

Our Ref: 1259004000

20 November 2012

Savills Project Management
Level 7, 50 Bridge Street
SYDNEY NSW 2000

Attention: Ms Hayley Bell (Project Manager)

Dear Hayley,

RE: RPA NORTHWEST PRECINCT REDEVELOPMENT – RESPONSE TO TRAFFIC MATTERS

GTA Consultants has reviewed the traffic, on-site parking and loading matters as they relate to the Royal Prince Alfred Hospital (RPAH) Northwest Precinct Redevelopment and in particular comments by the Department of Infrastructure and Planning (DoPI), the City of Sydney (CoS) and Transport for NSW (TfNSW) in each respective letter of response to the project application (MP 10_0166) dated August 2012.

GTA Consultants responses to these matters are set out below.

1. Department of Planning and Infrastructure

The Department of Planning and Infrastructure completed a preliminary review of the Environmental Assessment and requested the following matters be addressed in their letter dated 27 September 2012:

1. *Traffic and pedestrian management details for the shared zone (Brodie Street), in particular the proposed loading and access arrangements.*

A more detailed shared zone plan is included in this response as Attachment A and addresses matters relating to the layout of the Brodie Street. The design provides a minimum 6m wide shared area with a posted 10km/h speed limit over a distance of approximately 70m. Existing traffic volumes along Brodie Street are less than 30 vehicles per hour during any peak, with traffic associated with the proposed development not anticipated to result in volumes even close to 100 vehicles per hour. These combine to ensure the Brodie Street design is in accordance with the requirements for a shared zone as detailed by TfNSW in the relevant Policy and Guidelines document (July 2012) and the Fact Sheet (August 2012).

The loading dock is located at the western end of the shared zone with all service vehicles to enter the site via Missenden Road and Brodie Street and exit via New Hospital Road (south) and Grose Street. Swept paths of the largest vehicle requiring access to the loading Dock (8.8m medium rigid vehicle) are included in this response as Attachment B.

2. City of Sydney

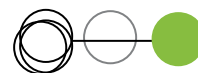
City of Sydney raised concerns regarding a number of transport, loading and parking matters in their letter dated 24 September 2012 and detailed as follows:

Concern is raised regarding the traffic and loading arrangements for the proposed development and these are discussed further.

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a) Loading

The proposed loading arrangements require manoeuvres that are considered to be unsafe. Specifically, the swept paths show that:

- i. vehicles entering and exiting the loading area will be required to perform u-turns and reverse through the intersection of Brodie and Hospital Road; and*
- ii. vehicles entering the loading area will also need to reverse through the proposed shared zone on Brodie Street.*

Both movements requiring manoeuvring and reversing through an intersection zone and vehicles entering the loading area also need to reverse in to a shared pedestrian zone. Both movements are considered unsuitable for a new development and it is recommended that the loading arrangements be reviewed and redesigned.

Noted: This is addressed in response 1 to the Department of Planning and Infrastructure.

Swept paths show Service vehicles will exit the loading area via New Hospital Road (south) and then Grose Street to access Church Street west of the site. As such, no reversing or u-turns will be required on exit.

The shared zone has been amended to begin/ end adjacent to the eastern alignment of the loading dock resulting in service vehicles manoeuvring mostly within Brodie Street, west of the shared zone and adjacent to New Hospital Road. Swept paths are included in this response as Attachment B.

b) Pedestrian Safety

A shared zone is proposed for the private road, Brodie Street. Loading, including garbage, patient drop off and ambulance vehicles will use this shared zone to access the site, and as discussed above, accessing the loading area will require reversing through the shared zone. Brodie Street is identified as an important pedestrian connection through the site. Concern is raised that the design will create conflict between vehicles and pedestrians resulting in safety issues and it is recommended that the area be redesigned (possibly with a separated footway of sufficient width be provided).

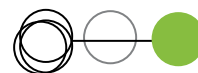
This is addressed in response 1 to the Department of Planning and Infrastructure as detailed above. The design of the Brodie Street shared zone, together with the anticipated low traffic volumes, appropriate speed control signage and pedestrian activity ensures that the design is appropriate and in accordance with the requirements for a shared zone to ensure the safety of all users. No service vehicles will be required to reverse through the shared zone.

In addition, the COS indicates the following:

The application proposes to convert Brodie Street in to a shared zone and this will require regulatory signage be installed and as such referral to the Local Pedestrian, Cycling and Traffic Calming Committee is required for their endorsement. A separate application will need to be made to Council for this.

Brodie Street is a private road under the ownership of the Royal Prince Alfred Hospital, located within the north-west precinct of the hospital grounds. It is generally under boom gate control with limited access permitted to the general public and as such is designed for use by hospital staff, patients and visitors alike. The New Hospital Road access is configured as a footway crossing (driveway). As such, it is considered that no formal application is required to be made to the City and/ or Roads and Maritime Services (RMS).

The City of Sydney also provided a number of recommended conditions within Attachment A of the same letter with GTA Consultants responses as follows:



2. Regulatory Traffic Signage

Any regulatory Traffic signage within the private roads (such as Shared Zones or One Way) requires negotiation with the City Infrastructure and Traffic Operations Unit and the endorsement by the Local Pedestrian, Cycling and Traffic Calming Committee prior to installation.

This is addressed in the City of Sydney response b) above.

4. Car Parking Spaces and Dimensions

A maximum of 38 off-street car parking spaces must be provided. The design, layout, signage, line marking, lighting and physical controls of all off-street parking facilities must comply with the minimum requirements of Australian Standard AS/NZS 2890.1 - 2004 Parking facilities Part 1: Off-street car parking and Council's Development Control Plan. The details must be submitted to and approved by the Principal Certifying Authority prior to a Construction Certificate being issued.

Noted. The basement level car park provides undercover parking for 32 vehicles and complies with the requirements of AS2890.1:2004. A compliance review and swept paths are included in this response as Attachment B.

6. Loading within Site

All loading and unloading operations associated with servicing the site must be carried out within the confines of the site, at all times and must not obstruct other properties/units or the public way.

Noted. All loading and unloading of service vehicles will occur within the confines of the site.

7. Security Gates

Where a car park is accessed by a security gate, that gate must be located at least 6 metres within the site from the street front property boundary.

Noted. This is addressed in response 4.

8. Signs at Egress

The following signs must be provided and maintained within the site at the point(s) of vehicular egress:

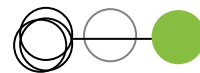
- a) *Compelling drivers to stop before proceeding onto the public way*
- b) *Compelling drivers to "Give Way to Pedestrians" before crossing the footway; or compelling drivers to "Give Way to Pedestrians and Bicycles" before crossing a footway on an existing or identified shared path route.*

Noted. Appropriate signage will be provided as required.

9. Traffic Works

Any proposals for alterations to the public road, involving traffic and parking arrangements, must be designed in accordance with RTA Technical Directives and must be referred to and agreed to by the Sydney Traffic Committee prior to any work commencing on site.

Noted. As part of the concept design and approvals process, GTA Consultants attended a preliminary discussion with the City of Sydney Traffic Operations Unit (Joseph Gomes), together with representatives from Savills, Health Infrastructure and C&M Consulting Engineers on 18 June 2012. This included discussion of the construction a new footway crossing to Lucas Street, together with a realigned internal access road, that is, New Hospital Road. A letter (dated 8 August 2012) formalising and documenting this was provided to Savills and is included in this review as Attachment C.



10. *Vehicles Access*

The site must be configured to allow all vehicles to be driven onto and off the site in a forward direction.

Noted. All vehicles, with the exception of vehicles reversing into the loading dock will enter and exit the site in a forward direction. The loading dock is accessed via Brodie Street and given the private road ownership, low traffic volumes, low speed environment and anticipated low service vehicles volumes, has been suitably designed.

11. *Construction Traffic Management Plan*

- a) *The Construction Traffic Management Plan accompanying this Development Application has not been approved by this consent.*
- b) *A Construction Traffic Management Plan must be submitted to and approved by Council prior to a Construction Certificate being issued.*

Noted.

12. *Access Driveways to be Constructed*

Approved driveways are to be constructed for all vehicular access to the construction site in accordance with the requirements of Council's "Driveway Specifications" to the satisfaction of Council.

Noted. This is also addressed in response 9.

13. *Bicycle Parking and Facilities*

The number, class and location of bicycle parking spaces and end trip facilities must comply with the minimum standards set out in the NSW Planning Guidelines for Walking and Cycling. The details must be submitted to and approved by the PCA prior to the Construction Certificate being issued.

Noted. Given the proposed 67 beds and approximately 100 staff per day shift, the bicycle parking requirements applicable to the development include 5-10% of beds or 5-10% of staff for use as long-term facilities and 5-10% of staff for short-term use by visitors. The updated site layout plans show this requirement is met with provision for 40 bicycles parking spaces located within the basement car park close to the lifts and the entry/ exit driveway. End-of-trip facilities include 3 showers (2 shared and 1 disabled) with associated lockers.

14. *Loading and Unloading During Construction*

The following requirements apply:

- a) *All loading and unloading associated with construction activity must be accommodated on site.*

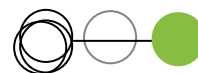
Noted.

- b) *If, during excavation, it is not feasible for loading and unloading to take place on site, a Works Zone on the street may be considered by Council.*

Noted.

- c) *A Works Zone may be required if loading and unloading is not possible on site. If a Works Zone is warranted an application must be made to Council at least 8 weeks prior to commencement of work on the site. An approval for a Works Zone may be given for a specific period and certain hours of the days to meet the particular need for the site for such facilities at various stages of construction. The approval will be reviewed periodically for any adjustment necessitated by the progress of the construction activities.*

Noted.



- d) *In addition to any approved construction zone, provision must be made for loading and unloading to be accommodated on site once the development has reached ground level.*

Noted.

- e) *The structural design of the building must allow the basement and/or the ground floor to be used as a loading and unloading area for the construction of the remainder of the development.*

Noted.

15. No Obstruction of Public Way

The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances. Non-compliance with this requirement will result in the issue of a notice by Council to stop all work on site.

Noted.

29. Private Roads and Driveways

The private roads and driveways shall be detailed to be visually different from the City's standard streets and footways. Pedestrian movement along Lucas Street is to take priority over vehicles entering and exiting the site, with the City's standard driveway cross over detail to be used at the street edge.

Noted.

33. Hours of work and noise – outside CBD

The hours of construction and work on the development must be as follows:

- a) *All work, including building/demolition and excavation work, and activities in the vicinity of the site generating noise associated with preparation for the commencement of work (e.g. loading and unloading of goods, transferring of tools etc) in connection with the proposed development must only be carried out between the hours of 7.30am and 5.30pm on Mondays to Fridays, inclusive, and 7.30am and 3.30pm on Saturdays, with safety inspections being permitted at 7.00am on work days, and no work must be carried out on Sundays or public holidays.*

Noted.

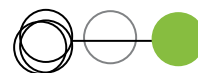
3. Transport for NSW

Transport for NSW identified the following traffic matters as requiring further consideration as detailed in their letter of response dated 14 September 2012.

1. *Concerns are raised in regards to the impact of construction and operation traffic of the proposed development to pedestrian and cycling safety on Missenden Road, Lucas Street and nearby pedestrian crossings. The proponent should consider additional provisions for pedestrian and cycling safety such as signage and temporary physical access management barriers/fencing measures in the proposed Traffic Control Plan prepared by GTA Consultants. In addition, the proposed vehicle ramp driveway on Lucas Street and driveways on Brodie Street shall be designed to adopt pedestrian and cyclist safety measures in accordance with Council requirements and Australian Standards.*

Noted. The Pedestrian and Traffic Management Plan and driveway accesses have been prepared in accordance with the relevant Australian Standard and RMS Guidelines and provide details that adequately address the safety of all road users. The basement car park driveway will provide a convex mirror and signage warning exiting vehicles of the presence of pedestrian along Lucas Street.

2. *Due to existing on-street parking on Lucas Street and Brodie Street, concerns are raised in regards to the local street being too narrow for adequate service vehicle and emergency vehicles access/egress. Service and Emergency vehicles trying to turn into Lucas Street and Brodie Street from Missenden*



Road, New Hospital Road and into the site may affect the efficiency of emergency response times due to the constraints of the street and site width. Additional information such as Swept Path Plans demonstrating the ability for such vehicles to manoeuvre in an adequate manner should be submitted to the DP&I for consideration.

Swept paths of all design vehicles are included in this response as Attachment B and show that the site and surrounding areas are able to be accessed by all vehicles.

3. *The proponent should prepare and submit a Transport Management Plan in regards to the proposed future two way traffic west of Brodie Street which needs to be approved by Council prior to the determination by DP&I.*

Details of the Brodie Street and New Hospital Road layout and circulation have been appropriately addressed as part of the Transport Impact Assessment as well as elsewhere in this response.

4. *The proposed shared zone and associated speed limits on Brodie Street need to be approved by the Roads and Maritime Services, prior to determination by DP&I.*

This is addressed in response b to the City of Sydney.

5. *The proposed landscape at the entry forecourt of the site fronting Brodie Street shall be designed to not obstruct the view of pedestrians and cyclists.*

Noted.

It is also worth noting that the amended design results in a minor decrease in the Gross Floor Area (GFA) of the proposed development to now total 13,174m². This change in floor space will not have an impact on the required parking provision, with negligible changes to the anticipated traffic generation and does not alter the original conclusions as presented in the Transport Impact Assessment.

I trust this information suitably addresses the issues raised by the relevant government agencies as necessary for determination of the Royal Prince Alfred Hospital (RPAH) Northwest Precinct Redevelopment Development Application. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS

Brett Maynard
Director

encl. Brodie Street Shared Zone
Compliance Review and Swept Paths
GTA Consultants Correspondence

Attachment A

Brodie Street Shared Zone

new hospital rd

RL 28.28

lucas st

RL 29.80

PROPOSED BUILDING

PROVIDE 2 BOLLARDS TO PROTECT BUILDING

RECOMMEND PROVIDING PEDESTRIAN PATH
CONNECTING TO MISSENDEN ROAD.
FINAL DESIGN BETWEEN SITE BOUNDARY AND
MISSENDEN ROAD TO BE CONFIRMED BY OTHERS.

ENTRY
FORECOURT

RL 30.90

AMBULANCE

VEHICLE RAMP UP

PEDESTRIAN RAMP UP

RESTRICTED
PARKING
AREA
R5-512
R5-511
END
RESTRICTED
PARKING
AREA

R2-10
GIVE WAY
TO
PEDESTRIANS

R4-4
SHARED
ZONE
10

R4-5
END
SHARED
ZONE

R5-400(LR)
NO
STOPPING

R5-400(LR)
NO
STOPPING

P2

P1

P2

P1

P2

P1

P2

P1

P2

P1

R5-400(LR)
NO
STOPPING

R4-4
SHARED
ZONE
10

R2-10
GIVE WAY
TO
PEDESTRIANS

R4-5
END
SHARED
ZONE

PROVIDE GARDEN BED/PLANTER
BOX TO PROTECT SIGN POST

LINE BUILDING OVER

R5-400(LR)
NO
STOPPING

R5-400(LR)
NO
STOPPING

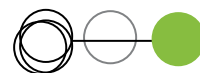
NOTE:
SHARED ZONE TO START/END ADJACENT TO THE
EASTERN ALIGNMENT OF THE LOADING DOCK

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION



RPA NW PRECINCT REDEVELOPMENT
BRODIE STREET SHARED ZONE

14 NOVEMBER '12
SCALE 1:250 @ A3
12S9004000-09-P1



Attachment B

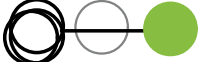
Compliance Review and Swept Paths

ON 14/11/2012 AT 10:51:09 AM
PLOTTED BY : Andrew Yiannoudes

AMENDMENTS					
P2	14.11.12	UPDATE BASE PLAN, REVISE COMPLIANCE CHECKS		AY	RMH
P1	29.08.12	INITIAL ISSUE		BLL	RMH
ISSUE	DATE	DESCRIPTION		BY	CHK.

GENERAL NOTES					

DESIGNED B.LI	DESIGN CHECK R.HAZELL
DRAWN B.LI	DRAFTING CHECK R.HAZELL
APPROVED BY B.MAYNARD	DATE APPROVED FOR INITIAL ISSUE 29 AUGUST '12
SCALE A3 Hor. Ver.	CAD FILE NO. 12S9004000-08-P2.dgn



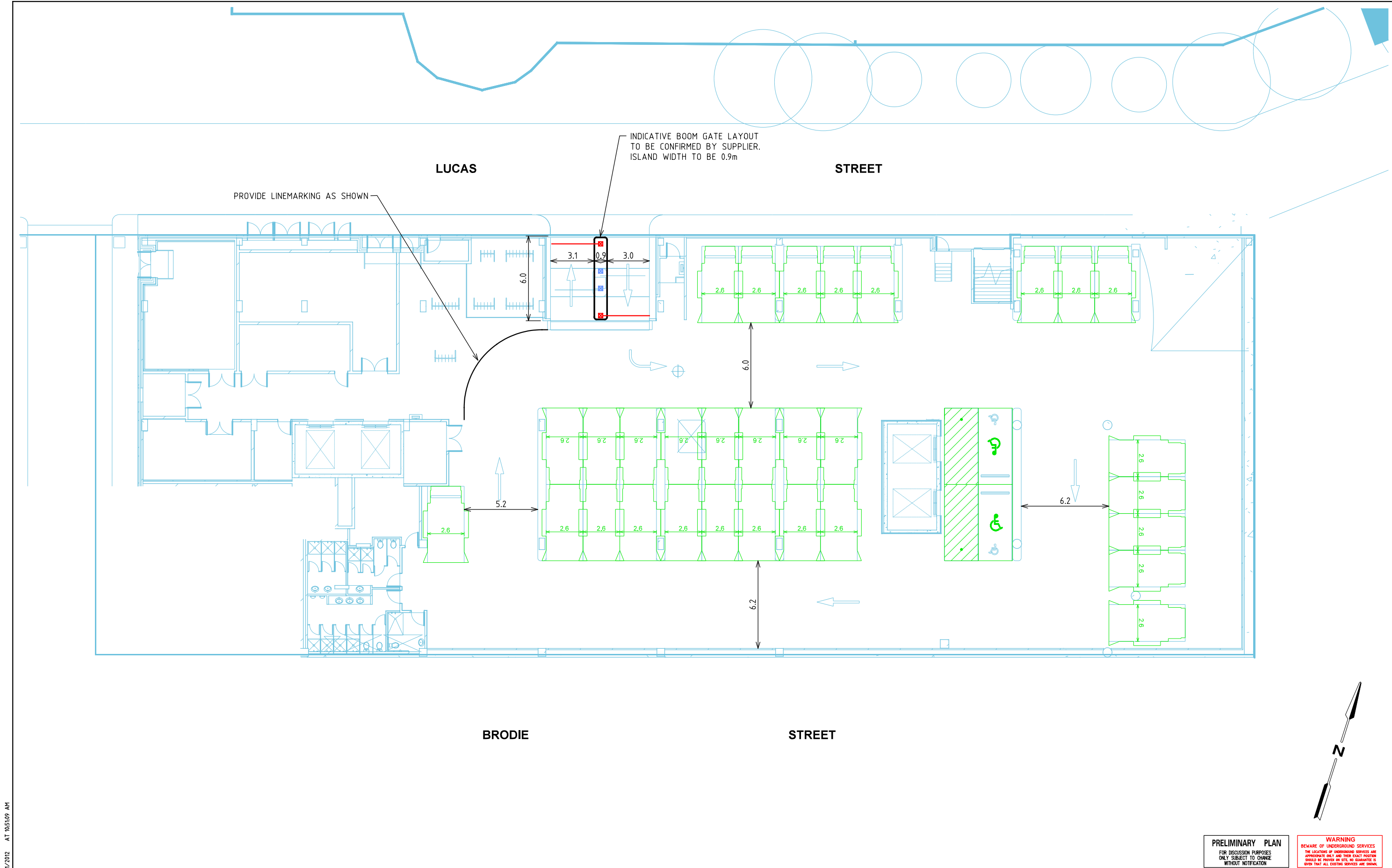
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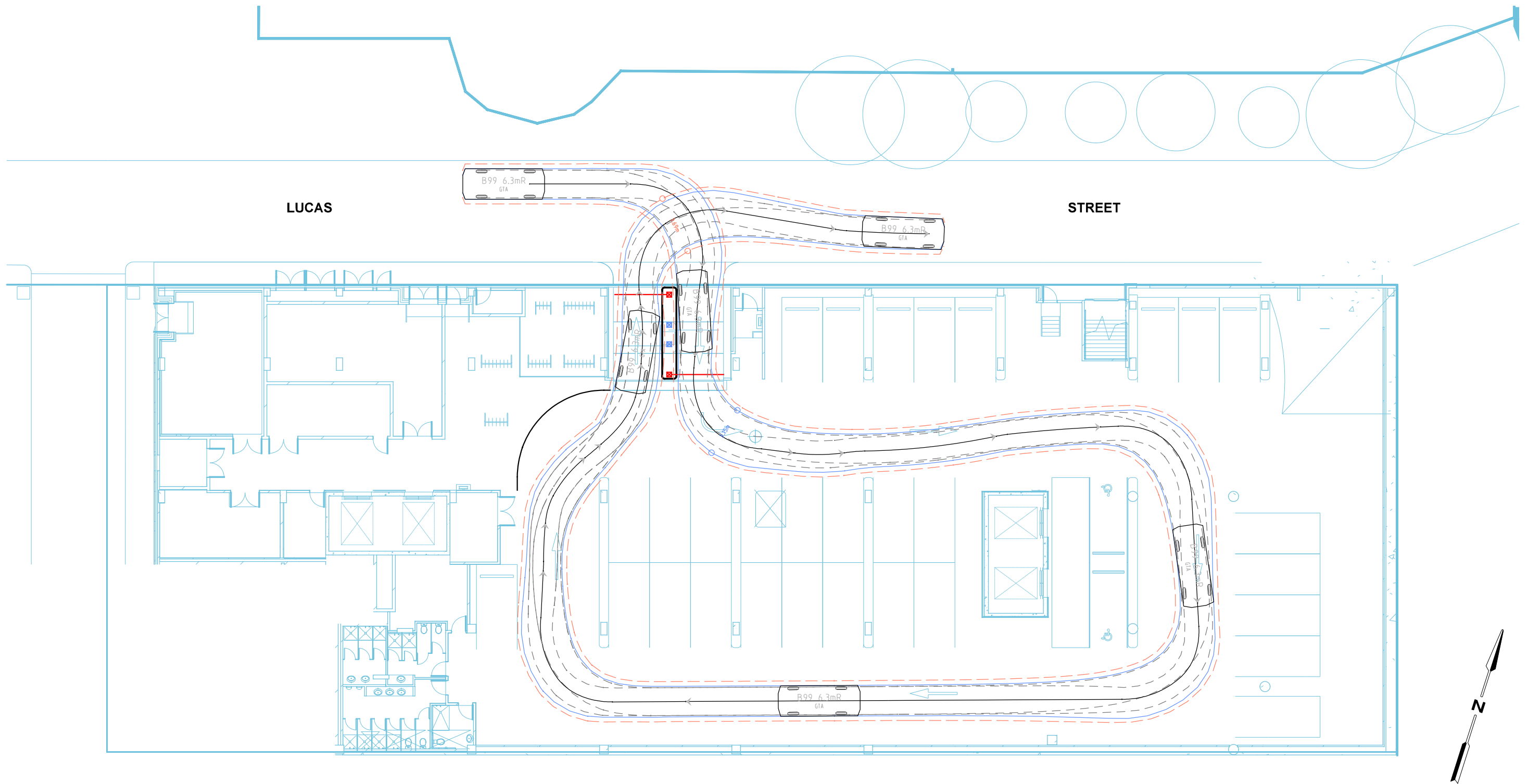


Quality
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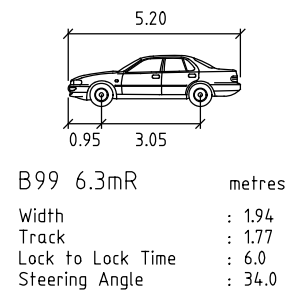
CLIENT	SAVILLS (AUST) PTY LTD		
	ROYAL PRINCE ALFRED HOSPITAL - NSW		
	MISSENDEN ROAD, CAMPERDOWN		
	RPA NW PRECINCT REDEVELOPMENT		
	CAR PARK COMPLIANCE CHECK		
SYDWAY REF. 64/P7	DRAWING NO. 12S9008000-08-01	SHEET 1 OF 9	ISSUE P2



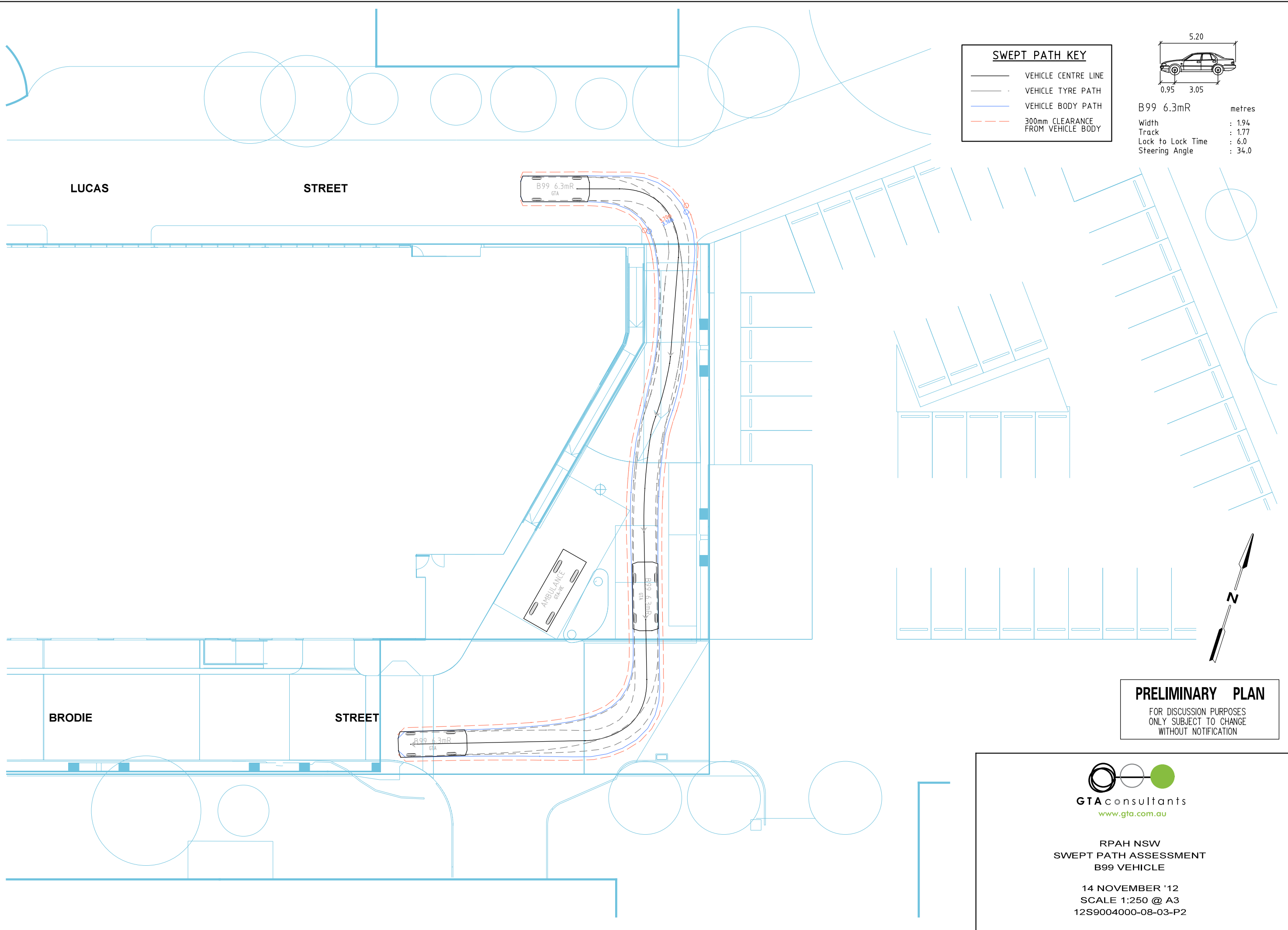


PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

SWEPT PATH KEY	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY



RPAH NSW
SWEPT PATH ASSESSMENT
B99 VEHICLE
14 NOVEMBER '12
SCALE 1:250 @ A3
12S9004000-08-02-P2



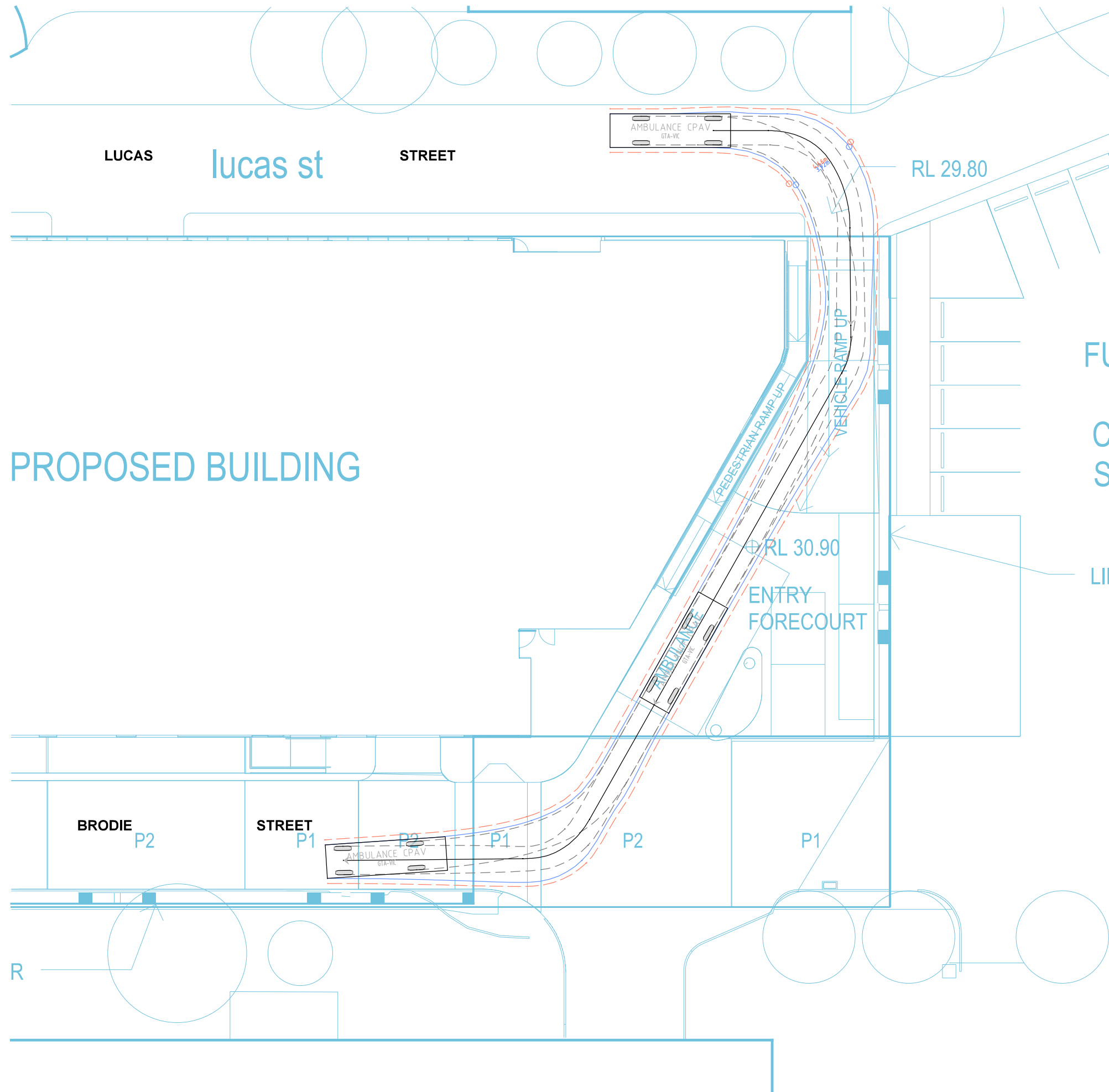
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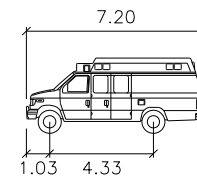
RPAH NSW
SWEPT PATH ASSESSMENT
B99 VEHICLE

14 NOVEMBER '12
SCALE 1:250 @ A3
12S9004000-08-03-P2

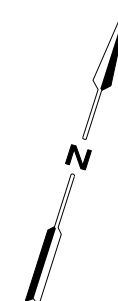
PLOTTED BY : Andrew Yiannoudes ON 14/11/2012 AT 10:53:47 AM



SWEPT PATH KEY	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	300mm CLEARANCE FROM VEHICLE BODY



AMBULANCE		metres
Width	:	2.01
Track	:	1.71
Lock to Lock Time	:	6.0
Steering Angle	:	37.5

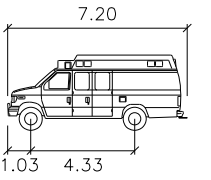
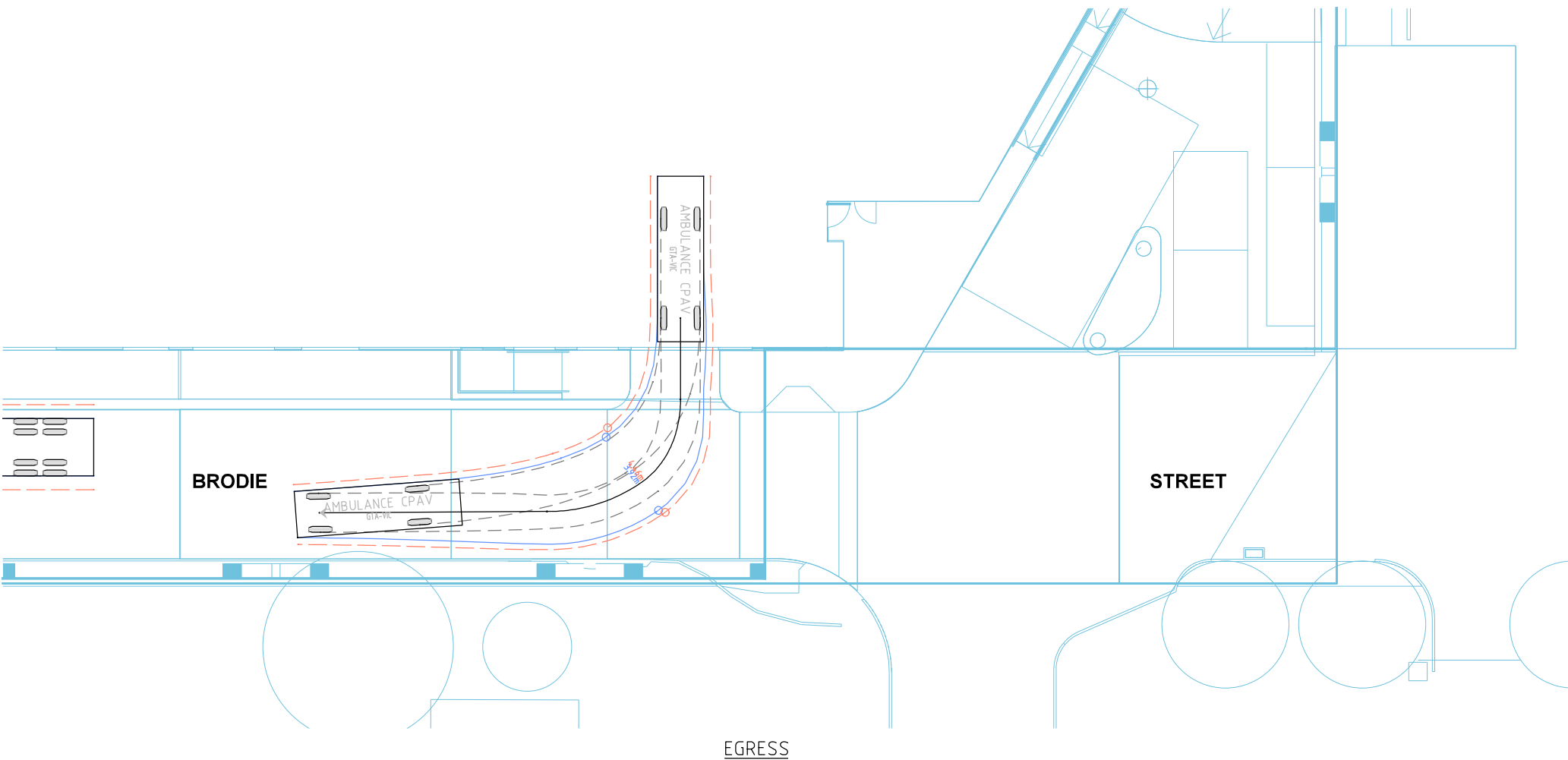
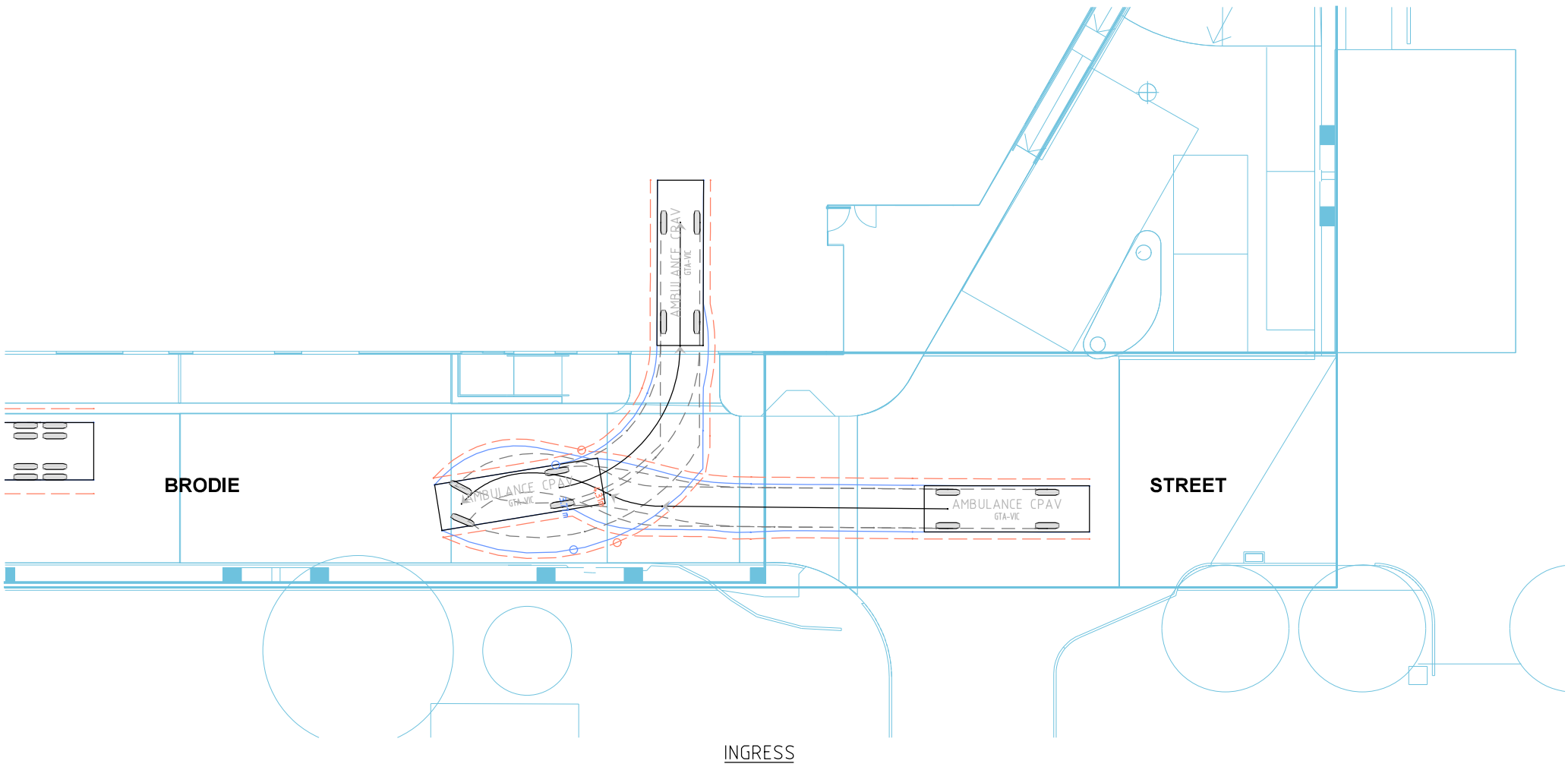


PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
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RPAH NSW
SWEPT PATH ASSESSMENT
AMBULANCE

14 NOVEMBER '12
SCALE 1:250 @ A3
12S9004000-08-04-P2



AMBULANCE	metres
Width	: 2.01
Track	: 1.71
Lock to Lock Time	: 6.0
Steering Angle	: 37.5

SWEPT PATH KEY

—

VEHICLE CENTRE LINE

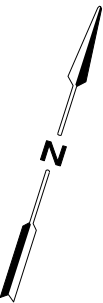
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VEHICLE TYRE PATH

—

VEHICLE BODY PATH

300mm CLEARANCE FROM VEHICLE BODY



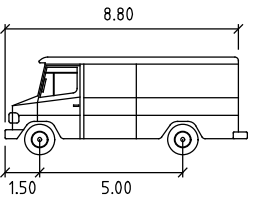
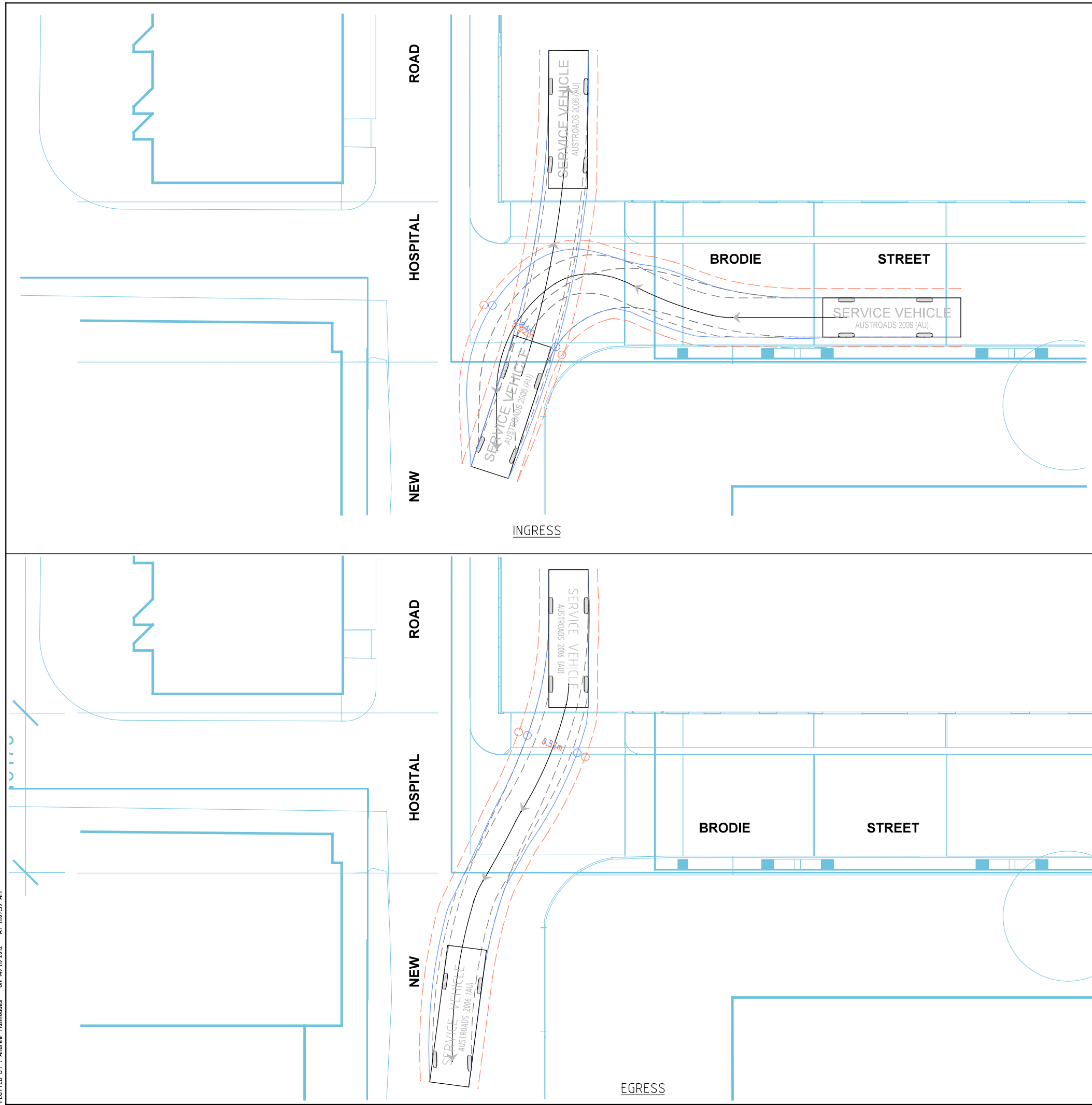
PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
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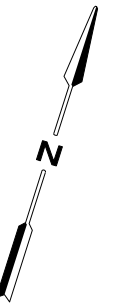
RPAH NSW
SWEPT PATH ASSESSMENT
AMBULANCE

14 NOVEMBER '12
SCALE 1:250 @ A3
12S9004000-08-05-P2



SERVICE VEHICLE metres
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 38.7

SWEPT PATH KEY	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	600mm CLEARANCE FROM VEHICLE BODY

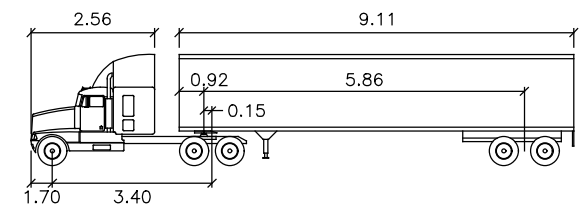
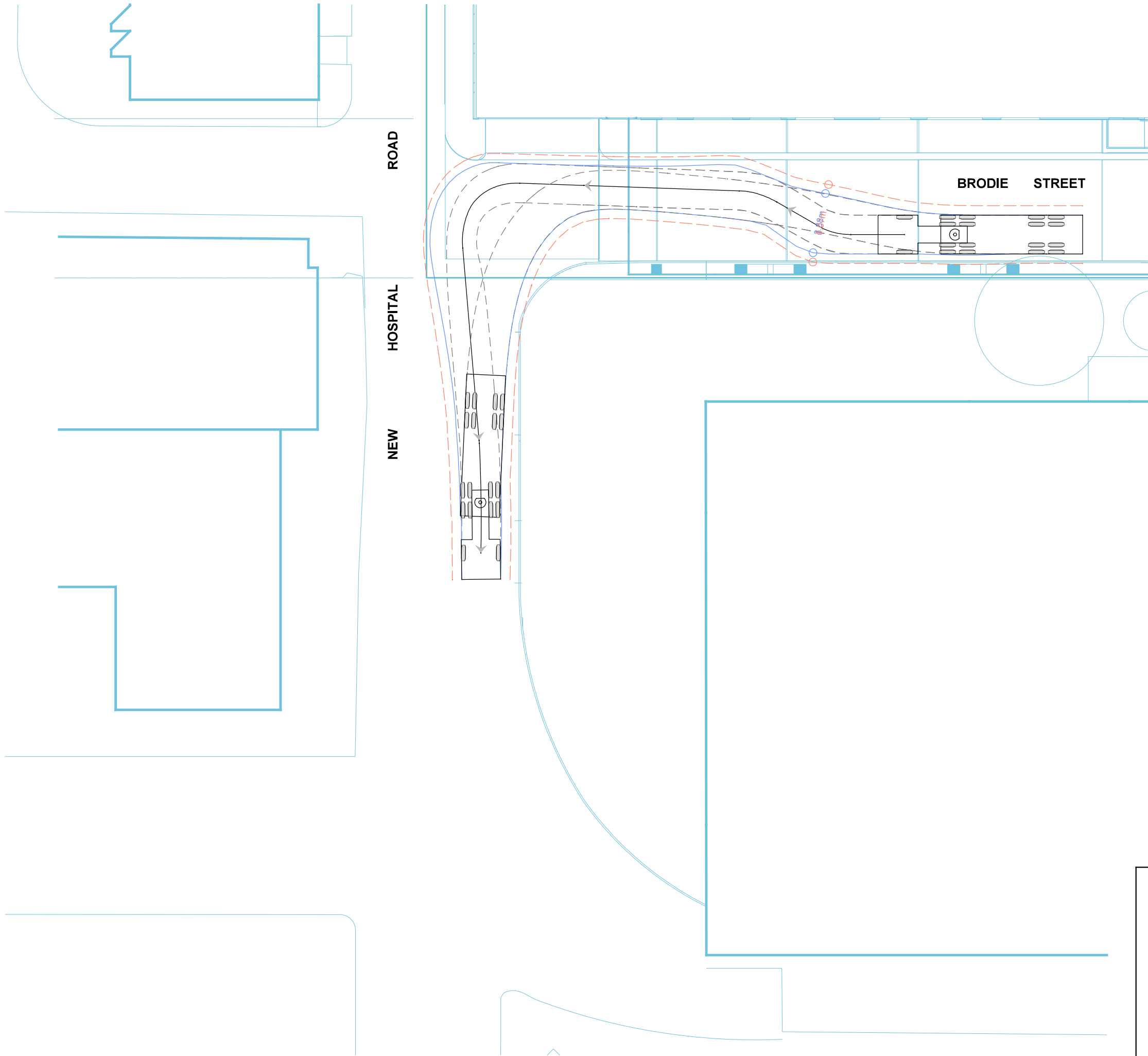


PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION



RPAH NSW
SWEPT PATH ASSESSMENT
8.8m MEDIUM RIGID VEHICLE

14 NOVEMBER '12
SCALE 1:250 @ A3
12S9004000-08-06-P2



13.1m ARTICULATED SEMI			
meters			
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 44.6
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

SWEEP PATH KEY	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	600mm CLEARANCE FROM VEHICLE BODY

PRELIMINARY PLAN

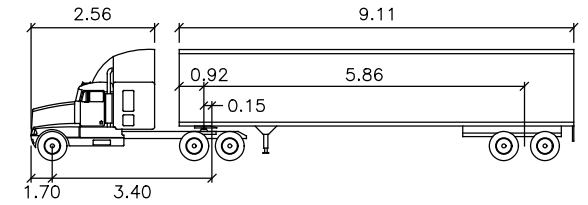
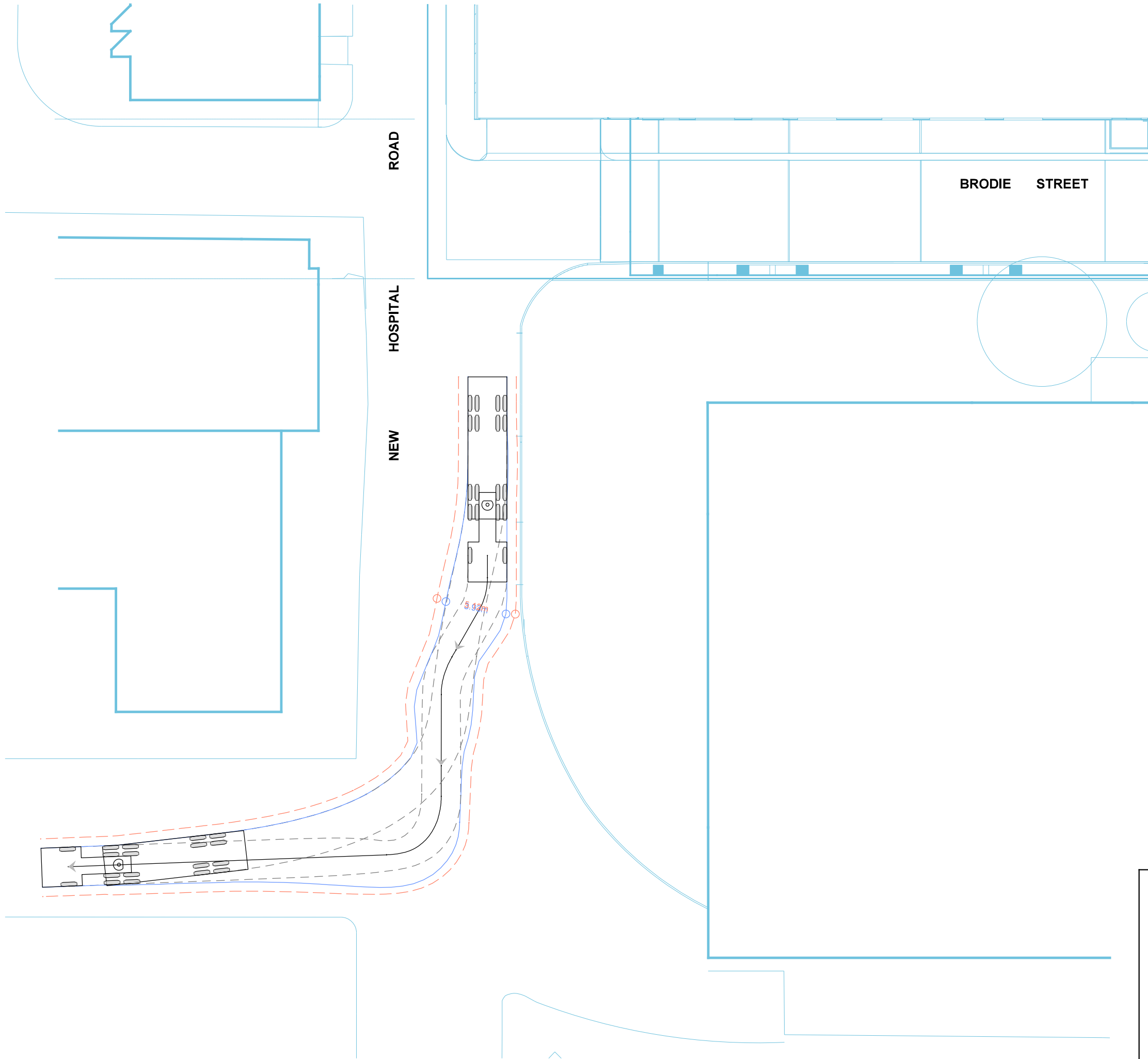
FOR DISCUSSION PURPOSES
 ONLY SUBJECT TO CHANGE
 WITHOUT NOTIFICATION



RPAH NSW
 SWEEP PATH ASSESSMENT
 13.1m ARTICULATED VEHICLE

14 NOVEMBER '12
 SCALE 1:250 @ A3
 12S9004000-08-08-P2

PLOTTED BY : Andrew Yiannoudes ON 14/11/2012 AT 11:52:32 AM



13.1m ARTICULATED SEMI

meters			
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 44.6
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

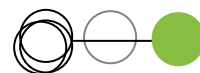
SWEEP PATH KEY	
	VEHICLE CENTRE LINE
	VEHICLE TYRE PATH
	VEHICLE BODY PATH
	600mm CLEARANCE FROM VEHICLE BODY

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION



RPAH NSW
SWEEP PATH ASSESSMENT
13.1m ARTICULATED VEHICLE

14 NOVEMBER '12
SCALE 1:250 @ A3
12S9004000-08-09-P2



Attachment C

GTA Consultants Letter to the City of Sydney

Our Ref: 12Sg004000

8 August 2012

Savills Project Management
Level 7, 50 Bridge Street
SYDNEY NSW 2000

Attention: Ms Hayley Bell (Project Manager)

Dear Hayley

RE: RPA NORTH WEST PRECINCT REDEVELOPMENT – NEW HOSPITAL ROAD

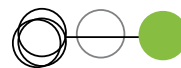
GTA Consultants has provided concept design advice for the future layout of sections of New Hospital Road in the vicinity of the proposed Mental Health Facility and Ambulatory Services Building within the North West Precinct of the Royal Prince Alfred Hospital (RPAH) Campus.

The main building structure will be located within the western section of the site, with the planned extension of New Hospital Road to link Brodie Street with Lucas Street adjacent to the western boundary of the site. In addition, the extension of Hospital Road to link the area with the south, to provide access via Carillon Avenue, is proposed though is understood to be subject to RPAH funding and final approval.

As part of the concept design and approvals process, GTA Consultants attended a preliminary discussion with the City of Sydney Traffic Operations Unit (Joseph Gomes), together with representatives from Savills, Health Infrastructure and C&M Consulting Engineers on 18 June 2012. This included discussion of the construction a new footway crossing to Lucas Street, together with a realigned internal access road known as New Hospital Road. The meeting minutes are attached to this letter as Attachment 1. It is understood that Council will provide advice to the project team regarding the process for constructing the footway crossing.

GTA Consultants has provided the project architects, peckvonhartel (pvh), with concept design advice to progress the architectural drawings. The proposed New Hospital Road provides a 6m wide carriageway (accommodating two-way traffic) together with a 1.8m wide pedestrian footway along its eastern alignment, adjacent to the western boundary of the site. This design considers future traffic volumes through the North West Precinct and assumes low traffic volumes (less than 30 vehicles per hour) during peak periods. Minimum sight distances are maintained, aided by on-street parking within Lucas Street, west of New Hospital Road. As such, it is recommended that New Hospital Road traffic be under 'stop' signage control on approach to Lucas Street. A 1m high wall along the western boundary of the site also allows for appropriate sight distances where New Hospital Road meets Brodie Street and the proposed loading dock. This also provides for a safe pedestrian environment.

In addition, the extension of Hospital Road to the south is understood to be designed appropriately with a minimum 8m wide carriageway, allowing for two-way traffic flows (under boom gate control) to/from Carillon Avenue.



New Hospital Road and Hospital Road, as discussed above, have been designed in accordance with the requirements of Roads and Maritime Services (RMS), including RMS design guidelines and practices, and the Austroads *Guide to Road Design*.

I trust this provides the information you require and naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS

Brett Maynard
Director

encl.

Attachment 1 – City of Sydney meeting minutes