

18 July 2018

121204 TAAA
Revision 1

John Holland Group
73 Uralba Street
Lismore NSW 2480

Attention: Brett Popham

Lismore Base Hospital Stage 3C Northern Tower Extension Traffic Response to Submissions

Dear Brett,

This letter aims to respond to relevant traffic engineering concerns raised during the public exhibition of the Environmental Impact Statement (EIS) for the Lismore Base Hospital Stage 3C Northern Tower Extension (NTX) (SSD 8963). Responses were received from government agencies and the relevant concerns raised have been addressed below. We note that the general responses were positive towards the proposed development.

Lismore City Council (LCC)

- Traffic and Parking

While acknowledging LCC's concerns, Condition 5A of Stage 3B relates to the development of a Car Parking Management Strategy. As part of the development of this Car Parking Management Strategy options were presented to achieve the following key outcomes:

- Provide a parking scheme to manage demands for parking that would otherwise be placed on the road system.
- Provide an appropriate mix of on-street parking spaces in residential streets and in streets close to the health centre.
- Provide equitable on-street parking space for road users.
- Improve amenity for particular residents who do not have sufficient off-street parking facilities or unrestricted on-street parking facilities available.
- Ensure effective utilisation of contemporary enforcement tools.
- Support local transport objectives and strategies that have been framed with commuters in mind.
- Ensure engagement/education of residents, commuters and the like.

This Strategy achieves the intent of the proposed condition by LCC in that it aims to provide on street parking for other users near to the Hospital.

Lismore Base Hospital is located within the developing Lismore Health Precinct, with planning controls being recently changed around the Hospital to be zoned R3 Medium Density Residential

and B3 Commercial Core. The intent of these planning control changes was to encourage higher density housing and more business and medical uses within the area. The proposed benchmark suggested by LCC would assume that any increase in parking occupancy in the key streets surrounding the Hospital would be as a result of the Hospital only and not attributed to other developments within the area. This is unlikely to be the case given the recent rezoning. The Hospital is also located near to the Lismore Town Centre which may generate additional parking demand.

Given the existing condition for Stage 3B and the zoning adjacent to the Hospital, the proposed condition is not considered to be appropriate.

Roads and Maritime Services (RMS)

- Service Vehicles

The proposed NTX development will not impact the previously approved and operational loading dock arrangements at the Hospital.

- Consideration to Public and Active Transport Facilities

As part of the Green Travel Plan, a number of initiatives are proposed to increase public transport, cycling and walking. These include, but are not limited to:

- Negotiation with NR Bus Lines and Waller's Buses to provide a commuter service to the front entrance of the Hospital to service office workers.
- Installation of bicycle stands at the Hospital's front entrance.
- Provide regular cyclists with swipe cards to enable easy access to the bike rack in the Mental Health underground car park and lockers for cyclists.
- Ensuring the entrance to the Uralba Street car park and pedestrian crossing does not create unsafe conditions for cyclists.

Refer to Appendix D from the Transport and Accessibility Impact Assessment for an extract from the Green Travel Plan that includes further initiatives. As part of the approval for Stage 3B (SSD 6848), a revised Green Travel Plan will be prepared following 12 months after completion. This will ensure that connectivity to public and active transport networks will be maintained.

- Uralba Street Crossing

As discussed in the Transport and Accessibility Impact Assessment submitted as part of the EIS, a Pedestrian Crossing Review was conducted in late 2016 to determine whether the marked pedestrian crossing had achieved the required RMS warrants to become a signalised mid-block crossing. The results of this review determined that peak pedestrian and vehicle volumes would need to increase by 15-60% and 15-40% respectively to achieve these warrants.

It is recommended that the pedestrian crossing be reviewed to determine if these warrants are met as part of any future developments within the Hospital.

- Behavioural Measures

The emergency vehicle and drop off areas of the Hospital were constructed as part of the Stage 3A works (SSD 5816). As the NTX is an extension to the previously approved Stage 3B, it is not anticipated that this development will have any noticeable impact on the operation of these areas.

The Northern NSW Local Health District continues to maintain a watching brief on the safety of the site. We are not aware of any issues reported at this location. Should there be safety concerns in the future, the Hospital is open to discussions with LCC.

- Green Travel Plan

The current Green Travel Plan has a commitment to review the Plan on a regular basis to track the progress of the actions and ensure the Transport Access Guide is relevant.

Transport for New South Wales (TfNSW)

We have considered the TfNSW response and note that while the Travel Mode Survey was conducted of staff, in our past experience with Hospital developments the majority of peak hour transport demand near Hospitals is generated by staff. Outpatients and visitors are distributed throughout the day with less intense peak periods and therefore have less of an impact on the transport network. Additionally, given the minor increase in staff, outpatients and visitors as a result of the project, it is not anticipated that public transport services will be affected.

We note the Hail and Ride system is not operated near to the Hospital and is only available outside of the Lismore Town Centre. Passengers travelling to and from Lismore Base Hospital are picked up and dropped off at the formal bus shelters located on Uralba Street near the Hospital's main entrance.

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