




Technical Advisory Note

Project	Uniting Charlestown Modification 2	Project Number	SCT_00575
Client	TSA Management on behalf of Uniting		
Document Name	Traffic statement for Modification 2		
Version	2.0	Date	24 March 2026
Author	Shawn Cen	Principal Consultant	
Reviewer	Jonathan Busch	Director	
Authoriser	Jonathan Busch	Director	

Background

SCT Consulting has been engaged by TSA Management on behalf of the proponent to undertake a detailed traffic design review for the proposed Residential Aged Care (RAC) facility and Independent Living Unit (ILU) of the Charlestown Uniting Aged Care Development in Charlestown in Lake Macquarie Local Government Area (LGA). It is understood that the State Significant Development Application (SSD-35370706) for the captioned project has been approved, and the Condition of Consent has been issued in December 2023.

Currently, the proponent seeks to formalise the proposed minor amendments by modifying SSD-35370706 in accordance with Section 4.55(1A) of the EP&A Act. The proposed amendments will facilitate the commencement of construction of the proposed development in the short term. The modifications (MOD2) are proposed as follows:

- Minor reconfiguration of the lower ground level carpark within Building A, including allowing two additional accessible parking spaces and one adaptable housing parking space (AS4299 compliant) compared with the approved DA.
- Relocation of bicycle parking to the landscape area between Building A and B
- Addition of a porte cochère to the main entrance of Building A, requiring a modification to external lower ground level parking and resulting in four fewer total car spaces compared with the approved DA.
- Adjustments to gradients and levelling of circulation driveways and access driveways
- Alteration of internal finishes and layouts outside the scope of traffic engineering. These include room sizes and layouts, lift and stairwell locations, and façade material choices.

Scope of review

The scope of this review includes the following plans (**Appendix A**):

- PLA-CT-MP-DWG-AR-P4-00101 [A] FLOOR PLAN - LOWER GROUND

These have been reviewed against AS 2890.1-2004, AS 2980.2-2018, and AS 2890.6-2022. SCT Consulting has not reviewed the car park design against slip resistance, lighting, luminance contrast, landscape, or vehicle strike prevention matters.

AS2890.1:2004 Off-street car parking review

AS2890.1:2004 requirements are reviewed in **Table 1**.

Table 1 Review against AS2890.1:2004

AS2890.1 section	Consistent	Comment
2.3.2 Parking angle	Yes	Angled parking spaces are provided as well as one reserved bay for an ambulance. The aisle is one-way northbound.
2.3.3 Parking aisle length	Yes	Parking aisles do not exceed 100 m in length.
2.4.1 Angle parking spaces	Yes	Minimum length 5.4 m of parking space satisfied as required. Minimum width 2.4 m satisfied as required for user classes 1A and 4.
2.4.2 Angle parking aisle	Yes	Minimum parking aisle width 5.8 m satisfied, with additional 300 mm where bounded by a wall.
2.4.3 Angle parking module layout	Yes	Angle parking module layouts are comparable to a typical layout.
2.4.5 Physical controls	TBC	The distance from the front of the parking space to the wheel stop at the point of contact to be 620 mm to 630 mm. This matter can be addressed in the detailed design.
2.4.5.5 Other protective devices	Not included in this review as this falls outside the expertise of traffic engineering.	
2.4.6 Gradients within parking modules	Yes	The maximum gradient parallel to the parking direction to be 1 in 20 (5%) and 1 in 16 (6.25%) in any other direction. Minimum gradient to be 1 in 200 (0.5%). The maximum gradient proposed within the parking area is 2.5%, which is compliant. Minimum gradient requirement is satisfied.
2.5.2 Layout design of circulation roadways and ramps	N/A	Unchanged under modification, already approved under the existing Development Application.
2.5.3 Circulation roadway and ramp grades	Yes	Straight ramps in the car parks are no longer than 20 m and not to exceed a maximum gradient of 1 in 4 (25%). 2m transitions are required at both ends 15% sag and 12.5% summit change of grade. The maximum gradient along the circulation roadway is 20% as proposed. Transitions are provided at a length of 2m of 12.5%.
2.6 Design of domestic driveways	N/A	Not a domestic driveway.
3.1 General	Yes	Unchanged under modification, already approved under existing Development Application.
3.2 Access driveways – width and location	Yes	Unchanged under modification, already approved under existing Development Application.
3.3 Gradients of access driveways	Performance solution	The grade of the access driveway (between road frontage and property line) is required to satisfy flood and drainage requirements, which contains: <ul style="list-style-type: none"> – 5.15% (between road frontage and footpath)+2.5% (across the footpath) at the entry – 5.3% (between road frontage and footpath)+2.5% (across the footpath) at the exit The slight exceeding of 5% requirement is considered minor due to the constraints of the site. Pedestrians would remain visible to drivers due to the minor difference from the prescribed gradient limit.

AS2890.1 section	Consistent	Comment
		A grade of 5% in the length of 6m has been provided when accessing the car parking area
3.4 Queueing areas	Yes	Unchanged under modification, already approved under the existing Development Application.
3.5 Access to mechanical parking installations	N/A	No mechanical parking installations.
4.1 Pedestrian service	Yes	Pedestrian entrances and exits are separate from vehicular entrances and exits.
4.2 Bicycle parking	N/A	Bicycle parking is relocated to the landscape area between Building A and B, which will be addressed in later stages.
4.3 Signposting	TBC	Signposting to conform to requirements AS2890.1.
4.3.6 Sign size	Not included in this review as this falls outside the expertise of traffic engineering.	
4.4 Pavement markings	TBC	Parking spaces to be delineated by white or yellow lines 80 to 100 mm wide.
4.4.2 Pedestrian crossing markings	N/A	No pedestrian crossing is provided.
	Slip resistance is not included in this review as this falls outside the expertise of traffic engineering.	
4.5 Parcel pick-up	N/A	No parcel pick-up areas are provided.
4.6 Shopping trolley requirements	N/A	Car park does not service a facility requiring shopping trolleys.
4.7 Lighting	Not included in this review as this falls outside the expertise of traffic engineering.	
4.8 Landscaping	Not included in this review as this falls outside the expertise of traffic engineering.	
4.9 Humps	N/A	No humps are provided within either car park.
4.10 Special loading/unloading parking spaces	Yes	An ambulance space is to be provided within the external car park.
5.2 Column location and spacing	Yes	Minimum dimensions for locating columns are satisfied. Design envelope around a parked vehicle kept clear of columns and other obstructions.
5.3 Headroom	Yes	Minimum headroom clearance to be 2200 mm. Minimum clearance to be signposted. Headroom above shared spaces to be 2500 mm as required.
5.4 Design of enclosed garages	N/A	No enclosed garages are provided.

AS2890.2:2018 Off-street commercial vehicles review

AS2890.2:2018 requirements are reviewed in **Table 2**.

Table 2 Review against AS2890.2:2018

AS2890.2 section	Consistent	Comment
2.1 General	Yes	The site is to be designed to accommodate a Medium Rigid Vehicle (MRV) as the largest standard vehicle type required.
3.3.1 Width	Yes	Circulation roadway to be used by the MRV is greater than the minimum 3.5 m kerb to kerb width as required.
3.3.2 Parking on circulation roadway	N/A	No parallel parking is provided.
3.3.3.2 Maximum roadway and ramp grades	Yes	The grade has been tested and confirmed by a vertical swept path. No vehicle scraping is identified (see civil design pack).
3.3.4 Maximum rates of change of grade on circulation roadways	Yes	The grade has been tested and confirmed by a vertical swept path. No vehicle scraping is identified (see civil design pack). A grade of 5% in the length of 6m has been provided at the exit in front of the property line and footpath.
3.4.3 (Driveway) layout design requirements	Yes	Driveway layout unchanged under modification, already approved under existing Development Application.
3.4.5 Sight distance requirements	Yes	Unchanged under modification, already approved under the existing Development Application.
4.1 (Service areas) General	Yes	Manoeuvring area and service bays provided for MRV and ambulance SRV as required. Designed to provide separation from car parking and pedestrian activity.
4.2 Dimensions of service bays	Yes	Design unchanged under modification, already approved under the existing Development Application.
5. Design turning paths	Yes	Design unchanged under modification, already approved under the existing Development Application.

AS2890.6:2022 Off-street parking for people with disabilities review

AS2890.6:2022 requirements are reviewed in **Table 3**.

Table 3 Review against AS2890.6:2022

AS2890.6 section	Consistent	Comment
2.2 Location of accessible spaces	Yes	All accessible parking spaces are located within 50 m of an accessible entrance.
2.3.1 Shared area	Yes	All accessible parking spaces are provided with a rear and side shared area.
2.3.2 Side of vehicle	Yes	All accessible parking spaces are supplied with a shared area to the side of the space.
2.3.3 Rear of vehicle	TBC	Accessible parking spaces are supplied with sufficient rear shared areas within parking aisles as required. Parking aisles are to have a posted speed limit no greater than 10 km/hr, as can be addressed at subsequent stages.
2.4 Zone for bollard, post and columns	TBC	Shared spaces to the side of accessible parking spaces are to be supplied with a bollard, post, or column of minimum 1300 mm height as required. This matter can be addressed in detailed design.
		Luminance contrast not included in this review as this falls outside the expertise of traffic engineering.
2.5.1 Angled parking spaces	Yes	Accessible parking spaces are to be supplied with a shared space to the side of a minimum of 2400 mm wide x 5400 mm long. The space for adaptable housing has a dimension of 3.8m by 5.4m, which is considered compliant with AS4299.
2.5.2 Parallel parking spaces	N/A	No parallel parking spaces are provided within the car park.
2.6 Pavement slope and surface	TBC	Maximum gradient to be 1 in 40 (2.5%). This matter can be addressed in detailed design.
		Type of seal and slip resistance not included in this review as this falls outside the expertise of traffic engineering.
2.7 Headroom	Yes	Headroom within Buildings A and B remain unchanged under modification, and are already approved under the existing Development Application. Accessible space in the external car park does not have an overhead obstruction.
2.8 Kerb ramps	N/A	Kerb ramps are not provided or required.
3.1.1 Non residential space identification	TBC	Each accessible space shall be identified by means of a white symbol of access in accordance with AS 1428.1 between 800 mm and 1 000 mm high placed on a blue rectangle with no side more than 1 200 mm, and placed as a pavement marking in the centre of the space between 500 mm and 600 mm from its entry point. This matter can be addressed in detailed design.
3.1.2 Residential space identification	TBC	Residential accessible spaces are to be supplied with a bollard, post, or column in adjacent shared space. This matter can be addressed in detailed design.
3.2.1 Space delineation and shared marking		Not included in this review as this falls outside the expertise of traffic engineering.
3.2.2 Pavement markers for accessible spaces	TBC	Accessible parking spaces to be outlined with unbroken lines 80 mm to 100 mm on the long edge. This matter can be addressed in subsequent stages.

AS2890.6 section	Consistent	Comment
3.2.3 Pavement markers for shared areas	TBC	Shared areas to the side of accessible parking spaces are to be marked with unbroken lines 80 mm to 100 mm wide on all sides. Areas are also to be marked with diagonal stripes 150 mm to 200 mm wide with spaces 200 mm to 300 mm between stripes. Stripes are to be at an angle of 45 degrees to the side of the space.
3.2.4 Pavement markings		Not included in this review as this falls outside the expertise of traffic engineering.

APPENDIX A

ARCHITECTURAL DRAWINGS

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RevID	CHID	CHANGE NAME	DATE
A	02	Change in storey RL	22/01/2026

DRAWING TO BE READ IN CONJUNCTION WITH A0000 LEGEND, RELEVANT SCHEDULES AND PROJECT SPECIFICATION.

JAMES STREET

JAMES STREET

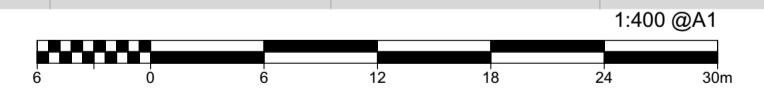
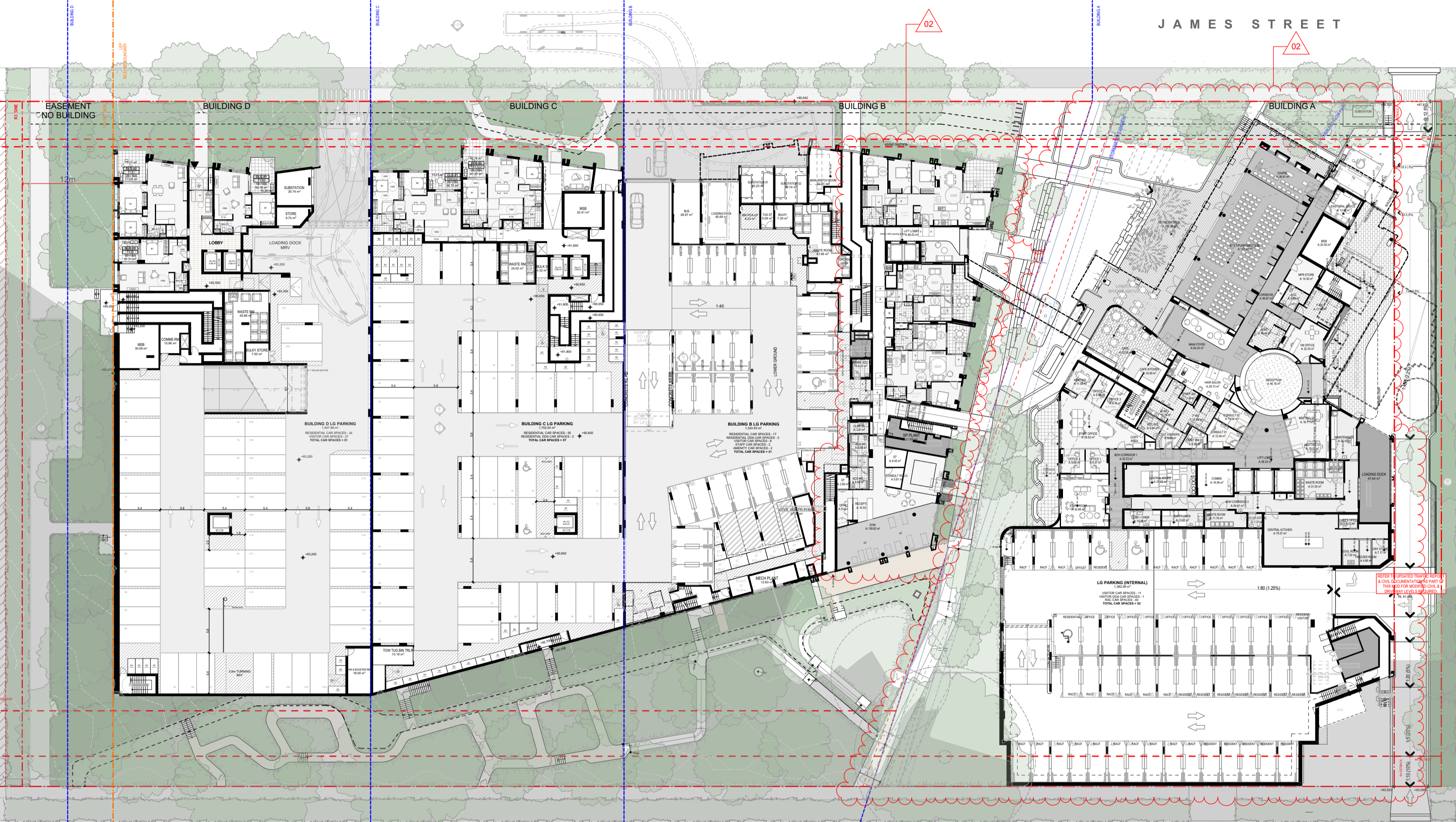
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DICKINSON STREET

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FOR APPROVAL

DATE	REVISION	BY	CHK	NO.
22/01/2026	FOR APPROVAL	DC	GD	A

DATE	REVISION	BY	CHK	NO.

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PROJECT
**27 TIRAL STREET,
 CHARLESTOWN**

DRAWING TITLE
**FLOOR PLAN - LOWER
 GROUND**

SCALE
1:400 @A1

DATE
24/03/2026

DRAWN
DC

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JOB NO.
20456

REVISION
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PLOT DATE
24/03/2026

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