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Department of Planning
Received
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Scanning Room

EXHIBITION OF ENVIRONMENTAL ASSESSMENT – CONCEPT PLAN FOR THE REDEVELOPMENT OF WAGGA WAGGA BASE HOSPITAL (MP 10_0226), EDWARD STREET (STURT HIGHWAY), WAGGA WAGGA.

I refer to your correspondence (ref MP 10_0226) referred to the Roads and Traffic Authority (RTA) requesting the provision of comments regarding the concept plan for the redevelopment of the Wagga Wagga Base Hospital.

From the information provided it is understood that the subject application represents a concept proposal for the redevelopment of the Wagga Wagga Base Hospital. The resulting development proposes to redevelop the existing hospital complex having a floorspace of about 27,000 sqm with a new hospital with a proposed floorspace of approximately 41,500 sqm.

The subject site has frontage to Edward Street which forms part of the Sturt Highway (HW14) and to Docker Street (MR 211) which are classified roads under the provisions of the Roads Act and to Yathong Street, Yabtree Street, Doris Roy Lane, Yathong Lane, Rawson Lane and Lewis Drive.

The RTA has reviewed the supporting documentation including the Concept Plan Application and Environmental Assessment prepared by LFA (Pacific) PTY LTD. The RTA has noted the content of Section 3.4.2 – Access and Car Parking and Section 4.5 – Transport and Accessibility Impact and the references in the Project Objectives outlined in section 1.4 and the Draft Statement of Commitments particularly section 5.5 – Transport and Accessibility Impacts particular to vehicular and pedestrian access and circulation provision for the redeveloped hospital premise.

The RTA understands that the proposal is a concept proposal subject to commitments as outlined in the report and notes the undertaking from the proponent to provide further details on the design and specifications for the carpark and internal roadways and the inclusion of further traffic modelling and intersection analysis for consideration at Project Application Stage. It is understood that the RTA and the Council will have the opportunity to further analyse and consider the stages of the development at the relevant Project Application Stage.

Whilst the RTA advises that it has no objection to the concept proposal for the redevelopment of the Wagga Wagga Base Hospital as outlined in the Concept Plan Application and Environmental Assessment the following issues are raised for consideration and should be addressed in the assessment of the concept proposal.

It is understood that the proposed redevelopment of the hospital is to be undertaken in stages. Whilst the exhibited documentation provides details for the proposed staging of the building works for the redevelopment of the hospital the proposed staging of the proposed on-site circulation network and intersection treatments and works for pedestrian and vehicular traffic management is unclear. It is considered that the proposed road works outlined in the Concept Plan Application and Environmental Assessment should be constructed within the early stages of the redevelopment of the Hospital for the benefit of the hospital site and the surrounding built environment and road network.

The RTA notes that a new east-west access road is to be constructed through the site from Yathong Street to Docker Street intersecting with Docker Street at the current intersection of Docker Street and Hardy Avenue and that this new intersection is to be signalised. From discussions with the traffic consultant for the project the RTA and Council supported this proposal as it will provide for ease of access between the Wagga Wagga Base Hospital and the Calvary Hospital, for pedestrian access across Docker Street and for access for service vehicles to the service areas with the hospital site. As this internal road will also align with Yathong Street consideration of through traffic in an east-west direction from the signalised intersection will need to be addressed.

The provision of the signalised intersection at the new intersection of Docker and Hardy Avenue and the extension of Yathong Street will provide for improved access to the site given the large residential area to the south of the site and the proximity of the site to the Calvary Hospital facility and the health care professional precinct on the western side of Docker Street. The treatment of this intersection as a signalised intersection is required to cater to both the vehicular and pedestrian demands due to the hospital development within the surrounding precinct.

The concept proposes that the current driveway to Edward Street (Sturt Highway) is to be limited to ingress only for both east bound and west bound vehicles. Whilst the RTA would prefer that access to the Classified Road network be denied or limited to left-in and left-out movement only given its proximity to the nearby signalised intersection the RTA understands that this access is required to appropriately service the Emergency Department given its location within the redeveloped site. The RTA had previously requested plans of the proposed intersection treatment to provide for the safe ingress for right turning vehicles and to minimise delay for east bound vehicles on the Sturt Highway. It is considered that as a minimum that this intersection is to be a Channelised Right Turn (CHR) treatment to remove the turning vehicles from the traffic stream. It is also considered appropriate that this turn manoeuvre be restricted to emergency vehicles only.

The concept proposal provides for internal vehicular circulation between the various elements of the site with the exception of the new carpark near the north western corner of the site. It is considered that the new east west road through the site between Yathong Street and Docker Street and the construction of the 2 way road between Yathong Street and Yabtree Street is critical to the proposed development to accommodate the circulation of traffic on-site, the distribution of traffic, particularly service vehicles, away from the predominantly residential areas of Murray and Brookong Streets and the separation of service and passenger vehicles from emergency vehicles. The proposed on-site circulation will need to be appropriately signposted to provide for ease of way finding within the site.

The documentation refers to parking demand for the proposed new hospital being addressed through the provision of carparking on site at a comparable rate to the existing carpark/floorspace ratio. The Concept Plan Application and Environmental Assessment report refers to the current provisions of 304 spaces on site and a further 200 (approximate) spaces on-street. Currently available on-street parking volume is an issue for the road network around the Wagga Wagga Base Hospital. Even though the proposal includes the provision of 496 spaces on site as the ratio of parking to floorspace is similar the development will still be dependent on on-street parking within the vicinity. The promotion of alternative means of travel and workplace travel plans may aim to alleviate the dependence on the

motor vehicle but the infrastructure such a cycleway connections, pedestrian pathways and convenient bus facilities are required to implemented to support these ideals.

The RTA reinforces its previous correspondence regarding the need for traffic related issues to be considered and addressed in 2 phases to accommodate the continued operation of the hospital whilst construction activities of the new facilities is underway and the ongoing operational phase of the redeveloped hospital. Both phases need to consider the impact of the development on, and distraction to the road user on the surrounding road network.

A Construction Management Plan shall be prepared and submitted to the certifier prior to the issue of a Construction Certificate. The management plan is to address construction activity access and parking and maintain safe access for pedestrians and cyclists and access and parking for vehicles to meet the continued operational needs of the current hospital facility. The Plan shall include, but not be limited to, the following matters which are to be addressed by suitably qualified person(s):

1. **Hours of work**, which must be in accordance with the conditions of this approval;
2. **Contact details** of the site manager and all principle contractors;
3. **Access and Movement Plan** to maintain existing vehicular, pedestrian and bicycle access around the site and to ensure the safety of staff, visitors and the public throughout the various stages of construction.
4. **Traffic management**, which is to be developed in consultation with Council and is to include:
 - ingress and egress of vehicles to the site;
 - parking provision for construction related vehicles;
 - management of loading and unloading of materials on the site;
 - number and frequency of vehicles accessing the site;

The RTA encourages the adoption of practices relating to the use of alternative modes of transport to the private vehicle. The concept plan application indicates the intention to provide quality and connected pedestrian and cycle facilities but this is not reflected in the access and circulation plan. The access points and networks should be resolved at the Concept Plan level. The following matters should be addressed and included in the final Statement of Commitments and/or conditions of consent:

1. Develop in consultation with local council a scheme restricting parking on residential streets in the walking catchment of the hospital;
2. Develop a pedestrian access and circulation plan maximising the number of pedestrian entry points to the site aligned with the local streets and buildings' entrances;
3. Develop a cycle access and circulation plan including the connections to the surrounding cycle network (existing and planned) and the access points aligned with the proposed location of the end-of-trip facilities;
4. Provide the proposed on-road cycle facility along Docker Street as part of the proposed redevelopment.

Further to issues raised in the preceding the RTA provides the following suggested conditions for the consideration of the consent authority in the assessment and determination of the development proposal.

- a. A raised central median is to be constructed in Edward Street (the Sturt Highway) extending from its intersection with Docker Street to the eastern extremity of the development site. A Channelised Right Turn (CHR) facility is to be constructed within this median at its intersection with one-way access driveway (Lewis Drive) into the development site. This raised median and intersection treatment is to be designed and constructed in accordance with the Austroads Guide to Road Design as amended by the RTA supplements.

- b. The Channelised Right Turn (CHR) treatment providing for right turn movement from Edwards Street into the development site via Lewis Drive is to be restricted to use by emergency vehicles. This restriction is to be appropriately signposted.
- c. Any internal intersection with Lewis Drive or any parking along Lewis Drive is to be set back at least 25 metres from the road reserve of the Sturt Highway to allow for queuing of vehicles on-site clear of the road reserve of the Sturt Highway.
- d. Vehicular access into the site from the Sturt Highway is to be restricted to light vehicles only. This is to be appropriately signposted.
- e. The proposed four-way signalised intersection treatment of the intersection of the new internal access with Docker Street and Hardy Avenue is to be designed and constructed in accordance with the Austroads Guide to Road Design as amended by the RTA supplements.
- f. The off-street car park layout associated with the proposed development including driveway design and location, internal aisle widths, ramp grades, parking bay dimensions and loading bays are to be in accordance with AS 2890.1-2004 "Off-street car parking" and AS 2890.2-2002 "Off-street commercial vehicle facilities". Design details for the carpark shall be submitted to and approved by Wagga Wagga City Council prior to the issue of a construction certificate.
- g. The swept path of the largest vehicles entering and exiting the subject site and manoeuvrability through the site is to be in accordance with AS 2890.2-2002 "Off-street commercial vehicle facilities" and to Councils satisfaction and in a manner to allow all vehicles to be able to enter and exit the subject site in a forward direction.
- h. Any landscaping, fencing and signage to be provided within the site or along the boundary with any adjoining road reserve is to be designed and maintained to provide safe sight distance to pedestrians for motorists entering and exiting the site to minimise conflict in accordance with AS2890.1-2004 "Off-street car parking".
- i. Pedestrian access into the site is to be provided separate to the vehicle driveways and is to cater for all forms of pedestrian mobility. Landscaping and/or fencing are to be provided along the frontages of the site to the public roads to direct pedestrians to the defined pedestrian access point.
- j. The carpark is to be designated as a Pedestrian Share Zone and appropriately signposted. Entrance treatments to delineate the pedestrian shared zone and limit the speed of vehicles accessing the site is to be provided within the driveways from the public road network to the satisfaction of the Council.
- k. Traffic calming devices are to be installed within the subject site to minimise conflict between pedestrians and vehicles within the subject site. Pedestrian crossing stripes are not to be placed in the site as these resemble pedestrian crossings on the road and creates confusion as to who has priority.
- l. Appropriate directional signage and line marking is to be installed and maintained throughout the subject site to enforce the required directions of vehicle travel through the site and to assist in directing vehicles around and through the facility.
- m. All lighting for the illumination of carpark and pedestrian areas shall comply with AS1158 – "Lighting for roads and public spaces" and AS4282 – "Control of Obtrusive Effects of Outdoor Lighting". Details demonstrating compliance with these requirements are to be submitted to the satisfaction of the certifying Authority prior to the issue of a Construction Certificate.

- n. The provision of on-site car parking, including disabled parking, associated with the subject development is to be in accordance with Council requirements. All car parking spaces required by the development are to be provided on-site and not to be compensated by the on-road parking in the vicinity. Parking, particularly disabled parking, is to be located with convenient pedestrian access to the entry doors of the premises.
- o. Internal vehicular manoeuvring aisles, parking areas and loading bays shall be maintained clear of obstruction and used exclusively for the purposes of vehicle access, parking and loading and unloading respectively. Under no circumstances shall these areas be used for the storage of goods or waste receptacles or any other purpose.
- p. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with the RTA before finalising the design or undertaking any construction work within or connecting to the road reserve. The applicant is to contact the RTA's Development Assessment Officer (South West Region) on Ph. 02 6938 1111 for further detail.

The developer will be required to submit detailed design plans and all relevant additional information including cost estimates and pavement design details for the works, as may be required in the Works Authorisation Deed documentation, for each specific change to the state road network for the RTA's assessment and approval. However, the developer is encouraged to submit concept plans of the layout of the proposed works for checking by the RTA prior to undertaking the detailed design phase.

- q. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed development and as required by the various public utility authorities and/or their agents. It should be noted that any works within the road reserve of a classified road will require RTA's concurrence under section 138 of the Roads Act 1993 prior to commencement of any works.
- r. All works associated with the proposed development shall be at no cost to the RTA.

The RTA emphasises the need, during the design and construction of the development, to minimise the impacts on the existing road network and maintain the safety, efficiency and standard of maintenance along the existing road network. The submitted documentation is to include a Traffic Impact Statement to address the impacts of traffic generated by this development upon nearby road network particularly the Sturt Highway (HW14) and Docker Streets (MR 211).

Any enquiries regarding this correspondence may be referred to the RTA's Land Use Manager (South West Region), Maurice Morgan, phone (02) 6937 1611.

Yours faithfully



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A F Dobbin
Acting Regional Manager
South West Region