



Reference: 13.047I01

traffix
traffic & transport planners

2 July 2013

suite 3.08
level 3 46a macleay street
potts point nsw 2011
po box 1061
potts point nsw 1335
t: +61 2 8324 8700
f: +61 2 9380 4481
w: www.traffix.com.au
director graham pindar
acn: 065132961
abn: 66065132961

Allen Jack & Cottier
79 Myrtle Street
Chippendale NSW 2008

Attention: Mark Louw - Director

Re: Section 75W Application Relating to Stage 1 Project Application for Moore College

Dear Mark,

We refer to the subject site and in particular the proposed amendments to the approved Project Application MP 09 007. The proposed amendments are outlined in the Section 75W Report prepared by JBA and generally relate to:

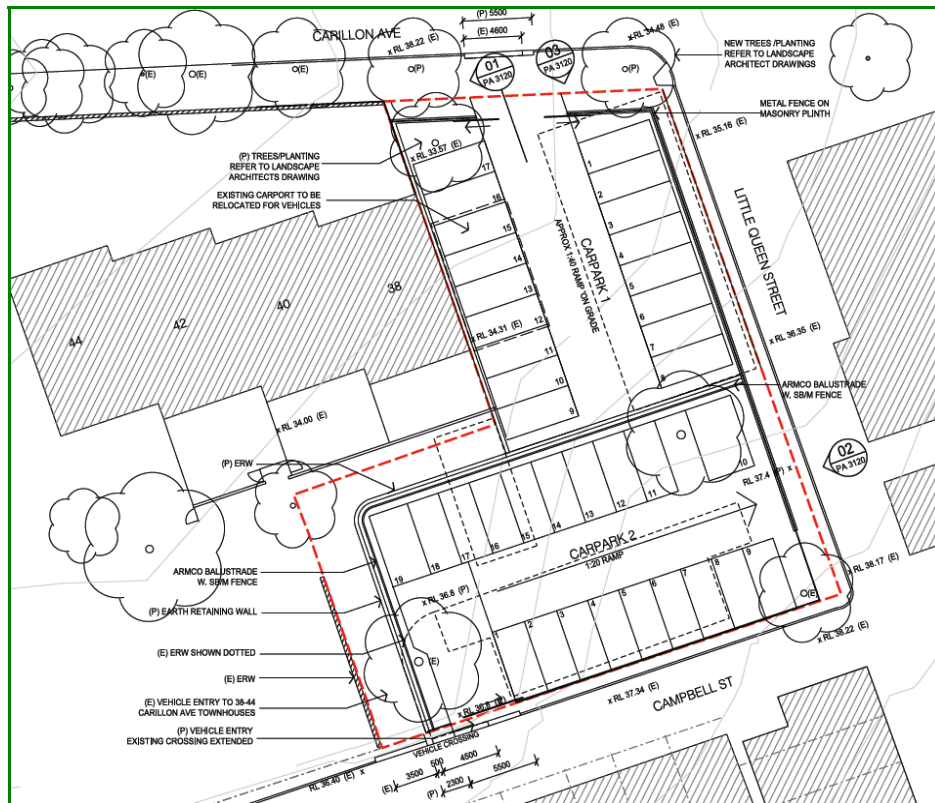
- Reductions in the overall building footprint, to that previously approved,
- Reallocation of bicycle parking,
- The construction of a new lecture theatre to Basement 1, resulting in an increase of 232m² of GFA,
- Provision for a new loading zone of Carillion Avenue, and
- Amendments to the temporary car park located on Site B

The impacts of the proposal are discussed below. Reference should also be made to the revised plans provided in **Attachment 1** and the traffic report prepared by TRAFFIX dated August 2010.

Parking & Internal Design

The application seeks approval to amend the layout of the temporary car park located on Sites B and C servicing the Resource and Research Centre. The approved temporary car parking arrangements includes two separate but adjacent car parks with a total capacity of 36 spaces. Access to the southern car park (19 spaces) is currently approved via Campbell Street, with access to the northern car park (17 spaces) provided via Carillion Avenue. The layout of the approved temporary car parking arrangement is provided in **Figure 1** below.

The application now seeks to amalgamate the two car parks, with access available to both Carillion Avenue and Campbell Street. This has been achieved through the grading of the car park from Campbell Street towards Carillion Avenue, which was not previously considered to be deliverable or viable. The revised layout provides a significantly improved level of accessibility to the external road network and hence will result in reduced traffic impacts to that which has been approved previously through a more efficient distribution of traffic. It also provides more flexibility in the event of delays at any access driveway or routes. The layout of the proposed car park provides a total of 36 spaces, as shown in **Figure 2** which is consistent with the overall provision previously approved.



traffic impact studies | expert witness | local govt. liaison | traffic calming | development advice | parking studies
pedestrian studies | traffic control plans | traffic management studies | intersection design | transport studies



The design of the car park has also been assessed having regard for the requirements of AS2890.1. In particular the following matters are considered noteworthy:

- The car park would require the provision of a Category 1 driveway being a combined entry and exit driveway of between 3.0-5.0m in width. In response the access to Campbell Street is proposed with a width of 3.5m and the access to Carillion Avenue is proposed with an overall width of 4.6m. Accordingly the proposed access complies with the requirements of AS2890.1.
- AS2890 requires that all parking spaces be designed in accordance with a User Class 1A and are to be provided with a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m. In response the proposed car park provides a minimum space width of 2.6m, a length of 5.4m and an aisle width of 6.0m which exceeds the requirements of the Standard.
- All internal changes in grades comply with requirements of the AS2890

The proposed amendments to the temporary car park are therefore considered supportable on traffic planning grounds.

Traffic Impacts

The application includes the construction of a new lecture theatre located within the former Basement Level 1 car park. The proposal will not result in any increase in staff or student population and hence will have no impact on the previously approved traffic generation or operation of key intersections in the locality.

The proposed change of access to the temporary car park will have a negligible impact on the operation of intersections in the locality. Indeed the revised access will allow for a more efficient distribution of traffic onto the network and in particular, will prevent the need for recirculation of vehicles within the network.

Accordingly the impacts of the proposed amendments to the currently approved scheme are considered supportable on traffic planning grounds.

Loading

Due to the proposed changes to the building footprint, loading for the Stage 1 development will no longer be able to occur on-site. It is therefore proposed that loading for the Stage 1 development occur on-street within Carillion Avenue as documented on the submitted plans which are included in **Attachment 1**. This area is currently signposted as 'No Parking' and is used informally for loading, mainly by Moore College.

Consultation with Council's Traffic Engineers has been undertaken in relation to this proposal and in-principle support has been provided by Council officers for the provision of an on-street Loading Bay of length 15 metres, as shown on the Ground Floor Plan and as provided at a reduced scale in **Figure 3**. An on-site meeting has been held with Council's Traffic Engineers, and the proposal is considered supportable subject to the following conditions being met:

- Approval by the City of Sydney Traffic Committee
- The existing driveway crossover to Carillion Avenue being reinstated

In this regard, it is therefore proposed that the existing driveway to Carillion Avenue be reinstated and that the application be submitted to the City of Sydney Traffic Committee for formal approval.

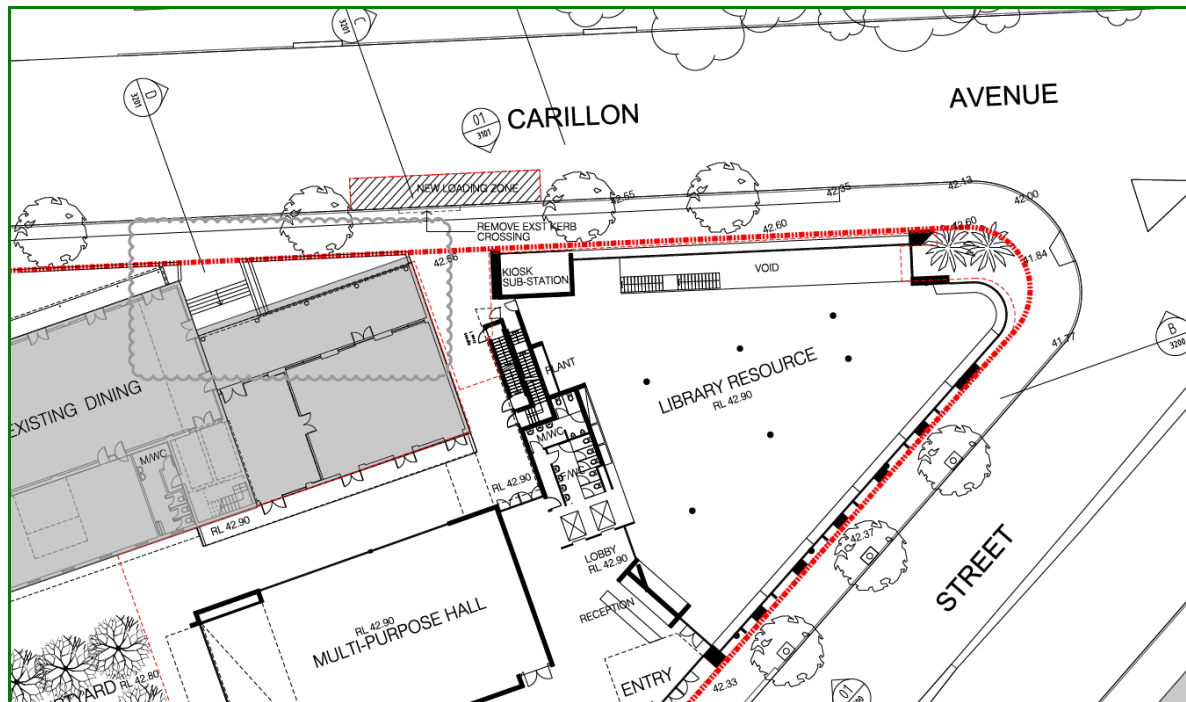


Figure 3: Proposed Loading Zone Location

The application is therefore considered supportable on traffic planning grounds and will have no adverse impacts on the operation of key intersections in the locality or the availability of on-street parking. The proposed loading is also considered satisfactory and this has been agreed “in principle” with Council.

Please contact the undersigned should you have any queries or require any further information regarding the above and note that we are available to attend any meetings, as may be necessary, with Council on these issues.

Yours faithfully,

traffix

Andrew Johnson
Associate Engineer



Attachment 1
