

Mr David Gibson
Team Leader
Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Gibson

**Hornsby Ku-ring-gai Hospital Redevelopment Stage 2
Palmerston Road, Hornsby (SSD 8647)**

Thank you for your letter dated 13 November 2017 inviting Transport for NSW (TfNSW) to comment on the subject application. Roads and Maritime Services will provide a separate response.

TfNSW has assessed the relevant documentation and provide comments on the following matters:

Capacity of intersection

- On pg 45 of the Transport and Accessibility Assessment report, it stated that “*the intersection of Palmerston Road/Northcote Road will operate at capacity post development*”. However, Table 15 indicates the intersection operates at Level of Service A for both AM and PM Weekday Peak post development.
- Edgeworth David Avenue is a classified regional road. The Transport and Accessibility Assessment report indicates the intersection of Edgeworth David Avenue/Myra Street/Palmerston Road operates unsatisfactorily pre and post development, due to the fact that it is a major route in the road system that largely used by locals and through traffic. Council and Roads and Maritime Services should be consulted in this regard.

Preliminary Green Travel Plan

- TfNSW acknowledges that the submitted Green Travel Plan for the proposed development is considered preliminary in nature. The subject application should be conditioned to provide and implement a comprehensive Green Travel Plan that includes, but not limited to, the actions and recommendations identified in the preliminary Green Travel Plan and to be updated on a regular basis as part of the ongoing operation of the hospital.

Construction Vehicle Access Routes

- The Preliminary Construction Traffic Management Plan appreciates the potential hazards and avoids the construction routes from high pedestrian activity at the

TAB A – Recommended Conditions of Consent

nearby medical centre and childcare facilities, and also the school zone near the intersection of Edgeworth David Avenue, Myra Street and Palmerston Road.

- As an alternative, the construction route passes through Lowe Road which runs along the frontage of James Park. It should be noted that James Park is a sportsground site that is used by Hornsby Ku-ring-gai and Hills District Cricket Association and Northern Suburbs Football Association for cricket and soccer for junior and lower grade teams.
- The Preliminary Construction Traffic Management Plan indicates site works will be undertaken on weekdays (7am to 5pm) and Saturdays morning (8am to 12pm) which might potentially coincide with typical weekend sports activities.
- It is requested that the detailed Construction Traffic Management Plan, to be prepared in consultation with Council and submitted for their approval prior to any construction activities on-site, should address the aforementioned matter.

Our suggested Conditions of Consent provided in **TAB A**. TfNSW would be pleased to consider any further material forwarded from the applicant.

For further information or clarification regarding this matter, please contact Billy Yung, Senior Transport Planner on 8202 3291 or Billy.Yung@transport.nsw.gov.au.

Yours sincerely



30/11/17

Mark Ozinga

Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning

CD17/12715

TAB A – Recommended Conditions of Consent

TfNSW recommends that DP&E include the following conditions in any issued consent:

Road Safety Audit

Prior to issue of construction certificate, an independent Detailed Design Road Safety Audit (RSA, refer to *NSW Centre for Road Safety Guidelines for Road Safety Audit Practices*) shall be undertaken of the proposed modification, notably the access points on Palmerton Road. The proposed design shall address any deficiencies identified within the RSA.

Green Travel Plan

As part of the ongoing operation of the hospital, the actions and recommendations identified in the Green Travel Plan at Appendix N of the Environmental Impact Statement for Hornsby Ku-ring-gai Hospital Campus Stage 2, prepared by Taylor Thomson Whitting (NSW) Pty Ltd (24 October 2017), must be implemented accordingly and updated on a regular basis.

Detailed Construction Pedestrian and Traffic Management Plan

Prior to the commencement of any construction works, a Construction Pedestrian Traffic Management Plan (CPTMP) shall be prepared in consultation and approved by Council and submitted to the satisfaction of the Certifying Authority. The CPTMP must specify, but not be limited to, the following:

- (a) assessment of cumulative impacts associated with other construction activities (if any);
- (b) assessment of road safety at key intersections and locations subject to heavy vehicle movements and high pedestrian activity;
- (c) details of construction program, the anticipated construction duration and milestones and events during the construction process;
- (d) details of anticipated peak hour and daily truck movements to and from the site;
- (e) details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;
- (f) details of temporary cycling and pedestrian access during construction;
- (g) details of proposed construction vehicle access arrangements at all stages; and
- (h) traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclists, parking and public transport, which must include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities.