



TaylorThomsonWhitting

9th May 2012

Our Ref: 101549 UTA
 RMS Ref: SF2012/006655/1, CR2012/002010
 Council Ref: 2012/1
 Planning & Infrastructure: MP 11_0012
 Transport: PCU032452

Architectus
 Level 3
 341 George Street
 Sydney NSW 2000

Attention: John Riordan

PORT MACQUARIE BASE HOSPITAL EXPANSION

Responses to RMS, Council Comments, Transport for NSW and Planning and Infrastructure

Dear John,

We have reviewed the letter from RMS dated 30 March 2012 with regard to the above application. Further to this, we contacted the RMS and they provided further information and traffic data. Accordingly, the following comments are provided:

- a. It is noted that the Sidra analysis provided in the TTW report has considered the newly constructed Wrights Road-Oxley Highway roundabout as partially complete and has not considered the additional traffic introduced by the opening of the Oxley Highway upgrade project or the potential growth of future traffic volumes resulting from urban development in Thrumster and Sancrox areas to the west.

An assessment of traffic modelling (SIDRA) for the intersection of Wrights Road and Oxley Highway will be carried out utilising the data provided by RMS and taking into consideration the new configuration of the roundabout (in comparison to our initial SIDRA modelling where the roundabout at the intersection of Wrights Road and Oxley Highway had a different configuration).

We will also include future projected data for the above roundabout as shown in a traffic report by RoadNet provided by RMS and traffic generation from the Hospital redevelopment.

However, it should be noted that the level of traffic generation from the Hospital redevelopment is in order of some 200 vehicles per peak hour period (vph). Considering, the size and operation of the new roundabout at Oxley Highway and Wrights Road intersection, the level of additional vehicular trip generation from the Hospital redevelopment is very minimal and could easily be absorbed as part of the seasonal fluctuation of traffic volumes that could occur along the road system. The consideration of future development of the

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area as part of the Port Macquarie (land release areas) is normally the responsibility of the planning authorities such as the RMS. Prior to massive investment into the construction of the roundabout and the road upgrade at this location, it would have been anticipated that its design would have allowed for assessing the operation of future developments including the Hospital. The Hospital redevelopment in the overall scheme would have a minimal impact on operation of the intersection. Hence, it seems unreasonable to undertake a full assessment just to include the Hospital when considering future development sites such as the Thrumster and Sancrox Urban Release areas which would have a far much greater impact on operation and functioning of the road system and the surrounding intersections.

- b. RMS recommends that a secondary access connection to Lake Road, via Toorak Circuit, be investigated and that appropriate arrangements be undertaken to secure this option under the current proposal. In the absence of a secondary access the future potential for subsequent hospital redevelopments will be constrained and may require further costly upgrades of the Oxley Hwy-Wrights Rd roundabout, which will result in adverse impacts upon the state road during construction. This should be avoided where possible by effectively accommodating for future growth options under the current proposal.**

The need for a secondary access to the Hospital Campus, such as a connection to Lake Road via Toorak Circuit is currently being considered by Health Infrastructure, with the possibility of land acquisition at this location. It is generally agreed that such an access would be beneficial for future operations of the site.

A review of the letter from Council dated 5 April 2012 has been carried out in relation to traffic, transport and parking, and the following responses are made:

- 1. Clarification should be sought on the total number of car parks...**

The traffic and parking report will be amended to show 748 parking spaces.

- 2. The existing car parking area to the north of Rotary Lodge...**

Turning paths will be provided.

- 3. TTW have identified desired pedestrian links and stated that appropriate pedestrian facilities will be provided...More investigation is recommended for additional formal footpath pedestrian Connections through the Wrights Road reserve to Merrigal Road and to and from the UNSW Rural Clinical School...**

A review of pedestrian paths within the Campus has been carried out and will be submitted a part of the architect's submission

- 4. Consideration should be given to the provision of an emergency/relief access road from Toorak Court to the proposed parking area...**

Please see response to item "b" above.

The following points are outlined in response to the letter from Transport for NSW dated 4 March 2012:

- 1. The Traffic and Parking Report proposes that the bus stop at the hospital be moved from in front of the main hospital entry ramp...**

This will be addressed in the architect's submission

- 2. Transport for NSW also recommends that a covered canopy be provided ...**

This will be addressed in the architect's submission

3. The provision of car parking spaces now, to meet the demand required at 2021 or beyond...

Currently, there is a shortage of parking supply within the campus while choice and frequency of public transport are limited. Nevertheless, improvements to encourage higher use of public transport would occur as part of future general public awareness and education. The Hospital's transport management strategy aims to address such issues particularly among its staff.

The following point is noted in response to the letter from Planning & Infrastructure dated 16 April 2012:

1. A pedestrian circulation plan for the hospital campus shall be provided, including circulation from public transport and car parking areas.

An amendment to the pedestrian circulation within the campus has been made as part of the architect's submission.

The following comments are made in relation to the draft Council Conditions:

Condition (15): Provision of traffic controls to ensure traffic exiting the hospital main access road onto Highfields Circuit is controlled at safe speeds

Within the hospital grounds the speed limit is reinforced with 30km/h signage. The road lengths and geometry is conducive to this low speed environment. Furthermore, the existing roundabout at the Hospital entry/exit is considered a traffic calming device to ensure vehicles exit at a safe speed.

Condition (16): Upgrades of the main access road between Highfields Circuit and the hospital main entry to provide a 7m wide carriageway and off road shared walkway/cycleway linking with the existing network in Wrights Road

This proposed road/cycle/pedestrian link is within Council property and should be considered as part of the Council's Traffic Management Plan for the area in order to address the local resident's needs and requirements.

Should you require anything further please contact the undersigned.

For and on Behalf of

Taylor Thomson Whitting (NSW) Pty Ltd

A handwritten signature in black ink, appearing to read 'Paul Yannooulatos', written over a large, stylized circular flourish.

PAUL YANNOULATOS
Technical Director