

06 August 2019

Ms Karen Harragon
Director, Social and Infrastructure Assessments
NSW Department of Planning Industry & Environment
GPO Box 39
SYDNEY NSW 2001

Attn: Ingrid Berzins

Dear Ms Berzins

SSD 9536 – Wyong Hospital Redevelopment - Response to Council Comments

Thank you for forwarding Council's email dated 25 July 2019. We have reviewed Council's comments and provide our response below:

Transport/ Traffic Engineering

Issues 1 – 8 Road Safety Audit

We reiterate that the Central Coast Local Health District prioritises patient, staff and visitor safety across all aspects of its facilities, including road and pedestrian safety.

Our traffic consultants, TTW have advised that *they agree with the importance of Road Safety assessment and ensuring proposed pedestrian routes, road works, parking, loading docks and all travel paths are constructed in accordance with Australian Standards such as AS2890.1, Austroads traffic management guidelines and the relevant Development Control Plan requirements. Our Traffic Report and Civil Engineering design reflect these standards and guidelines.*

The Secretary's Environmental Assessment Requirements (SEARs) Section 5.10 require the Applicant to identify "infrastructure required to ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development, including details on improvements required to affected intersections." As detailed in Section 5.7 of the Transport and Accessibility Impact Assessment (TAIA) dated 11 February 2019, and in TTW's Response to Submissions letter dated 6 June 2019, road safety elements have been considered and addressed through the design process to date. TTW have advised that this level of discussion and consideration would also be considered to satisfy the elements of a 'road safety assessment as part of a TIA report' which is detailed by Austroads as a method of road safety assessment.

TTW also note that CCC's *Civil Works Specification – Design Guideline* also discusses Road Safety Audits (RSA). This document states that "Generally, the requirement for an Audit or a Check will be identified by a consent condition and will be based on the type, value, scale and complexity of the proposal." It is agreed that given this development is subject to consent conditions, an RSA would be implemented in accordance with any such relevant condition.

Health Infrastructure
ABN 89 600 377 397

We confirm that the reference to cl 5.3.2 of the Austroad Guide in our letter dated 18 July 2019 was from a now superceded version of the Guidelines. The 2019 Guidelines, under section 5.2 refers to road safety assessments under a TIA.

We have reviewed the car space of concern located at the 15 minute parking zone within the emergency drop off area. The car space referred to in Council's email can be removed please refer to amended drawings at **Attachment A** (Site Plan 55372-HDR-AR-DWG-SSD1003, Rev F, dated 29/07/19 and General Arrangement – Level 2, Drawing No 55372-HDR-AR-DWG-SSD1202, Rev D, dated 29/07/19). TTW have confirmed that the traffic reports did not consider the 15 minute 45 degree angle parking, or the 5 minute drop off zone in the overall parking numbers across the campus. As a result, the removal of the space will not impact on parking numbers.

Engineering

1. *It is noted that the extension of the right turn lane into the hospital is not proposed at this stage, despite the right turn lane being observed as being full outside of peak times. Queuing will increase with the Hospital expansion and queuing into the through travel lane will create another road safety risk. It is understood that only theoretical modelling of the intersection has been undertaken and no observations during peak periods or other times been undertaken to verify or otherwise modelling assumptions or the RMS comments.*

Comment: Roads and Maritime have responded to HI's RFI response dated 18 July 2019, stating in their letter of 22 July 2019 that *Transport for NSW and Roads and Maritime's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.*

RMS reviewed the Transport and Accessibility Impact Assessment (TAIA) dated 15 July 2019, prepared by TTW, and the submitted SIDRA Intersection files and note following:

- *No improvements are required to the intersection of Pacific Highway, Craigie Avenue and Wyong Hospital access for Stage 1 development.*
- *The intersection operates poorly under the 2028 scenario, with or without development.*
- *The TAIA recommends 'to adequately determine if any further road works are required, a post operational intersection analysis should be undertaken ahead of any further development. The report is to include a review of the traffic conditions and the level of service of the intersection of the Pacific Highway / Craigie Avenue / Hospital Entrance.*

The result of this report would then be referred to Roads and Maritime for further consultation on any potential intersection improvements that may be required to meet the future demand of the hospital, taking account of any broader network improvements or changes under consideration by Roads and Maritime.

It is anticipated this requirement will be implemented as a suitable condition of consent to ensure the optimal safety and efficiency of this intersection and access to the hospital site into the future.'

HI will accept a condition in this regard.

2. *Any design needs to account for road safety as well as "traffic conditions". Triggers may incorporate road safety requirements not just "traffic" requirements.*

Comment: Noted

3. *It should be noted that Austroads are "guidelines" and not "standards".*

Comment: Noted

4. Council is waiting for a complete detail design that includes items requested in the email to TTW dated 12 April 2019, particularly points 4 and 8.

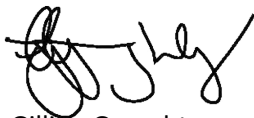
Comment:

- The current design includes road long section including horizontal and vertical geometric elements shown on drawing C2010 (**Attachment B**).
- The extent of dish gutter, verges, footpath, signage and pavement markings are shown on drawings C2001, C2020 and C2030 (**Attachment B**).
- Works to the service utilities and watermain will need to be confirmed when exact locations and levels are confirmed on site and will be documented and specified by the hydraulic engineer (coordinated on the civil plans).
- Vehicle turning paths are now included on drawing C2040 (**Attachment B**).
- Levels are shown on C2030 and C2010 which provide sufficient detail to show the design intent for the SSD approval (**Attachment B**).
- Details of kerb returns and setting out details would normally be provided as part of the detailed design documentation prior to construction of above ground works and as part of the S138 approval.
- Council state that details and associated information may be conditioned as part of the SSD consent including the detailed design and S138 approval.

Note that a full set of drawings have been attached to this letter for reference, all of which have been previously issued except for the turning paths 2040.

Should you have any questions or seek further information please do not hesitate to contact Rachel Mitchell on 0438 220 252.

Yours sincerely



Gillian Geraghty

Executive Director, Northern Region

Attachment A – Site Plan and General Arrangement – Level 2

Attachment B – TTW Drawings C2010, C2001, C2020, C2030 and C2040