

3.13.2 Pedestrian Access

The following diagram (Figure 14) presents the existing pedestrian access points into the Hospital.



Figure 14 - Existing Pedestrian Access Locations

3.14 Current Parking Provisions

During 2013 PTC prepared a study of the parking supply and demand within the Gosford Hospital Precinct, which was updated in February 2015. The study identified the existing parking supply and demand associated with the Hospital, which is summarised as:

- Existing on-campus supply = 1,046 spaces (excludes drop-off/pick-up and 15 minute spaces)
- Existing off-campus supply = 848 spaces within the local road network (within a 500 metre radius).

There are several types of parking facility within the Hospital Campus, which are summarised below:

- Staff parking 498 spaces
- Public Parking 312 spaces
- Disabled Parking 60 spaces
- Fleet Parking 176 spaces

The parking provision is located within at-grade car parks surrounding the Hospital buildings and 535 spaces accommodated within the multi-storey car park located in the northern part of the Campus, accessed from Hospital Road North.

It is proposed to retain the existing multi-storey car park, however some of the at-grade provision will be displaced by the Hospital Redevelopment. This aspect of the parking provision is described in Section 6 of this Assessment.

4 Proposed Development

Details of the Hospital Redevelopment and the HWP are presented in the architectural drawings prepared by Jacobs (the Hospital Redevelopment) and Fitzpatrick and Partners (the Health and Wellbeing Precinct – Stage 1) presented in Attachment 1 and summarised in Figure 15.

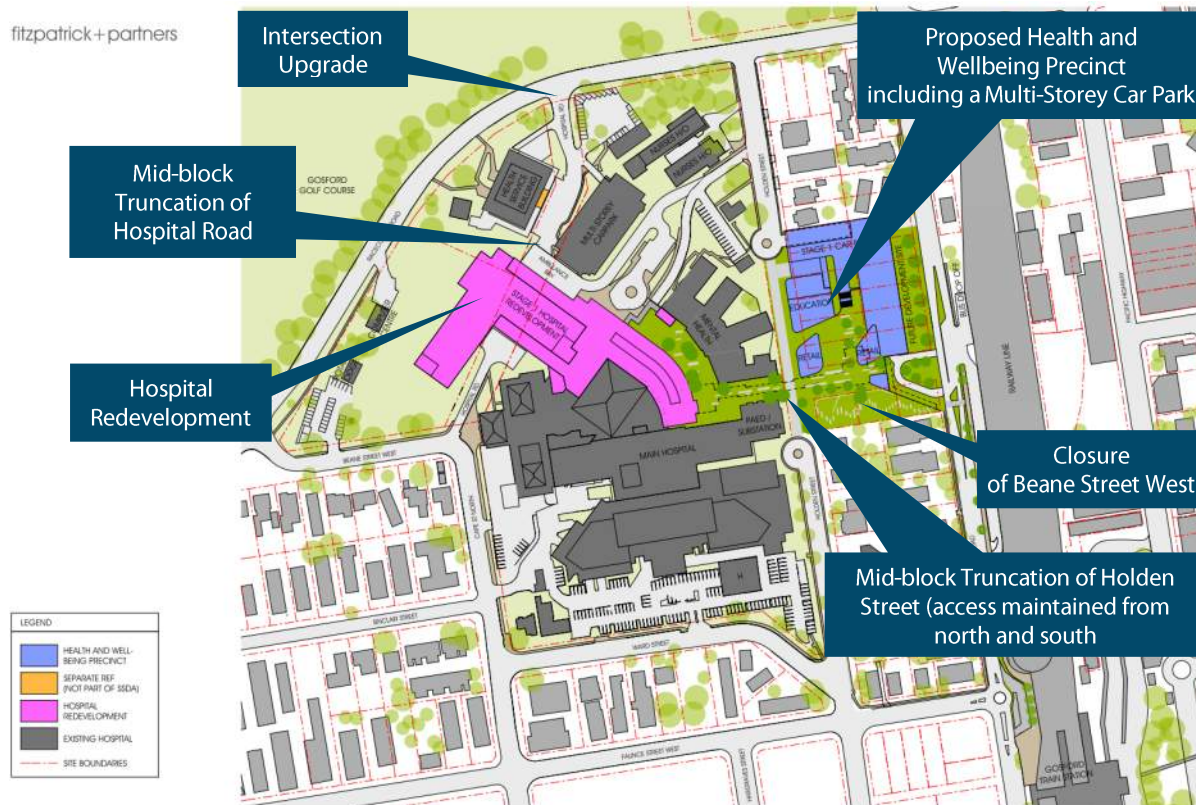


Figure 15 - Hospital Redevelopment and Health and Wellbeing Precinct

4.1 Hospital Redevelopment

The proposed Hospital Redevelopment will accommodate 153 overnight beds involving 158 FTE staff, 39 Visiting Medical Officers and a reconfigured ambulance area. This will be primarily located to the north and west of the existing Hospital building.

Other related works include the upgrading of the pedestrian access from Holden Street together with an improved pedestrian connection to what will become the HWP between Holden Street and Showground Road. The Project will involve the displacement of 262 parking spaces, all of which will be incorporated within the proposed multi-storey car park. Details of the Hospital Redevelopment are presented in the architectural drawings, prepared by Jacobs, and the Environmental Impact Statement, prepared by City Plan Services, which accompany the SSD Application.

The Hospital Redevelopment includes the truncation of Hospital Road and the creation of two cul-de-sacs, to the north and south of the proposed new hospital wing. This will involve the introduction of two-way traffic on both sections, including the associated upgrades required at the Hospital Road / Racecourse Road intersection.

4.2 Health and Wellbeing Precinct (HWP)

The HWP is located between Holden Street and Showground Road to the north of, and incorporating, Beane Street West and in summary comprises:

- The closure of Beane Street West to accommodate an improved vertical connection between Holden Street and Showground Road, by way of lifts located on the southern side of the proposed car park.
- A new multi-level car park, which coincides with the level difference between Showground Road and Holden Street, accommodating 803 parking spaces. Access to the car park will be provided from Showground Road and Holden Street.
- The construction of two low-rise buildings to accommodate health, health related and/or government users (totalling approximately 13,500m² NLA) with 500 m² of associated retail spaces and an End-of-Trip facility. Due to current LHD requirements only the western low-rise building of 7,500 m² is proposed to be constructed initially.
- A new drop-off area located within the Showground Road frontage, adjacent to the proposed entrance / lifts.
- The truncation of Holden Street along the frontage of the HWP to provide a formal pedestrianised plaza and covered walkway connection to the Hospital entrance at Level 4, and enhance the pedestrian environment.

5 Access and Circulation

5.1 Hospital Redevelopment Vehicular Access

The Project involves some amendments to the existing vehicle access arrangement and the provision of new access points. The proposals are summarised in Figure 16 and the subsequent dot points:

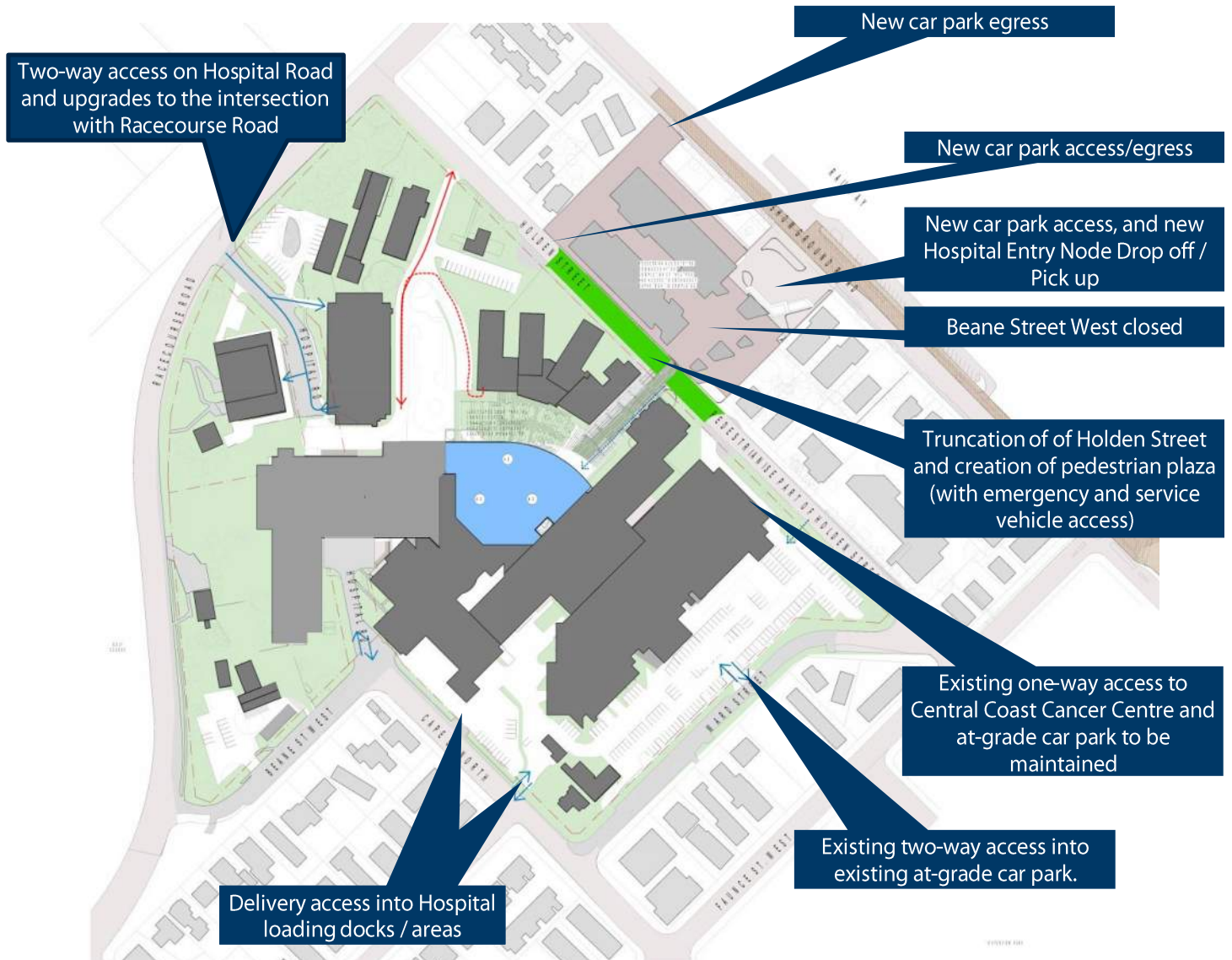


Figure 16 - Hospital Vehicular Access Locations

The mid-block truncation of Hospital Road to accommodate the new Hospital wing. This will create two cul-de-sacs to the north and south of the new Hospital wing. The northern cul-de-sac will be converted to two-way traffic flow and will continue to provide access to /from the existing multi-storey car park, adjacent at-grade car park and the HSB building. A turning head will be provided to accommodate the 85th percentile design vehicle as shown in

Figure 17. The southern cul-de-sac will include a turning area for Hospital Patient Transfer and provide access and parking for Ausgrid Service Vehicles. The turning area has been designed to accommodate a 12.5 metre Medium Rigid Vehicle as demonstrated in Figure 18.

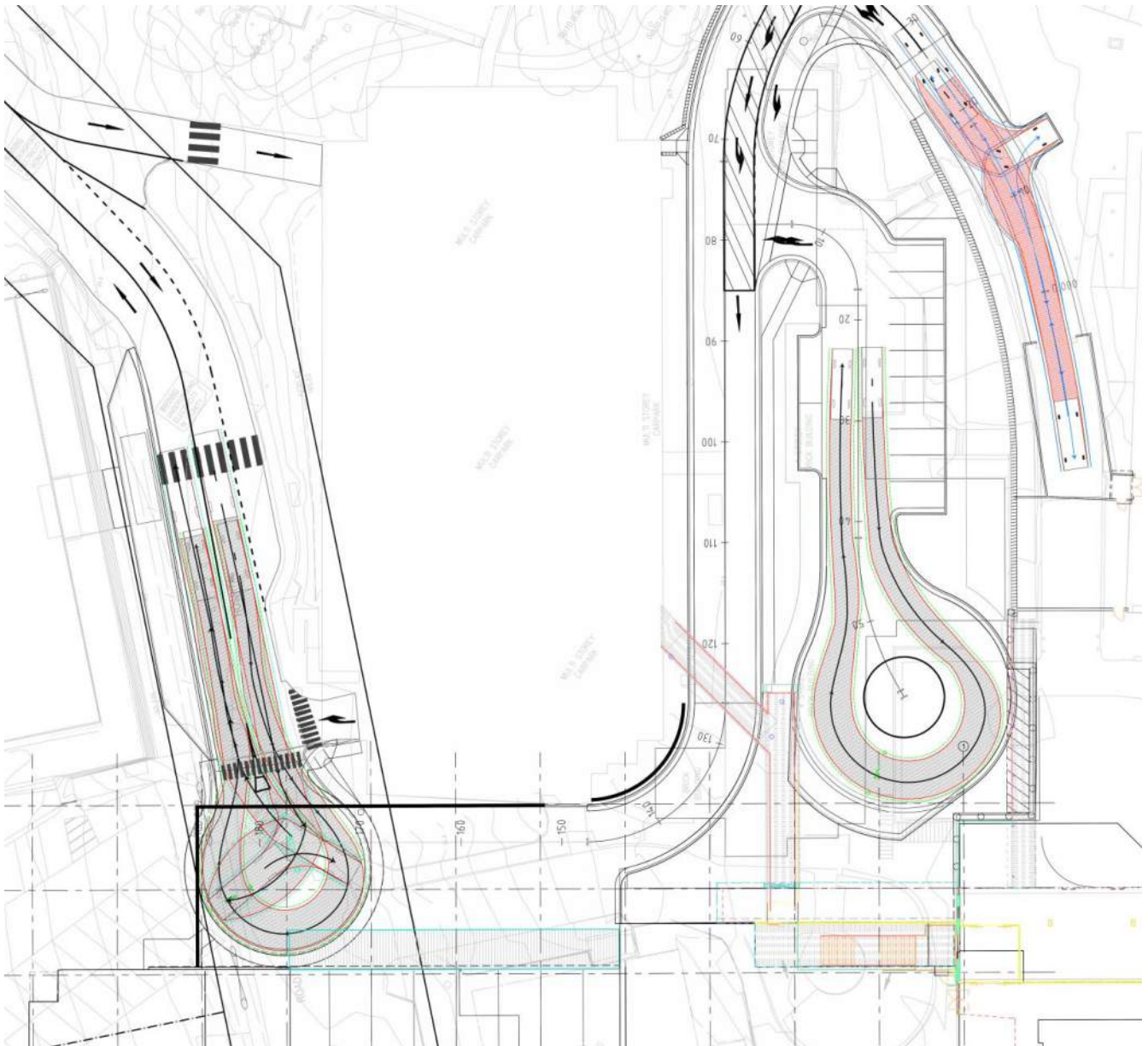


Figure 17 - a. and b. a. North access on Hospital Road via Racecourse Road. b. North access on Holden Street into the new Emergency Department drop off, and Mental Health Sallieport (Source: TTW, 2015)





Figure 19 - Swept Paths of a Heavy Rigid Vehicle Entering and Exiting the HWP Loading Dock

5.2.2 Ambulance and Emergency Access

The existing ambulance bay is currently accessed via Holden Street from Racecourse Road, Beane Street West or Faunce Street West. In conjunction with the construction of the new Hospital Wing and adjacent hospital refurbishment works, a new access road from the current access road entry location off Holden Street North will be constructed for support the new Ambulance Bay and Emergency Department drop off (see Figure 20 a. and b, 17 and 18.). Access to this new road following truncation of Holden Street will only be available from Racecourse Road will be located to the south of the access driveway into the ambulance bay so that all access will be to/from the north via Racecourse Road.

Internal access roads and drop off area for ambulance and emergency access are proposed to be substantially redesigned to facilitate the relocation of the new Emergency Department at Level 3 (currently at Level 4). An assessment of the proposed arrangements has been prepared by TTW as presented in the following figures.

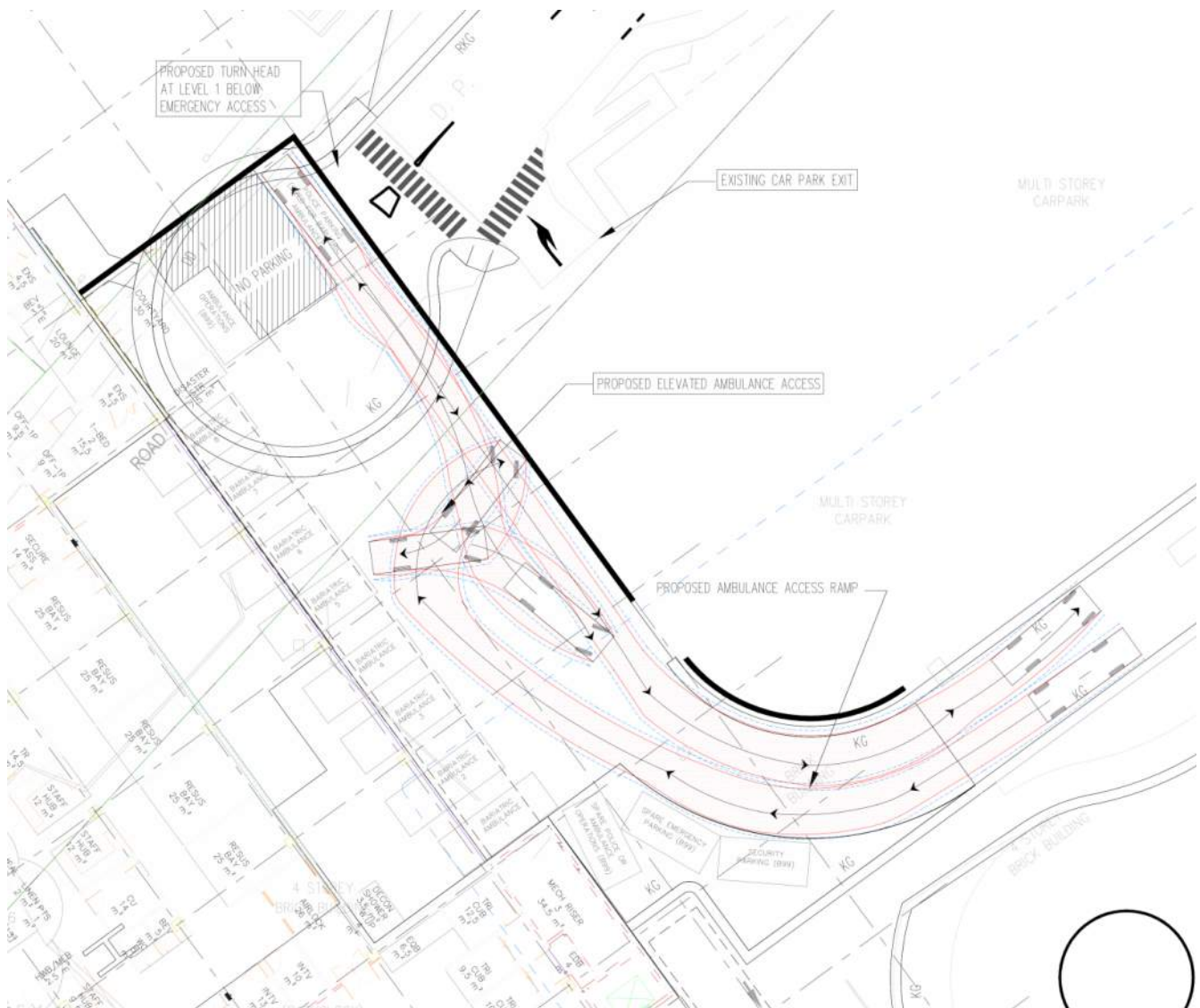


Figure 20 - New Ambulance Bay, above Hospital Road North cul-de-sac (Source: TTW, 2015)

5.3 Circulation

5.3.1 Hospital Precinct Circulation

As part of the project, changes to circulation arrangements within the Hospital Precinct will include the closure Beane Street West, and truncation of Hospital Road and Holden Street. These changes will affect the access and circulation routes for vehicles, and these changes have been adopted in the future traffic modelling scenarios in order to assess the impacts. The results of the modelling assessment are described in Section 7.5.

5.3.2 Car Park Circulation

The proposed multi-storey car park has been designed to incorporate a primarily one-way system through each level. Vehicles will enter the car park from Showground Road at the lowest level, or Holden Street North. Vehicles then circulate up through the ramp system to the upper levels. The primary car park egress is located on Level 2 as this aligns with the incline of Showground Road to the north, and a secondary exit in Holden Street North. The provision of a predominantly one-way system throughout the car park reduces the number of conflicting movements at each intersecting aisle and also reduces the hesitation time as drivers have a limited choice at each intersection. This provides for a more efficient and safer arrangement. The design incorporates exit routes, which follow the shortest path through the car park, to avoid drivers circulating through each floor.