

LETTER

Transport Engineering

REF: N194892

DATE: 1 October 2021

Health Infrastructure
C/- TSA Management
Level 15, 207 Kent Street
SYDNEY NSW 2000

Attention: Annabel Kim

Dear Annabel

RE: GOULBURN BASE HOSPITAL REDEVELOPMENT (SSD 8667) - SECTION 4.55(1A) TRANSPORT IMPACT ASSESSMENT

Introduction

It is understood that a Section 4.55(1A) application is to be lodged with the Department of Planning, Industry and Environment (DPIE) for the Goulburn Base Hospital Redevelopment project as it relates to SSD 8667. This application seeks to modify SSD-8667 to retain the Ward Block, known as Building H and M, which was previously approved to be demolished.

GTA, now Stantec was commissioned by Health Infrastructure to prepare a transport impact assessment to accompany the Section 4.55(1A) application.

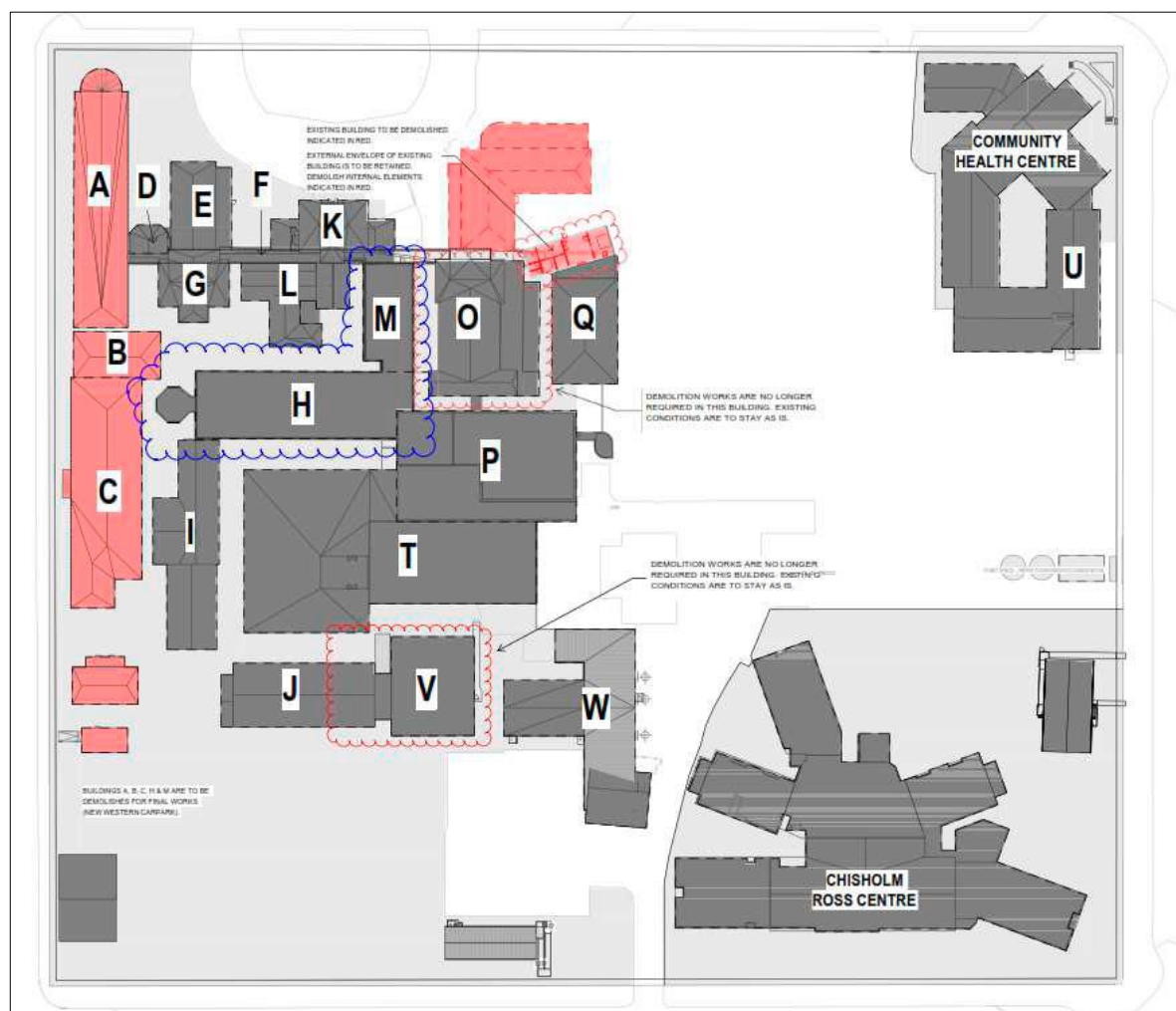
Proposal

This Section 4.55(1A) application seeks to amend the approved state significant development to include retention of Ward Block, known as Building H & M. The location of Ward Block (Building H and M) is identified in blue outline in Figure 1.

The Ward Block is a three-storey building and has a footprint of approximately 762 square metres and a total Gross Floor Area (GFA) of 2,115 square metres.

The SSD-8667 approval did not include any new works in the area where Buildings H and M are located following their demolition. On this basis, retaining these building does not displace any new hospital facilities or public domain.

Figure 1: Ward Block (Building H and M) location at Goulburn Base Hospital



Base image source: LJB Urban Planning, Section 4.55(1A) Application Planning Report

Parking Assessment

The Transport and Accessibility Assessment (TAA)¹ prepared by TTW that accompanied the approved SSDA estimated parking demand as a result of the hospital redevelopment based on the anticipated increase in full time equivalent staff, number of beds and peak outpatient activity. It was estimated that the redevelopment would result in an increase in parking demand of around 53 car parking spaces. Condition B28(b) of the SSDA consent specifies a requirement for a minimum 196 car parking spaces to be provided across the campus. It is understood that an additional 141 car parking spaces are being provided as part of project, resulting in a total of 197 car parking spaces across the hospital campus therefore meeting the consent condition.

The proposal to retain the Ward Block will not result in any change to staffing levels, number of beds or peak outpatient activity. As such, no increase in car parking demand is expected as a result of the modification from that previously estimated within the TAA (TTW, 2018) and therefore the approved parking provision is considered acceptable.

¹ Goulburn Hospital and Health Services Redevelopment, Transport and Accessibility Assessment prepared by TTW dated 15 February 2018

Traffic Impact Assessment

Similar to the parking assessment, the TAA (TTW, 2018) estimated traffic generation associated with the hospital redevelopment based on the anticipated increase in full time equivalent staff, number of beds and peak outpatient activity. It was estimated that the redevelopment would result in an increase of around 53 vehicle trips during weekday peak hours, with SIDRA modelling confirming that surrounding road network would be able to cater for the expected increase in traffic volumes at completion of the redevelopment.

As mentioned, the proposal to retain the Ward Block will not result in any change to staffing levels, number of beds or the number of peak outpatients. There are also no changes to vehicle access or circulation. As such, no increase in traffic generation or distribution is expected as a result of the modification from that previously assessed as part of the TAA (TTW, 2018).

Conclusion

This Section 4.55(1A) application seeks to amend the approved state significant development (SSD 8667) to include retention of Ward Block, known as Building H & M. The retention of the Ward Block is not expected to result in any increase in parking demand or traffic generation compared to that estimated and assessed as part of the TAA (TTW, 2018).

Overall, the retention of the Ward Block can be supported from a parking and traffic perspective, with no discernible operational changes in this regard.

I trust the above provides the necessary information. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

GTA, NOW STANTEC

Brett Maynard
Director