

Our Reference: SYD12/00433
Your Reference: SSD 5036-2011
Contact: Ravi Raveendra
Telephone: 8849 2540



Transport
Roads & Maritime
Services

The Director
Metropolitan Projects
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Simon Truong

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT FOR A STATE
SIGNIFICANT DEVELOPMENT APPLICATION FOR STAGE 1 DEVELOPMENT
OF A COMPREHENSIVE CANCER CARE AND BLOOD DISORDER CENTRE AT
THE PRINCE OF WALES HOSPITAL SITE, RANDWICK (SSD 5036-2011)**

Dear Sir,

Reference is made to the Department of Planning's correspondence dated 10 April 2012 with regard to the abovementioned Environmental Assessment, which was referred to the Roads and maritime Services (RMS) in accordance with Clause 104 and Column 2, Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

The RMS has reviewed the Environmental Assessment and provides the following advisory comments to Department of Planning & Infrastructure for its consideration in the determination of the application:

1. The environmental assessment report has not quantified or examined the traffic impact of the existing facilities being consolidated in the Randwick area. The additional traffic generation to be exerted by the site needs to be analysed with SIDRA modelling undertaken to examine potential impact to peripheral major intersections with the view to generate potential improvements to improve capacity and cater development growth.
2. The re-direction of pedestrian and cyclist traffic on Avoca Street and High Street needs a pedestrian management plan to be developed accompanied with a safety audit to determine if pedestrian facilities are required to cater this movement.
3. The consolidation of hospital services that are currently located in more than eight locations across the Randwick campus will add pressure to the parking supply in the area within the Hospital and the surrounding road network. The proposed parking provision for the site appears to be inadequate. The Department would be aware that there is limited spare capacity in the on street parking available in the vicinity of this site and there has been no provision made for visitor parking on site.

Roads and Maritime Services

4. The report has not examined if existing drop off areas are adequate to cater for the additional traffic anticipated.

LEVEL 11, 27-31 ARGYLE STREET PARRAMATTA NSW 2150
PO BOX 973 PARRAMATTA CBD NSW 2124 DX 28555

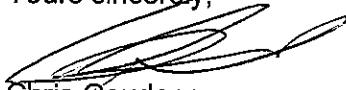
www.rms.nsw.gov.au | 13 22 13

5. The parking restrictions for all roads fronting the development should be reassessed to ensure that the restrictions suit the post development usage. Any changes to current parking arrangements need to be endorsed by the Local Traffic Committee. The loss of 59 spaces for staff car parking cannot be justified with the presumption that there will be 100% modal shift to public transport.
6. The report did not examine the traffic generation by visitors and the impact to the existing car park and also if spare capacity exists to absorb this extra traffic. Similarly, the surrounding road network needs to be examined to determine if the additional traffic generated can be accommodated in terms of parking.
7. The environmental assessment fails to examine the impact to loading docks and their capacity to absorb and handle increases deliveries to the Hospital.
8. Although the report makes inference to negotiations for the supply of car parks via signing of possible leases this may not eventuate, due to limited supply in the area, therefore resulting to a shortfall in parking. Parking should be amplified at the site, not reduced, as Hospitals tend to attract a large number of visitors.
9. All vehicles are to enter and exit the development in a forward direction.
10. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004.
11. During construction it is noted that conflict will exist between vehicular traffic and pedestrian at Gate No. 6. Measures need to be implemented to minimise the potential of crashes occurring. Similarly the re-direction of pedestrians to other areas needs to be examined for the provision of appropriate infrastructure to cater for their movement.
12. The developer shall be responsible for all public utility adjustments/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
13. All works/regulatory signposting associated with the proposed development are to be at no cost to the RMS.

Following the Department of Planning's determination of the application, please forward a copy of the development consent to RMS.

Should you require any further clarification in this matter, please do not hesitate to contact Ravi Ravendra or via email RaviN.Raveendra@rms.nsw.gov.au.

Yours sincerely,



Chris Goudanas

**Land Use Planning and Assessment Manager
Transport Planning Section, Roads & Maritime Services**

25 May 2012