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Proposed Alexandria Health Centre 28 – 32 Bourke Road, Alexandria Transport and Accessibility Impact Assessment

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Executive Summary

This report documents a Transport and Accessibility Impact Assessment undertaken in relation to an SSD Concept Application for a new Hospital and Medical Centre building at Alexandria. The report responds in particular to the requirements of the SEARS and presents the following findings:

Existing Environment

The existing environment is one of a former industrial precinct (Central Sydney Industrial Area) evolving into a contemporary mixed use urban precinct framed around the Green Square Railway Station.

The subject section of Bourke Road largely retains established industrial uses being a mixture of warehouse, manufacturing and storage uses at the present time.

Potential Impacts

The assessment has regard for the proposed constrained on-site parking provision and the provision for vehicle access using Council's proposed new "laneway" system. The assessment concludes that the proposed development will not result in any adverse traffic implications and that the provisions for pedestrians, cyclists and servicing will be quite satisfactory.

Mitigation Measures

Consistent with the conclusion that there will not be any adverse traffic implications, there will not be any need for mitigation measures (apart from the implementation and maintaining of a Green Travel Plan).

1.0 Introduction

This report has been prepared for Alexandria Property Development to accompany SSD – 38600121 for a new Hospital and Medical Centre building at 28 – 32 Bourke Road, Alexandria (Figure 1).

The proposed developed in general terms comprises:

- Mental Health Hospital
- Medical Centre
- GP Clinic and Pharmacy
- Ground and Basement parking

A detailed description of the proposal is provided in Section 2.2.

The DPIE has issued SEARS in response to a Concept Development Application and these in relation to Traffic, Transport and Accessibility together with responses are provided in the following:

SEARS	Summary Response	TIA Section
Provide a transport and accessibility impact assessment, which includes: o an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	All details provided	Section 3
o outlines the proposed concept development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick- up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	All details provided	Sections 4 & 6
o analysis of the impacts of the proposed concept development (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard	All details provided	Section 5

modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments.

o measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with the relevant standards.

o measures to promote sustainable travel choices for employees and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan. Accommodation of Council's proposed road Section 6 network upgrade

Green Travel Plan

Provided separately

The purpose of this report is to:

- describe the site, its context and the proposed development scheme
- describe the road network serving the site and the prevailing traffic conditions
- assess the adequacy of the proposed parking provision
- assess the potential traffic implications
- assess the suitability of the proposed vehicle access, internal circulation and servicing arrangements
- respond to the SEARS
- document the consultation undertaken with TfNSW and Council



2.0 Proposed Development Scheme

2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of Lots 1, 2 & 3 in DP324707 which occupies a rectangular shaped area of some 2,956.5m² with frontage to the south eastern side of Bourke Road. The site is located on the western edge of Green Square within the Alexandria Industrial Area which is experiencing an ongoing evolution from the former Industrial uses to a mixed business park and residential apartment uses.

The site is adjoined to the west by a Council Depot, to the south by a Taxi Depot and to the east by small coffee business. Business park uses extend to the north and south, while the area to the north-east has been subject to recent large scale redevelopment for residential apartment buildings.

The existing development on the site comprises a single level warehouse building with vehicle access on the Bourke Road frontage which is used for the purpose of vehicle repairs.

2.2 Proposed Development

Development consent is sought for a concept proposal for the Alexandria Health Centre comprising medical centre uses and anchored by a Mental Health Hospital. Specifically, the application seeks concept approval for:

- In principle arrangements for the demolition of existing structures on the site and excavation to accommodate a single level of basement car parking (partially below ground level).
- A building envelope to a maximum height of 45 m (RL 53.41) (including architectural roof features and building plant).
- A maximum gross floor area of 11,442.20 sqm, which equates to a maximum FSR of 3.85:1

- Indicative use of the building as follows:
 - Mental Health Hospital at levels 5-7
 - Medical Centre Uses at levels 1-4
 - Ground level reception/lobby and pharmacy
- Principles for future vehicular ingress and egress from Bourke Road along the site's western frontage.
- Subject to agreement on a public benefit offer to be submitted with this application, the proposal includes the indicative dedication of the following land to Council as envisaged by the Draft Sydney Development Control Plan 2012 – Southern Enterprise Area Amendment (Draft DCP):
 - A 2.4m wide strip of land along the site's frontage to Bourke Road for the purpose of footpath widening
 - A 3m wide lane along the site's western boundary contributing towards a 6m wide lane (it is noted that the concept proposal will allocate an additional 3 m strip of land within the site along the western boundary to enable two-way vehicle movement into and out of the site).
 - A 3m wide lane along the site's southern boundary, contributing towards a 9m wide lane.

Details of the envisaged development are provided on the concept plans prepared by NBRS which accompany the Application and are reproduced in part in Appendix A.



3.0 Road Network, Traffic Conditions

3.1 Road Network

The existing road network serving the site (Figure 3) comprises:

- Botany Road / Regent Street a State Road and north/south arterial route which provides connection to/from the City
- Cleveland Street a State Road and east/west arterial route linking with Anzac
 Parade in the east and City Road in the west
- Wyndham Street a Regional Road (part State Road) and north/south collector (part sub arterial) route which connects between Green Square and Redfern
- McEvoy Street / Euston Road a State Road and sub arterial route between South Darling Street and Princes Highway
- *Redfern Street / Lawson Square –* a collector route between Elizabeth Street and Abercombie Street
- ORiordan Street a State Road and arterial route connecting between Green Square and Mascot
- Bourke Street a Regional Road connecting between Green Square and Waterloo
- Sourke Road a collector road connecting between Green Square and Mascot

Bourke Road has one traffic lane each way with sections of kerbside parking and a 2 way on-road bicycle lane along the western side.



3.2 Traffic Controls

The traffic controls on the road network both within the vicinity of the site (Figure 4) comprise:

- the traffic signals at the Wyndham Street/Bourke Road and Wyndham Street/ O'Riordan Street intersections (see details overleaf)
- the traffic signals at the Botany Road/Bourke Street/Bourke Road intersection
- the on-road cycleway along the western side of Bourke Road

3.3 Traffic Conditions

An indication of the prevailing traffic conditions on the road network in the vicinity of the site is provided by traffic volume data published by TfNSW and surveys undertaken. The TfNSW data is expressed in the form of Average Annual Daily Traffic (AADT) and relevant to the site are the following:

Location	AADT
Botany Road south of Raglan Street	25,331
Wyndham Street north of Bourke Road	11,823

The results of the TfNSW data for the Bourke Road/Wyndham Street intersection is summarised for the AM and PM peak periods in Figure 5. The results of SIDRA assessment of the operational performance of this intersection are provided in Appendix C and summarised in the following while the criteria for interpreting SIDRA results is reproduced overleaf:

	AM	PM
LOS	В	В
AVD	23.2	24.1

The SIDRA results indicate that this intersection operates quite satisfactorily at the present time although traffic conditions in the area are influenced by the operation of other major intersections (e.g. Botany Road/Bourke Street/Bourke Road, Botany Road/McEvoy Street).



	DRAWN BY CADD	— D Detector
TCS 0352	DO NOT AMEND MANUALLY	D Detector D Detector C1 Detector C1 Detector C1 Detector C1 Detector C1 Detector C1 Detector C1 Detector FOOTPATH C1 Detector FOOTPATH
	2% UP BB 53m Long	E P3(19)
	NIRKE	E B Detectors
	BOUL	FOOTPATH C2 Detectors
	DETECTOR SPECIFIC	CATIONS
	DETECTORSPECIFICATIONA1FNA(L)A(E3)SG/PSV9A	NOTES
	A2 DS - A(E1) SG/PS A A	traffic signal plan for TCS 346, Registration Number DS2014/00718. 2. This site is SCATS linked.
	DS - FN A(L) A(E2) A-B-D SG/PS V10 A DS DS DS D(NEXT)	B D 4. Audio-tactile push-buttons are provided on posts Image: Box Structure 1, 3, 7, 10, 11, 12, 15, 16, 19, and 21.
	B B B B B B B B B B B B B B B B B B B	5. Trees on approaches of the intersection are to regularly inspected and trimmed by council to minimise lantern obstruction.
	B-D1 FN D(PR) D(E4) Dep & App DS - B(NEXT)	 6. Software arterial is on A Phase. 7. (i) In presence of XSF 12, Auto Intro of A Phase (ii) In presence of XSF 13, Auto intro of B Phase (ii) In presence of XSF 13, Auto intro of B Phase (iii) In presence of XSF 14, III (III) III (III) III (III) III (IIII) III (IIIII) III (IIII) III (IIII) III (IIII) III (IIII) III (IIII) III (IIIII) IIII (IIIII) IIII (IIIII) III (IIIII) III (IIIII) IIII (IIIII)
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	C2 FN C(L) C SG/PS C DS -	C10. Signal group labelling as per field wiring.C11.CCTV camera mounted on Post 12. Camera
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POST	TYPE	LENGTH	OFFSET	REMARKS
10	2	4.1	1.3	EXISTING
11	2	4.1	1.0	EXISTING
12	2	4.1	1.0	EXISTING
13	2	4.1	-	EXISTING
14	2	4.1	0.8	EXISTING
15	2	3.2	1.0	EXISTING
16	2	4.1	1.0	EXISTING
17	13	1.5	0.6	EXISTING
18	2	4.1	2.8	EXISTING
19	2	4.1	1.0	EXISTING
20	1	4.1	-	EXISTING
21	2	4.1	1.0	EXISTING

PHASES WHEN GREEN			EN			
	В	С	D	IABLE	REWARKS	
	Х			1	-	
	Х		Х	3	-	
			Х	82	Timed RA for P1 walk and timed during clearance.	
		Х		1	-	
		Х		3	-	
				-	Disconnected.	
			Х	1		
				44	Timed RA for P3 walk and timed during clearance.	
	С		С	-	Late Start following V11 LCO. XSF8 allows green in B. XSF9 allows green in D. Early cut off AD -> B if P4 demand.	
	Х		Х	-	Late Start following V11 LCO.	
		Х		-	Late cut off.	
	С	Х	С	-	Early cut off if P4 demand. CD → B Full protection for P4.	
	Х			1	-	
		Х		6	Auto intro P2 in A Phase subject to presence of XSF7.	
		Х		6		
	Х			2	Auto intro P4 in B Phase subject to presence of XSF10. LS from C.	
		X		3	Auto intro P5 in C Phase subject to presence of XSF11, Reintroduction	



Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

LOS	Traffic Signals and Roundabouts	Give Way and Stop Signs
'A'	Good	Good
'B'	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
'C'	Satisfactory	Satisfactory but accident study required
'D'	Operating near capacity	Near capacity and Accident Study required
'E'	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode
'F'	Unsatisfactory and requires additional capacity	Unsatisfactory and requires other control mode

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below, which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

Level of Service	Average Delay per Vehicle (secs/veh)	Traffic Signals, Roundabouts	Give Way and Stop Signs
А	Less than 14	Good operation	Good operation
В	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
С	29 to 42	Satisfactory	Satisfactory but accident study required
D	43 to 56	Operating near capacity	Near capacity and accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity and requires other control mode

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by **traffic signals** both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a **roundabout or GIVE WAY or STOP signs**, satisfactory intersection operation is indicated by a DS of 0.8 or less.

3.4 Transport Services

The site is highly accessible to both bus and rail services being close to Green Square Railway Station and the high frequency bus services on Botany Road (see Appendix B details) providing connections through the Metropolitan Transport Network.

3.5 Pedestrian and Cyclist Network

There are paved footways along Bourke Road and traffic signal-controlled pedestrian crossings at the Green Square intersection complex. There are established bicycle routes through the area, including the on-road facility along the western side of Bourke Road providing connection to the regional cycle network.

3.6 Future Circumstances

Council's Draft DCP identifies some new roads envisaged new roads relative to the site as indicated on the diagram below which shows a new One-Way road running along the western side of the site with envisaged traffic signals on the site frontage.

The intent of these envisaged would appear to be related to the provision of vehicle accesses other than the Bourke Road and O'Riordan Street frontages. However, the new section of road on the western boundary would be reliant on dedication of a strip along the adjoining lot which would impact on the new Council Depot building and it is apparent that this road would not eventuate for a very long time.

The diagram also indicates the proposed provision of "mid-block" traffic signals at the site frontage to facilitate the crossing of Bourke Road by pedestrians and cyclists.





4.0 Parking

Council's DCP does not contain a parking criteria for "hospital" use, the only criteria is for "health consulting rooms and medical centres" being 2 spaces per consulting room.

The make up of the proposed building is:

GL	Hospital reception and pharmacy
Level 1	Medical Centre
Level 2	Medical Centre
Level 3	Medical Centre
Level 4	Medical Centre
Level 5	Hospital
Level 6	Hospital
Level 7	Hospital

The hospital will have 56 beds and a max. daytime staff of some 60 persons. A normal unconstrained DCP parking criteria for a hospital is:

- 1 space per 3 beds
- 1 space per 2 staff
- 1 space per medical practitioner

The COS DCP advocates a "constrained parking provision" and an indication of a constrained parking provision for a hospital is provided by the North Sydney Council DCP which specifies:

1 space per 6 beds 1 space per 4 staff

It is important for staff working night shift to have parking available due to personal safety and limited transport services.

A reasonable provision for the proposed health facility, having regard for Council's constrained parking policy, would be:

- 10 spaces for visitors or people transporting patients
- 15 spaces for staff
- 4 levels of medical centre uses, say 40 rooms minimum (6,938 ÷ 40 = 173m²)
 80 spaces

Total: 105 spaces

However, it is only proposed to provide some 70 spaces which is some 70% of the indicative constrained parking provision and it is apparent that the proposed car parking provision is compliant with Council's constrained parking strategy to reduce reliance on travel by private motor vehicle.

Council's DCP in relation to the provision of motorbikes and bicycles specifies the following in relation to the proposed development:

Bicycles	-	staff 1 space per 5 practitioners/professionals
Medical Centre	-	visitors 1 space per 200m ² GFA
Motorcycles	-	1 space per 12 car spaces

Application of this to the proposed development would indicate the following:

70 parking spaces	-	6 motorcycle spaces
24 practitioners (approximately)	-	12 staff bicycle spaces
7,429m ² (Medical Centre)	-	57 visitor bicycle spaces

It is proposed to provide 6 motorcycle spaces (ground and basement) and 50 bicycle spaces and EOT facilities (Level 1) and it is apparent that the proposed provision for motorcycles and bicycles will be compliant with Council's DCP criteria.

5.0 Traffic

5.1 Vehicles

The SEARS refer to consideration of the traffic impacts of other development in the vicinity. However, Green Square being a major new urban "enclave" has substantial ongoing development and it is not possible to isolate and identify the likely impact of this development on the road system which will be subject to traffic movement related to the proposed development.

The 2013 RMS Study of Hospitals only involved very major hospitals (e.g. Metropolitan Area – RPA, Liverpool, Westmead etc) and these have no relevance to the proposed development. The early 1990 RTA Study only involved small older style private hospitals with no consulting rooms.

TTPA have assisted with a number of Mental Health facilities and the "experience" is that:

- mental health patients receive significantly less visitors than normal hospital patients
- the patient stay at a mental health facility is an average of 21 days compared to 3 days in a medical/surgical facility
- practitioners tend to see only 1 patent per hour in a mental health consulting room compared to 2-3 in a medical/surgical facility
- mental health patients are not generally permitted to drive
- Medical Centres have a relatively limited level of occupancy as practitioners normally have rooms at a number of locations
- hospital staff shift times do not conflict with the on-street peak periods (daytime shift starting and finishing earlier)
- hospital visitors do not generally arrive during the morning peak period.

The traffic generation of the development will involve:

- the 10 visitor / set-down/pick-up (SD/PU) spaces
- the 15 staff spaces
- the 45 Medical Centre spaces (20 consultant spaces)
- the on-street / on-site SD/PU activities (taxi, ride share, others)
- service / delivery vehicles

A "first principles" assessment on this basis would indicate:

AM		PM	
IN	OUT	IN	OUT
4	4	10	10
10	10	10	10
10	-	-	10
4	4	4	4
2	2	-	-
30	20	24	34
	IN 4 10 10 4 2 30	AMINOUT44101010-44223020	AM F IN OUT IN 4 4 10 10 10 10 10 - - 4 4 4 2 2 - 30 20 24

Importantly, these movements would be discounted by those of the existing use on the site while consideration also needs to be given to what the traffic generation of an alternative development on the site under the planning provisions for the area might be.

The projected movements are relatively insignificant and quite "muted" compared to what they might be if the development uses were different (e.g. retail/commercial office).

These trips would be relatively evenly distributed to the north and south on Bourke Road with subsequent further dispersal (to/from the north on Botany Road, Wyndham Street and Bourke Street and to/from the south on Bowden Street, Huntley Street, O'Riordan Street etc.).

It is apparent that the traffic generation of the proposed development will be less than that of the other development permitted by the planning provisions, will be quite

imperceptible and will not require measures to mitigate any traffic impact.

Parking will only be provided on-site for a very minor proportion of staff and visitors and it will not be feasible to park on-street anywhere within walking distance. Accordingly, there will be a self-enforcing requirement to travel by public transport, walk or cycle, and this will be encouraged and facilitated by the excellent available access to rail and bus services as well as the on-road cycle lane along Bourke Road.

5.2 Pedestrians and Cyclists

The movement of pedestrians to/front the site (particularly those using the available public transport services) will be facilitated by:

- the available paved footways with suitable street lighting
- the available traffic signal controlled pedestrian crossings at intersections
- the proposed future pedestrian traffic signals at the site frontage.

The movement of cyclists is accommodated by the existing on-road bicycle lane (2 way) along the western side of Bourke Road. In the future, the crossing of cyclists to/from the site will be facilitated by the proposed traffic signals at the site frontage.

6.0 Access, Internal Circulation and Servicing

Access

The proposed interim vehicle access arrangements will comprise:

 Construction of part of the Council proposed future laneway along the southern and western sides of the site with dedication of land as required by Council's Draft DCP (refer to Section 3.6)

The section of lane along the southern side will be 3,500 wide (3,000 dedicated) and the section along the western side will be 6,000 wide (3,000 dedicated) to enable 2-way access movement

- Two driveway connections to the western section of lane with an ingress driveway for the Ground Level parking and Loading Dock and a combined ingress/egress driveway for the Basement car park.
- An egress driveway connection to the southern lane for the Ground Level carpark and Loading Dock

The laneway will be constructed to Council's specifications while the design of the driveways will comply with the requirements of AS2890.1 & 2. The lane way will be relatively level at the driveway connections and there will be good sight distances available.

The ultimate vehicle access arrangements in relation to the treatment of the western laneway and site access are the subject of current discussions with Council regarding a number of options.

Internal Circulation

The design of the parking areas will comply with the requirements of AS2890.1 & 6 and there will be quite adequate provisions for turning and manoeuvring. The staff spaces will be 2,400 wide while the visitor spaces will be 2,600 in accordance with the AS2890.1 classification criteria.

Details of the turning path assessment for the car parking are provided in Appendix D confirming satisfactory arrangements.

Servicing

A loading dock will be provided at the rear of the building which will provide for the access requirements of Council's 9.25m refuse truck as indicated on the turning path details provided in Appendix D.

Ambulances will be accommodated adjacent to the hospital lobby in the same area as the set-down/pick-up provision.

7.0 Indicative Construction Traffic Management Plan

A detailed Construction Traffic Management Plan will be prepared and submitted for CC in response to an inevitable Consent Condition. The involvement of a builder at this subsequent time will facilitate a more confident and detailed document for submission. However, the principles of the CTMP will be:

- A Class fencing on site boundary with B Class hoarding and gates on the Bourke Road frontage (at the western boundary)
- ✤ WORKS ZONE on the Bourke Road frontage
- ✤ Site crane with all materials being stored on-site
- Traffic Controllers at the vehicle access on Bourke Road and the WORKS ZONE
- Working hours as per the Consent Conditions

Process (approximately)

-	Site establishment	1 week
-	Demolition	3 weeks
-	Construction	40 weeks
-	Fitout	15 weeks

Trucks (approximately)

-	Demolition – Bogie	4 – 6 per day
-	Excavation – Bogie	15 – 20 per day
-	Construction – HRV (max.)	5 – 6 per day (more for Concrete pour)
-	Fitout – MRV	3 – 4 per day

Truck Routes

Only along State Road system except for Bourke Road.

✤ Secure storage provided on-site for workers tools and materials

- No parking permitted for workers on COS roads
- Site Induction for all workers and visitors
- ✤ Wheel shaker and Brush Clean Up to prevent/remediate soil spill
- ✤ Compliance with COS Standard Requirements for CTMP

8.0 Green Travel Plan

The Green Travel Plan for the proposed development is provided in a separate document.

9.0 Conclusion

Assessment of the proposed Alexandria Health Centre has concluded that:

- there will not be any adverse traffic implications and there will be no requirement for mitigation measures
- the proposed constrained parking provision is suitable and appropriate
- the proposed vehicle access, internal circulation and servicing arrangements will be suitable and satisfactory
- the SEARS requirements are satisfied

10.0 Consultation

The SEARS require this assessment to be undertaken in consultation with TfNSW and COS. This report and the GTP have been forward to TfNSW and COS and consultation is continuing.

Appendix A

Development Plans







BOURKE ROAD

NBRSARCHITECTURE.

PRELIMINARY

Colour Legend

Deep Soil
Landscape
Hospital
Medical Centre
Medical Centre
Lobby/Common Area
Back of House/Services

SSUE No.	Date	Description
1 2 3	01/04/22 22/04/22 11/05/22	Scheme M Scheme N Scheme P
4 5	08/06/22 06/07/22	Issue for SSDA

Chkd

Architect NBRSARCHITECTURE

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Andrew Duffin NSW 5602© 2020

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Alexandria Health Centre

at 28-32 Bourke Road, Alexandria, NSW for

Alexandria Property Development

Drawing Title Basement & Ground





NBRSARCHITECTURE.

PRELIMINARY

Issue No. Date 1 06/07/22

Description Issue for SSDA Chkd

Architect NBRSARCHITE URE. **FC**

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Alexandria Health Centre

at 28-32 Bourke Road, Alexandria, NSW for

Alexandria Property Development

Drawing Title Mezzanine







2 Scheme P - PRESENTATION - Level 02-03

NBRSARCHITECTURE.

PRELIMINARY

Colour Legend

Deep Soil
Landscape
Hospital
Medical Centre
Medical Centre
Lobby/Common Area
Back of House/Services

lssue No. Date 01/04/22 2 06/07/22

Description Scheme M Issue for SSDA

Chkd

Architect NBRSARCH

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Alexandria Health Centre

at 28-32 Bourke Road, Alexandria, NSW for Alexandria Property Development

Drawing Title Level 1-3

Date 6/07/2022 3:36:27 PM Scale 1:200@A1 Drawing Reference Revision 21476-NBRS-SD-A-SK-AR-103 2 0 10 20 30 40 50 60 70 80 90 100




2 Scheme P - PRESENTATION - Level 05

NBRSARCHITECTURE.

PRELIMINARY

Colour Legend

Deep Soil
Landscape
Hospital
Medical Centre
Medical Centre
Lobby/Common Area
Back of House/Services

lssue No. Date 01/04/22 2 06/07/22

Description Scheme M Issue for SSDA

Chkd

Architect NBRSARCHI URE

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Alexandria Health Centre

at 28-32 Bourke Road, Alexandria, NSW for

Alexandria Property Development

Drawing Title Level 4-5







NBRSARCHITECTURE.

PRELIMINARY

Colour Legend

Deep Soil
Landscape
Hospital
Medical Centre
Medical Centre
Lobby/Common Area
Back of House/Services

Issue No. Date 01/04/22 1 2 06/07/22

Description Scheme M Issue for SSDA

Chkd

Architect NBRSARCHITEC1 TURE.

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Alexandria Health Centre

at 28-32 Bourke Road, Alexandria, NSW for

Alexandria Property Development

Drawing Title Level 6-7





NBRSARCHITECTURE.

PRELIMINARY

Issue No. Date 1 06/07/22

Description Issue for SSDA

Chkd

Architect NBRSARCHITEC1 URE.

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Alexandria Health Centre

at 28-32 Bourke Road, Alexandria, NSW for

Alexandria Property Development

Drawing Title Roof

Date 6/07/2022 3:36:31 PM Scale 1:200@A1 Drawing Reference Revision 21476-NBRS-SD-A-SK-AR-106 1 0 | 10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 100 |

Appendix **B**

Transport Services





TRAV	EL GUIDE KEY
	Main road
—	Road
-	Bus route
	Future road
	Park
\equiv	Green Square Library & Plaza
	Town Centre development
0	Bus stop
8	Green Square train station
\bigcirc	Car share pod
4 6	Bike shop
	Supermarket
СҮСІ	LEWAYS
	Separated on-road cycleway
	Direct route with higher traffic
	Off-road shared path
	Low traffic off-road quiet route

Sydney rail network



Metro 🕕 Trains











B-Line Freque Freque Local Bus senices to other areas ting at least every 20 mins)



NSW GOVERNMENT

Transport

Appendix C

SIDRA Results



SITE LAYOUT

Site: 1 [Bourke Rd & Wyndham St (Site Folder: Existing)]

28-32 Bourke Rd, Alexandria NSW 2015 Site Category: Proposed Health Centre Signals - EQUISAT (Fixed-Time/SCATS) Coordinated

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



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Project: T:\WORK21\21398 - 28-32 BOURKE ROAD, ALEXANDRIA\MODEL\Model 07JUL22.sip9

MOVEMENT SUMMARY

Site: 1 [Bourke Rd & Wyndham St AM Peak (Site Folder: Existing)]

28-32 Bourke Rd, Alexandria NSW 2015 Site Category: Proposed Health Centre Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance														
Mov ID	Turn	INP VOLL	PUT JMES	DEM. FLO	AND WS	Deg. Satn	Aver. Delay	Level of Service	95% BA QUI	ACK OF EUE	Prop. Que	Effective Stop	Aver. No.	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %	v/c	sec		[Veh. veh	Dist] m		Rate	Cycles	km/h
South	n: Wyr	idham Sti	reet											
1	L2	19	4.0	20	4.0	0.241	35.6	LOS C	4.3	31.0	0.63	0.54	0.63	27.0
2	T1	187	4.0	197	4.0	0.241	31.5	LOS C	4.4	32.0	0.62	0.51	0.62	15.9
Appro	bach	206	4.0	217	4.0	0.241	31.9	LOS C	4.4	32.0	0.62	0.52	0.62	17.5
East:	Bourk	e Road												
5	T1	321	4.0	338	4.0	0.344	0.6	LOS A	0.5	3.8	0.03	0.14	0.03	48.3
6	R2	100	4.0	105	4.0	0.344	4.8	LOS A	0.5	3.8	0.03	0.19	0.03	43.3
Appro	bach	421	4.0	443	4.0	0.344	1.6	LOS A	0.5	3.8	0.03	0.15	0.03	47.7
North	: Wyn	dham Str	eet											
7	L2	15	4.0	16	4.0	*0.923	63.8	LOS E	17.4	126.2	1.00	0.94	1.13	10.6
8	T1	624	4.0	657	4.0	*0.923	48.9	LOS D	28.9	209.5	1.00	0.94	1.10	11.6
Appro	bach	639	4.0	673	4.0	0.923	49.3	LOS D	28.9	209.5	1.00	0.94	1.10	11.6
West	: Bour	ke Road												
10	L2	145	4.0	153	4.0	0.704	52.1	LOS D	14.4	104.3	0.98	0.84	1.00	24.7
11	T1	306	4.0	322	4.0	*0.704	56.6	LOS E	15.1	109.4	0.99	0.85	1.02	21.0
Appro	bach	451	4.0	475	4.0	0.704	55.2	LOS D	15.1	109.4	0.99	0.85	1.01	22.2
All Vehic	les	1717	4.0	1807	4.0	0.923	37.0	LOS C	28.9	209.5	0.71	0.67	0.76	21.5

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

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

 ${\rm HV}$ (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

* Critical Movement (Signal Timing)

Pedestrian M	Pedestrian Movement Performance										
Mov Crossing	Input	Dem.	Aver.	Level of A		BACK OF	Prop. Ef	fective	Travel	Travel	Aver.
ID crocoing	VOI.	FIOW	Delay	Service	[Ped	Dist]	Que	Rate	nne	Dist.	Speed
	ped/h	ped/h	sec		ped	m			sec	m	m/sec
East: Bourke Road											
P2 Full	50	53	40.8	LOS E	0.2	0.2	0.92	0.92	207.4	216.6	1.04
North: Wyndha	am Stree	t									
P3 Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	229.8	215.2	0.94
West: Bourke	West: Bourke Road										
P4 Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	229.8	215.2	0.94
All Pedestrians	150	158	56.4	LOS E	0.2	0.2	0.94	0.94	222.3	215.7	0.97

MOVEMENT SUMMARY

Site: 1 [Bourke Rd & Wyndham St PM Peak (Site Folder: Existing)]

28-32 Bourke Rd, Alexandria NSW 2015 Site Category: Proposed Health Centre Signals - EQUISAT (Fixed-Time/SCATS) Coordinated Cycle Time = 140 seconds (Site User-Given Phase Times)

Vehicle Movement Performance														
Mov ID	Turn	INP VOLU		DEM/ FLO	AND WS	Deg. Satn	Aver. Delay	Level of Service	95% BA QUI	ACK OF EUE	Prop. Que	Effective Stop	Aver. No.	Aver. Speed
		veh/h	пvј %	veh/h	пvј %	v/c	sec		veh	m		Rale	Cycles	km/h
South	n: Wyn	idham Str	reet											
1	L2	20	4.0	21	4.0	0.288	25.2	LOS B	5.3	38.3	0.50	0.44	0.50	31.5
2	T1	302	4.0	318	4.0	0.288	21.3	LOS B	5.3	38.3	0.49	0.42	0.49	20.4
Appro	bach	322	4.0	339	4.0	0.288	21.6	LOS B	5.3	38.3	0.49	0.42	0.49	21.6
East:	Bourk	e Road												
5	T1	301	4.0	317	4.0	0.465	2.9	LOS A	3.6	26.1	0.16	0.25	0.16	45.6
6	R2	142	4.0	149	4.0	*0.465	8.3	LOS A	3.6	26.1	0.23	0.38	0.23	35.9
Appro	bach	443	4.0	466	4.0	0.465	4.7	LOS A	3.6	26.1	0.18	0.29	0.18	43.7
North	: Wyn	dham Str	eet											
7	L2	51	4.0	54	4.0	0.665	30.4	LOS C	1.5	11.1	0.56	0.70	0.61	16.5
8	T1	379	4.0	399	4.0	*0.665	24.1	LOS B	17.2	124.9	0.68	0.60	0.68	19.0
Appro	bach	430	4.0	453	4.0	0.665	24.9	LOS B	17.2	124.9	0.67	0.61	0.67	18.7
West	: Bourl	ke Road												
10	L2	152	4.0	160	4.0	0.669	45.8	LOS D	16.7	120.6	0.95	0.83	0.95	26.5
11	T1	429	4.0	452	4.0	*0.669	48.4	LOS D	19.1	138.5	0.96	0.83	0.96	22.9
Appro	bach	581	4.0	612	4.0	0.669	47.7	LOS D	19.1	138.5	0.96	0.83	0.96	23.9
All Vehic	les	1776	4.0	1869	4.0	0.669	26.7	LOS B	19.1	138.5	0.61	0.57	0.61	26.1

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.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

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

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

* Critical Movement (Signal Timing)

Pedestrian M	Pedestrian Movement Performance										
Mov Crossing	Input	Dem.	Aver.	Level of A		BACK OF	Prop. Ef	fective	Travel	Travel	Aver.
ID crocoing	VOI.	FIOW	Delay	Service	[Ped	Dist]	Que	Rate	nme	Dist.	Speed
	ped/h	ped/h	sec		ped	m			sec	m	m/sec
East: Bourke F	Road										
P2 Full	50	53	35.8	LOS D	0.1	0.1	0.92	0.92	202.4	216.6	1.07
North: Wyndha	am Stree	t									
P3 Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	229.8	215.2	0.94
West: Bourke	West: Bourke Road										
P4 Full	50	53	64.3	LOS F	0.2	0.2	0.96	0.96	229.8	215.2	0.94
All Pedestrians	150	158	54.8	LOS E	0.2	0.2	0.94	0.94	220.7	215.7	0.98

Appendix D

Turning Path Assessment







This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. 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 6.4m RIGID VEHICLE EXITING THE SITE



This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. 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 AN 8.8m RIGID VEHICLE ENTERING THE SITE









This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. 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 10.2m REFUSE VEHICLE ENTERING THE SITE







This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. 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 99th PERCENTILE VEHICLE ENTERING THE SITE



This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. 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 AN 85th PERCENTILE VEHICLE ENTERING THE SITE



This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2013. 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 99th PERCENTILE VEHICLE ENTERING THE SITE



Established 1994

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Proposed Alexandria Health Centre 28-32 Bourke Road, Alexandria

Green Travel Plan

Ref: 21398 Date: July 2022 Issue: C

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Appendix E	Patient/visitor Travel Survey Example

1.0 Introduction

The purpose of this report is to document a Green Travel Plan (GTP) for the proposed Alexandria Health Centre at 28-32 Bourke Road, Alexandria (Figure 1).

The GTP has been prepared for The Operator to accompany an Application to the Department of Planning, Industry & Environment and is intended to:

- inform future staff and visitors of the available transport options, including sustainable travel infrastructure.
- develop a guideline and strategy for the Travel Coordinator to manage the transport needs of occupants.
- identify potential strategies that may encourage reduced use of private motor vehicles and provide viable alternatives to discourage single-occupant motor vehicles.
- establish a monitoring strategy to track the performance of the policy and programs prepared as part of the GTP.

The GTP is site-specific and is designed to reduce the impact of the development by maximising the use of sustainable travel modes. It highlights and promotes a range of actions and incentives to increase the uptake of walking, cycling, public transport and carpooling to reduce dependency on single-occupant private vehicles.



2.0 Proposed Development

2.1 2.1 Site, Context and Existing Circumstances

The site (Figure 2) is a consolidation of Lots 1, 2 & 3 in DP324707 which occupies a rectangular shaped area of some 2,956.5m² with frontage to the south eastern side of Bourke Road. The site is located on the western edge of Green Square within the Alexandria Industrial Area which is experiencing an ongoing evolution from the former Industrial uses to a mixed business park and residential apartment uses.

The site is adjoined to the west by a Council Depot, to the south by a Taxi Depot and to the east by small coffee business. Business park uses extend to the north and south, while the area to the north-east has been subject to recent large scale redevelopment for residential apartment buildings.

The existing development on the site comprises a single level warehouse building with vehicle access on the Bourke Road frontage which is used for the purpose of vehicle repairs.

2.2 2.2 Proposed Development

Development consent is sought for a concept proposal for the Alexandria Health Centre comprising medical centre uses and anchored by a Mental Health Hospital. Specifically, the application seeks concept approval for:

- In principle arrangements for the demolition of existing structures on the site and excavation to accommodate a single level of basement car parking (partially below ground level).
- A building envelope to a maximum height of 45 m (RL 53.41) (including architectural roof features and building plant).
- A maximum gross floor area of 11,442.20 sqm, which equates to a maximum FSR of 3.85:1

- Indicative use of the building as follows:
 - Mental Health Hospital at levels 5-7
 - Medical Centre Uses at levels 1-4
 - Ground level reception/lobby and pharmacy
- Principles for future vehicular ingress and egress from Bourke Road along the site's western frontage.
- Subject to agreement on a public benefit offer to be submitted with this application, the proposal includes the indicative dedication of the following land to Council as envisaged by the Draft Sydney Development Control Plan 2012 – Southern Enterprise Area Amendment (Draft DCP):
 - A 2.4m wide strip of land along the site's frontage to Bourke Road for the purpose of footpath widening
 - A 3m wide lane along the site's western boundary contributing towards a 6m wide lane (it is noted that the concept proposal will allocate an additional 3 m strip of land within the site along the western boundary to enable two-way vehicle movement into and out of the site).
 - A 3m wide lane along the site's southern boundary, contributing towards a 9m wide lane.

Details of the proposed envisaged development are provided on the concept plans prepared by NBRS which accompany the Application and are reproduced in part in Appendix A.



3.0 Active Transport

3.1 Public Transport

The development site is highly accessible to both bus and rail services and as such, staff and patrons are expected to make good use of the services provided.

Rail

Green Square Railway Station some 300m to the east and provide a connection to the Metropolitan Transport Network via the T8 Macarthur Line which operates with a frequency of 1 service every 10-15 minutes. The station also provides services connecting to Central and the South Coast/Western Lines via Wolli Creek.

Details of the train services available at the nearest stations including interconnecting services are provided in Appendix B.

Bus

The nearest bus stops are within 300m walking distance from the site on Botany Road. This stop which share the Green Square Rail Station facility are serviced by the existing bus routes as follows:

- Route 306 operates between Refern and Mascot Station as a loop service
- Route 309 operates from Port Botany to Refern
- Route 310 operates from Botany to Central Railway Station
- Route 348 operates from Wolli Creek to Prince of Wales Hospital
- Route 370 operates from Coogee to Glebe Point
- Route N20 operates from Riverwood to City Town Hall via the Airport as a night service

Details of these services are provided in Appendix B.

3.2 Existing Green Travel Infrastructure

The City is a leader in promoting and encouraging active and public transport. To uphold these initiatives, it adopts a range of policies which include, but are not limited to the following:

- To continue to implement the Liveable Green Network to enhance pedestrian access throughout the City and to encourage walking, especially for shorter trips and trips to local amenities.
- To work with the State Government to introduce measures to improve pedestrian safety and priority, including 40 km/h speed limits throughout the City, changes to traffic light timings and wider footpaths.
- To complete its Cycle Strategy and Action Plan, which involves 200 kilometres of bicycle routes, together with programs to encourage cycling as the most sustainable and healthy form of travel for medium-length (1-5 km) trips, noting infrastructure such as the Dunning Avenue cycleway is near the site.
- To continue to support car share as it provides an additional option for people to reduce their ownership and use of private cars, in conjunction with greater use of walking, cycling and public transport.

Pedestrian Infrastructure

Well established pedestrian footpaths are located on both sides of all streets in the area. Several pedestrian crossing facilities are located in the vicinity of the site at all signalised intersections within the area including along Botany Road, Beaconsfield Street and Shirley Street.

These facilities provide connectivity throughout the local area and ensure convenient links are available to key transport nodes and other local area facilities and destinations.

A walk score and transit score provide an assessment of how accessible development is to public transport, parks, restaurants, entertainment centres and schools, that is, in terms of walking distance. A higher walk score and transit score correlates to a reduced need for a car. The walk score and transit score are provided by walkscore.com (www.walkscore.com). Whilst there is no official recognition of the walk score and transit score by any transport authority, the score gives useful insight into how accessible an area is for people travelling without a car. The score lies on a scale between 0 and 100 the following summarises their interpretation:

Score	Walk Score Meaning	Transit Score Meaning
90 – 100	Walker's Paradise	Rider's Paradise
	Daily errands do not require a car	World-class public transportation
70 – 89	Very Walkable	Excellent Transit
	Most errands can be accomplished on foot	Transit is convenient for most trips
50 – 69	Somewhat Walkable	Good Transit
	Some errands can be	Many nearby public transport
	accomplished on foot	options
25 – 49	Car-Dependent	Some Transit
	Most errands require a car	A few nearby public transport
		options
0 – 24	Car-Dependent	Minimal Transit
	Almost all errands require a car	It is possible to get on a bus

The site has a designated walk score of 23 with daily errands requiring a car and a transit score of 69 which suggests many nearby public transport options.

Cycle Infrastructure

The site is well situated within Sydney's cycle network with cycle routes surrounding the site and an off-road cycle route passing the site itself. The bicycle network surrounding the site is shown in the following figure with a comprehensive map overleaf.


4.0 Green Travel Plan

4.1 Introduction

Transport is a necessary part of life which has effects that can be managed. There is a current major focus on improving transport services as well as cycling facilities and provisions for pedestrians in the area. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure a strong and prosperous development.

The proposed infrastructure forms a major part of the initiatives to encourage the reduction of vehicle transport use. However, a Green Travel Plan (GTP) will ensure that the transport infrastructure and services are utilised to the fullest extent to achieve a sustainable outcome.

A Green Travel Plan is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on private cars. It will make apparent, encourage, and support staff/visitors to travel in a more sustainable way. GTPs can provide both:

- measures which encourage reduced car use
- measures which encourage or support sustainable travel, reduce the need to travel or make travelling more efficient.

"Active transport" includes travel by foot, bicycle, and other non-motorised vehicles. Use of public transport is also included in the definition as it often involves some walking or cycling to pick up to and from drop-off points.

4.2 Objectives

The aim of the GTP is to bring about better transport arrangements for the staff, patients, and visitors for the life of the development. The key objectives of the GTP are to encourage:

- reduce the proportion of single-occupant car travel by staff, patients, and visitors to and from the site
- increase the mode share of public transport, walking and cycling (active transport)
- where a private vehicle is to be used, encourage more efficient use. Such smarter travel use can include not travelling by single-occupancy cars in peak hours, not using cars for short-distance trips when alternative public transport is available.

The introduction of this GTP will:

- ✤ advise the wider travel choices
- help identify transport means which will result in them being healthier, fitter and more productive
- provide equal opportunities by supporting those without access to a car
- aim to reduce congestion and provide easily identifiable transport means, improving relations with neighbours and enabling deliveries and essential journeys to move more freely

It is the objective of this GTP to encourage sustainable transport means which could result in the following benefits:

- higher mode share targets
- greenhouse gas emission reductions and carbon footprint minimisation
- healthy living (those studying, working, and visiting the Site)
- social equity and reduction in social exclusion
- improve knowledge and contributes to learning

5.0 Modal Shift

5.1 Introduction

The location of the site, in terms of its proximity to sustainable transport, is a key attribute of the development. The proposed development will capitalise upon and will enhance these links. The travel plan will then put in place measures to further influence the travel patterns of those people visiting or working on the site with a view to encouraging a modal shift away from cars. The measures provided in this GTP and their success can inform the travel plans for subsequent developments within the Precinct.

5.2 Approach to Travel Planning

A multitude of research and past experiences have consistently confirmed the 3 fundamental aspects that are key to travel mode behavioural change:

- Cost
- Comfort
- Convenience

Consideration should be given to the following initiatives, which are intended to equip the building complexes with improved green travel options in order to achieve the objectives of the GTP.

5.3 Sustainable Travel Initiatives

Provision of End of Trip facilities

In line with the provision of bicycle spaces for staff and visitors is the provision of appropriately equipped End of Trip (EoT) facilities. The development proposes the following bicycle facilities:

Bicycle spaces	50
Lockers (staff)	38
Shower/change rooms	4

Provide an incentive for carpooling

It is recommended that a proportion of the on-site car parking spaces nearest to the main entry be allocated towards staff participating in the carpooling scheme.

A carpooling scheme is most effective when promoted and implemented in conjunction with the realisation of cost savings for participants. This is typically delivered in the form of financial reimbursement subject to satisfying a minimum participation rate (i.e., 3 out of 5 working days) over a pre-defined period (i.e., 6 months).

Based on such measures, the initiative will cultivate a habit amongst participants and aids the longevity of the scheme.

A common downfall of a carpool initiative is the lack of confidence in the availability of a ride home. Thus, the effectiveness of a scheme of this nature, when not actively managed, diminishes rapidly.

Common strategies to overcome this involve capitalising on advanced data mining capabilities, which make possible supplementary initiatives such as the following to reinforce the effectiveness and longevity of carpooling:

- Setup of an online database which is accessed via the organisation's website/application
- Guaranteed ride-home or paid taxi/rideshare fare home

The effective implementation of carpool schemes will be reliant on adequate enforcement and monitoring by the coordinator via CCTV and in-person audit.

Provide an incentive for using public transport

The site currently has convenient access to bus routes and rail routes. Generally, the uptake of public transport services can be achieved through a series of improvements which are geared towards raising the convenience and comfort levels of active transport options while raising the costs of driving.

The Transport Access Guide (TAG) (as provided in Appendix D) provides useful schematic information on the best way to commute to/from the site. The TAG should be published on the organisation's website and made available to the staff & visitors to raise awareness of alternative transport modes.

It is recommended that the organisation periodically update the website to ensure that information remains current.

A digital notice board with maps can be provided in common areas to inform users of the public transport routes and departure times and estimated walking times to the closest bus stops and weather conditions.

Increase walking and cycling to work

Cyclists (staff and visitors) will be provided with access to showers, change rooms and bicycle lockers to encourage cycling among staff/visitors. Whilst there is relevant infrastructures in the vicinity of the site, common and effective measures such as a Ride to Work Day can raise awareness amongst staff of its availability. Likewise, initiatives such as a pedometer-based walking program coupled with Walk/Bicycle Buddy Scheme prove to be highly effective amongst staff. Initiatives suggested above help promote an intangible social benefit of forming a neighbourhood network amongst staff.

Convenience of Information

New pamphlets and leaflets detailing the above green travel initiatives incorporating the TAG can be distributed to staff via email on a quarterly basis to capture any updates to the available facilities or services. All staff/visitors should be provided with an induction package which incorporates the TAG while ongoing initiatives may be circulated in the form of email newsletters.

Events and Challenges

The implementation of events and challenges throughout the year incentivise sustainable travel practices in a fun and engaging way. These events and challenges may include car free days, step challenges and points challenges. Such events and challenges foster a sense of community founded on a sustainable transport culture.

5.4 Implementation Plan

This section sets out the actions and associated timeframes to support the initiatives detailed in Section 6.2.

General & Communications Actions

Action	Timeline	Responsibility
Promotion including:	Prior to	The Operator
• Display boards in prominent locations to	occupation	
show public transport maps		
• An events calendar – 3-4 events per year.		
Best in conjunction with state-wide events		
such as Ride to Work/ Day, World		
Environment Day, National Walk to Work		
Day, etc.		
A quarterly newsletter including;	4 times a	The Operator
• News, events and articles on the	year	
environment, health, and fitness		
Remind staff that they don't always need to		
walk in the shoes they wear for work - these		
can be left at work and staff can come in		
trainers		
• Outline new initiatives and how staff can		
access them or get involved		
• Staff profiles – who is getting involved and		
reaping the rewards		
• Facts and figures from around Australia and		
overseas		
Information regarding up-and-coming		
events		
• Information around the numerous health		
and financial benefits of participating in		
more sustainable transport options.		
Including better work life balance, reduced		
transport costs, reduced sick days due to ill		
health and improved workplace culture and		
morale.		

Walking

Action	Timeline	Responsibility
Produce a map for staff and visitors showing safe	Prior to	The Operator
walking routes to and from the site with times and	occupation,	
distances, to surrounding local facilities (i.e.,	quarterly on	
shops, bus stops)	newsletter	
Have some Walk to Work days encouraging staff	Quarterly	The Operator
to come by alternative means.		

Cycling

Action	Timeline	Responsibility
Provide 50 new bicycle parking spaces in an	Prior to	The Operator
easily accessible, undercover, well-lit, and	Occupation	
secure.		
Ensure bike parking is clearly visible or provide	Prior to	The Operator
signage to direct people to bike parking spaces.	Occupation	
Supply a workplace toolkit - this can consist of	Prior to	The Operator
puncture repair equipment, a bike pump, a spare	Occupation	
lock, and lights.		
Participate in annual events such as 'Ride to	Annually	The Operator
Work Day.'		
Provide panniers/backpacks to staff committed to	Prior to	The Operator
riding to work.	Occupation	

End of Trip Facilities

Action	Timeline	Responsibility
Provide 4 showers and 4 changing rooms for staff	Prior to	The Operator
	occupation	
Provide 38 lockers for change of clothes – ensure	Prior to	The Operator
lockers are in close proximity to changing rooms	occupation	

Public Transport

Action	Timeline	Responsibility
	Circulated	TTPA
Develop a map showing public transport routes.	to all new	
	staff prior to	
	occupation	
Put up a noticeboard with information and maps	Prior to	The Operator
showing the main public transport routes to and	occupation	
from the Site.		
Supply a free shuttle bus service accessing key	Operating	The Operator
transport nodes and town centres	upon	
	occupation	

Car Pooling and Carshare

Action	Timeline	Responsibility
Allocate priority parking spaces for car-poolers.	Prior to	The Operator
These spaces will be line marked to differentiate	occupation	
from general parking and will be monitored by		
onsite security.		

Incentive

Action	Timeline	Responsibility
 Introduce charges for car parking and use 	To be	The Operator
money raised for public transport initiatives	reviewed when the	
Provide sustainable transport allowances	car parking	
for staff who surrender car parking permits	is fully	
Offer cash incentives for staff willing to give	occupica	
up car parking spaces		

Events and Challenges

Action	Timeline	Responsibility
Implementation of events and challenges	Throughout	The Operator
throughout the year such as Ride to Work Day,	the year	
World Environment Day, National Walk to Work-		
Day, car free days, step challenges and points		
challenges, etc.		

5.5 Other Site-Specific Measures

The Operator is committed to encourage more sustainable travel use via the following initiatives:

- Appoint a Travel Plan Coordinator (TPC) for the life of the development to ensure the successful implementation and monitoring of the GTP. It is proposed that:
 - both the TPC and GTP are well supported by the Health Service Facility senior management
 - a steering group / committee is created with relevant external and internal stakeholders such as employees, patients, and visitors to inform future targets with the ongoing monitoring and revision of the GTP five years postoccupancy.
 - implement a strategy for the handover from interim TPC to final TPC, ensuring that sustainable mode share targets are met during the lifecycle of the development.
- Create a site-specific GTP website and an introduction to the GTP, setting out its purpose and objectives
- Encouragement of the use of car share scheme and carpooling
- Provision of fully serviced end of trip facilities

- Provision of workplace toolkits, including puncture repair equipment and bicycle pumps and a bicycle repair station
- Provision of good quality, accurate and useful directional signages to promote walking and cycling is essential and it is proposed that this is provided by stating times to destination in minutes taken as well as distances in half kilometres. In addition, the signage will promote links to local services
- Provide an access pack to all staff and visitors, including the transport access guide and information on sustainable travel facilities and initiatives. Every visitors/staff's welcome pack will not only include the TAG and tickets, which would give detailed information about how to travel to and from the site by means other than the car but also an information sheet explaining how to use the facilities/incentives provided
- The TAG is based upon facilities currently available at the site and will need to be updated as the proposed infrastructure changes in the area take place
- Provide a walking and cycling map including estimates of time taken to local destinations
- Provision of newsletter or email with links to public transport travel information, Live NSW traffic and public transport conditions to ensure that travel information is always up to date
- Provide interactive timetables on-site to promote public transport usage
- Allow for access to umbrellas and ponchos in case of wet weather
- Provide public transport information boards to make staff/visitors more aware of the alternative transport options available. The format of such information boards would be based upon the travel access guide, although further investigations into the provision of real-time information systems will also be explored
- Provide reduced parking costs for staff that carpool

A half-yearly newsletter will also be provided to every staff for up to two years after occupation bringing the latest news on sustainable travel initiatives in the area.

These measures would form the framework of the GTP and with this framework in place, the plan is to be managed as described in Section 7.

5.6 Working from Home Policy

There are opportunities to reduce congestion during peak travel times with the implementation of the working from home policy. Such policy can be applicable to the following roles:

Nurses

- o Telephone triage nurse
- o Case management
- o Legal nurse consultant
- o Healthcare recruiter
- o Project manager
- o Nurse manager
- o Health IT/Nursing informatics specialist
- Medical Transcriptionists
- Medical Call Centres
- Consulting or Traveling Physicians
- Medical Illustrators, Writers and Editors
- Pharmacists
- Insurance Agents

Resources in relation to Work from Home and Flexible Work Arrangements are provided in the following links:

- 1. Flexible Working arrangements
- 2. Fair Work Ombudsman Coronavirus and Australian workplace laws
- 3. <u>Safe Work Australia Work-related psychological health and safety: A</u> <u>systematic approach to meeting your duties</u>
- 4. <u>Safe Work Australia Infographic: Four steps to preventing psychological injury at</u> <u>work</u>
- 5. <u>SafeWork NSW Remote or isolated work (includes those who work from home)</u>
- 6. <u>SafeWork NSW Design and layout of the work environment</u>
- 7. Australian Government's Comcare Coronavirus (COVID-19)
- 8. <u>Australian Government's Comcare Checklist for working from home during</u> <u>COVID-19</u>

6.0 Management of the Plan

It is proposed that the GTP will be subject to ongoing monitoring to ensure that it is achieving the desired benefits or to modify it if required. It is not possible at this stage to state what additional modifications might be made as this will be dependent upon the particular circumstances arising from time to time.

6.1 Monitoring

It will be important to monitor the GTP to ensure that travel mode targets are met and the maximum benefits are gained.

The GTP Coordinator will be from the operator:

Name: To be confirmed. Location: To be confirmed. Phone: To be confirmed.

A final GTP Coordinator for the development will be nominated by the management of the operator when occupation commences. This Coordinator will have responsibility for implementing the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

Travel surveys will be undertaken, and the main focus of the surveys will be to establish the travel patterns, including the mode share of trips to and from the Site. Travel surveys would be conducted annually and when future transport upgrades have taken place. This information will also help inform GTPs of subsequent changes and upgrades.

The Transport for NSW Open Data hub combined with traffic volume counts within the road network on-site can be utilised to help monitor and measure increases in staff switching from private vehicles to public transport and reductions in traffic volumes during peak hours.

It will be important to understand people's reasons for travelling the way they do, any barriers to changing their behaviour, and their propensity to change. This will enable the most effective initiatives to be identified, and conversely, less effective initiatives can be modified or replaced to ensure the best outcomes are achieved.

It will also be necessary to provide feedback to visitors/staff to ensure that they can see the benefits of sustainable transport.

There are several key elements to the development and implementation of a successful GTP. These include:

- Communications Good communications are an essential part of the GTP. It
 will be necessary to explain the reason for adopting the plan, promote the benefits
 available and provide information about the alternatives to reliance on private car
 travel.
- Commitment GTPs involve changing established habits and providing the impetus for people in new developments to choose a travel mode other than private car use. To achieve co-operation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of encouragement for changing travel modes upon occupation.
- **Consensus** It will be necessary to obtain broad support for the introduction of the plan.

Once the plan has been adopted, it will be essential to maintain interest in the scheme and any new initiative in the plan will need to be publicised and marketed. Accordingly, it is proposed to produce a half-yearly leaflet for visitors/staff to inform them of sustainable travel initiatives.

6.2 Monitoring Milestones

Monitoring the plan will be an essential process in consolidating the travel patterns and publicising the positive outcomes of the plan.

It is therefore proposed that within 3 months of occupation of the new facilities, a travel survey will be conducted. The results of the travel survey will indicate the desirable travel mode outcome. In this way, the coordinator will be able to examine the success of the GTP and make appropriate recommendations.

6.3 Evaluation of Targets

It is therefore proposed that within 3 months of substantial occupation, a travel survey will be conducted. Travel questionnaires can be conducted for staff and patients/visitors (examples below) through online self-completion methods.

The first study provides a baseline for travel planning, while subsequent travel surveys would be reported annually to SINSW to inform any weakness or strength in the current travel plan. Based on the review, the travel plan would be refined to reflect changing circumstances.

6.4 Existing Travel Circumstances

Assessment of the ABS zone data indicates the following current travel mode share (2016) for the Green Square area:

	Staff
Car, as driver	29.0%
Car, as passenger	4.0%
Motorcycle	2.0%
Bus	20.0%
Train	22.0%
Walked only	8.0%
Bicycle	4.0%
Other	11.0%

Based on the above, it is evident that staff who work in the area have some reliance on private vehicles (29%) to travel to/from their place of employment, due to the accessibility of public transport services.

6.5 Modal Share Targets

Assessment of the transport circumstances for the premises indicates the following desirable mode share targets (will be achieved in 3 years).

~ ~

	Staff
Car, as driver	20.0%
Car, as passenger	3.0%
Motorcycle	2.0%
Bus	23.0%
Train	25.0%
Walked only	10.0%
Bicycle	6.0%
Other	11.0%

A range of measures and actions have been recommended for implementation in the travel plan to ensure the mode share targets are both aspirational and achievable. Whilst it may not be possible to guarantee that the modal split targets for sustainable travel modes will be achieved, the travel coordinator will not revise the mode share targets in favour of car driver or car passenger use.

Surveys undertaken within 3 months of occupation will be able to assess whether these targets have been met.

The measures proposed will be taken up by the purchaser as a matter of free choice and this modal choice is beyond the management of The Operator. The survey results will, however, give an indication of the more popular measures, which can then be concentrated upon in GTPs.

Appendix A

Plan of Development







BOURKE ROAD

NBRSARCHITECTURE.

PRELIMINARY

Colour Legend

Deep Soil
Landscape
Hospital
Medical Centre
Medical Centre
Lobby/Common Area
Back of House/Services

SSU No.	e Date	Description	
1	01/04/22	Scheme M	
2	22/04/22	Scheme N	
3	11/05/22	Scheme P	
4	08/06/22	Issue for SSDA	
5	06/07/22	Issue for SSDA	

Chkd

Architect NBRSARCHITECTURE

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Alexandria Health Centre

at 28-32 Bourke Road, Alexandria, NSW for

Alexandria Property Development

Drawing Title Basement & Ground







2 Scheme P - PRESENTATION - Level 02-03

NBRSARCHITECTURE.

PRELIMINARY

Colour Legend

Deep Soil
Landscape
Hospital
Health/Consulting
GP Clinic
Lobby/Common Area
Back of House/Services

Issue No. Date 1 01/04/22

Description Scheme M

Chkd

Architect NBRSARCHITECTURE

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Alexandria Private Hospital

at 28-32 Bourke Road, Alexandria, NSW for Centuria

Drawing Title Level 1-3







2 Scheme P - PRESENTATION - Level 05

NBRSARCHITECTURE.

PRELIMINARY

Colour Legend

Deep Soil
Landscape
Hospital
Health/Consulting
GP Clinic
Lobby/Common Area
Back of House/Services

lssue No. Date 1 01/04/22

Description Scheme M

Chkd

Architect NBRSARCHI URE

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Alexandria Private Hospital

at 28-32 Bourke Road, Alexandria, NSW for Centuria

Drawing Title Level 4-5

Date 20/05/2022 4:19:42 PM Scale 1:200@A1 Drawing Reference Revision 21476-NBRS-SD-A-SK104 0 10 20 30 40 50 60 70 80 90 100





NBRSARCHITECTURE.

PRELIMINARY

Colour Legend

Deep Soil
Landscape
Hospital
Health/Consulting
GP Clinic
Lobby/Common Area
Back of House/Services

Issue No. Date 1 01/04/22

Description Scheme M

Chkd

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Alexandria Private Hospital

at 28-32 Bourke Road, Alexandria, NSW for Centuria

Drawing Title Level 6-7



Appendix **B**

Public Transport Services



Sydney rail network



Metro 🕕 Trains



Routes 306, 307, 309, 310





transportnsw.info

Route 348







Bus route
Bus route number
Bus route start/finish

------- Train line/station --------- Light rail line/stop

Diagrammatic Map Not to Scale



transportnsw.info

Route 370











transportnsw.info





transportnsw.info

Appendix C

Transport Access Guide



Bus: Bus services in vicinity of the health facility are provided by bus routes 306, 309, 310, 348, 370, and N20. These routes provide access to Redfern, Mascot, Botany, Central Railway Station, Wolli Creek, Coogee, Glebe Point, Riverwood, Townhall and the Airport.

- Train: Train services in the vicinity are provided and Green Square Railway Station which is 300m east of the facility. The Train Station is on the T8 Airport and South line which also has access to the wider Sydney Trains Network.
- Cycling: The Health Facility has easily accessible cycling routes surrounding the area. An offroad shared path is provided along Bourke Road that provides connection to the wider section of shared path network. Bicycle parking spaces for staff and visitors are provided on-site.
- End of Trip (EoT) facilities: EoT facilities are provided in the building, including showers, lockers and change rooms.
- Walking: Pedestrians in the vicinity of the site are afforded excellent provisions with wide footpaths along Bourke Road, Botany Road and O'Riodran Street.
 - Use Google Maps which presents a map showing the route and any suggested alternate routes and travel options. The route(s) include the distance and estimated travel time. Go to https://www.google.com.au/maps/
 - Use trip planner to plan the most efficient routes/ public transport options by looking up times or check for travel alerts on their phone, tablet or computer. Go to https://transportnsw.info/trip#/

Contac	t:	
?		

Head Office: ?

Phone: ?

For further public transport information go to www.transportnsw.info or call 131 500





Transport Access Guide

28-32 Bourke Road, Alexandria



Appendix D

Staff Travel Survey Example



- 1. What is your age in years?
 - a) 16 17
 - b) 18-24
 - c) 25 34
 - d) 35-44
 - e) 45 54
 - f) 55-64
 - g) Over 65

2. What postcode do you live in?

3. In an average week, on how many days do you commute to work?

- a. One
- b. Two
- c. Three
- d. Four
- 4. What time do you typically arrive at work?
 - a. 00:00 00:59
 - b. 01:00 01:59
 - c. 02:00 02:59
 - d. 03:00 03:59
 - e. 04:00 04:59
 - f. 05:00 05:59
 - q. 06:00 06:59
 - h. 07:00 07:59
 - i. 08:00 08:59
 - i. 09:00 09:59
 - k. 10:00 10:59
 - I. 11:00 11:59
- 5. What time do you usually travel home?
 - a. 00:00 00:59 g. 06:00 - 06:59 b. 01:00 - 01:59 c. 02:00 - 02:59 i. 08:00 - 08:59 d. 03:00-03:59 e. 04:00 - 04:59 f. 05:00 - 05:59

- e. Five f. More than five
- g. I predominately work from home or remotely
- m. 12:00 12:59 n. 13:00 - 13:59 o. 14:00 - 14:59 p. 15:00 - 15:59 q. 16:00 - 16:59 r. 17:00 - 17:59 s. 18:00 - 18:59 t. 19:00 - 19:59 u. 20:00 - 20:59 v. 21:00 - 21:59 w. 22:00 - 22:59 x. 23:00 - 23:59
- h. 07:00 07:59
- j. 09:00 09:59
- k. 10:00 10:59
- I. 11:00 11:59

m	. 12:00 – 12:59	s.	18:00 – 18:59
n.	13:00 – 13:59	t.	19:00 – 19:59
0.	14:00 – 14:59	u.	20:00 - 20:59
p.	15:00 – 15:59	۷.	21:00 - 21:59
q.	. 16:00 – 16:59	W.	22:00 - 22:59
r.	17:00 – 17:59	х.	23:00 - 23:59

6. What is your main mode of transport when travelling to and from work? Please choose the mode that you use for the greatest distance.

		a)	Walk o	r run		h)	Car	(as	driver	with
		b)	Bicycle				passe	engers	s)	
		c)	Bus			i)	Car (a	as pa	ssenger)	
		d)	Train			j)	Carpo	loc		
		e)	Light ra	ail		k)	Motor	rbike (or Moped	
		f)	Ferry			I)	Taxi	or ri	deshare	(e.g.,
		g)	Car	(as	driver/sole		Uber))		
			occupa	ncy)						
7.	Do	yoı	u ever w	ork fro	m home?					
		a.	Yes			b.	No			
8.	On	ave	erage, h	iow mai	ny times do you work fror	n hom	e in on	ie mo	nth?	
9.	Do	yoı	u have a	a disabi	lity or impairment that ha	as an ir	npact	on ho	w you tra	vel?
		a.	Yes			b.	No			
10.Do you have childcare commitments that have an impact on how you travel?										
		a.	Yes			b.	No			
11. Are you entitled to a free parking space at your place of work?										
		a.	Yes			b.	No			

How is likely is it that you will do the following to make your journey more comfortable and reliable?

12. Choose another mode to travel to work, e.g., switching from driving to public transport or from public transport to walking or cycling.

- a. Very likely
- b. Likely
- c. Neutral

- d. Unlikely
- e. Very unlikely
- f. Not possible
- 13. Change the timing of the journeys you make to avoid the busiest periods, if possible, given your work conditions.
 - a. Very likely
 - b. Likely
 - c. Neutral
 - d. Unlikely
 - e. Very unlikely
 - f. Not possible
- 14. Reduce the number of times you travel to work e.g., working from home, if possible, given your work conditions.
 - a. Very likely
 - b. Likely
 - c. Neutral
 - d. Unlikely
 - e. Very unlikely
 - f. Not possible
- 15. Do you have any general comments on how you currently travel or how you would like to travel?

- 16. To facilitate walk/cycle groups and/or carpooling may we share your contact details with a colleague that live/work/study near you?
 - a) Yes walking group (E
 - b) Yes cycling group

Email:)
Email:)

c) Yes - carpool driver

(Email:)
(Email:)
(Email:)

d) Yes - carpool passenger

Appendix E

Patient/Visitor Travel Survey Example


Transport and Traffic Planning Associates

Sample Patient/visitor Travel Survey

- 1. Are you a patient or a visitor?
 - a) Patient
- 2. Which health department are you visiting or being treated at today?
- 3. What postcode do you live in? _____
- 4. What time did you arrive at the facility _____
- 5. What time do you expect to leave the facility
- 6. How did you travel to the facility Please choose the mode that you used for the greatest distance.
 - a) Walk
 - b) Non-emergency patient
 - transport
 - c) Bus
 - d) Car as a passenger
 - e) Car as a driver

- g) Motorcycle
- h) Train

b) Visitor

- i) Bicycle
- j) Taxi or rideshare
- k) Community transport
- l) Other
- 7. How do you expect to travel from the facility? Please choose the mode that you used for the greatest distance.
 - a) Ambulance
 - b) Walk
 - c) Non-emergency patient transport
 - d) Bus
 - e) Car as a passenger
 - f) Car as a driver
 - g) Motorcycle
 - h) Train
 - i) Bicycle
 - j) Taxi or rideshare
 - k) Community transport
 - I) Other

Transport and Traffic Planning Associates

- 8. Do you have any circumstances, disability or impairment that has an impact on how you travel?
 - a) Yes
 - b) No
 - c) If yes, please describe (i.e., visual, mobility, etc) _____
- 9. If you did not use public transport, what would have helped you to use the bus or train for your trip?
 - a) More direct routes
 - b) More frequent services
 - c) More reliable services
 - d) Faster service
 - e) Cheaper fares
 - f) Better security
 - g) Safer route from the station
 - h) More public transport information
 - i) Better access
 - j) Other _____
 - k) Or I cannot take public transport due to personal circumstances such as mobility constraints
- 10. Do you have any other comments about your journey to and from the facility

11. If you would like to get information about the outcomes of this survey, please enter your email address.