



TaylorThomsonWhitting

9 March 2015

121204

Health Infrastructure
77 Pacific Highway
North Sydney NSW 2060

Attention: Geoff Ong

SSD 6848 LISMORE BASE HOSPITAL REDEVELOPMENT AND NEW CARPARK STAGE 3B

Dear Geoff

(a) Response to Road & Maritime Services' (RMS) Letter

We have reviewed and assessed the comments from the Road & Maritime Services (RMS) in their letter dated 2 March 2015 and have provided the following comments:

Item 1: As the letter has also recognised, there would be a very low level of vehicular traffic associated with Little Uralba Street which would not warrant installation of Traffic Control Signals (TCS). The implementation of such measure would also have an impact on the operation of Uralba Street. Considering the low level of vehicular movements from and to Little Uralba Street, appropriate operational management of service vehicles will be implemented by the Hospital to ensure that most activities take place outside the peak hour periods. In the event that traffic management signals are required for truck movements, these would be located within the Hospital site.

Item 2: The current Marked Pedestrian Crossing (MPC) along Uralba Street which is located within 25m from the new car park is currently providing and will continue to provide appropriate facility for a safe pedestrian crossing across Uralba Street. This is supported by the current situation as many Hospital users currently use on street parking along streets south of Uralba Street while utilising the existing MPC. Therefore, the level of pedestrian movements will not be much different from the existing condition.

It should be noted that the existing MPC is along the pedestrian desired line as it is directed towards the main Hospital buildings. Installation of a TCS could have a major implication on traffic flows along Uralba Street.

Item 3: The current design allows all vehicular movements onto Uralba Street to be carried out in a forward direction.

Item 4: Noted.

(b) Response to Council's Letter

We have reviewed and assessed the comments in Lismore Council's letter dated 5 March 2015 and have provided the following comments:

- Car Parking Management Strategy:** The Traffic and Parking Report provided has not recommended any requirement for area car parking management. This report has been prepared in accordance with RMS guidelines for the assessment of development impacts. However we are aware there have been more recent discussions with Council regarding a Car Parking Management Strategy. We are prepared to discuss a strategy with Council which may include residential parking schemes.

Structural

Civil

Traffic

Facade

Engineers

TTW Group

Directors

RT Green BE Hons MEngSc FIE Aust
D Carolan BE Hons MEngSc MIEAust
R Mackellar BE Hons MIEAust
B Young BE Hons MIEAust
M Eddy BE Hons MIEAust
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Technical Directors

P Yannoulatos BE Hons Dip LGE MIEAust
D Genner BE Hons MIEAust
S Brain BE Hons MIEAust
D Jeffrey BE MIEAust
N Burdon ME(Civil) MIPENZ MIEAust
H Nguyen BScEng MIEAust
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M Rogers BSc Hons MIEAust
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J Tropiano BE MIEAust
P Lambley BE MIEAust
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W Alexander BE Hons MIEAust
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M King BE Hons MIEAust
Jonathan Miles BE Hons
G Petschack JP
M Raddatz

Manager Facade

N McClelland BSc BE Hons MBA MIEAust

- **Uralba Street Pedestrian Crossing:** The current Marked Pedestrian Crossing (MPC) along Uralba Street which is located within 25m from the new car park is currently providing and will continue to provide appropriate facility for a safe pedestrian crossing across Uralba Street. This is supported by the current situation as many Hospital users currently use on street parking along streets south of Uralba Street while utilising the existing MPC. Therefore, the level of pedestrian movements will not be much different from the existing condition.

It should be noted that the existing MPC along Uralba Street is along the pedestrian desired line as it is directed towards the main Hospital buildings.

Installation of a TCS could have a major implication on traffic flows along Uralba Street.

- **Little Uralba Street:** Provision for turning will be provided to Little Uralba Street in the detailed design.

(c) **Response to Transport for New South Wales' (TfNSW) Letter**

We have reviewed and assessed the comments in Transport for New South Wales' letter dated 6 March 2015 and have provided the following comments:

- **Sustainable Travel Plan and Transport Access Strategy:** A Sustainable Travel Plan and Transport Access Strategy could be provided for review by the Lismore City Council Traffic Advisory Committee. The Sustainable Travel Plan and Transport Access Strategy would include the review, assessment and analysis of the site in terms of accessibility with regards to public transport, bicycle and pedestrians. Discussions with authorities and relevant bodies would be undertaken with the purpose to develop a viable strategy for improved access to the site.
- **Demonstrate Pedestrian Links:** The current Marked Pedestrian Crossing (MPC) along Uralba Street which is located within 25m from the new car park is currently providing and will continue to provide appropriate facility for a safe pedestrian crossing across Uralba Street. This is supported by the current situation as many Hospital users currently use on street parking along streets south of Uralba Street while utilising the existing MPC. Therefore, the level of pedestrian movements will not be much different from the existing condition.

Installation of a TCS could have a major implication on traffic flows along Uralba Street.

Yours faithfully

TAYLOR THOMSON WHITTING (NSW) PTY LTD



PAUL YANNOULATOS
Technical Director

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