	SWC	Date	31/03/2010
Verified	GL	Date	31/03/2010
Approved	GL	Date	31/03/2010

**LAND DEVELOPMENT AGENCY**  
 WRIGHT RESIDENTIAL ESTATE  
 ESTATE DEVELOPMENT PLAN  
 ROAD HIERARCHY AND TRAFFIC ANALYSIS PLAN  
 SHEET 1 OF 3

EDP SUBMISSION			
Date	MARCH 2010	Datum	AHD
Scale	1:1500	Size	A1
Drawing Number	292347-RHP-01	Page No	11
Revision			3

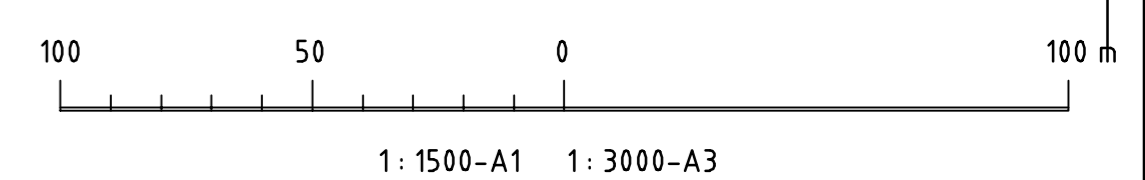
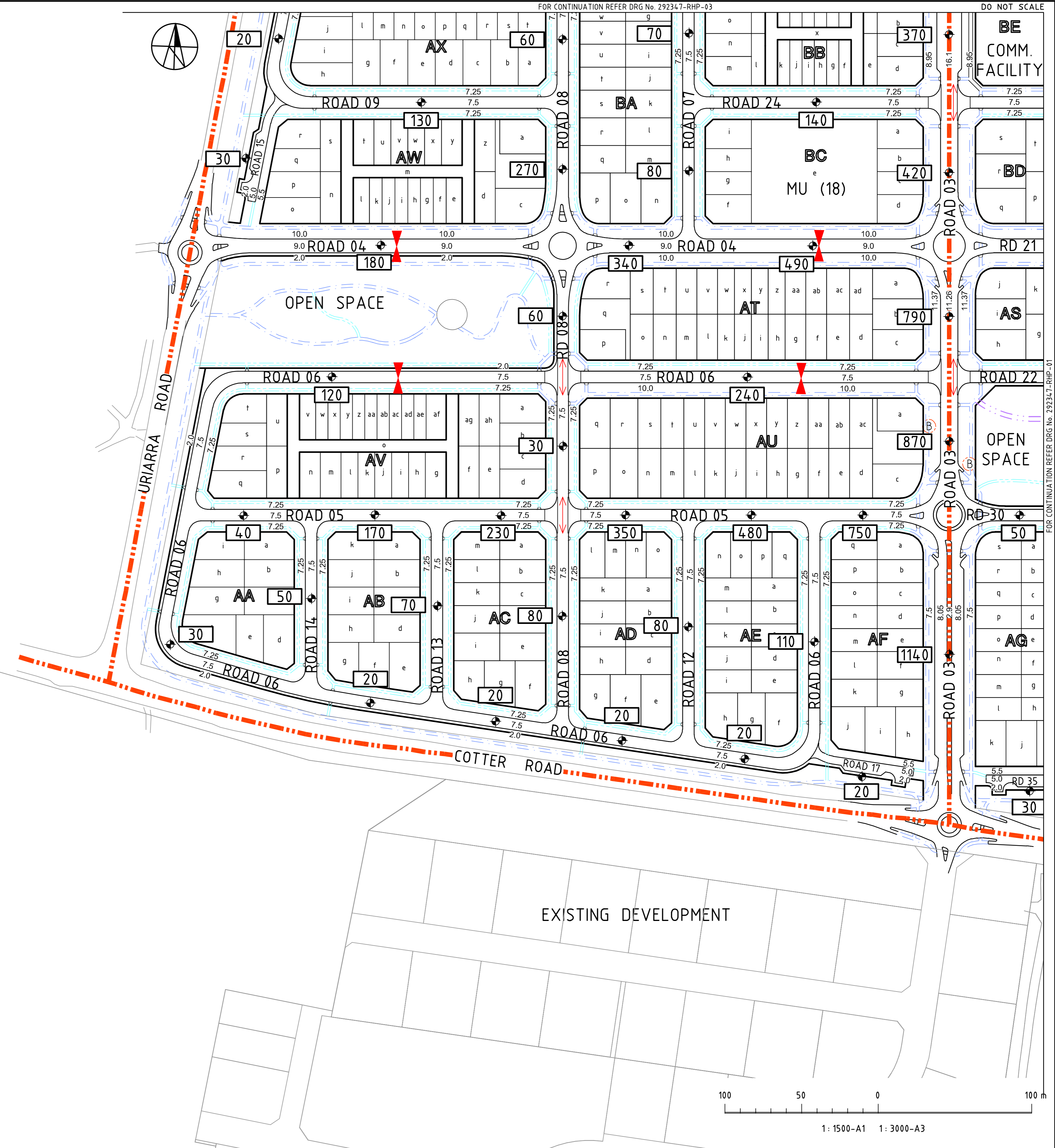
10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170 180 190 200 ON A1 ORIGINAL



**LEGEND**

- PRELIMINARY BLOCK NUMBER
- PRELIMINARY SECTION NUMBER
- TRAFFIC CALMING MEASURE - PEDESTRIAN REFUGE
- ESTIMATED PROPOSED AND FUTURE DAILY TRAFFIC FLOW BASED ON ASSUMED TRAFFIC CATCHMENT AND TRIP GENERATION RATE OF 8 VPD/STANDARD BLOCK AND 6 VPD/MULTI-UNIT BLOCK
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- PROPOSED 2.5m WIDE CONCRETE PATH
- PROPOSED 3.0m WIDE CONCRETE PATH
- FUTURE 1.5m WIDE PATH
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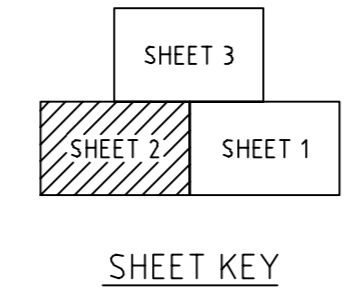
STROMLO FOREST PARK



DRAWING PRACTICE TO AS 1100

XREF's: cy-h-hite-sheet-a1-BASE-EDP; 1500-TEXT; X-BASE-COMBS; X-BASE-EXIST; CHD-NS-ARTERIAL-2502; X-COMBS-POND psp  
CAD FILE: J:\292347-Combs & Wright\DATA\CIVIL\EDP\292347-11-13-RHP.dwg

Rev	Date	Description	Drawn	Appr.
5	08/2010	SECTION AV REVISED	GG	GL
4	06/2010	2.5m WIDE PATH AROUND SECTIONS 'BE', 'BG' AND 'BL' ADDED	LMR	GL
3	05/2010	FOR EDP 2nd SUBMISSION	LMR	GL
2	29/4/10	TRAFFIC CALMING ADDED	SWC	
1	03/2010	FOR EDP APPROVAL	GG	GL



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Drawn	Date
SWC	25/02/2010
Checked	Date
GG	31/03/2010
Designed	Date
SWC	31/03/2010
Verified	Date
GL	31/03/2010
Approved	Date
GL	31/03/2010

**LAND DEVELOPMENT AGENCY**

WRIGHT RESIDENTIAL ESTATE ESTATE DEVELOPMENT PLAN

STATUS: EDP SUBMISSION

Date: MARCH 2010 Datum: AHD Scale: 1:1500 Size: A1

Drawing Number: 292347-RHP-02 Page No: 12 Revision: 5

ROAD HIERARCHY AND TRAFFIC ANALYSIS PLAN SHEET 2 OF 3

0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150mm ON A1 ORIGINAL