
Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/8876/jj

5 September, 2013

Transport Planning
Town Planning
Retail Studies

AA Crown Holdings Pty Ltd
c/- Donald Cant Watts Corke
Level 4, 56 Clarence Street
SYDNEY NSW 2000

Attention: Mick O'Driscoll
Email: Mick.ODriscoll@dcwc.com.au

Dear Sir,

RE: S75W MODIFICATION FOR WOLLONGONG PRIVATE HOSPITAL

1. As requested, we have reviewed the RMS response (22 August 2013) to the S75W to the approved Wollongong Private Hospital development. RMS has raised the following traffic matters:
 - The RMS does not support the deletion of the car park ingress from Urunga Parade; and
 - The RMS has raised concerns regarding the revised layout of the Crown Street access. In particular the limited approach distance to the traffic signals will affect "loading" of the traffic signals and may result in queuing for vehicles exiting the site.
2. We met with the RMS on Tuesday 19 August to discuss the above matters and it was clear that the deletion of the Urunga Parade ingress was its main concern.
3. In response to the RMS submission, the S75W has been amended to reinstate the Urunga Parade ingress and modify the Crown Street access to increase queuing area on the approach to the traffic signals. The modifications are shown on the plans prepared by Health Projects International. The traffic effects of the revised access arrangements are set out below through the following sections:
 - parking;
 - access and internal layout;

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- traffic effects; and
- summary.

Parking

4. Reinstatement of the Urunga Parade ingress will result in the loss of 4 parking spaces bringing the parking provision to 313 spaces (308 within the basement car park and 5 spaces (1 doctor/emergency vehicle space and 4 disabled spaces) on the Crown Street level). As set out in traffic report that accompanied the S75W (Traffic Report for Proposed S75W Modifications to Approved Wollongong Private Hospital, 360-364 Crown Street, June 2013), would require a minimum of 284 spaces. Thus the provision of 313 spaces satisfies this requirement.

Access and Internal Layout

5. Reinstatement of the Urunga Parade ingress will result in modifications to the upper basement parking level. Twin entry lanes will be provided (one lane from Urunga Parade and one lane from Crown Street). Provision of twin entry lanes will increase entry capacity to the car park and provide additional queuing area compared to previous scheme. The modified access and parking layout will be designed to comply with AS2890.1-2004 with regard to lane widths, parking bay dimensions, ramp grades, queuing areas and height clearances. The Urunga Parade ingress will be for cars only with ambulance access via Crown Street (as per the previous scheme).
6. At the Crown Street access the approach to the traffic signals for vehicles exiting the site has been widened to provide two traffic lanes for a distance of some 20 metres. This would allow at least six cars to queue within the two lanes. The widening of the approach would increase the “loading” of the traffic signals and hence reduce the potential for queuing within the site. This modification addresses the second matter raised by RMS. In addition the single non-disabled space located on the Crown Street level has been designated as parking for doctors/emergency vehicles only (rather than general public parking).

Traffic Effects

7. Reinstatement of the Urunga Parade ingress will result in redistribution of traffic accessing the site. As noted in our traffic report that accompanied the S75W modification, the S75W would generate some 21 and 25 vehicles per hour (two way) less than the approved development in the weekday morning and afternoon peak periods. Table I below sets out the change in traffic flows between the approved development and the current proposal (with ingress from Urunga Parade).

Table 1: Base* Plus Development Two Way Peak Hour Traffic Flows				
	Vehicles Per Hour (Two-Way)			
	Morning		Afternoon	
Location	Base*	+ S75W	Base*	+ S75W
Crown Street				
- east of New Dapto Road	1380	+0	1445	+0
- east of Staff Street	2055	+0	2140	-5
- west of Staff Street	2185	-15	2375	-15
New Dapto Road				
- north of Crown Street	1030	+0	1055	-5
- north of Urunga Parade	1050	+0	1175	+0
- north of Loftus Street	485	+0	405	+0
Urunga Parade				
- west of New Dapto Road	120	+0	190	-5
- west of Dudley Street	110	+0	140	+0
Staff Street				
- south of Crown Street	145	+0	185	+0
Dudley Street				
- north of Urunga Parade	100	-5	100	+0

*Base = existing + approved private hospital traffic.

8. Examination of Table 1 reveals that as result of the S75W modifications there would be minor decreases in two way traffic flows on the surrounding streets. Traffic flows on Crown Street (west of the site access), New Dapto Road (between Urunga Parade and Crown Street), Urunga Parade (east of the site access) and Dudley Street would decrease by some 5 to 15 vehicles per hour (two way). There would be no increases in traffic flows on the surrounding streets as a result of the S75W compared to the approved development.
9. The minor decrease in traffic flows on Crown Street (a reduction of one vehicle every four to twelve minutes) would not result in any change to the level of service/operation of the signalised intersections assessed in the PARAMICS model for the approved development.
10. In summary the traffic effects of the S75W modifications would be similar to the approved development. That is, the surrounding road network would accommodate traffic from the proposed S75W development with intersections operating at a satisfactory or better level of service in the peak periods (including the approved traffic signals at the intersection of Crown Street with Staff Street).

Summary

11. In summary the reinstatement of Urunga Parade ingress would have the following traffic and parking effects:

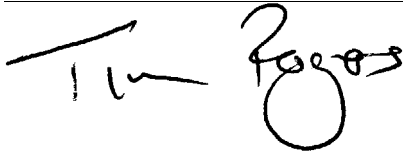
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- the proposed parking provision is considered appropriate;
- access arrangements and parking layout are appropriate;
- the traffic effects of the S75W modifications would be similar to the approved development;
- the surrounding road network can cater for the traffic generated by the proposed S75W development; and
- the matters raised by RMS have been satisfactorily addressed.

12. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us

Yours faithfully,

COLSTON BUDD HUNT & KAFES PTY LTD

A handwritten signature in black ink, appearing to read 'T. Rogers', with a large circular flourish at the end.

T. Rogers
Director