

PROPOSED FIRST FLOOR PLAN

ST JOHN OF GOD RICHMOND HOSPITAL REDEVELOPMENT

Project Number 10444

Scale @ A0 Sheet Size 1 : 200

Date 27.11.2020

Revision: P1

Drawing Number: SSK10



Appendix B

Traffic Survey Results

Location _____

 Grose Vale Road

 Site Access

 Grose Vale Road

 Suburb RICHMOND

Duration 6:00:00 AM - 9:00:00 AM

 Day/Date Monday, 23 September 2019

 Weather _____

All Vehicles Time Per 15 Mins	NORTH										EAST Grose Vale Road										TOTAL		TOTAL
	L		I		R		TOTAL	L		I		R		TOTAL	TOTAL	TOTAL							
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ										
6:00 - 6:15								2	0	2	56	2	58	60	135	4	139						
6:15 - 6:30								1	0	1	54	2	56	57	133	6	139						
6:30 - 6:45								1	0	1	51	3	54	55	139	3	142						
6:45 - 7:00								1	0	1	59	2	61	62	150	5	155						
7:00 - 7:15								2	0	2	38	0	38	40	157	1	158						
7:15 - 7:30								1	0	1	37	2	39	40	160	5	165						
7:30 - 7:45								1	0	1	37	0	37	38	159	0	159						
7:45 - 8:00								2	0	2	39	2	41	43	164	4	168						
8:00 - 8:15								3	1	4	41	2	43	47	163	5	168						
8:15 - 8:30								2	0	2	42	0	42	44	149	2	151						
8:30 - 8:45								1	0	1	31	2	33	34	140	4	144						
8:45 - 9:00								1	0	1	24	5	29	30	120	5	125						
9:00 - 9:15								1	0	1	27	2	29	30	116	3	119						
9:15 - 9:30								0	0	0	27	2	29	29	117	3	120						
9:30 - 9:45								1	0	1	24	2	26	27	115	2	117						
9:45 - 10:00								1	0	1	21	1	22	23	94	1	95						
Period End								21	1	22	608	29	637	659	2211	53	2264						

All Vehicles Time Per 15 Mins	SOUTH										WEST Grose Vale Road										TOTAL		TOTAL
	L		I		R		TOTAL	L		I		R		TOTAL	TOTAL	TOTAL							
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ										
6:00 - 6:15	0	0	0				1	0	1	1	76	2	78	0	0	0	78	135	4	139			
6:15 - 6:30	1	0	1				1	0	1	2	75	4	79	1	0	1	80	133	6	139			
6:30 - 6:45	0	0	0				2	0	2	2	84	0	84	1	0	1	85	139	3	142			
6:45 - 7:00	0	0	0				0	0	0	0	88	3	91	2	0	2	93	150	5	155			
7:00 - 7:15	0	0	0				1	0	1	1	107	1	108	9	0	9	117	157	1	158			
7:15 - 7:30	0	0	0				2	0	2	2	108	2	110	12	1	13	123	160	5	165			
7:30 - 7:45	0	0	0				1	0	1	1	109	0	109	11	0	11	120	159	0	159			
7:45 - 8:00	0	0	0				2	0	2	2	107	1	108	14	1	15	123	164	4	168			
8:00 - 8:15	1	0	1				3	0	3	4	106	2	108	9	0	9	117	163	5	168			
8:15 - 8:30	0	0	0				1	0	1	1	95	2	97	9	0	9	106	149	2	151			
8:30 - 8:45	0	0	0				2	0	2	2	97	2	99	9	0	9	108	140	4	144			
8:45 - 9:00	0	0	0				1	0	1	1	88	0	88	6	0	6	94	120	5	125			
9:00 - 9:15	0	0	0				1	0	1	1	84	1	85	3	0	3	88	116	3	119			
9:15 - 9:30	1	0	1				0	0	0	1	86	1	87	3	0	3	90	117	3	120			
9:30 - 9:45	0	0	0				0	0	0	0	88	0	88	2	0	2	90	115	2	117			
9:45 - 10:00	0	0	0				2	0	2	2	69	0	69	1	0	1	70	94	1	95			
Period End	3	0	3				20	0	20	23	1467	21	1488	92	2	94	1582	2211	53	2264			

Location _____ Duration _____ 6:00 - 9:00
 _____ Grose Vale Road _____
 _____ Site Access _____
 _____ Grose Vale Road _____
 Suburb _____ RICHMOND _____ Day/Date _____ Monday, 23 September 2019
 _____ Weather _____

All Vehicles Time Per Hour	NORTH -								EAST Grose Vale Road								TOTAL		TOTAL
	L		I		R		Σ	TOTAL	L		I		R		Σ	TOTAL	LIGHT	HEAVY	
	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY			LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY					
6:00 - 7:00									5	0	5	220	9	229		234	557	18	575
6:15 - 7:15									5	0	5	202	7	209		214	579	15	594
6:30 - 7:30									5	0	5	185	7	192		197	606	14	620
6:45 - 7:45									5	0	5	171	4	175		180	626	11	637
7:00 - 8:00									6	0	6	151	4	155		161	640	10	650
7:15 - 8:15									7	1	8	154	6	160		168	646	14	660
7:30 - 8:30									8	1	9	159	4	163		172	635	11	646
7:45 - 8:45									8	1	9	153	6	159		168	616	15	631
8:00 - 9:00									7	1	8	138	9	147		155	572	16	588
8:15 - 9:15									5	0	5	124	9	133		138	525	14	539
8:30 - 9:30									3	0	3	109	11	120		123	493	15	508
8:45 - 9:45									3	0	3	102	11	113		116	468	13	481
9:00 - 10:00									3	0	3	99	7	106		109	442	9	451
Period End									70	4	74	1967	94	2061		2135	7405	175	7580

All Vehicles Time Per Hour	SOUTH Site Access								WEST Grose Vale Road								TOTAL		TOTAL		
	L		I		R		Σ	TOTAL	L		I		R		Σ	TOTAL	LIGHT	HEAVY			
	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY			LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY							
6:00 - 7:00	1	0	1					5				323	9	332	4	0	4	336	557	18	575
6:15 - 7:15	1	0	1					5				354	8	362	13	0	13	375	579	15	594
6:30 - 7:30	0	0	0					5				387	6	393	24	1	25	418	606	14	620
6:45 - 7:45	0	0	0					4				412	6	418	34	1	35	453	626	11	637
7:00 - 8:00	0	0	0					6				431	4	435	46	2	48	483	640	10	650
7:15 - 8:15	1	0	1					9				430	5	435	46	2	48	483	646	14	660
7:30 - 8:30	1	0	1					8				417	5	422	43	1	44	466	635	11	646
7:45 - 8:45	1	0	1					9				405	7	412	41	1	42	454	616	15	631
8:00 - 9:00	1	0	1					8				386	6	392	33	0	33	425	572	16	588
8:15 - 9:15	0	0	0					5				364	5	369	27	0	27	396	525	14	539
8:30 - 9:30	1	0	1					5				355	4	359	21	0	21	380	493	15	508
8:45 - 9:45	1	0	1					3				346	2	348	14	0	14	362	468	13	481
9:00 - 10:00	1	0	1					4				327	2	329	9	0	9	338	442	9	451
Period End	9	0	9					76				4937	69	5006	355	8	363	5369	7405	175	7580

Location _____

 Grose Vale Road

 Site Access

 Grose Vale Road

 Suburb RICHMOND

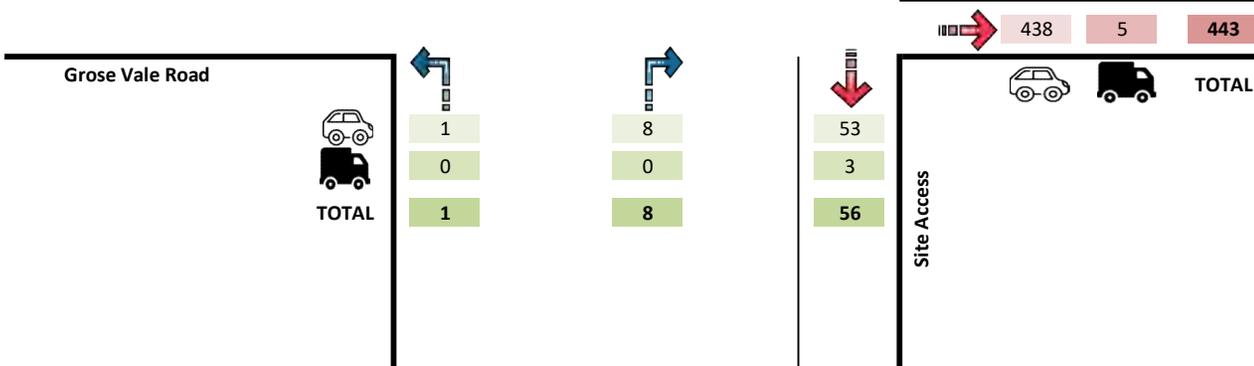
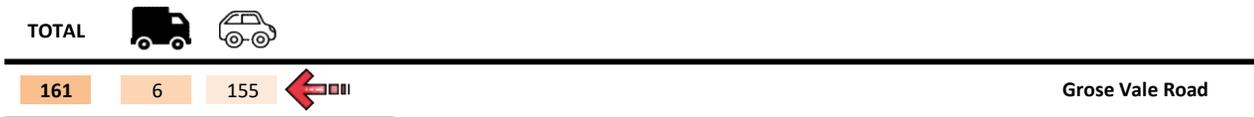
Duration 6:00 - 9:00

 Day/Date Monday, 23 September 2019

 Weather _____

DATA SELECTION
 Select Time:

TIME RANGE		
PEAK	-	PM
PEAK		
7:15	-	8:15



Location _____ - _____ Duration _____ 15:00 - 19:00
 _____ Grose Vale Road _____ - _____
 _____ Site Access _____ - _____
 _____ Grose Vale Road _____ Day/Date _____ Monday, 23 September 2019
 Suburb _____ RICHMOND _____ Weather _____ - _____

All Vehicles Time Per 15 Mins	NORTH										EAST Grose Vale Road										TOTAL		TOTAL
	L			I			R			TOTAL	L			I			R			TOTAL	LIGHT	HEAVY	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ				
15:00 - 15:15											3	0	3	66	4	70				73	143	6	149
15:15 - 15:30											1	0	1	65	2	67				68	118	8	126
15:30 - 15:45											2	0	2	74	3	77				79	136	3	139
15:45 - 16:00											6	0	6	68	2	70				76	118	7	125
16:00 - 16:15											4	0	4	91	0	91				95	136	1	137
16:15 - 16:30											1	0	1	90	1	91				92	132	5	137
16:30 - 16:45											1	0	1	94	0	94				95	137	0	137
16:45 - 17:00											0	0	0	92	1	93				93	143	2	145
17:00 - 17:15											1	1	2	88	4	92				94	143	7	150
17:15 - 17:30											0	0	0	85	0	85				85	134	5	139
17:30 - 17:45											0	0	0	97	1	98				98	141	3	144
17:45 - 18:00											3	0	3	78	3	81				84	113	4	117
18:00 - 18:15											1	0	1	74	2	76				77	110	2	112
18:15 - 18:30											0	0	0	66	2	68				68	101	3	104
18:30 - 18:45											1	0	1	68	2	70				71	94	2	96
18:45 - 19:00											2	0	2	39	1	40				42	66	1	67
Period End											26	1	27	1235	28	1263				1290	1965	59	2024

All Vehicles Time Per 15 Mins	SOUTH Site Access										WEST Grose Vale Road										TOTAL		TOTAL
	L			I			R			TOTAL	L			I			R			TOTAL	LIGHT	HEAVY	
	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ		LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ	LIGHT	HEAVY	Σ				
15:00 - 15:15	1	0	1				7	0	7	8				66	2	68	0	0	0	68	143	6	149
15:15 - 15:30	1	0	1				7	0	7	8				44	6	50	0	0	0	50	118	8	126
15:30 - 15:45	0	0	0				9	0	9	9				51	0	51	0	0	0	51	136	3	139
15:45 - 16:00	0	0	0				4	0	4	4				39	5	44	1	0	1	45	118	7	125
16:00 - 16:15	0	0	0				13	0	13	13				28	1	29	0	0	0	29	136	1	137
16:15 - 16:30	0	0	0				6	0	6	6				35	4	39	0	0	0	39	132	5	137
16:30 - 16:45	1	0	1				5	0	5	6				36	0	36	0	0	0	36	137	0	137
16:45 - 17:00	1	0	1				12	0	12	13				38	1	39	0	0	0	39	143	2	145
17:00 - 17:15	2	0	2				11	0	11	13				41	2	43	0	0	0	43	143	7	150
17:15 - 17:30	0	0	0				2	1	3	3				47	4	51	0	0	0	51	134	5	139
17:30 - 17:45	1	0	1				7	0	7	8				36	2	38	0	0	0	38	141	3	144
17:45 - 18:00	0	0	0				3	0	3	3				29	1	30	0	0	0	30	113	4	117
18:00 - 18:15	0	0	0				3	0	3	3				32	0	32	0	0	0	32	110	2	112
18:15 - 18:30	1	0	1				2	0	2	3				32	1	33	0	0	0	33	101	3	104
18:30 - 18:45	0	0	0				1	0	1	1				24	0	24	0	0	0	24	94	2	96
18:45 - 19:00	0	0	0				4	0	4	4				21	0	21	0	0	0	21	66	1	67
Period End	8	0	8				96	1	97	105				599	29	628	1	0	1	629	1965	59	2024

Location	-	Duration	15:00 - 19:00
	Grose Vale Road		-
	Site Access		-
	Grose Vale Road	Day/Date	Monday, 23 September 2019
Suburb	RICHMOND	Weather	-

All Vehicles Time Per Hour	NORTH							EAST							TOTAL		TOTAL
	-							Grose Vale Road									
	L		T		R		TOTAL	L		T		R		TOTAL	LIGHT	HEAVY	
LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT		HEAVY	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT		HEAVY		
15:00 - 16:00								12	0	12	273	11	284	296	515	24	539
15:15 - 16:15								13	0	13	298	7	305	318	508	19	527
15:30 - 16:30								13	0	13	323	6	329	342	522	16	538
15:45 - 16:45								12	0	12	343	3	346	358	523	13	536
16:00 - 17:00								6	0	6	367	2	369	375	548	8	556
16:15 - 17:15								3	1	4	364	6	370	374	555	14	569
16:30 - 17:30								2	1	3	359	5	364	367	557	14	571
16:45 - 17:45								1	1	2	362	6	368	370	561	17	578
17:00 - 18:00								4	1	5	348	8	356	361	531	19	550
17:15 - 18:15								4	0	4	334	6	340	344	498	14	512
17:30 - 18:30								4	0	4	315	8	323	327	465	12	477
17:45 - 18:45								5	0	5	286	9	295	300	418	11	429
18:00 - 19:00								4	0	4	247	7	254	258	371	8	379
Period End								83	4	87	4219	84	4303	4390	6572	189	6761

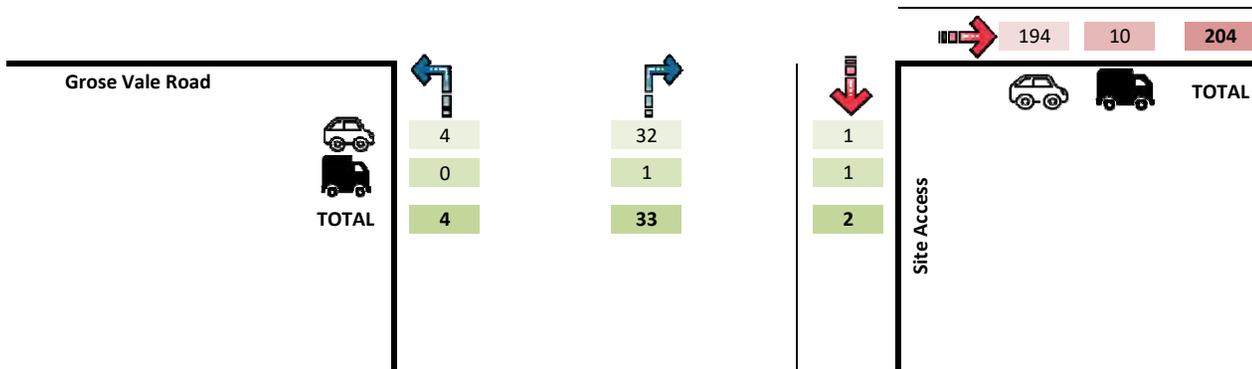
All Vehicles Time Per Hour	SOUTH							WEST							TOTAL		TOTAL				
	Site Access							Grose Vale Road													
	L		T		R		TOTAL	L		T		R		TOTAL	LIGHT	HEAVY					
LIGHT	HEAVY	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT		HEAVY	LIGHT	HEAVY	LIGHT	HEAVY	LIGHT		HEAVY						
15:00 - 16:00	2	0	2			27	0	27	29			200	13	213	1	0	1	214	515	24	539
15:15 - 16:15	1	0	1			33	0	33	34			162	12	174	1	0	1	175	508	19	527
15:30 - 16:30	0	0	0			32	0	32	32			153	10	163	1	0	1	164	522	16	538
15:45 - 16:45	1	0	1			28	0	28	29			138	10	148	1	0	1	149	523	13	536
16:00 - 17:00	2	0	2			36	0	36	38			137	6	143	0	0	0	143	548	8	556
16:15 - 17:15	4	0	4			34	0	34	38			150	7	157	0	0	0	157	555	14	569
16:30 - 17:30	4	0	4			30	1	31	35			162	7	169	0	0	0	169	557	14	571
16:45 - 17:45	4	0	4			32	1	33	37			162	9	171	0	0	0	171	561	17	578
17:00 - 18:00	3	0	3			23	1	24	27			153	9	162	0	0	0	162	531	19	550
17:15 - 18:15	1	0	1			15	1	16	17			144	7	151	0	0	0	151	498	14	512
17:30 - 18:30	2	0	2			15	0	15	17			129	4	133	0	0	0	133	465	12	477
17:45 - 18:45	1	0	1			9	0	9	10			117	2	119	0	0	0	119	418	11	429
18:00 - 19:00	1	0	1			10	0	10	11			109	1	110	0	0	0	110	371	8	379
Period End	26	0	26			324	4	328	354			1916	97	2013	4	0	4	2017	6572	189	6761

Location -
Grose Vale Road
Site Access
Grose Vale Road
 Suburb RICHMOND

Duration 15:00 - 19:00
-
-
 Day/Date Monday, 23 September 2019
 Weather -

DATA SELECTION
 Select Time:

TIME RANGE		
PEAK	-	PM
PEAK		
16:45	-	17:45



Appendix C

Sidra Modelling Results

MOVEMENT SUMMARY

 Site: 101 [EX AM GROSE VALE ROAD - SITE ACCESS]

New Site
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: SITE ACCESS												
1	L2	1	4.0	0.001	8.5	LOS A	0.0	0.0	0.18	0.88	0.18	51.6
3	R2	8	4.0	0.024	16.5	LOS B	0.1	0.6	0.66	0.94	0.66	47.0
Approach		9	4.0	0.024	15.6	LOS B	0.1	0.6	0.60	0.94	0.60	47.4
East: GROSE VALE ROAD												
4	L2	8	4.0	0.047	5.6	LOS A	0.0	0.0	0.00	0.06	0.00	57.7
5	T1	168	4.0	0.047	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	59.7
Approach		177	4.0	0.047	0.3	NA	0.0	0.0	0.00	0.03	0.00	59.6
West: GROSE VALE ROAD												
11	T1	458	4.0	0.142	0.1	LOS A	0.4	3.0	0.06	0.05	0.06	59.3
12	R2	51	4.0	0.142	6.4	LOS A	0.4	3.0	0.15	0.13	0.15	56.5
Approach		508	4.0	0.142	0.7	NA	0.4	3.0	0.07	0.06	0.07	59.0
All Vehicles		695	4.0	0.142	0.8	NA	0.4	3.0	0.06	0.06	0.06	58.9

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Sunday, 8 December 2019 8:23:54 PM

Project: T:\WORK\19\19152 - ST JOHN OF GOD RICHMOND HOSPITAL REDEVELOPMENT\SURVEY\Site Access and Grose Vale Road
 08122019.sip8

MOVEMENT SUMMARY

 Site: 101 [PM GROSE VALE ROAD - SITE ACCESS]

New Site
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: SITE ACCESS												
1	L2	4	4.0	0.004	9.1	LOS A	0.0	0.1	0.29	0.85	0.29	51.4
3	R2	35	4.0	0.083	14.7	LOS B	0.3	2.2	0.59	0.98	0.59	48.0
Approach		39	4.0	0.083	14.1	LOS A	0.3	2.2	0.56	0.97	0.56	48.3
East: GROSE VALE ROAD												
4	L2	2	4.0	0.102	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.1
5	T1	387	4.0	0.102	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
Approach		389	4.0	0.102	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: GROSE VALE ROAD												
11	T1	180	4.0	0.048	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	59.9
12	R2	1	4.0	0.048	7.4	LOS A	0.0	0.1	0.01	0.01	0.01	58.0
Approach		181	4.0	0.048	0.1	NA	0.0	0.1	0.01	0.00	0.01	59.9
All Vehicles		609	4.0	0.102	0.9	NA	0.3	2.2	0.04	0.06	0.04	59.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Sunday, 8 December 2019 8:23:54 PM

Project: T:\WORK19\19152 - ST JOHN OF GOD RICHMOND HOSPITAL REDEVELOPMENT\SURVEY\Site Access and Grose Vale Road
 08122019.sip8

MOVEMENT SUMMARY

 Site: 101 [FUT AM GROSE VALE ROAD - SITE ACCESS]

New Site
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: SITE ACCESS												
1	L2	3	4.0	0.003	8.4	LOS A	0.0	0.1	0.13	0.91	0.13	51.6
3	R2	20	4.0	0.083	22.0	LOS B	0.3	2.0	0.77	1.00	0.77	44.0
Approach		23	4.0	0.083	20.1	LOS B	0.3	2.0	0.68	0.99	0.68	44.9
East: GROSE VALE ROAD												
4	L2	76	4.0	0.068	5.6	LOS A	0.0	0.0	0.00	0.36	0.00	55.2
5	T1	177	4.0	0.068	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
Approach		253	4.0	0.068	1.7	NA	0.0	0.0	0.00	0.18	0.00	57.9
West: GROSE VALE ROAD												
11	T1	601	4.0	0.185	0.2	LOS A	0.6	4.1	0.07	0.05	0.07	59.2
12	R2	59	4.0	0.185	6.9	LOS A	0.6	4.1	0.18	0.12	0.18	56.5
Approach		660	4.0	0.185	0.8	NA	0.6	4.1	0.08	0.05	0.08	59.0
All Vehicles		936	4.0	0.185	1.5	NA	0.6	4.1	0.08	0.11	0.08	58.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Sunday, 8 December 2019 8:23:54 PM

Project: T:\WORK\19\19152 - ST JOHN OF GOD RICHMOND HOSPITAL REDEVELOPMENT\SURVEY\Site Access and Grose Vale Road 08122019.sip8

MOVEMENT SUMMARY

 **Site: 101 [FUT PM GROSE VALE ROAD - SITE ACCESS]**

New Site
 Site Category: (None)
 Stop (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: SITE ACCESS												
1	L2	9	4.0	0.010	9.2	LOS A	0.0	0.3	0.31	0.86	0.31	51.3
3	R2	81	4.0	0.212	16.4	LOS B	0.8	5.8	0.66	1.01	0.68	47.0
Approach		91	4.0	0.212	15.7	LOS B	0.8	5.8	0.63	0.99	0.64	47.4
East: GROSE VALE ROAD												
4	L2	5	4.0	0.114	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.0
5	T1	428	4.0	0.114	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		434	4.0	0.114	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
West: GROSE VALE ROAD												
11	T1	192	4.0	0.051	0.0	LOS A	0.0	0.1	0.01	0.00	0.01	59.9
12	R2	1	4.0	0.051	7.7	LOS A	0.0	0.1	0.01	0.01	0.01	58.0
Approach		193	4.0	0.051	0.1	NA	0.0	0.1	0.01	0.00	0.01	59.9
All Vehicles		717	4.0	0.212	2.0	NA	0.8	5.8	0.08	0.13	0.08	58.0

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

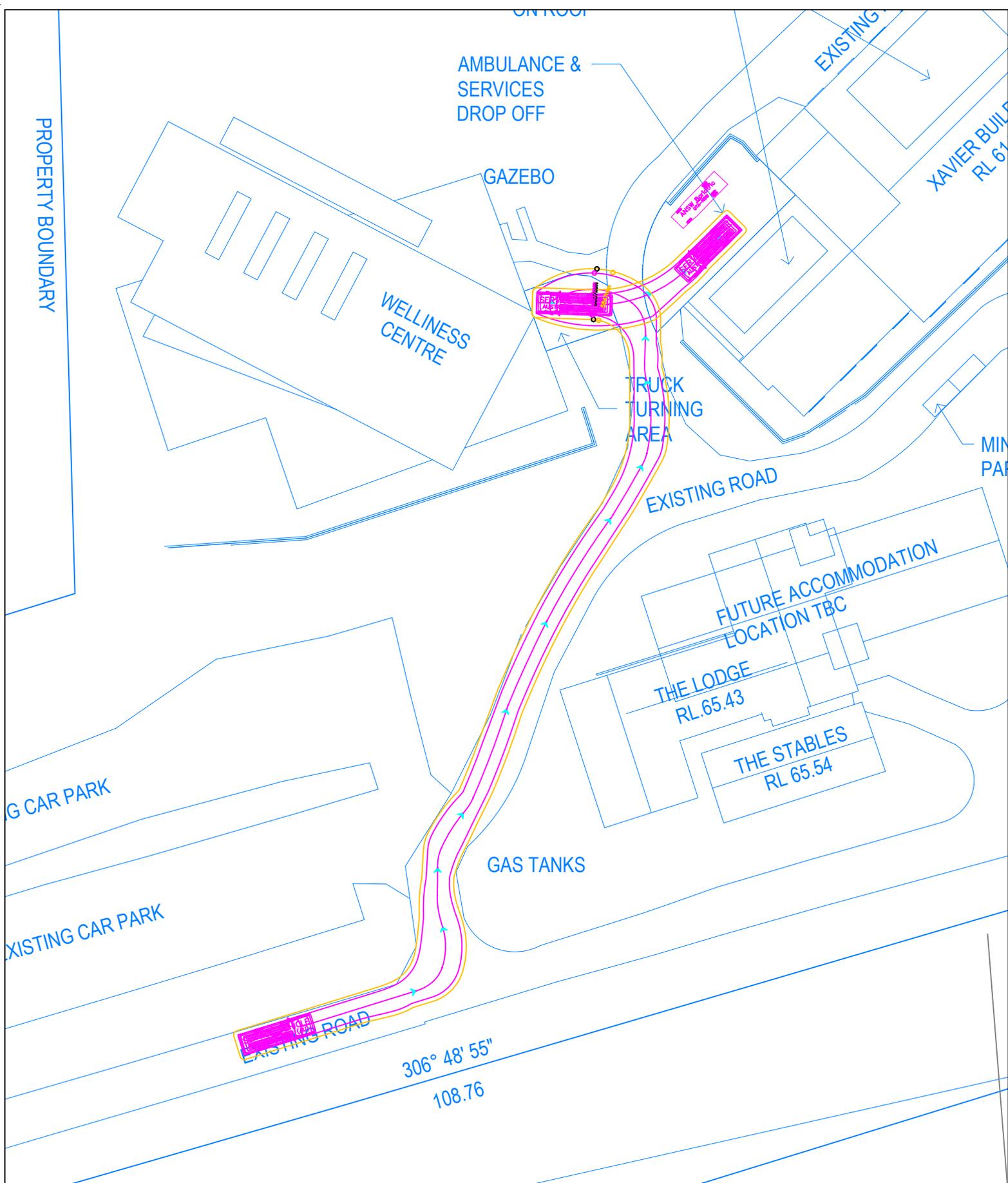
SIDRA INTERSECTION 8.0 | Copyright © 2000-2019 Akcelik and Associates Pty Ltd | sidrasolutions.com

Organisation: TRANSPORT AND TRAFFIC PLANNING ASSOCIATES | Processed: Sunday, 8 December 2019 8:23:54 PM

Project: T:\WORK\19\19152 - ST JOHN OF GOD RICHMOND HOSPITAL REDEVELOPMENT\SURVEY\Site Access and Grose Vale Road
 08122019.sip8

Appendix D

Public Transport Services



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTURN PRO10 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 8.8m MEDIUM RIGID
VEHICLE ENTERING THE
LOADING SPACE**

PROPERTY BOUNDARY

51°

12

INDICATIVE LOCATION FOR SOLAR PANELS ON ROOF

AMBULANCE & SERVICES DROP OFF

GAZEBO

WELLNESS CENTRE

TRUCK TURNING AREA

EXISTING ROAD

FUTURE ACCOMMODATION LOCATION TBC

THE LODGE RL.65.43

THE STABLES RL 65.54

GAS TANKS

EXISTING CAR PARK

EXISTING CAR PARK

EXISTING ROAD

306° 48' 55"

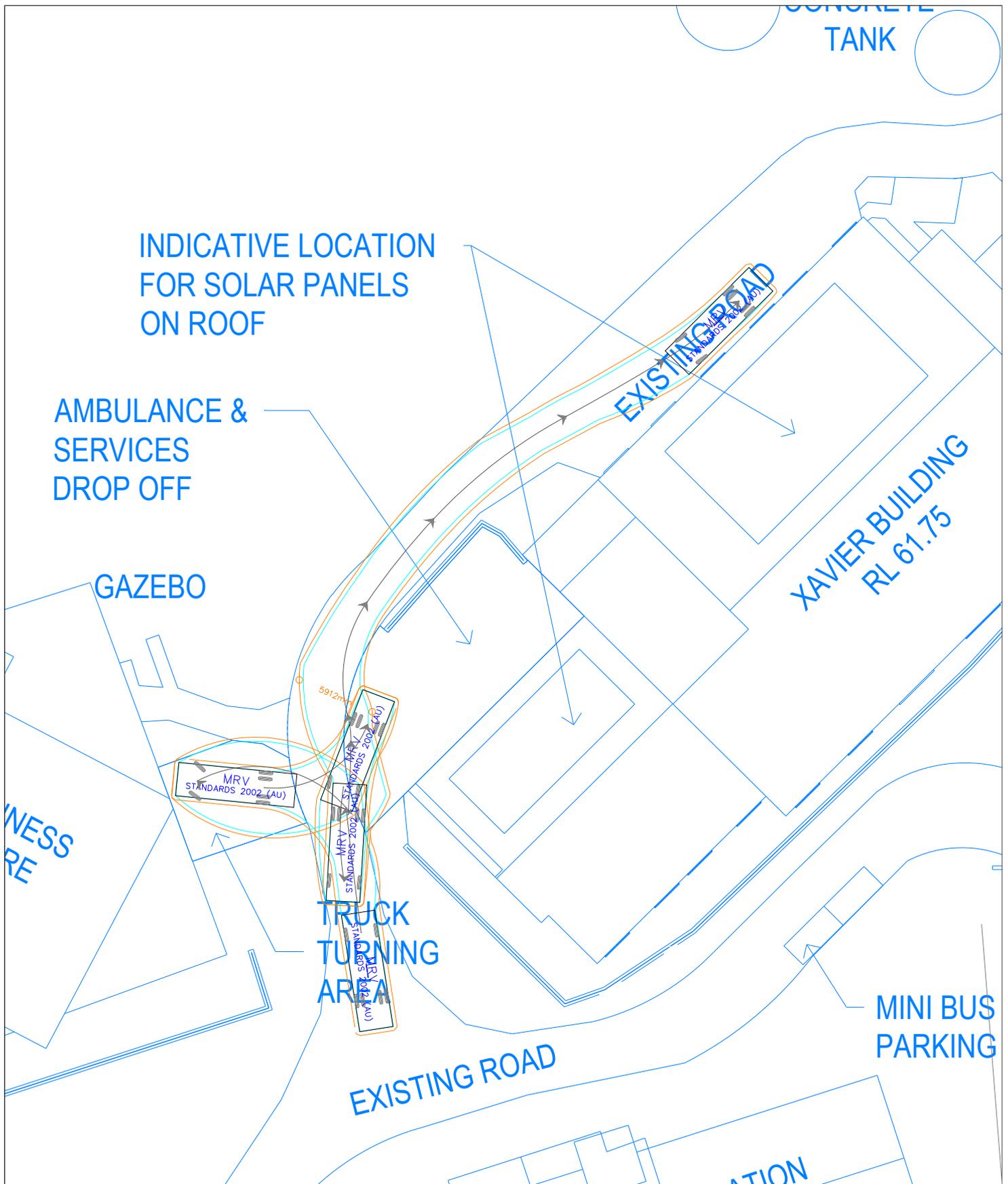
108.76

LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTURN PRO10 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



SWEPT PATH ANALYSIS OF A 8.8m MEDIUM RIGID VEHICLE EXITING THE LOADING SPACE

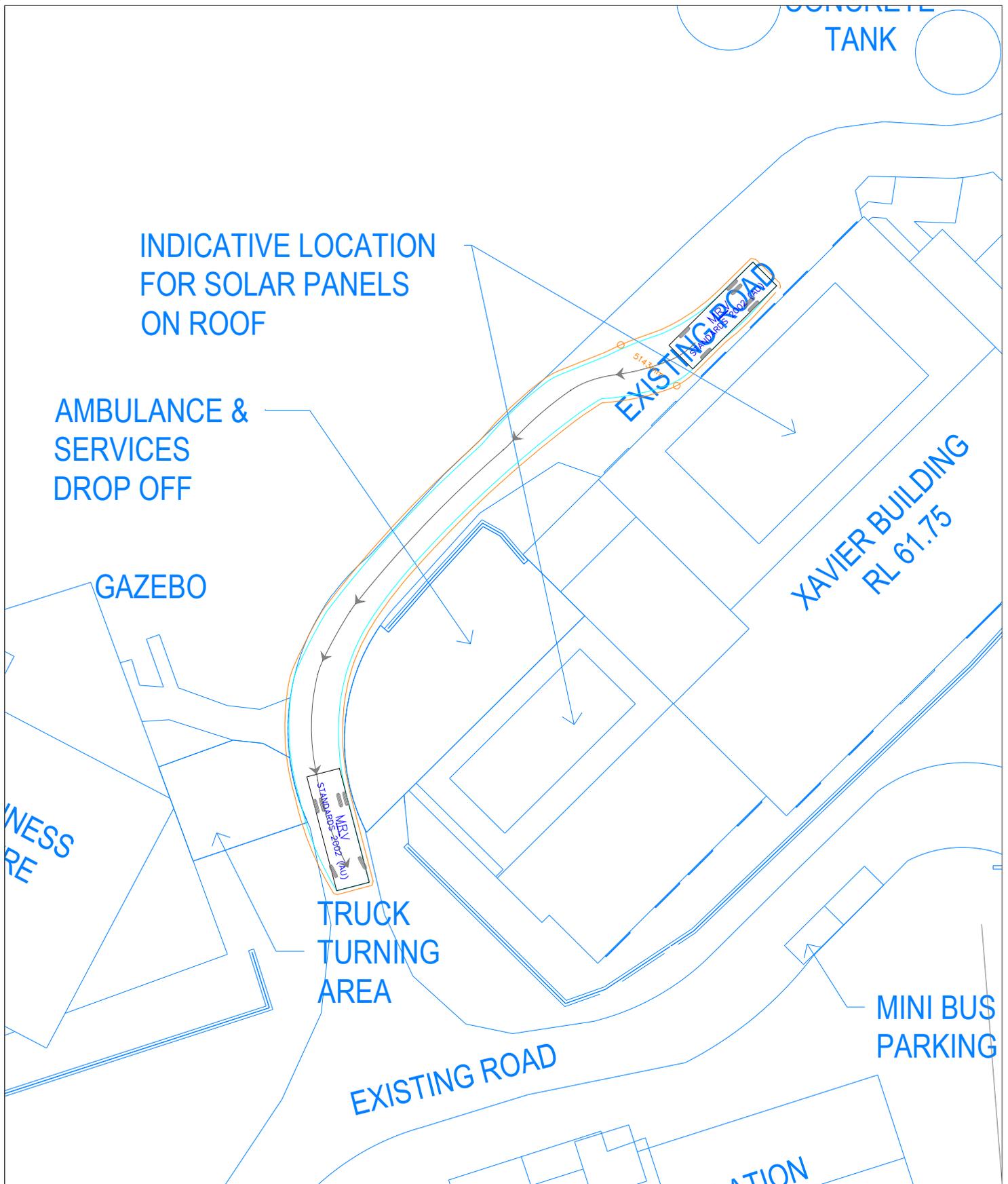


LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTURN PRO10 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 8.8m MEDIUM RIGID
VEHICLE ARRIVING &
STANDING TEMPORARILY ON
THE ROAD ADJACENT TO THE
PROPOSED WASTE ROOM**



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTURN PRO10 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 8.8m MEDIUM RIGID
VEHICLE DEPARTING FROM
THE PROPOSED WASTE ROOM**

Appendix E

Turning Path Assessment

Sydney rail network

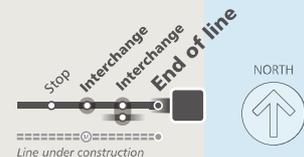


M Metro **T** Trains



Sydney metro and train lines

- | | | | | |
|--|--|--|--|--|
| M Metro North West Line
Chatswood
Tallawong | T1 North Shore & Western Line
North Shore
Western
Richmond | T2 Inner West & Leppington Line
Inner West
Leppington
City | T3 Bankstown Line
Liverpool
Lidcombe
City | T4 Eastern Suburbs & Illawarra Line
Eastern Suburbs
Illawarra
Cronulla |
| T5 Cumberland Line
Leppington
Richmond | T6 Carlingford Line
Carlingford
Clyde | T7 Olympic Park Line
Olympic Park
Lidcombe | T8 Airport & South Line
Airport
South
City | T9 Northern Line
Northern
Gordon |



Check timetables and trip planners for train services and connections

Visit transportnsw.info

680

Richmond to Bowen Mountain via Grose Vale & Grose Wold (Loop Service)

B

How to use this timetable

This timetable provides a snapshot of service information in 24-hour time (e.g. 5am = 05:00, 5pm = 17:00). Information contained in this timetable is subject to change without notice. Please note that timetables do not include minor stops, additional trips for special events, short term changes, holiday timetable changes, real-time information or any disruption alerts.

For the most up-to-date times, use the Trip Planner or Departures on transportsw.info

Real-time planning

You can plan your trip with real-time information using the Trip Planner or Departures on transportsw.info or by downloading travel apps on your smartphone or tablet.

The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information

Find the latest apps at transportsw.info/apps

Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the  symbol in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

Who is providing my bus services?

The bus services shown in this timetable are run by Busways Western Sydney.

Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply

You can use an Opal card or a contactless payment to pay for your travel.

Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, Central Coast, the Hunter and the Illawarra.

Which Opal card is right for you?

Adult - Customers 16 years and over who are not entitled to any concessions and normally pay full fare.

Child/Youth - For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

Gold Senior/Pensioner - For eligible NSW and interstate seniors, pensioners, war widows/ers and asylum seekers.

Concession - For eligible tertiary students, job seekers, apprentices and trainees.

How to get an Opal card

You can get an Adult or Child/Youth Opal card over the counter at Opal retailers that display the Opal sign . To find your nearest retailer visit transportsw.info/opal.

If you are eligible to travel with concession fares you can apply for a Gold Senior/Pensioner or Concession Opal card online. Visit transportsw.info/opal for more information.

Contactless payments

If you have an American Express, Mastercard, Visa card or linked device, you can use it to pay for all public transport on the Opal network. Just make sure to tap on and tap off at Opal readers at the beginning and end of your trip.

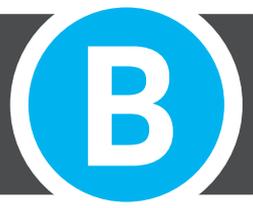
Always separate your cards when you tap on and tap off so your preferred card is charged.

You will receive the same travel benefits of an Adult Opal card when you tap on and tap off consistently with the same credit card, debit card or linked device. This includes daily, weekly and Sunday travel caps, and a \$2 transfer discount when you change between metro/train, ferry, bus or light rail services within 60 minutes. Adult Opal fare pricing applies.

Find out more at transportsw.info/contactless

Explanation of definitions and symbols

	Wheelchair Accessible
S	Bus operates public school days only
V	Public school days bus operates via Elizabeth St, omitting William St
R	Bus commences from Bowen Mountain Rd near Wattle St 5 minutes earlier
M	Bus operates from Kurrajong Rd via Chapel St, Windsor St, West Market St, March St & East Market St to Richmond Station
K	Bus operates to Kurrajong Shopping Village first, then returns via Kurrajong Rd & Old Bells Line of Rd
Q	Bus operates via Grose Vale Rd, Pecks Rd, Arthur Phillip Dr to Ron Middleton VC Gardens, then returns to North Richmond via Arthur Phillip Dr, Pecks Rd, Campbell St & William St
D	Bus operates from Kurrajong Rd via March St direct & East Market St to Richmond Station

680**Richmond to Bowen Mountain via
Grose Vale & Grose Wold (Loop
Service)**

Valid from: 17 Nov 2019

Creation date: 06 Dec 2019

NOTE: Information is correct on date of download.

Monday to Friday			
Service Information	S		
East Market St opp Richmond Station, Richmond	14:43	16:58	
North Richmond Village, Bells Line Of Road, North Richmond	14:49	17:09	
Ron Middleton VC Gardens, Runway St, North Richmond	14:53	-	
Pecks Rd at Hayman St, North Richmond	14:56	17:13	
Grose Vale Rd opp Bells Rd, Gross Vale	15:01	17:18	
Grose View PS, Grose Wold	15:07	-	
Bowen Mountain Rd before Carters Rd, Grose Vale	15:15	17:23	
Lieutenant Bowen Dr, Bowen Mountain	15:25	-	
Pamela Cr at Lieutenant Bowen Dr, Bowen Mountain	15:30	17:27	
Westbury Rd at Carters Rd, Grose Vale	15:42	17:33	

680

Richmond to Bowen Mountain via Grose Vale & Grose Wold (Loop Service)

B

Monday to Friday

Service Information			S	♿	♿	♿	♿	S	S
East Market St opp Richmond Station, Richmond	06:13	06:44	-	-	10:03	12:28	13:03	16:33	17:28
North Richmond Village, Bells Line Of Road, North Richmond	06:18	06:49	-	-	10:09	Q12:34	13:09	V16:44	17:39
Pecks Rd at Hayman St, North Richmond	-	-	-	-	-	-	13:13	V16:50	17:43
Grose Vale Rd opp Bells Rd, Gross Vale	06:22	06:53	-	-	10:14	-	13:19	16:55	17:48
Bowen Mountain Rd before Carters Rd, Grose Vale	06:27	06:58	-	-	10:19	-	13:24	17:00	17:53
Bowen Mountain Rd opp Wattle St, Bowen Mountain	-	-	07:53	08:33	-	-	-	-	-
Lieutenant Bowen Dr, Bowen Mountain	-	07:06	R07:57	R08:38	10:26	-	13:31	17:07	-
Pamela Cr at Lieutenant Bowen Dr, Bowen Mountain	06:36	07:09	08:01	08:43	10:29	-	13:34	17:10	17:57
Westbury Rd at Carters Rd, Grose Vale	06:43	07:16	08:08	08:52	10:35	-	13:40	17:16	18:03
Kurrajong Village Shops, Old Bells Line Of Road, Kurrajong	-	-	-	-	K10:42	-	K13:47	-	-
Grose Wold Rd after Grose Vale Rd, Grose Vale	06:46	07:19	08:11	08:55	10:53	-	13:58	17:19	18:06
Grose View PS, Grose Wold	-	-	08:14	08:58	-	-	-	-	-
Pecks Rd opp Hayman St, North Richmond	-	V07:29	08:22	09:06	11:04	Q12:37	-	-	-
Ron Middleton VC Gardens, Runway St, North Richmond	-	-	-	-	-	Q12:42	-	-	-
Richmond North Public School, Elizabeth St, North Richmond	-	07:33	-	-	-	-	-	-	-
Bells Line of Road after Terrace Rd, North Richmond	06:56	V07:40	08:31	M09:14	11:09	M12:49	14:09	17:30	M18:19
East Market St opp Richmond Station, Richmond Richmond Station	-	-	-	M09:24	-	M12:59	-	-	M18:31
	07:04	07:50	08:41	-	11:19	-	14:19	17:40	-

Monday to Friday

	♿
East Market St opp Richmond Station, Richmond	18:28
North Richmond Village, Bells Line Of Road, North Richmond	18:38
Pecks Rd at Hayman St, North Richmond	18:41
Grose Vale Rd opp Bells Rd, Gross Vale	18:46
Bowen Mountain Rd before Carters Rd, Grose Vale	18:51
Pamela Cr at Lieutenant Bowen Dr, Bowen Mountain	18:55
Westbury Rd at Carters Rd, Grose Vale	19:01
Grose Wold Rd after Grose Vale Rd, Grose Vale	19:04
Bells Line of Road after Terrace Rd, North Richmond	19:15
Richmond Station	19:23

Saturday

	♿	♿	♿	♿
East Market St opp Richmond Station, Richmond	07:50	10:45	13:45	17:35
North Richmond Village, Bells Line Of Road, North Richmond	07:56	10:51	13:51	17:41
Pecks Rd at Hayman St, North Richmond	-	-	13:54	17:44
Grose Vale Rd opp Bells Rd, Gross Vale	08:01	10:56	13:59	17:49
Grose Wold Rd after Grose Vale Rd, Grose Vale	08:03	10:58	14:01	17:51
Pecks Rd opp Hayman St, North Richmond	08:13	11:08	-	-
Bells Line of Road after Terrace Rd, North Richmond	08:18	11:13	14:13	18:03
Richmond Station	08:27	11:22	14:22	18:12

Sunday & Public Holidays

	♿	♿
East Market St opp Richmond Station, Richmond	08:52	14:35
North Richmond Village, Bells Line Of Road, North Richmond	08:58	14:41
Pecks Rd at Hayman St, North Richmond	-	14:44
Grose Vale Rd opp Bells Rd, Gross Vale	09:03	14:49
Grose Wold Rd after Grose Vale Rd, Grose Vale	09:05	14:51
Pecks Rd opp Hayman St, North Richmond	09:15	-
Bells Line of Road after Terrace Rd, North Richmond	09:20	D15:03
East Market St opp Richmond Station, Richmond Richmond Station	-	D15:12
	09:29	-

Appendix F

Consultation Process



Transport
for NSW

Ms. Ingrid Berzins
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Ms. Berzins,

**Request for SEARs Input – St John of God - Richmond
SSD 10394**

Thank you for your correspondence via ePlanning portal (ref: PAE-1136) on 12 November 2019, requesting Transport for NSW (TfNSW) to review and provide input into the SEARs for the subject State Significant Development (SSD 10394).

The relevant documents have been reviewed and inclusion to the SEARs is provided in **TAB A**.

If you require clarification of the above, please do not hesitate to contact Ken Ho, Transport Planner, via email at ken.ho@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

25/11/2019

Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

Objective Reference: CD19/09130

TAB A – Inclusion into SEARs for SSD 10394

Policies

Address the relevant planning provisions, goals and strategic objectives in the following:

- The Greater Sydney Regional Plan, A metropolis of three cities
- Future Transport Strategy 2056 and supporting plans
- Greater Sydney Commission's Western City District Plan
- Crime Prevention Through Environmental Design (CPTED) Principles

Transport and Accessibility

Include a transport and accessibility impact assessment, which details, but not limited to the following:

- accurate details of the current daily and peak hour vehicle, existing and future public transport networks and pedestrian and cycle movement provided on the road network located adjacent to the proposed development
- details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips based on surveys within the local area
- the adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand of the proposed development
- measures to integrate the development with the existing/future public transport network
- the impact of trips generated by the development on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for, and details of, upgrades or road improvement works, if required (Traffic modelling is to be undertaken using SIDRA network modelling for current and future years)
- the identification of 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
- details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location- specific sustainable travel plan (Green Travel Plan and specific Workplace travel plan) and the provision of facilities to increase the non- car mode share for travel to and from the site
- the proposed walking and cycling access arrangements and connections to public transport services
- the proposed access arrangements, including car and bus pick-up/drop- off facilities, and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and bicycle networks, including pedestrian crossings and refuges and speed control devices and zones
- proposed bicycle parking provision, including end of trip facilities, in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance
- proposed number of car parking spaces for staff and visitors and corresponding compliance with existing parking codes and justification for the level of car parking provided as part of the proposed development
- an assessment of the cumulative on-street parking impacts of cars, staff parking and any other parking demands associated with the development
- an assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures and personal safety in line with CPTED

- emergency vehicle access, service vehicle access, service vehicle parking, delivery and loading arrangements and estimated service vehicle movements
 - the preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic.
- Relevant Policies and Guidelines:
- Guide to Traffic Generating Developments (Roads and Maritime Services)
 - EIS Guidelines – Road and Related Facilities (DoPI)
 - Cycling Aspects of Austroads Guides
 - NSW Planning Guidelines for Walking and Cycling
 - Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development
 - Standards Australia AS2890.3 (Bicycle Parking Facilities).

DRAFT



22 November 2019

Our Reference: SYD19/01486/01
Departments Reference: SSD 10394

Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Ingrid Berzins

Dear Sir/Madam,

ST JOHN OF GOD RICHMOND REDEVELOPMENT 177 GROSE VALE ROAD, NORTH RICHMOND

Reference is made to Department of Planning, Industry and Environment's correspondence dated 12 November 2019 requesting Roads and Maritime Services (Roads and Maritime) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements (SEARs).

Roads and Maritime would like the following issue to be included in the transport and traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need/associated funding for upgrading or road improvement works (if required).
2. Details of the proposed accesses and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e.; turn paths, sight distance requirements, aisle widths, etc.).
3. Proposed number of car parking spaces and compliance with the appropriate parking codes.
4. Details of service vehicle movements (including vehicle type and likely arrival and departure times).
5. Roads and Maritime requires the Environmental Assessment report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling) and the provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.

Any inquiries in relation to this application can be directed to Laura van Putten 02 8849 2480 or by email at development.sydney@rms.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read 'Pahee Rathan', written in a cursive style.

Pahee Rathan
A/Senior Manager Land Use Assessment
North West Precinct

Your Ref: SSD-10394

28 November 2019

Ingrid Berzins
NSW Department of Planning, Industry and Environment
Level 29, 320 Pitt Street
SYDNEY NSW 2000

Dear Madam,

Development: **St John of God Richmond**
Construction of upgraded and expanded facilities resulting in an additional 24 beds. In addition, partial demolition of existing buildings, retention of Belmont House and integrated open space and landscaping

Property Details: **Lot 11 DP 1134453**
No. 235 Grose Vale Road NORTH RICHMOND

I refer to the abovementioned Secretary's Environmental Assessment Requirements request (SEARs), which is open for comment.

Following a review of the proposal, Council Officers have identified a number of matters that may require further clarification as part of the preparation of the SEARs by the, NSW Department of Planning and Environment.

Property information

The application is to clearly identify where the works would be occurring and if any development relies on the use of adjacent properties for access, drainage landscaping, bushfire asset protection zones etc.

Council's records indicate that the hospital and associated buildings are located on Lot 11 DP 1134453 with a street address of No. 235 Grose Vale Road North Richmond and the information provided with the application shows a street address of No. 177 Grose Vale Road. Clarification is required to be provided in this regard and be accompanied by appropriate owners consent.

Permissibility

The application is to clearly detail permissibility of the proposal and how it is permitted, including, but not limited to, the Hospital, Church, Pharmacy, Café and any caretakers residents or associated dwellings on the land.

If the proposal relies on existing use rights a detailed approval history of the site is required to be provided along with an assessment against the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulations 2000*.





Planning Policies not covered or mentioned in draft SEARs

- State Environmental Planning Policy No 44—Koala Habitat Protection
- Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River (No 2 – 1997)
- Hawkesbury Section 94A Contributions Plan 2015

Consultation or approvals with external agencies not mentioned in draft SEARs

NSW Rural Fire Service

The land is mapped as being bushfire prone land and a Bush fire Safety Authority is required under 100B of the *Rural Fires Act 1997*.

Department of Defence Royal Australian Air Force Base Richmond

The development is in close proximity to the Air Force operations.

Infrastructure and services

The application is to clearly detail infrastructure and services upgrades associated with the following matters:

- site access,
- driveways,
- car parking areas,
- bush fire fighting measures,
- rainwater collection,
- drinking water,
- sewerage,
- waste storage and collection, and
- onsite stormwater collection and disposal.

Additional matters

- The application is required to demonstrate that the proposed 5 metre setback is acceptable having regard to visual impact, privacy on adjacent development and bush fire asset protection.
- The proposal should be designed in a manner that protects existing mature vegetation onsite and that it does not rely on the removal of vegetation on adjacent properties unless appropriate owners consent is provided.
- Clause 4.3 of Hawkesbury Local Environmental Plan identifies a maximum 10 metre building height from the existing ground level.

It is recommended that any proposal be designed to comply with the maximum building height requirements of this plan and meet the objectives of this clause which are as follows:

- (a) to protect privacy and the use of private open space in new development and on adjoining land,*
- (b) to ensure that the bulk of development is not excessive and relates well to the local context,*
- (c) to nominate heights that will provide a transition in built form and land use intensity,*
- (d) to ensure an appropriate height transition between new buildings and heritage items.*

Particular concern is made in relation to the proposed 5 metre setback and ensuring that the buildings provide for an appropriate transition in built form.

- The application should undertake an assessment in respect to the social and economic impacts on surrounding locality and potential land use conflicts with agricultural land uses surrounding the site.



- The application should be accompanied by a detailed site survey which identifies features including property boundaries, building setbacks and location of existing vegetation proposed to be retained or removed.
- The site and adjacent property are identified as a locally listed heritage item under Hawkesbury Local Environmental Plan 2012. A detailed conservation management plan for the site must be prepared and submitted as part of any application.

Thank you for the opportunity to provide comment. Please note that the matters raised above may change as a consequence of supply of additional information and Council may wish to comment upon receipt of any additional information.

Should you have any questions, please contact me on (02) 4560 4424.

Yours faithfully,

William Pillon | Senior Town Planner | Hawkesbury City Council

☎ (02) 4560 4424 | 📠 (02) 4587 7740 | 🌐 www.hawkesbury.nsw.gov.au