



Reference: 11 041

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Attention: John Dimopoulos

Re: Proposed Commercial Development, 84-86 Kiora Road, Miranda – Part 3A Concept Application (MP11\_0009)

Dear John,

We refer to the issues raised by NSW Planning and Infrastructure in relation to the subject Major Project as outlined in the Department's letter dated 14 February 2012, with particular reference to Schedule 1 – Carparking and Traffic. In this regard, we note that the amended plans incorporate our requested changes and accordingly, we are now able to advise as follows in relation to these matters, based on these amended plans.

- ① No on-site patient car parking or pick-up/drop-off area.

*Response:*

The on-site parking (previously 43 spaces) has been reduced to 40 spaces. In addition, it is now proposed to allocate 30 of these spaces to staff and 10 to patients/visitors. As the access to spaces requires use of an automated stacking system, it is proposed that all visitors will leave their car on the main apron area, with the car placed into the stacker by a valet who will be on-site after 8am. Set-down and pick-up activity can occur within the large apron adjacent to Urunga Lane. In addition, there is extensive on-street parking in the immediate locality, including adjacent to the site in Kiora Road. The existing 15 minute parking adjacent to the site in Kiora Road is specifically intended for pick-up and set-down activity. It has a length of 26 metres and can accommodate four cars.

- ① On street queuing associated with the use of the car stacker by 43 staff members

*Response:*

It is proposed that all 30 staff who are driving arrive at the site between 6am and 8am, with an average arrival rate of 15 veh/hr. With an average 'service time' of 90 seconds (the time for a car to be placed into the lift, be parked and for the lift to return), the probability of a queue forming based on the methodology outlined in Austroads is as follows:



- A 62.5% probability of there being no cars present.
- A 23.4% probability of single car within the system with no queuing.
- An 8.8% probability of single car waiting which can be stored on-site.
- A 3.3% probability of two waiting cars which can be stored on-site (one on each side of the lift); and
- A 2% probability of more than three cars being present on-site, such that on-street queuing will occur within Urunga Lane.

It is noted that under Clause 3.5 of AS 28090.1, it is usually required that under 'normally foreseeable conditions' no queuing occurs beyond the property boundary. This Clause is therefore structured to ensure that the 98<sup>th</sup> percentile queue is accommodated within a storage area. This requirement is met, with a 2% probability of a vehicle having to wait within Urunga Lane. Nevertheless, even if this were to occur, it would be only for 90 seconds. In circumstances where the lane is to be widened adjacent to the site (as discussed further below) this is of no concern and in any case, compliance with AS 2890.1 is achieved.

Patients will arrive after 8am and have an average stay of 80 minutes associated with a one hour appointment (with all visits occurring by appointment). The 10 on-site patient parking spaces will therefore give rise to an average of 15 combined arrivals and departures per hour throughout the morning. Based on queuing analysis and again with an average 'service time' of 90 seconds, the probability of queues forming will be the same as occurs for staff as outlined above and again, compliance with AS2890.1 is achieved.

- ① Inadequate accessible and loading spaces.

*Response:*

The previous plans proposed a shared loading bay/disabled parking space. The current proposal is to allow a disabled driver to park within the apron adjacent to Urunga Lane, for the valet service attendant to then park their car on the 'pallet' which is part of the automated car stacking (Klauss) stacking system. Disabled drivers are provided with an accessible ramp to gain entry to the main lobby from the lift apron area.

Notwithstanding, Council is encouraged to consider designating one of the four short-term spaces adjacent to the site in Kiora Road as a disabled space which would be a benefit not just to the subject site, but to the community more generally. The application does not however rely on this initiative.

Loading will occur only very occasionally throughout the day using the apron area, generally outside peak arrival times. This area is very wide (over 10 metres) and access has been improved by the widening of the lane and the setback of the apron by 7475mm from the property boundary, so that a 6.4m SRV can stand wholly within the site.

- ① Reduction in staff parking spaces.

*Response:*

As discussed above, only 30 spaces are now proposed for staff, which will suppress staff travel by private car to a very significant degree.



- ⑦ Consideration of widening the road reserve.

*Response:*

The road reserve of Urunga Lane has been widened by 900mm to provide sufficient width for two vehicles to pass within the lane, which is a significant public benefit. Although the provision for allowing a vehicle to pass a waiting car is not a design requirement (as discussed above) and the new road widening does not present any substantive benefit to the subject site, the proponent has agreed to accommodate this improvement in the public interest and to overcome any potential for queuing or delays within Urunga Lane. In addition, we note that the apron area in front of the lift is 7475mm wide, so that no queued vehicle will extend beyond the site boundary.

- ⑦ Submission of a Draft Construction Traffic Management Plan

*Response:*

It is invited that the need to prepare a Construction Traffic Management Plan be imposed as a standard condition of consent. Such a plan cannot be prepared until a builder has been appointed and the following requirements identified:

- Construction program and approximate commencement date;
- Times of construction activity;
- Work Zone requirements;
- Site access requirements;
- Worker numbers (average and max) and details of any ride sharing arrangements to establish the contractor parking requirement;
- Average truck arrivals per day and expected routes;
- Truck types (sizes);
- Crainage requirements. This includes the crane location, crane swing radius and times that a crane is required for the project;
- Any road occupancy (lane closure) requirements.

Nevertheless, it is noted that the proposed widening of Urunga Lane will enable a construction vehicle to stand within the lane without blocking through traffic movement and this therefore provides improved flexibility in addressing the above requirements. Notwithstanding, the following principles will underpin any subsequent CTMP:

- Reliance on Urunga Parade will need to be limited to off-peak times to avoid impacts on queuing effects on approach to the traffic signals at Kiora Road and should not under any circumstances encroach within 10 metres of this intersection to maintain adequate sight lines.
- Reliance on articulated trucks will be avoided as far as practicable.
- A Work Zone will be considered for Urunga Lane and for the first 13 metres of the set-down area (closest to the site).
- Vehicular access to the site during construction will be maintained via Urunga Lane.
- All signage and traffic control plans will need to be in accordance with RMS Traffic Control at Work Sites and AS 1742.



Having regard for the above matters, we consider that all matters have been satisfactorily addressed. We also note that the plans have been submitted separately to the Department. Please contact us should you have any queries.

Yours faithfully,

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Graham Pindar  
**Director**