



NTH10/00230, CR2012/007476
Your ref: SSD 5204 (12/04216)

The Director
Metropolitan & Regional Projects North
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attn: Ms Megan Fu

Dear Ms Fu,

Exhibition of Tamworth Hospital Redevelopment (SSD 5204) – 31 Dean Street, Tamworth

I refer to your letter of 24 July 2012 seeking comment on the abovementioned development proposal.

The key concern for Roads and Maritime Services (RMS) is the safety and efficiency of the state classified road network, in particular the Fossickers Way (MR63), otherwise known as Peel Street. Any significant impact upon traffic in the surrounding local network has the potential to impact upon the safety and efficiency of this state road.

RMS has no objection to the proposed development and provides the following comments to assist the Department of Planning & Infrastructure in reaching a determination.

RMS supports the establishment of the proposed 'ring road' and a new connection at the Johnston Street - Smith Street intersection. This arrangement will assist in distributing hospital traffic across the surrounding local network. Additionally, RMS supports the proposed improvements for public transport accessibility and connectivity for pedestrians / cyclists within the site. It is recommended that such features are designed in conjunction with any Pedestrian Access Management Plan (PAMP) and/or Bike Plan held by Tamworth Regional Council.

RMS has noted that the assessment of car parking provision, as outlined in the *'Transport and Accessibility Assessment'* prepared by ARUP Consultants, has included on-street car parking spaces as a portion of the available parking spaces for the hospital. This assessment has not considered the parking demand of surrounding developments or the needs of local residents. Any approval should ensure that the proposed development provides adequate 'on-site' car parking spaces to accommodate the forecasted post-development demand generated by the hospital redevelopment. RMS considers that on-street parking in the vicinity of the hospital is currently under pressure during peak periods and that the redevelopment should address this issue by providing sufficient on-site parking to accommodate future demand.

The proposed traffic management for Dean Street, as demonstrated in figure 16 of the ARUP report, has proposed the introduction of two right turn bays on Dean Street to facilitate access to the main entrance and staff entrance. RMS recommends that this arrangement be reconsidered in favour of introducing a central median that restricts right turn movements and directs traffic to circulate via the proposed new roundabout.

Roads & Maritime Services

The Hospital currently has six existing access points along Dean Street. It is recommended that the redevelopment consider rationalising access points in the vicinity of the Dean Street – Johnston Street intersection by providing improved internal connectivity, which will reduce conflict points. Additionally, the existing access to the 'Koolkuna' Building, directly opposite the main access, could be closed and relocated to form a western stub of the proposed new roundabout. The above recommendations will assist in the retention of existing on-street car parking spaces along Dean Street and may potentially result in additional supply.

The most direct access route for ambulances to approach the hospitals 'Emergency' is along Dean Street. The arrangement shown in figure 18 requires ambulances approaching the hospital to deviate around the ring road to reach emergency, which appears to be a longer path than that indicated for private vehicle access. It may be feasible to allow ambulances to approach along the private vehicle route and provide a barrier gate at the terminating cul-de-sac rather than travel the additional distance around the Ring Road as demonstrated by the dashed red line.

RMS recommends that all manoeuvring areas for Buses and Service Vehicles are designed enable vehicles to enter and leave in a forward direction. The design of such areas should limit the necessity for large vehicles to undertake reversing manoeuvres in areas frequented by pedestrians.

The preparation of Construction Traffic Management Plans should give consideration to the requirements of the RMS document entitled 'Traffic Control at Worksites', which is available via the RMS website at: <http://www.rms.nsw.gov.au/>

It should be noted that RMS and Tamworth Regional Council have recently commissioned a Traffic Study on a section of the Peel Street (MR63) between Bligh and Tribe Streets, Tamworth. This study includes the Peel Street – Jewry Street intersection, which provides the primary connection to Dean Street and forms the key route to the Hospital site. RMS considers that any significant increase in future traffic attracted to the Hospital will have the potential to impact upon the safety and efficiency of this intersection and subsequently the state road. The focus of the current traffic study is to strategically identify future intersection works aimed at improving the safety and efficiency of Peel Street and its connections to the local traffic network. RMS envisages that the outcome of this investigation will assist in addressing future traffic management concerns for this locality.

Should you have any further questions please contact Matt Adams of RMS Development Northern on (02) 6640 1300 or via email at: development.northern@rms.nsw.gov.au

Yours sincerely,



David Bell
Regional Manager, Northern

14 AUG 2012