

PROPOSED PRIVATE HOSPITAL

1 – 8 NIELD AVENUE, GREENWICH

***Assessment of Traffic and
Parking Implications***

October 2008

Reference 05190

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 603, Level 6
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email: ttpa@ttpa.com.au

TABLE OF CONTENTS

1. INTRODUCTION	1
2. PROPOSED DEVELOPMENT SCHEME	3
2.1 Site, Context and Existing Use	3
2.2 Proposed Development	4
3. ROAD NETWORK AND TRAFFIC CONDITIONS	6
3.1 Road Network	6
3.2 Traffic Controls	6
3.3 Traffic Conditions	7
3.4 Public Transport	8
4. PARKING	9
5. TRAFFIC	12
6. ACCESS, INTERNAL CIRCULATION AND SERVICING	14
7. PEDESTRIANS AND BICYCLE LINKAGES	16
8. PUBLIC TRANSPORT ACCESS	17
9. CONSTRUCTION TRAFFIC AND PARKING MANAGEMENT	18
10. CONSULTATION	21
11. DRAFT STATEMENT OF COMMITMENTS	22
12. CONCLUSION	23

APPENDIX A	ROAD AND PATHWAY CLOSURE APPLICATION
APPENDIX B	BUS SERVICES
APPENDIX C	TURNING PATH ANALYSIS
APPENDIX D	LETTER TO RTA

LIST OF ILLUSTRATIONS

FIGURE 1	LOCATION
FIGURE 2	SITE
FIGURE 3	ROAD NETWORK
FIGURE 4	TRAFFIC CONTROLS

1. INTRODUCTION

This report has been prepared for the proponent Waterbrook At Greenwich Pty Ltd to accompany a Part 3A Application to Department of Planning (Project Application MP 07_0167) for a proposed Private Hospital on a site in Nield Avenue just to the west of the Pacific Highway at Greenwich (Figure 1).

The development site comprises a consolidated landholding of 10 residential lots located in a peaceful and sheltered environment adjacent to a new residential aged care development. The site presents an ideal position for a new private hospital complex a short distance from the North Shore Hospital precinct with convenient nearby public transport and other hospital/medical facilities.

The development scheme involves the provision of 147 rooms/beds with associated hospital facilities and basement carparking accessed on Nield Avenue. On 23rd April 2008 the Department of Planning issued the Director General's requirements for the Part 3A Application in accordance with Section 75(f) of the EP and A Act. Those requirements included the following:

Traffic, Transport and Access

Key matters to be addressed include:

- * the RTA *Guidelines for Traffic Generating Development*
- * existing traffic conditions, road network and road capacity in vicinity of the site
- * proposed internal road and access arrangements
- * measures to promote public transport usage
- * pedestrian and bicycle linkages
- * proposed means to manage construction traffic and parking
- * proposed employee, visiting doctors and visitor carparking arrangements
- * proposed emergency and service vehicle arrangements.

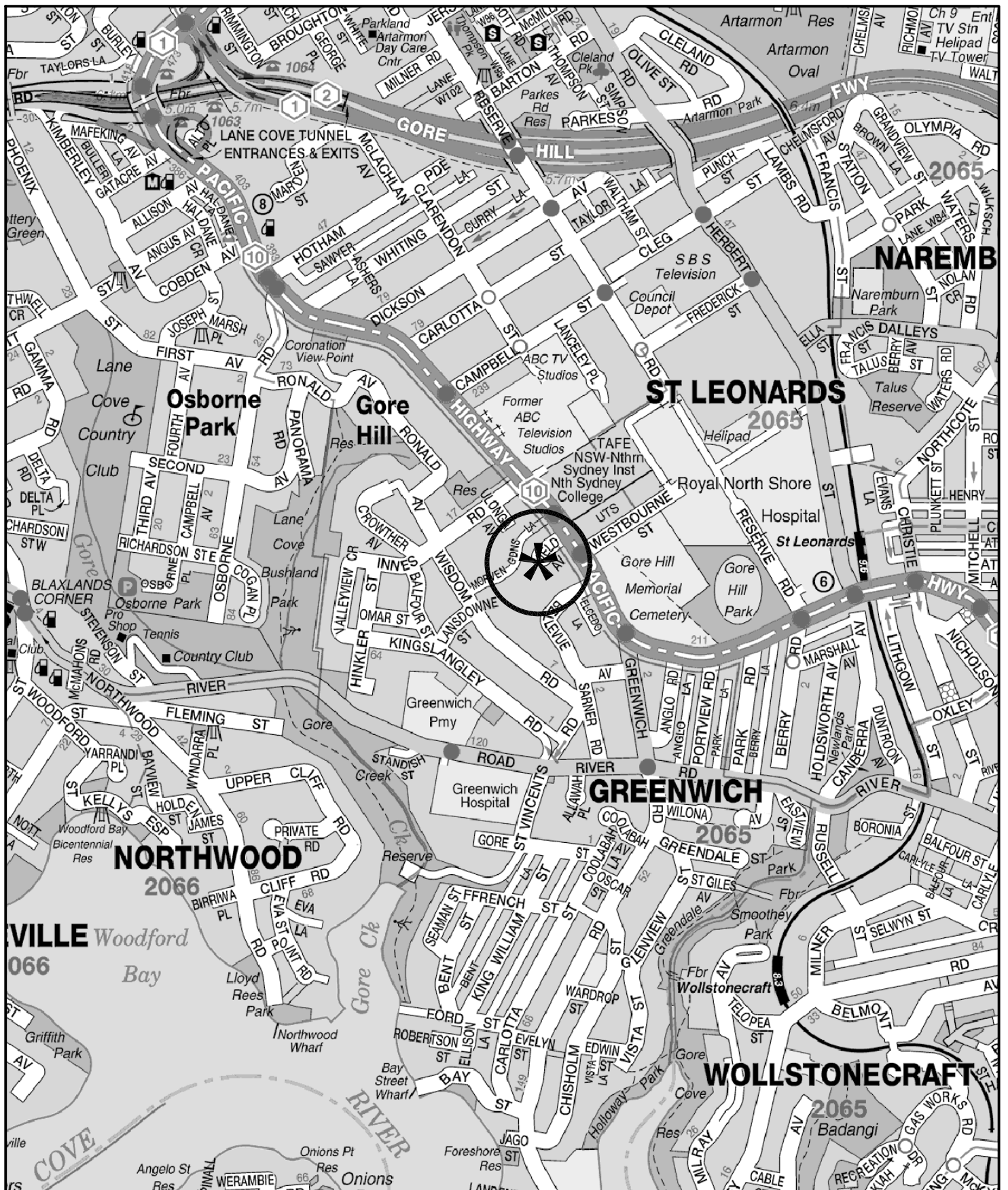
Consultation

Agencies and authorities:

- * Lane Cove Council
- * NSW Roads and Traffic Authority.

The purpose of this report is to:

- * describe the site, its context and current use
- * describe the proposed development scheme
- * describe the existing traffic, parking and public transport circumstances
- * assess the adequacy of the proposed parking provision
- * assess the potential traffic implications of the proposed development
- * assess the proposed vehicle access, internal circulation and emergency/servicing arrangements
- * assess the pedestrian/bicycle linkages and the availability and means to encourage public transport usage
- * assess the proposed management of construction traffic and parking.



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING USE

The development site (Figure 2) is located just to the west of Pacific Highway opposite the North Sydney TAFE College and the Royal North Shore Hospital precinct. The site is an irregular shaped consolidation of 10 lots (incorporating part of the existing Nield Avenue roadway and part of a pedestrian pathway) occupying a total area of 7,570m². The existing use on the site comprises 10 large residential dwelling houses.

The surrounding area comprises:

- * the former Sunshine Homes site to the north which has recently been redeveloped for a 'Residential Aged Care' complex of 79 units
- * the predominantly large single residential dwellings to the west
- * numerous residential apartment buildings along the Highway including those adjoining the north-east
- * a number of motels and hotels along the western side of the Highway
- * the large Royal North Shore Hospital and TAFE College complexes along the eastern side of the Highway.

The pedestrian walkway of Morven Gardens Lane connecting between Pacific Highway and Wisdom Road runs along the northern side of the site.



LEGEND



SITE

FIG 2

2.2 PROPOSED DEVELOPMENT

The Project Application is for construction of a Private Hospital to provide the following services:

- * Rehabilitation Centre (eg orthopaedic, arthritic, cardiac rehabilitation)
- * Medical services (eg post surgery/pain management treatment and palliative care)
- * Psycho – Geriatric and Dementia assessment and care
- * High care for aged and disabled.

The existing western section of Nield Avenue together with part of a pathway connecting Nield Avenue with Morven Gardens will be closed and incorporated into the site. That proposed closure is subject to an application to the Department of Lands and details are provided in the 'advertising' which is reproduced in Appendix A.

The existing buildings and structures will be demolished and part of the site will be excavated (for basement carparking) while other areas will be levelled to provide a suitable building platform. A new six-level hospital building will extend along the northern, eastern and southern sides of the site with extensive landscaped areas in the centre and along the boundaries of the site. The hospital elements will comprise:

- * admissions clinic
- * 147 rooms/beds
 - 45 high/disabled care
 - 39 medical services
 - 39 rehabilitation
 - 24 psycho – geriatric/dementia
- * treatment rooms
- * rehabilitation centre
- * café
- * lobby, lounge and dining areas
- * administration, library, function room and chapel.

The hospital will have a total workforce of some 170 – 180 persons while the maximum daytime staffing will involve some 65 - 67 persons as follows:

-	GP's/medical practitioners	5
-	Registered nurses	5 to 7
-	Nurses/carers	22
-	Diversional therapists	11
-	Physio therapist/aides	4
	Total Health Care Staff	47 to 49
-	Management/administration, reception, kitchen, café, laundry/cleaners, maintenance, suppliers/contractors	
	Total Non-Health Care Staff	18
	Maximum Daytime	65 to 67 persons

A total of 89 parking spaces will be provided in 3 basement levels with vehicle access provided through Nield Avenue. The closure of the western end of the existing Nield Avenue cul-de-sac requires a replacement 'turn around' provision and the proposed development scheme incorporates a 'hammerhead' turning facility covered by an easement for access which will suitably accommodate Council's refuse removal vehicle and large trucks.

Architectural details of the proposed extension works are provided on the plans prepared by Marchese + Partners which accompany the Development Application and are reproduced in part overleaf.

IMPORTANT NOTES:

1. All dimensions are to be taken from the centre line of the building unless otherwise stated.
2. All dimensions are to be taken from the centre line of the building unless otherwise stated.
3. All dimensions are to be taken from the centre line of the building unless otherwise stated.
4. All dimensions are to be taken from the centre line of the building unless otherwise stated.
5. All dimensions are to be taken from the centre line of the building unless otherwise stated.



NO	DATE	REVISION	BY
1	12/05/08	HOSPITAL REVISION	BY
2		AMENDMENT	BY



**marchese + partners
International**

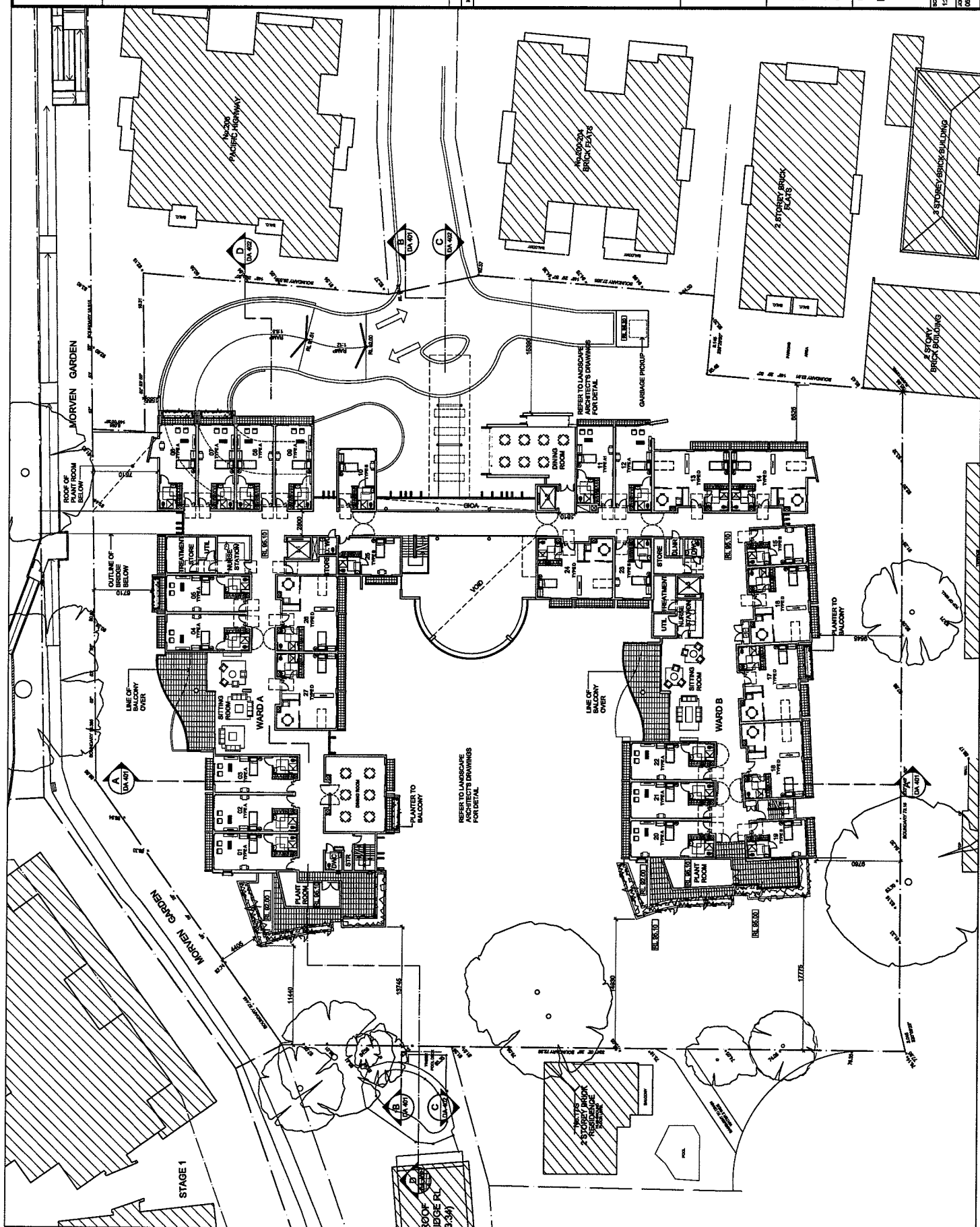
Level 7, 107 Mount Street
Sydney NSW 2000
Tel: (02) 9222 4375
Fax: (02) 9222 5799
Web: www.marchesepartners.com.au
A/CN 007 027 087

CLIENT
WATERBROOK CARE
GREENWICH

PROJECT
PROPOSED PRIVATE
HOSPITAL
1-8 NIELD AVE.
GREENWICH

DRAWING TITLE
LEVEL - RL 95.00

SCALE	DATE	DRAWN	CHECKED
1:200	DEC '08	PH	RS
DESIGN	CONSTRUCTION	DATE	BY
DA-2.05			



Do not scale from drawings
All dimensions to be checked on site before commencement of work
All discrepancies to be brought to the attention of the Architect
Larger scale drawings and written dimensions take preference
This drawing is copyright and the property of the author, and must not be released, copied or used without the express authority of MARSH & PARTNERS ARCHITECTS PTY. LTD.

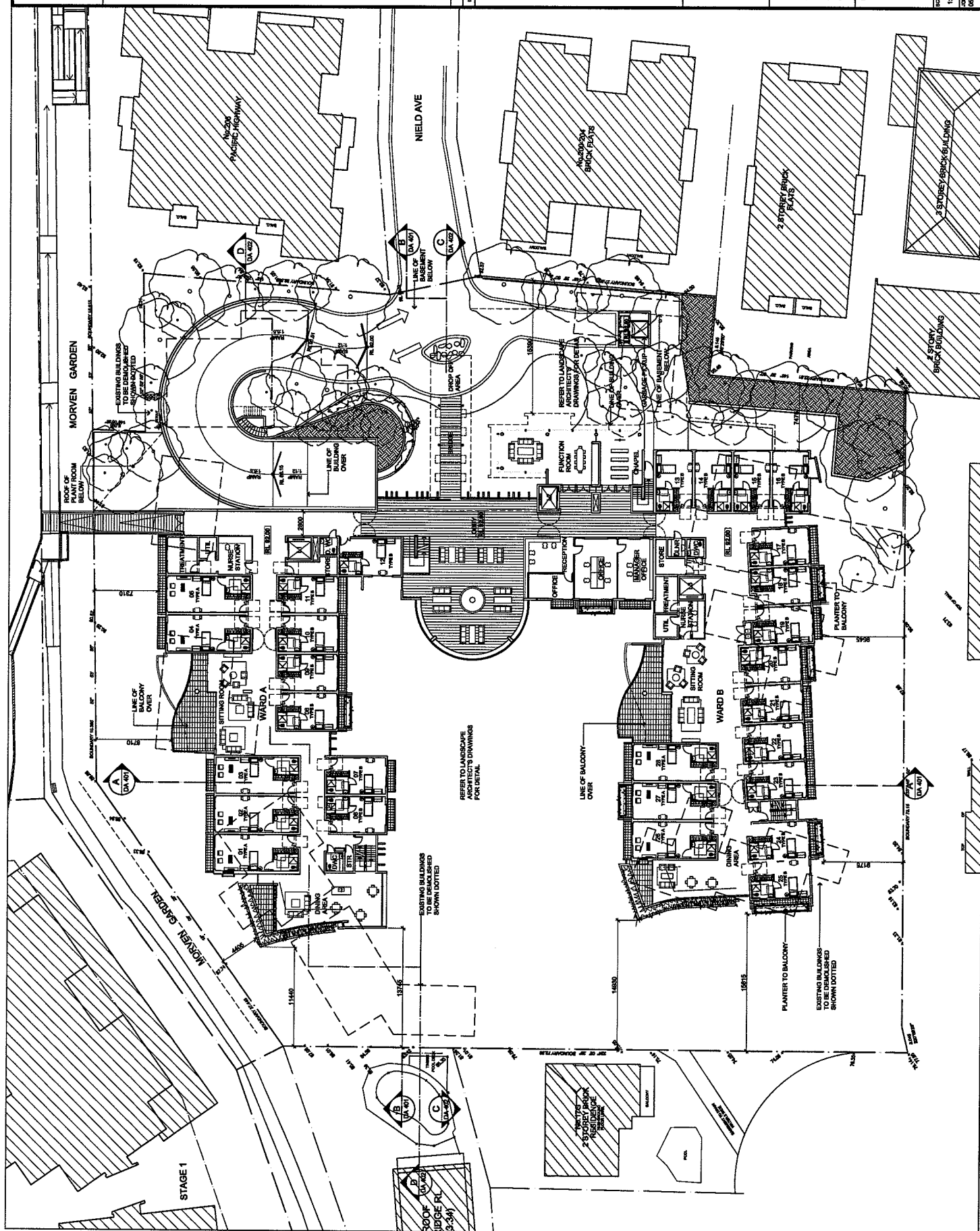


level 7, 107 mount street
north sydney new 2060
t: (02) 9922 4375
f: (02) 9929 5788
email: info@matchseepartners.com.au
web: www.matchseepartners.com.au
LCN 067 477 867

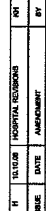
PROJECT
PROPOSED PRIVATE
HOSPITAL
1-8 NIELD AVE,
GREENWICH

DRAWING TITLE
LEVEL - RL 92.00
RECEPTION

SCALE 1:200	DATE DEC '08	DRAWN KH-CT	CHECKED R8
JOB NO. 06070		DRAWING NO. DA-2.04	
		ISSUE H	



Do not send these drawings
All drawings to be checked on site before commencement
of work.
All discrepancies to be brought to the attention of the Authorized
Larger scale drawings and within dimensions take preference
This drawing is copyright and the property of the office, and
must not be retained, copied or used without the express
authority of MARINE & PARTNERS ARCHITECTS PTY. L



level 7, 107 mount street
north sydney nsw 2060
ph: (02) 9622 4375
fax: (02) 9629 5786
email: info@marcbespartners.com.au
web: www.marcbespartners.com.au
ACN 067 427 967

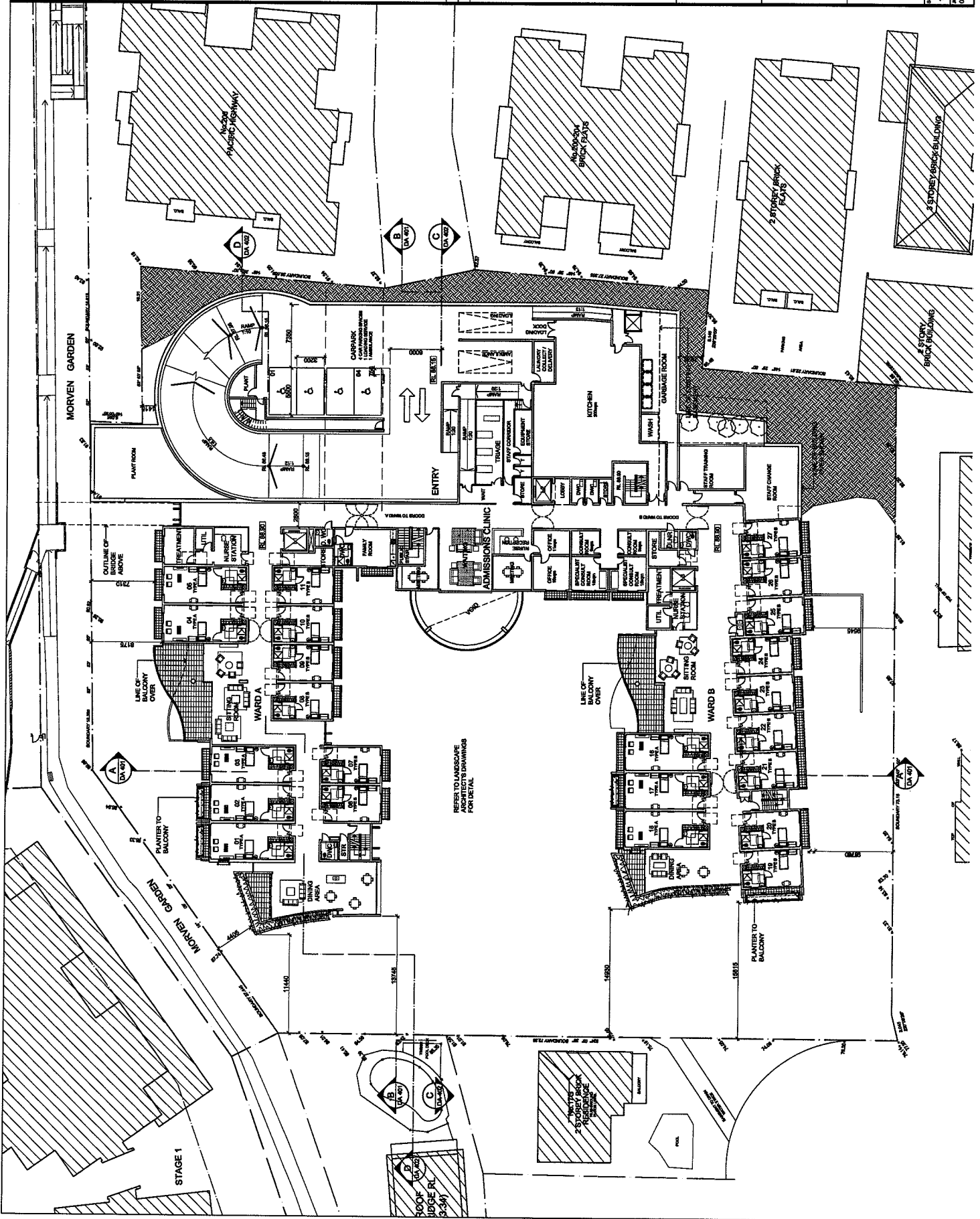
**WATERBROOK CARE
GREENWICH**

PROJECT PROPOSED PRIVATE HOSPITAL

1-8 NIELD AVE,
GREENWICH

LEVEL - RL 88.90
UPPER GARDEN FLOOR

SCALE 1:200	DATE DEC '08	DRAWN KH-CT	CHECKED RS
408 No. 06070	DRAWING No. DA-2.03		
ISSUE H			



IMPORTANT NOTES:

1. All dimensions are to face unless otherwise stated.
2. All work is to be completed in accordance with the Australian Standard AS 1546.1-2005.
3. The drawings are to be used in conjunction with the Bill of Materials and the Schedule of Work.
4. The drawings are to be used in conjunction with the Bill of Materials and the Schedule of Work.
5. The drawings are to be used in conjunction with the Bill of Materials and the Schedule of Work.

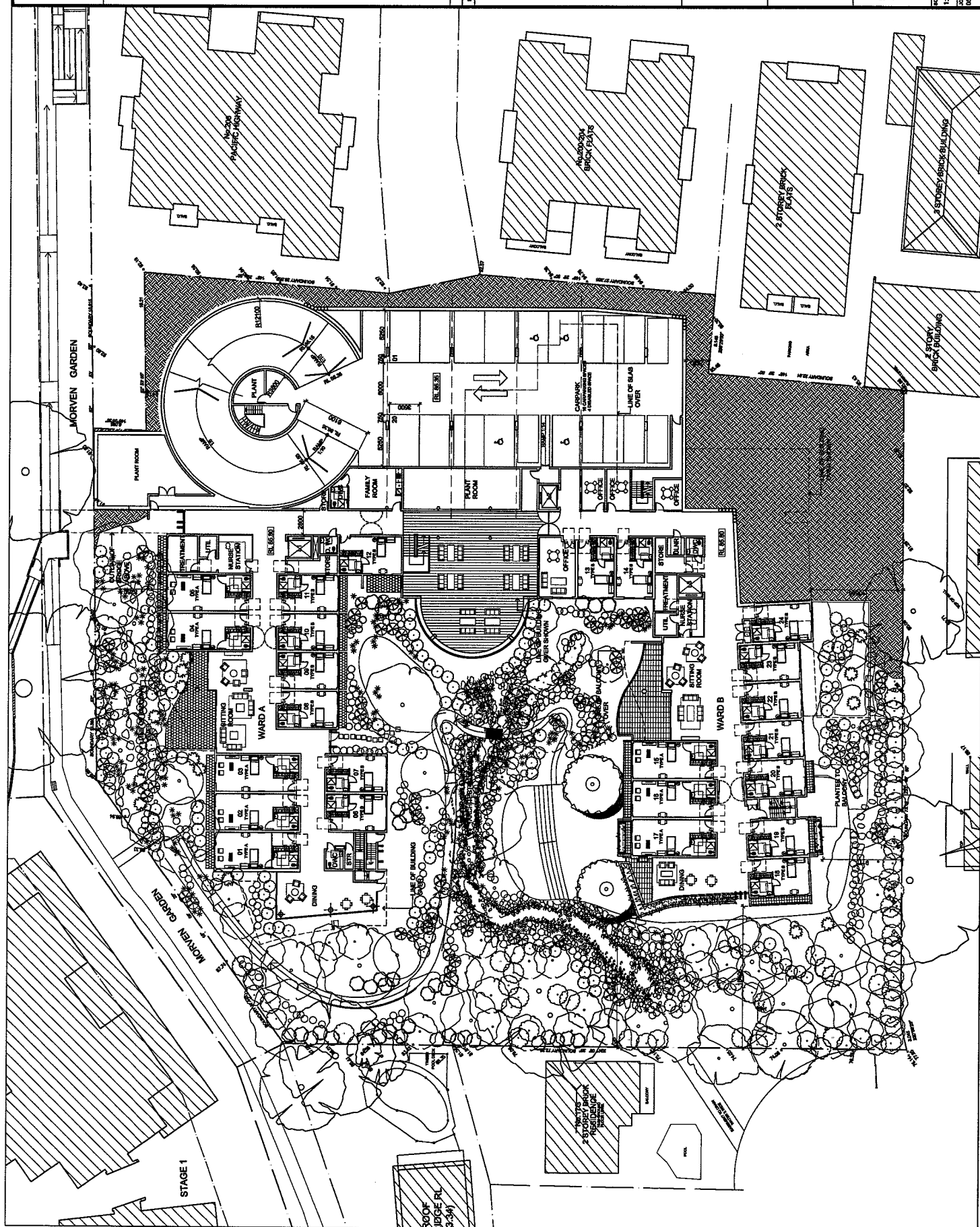


NO.	REVISION	DATE	BY
1	ISSUED	10/10/2018	BY
2	REVISION		



**marchese + partners
International**
Level 7, 107 Mount Street
Sydney NSW 2000
Tel: (02) 9238 4200
Fax: (02) 9238 4200
Email: info@marchesepartners.com.au
Website: www.marchesepartners.com.au
ACN: 607 427 867

CLIENT	WATERBROOK CARE GREENWICH
PROJECT	PROPOSED PRIVATE HOSPITAL 1-8 NIELD AVE, GREENWICH
DRAWING TITLE	LEVEL - RL 85.80 GARDEN FLOOR
SCALE	1:200
DATE	DEC 2018
DRAWN	MS/CT
CHECKED	RS
DATE	DA-2.02
BY	11



IMPORTANT NOTES:

1. All dimensions are to the centre line of the building unless otherwise stated.
2. All dimensions are to be taken to the finished floor level unless otherwise stated.
3. All dimensions are to be taken to the finished floor level unless otherwise stated.
4. All dimensions are to be taken to the finished floor level unless otherwise stated.
5. All dimensions are to be taken to the finished floor level unless otherwise stated.

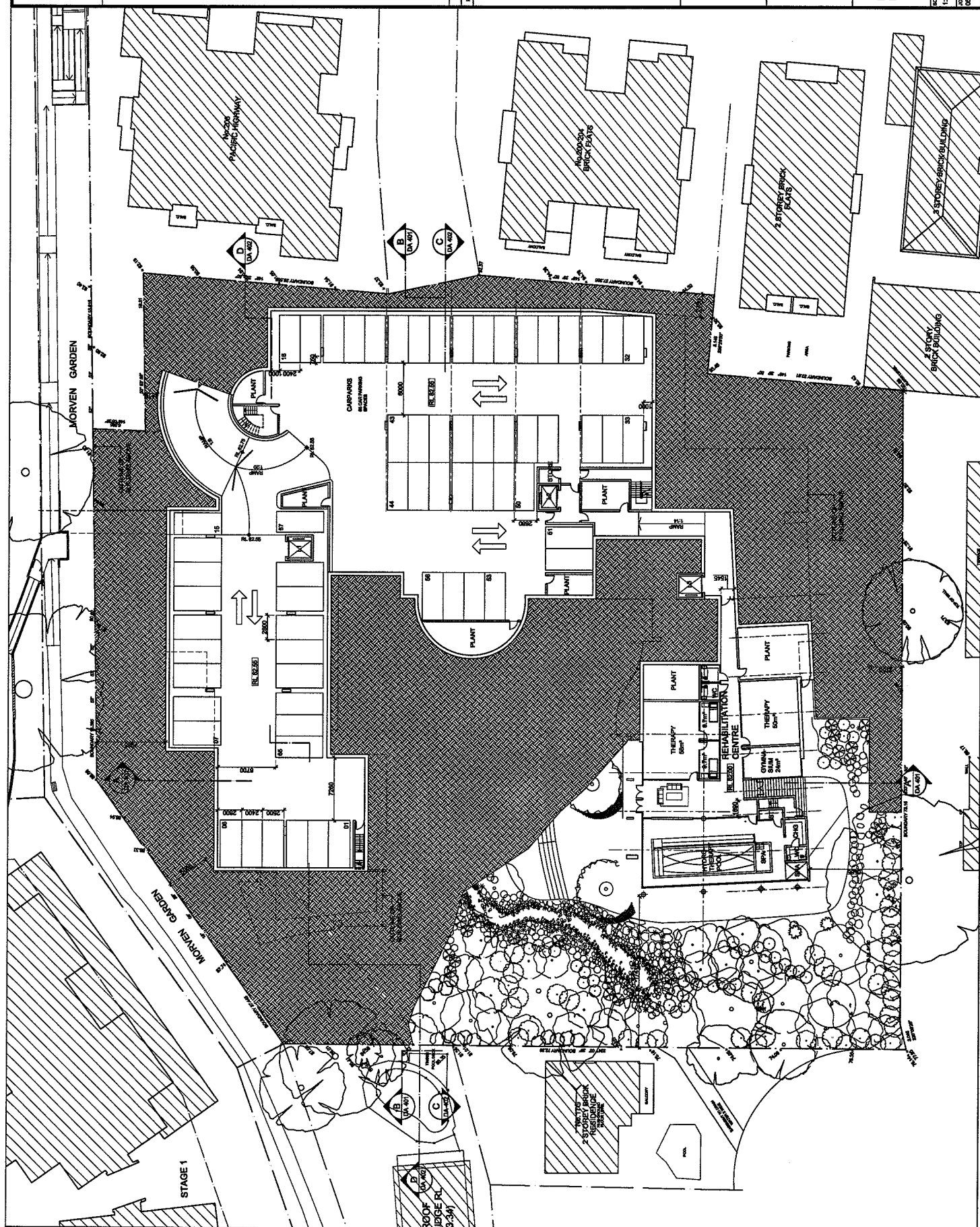


NO.	DATE	DESCRIPTION	BY
1	10/10/10	ISSUED FOR TENDER	DA
2	10/10/10	ISSUED FOR TENDER	DA



marchese + partners
International
Level 7, 107 Mount Street
Sydney NSW 2000
Tel: (02) 9222 4375
Fax: (02) 9222 4376
Web: www.marchesepartners.com.au
ACN: 007 427 067

CLIENT	WATERBROOK CARE GREENWICH
PROJECT	PROPOSED PRIVATE HOSPITAL 1-8 NIELD AVE. GREENWICH
DRAWING TITLE	LEVEL - RL 82.00 REHAB CENTRE
SCALE	1:200
DATE	DEC '06
DRAWN	RS
CHECKED	RS
DATE	DA-2.01
BY	DA



3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

The road network serving the site (Figure 3) comprises:

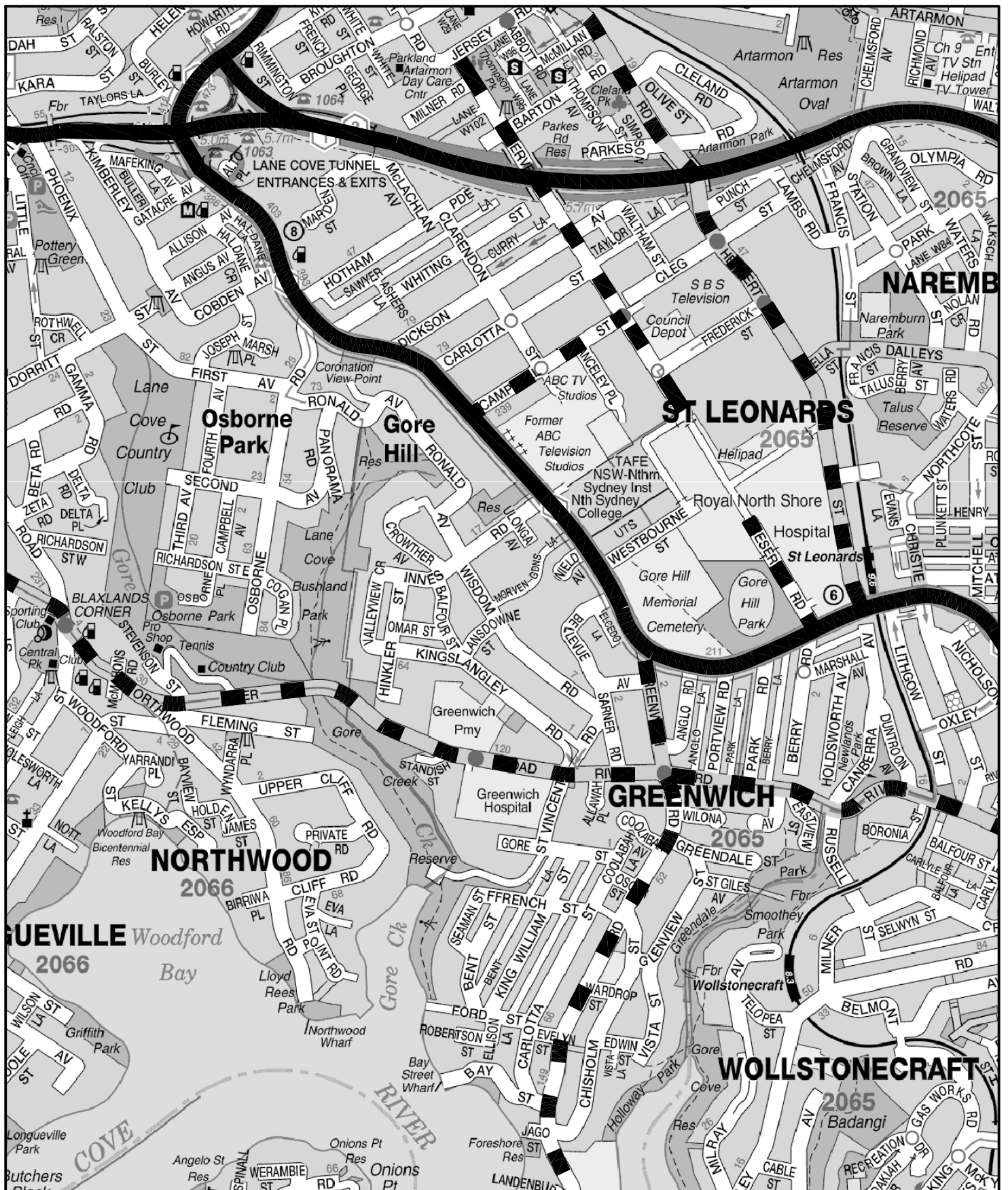
- * *Pacific Highway* – a State Road and arterial route providing the major north/south connection between Sydney and Hornsby
- * *Gore Hill Freeway* – a major arterial route connecting between the harbour crossing and the Pacific Highway, Lane Cove Tunnel and M2 Motorway routes
- * *River Road* – a ‘collector’ road which provides the major connection between Gladesville and Crows Nest
- * *Greenwich Road, Reserve Road and Herbert Street* – collector road routes linking to the Highway.

Nield Avenue is a short cul-de-sac connecting to Pacific Highway.

3.2 TRAFFIC CONTROLS

The traffic controls on the road system serving the area (Figure 4) comprise:

- * the traffic signals along the Pacific Highway at the Greenwich Road, Westbourne Street and Campbell Street intersections
- * the pedestrian signals on the Pacific Highway near Morven Gardens Lane
- * the ‘S Lane’ arrangement for northbound traffic on the Pacific Highway at Westbourne Street creating a ‘lee’ in the kerbside departure lane



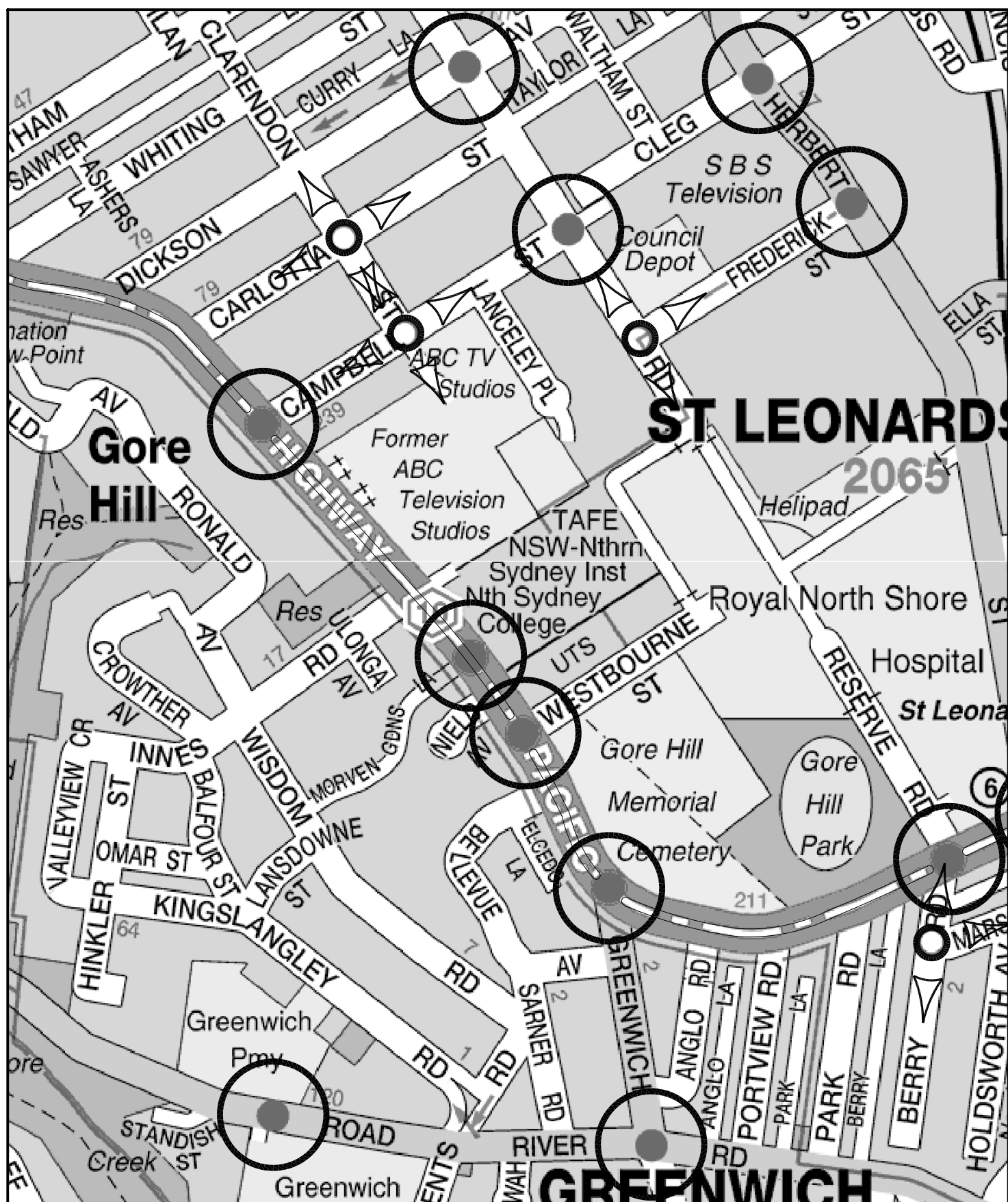
LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR






ROAD NETWORK

FIG 3



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

FIG 4

- * the 60 kmph speed restriction on the Highway and 50 kmph speed restriction on the local roads
- * the central median island along the Pacific Highway across the Nield Avenue intersection restricting access movements to left-turn IN/OUT
- * the CLEARWAY restrictions along the Pacific Highway and the BUS ZONE provision in the vicinity of Morven Gardens Lane (both sides)
- * the 3 tonne 'LIGHT TRAFFIC' restrictions and speed control devices along Wisdom Road and a number of other roads in the area.

3.3 TRAFFIC CONDITIONS

An indication of the prevailing traffic conditions in the area is provided by data published by the RTA. This RTA data is expressed in terms of Annual Average Daily Traffic (AADT) and the latest recorded volumes on Pacific Highway south of Innes Road are as follows:

AADT	
2002	2005
41,595	41,885

The RTA has not published more recent details, however the opening of the Lane Cove Tunnel project has resulted in a decrease in traffic flows along the section of the Highway particularly as a result of the ramp connections provided between the Warringah Freeway and the Falcon Street/Military Road route.

Details of the 7 day / 24 hour northbound flow on this section of the Pacific Highway is provided in the 2002 data reproduced overleaf. This data is summarised into morning and afternoon peak flows in the following:

	AM	PM
Northbound	1,400	2,100

PACIFIC HWY, SH10-SL15 GORE HILL-S OF INNES RD-TCS 2071

HOUR	MON	TUE	WED	THU	FRI	SAT	SUN	WEEKDAYS			WEEKEND (+HOLIDAYS)			WHOLE WEEK		
								TOTAL	MEAN	%	TOTAL	MEAN	%	TOTAL	MEAN	%
comm.	12/08	13/08	14/08	15/08	16/08	17/08	18/08									
0	155	178	248	245	370	597	591	1196	239	0.97	1188	594	3.21	2384	341	1.49
1	93	98	116	136	239	302	405	682	136	0.55	707	354	1.91	1389	198	0.87
2	50	58	48	71	137	223	272	364	73	0.29	495	248	1.34	859	123	0.54
3	59	54	58	69	122	143	197	362	72	0.29	340	170	0.92	702	100	0.44
4	65	64	70	79	94	127	118	372	74	0.30	245	123	0.66	617	88	0.38
5	126	122	139	154	140	136	114	681	136	0.55	250	125	0.68	931	133	0.58
6	442	453	441	440	450	249	166	2226	445	1.80	415	208	1.12	2641	377	1.65
7	1142	1109	1146	1173	1159	571	249	5729	1146	4.64	820	410	2.21	6549	936	4.08
8	1357	1462	1375	1448	1412	951	455	7054	1411	5.71	1406	703	3.80	8460	1209	5.27
9	1259	1381	1327	1296	1370	1200	689	6633	1327	5.37	1889	945	5.10	8522	1217	5.31
10	1220	1307	1358	1381	1410	1344	945	6676	1335	5.41	2289	1145	6.18	8965	1281	5.59
11	1379	1375	1349	1454	1581	1391	1201	7138	1428	5.78	2592	1296	7.00	9730	1390	6.06
12	1416	1569	1581	1528	1587	1597	1287	7681	1536	6.22	2884	1442	7.79	10565	1509	6.58
13	1490	1507	1633	1579	1598	1471	1195	7807	1561	6.32	2666	1333	7.20	10473	1496	6.53
14	1533	1691	1660	1676	1713	1455	1115	8273	1655	6.70	2570	1285	6.94	10843	1549	6.76
15	1712	1825	1911	1986	1799	1390	1173	9233	1847	7.48	2563	1282	6.92	11796	1685	7.35
16	1824	1840	1802	1888	1780	1390	1175	9134	1827	7.40	2565	1283	6.93	11699	1671	7.29
17	2079	2140	2026	2172	2009	1293	1124	10426	2085	8.45	2417	1209	6.53	12843	1835	8.00
18	1757	1849	1773	1920	1761	1045	1011	9060	1812	7.34	2056	1028	5.55	11116	1588	6.93
19	1097	1392	1330	1342	1226	883	745	6387	1277	5.17	1628	814	4.40	8015	1145	4.99
20	926	1132	1048	1034	930	663	650	5070	1014	4.11	1313	657	3.55	6383	912	3.98
21	888	986	995	978	924	670	588	4771	954	3.87	1258	629	3.40	6029	861	3.76
22	604	787	777	799	897	857	517	3864	773	3.13	1374	687	3.71	5238	748	3.26
23	317	447	489	598	765	813	291	2616	523	2.12	1104	552	2.98	3720	531	2.32
DAY																
TOT	22990	24826	24700	25446	25473	20761	16273	123435	24687	100.00	37034	18517	100.00	160469	22924	100.00
MAX	2079	2140	2026	2172	2009	1597	1287	AWT =	24687		AWE =	18517		ADT =	22924	

HOURLY TRAFFIC VOLUMES for Week commencing MON 12/08/02

Station No. 32.044.S

PACIFIC HWY, SH10-SL15 GORE HILL-S OF INNES RD-TCS 2071

HOUR	MON	TUE	WED	THU	FRI	SAT	SUN	WEEKDAYS			WEEKEND (+HOLIDAYS)			WHOLE WEEK		
								TOTAL	MEAN	%	TOTAL	MEAN	%	TOTAL	MEAN	%
comm.	12/08	13/08	14/08	15/08	16/08	17/08	18/08									
0	73	92	90	130	189	282	254	574	115	0.57	536	268	2.06	1110	159	0.88
1	41	38	70	88	115	160	179	352	70	0.35	339	170	1.30	691	99	0.55
2	38	36	45	41	92	118	148	252	50	0.25	266	133	1.02	518	74	0.41
3	43	33	39	34	78	108	121	227	45	0.23	229	115	0.88	456	65	0.36
4	65	70	60	81	76	86	93	352	70	0.35	179	90	0.69	531	76	0.42
5	189	221	214	217	197	120	81	1038	208	1.03	201	101	0.77	1239	177	0.98
6	834	882	880	849	796	363	183	4241	848	4.21	546	273	2.09	4787	684	3.78
7	1445	1565	1500	1545	1541	475	218	7596	1519	7.55	693	347	2.66	8289	1184	6.54
8	1849	1804	1773	1738	1886	820	344	9050	1810	8.99	1164	582	4.46	10214	1459	8.06
9	1499	1631	1600	1798	1556	942	516	8084	1617	8.03	1458	729	5.59	9542	1363	7.53
10	1264	1363	1356	1510	1288	1097	604	6781	1356	6.74	1701	851	6.52	8482	1212	6.69
11	1168	1297	1289	1280	1320	1123	747	6354	1271	6.32	1870	935	7.17	8224	1175	6.49
12	1178	1252	1215	1316	1393	1137	868	6354	1271	6.32	2005	1003	7.69	8359	1194	6.60
13	1148	1173	1165	1253	1170	1022	821	5909	1182	5.87	1843	922	7.07	7752	1107	6.12
14	1099	1167	1134	1129	1218	1029	855	5747	1149	5.71	1884	942	7.22	7631	1090	6.02
15	1108	1163	1099	1137	1152	1007	861	5659	1132	5.62	1868	934	7.16	7527	1075	5.94
16	1159	1165	1211	1202	1209	1000	782	5946	1189	5.91	1782	891	6.83	7728	1104	6.10
17	1406	1433	1338	1450	1358	899	815	6985	1397	6.94	1714	857	6.57	8699	1243	6.87
18	1105	1136	1167	1230	1198	903	707	5836	1167	5.80	1610	805	6.17	7446	1064	5.88
19	745	776	887	872	1005	898	508	4285	857	4.26	1406	703	5.39	5691	813	4.49
20	601	617	609	755	632	490	430	3214	643	3.19	920	460	3.53	4134	591	3.26
21	438	511	561	630	493	394	384	2633	527	2.62	778	389	2.98	3411	487	2.69
22	301	352	330	423	447	370	261	1853	371	1.84	631	316	2.42	2484	355	1.96
23	154	213	238	317	373	338	120	1295	259	1.29	458	229	1.76	1753	250	1.38
DAY																
TOT	18950	19990	19870	21025	20782	15181	10900	100617	20123	100.00	26081	13041	100.00	126698	18100	100.00
MAX	1849	1804	1773	1798	1886	1137	868	AWT =	20123		AWE =	13041		ADT =	18100	

Although the traffic flows along the Highway are significant during the morning and afternoon peak traffic periods, vehicle access and pedestrian crossing movements are generally facilitated by the traffic signals at various locations along the Highway. The operation of the traffic signals at the Greenwich Road and the Westbourne Street intersections in particular provide regular lengthy gaps in the northbound traffic flow which facilitates egress movements out of side streets (ie Nield Avenue and Bellevue Road) and properties which access this section of the Highway.

3.4 PUBLIC TRANSPORT

The development site is ideally located in relation to public transport services which include numerous high frequency bus services operated by State Transit and Hills Bus along the Pacific Highway including services which provide access to retail/commercial centres of Lane Cove, Chatswood, Macquarie Centre, North Sydney and Sydney CBD. Inward and outward bus stops for these services located on both sides of the Highway in close proximity to Morven Gardens Lane. Access provisions to these stops have been enhanced through recent modifications to the Morven Gardens Lane by the proponent which will result in a maximum footpath grade of 1:14 between the development site and the Pacific Highway.

The comprehensive nature of bus services along this section of the Highway as indicated in the route maps reproduced overleaf with further details provided in Appendix B.

St Leonards Railway Station is located some 800 metres to the east and can be accessed by easy walking through the Royal North Shore Hospital precinct or by the bus services along the Highway.



Route
612

Bus Route Map

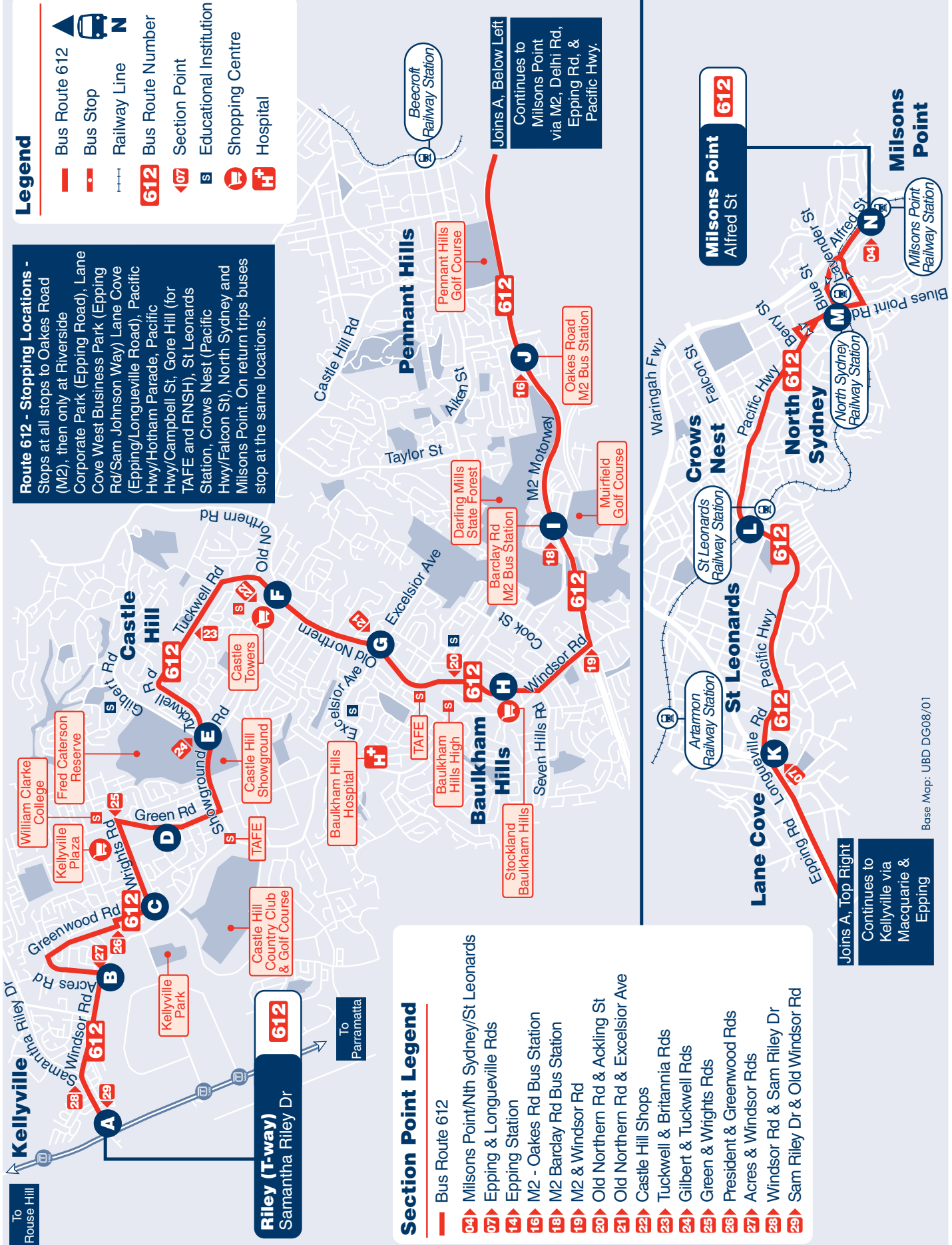


Legend

- Bus Route 612
- Bus Stop
- Railway Line
- Bus Route Number
- Section Point
- Educational Institution
- Shopping Centre
- Hospital

Route 612 - Stopping Locations -

Stops at all stops to Oakes Road (M2), then only at Riverside Corporate Park (Epping Road), Lane Cove West Business Park (Epping Rd/Sam Johnson Way) Lane Cove (Epping/Longueville Road), Pacific Hwy/Hotham Parade, Pacific Hwy/Campbell St, Gore Hill (for TAFE and RNSH), St Leonards Station, Crows Nest (Pacific Hwy/Falcon St), North Sydney and Milsons Point. On return trips buses stop at the same locations.



Section Point Legend

- Bus Route 612
- Milsons Point/Nth Sydney/St Leonards
- Epping & Longueville Rds
- Epping Station
- M2 - Oakes Rd Bus Station
- M2 Barday Rd Bus Station
- M2 & Windsor Rd
- Old Northern Rd & Ackling St
- Old Northern Rd & Excelsior Ave
- Castle Hill Shops
- Tuckwell & Britannia Rds
- Gilbert & Tuckwell Rds
- Green & Wrights Rds
- President & Greenwood Rds
- Acres & Windsor Rds
- Windsor Rd & Sam Riley Dr
- Sam Riley Dr & Old Windsor Rd

Joins A, Top Right
Continues to
Kellyville via
Macquarie &
Epping

Base Map: UBD DG08/01

4. PARKING

The Lane Cove Council DCP does not contain any criteria in relation to parking provision for hospital use. The RTA development guidelines contain criteria for hospitals, however:

- * the data and analysis was undertaken in the early 1990's
- * the nature of the hospitals surveyed reflects a normal broad range of traditional long established sites
- * the 'definition' contained in the RTA study reflects the nature of the sites surveyed (ie *'the provision of general, surgical, obstetric, rehabilitation and psychiatric services'*)
- * the nature of the hospitals surveyed was characterised by high staffing and visitation levels which reflect in part the 'restricted hours' at that time. Details of the typical bed/staff (max daytime) are reproduced from that study in the following:

Site	Beds	Staff	Peak Parking Demand
Strathfield	99	102	81
Paddington	154	112	55
Mosman	62	65	37
Burwood	68	80	14
Darlinghurst	72	90	58
Greenacre	77	45	41
Bexley	74	45	43

The bed/staff details of the proposed hospital are 147 beds and 65 staff representing a quite different circumstance of parking demand which is primarily comprised of staff parking.

The establishment of sub-acute hospitals for aged and disabled persons has emerged as a consequence of a 'gap' in health care services being offered at the quality envisaged in this facility and also the increased 'aging' population. Current comparables are somewhat limited, although the following represent contemporary comparisons:

* Montefiore, Randwick

276 rooms/beds

100 staff (maximum daytime)

137 parking spaces

(NB Large kitchen facilities providing external catering with 15 kitchen staff and on-site laundry with 5 staff)

* Lady Davidson, North Turramurra

120 rooms/beds

100 staff (maximum daytime)

139 parking spaces

(NB Extensive outpatient and day rehabilitation services with 100% rehab for the 120 beds. Parking provided for home assessment service staff while public transport services are very limited and infrequent)

Parking surveys have been undertaken at the Lady Davidson site on a number of occasions by Curtis Traffic Surveys. The recorded peak parking accumulations (including on-street parking) were as follows:

Friday	126 cars (12 noon)
Saturday	78 cars (3.30pm)
Sunday	75 cars (11.30am)

* On-site provision 139 spaces

The Greenwich site has good access to public transport services (bus and rail) and the envisaged parking allocation for staff is as follows:

Health care staff	47 to 49 persons	-	35 spaces
Non-health car staff	18 persons	-	10 spaces
	Total	-	45 spaces

A provision of 44 spaces will be available for patients, carers and other visitors representing 1 space per 3.3 beds. If the same staff/parking ratio (ie 70%) is applied to the Montefiore circumstance then the provision for patients, carers and visitors is 1 space per 4.1 beds. Similarly, if this exercise is undertaken with the representative sites from RTA study then the recorded demand (ie beds per car) is somewhat higher.

Reference to the DCP requirements for hospitals of adjoining Council's reveals the following:

Willoughby City Council

1 space per health care professional

1 space per 2 other staff

1 space per 3 beds

Application to proposal:

23 professional	22 spaces
-----------------	-----------

44 other staff	22 spaces
----------------	-----------

147 beds	49 spaces
----------	-----------

Total	93 spaces
--------------	------------------

North Sydney City Council

1 space per 4 staff

1 space per 6 beds

Application to proposal:

49 staff	13 spaces
----------	-----------

147 beds	25 spaces
----------	-----------

Total	38 spaces
--------------	------------------

It is apparent that the proposed provision of 89 parking spaces will be adequate and appropriate for the proposed development.

In accordance with AS 2890.1 criteria (hospital/medical 4%) a minimum of 4 spaces will be designated for disabled driver use while numerous other spaces will be suitably wide to accommodate access for aged or disabled persons.

5. TRAFFIC

The RTA traffic generation criteria for private hospitals, although somewhat outdated, would indicate the following projected movements in relation to the proposed development:

Morning peak

$$\begin{aligned} & - 10.21 + 0.47B + 0.06 \text{ ASDS} \\ & - 10.21 + 69.09 + 3.0 \\ & 61.88 \text{ (say 62 vtp)} \end{aligned}$$

Afternoon peak

$$\begin{aligned} & - 2.84 + 0.25B + 0.40 \text{ ASDS} \\ & - 2.84 + 36.75 + 20 \\ & 53.91 \text{ (say 54 vtp)} \end{aligned}$$

$B = \text{beds}$

$\text{ASDS} = \text{maximum daytime staff}$

Application of this criteria would indicate projected movements during the morning and afternoon on-street peak periods (including pick up/set-down, service vehicles and visitors) is as follows:

AM		PM	
IN	OUT	IN	OUT
40	22	14	40

However, the potential outcome for the subject development will inevitably be somewhat less due to the different staff/bed ratio to that of the sites surveyed by the RTA in 1990'2.

The former 10 large dwellings houses would (under the RTA criteria of 0.85 vtp per dwelling) generate some 9 vtp. Relatively minor traffic movements of this magnitude consequential to the proposed development will not represent any operational or congestion problems particularly as:

- * all movements will be limited to left-turn IN/OUT at the Highway intersection
- * regular gaps are available in the northbound traffic flow on the Highway as a result of the operation of the nearby traffic signals.

6. ACCESS, INTERNAL CIRCULATION AND SERVICING

Access

Vehicle access for the development will comprise ingress/egress at the western end of Nield Avenue where connections will be made to the 'turn around/drop-off' area, the basement carparking and refuse removal bay.

There will be suitable and safe sight distances available and the proposed access will accommodate all vehicles requiring to access the site. The former 'cul-de-sac bulb' (which is to be incorporated into the site with the western end of Nield Avenue) will be replaced by a hammerhead facility. Cars requiring to turn around or to set-down/pick-up will use the porte-cochere area while larger vehicles including Council's refuse vehicle will use the 'hammerhead' area.

The frequency of these turn around movements will be very minor while the movements into and out of the site will also be of a relatively low order. There will be good visibility at this location and accordingly the turning/manoeuvring provisions will be quite satisfactory.

Details of the hammer head turn for trucks are shown on the 1st diagram in Appendix C and there will be public access provisions for this area at the end of Nield Avenue.

Internal Circulation

The issues relevant to the internal vehicle circulation provision are as follows:

- * provision for ambulances to access the first basement level
- * provision for small service vehicles to access the first basement level
- * provision for visitor parking spaces on Basement Level 2 and 3
- * low 'turnover' parking (ie largely staff movements).

A circular ramp system is to be provided for the basement level access and connections and it is proposed to enhance this with:

- * provide 'barrier' centreline marking
- * provide 'vehicle mirrors' at the apex of the curves.

The ability for the relevant vehicles (eg Ambulance) to suitably negotiate, pass and manoeuvre on the ramps and the carpark areas is demonstrated on the 3 turning path diagrams in Appendix C.

The proposed internal circulation arrangements will essentially accord with AS 2890.1 and will ensure satisfactory access, manoeuvring and turning within the various ground level and basement areas. In particular, the ramp grades and aisle widths etc will ensure safe and efficient vehicle movements.

Servicing

A private contractor will be used to remove refuse etc and these vehicles will be accommodated in the front dock area while service personnel, cleaners and the like will be able to use the lower service bay or the designated parking spaces. The requirements for vehicles to turn around at the end of Nield Avenue will be satisfied by the access roadway which has been designed to accommodate a large truck. The relevant turning paths are provided in Appendix C.

7. PEDESTRIAN AND BICYCLE LINKAGES

Pedestrians – pedestrian access to and from the development will comprise the footways along Nield Avenue and the Morven Garden ‘pathway’ which connects to the Pacific Highway (and public transport services). The ‘pathway’ access has been modified to ensure compliance with the ‘grades’ required for pedestrian paths for disabled (and aged) persons. Designated and paved corridors for pedestrians will be provided at the Nield Avenue access as indicated on the development plans and along Nield Avenue connecting to the Highway.

Bicycles – the upgraded pathway also accommodates regional cycleway movements linking to and across the Highway and the broader cycle network beyond.

8. PUBLIC TRANSPORT ACCESS

The development will be afforded suitable and effective access to public transport services with the numerous frequent high capacity bus services operating along the highway and safe crossing of the highway ensured by the adjacent signalised pedestrian crossings at Morven Gardens and at the Westbourne Street intersection.

Bus stops with shelters are located on both sides of the highway in close proximity and pedestrian movements (staff and visitors) will largely take place along the Morven Gardens pathway. The bus services will facilitate 'local' and 'regional' trips and connections to the Metropolitan Transport system. St Leonards Railway Station is located some 800 metres to the east, however safe and convenient walking to/from the station will be available through the Royal North Shore Hospital precinct or by connecting bus service.

Measures which will act to promote the use of public transport comprise:

- * the convenient proximity of the transport services with easy/safe walking and crossing as well as bus shelters
- * the frequency and capacity of the available transport services
- * a development initiative to introduce and maintain a 'Work Place Travel Plan'.

9. CONSTRUCTION TRAFFIC AND PARKING MANAGEMENT

The Construction Traffic and Parking Management Plan for the proposed development will take advantage of the recent experiences in the undertaking of the adjacent development. The elements of the Plan are outlined in the following:

Timeframe:

Demolition	-	some 4 weeks
Excavation	-	some 18 weeks
Construction	-	some 64 weeks

Working Hours:*

Monday-Friday	-	7.00am to 6.00pm
Saturday	-	8.00am to 1.00pm
Sunday and Public Holidays	-	Nil

* as per DECC Guidelines included with the Director General's Requirements

Vehicle Access

All vehicle access will be contained to the Nield Avenue frontage.

Truck Routes

Trucks will approach Nield Avenue from the south along the Pacific Highway and depart to the north along the Highway. Further afield the trucks will utilise the 'higher order' road system. The destination of excavation material is not known at this time, however the most likely regional connection will be made on the Gore Hill Freeway accessed at the Reserve Road interchange.

Truck Volumes

The projected truck movements (visitations) will be as follows:

Demolition	-	5 per day
Excavation	-	25 to 35 per day
Construction	-	10 to 15 per day*

* 40 - 60 per day for major concrete pours

Materials Handling

All materials handling will be undertaken on the site. Due to the constrained access provisions with the area to be excavated it will be necessary to construct a temporary 'platform' at the Nield Avenue frontage. This platform will be of a nature which will permit trucks to enter, stand and turn around to exit in a forward direction.

The platform will be in place for the final part of the excavation process (ie removal of the temporary ramp down etc) and for construction up to the ground level. When the ground level slab is in place the loading/turning area will be in a similar form to that of the ultimate arrangement, although it will change from time to time to facilitate the construction process.

Cranage

There will be an on-site crane to unload deliveries during the construction phase and all loading/unloading activities will occur within the site boundaries.

Hoarding/Fencing

Full height chain wire fencing will be erected around the site apart from the Nield Avenue frontage area where provision will be retained for vehicles to turn around (eg Council's garbage truck).

Worker Parking

Parking will be available on-site during the demolition process and a major part of the excavation process and when the basement carpark area is available. However, during the later part of the excavation process and while the basements are being constructed on-site parking will be minimal. Workers will be encouraged to take advantage of the convenient public transport services while any worker vehicles which cannot be accommodated on-site will be able to use public parking station facilities in the hospital precinct.

Traffic Control

The traffic control arrangements will focus on the Pacific Highway/Nield Avenue intersection where the provisions will include:

- * traffic controllers to assist truck egress when there are gaps in the northbound traffic flow (created by the Westbourne Street and Greenwich Road traffic signals)
- * VMS signs in the Highway with display during working hours warning of truck egress (as employed with the adjacent development works).

During the excavation process trucks will be 'held' at a suitable 'remote' location and 'called' to the site to avoid any on-street waiting.

10. CONSULTATION

The consultation process to date has included:

- * consultation with Lane Cove Council undertaken by Murlan (the developer)
- * consultation with the community initiated by Murlan with an ongoing program for further consultation
- * consultation with the RTA.

Transport and Traffic Planning Associates has consulted with the RTA regarding the traffic, transport and parking aspects of the proposed development (see letter in Appendix D). The requirements of the Authority, which I believe were conveyed to the Department of Planning by letter dated 22.1.08, include:

- * assessment of projected traffic movements and any implications
- * details of the proposed access and parking provision and an assessment of adequacy
- * details of loading and servicing provisions
- * details of public transport accessibility
- * details of Construction Traffic Management.

The requirements of the RTA have been incorporated into this report.

11. DRAFT STATEMENT OF COMMITMENTS

The operation of the proposed development (on completion) will not present any adverse traffic, parking or access implications. Thus, there are no remedial measures required to offset or overcome needs consequential to the development.

It is desirable that information and encouragement be given to the use of the available public transport services whilst acknowledging the special circumstances associated with a hospital facility (eg night shift, early start, aged visitors etc). To this end however, a workplace travel plan will be developed and maintained.

The provisions for pedestrian and bicycle linkages are made in the development scheme while on-site provision of bicycle facilities will be minor and confined to potential use by staff and visitors.

The commitments in relation to the construction process comprise:

- * provision of a 'platform' at the Nield Avenue frontage to accommodate loading and vehicle turn around at the end of Nield Avenue
- * remote queuing of trucks during the excavation process and concrete pours
- * traffic controllers and VMS signs at the Pacific Highway/Nield Avenue intersection
- * provision of worker parking on-site whenever possible.

12. CONCLUSION

The proposed private hospital development responds to a 'gap' in health services being offered at the equality proposed in this facility and the increased aging population and will be located where public transport and other services are readily available adjacent to a major existing hospital precinct.

The supply and layout of the carparking provision will reflect the needs of the use and the relevant standards and guidelines whilst the extent of traffic activity generated by the development will be very minor.

In conclusion, the traffic, transport and parking assessment provided in this report indicates that the development will:

- * not present any unsatisfactory traffic capacity, safety or environmental related implications
- * incorporate a suitable and appropriate parking provision for the nature of the development proposed
- * incorporate suitable vehicle access internal circulation and servicing arrangements
- * make appropriate provision for pedestrians and access to public transport services.

APPENDIX A

ROAD AND PATHWAY CLOSURE APPLICATION

GOVERNMENT NOTICES

Phone: 13 25 35



Department of Lands

Proposed Road Closing Lower Part of Nield Ave and Public Pathway through to Morven Gardens, Gore Hill

Under Section 35 of the Roads Act 1993, notice is given that the Minister for Lands will consider the closing of a road in connection with a road closing application proposed by Council.

Council (acting on behalf of the Minister) will receive submissions regarding the proposal. All submissions received will be referred to the Minister's delegate for a decision regarding the proposed road closing.

The road and pathway under consideration comprise the Council public road known as Nield Avenue, of variable width, being the south western part of the street adjoining Lots 1-3 and 5-7 DP26707, Lots 41 and 42 DP555753, Lot 1 DP535088 and Lot 8 DP397302 known as Nos 1 to 8 Nield Avenue, Gore Hill (Parish of Willoughby, County of Cumberland) and the Council public pathway 3.7 metres wide between Nos 7 and 7A Nield Avenue, Gore Hill connecting Nield Avenue to Morven Gardens.

Upon closure of the road, Council intends to sell the land to the adjoining landowner to facilitate a hospital for the aged, infirm and/or disabled. Provision for public vehicle turning will be protected by a right of carriageway.

Any interested person may inspect documentation showing the location of the proposed closure at Council's Office 48 Longueville Road and Council's Lane Cove and Greenwich Libraries during normal office hours.

All interested persons are invited to make submissions concerning the proposal to the General Manager, Lane Cove Council, Post Office Box 20 Lane Cove NSW 1595 by 4.00 pm on Monday 26 May 2008.

Where a submission is by way of objection to the proposed closure, the grounds of the objection are required to be specified in the submission. Submissions may also be emailed to Council at lccouncil@lanecove.nsw.gov.au prior to 4.00 pm Monday 26 May 2008.

Regarding the provisions of the Freedom of Information Act, information contained in such submissions may, at the discretion of Council and the Department of Lands, be referred to the person(s) who initiated the proposal for appropriate consideration.

Council Ref: 15011/08

Enquiries: Tony Fazio: 9911 3638

Peter Brown, General Manager

PO Box 20, Lane Cove 1595

Email: lccouncil@lanecove.nsw.gov.au

www.lanecove.nsw.gov.au

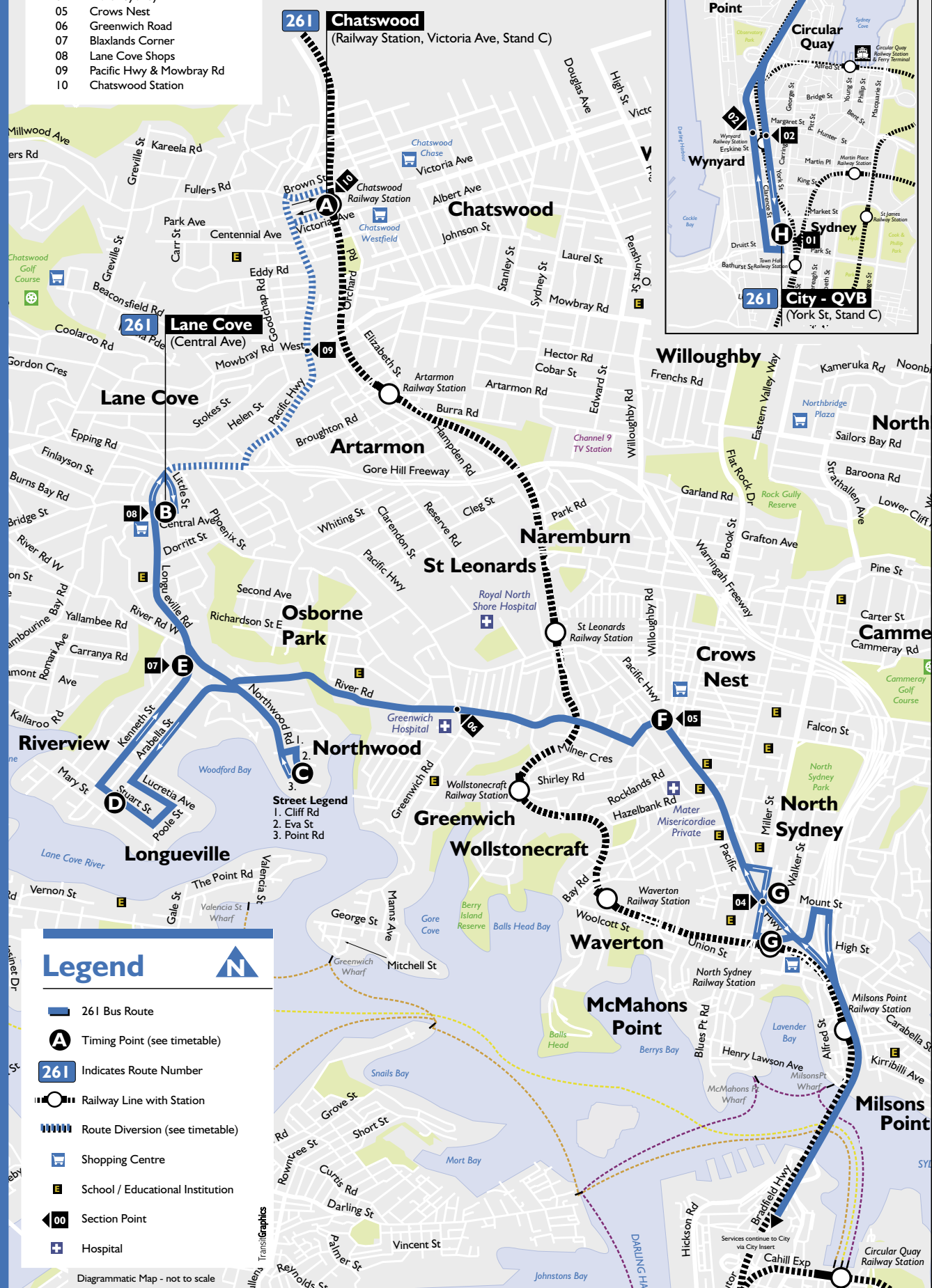
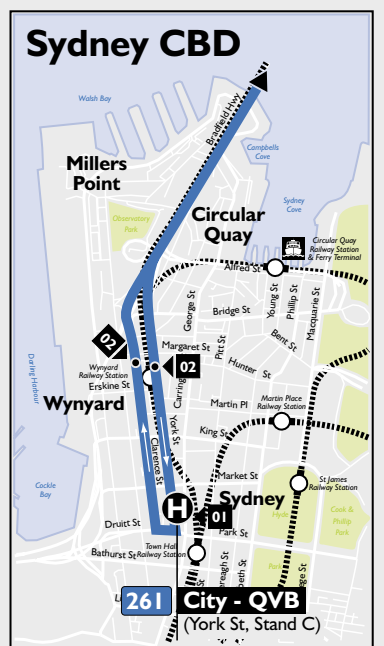
APPENDIX B

BUS SERVICES



01 City - QVB
02 Wynyard
04 North Sydney
05 Crows Nest
06 Greenwich Road
07 Blaxlands Corner
08 Lane Cove Shops
09 Pacific Hwy & Mowbray Rd
10 Chatswood Station

Sydney CBD



HOW TO USE THIS TIMETABLE

Step 1: Use the map to locate the closest timing point **before your stop** on your bus route. The timing points are marked with a large letter in a circle (eg. **A**)

Step 2: Now find the timetable which suits your travel direction shown at the top of the page, then find your timing point letter.

Step 3: Choose the day of your journey. These days are shown in a black band across the timetable.

Step 4: Listed under this letter are the times buses will be close to your stop. **PM** times will appear in **bold**.

The times included in this schedule are correct at the time of printing.

Some variations in running times may be encountered due to operating conditions so please consider this in your trip planning.

LOST PROPERTY

Please take all items with you before you exit the bus. If you find an item left on the bus please hand it to the driver.

Lost property enquiries for this service can be made at Willoughby Depot on 9941 9221. Please keep your bus ticket to help identify the bus involved. The route number, time and direction of travel will also be of assistance in tracking your lost property item.

DISCOUNTED MULTI-RIDE TICKETS

DayTripper is an all in one day pass for CityRail (Sydney Suburban Area), all Sydney Buses and Sydney Ferries (not cruises or JetCats). Available from the driver.

TravelTen tickets offer generous discounts on the standard fare. They allow ten separate trips to be taken whenever you want. Use a Blue TravelTen for trips up to 2 sections. Use a Brown TravelTen for trips 3 to 5 sections. Use a Red TravelTen for trips 6 to 9 sections. Use a Green TravelTen for trips 10 to 15 sections.

TravelPass tickets allow unlimited trips for a weekly, quarterly or yearly period on various combinations of services operated by CityRail, Sydney Buses and Sydney Ferries. TravelPass tickets also offer substantial savings over the standard fare.

TravelTen and TravelPass tickets are available from Sydney Buses TransitShops and ticket agents displaying the Sydney Buses Ticket Stop sign.



Sydney Buses

PO Box 2557
STRAWBERRY HILLS NSW 2012
www.sydneybuses.info

Travel on State Transit services is subject to the Transport Administration Act 1988 including Regulations and Orders, and the Passenger Transport Act 1990.

State Transit reserves the right to amend this timetable without prior notice. To ensure that problems do not occur due to amendments, please contact us if you have not used our services for a long period of time.

State Transit endeavours to ensure services depart at the specified times. Times may vary according to traffic conditions.



261

LANE COVE AND
NORTHWOOD TO CITY





Route 261

Monday to Saturday daytime service between Lane Cove, Northwood, Longueville, Greenwich, Crows Nest, North Sydney and City - QVB. Selected weekday journeys extend to Chatswood.



SERVICES TO CITY

<div></div> <div>261</div> <div>Time Period</div>									
	Monday to Friday								
	AM	.....	5:48	5:52	5:56	6:00	6:07	6:11	6:20
	▼	.....	6:18	6:22	6:26	6:30	6:37	6:41	6:51
		.....	6:38	6:42	6:46	6:50	6:57	7:02	7:13
		.....	6:58	7:03	7:08	7:13	7:21	7:27	7:39
		.....	7:18	7:23	7:28	7:33	7:41	7:47	7:59
		.....	7:38	7:43	7:48	7:53	8:01	8:09	8:25
		.....	7:58	8:03	8:08	8:13	8:21	8:29	8:48
		.....	8:18	8:23	8:28	8:33	8:41	8:49	9:05
PM		.....	8:48	8:53	8:58	9:02	9:09	9:16	9:26
		.....	9:22	9:27	9:32	9:36	9:43	9:50	10:00
		.....	10:22	10:27	10:32	10:36	10:43	10:50	11:00
		.....	11:22	11:27	11:32	11:36	11:43	11:50	12:00
		.....	12:22	12:27	12:32	12:36	12:43	12:50	1:00
	▼	.....	1:22	1:27	1:32	1:36	1:43	1:50	2:00
		.....	2:22	2:27	2:32	2:36	2:43	2:50	3:00
		.....	2:48	2:53	2:58	3:02	3:10	3:17	3:27
		.....	3:18	3:23	3:28	3:32	3:40	3:47	3:57
		3:43	3:53	3:58	4:03	4:07	4:15	4:22	4:32
		4:13	4:23	4:28	4:33	4:37	4:45	4:52	5:03
		.....	4:53	4:58	5:03	5:07	5:15	5:22	5:35
		.....	5:23	5:28	5:33	5:37	5:45	5:52	6:04
		.....	5:53	5:58	6:02	6:06	6:13	6:17	6:28
		.....	6:22	6:26	6:30	6:34	6:41	6:45	6:55
		.....	6:52	6:56	7:00	7:04	7:11	7:15	7:25
		.....	7:22	7:26	7:30	7:34	7:41	7:45	7:55
	.....	8:22	8:26	8:30	8:34	8:41	8:45	8:55	
Saturday									
AM	.....	7:38	7:42	7:46	7:50	7:57	8:02	8:11	
▼	.....	8:22	8:27	8:32	8:36	8:43	8:50	8:59	
	.....	9:22	9:27	9:32	9:36	9:43	9:50	9:59	
	.....	10:22	10:27	10:32	10:36	10:43	10:50	10:59	
	.....	11:22	11:27	11:32	11:36	11:43	11:50	11:59	
PM	.....	12:22	12:27	12:32	12:36	12:43	12:50	12:59	
▼	.....	1:22	1:27	1:32	1:36	1:43	1:50	1:59	
	.....	2:22	2:27	2:32	2:36	2:43	2:50	2:59	
	.....	3:22	3:27	3:32	3:36	3:43	3:50	3:59	
	.....	4:22	4:27	4:32	4:36	4:43	4:50	4:59	
	.....	5:23	5:28	5:33	5:37	5:44	5:51	6:00	



SUNDAY & PUBLIC HOLIDAYS

NO SERVICE

CHRISTMAS / NEW YEAR PERIOD

Between Christmas & New Year
(excluding Public Holidays) a reduced
peak hour timetable may operate.

SERVICES TO LANE COVE

 261 Time Period								
	City - QVB (York St) Stand C	North Sydney Station (Blue St)	Crows Nest (Pacific Hwy & Shirley Rd)	Northwood (Point Rd)	Longueville (Stuart St)	Lane Cove (Blaxlands Corner)	Lane Cove Shops (Longueville Rd)	Chatswood Station (Railway St)
Monday to Friday								
AM	.....	.....	.....	7:01	7:06	7:11	7:15	7:26
▼	7:20	7:31	7:38	7:46	7:51	7:56	8:01	8:12
	7:52	8:03	8:12	8:20	8:25	8:30	8:38	.....
	8:33	8:44	8:52	8:59	9:04	9:08	9:12	.....
	9:22	9:33	9:40	9:47	9:52	9:56	10:00	.....
	10:23	10:33	10:40	10:47	10:52	10:56	11:00	.....
	11:23	11:33	11:40	11:47	11:52	11:56	12:00	.....
PM	12:23	12:33	12:40	12:47	12:52	12:56	1:00	.....
▼	1:23	1:33	1:40	1:47	1:52	1:56	2:00	.....
	2:23	2:34	2:41	2:48	2:53	2:57	3:01	.....
	3:03	3:15	3:22	3:30	3:35	3:40	3:44	.....
	3:33	3:45	3:52	4:00	4:05	4:10	4:14	.....
	3:53	4:05	4:12	4:20	4:25	4:30	4:34	.....
	4:13	4:25	4:32	4:40	4:45	4:50	4:54	.....
	4:33	4:45	4:52	5:00	5:05	5:10	5:14	.....
	4:53	5:07	5:14	5:22	5:27	5:32	5:36	.....
	5:13	5:30	5:37	5:45	5:50	5:55	5:59	.....
	5:33	5:50	5:57	6:05	6:10	6:15	6:19	.....
	5:53	6:10	6:17	6:25	6:30	6:35	6:39	.....
	6:14	6:28	6:35	6:43	6:48	6:52	6:56	.....
	6:33	6:45	6:52	6:59	7:04	7:08	7:12	.....
	7:03	7:15	7:22	7:29	7:34	7:38	7:42	.....
	7:33	7:45	7:52	7:59	8:03	8:07	8:10	.....
	8:03	8:13	8:17	8:24	8:28	8:32	8:35	.....
	9:03	9:13	9:17	9:24	9:28	9:32	9:35	.....
Saturday								
AM	8:33	8:42	8:49	8:56	9:01	9:05	9:09	.....
▼	9:22	9:31	9:38	9:45	9:50	9:54	9:58	.....
	10:23	10:32	10:39	10:46	10:51	10:55	10:59	.....
	11:23	11:33	11:40	11:47	11:52	11:56	12:00	.....
PM	12:23	12:33	12:40	12:47	12:52	12:56	1:00	.....
▼	1:23	1:33	1:40	1:47	1:52	1:56	2:00	.....
	2:23	2:33	2:40	2:47	2:52	2:56	3:00	.....
	3:13	3:23	3:30	3:37	3:42	3:46	3:50	.....
	4:13	4:23	4:30	4:37	4:42	4:46	4:50	.....
	5:13	5:23	5:30	5:37	5:42	5:46	5:50	.....
	6:13	6:22	6:29	6:36	6:41	6:45	6:49	.....

SUNDAY & PUBLIC HOLIDAYS

NO SERVICE

CHRISTMAS / NEW YEAR PERIOD

Between Christmas & New Year (excluding Public Holidays) a reduced peak hour timetable may operate.

269



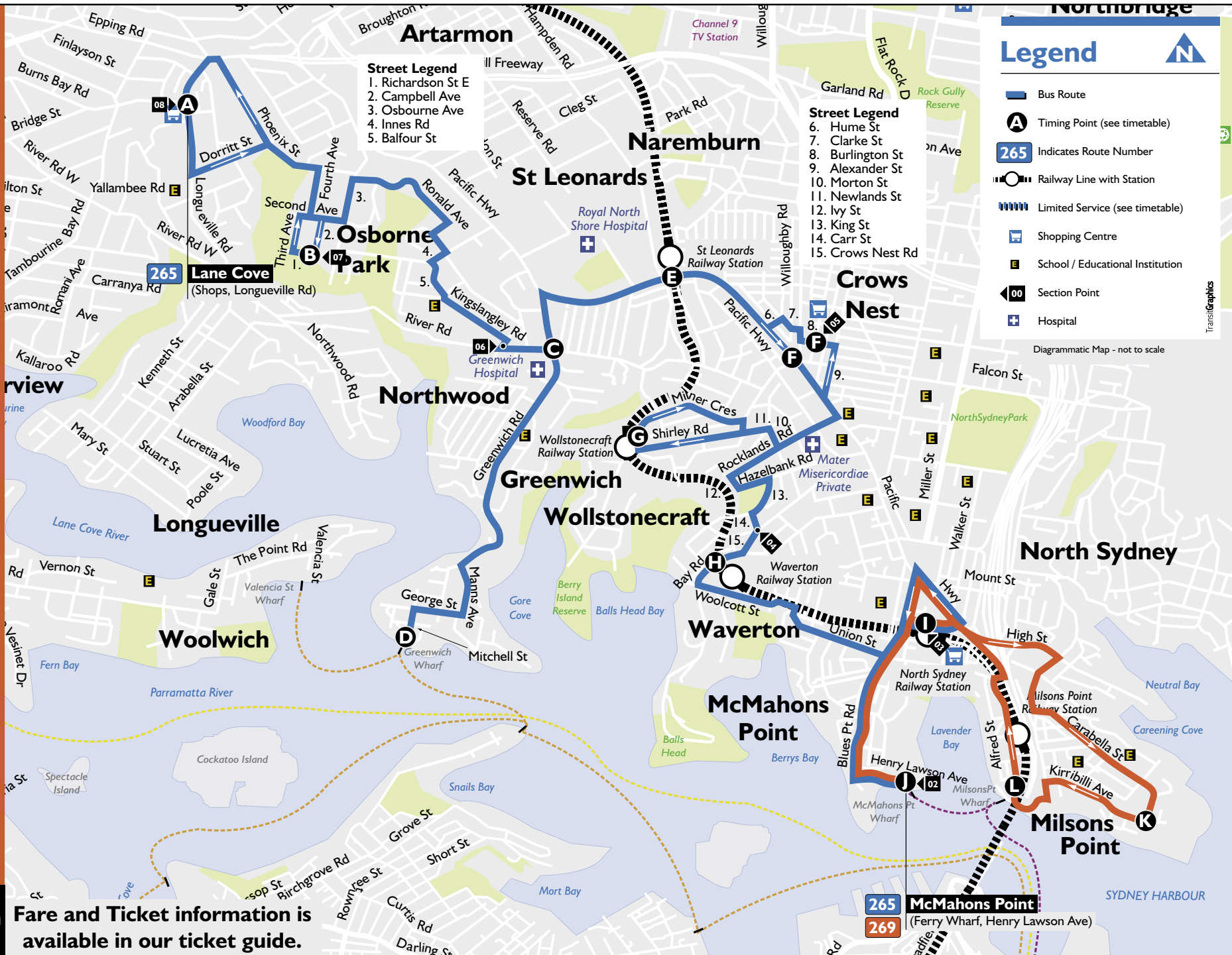
Kirribilli



McMahons Point



Fare and Ticket information is available in our ticket guide.



265



Lane Cove



Greenwich



McMahons Point



HOW TO USE THIS TIMETABLE

Step 1: Use the map to locate the closest timing point **before your stop** on your bus route. The timing points are marked with a large letter in a circle (eg. **A**)

Step 2: Now find the timetable which suits your travel direction shown at the top of the page, then find your timing point letter.

Step 3: Choose the day of your journey. These days are shown in a black band across the timetable.

Step 4: Listed under this letter are the times buses will be close to your stop. **PM** times will appear in **bold**.

The times included in this schedule are correct at the time of printing.

Some variations in running times may be encountered due to operating conditions so please consider this in your trip planning.

LOST PROPERTY

Please take all items with you before you exit the bus. If you find an item left on the bus please hand it to the driver.

Lost property enquiries for this service can be made at Willoughby Depot on 9941 9221. Please keep your bus ticket to help identify the bus involved. The route number, time and direction of travel will also be of assistance in tracking your lost property item.

Routes 265, 269
STA No. 175174
Version 2

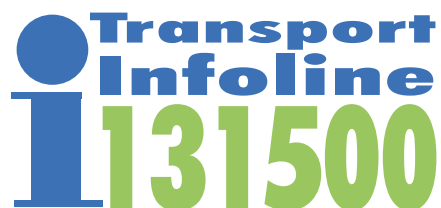
DISCOUNTED MULTI-RIDE TICKETS

DayTripper is an all in one day pass for CityRail (Sydney Suburban Area), all Sydney Buses and Sydney Ferries (not cruises or JetCats). Available from the driver.

TravelTen tickets offer generous discounts on the standard fare. They allow ten separate trips to be taken whenever you want. Use a Blue TravelTen for trips up to 2 sections. Use a Brown TravelTen for trips 3 to 5 sections. Use a Red TravelTen for trips 6 to 9 sections. Use a Green TravelTen for trips 10 to 15 sections.

TravelPass tickets allow unlimited trips for a weekly, quarterly or yearly period on various combinations of services operated by CityRail, Sydney Buses and Sydney Ferries. TravelPass tickets also offer substantial savings over the standard fare.

TravelTen and TravelPass tickets are available from Sydney Buses TransitShops and ticket agents displaying the Sydney Buses Ticket Stop sign.



Sydney Buses

PO Box 2557
STRAWBERRY HILLS NSW 2012
www.sydneybuses.info

Travel on State Transit services is subject to the Transport Administration Act 1988 including Regulations and Orders, and the Passenger Transport Act 1990.

State Transit reserves the right to amend this timetable without prior notice. To ensure that problems do not occur due to amendments, please contact us if you have not used our services for a long period of time.

State Transit endeavours to ensure services depart at the specified times. Times may vary according to traffic conditions.



Sydney Buses

265

269



Wheelchair
Accessible
Bus Service

McMAHONS POINT - LANE COVE/KIRRIBILLI



Route 265

Monday to Friday full time service and Saturday daytime service between McMahon's Point, North Sydney, Waverton, Wollstonecraft Station, Crows Nest, St Leonards, Greenwich, Osborne Park and Lane Cove.

Route 269


Monday to Friday daytime service between McMahon's Point, North Sydney, Kirribilli and Milsons Point.

Effective 22 October 2006

SERVICES TO McMAHONS POINT

<div><div><div><div></div></div></div><div>265 269</div></div> <div>Time Period</div>		Showing Route Number		<div><div><div><div>A</div><div>B</div><div>C</div><div>D</div></div><div><div><div></div></div></div><div><div><div>C</div><div>E</div><div>F</div><div>G</div><div>H</div><div>I</div><div>J</div></div></div></div><div><div>Lane Cove Shops (Longueville Rd)</div><div>Osborne Park (Campbell Ave)</div><div>Greenwich (Greenwich & River Rds)</div><div>Greenwich Wharf (Mitchell St)</div><div>Ferry departs Greenwich</div><div>Ferry arrives Circular Quay</div><div>Greenwich (Greenwich & River Rds)</div><div>St Leonards Station (Pacific Hwy)</div><div>Crows Nest (Pacific Hwy)</div><div>Wollstonecraft Station (Milner Cr)</div><div>Waverton Station (Bay Rd)</div><div>North Sydney Station (Blue St)</div><div>McMahons Point (Ferry Wharf)</div><div>Ferry to Circular Quay</div><div>Ferry to Darling Harbour</div><div>Ferry to Thames St</div><div>Ferry to Parramatta River</div></div></div>													
Monday to Friday																	
AM ▼	265	.....	.....	.....	.....	.....	.....	.....	5:57	6:01	6:07	6:12	6:17	.....	.....	.....	.....
	265	5:55	6:00	6:07	6:14	6:18	6:37	6:20	6:22	6:24	6:28	6:34	6:44	.....	6:55	6:55	.....
	265	6:29	6:34	6:41	6:48	6:56	7:12	6:54	6:56	6:58	7:02	7:08	7:13	7:18	.....	7:22	.....
	265	6:59	7:04	7:11	7:18	7:28	7:41	7:24	7:28	7:30	7:34	7:41	7:46	7:52	8:06	7:58	.....
	265	7:29	7:34	7:41	7:48	7:53	8:06	7:54	7:58	8:00	8:05	8:11	8:16	8:22	8:29	.....	.....
	265	7:44	7:50	.....	.....	.....	.....	7:57	c8:02	.....	.....	.....	.....	.....	.....	.....	.....
	269	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8:46	8:51	.....	8:53	.....
	265	n7:59	8:04	8:11	8:18	8:23	8:36	8:24	8:28	8:30	8:35	8:45	8:51	8:57	9:07	.....	.....
	269	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9:16	9:21	9:24	.....	.....
	265	g8:37	8:42	8:49	8:56	9:03	9:16	9:05	9:09	9:11	9:16	9:22	9:27	9:33	.....	9:38	.....
	265	9:07	9:12	9:19	9:26	.....	.....	9:32	9:36	9:38	9:43	9:49	9:54	10:00	10:14	.....	.....
	265	9:42	9:47	9:54	10:01	10:03	10:16	10:07	10:11	10:13	.....	.....	.....	.....	.....	.....	.....
	265	.....	.....	.....	.....	.....	.....	.....	.....	9:59	10:04	10:10	10:15	10:21	.....	10:23	10:23
	269	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10:46	10:51	11:07	10:53	.....
265	10:28	10:33	10:40	10:47	10:56	11:18	10:53	10:57	10:59	11:04	11:10	11:15	11:21	11:29	11:23	.....
PM ▼	269	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11:46	11:51	11:59	11:53	.....
	265	11:28	11:33	11:40	11:47	11:56	12:18	11:53	11:57	11:59	12:04	12:10	12:15	12:21	12:29	12:23	.....
	269	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12:46	12:51	12:59	12:53	.....	.....
	265	12:28	12:33	12:40	12:47	12:56	1:18	12:53	12:57	12:59	1:04	1:10	1:15	1:21	1:29	1:23	.....
	269	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1:46	1:51	1:59	1:53	.....	.....
	265	1:28	1:33	1:40	1:47	1:56	2:18	1:53	1:57	1:59	2:04	2:10	2:15	2:21	2:29	2:23	.....
	269	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2:46	2:51	2:59	2:53	.....	.....
	265	2:28	2:33	2:40	2:47	2:56	3:18	2:53	2:57	2:59	3:04	3:10	3:15	3:21	3:29	3:23	.....
	269	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3:45	3:50	3:59	3:54	3:54	.....
	265	3:06	3:11	3:18	3:25	.....	.....	3:31	3:35	3:37	3:42	3:48	3:53	3:59	.....	.....	4:12
	265	3:34	3:39	3:46	3:53	4:08	4:27	3:59	4:03	4:05	4:10	4:16	4:21	4:27	4:36	.....	.....
	265	4:02	4:07	4:14	4:21	4:47	5:03	4:27	4:31	4:33	4:38	4:44	4:49	4:55	5:06	.....	4:57
	265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5:09	5:15	.....	5:19	5:22
	265	4:30	4:35	4:42	4:49	.....	.....	4:55	4:59	5:01	5:06	5:12	5:17	5:23	.....	.....	.....
265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5:32	5:38	5:53	.....	5:52	
265	5:04	5:09	5:16	5:23	5:28	5:41	5:29	5:31	5:33	5:37	5:43	5:48	5:53	.....	.....	5:57	
265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6:00	6:05	.....	6:14	6:14	
265	5:30	5:35	5:42	5:49	6:23	6:36	5:55	5:57	5:59	6:03	6:09	6:14	6:19	.....	.....	.....
265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6:27	6:32	.....	.....	6:36	
265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6:42	6:47	6:56	7:09	7:09	
265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6:52	
Saturday																	
AM ▼	265	.....	.....	.....	.....	.....	.....	.....	8:01	8:06	8:12	8:17	8:23	8:39	8:53	.....	.....
	265	8:30	8:35	8:42	8:49	8:56	9:15	8:55	8:59	9:01	9:06	9:12	9:17	9:23	9:24	9:43	.....
	265	9:28	9:33	9:40	9:47	9:56	10:18	9:53	9:57	9:59	10:04	10:10	10:15	10:21	.....	10:38	.....
	265	10:28	10:33	10:40	10:47	10:56	11:18	10:53	10:57	10:59	11:04	11:10	11:15	11:21	.....	11:23	.....
PM ▼	265	11:28	11:33	11:40	11:47	11:56	12:18	11:53	11:57	11:59	12:04	12:10	12:15	12:21	12:29	12:23	.....
	265	12:28	12:33	12:40	12:47	12:56	1:18	12:53	12:57	12:59	1:04	1:10	1:15	1:21	1:29	1:23	.....
	265	1:28	1:33	1:40	1:47	1:56	2:18	1:53	1:57	1:59	2:04	2:10	2:15	2:21	2:29	2:23	.....
	265	2:28	2:33	2:40	2:47	2:56	3:18	2:53	2:57	2:59	3:04	3:10	3:15	3:21	3:29	3:23	.....
	265	3:28	3:33	3:40	3:47	3:56	4:18	3:53	3:57	3:59	4:04	4:10	4:15	4:21	4:29	4:23	.....
	265	4:28	4:33	4:40	4:47	4:56	5:18	4:53	4:57	4:59	5:04	5:10	5:15	5:21	5:29	5:23	.....
	265	5:28	5:33	5:40	5:47	5:56	6:18	5:53	5:57	5:59	.....	.....	.....	.....	.....	.....	.....
	265	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

EXPLANATIONS

Sign	Description
	Wheelchair-accessible.
c	Continues to Crows Nest (Burlington St), arriving at 8:05am.
g	After departure from Greenwich Wharf, diverts to Greenwich Infants via Wardrop St, Chiswick St, Greenwich Rd, then via Greenwich Primary School in Kingslangley Rd returns to Greenwich Rd, then normal route.
n	Diverts from Carr St to North Sydney Demonstration School via Crows Nest Rd, Harriott St, Bay Rd, Pacific Hwy & Crows Nest Rd.

ROUTE 265: SUNDAY & PUBLIC HOLIDAYS

NO SERVICE

ROUTE 269: SATURDAY, SUNDAY & PUBLIC HOLIDAYS

NO SERVICE

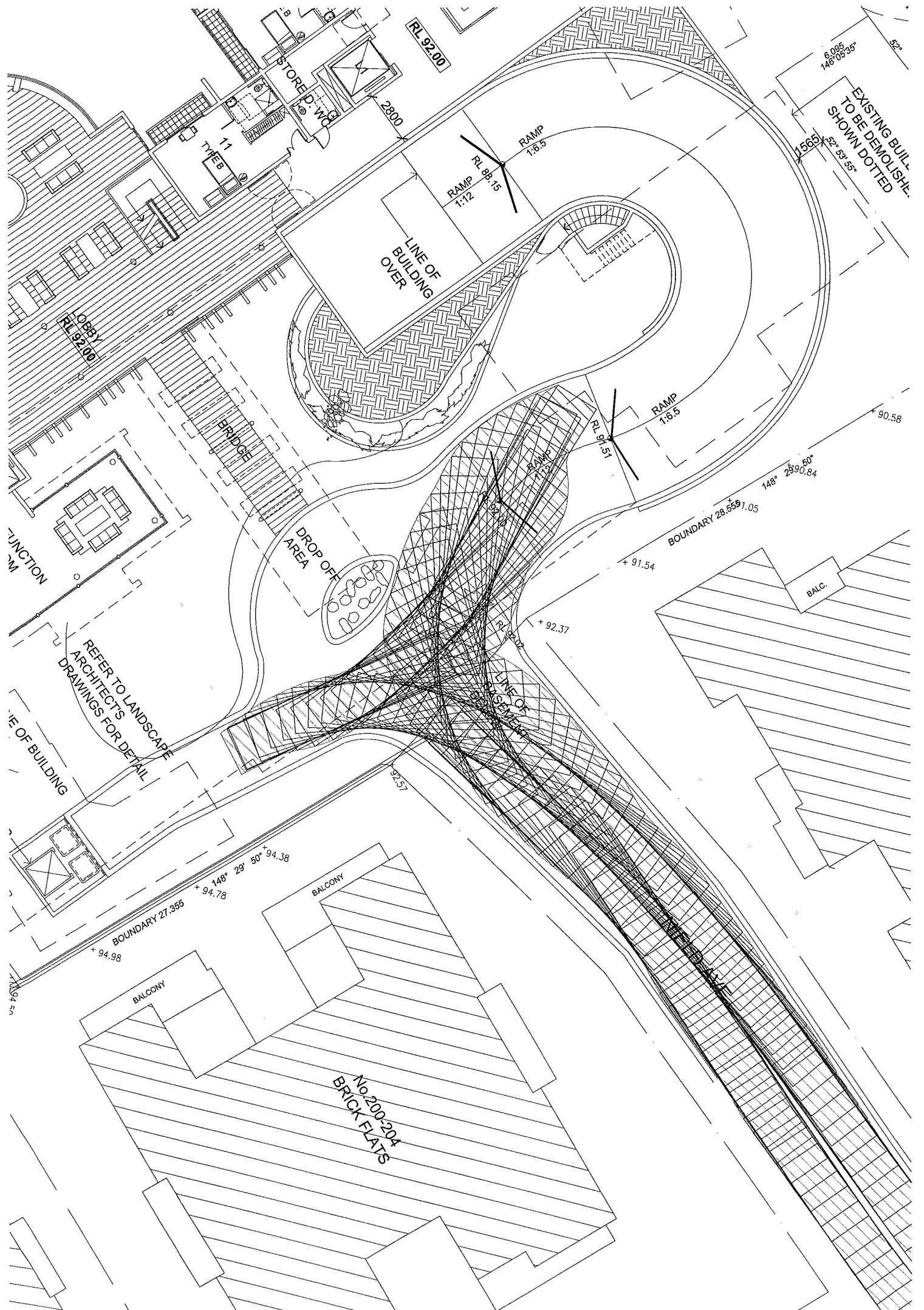
SERVICES TO NORTH SYDNEY/LANE COVE

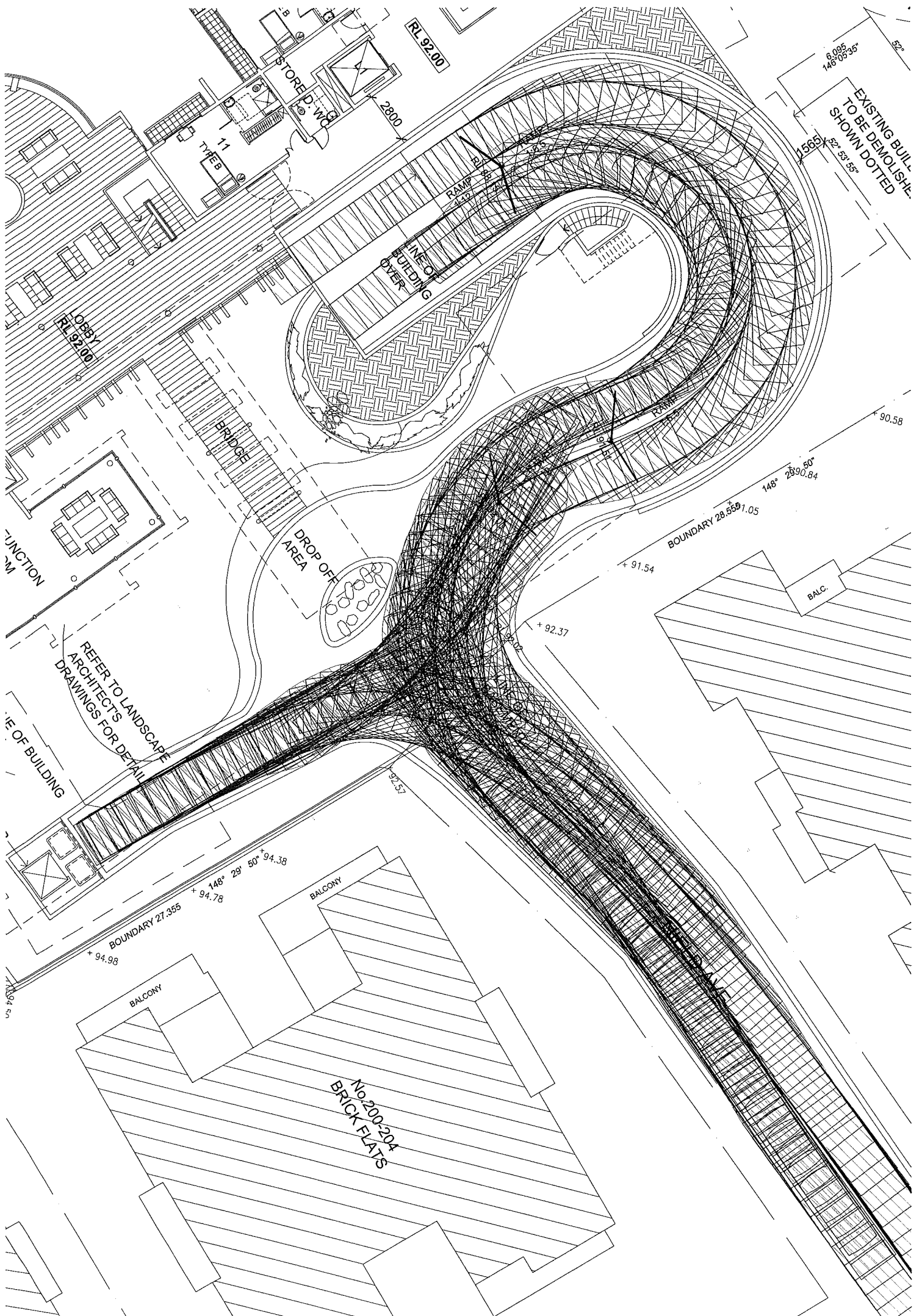
<div><div><div><div><div></div><div></div></div><div>265</div><div>269</div></div></div><div>Time Period</div></div> <div>Showing Route Number</div> <div><div>Rivercat from Parramatta River</div><div>Ferry from Darling Harbour</div><div>Ferry from Circular Quay</div><div>Ferry from Thames St</div></div> <div><div><div><div><div>J</div><div>I</div><div>K</div><div>L</div><div>L</div><div>H</div><div>G</div><div>F</div><div>E</div><div>C</div></div><div><div>McMahons Point (Ferry Wharf)</div><div>North Sydney Staion (Blue St)</div><div>Kirribilli (Carabella Ave & Kirribilli Ave)</div><div>Milsons Point (Alfred St)</div><div>North Sydney Station (Blue St)</div><div>Waverton Station (Bay Rd)</div><div>Wollstonecraft Station (Milner Cr)</div><div>Crows Nest (Burlington St)</div><div>St Leonards Station (Pacific Hwy)</div><div>Greenwich (Greenwich & River Rds)</div><div>Ferry departs Circular Quay</div><div>Ferry arrives Greenwich</div><div>Greenwich Wharf (Mitchell St)</div><div>Greenwich (Greenwich & River Rds)</div><div>Osborne Park (Campbell Ave)</div><div>Lane Cove Shops (Longueville Rd)</div></div></div></div></div>																					
Monday to Friday																					
AM	265	.....	.....	.....	.....	6:34	.....	.....	.....	6:39	6:44	6:50	6:54	6:56	6:58	6:50	7:02	7:05	7:11	7:18	7:23
	265	7:07	.....	6:55	.....	7:09	.....	.....	.....	7:14	7:19	7:25	7:29	7:31	7:33	.....	.....	7:40	7:46	7:53	7:58
	265	7:47	7:48	.....	.....	7:49	.....	.....	.....	7:54	8:00	8:06	8:11	8:13	8:17	7:20	7:43	8:24	8:30	8:37	c8:42
	265	8:06	.....	7:58	.....	8:08	.....	.....	.....	8:13	8:19	8:25	8:30	8:32	8:36	.....	.....	8:43	8:49	8:56	9:01
	265	8:28	8:29	.....	8:14	8:30	8:35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	269	.....	.....	.....	.....	8:28	8:33	8:38	8:43	m8:46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	.....	.....	8:44	8:47	.....	.....	.....	8:52	8:58	9:04	9:09	9:11	9:15	8:30	8:49	9:22	9:28	9:35	9:40
	265	.....	.....	8:53	.....	8:55	9:00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	269	.....	.....	.....	.....	.....	9:03	9:08	9:13	m9:16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	9:07	.....	.....	.....	9:14	.....	.....	.....	9:19	9:25	9:31	9:36	9:38	9:42	.....	.....	9:49	9:55	10:02	10:07
	265	.....	9:24	.....	.....	9:26	9:31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	.....	9:38	.....	9:43	.....	.....	.....	9:48	9:54	10:00	10:05	10:07	10:11	9:38	9:53	10:18	10:24	10:31	10:36
	269	.....	.....	.....	.....	10:06	10:11	10:16	10:21	10:24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	10:14	10:23	.....	10:30	.....	.....	.....	10:35	10:41	10:47	10:52	10:54	10:58	10:25	10:49	11:05	11:11	11:18	11:23
	269	.....	.....	10:53	.....	11:01	11:06	11:11	11:16	11:19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	11:29	11:23	.....	11:30	.....	.....	.....	11:35	11:41	11:47	11:52	11:54	11:58	11:25	11:49	12:05	12:11	12:18	12:23
	269	.....	11:59	11:53	.....	12:01	12:06	12:11	12:16	12:19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	12:29	12:23	.....	12:30	.....	.....	.....	12:35	12:41	12:47	12:52	12:54	12:58	12:25	12:49	1:05	1:11	1:18	1:23
	269	.....	12:59	12:53	.....	1:01	1:06	1:11	1:16	1:19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	1:29	1:23	.....	1:30	.....	.....	.....	1:35	1:41	1:47	1:52	1:54	1:58	1:25	1:49	2:05	2:11	2:18	2:23
	269	.....	1:59	1:53	.....	2:01	2:06	2:11	2:16	2:19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	2:29	2:23	.....	2:36	.....	.....	.....	2:41	2:47	2:53	2:58	3:00	3:04	2:25	2:49	3:11	3:17	3:24	3:29
	265	.....	2:59	2:53	.....	3:01	.....	.....	.....	3:06	3:12	3:18	3:23	3:25	3:29	.....	.....	3:36	3:42	3:49	3:54
	269	.....	.....	.....	.....	.....	3:06	3:11	3:16	3:19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	3:29	3:23	.....	3:31	.....	.....	.....	3:36	3:42	3:48	3:53	3:55	3:59	3:35	3:50	4:06	4:12	4:19	4:24
	269	.....	.....	.....	.....	.....	4:06	4:11	4:16	4:19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	3:59	3:54	.....	4:06	.....	.....	.....	4:11	4:17	4:23	4:28	4:30	4:34	4:20	4:39	4:41	4:47	4:54	4:59
	265	.....	.....	4:24	.....	4:32	.....	.....	.....	4:37	4:43	4:49	4:54	4:56	5:00	4:50	5:04	5:07	5:13	5:20	5:25
	265	.....	.....	.....	.....	5:02	.....	.....	.....	5:07	5:13	5:19	5:24	5:26	5:30	5:20	5:34	5:37	5:43	5:50	5:55
	269	.....	.....	.....	.....	.....	5:06	5:11	5:16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	5:06	5:19	.....	5:20	5:25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	.....	.....	.....	5:46	.....	.....	.....	5:51	5:56	6:02	6:06	6:08	6:10	6:00	6:14	6:17	6:23	6:30	6:35
	265	.....	5:53	5:52	.....	5:55	6:00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	.....	6:14	.....	6:17	6:22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	.....	6:36	.....	6:38	.....	.....	.....	6:43	6:48	6:54	6:57	.....	.....	.....	.....	.....	.....	.....	.....
	265	.....	.....	.....	.....	6:54	6:59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saturday																					
AM	265	.....	.....	.....	.....	8:31	.....	.....	.....	8:36	8:42	8:48	8:53	8:55	8:58	8:25	8:44	9:05	9:11	9:18	9:23
	265	.....	.....	.....	.....	9:31	.....	.....	.....	9:36	9:42	9:48	9:53	9:55	9:58	9:25	9:44	10:05	10:11	10:18	10:23
	265	.....	.....	.....	.....	10:31	.....	.....	.....	10:36	10:42	10:48	10:53	10:55	10:58	10:25	10:48	11:05	11:11	11:18	11:23
	265	.....	.....	.....	.....	11:31	.....	.....	.....	11:36	11:42	11:48	11:53	11:55	11:58	11:25	11:48	12:05	12:11	12:18	12:23
PM	265	.....	.....	.....	.....	12:31	.....	.....	.....	12:36	12:42	12:48	12:53	12:55	12:58	12:25	12:48	1:05	1:11	1:18	1:23
	265	.....	.....	.....	.....	1:31	.....	.....	.....	1:36	1:42	1:48	1:53	1:55	1:58	1:25	1:48	2:05	2:11	2:18	2:23
	265	.....	.....	.....	.....	2:31	.....	.....	.....	2:36	2:42	2:48	2:53	2:55	2:58	2:25	2:48	3:05	3:11	3:18	3:23
	265	.....	.....	.....	.....	3:31	.....	.....	.....	3:36	3:42	3:48	3:53	3:55	3:58	3:25	3:48	4:05	4:11	4:18	4:23
	265	.....	.....	.....	.....	4:31	.....	.....	.....	4:36	4:42	4:48	4:53	4:55	4:58	4:25	4:48	5:05	5:11	5:18	5:23
	265	.....	.....	.....	.....	5:31	.....	.....	.....	5:36	5:42	5:48	5:53	.....	.....	.....	.....	.....	.....	.....	.....

EXPLANATIONS	
Sign	Description
c	Continues to Lane Cove Public School.
m	Continues to McMahons Point (Ferry Wharf).
ROUTE 265: SUNDAY & PUBLIC HOLIDAYS	
NO SERVICE	
ROUTE 269: SATURDAY, SUNDAY & PUBLIC HOLIDAYS	
NO SERVICE	

APPENDIX C

TURNING PATHS ANALYSIS





RL 92.00

STORED

LINE OF BUILDING OVER

LOBBY

BRIDGE

DROP OFF AREA

REFER TO LANDSCAPE ARCHITECT'S DRAWINGS FOR DETAIL

FUNCTION ROOM

LINE OF BUILDING

6.095
146° 05' 35"

EXISTING BUILDING TO BE DEMOLISHED SHOWN DOTTED

148° 29' 50" 90.58

BOUNDARY 28.55 1.05

+ 91.54

+ 92.37

+ 92.57

148° 29' 50" 94.38
+ 94.78

BOUNDARY 27.355

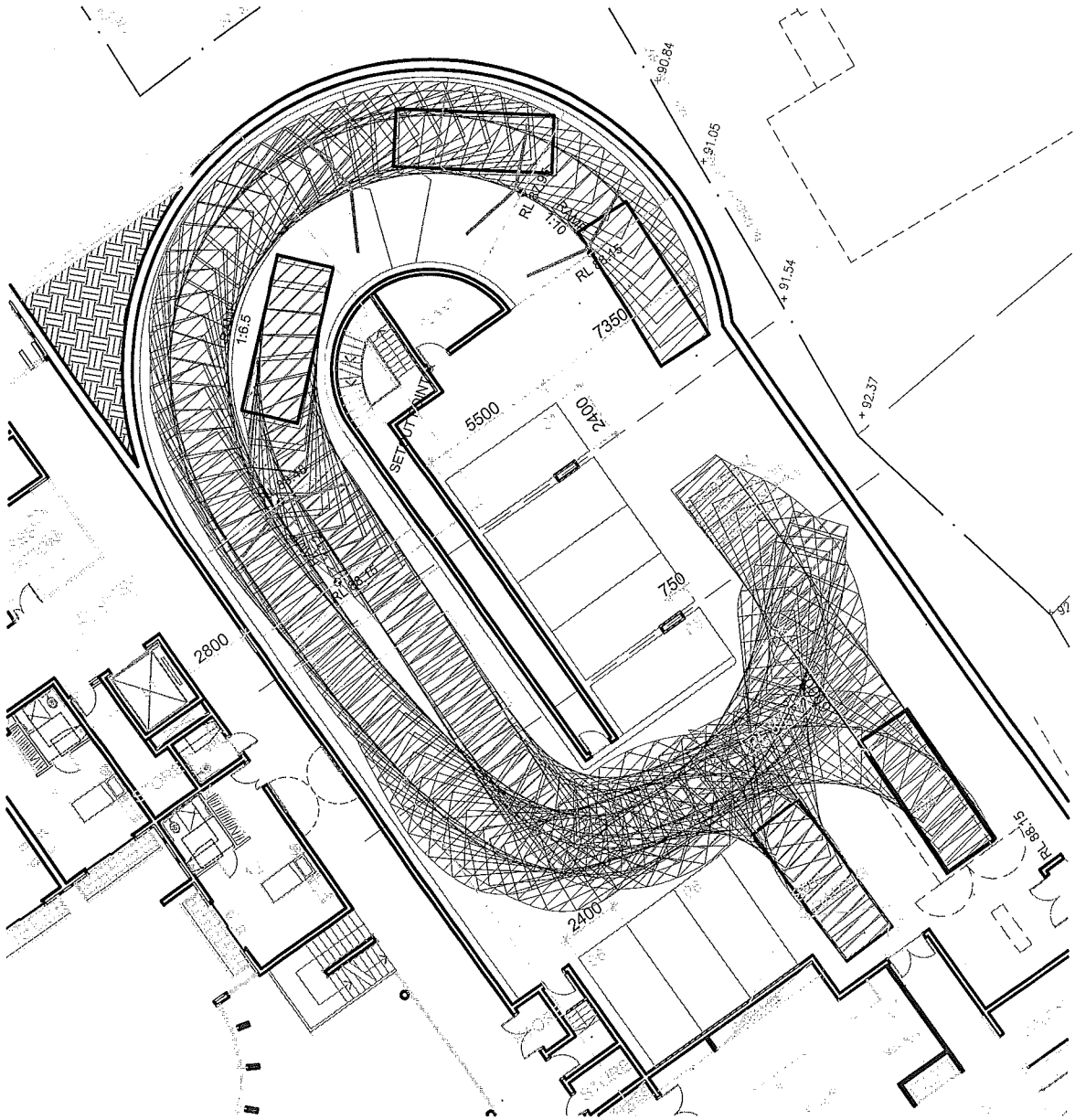
+ 94.98

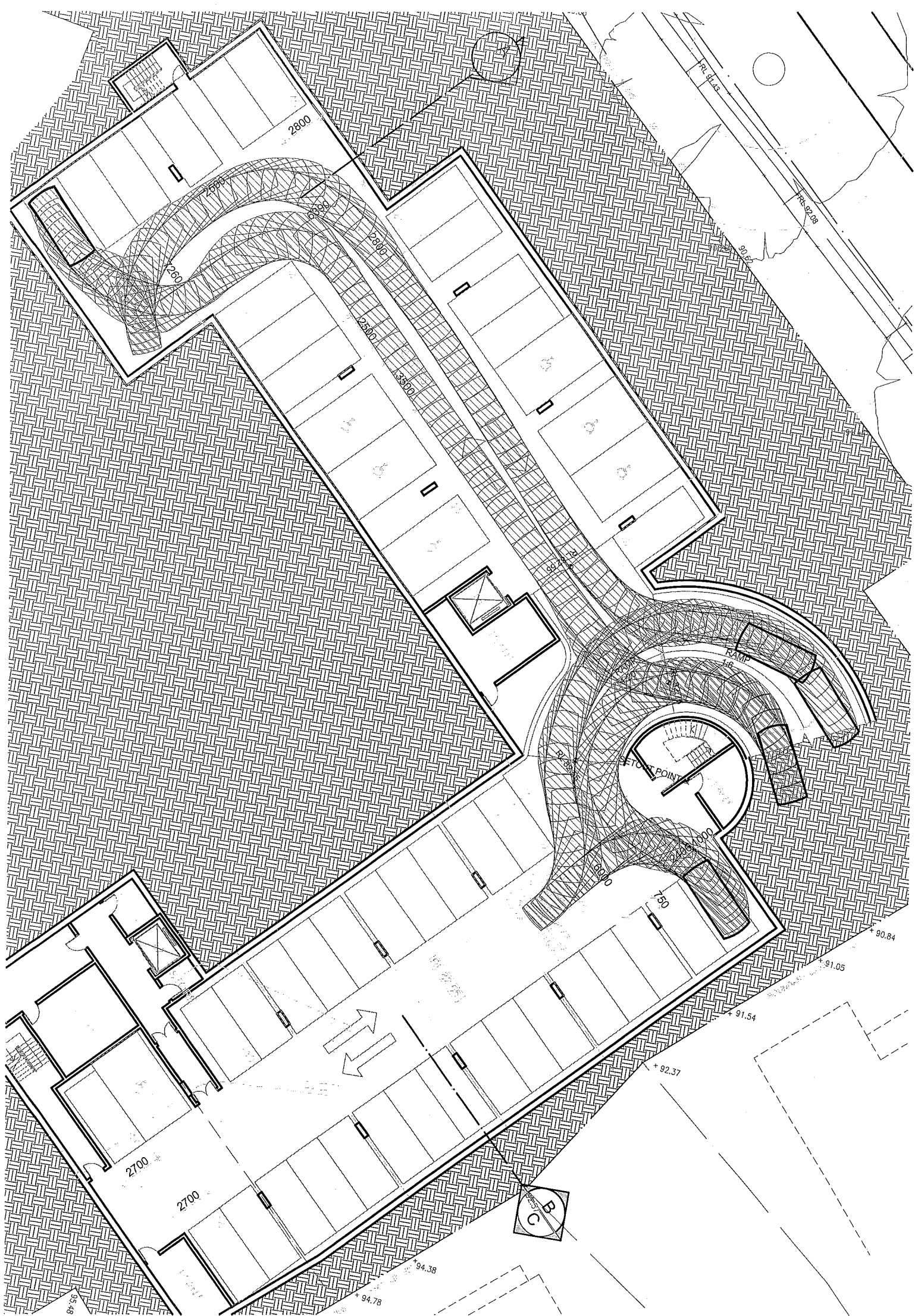
BALCONY

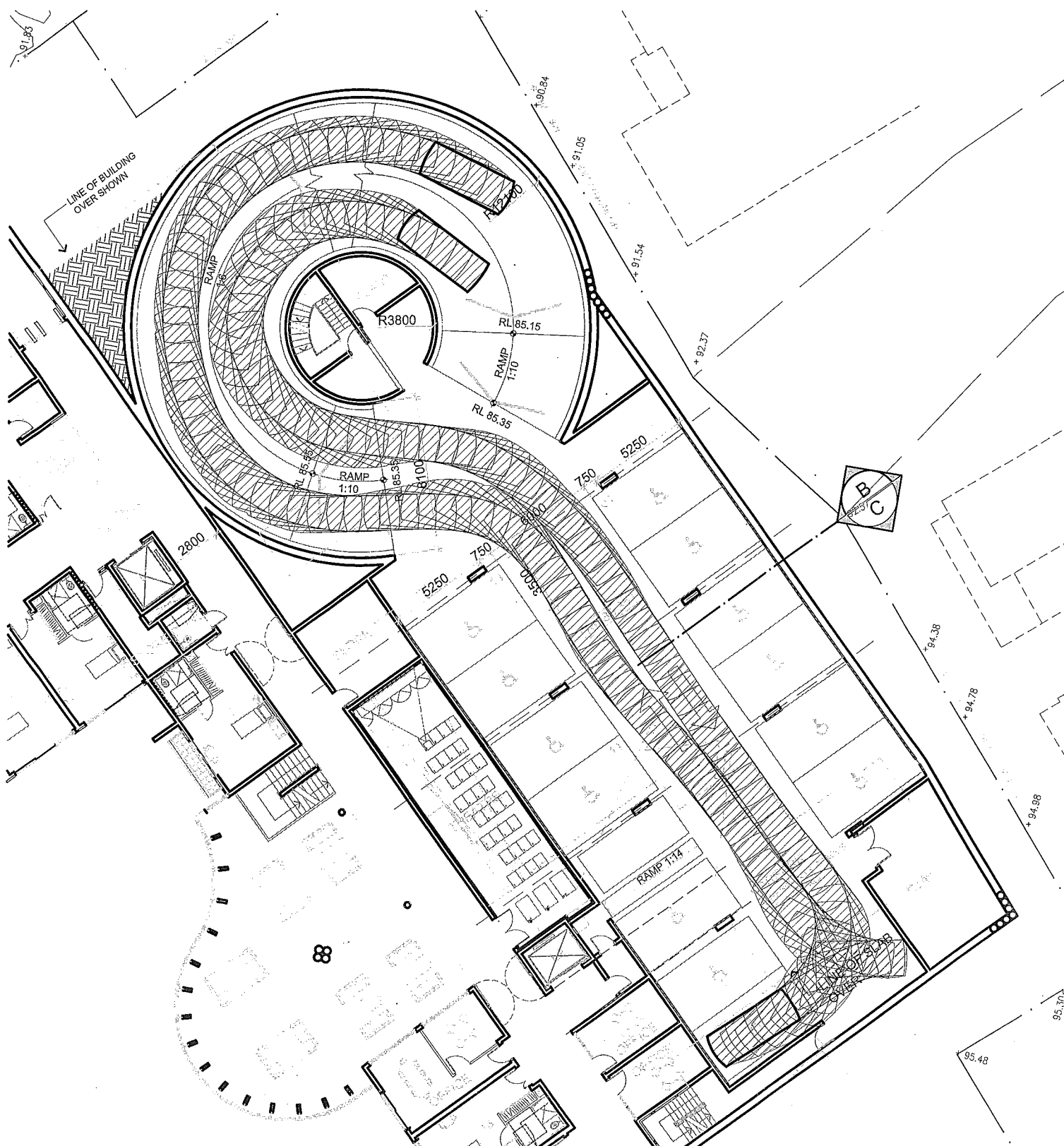
BALCONY

No 200-204
BRICK FLATS

BALC.







APPENDIX D

LETTER TO RTA



11 March 2008
Ref 05190

Mr Andrew Popoff
Transport Planning
Roads and Traffic Authority
PO Box 973
PARRAMATTA 2124

(Email: andrew_popoff@rta.nsw.gov.au
cc: ben@murlan.com)

Dear Andrew

**Proposed Private Hospital for Aged Care
1-8 Neild Avenue, Greenwich**

The proposed development scheme has been accepted by the Department of Planning as a 'Major Project'. The Department's assessment requires consultation to be undertaken with the RTA.

Attached is a Traffic Report prepared for the project and I would ask for a meeting to be arranged to discuss any issues which the Authority may have. Your advice as to when this meeting would be convenient would be appreciated.

Yours faithfully

Ross Nettle
Director
Transport and Traffic Planning Associates

Andrew Popoff

The Director
Strategic Assessments
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Michael File

PROPOSED HOSPITAL, NIELD AVENUE GREENWICH - DIRECTOR GENERAL'S REQUIREMENTS.

Dear Michael,

I refer to your letter of 16 January 2008 (Ref: S07/0830) requesting the Roads and Traffic Authority (RTA) to provide details of key issues and assessment requirements regarding the above-mentioned development, which may be included in the Director General's Environmental Assessment requirements.

The RTA would like the following issues to be included in the traffic impact assessment of the proposed development:

1. Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections and the need / associated funding for upgrading or road improvement works (if required).
2. Details on the proposed access and the adequacy of the parking provision associated with the proposed development including subsequent compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc) – if provided.
3. Details on loading and servicing facilities.
4. Details on public transport accessibility.
5. Proposed number of car parking spaces and whether it complies with the appropriate parking code(s).
6. The provision of a Traffic Management Plan, for Demolition/Construction, detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control.

Please refer any further queries on this matter to the nominated Land Use and Transport Planner, Andrew Popoff on phone (02) 8849 2180 or facsimile (02) 8849 2918.

Yours sincerely

Doug Moore
Senior Land Use Planner
Transport Planning, Sydney Region

22 January 2008