



Appendix C

PTC's Response to Submissions

25 October 2016

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Dear Aaron

1. FPCC - Response to Public Submission - Traffic and Parking

This letter has been prepared to present supplementary information pertaining to the Traffic Engineering matters associated with the proposed development, following submissions from the community and the information sessions held on 13th and 15th October 2016. There were several submissions and conversations that refer to traffic impact, parking provision and the access arrangements and to some degree cover similar topics. In this regard our response is presented to address each primary topic rather than each specific submission.

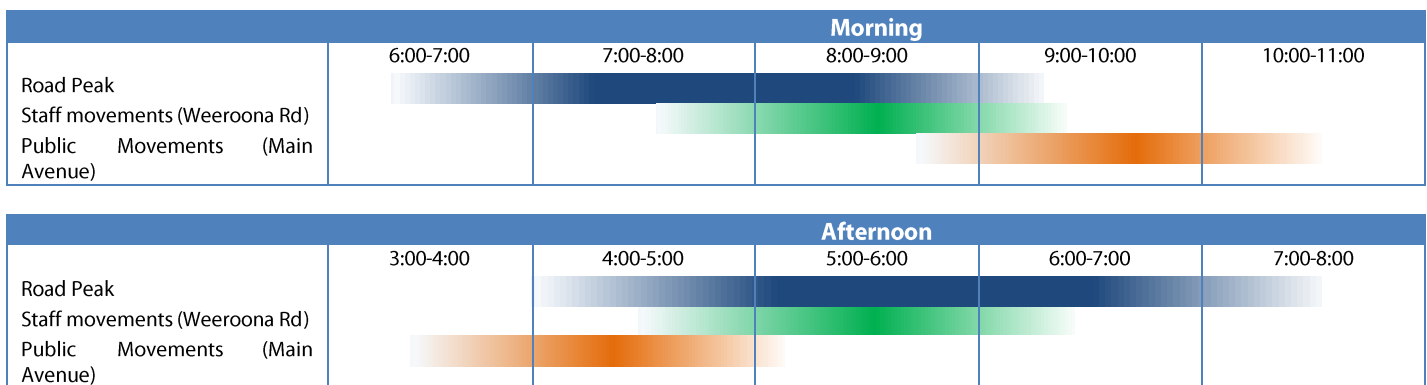
2. Traffic Activity

The traffic activity associated with the development was established based on the maximum possible use of the proposed building. As presented in Section 4 of the Traffic and Parking Assessment, which accompanied the SSDA, the traffic activity was calculated on the basis of the parking provision and the operation of all four courts. The reason the assessment adopted this approach is two-fold, 1) to determine the reasonable peak parking demand to ensure that the facility will be self-sufficient in terms of parking and not therefore rely on the surrounding on-street parking and 2) it is a requirement of the traffic assessment process that the peak hour and worst-case traffic activity be assessed in the context of the local road network.

- 1) The parking demand was established based on the unlikely event that all four courts would be in use and that all full time equivalent staff would be present. While this is unlikely to occur on a regular basis (see further court activity data below) it is important that the proposal is able to accommodate the associated parking demand if this were to occur. During the preparation of the parking demand study, we were aware of the character of the surrounding local roads and the current uncontrolled parking provision throughout the Botanica area. In this regard it was important to establish a parking provision that would enable the facility to be self-sufficient and not create demand / impact on the surrounding on-street parking.
- 2) Having established the peak parking demand, based on the potential peak use of the building, the traffic activity was calculated and applied to the road network, by way of intersection modelling. It is a requirement of the assessment process that peak traffic activity is calculated and applied to the road network peak period. This tests the ability of the road network to absorb the potential peak activity. Generally the 85th percentile peak is applied, as there are certain land-uses that can produce occasional maximum activity (e.g. shopping centres at Christmas, stadiums for occasional large events etc.). In relation to the proposal the peak activity was applied to the peak road network activity. This produces a robust assessment to demonstrate to Council and RMS the effects of the proposal. In this case, these intersections provide sufficient capacity to accommodate

the peak activity.

While the assessment process requires the peak land-use activity to be overlaid on the peak road network activity, this does not necessarily reflect the actual day-to-day outcome. There were several assumptions applied to the analysis that were included to specifically test the road network. For example, the public and staff traffic activity was included within the road network peak (7:00 – 8:00 and 15:30 – 16:30), however the courts will operate between 10:00 and 4:00 with visitors arriving in the preceding hour and leaving in the following hour depending on the sitting times of each case. The morgue will allow visitations from 8:00 – 22:00 therefore traffic activity will be spread through the day rather than confined to the peak periods, assessed. The following table presents data collected from the existing facility in Glebe, which assists in determining when traffic activity will take place from day-to-day.



It is important to note that only the public movements will involve the use of Main Street. During the mornings the public movements all occur following the road network peak. There is no additional traffic associated with the public visitors to the courts during 7:00 – 9:00. Between 9:00 and 10:00 visitors may start arriving for the 10:00 commencement of court sessions.

During the afternoons, public visitors may leave the facility following the finishing time of 4:00. This occurs partly overlapping with the road network peak, which was recorded between 3:30 and 4:30.

The only other traffic activity associated with the northern car park, requiring the use of Main Avenue, is associated with families viewing loved ones and teaching / viewing suite attendees, which represent only a very low activity throughout a typical day.

The number of people recorded within each facility / user group is presented in the following table, which has been provided based on the current operation of the Coroners Court and morgue in Glebe. During the planning of the site it was determined that the separation of public parking and access from the staff parking and back-of-house areas provided benefits both in terms of security and the distribution of traffic on to the road network. In this regard only the public traffic demand is associated with Main Avenue (shaded green in the following table).

Visitor Description - Main Avenue Car Park	8 – 12am		12 – 3pm		3 – 6pm		6 – 10pm	
	Min	Max	Min	Max	Min	Max	Min	Max
Families identifying loved ones	-	-	5	10	5	10	5	15
Public / Media attending court	10	30	-	-	10	30	-	-
Teaching / viewing suite attendees	5	10	-	-	5	10	-	-
Counselling Service	2	3	2	3	2	3	2	3
Police Attending Court	1	3	1	3	1	3	-	-
Couriers	1	3	1	3	1	3	-	-

It is noted that the day-to-day use of the courts does not utilise the available capacity. The capacity is only reached during a major event when the media attend and up to 100 people may attend a specific case. This is rare and occurs less than once per year according to the records of the existing Coroners Court.

The data presented in the table indicate that up to 40 persons may arrive and depart via Main Avenue during a typical day. In terms of traffic activity, car occupancy and mode share results in between 20-30 vehicle movements spread through the morning arrival and afternoon departure periods. This is dramatically lower than the figures used in the Traffic and Parking Assessment for the reasons set out above, regarding the sensitivity testing of the network.

The traffic activity is low in relation to those vehicles using Main Avenue. It is noted that the road network surveys recorded peak hour volumes of 82 vehicles on Botanica Drive during the morning peak and 121 vehicles during the evening peak. It is apparent that Botanica Drive is operating well below the accepted environmental capacity for a Local Street of 200 vehicles per hour, which enables an increase in traffic without effecting the road environment.

3. Parking Provision

The parking provision associated with the proposal was established based on an analysis of the existing facilities at Glebe. A maximum parking demand of 183 spaces was determined by assuming a maximum and overlapping usage of each facility. On this basis a parking provision of 188 spaces is proposed. It is relevant to note that the parking demand was based on a theoretical worst-case scenario and that it is rare for all courts to be in use at any one time. It is therefore anticipated that the parking demand will be significantly lower than the provision during typical operation. The parking provision was established to cater for rare events in order that the proposal does not rely on the surrounding on-street parking.

4. Access Locations

The access locations were determined based on the opportunities and constraints presented by the site. The Joseph Street frontage does not provide an access opportunity due to the classification of Joseph Street as a State Road and the policy (as defined in the Infrastructure SEPP) that access must be from alternative frontages. The property has two alternative frontages comprising Weeroona Road and Main Avenue.

The use of two separate parking areas provides benefits in relation to the operation of the courts and morgue, but also allows the distribution of traffic activity across the road network. While this results in a low increase in traffic on Main Avenue, it balances some of the overall increase away from Weeroona Road.

Following a review of the submissions, the access arrangement on Main Avenue has been amended to remove the proposed eastern entry / exit driveway and provide entry / exit at the location of the existing egress near the western boundary. This will require the construction of an entry lane into the property (thus widening the existing egress). In direct response to residents of the Botanica Estate it is proposed to install a central island over a short section of Main Avenue, which will prevent vehicles turning right when exiting the site. The island will be designed so that it does not prevent the right turns into Palm Circuit or the new entry to the car park (i.e. Cars approaching from Joseph Street). This island will prevent vehicles leaving the northern car park from being able to drive along Main Avenue to the east, preventing the use of Botanica Drive as a route to the north. The more viable northbound route would be to use Joseph Street, Weeroona Road and East Street up to Georges Avenue or Lidcombe Town Centre.

5. Public Transport

Transport for NSW have made a submission in relation to the impact of the development on existing public transport services and the management of traffic during the construction stage.

It has been requested that a SIDRA analysis be undertaken at the Weeroona Road access driveway. This was not included within the Traffic and Parking Assessment due to the low traffic volume associated with the proposal, and the fact that it is proposed to reuse an existing driveway that serves the facilities currently within the property. The traffic along Weeroona Road (including bus services) has priority over vehicles using the driveway and therefore it is envisaged that this activity will cause minimal impact on the bus services, particularly in the context of the background traffic activity and current intersection performance.

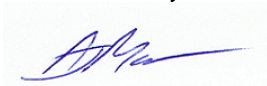
The proposed use will rely on a mix of transport options including private vehicles and public transport. The parking demand and resultant traffic activity was derived through surveys undertaken at the existing facilities in Glebe and data collected at other Health NSW facilities. This was summarised in a Parking Demand Assessment undertaken during the feasibility and design stage of the project.

In relation to the distribution of traffic, the southern access route is the dominant direction to and from the site and it appears that the figures for the South and East directions in Table 7 were erroneously interchanged. This does not affect any of the analysis of the traffic activity as this only applies to the figures in Table 7.

The provision of a Construction Management Plan is typically required as a Condition of Consent and we accept this recommendation by TfNSW.

The provision of a Green Travel Plan is typically required as a Condition of Consent and we accept this recommendation by TfNSW. It is noted that the SEARs also require a commentary on how the development will encourage the use of sustainable transport modes and this was described in Section 8 of the Traffic and Parking Report.

Yours faithfully



Andrew Morse
Senior Traffic Engineer