

MODIFICATION APPLICATION

Section 75W Modification
Major Project MP 08_0233
Motel and Ancillary Services
(Precinct 2 – Orange Private Hospital Campus)
Lot 1 DP 549856, Forest Road, Orange



Prepared for
James Richmark Pty Ltd
June 2014

Ref: MA2PJB13033

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INTRODUCTION

1.1 OVERVIEW

This Section 75W application seeks to modify Major Project MP 08_0233, which grants approval for a Medi Motel and ancillary services in Precinct 2 of the Orange Private Hospital Campus.

This application is lodged concurrently with separate applications to amend the Approved Concept for Orange Private Hospital Campus (MP07_0072); and the Approved Project for Precinct 1 – Private Hospital (MP 08_0232).

The current Project Approval under MP 08_0233 provides for construction of a Medi-Motel comprising 80 rooms and 9 consultation suites; gymnasium; rehabilitation rooms; and ancillary retail premises (florist, cafe/restaurant and newsagent).

The proposed modification of the Project Approval seeks to increase floor space for health services and consulting in close proximity to the recently established Orange Health Service (public hospital) as well as the proposed private hospital. An increase in retail floor space is also proposed to enable the creation of a neighbourhood scale shopping complex that will be of benefit not only to the private hospital but also serve the nearby public hospital and the broader precinct. Accordingly, the modification involves:

- A separate building for the medi-motel which will maintain a similar number of accommodation rooms to that already approved.
- A separate health facilities building which provides additional floor area for health related services.
- A separate building with increased floor area to provide for a broader range of ancillary retail and food and drink premises.

The key issues that require further consideration as a result of the proposed modification of MP 08_0233 include:

- Comparison to Approved Project
- Environmental planning instruments
- Other planning provisions
- Traffic and parking
- Urban design
- Heritage
- Flora and fauna
- Social impact

1.2 APPLICANT

James Richmark Pty Ltd
PO Box 7765
Gold Coast Mail Centre QLD 9726

Correspondence to be forwarded to the applicant's consultant:

Peter Basha Planning & Development
PO Box 1827
Orange NSW 2800

1.1 PROJECT TEAM

The project team engaged for this modification application comprises the following:

| | |
|----------------------|------------------------------------|
| Site Owner: | James Richmark Pty Ltd |
| Project Architect: | TVS Architects |
| Landscape Architect: | McGregor Coxall |
| Town Planner: | Peter Basha Planning & Development |
| Traffic Engineer: | Terraffic Pty Ltd |

1.2 DOCUMENTATION

This report is accompanied by the following documentation.

Annexure A

Architectural Drawings by TVS Architects

Annexure B

Traffic and Parking Assessment by Terraffic Pty Ltd

Annexure C

Landscaping Plans by McGregor Coxall

Annexure D

Confirmation of physical commencement

THE PROPOSED MODIFICATION

2.1 CURRENT PROJECT APPROVAL

With reference to the Table in Schedule 3, Part 1 of MP 08_0233, the current approval is for construction of a Medi-Motel (Precinct 2) including:

- Construction of a new medi-motel comprising 80 rooms and 9 consultation suites.
- Gymnasium.
- Rehabilitation rooms.
- At grade car-parking spaces.
- Ancillary retail premises (florist, cafe/restaurant and newsagent).
- Stormwater and infrastructure works.
- Road improvements including the construction of a four way signalised intersection on Forest Road.
- Landscaping.

It should be noted that the approval was due to lapse on 23 November 2013. However physical works in respect of MP 08_0233; MP 08_0232; and MP 07_0072 were physically commenced within the meaning of Section 95 of the EPA Act before the lapsing date (as confirmed in the letter from Orange City Council - refer Annexure D).

2.2 PROPOSED MODIFICATION OF THE PROJECT

Pursuant to Section 75W of the EPA Act, and with reference to the architectural drawings provided in Annexure A, it is proposed to modify MP 08_0233 (Precinct 2) as follows:

- Reconfigure the motel building whilst maintaining a similar number of accommodation rooms to that already approved.
- Relocate the medical suites and rehabilitation areas from the motel complex to a proposed separate health facilities building. This building will also provide additional space for pathology, medical imaging and other health related services.
- Increase the amount of retail space within an enlarged separate building.
- Delete the proposed internal bus zones.

The following table provides a snapshot comparison between the Approved Project and the proposed modification:

| Precinct 2 (MP 08_0233) Medi Motel | Approved Development | Proposed Development |
|--|---|---|
| Description | Construction of: <ul style="list-style-type: none"> • Medi-Motel comprising 80 rooms and 9 consultation suites • Gymnasium • Rehabilitation rooms • Ancillary retail premises (florist, cafe/restaurant and newsagent) • At grade parking spaces | Construction of: <ul style="list-style-type: none"> • Medi-Motel comprising 82 rooms • Separate health facilities building for rehabilitation, pathology, medical imaging, chemist, medical suites and the like • Ancillary retail premises (florist, cafe/restaurant newsagent, hairdresser, shops, kiosks, take away food and drink premises) • At grade parking spaces |
| Medical Suites | 750m ² | 1,311m ² |
| Rehabilitation Centre | 750m ² | 700m ² |
| Imaging, Pathology | n/a | 1,050m ² |
| Gymnasium | 800m ² | n/a |
| Retail shops | 500m ² (4 shops) | 1,498m ² (11 shops) |
| Restaurant | n/a | 293m ² (150 seats) |
| Motel (public) | 60 rooms | 70 rooms |
| Motel (patients) | 20 rooms | 12 rooms |
| Motel Restaurant | 150m ² (100 seats) | 130m ² (90 seats) |
| Motel function room | n/a | 140m ² |

The rationale for the proposed modification is explained as follows:

- The Orange Private Hospital Campus site has recently passed into new ownership. The new owners seek to modify the approved concept and projects to better respond to the emerging character and function of the surrounding health services precinct, which now comprises the Orange Health Service (public hospital) to the east of the subject land and an aged care and retirement facility (under construction) to the south of the subject land.
- The emerging health precinct would benefit by providing additional floor space to accommodate health services that seek to be located in close proximity to the recently established Orange Health Service (public hospital) as well as the proposed private hospital. The increase in floor area for health services will encourage a broader range of medical and allied health professionals to locate at the site and provide greater convenience for patients in being able to obtain treatment in a relatively contained medical precinct; and greater convenience for health professionals to consult in their rooms and also undertake their hospital-based work.
- The increase in retail floor area will enable the creation of a neighbourhood scale shopping complex that will be of benefit not only to the private hospital but also serve the nearby public hospital and the aged care and retirement facility. The neighbourhood shops complex will contribute to the notion of a central focus and gathering space, much like the “village common” that was envisaged in the Approved Concept.
- The provision of internal bus zones is unwarranted. The development site is already served by Route 537 whereby buses currently operate on a daily basis between Orange City Centre and the main entrance to the Orange Health Service (public hospital). The development site is within easy walking distance of that bus stop and pedestrian access will be facilitated by the safe crossings provided in the proposed four-way signalised intersection.

2.1 AMENDMENTS TO APPROVAL NOTICE AND CONDITIONS

Should the proposed modification be approved, the approval notice and conditions will require amendments as indicated below (additions are shown in red and deletions are struck through)

Amend the Table in Schedule 3, Part 1 to read as follows:

| | |
|------------------------------|---|
| Application made by: | Forest Road Syndicate Pty Ltd James Richmark Pty Ltd |
| Application made to: | Minister for Planning |
| Major Project Number: | MP 08/0233 |
| On land comprising: | Lot 1 DP 549856 |

| | |
|--|---|
| Local Government Area: | Orange City Council |
| For the carrying out of: | <p>Construction of a Medi-Motel (Precinct 2) including the following:</p> <ul style="list-style-type: none"> • Construction of a new Medi-Motel comprising 80 82 rooms and 9 consultation suites • Gymnasium • Rehabilitation rooms • A separate health facilities building for rehabilitation, pathology, medical imaging, chemist, medical suites and the like • At grade parking spaces • A separate building for ancillary retail premises (florist, cafe/restaurant and newsagent, hairstylist, shops, kiosks, take away food and drink premises) • Stormwater and infrastructure works • Road improvements including the construction of a four way signalised intersection on Forest Road • Landscaping |
| Capital Investment Value: | \$7.2 million |
| Type of Development: | Project approval under Part 3A of the EP&A Act |
| Determination made on: | |
| Determination: | Modification of Project approval for Medi Motel is granted subject to conditions set out in Parts D, E, F, G, H and I of Schedule 3 |
| Date of commencement of approval: | This approval commences on the date of the Minister's approval |
| Date approval is liable to lapse: | 5 years from the date of determination unless specified action has been taken in accordance with Section 75Y of the EP&A Act |

Amend Condition D1 Development Description to read to the following effect:

Project approval is granted only to the carrying out of the following:

- Construction of a new Medi-Motel comprising ~~80~~ **82** rooms and ~~9~~ consultation suites
- ~~Gymnasium~~
- ~~Rehabilitation rooms~~
- A separate health facilities building for rehabilitation, pathology, medical imaging, chemist, medical suites and the like
- At grade car-parking spaces

- A separate building for ancillary retail premises (such as florist, cafe/restaurant and newsagent, hairdresser, shops, kiosks, take away food and drink premises and the like)
- Stormwater and infrastructure works
- Road improvements including the construction of a four way signalised intersection on Forest Road
- Landscaping
- Closure of Kemp Road

Amend Condition D2 Development in Accordance with Plans and Documentation to read to the following effect:

The development shall be in accordance with the following plans and documentation:

| |
|--|
| EA, Concept Plan EA and PPR as modified by documentation provided in support of proposed Modification 1 of MP 08_0233 |
| Project Application – Medi-Motel as modified by documentation provided in support of proposed Modification 1 of MP 08_0233 |
| Architectural (or Design) Drawings prepared by Cox Richardson TVS Architects |

| Drawing Number | Name of Plan | Revision | Date |
|----------------|--|------------|------------|
| DA-01 | Site Analysis and Local Context Plan | | 03/12/2007 |
| DA-02 | Site Concept Plan | | 25/06/2008 |
| DA-04 | Hotel Precinct – Ground Floor Plan | | 25/06/2008 |
| DA-05 | Hotel Precinct – First Floor Plan | | 25/06/2008 |
| DA-06 | Hotel Precinct – Roof Plan | | 25/06/2008 |
| DA-07 | Western and Eastern Elevations | | 25/06/2008 |
| DA-08 | Northern and Southern Elevations | | 25/06/2008 |
| DA-09 | Inner Eastern and Western Elevations/Section | | 25/06/2008 |
| | Landscape Plan Medi-Motel-01 | Revision-G | June 2008 |
| | Section/Elevation – Medi-Motel Precinct | Revision-E | June 2008 |
| 5420.3S.01.000 | Cover Sheet | 3 | 18.03.14 |
| 5420.3S.01.001 | Location Plan | 2 | 18.03.14 |
| 5420.3S.01.101 | Site Master Concept Plan | 13 | 16.04.14 |
| 5420.3S.01.102 | Precinct 2 – Site Plan | 7 | 18.03.14 |
| 5420.3S.01.103 | Precinct 2 – Elevations & Sections | 3 | 18.03.14 |
| 5420.3S.02.101 | Health Facilities – Ground Floor | 4 | 18.03.14 |
| 5420.3S.02.102 | Health Facilities – Level 1 | 3 | 18.03.14 |

| | | | |
|----------------|---|---|----------|
| 5420.3S.02.103 | Health Facilities – Elevations & Sections | 5 | 18.03.14 |
| 5420.3S.02.104 | Health Facilities – Perspectives | 1 | 18.03.14 |
| 5420.3S.02.201 | Neighbourhood Shops – Ground Floor | 5 | 18.03.14 |
| 5420.3S.02.202 | Neighbourhood Shops - Elevations | 4 | 18.03.14 |
| 5420.3S.02.203 | Neighbourhood Shops - Perspectives | 1 | 18.03.14 |
| 5420.3S.02.301 | Motel – Ground Floor | 4 | 18.03.14 |
| 5420.3S.02.302 | Motel – First Floor | 4 | 18.03.14 |
| 5420.3S.02.303 | Motel – Elevations | 3 | 18.03.14 |
| 5420.3S.02.304 | Motel – Elevations & Section | 3 | 18.03.14 |
| 5420.3S.02.305 | Motel - Perspectives | 1 | 18.03.14 |
| 5420.3S.06.001 | GFA – Ground Level | 5 | 18.03.14 |
| 5420.3S.06.002 | GFA – Level 1 | 4 | 18.03.14 |
| | Landscape General Concept Plan 00 | C | |
| | Landscape Masterplan 01 | E | |
| | Landscape Section and Planting List 02 | D | |

Amend Condition E2 Design Modifications to read to the following effect:

In order to facilitate adequate Carparking for the proposed Medi-Motel, the design of the development shall be amended as follows:

- A minimum of ~~134~~ **188** car parking spaces for use by the public shall be provided within the Medi-Motel precinct.
- The layout of the car park shall comply with Australia Standard AS 2890.1:1993 Off street Parking. All parking spaces are to be line marked.
- The additional car parking spaces shall be provided on the western side of the medi motel along the eastern side of the central circulation driveway system. The car parking spaces shall comprise 90 degree parking.

Design details for all above works shall be submitted to and approved by Orange City Council prior to the issue of a construction certificate.

Amend Condition E8.1 Traffic and Access to read to the following effect:

Engineering plans showing details of the proposed road works, intersection works, bus bays, loading bays, street lighting, car parking areas and signage must be submitted to, and approved by Orange City Council, and the RTA for works on Forest Road, prior to the issuing a Construction Certificate.

All civil design and construction works are to be in accordance with the Orange City Council Development and Subdivision Code and RTA requirements. The Engineering plans shall incorporate:

- A four-way signalised intersection in Forest Road to serve the development. Street lighting is to be provided at the proposed four-way signalised intersection in accordance with RTA and Country Energy requirements. Subject to the final design of the proposed intersection on Forest Road and road widening required to accommodate the proposed road works is to be undertaken within land described as Lot 1 DP 549856.

- ~~• A bus zone and loading bay on the eastern side of the Central Road Reserve between the Private Hospital Precinct and the Medi-Motel Precinct. All bus movements within the development are to be in an anti-clockwise direction and appropriate signage is to be installed in accordance with the Australian Standard.~~
- ~~• The relocation of the proposed bus bay on the south side of the Medi-Motel to the north of the circulating roadway with car spaces relocated to the area shown as bus bay.~~

Amend Condition E11 Water and Sewer Augmentation Charges to read to the following effect:

A Certificate of Compliance, from Orange City Council in accordance with the *Water Management Act 2000*, must be submitted to the Principal Certifying Authority prior to the issue of a Construction Certificate. The Certificate of Compliance will be issued subject to the payment of contributions for water, sewer and drainage works – at the level of contribution applicable at that time. The contributions are based on 23 (number to be advised by Orange City Council) ETs for water supply headworks and 24 (number to be advised by Orange City Council) ETs for sewerage headworks.

Amend Condition G14 Car Parking to read to the following effect:

A total of 134 188 off street car parking spaces must be provided upon the site in accordance with the requirements of Council's Development Control Plan as determined by the traffic and parking assessment by Terraffix Pty Ltd dated 23 April 2014. The parking spaces are to be constructed in accordance with the requirements of Council's Development and Subdivision Code.

Amend Condition I4 Ancillary Development to read to the following effect:

Approval for the use of the medical suites/rehabilitation centre and gymnasium is granted as being ancillary to the approved use of the medi motel whereby predominantly persons visiting those facilities for treatment or consultation will be staying at the motel. Should the future use of those facilities change such that predominantly persons utilising those facilities do not stay at the motel and or private hospital a further application shall be submitted for Council's approval where the car parking requirement relating to that use will be reassessed.

ASSESSMENT OF THE PROPOSED MODIFICATION

This section provides an assessment of the proposed modifications against the relevant environmental planning instruments and policies and the likely environmental impacts.

3.1 SECTION 75W MODIFICATIONS

Section 75W of the Environmental Planning & Assessment Act (the Act) provides as follows:

75W Modification of Minister's approval

1) *In this section:*

"Minister's approval" means an approval to carry out a project under this Part, and includes an approval of a concept plan.

"modification of approval" means changing the terms of a Minister's approval including:

- a) revoking or varying a condition of the approval or imposing an additional condition of the approval, and*
- b) changing the terms of any determination made by the Minister under Division 3 in connection with the approval.*

2) *The proponent may request the Minister to modify the Minister's approval for a project. The Minister's approval for a modification is not required if the project as modified will be consistent with the existing approval under this Part.*

3) *The request for the Minister's approval is to be lodged with the Director-General. The Director-General may notify the proponent of environmental assessment requirements with respect to the proposed modifications that the proponent must comply with before the matter will be considered by the Minister.*

4) *The Minister may modify the approval (with or without conditions) or disapprove of the modification.*

5) *The proponent of a project to which section 75K applies who is dissatisfied with the determination of a request under this section with respect to the project (or with the failure of the Minister to determine the request within 40 days after it is made) may, within the time prescribed by the regulations, appeal to the Court. The Court may determine any such appeal".*

The proponent requests that the Minister for Planning and Infrastructure, as the consent authority, approve the proposed modification to the Project Application and Conditions of Consent under Section 75W of the Act.

There appear to be no provisions of Section 75W that prohibit or limit the proposed modification.

3.2 ENVIRONMENTAL PLANNING INSTRUMENTS

3.2.1 State Environmental Planning Policy (Major Development) 2005

Major Project MP08_0233 was approved under Part 3A of the Act. Part 3A of the Act was repealed on 1 October 2011 and Schedule 6A of the Act sets out the transitional arrangements applying to projects approved under Part 3A.

Clause 2(5) of Schedule 6A of the Act states that:

A transitional Part 3A project extends to the project as varied by changes to the Part 3A project or concept plan application, to the concept plan approval or to the project approval, whether made before or after the repeal of Part 3A.

Accordingly, any modifications to the approved project will continue to be dealt with under Part 3A as Section 75W modifications.

The Minister for Planning and Infrastructure will continue to determine applications made by State agencies and public proponents, with less significant or non-controversial applications being determined by senior officers of the Department under delegation (refer Department of Planning and Infrastructure Fact Sheet, May 2011).

3.2.2 State Environmental Planning Policy Infrastructure 2007

The project (as modified) represents traffic generating development pursuant to Section 104 and Schedule 3 of *State Environmental Planning Policy Infrastructure 2007*. As such the consent authority is required to consult with NSW Roads and Maritime Services.

Traffic matters are addressed in *Section 3.4.1* of this report.

3.2.3 State Environmental Planning Policy No. 55 Remediation of Land

The provisions of SEPP 55 were addressed in the original environmental assessment for the project.

A Stage 1 site assessment was undertaken by Environmental Investigation Services and concluded that the subject land did not indicate any obvious on site activity that could be expected to generate significant soil contamination.

Further, the results of laboratory testing on selected soil samples indicated levels below the adopted health-based assessment criteria.

3.2.4 Orange Local Environmental Plan 2011

The relevant provisions of Orange Local Environmental Plan 2011 (the LEP) are considered below.

Zoning

The subject land is zoned R1 General Residential. The objectives of the R1 Zone are:

- To provide for the housing needs of the community.
- To provide for a variety of housing types and densities.
- To enable other land uses that provide facilities or services to meet the day to day needs of residents.
- To ensure development is ordered in such a way as to maximise public transport patronage and encourage walking and cycling in close proximity to settlement.
- To ensure that development along the Southern Link Road has an alternative access.

There are no aspects of the proposed modification that are adverse to the zone objectives. In particular:

- The first stated objective is not relevant to the proposed modification.
- The second stated objective is not relevant to the proposed modification.
- In consideration of the third stated objective, the proposal is not expressly intended to meet the needs of day to day residents. However the proposed increase in retail floor space resembles a neighbourhood scale shopping complex that will be of benefit not only to the private hospital but also serve the nearby public hospital and the aged care and retirement facility.
- In response to the fourth stated objective, the project (as modified) forms part of an evolving medical/hospital precinct and would thus benefit by the various transport modes that service the area.
- The fifth stated objective is not relevant to the proposed modification.

Permissibility

The project within Precinct 2 represents development for the purposes of a *health services facility* and is permissible in the R1 Zone with recourse to *State Environmental Planning Policy (Infrastructure) 2007*.

Clause 57(1) of the SEPP states that development for the purpose of *health services facilities* may be carried out by any person with consent on land in a prescribed zone. The R1 General Residential Zone is a *prescribed zone*.

Clause 56 of the SEPP defines a *health services facility* as *a facility used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes the following:*

- (a) day surgeries and medical centres,*
- (b) community health service facilities,*
- (c) health consulting rooms,*
- (d) facilities for the transport of patients, including helipads and ambulance facilities,*
- (e) hospitals.*

The medi motel and retail components of the project fit within the broad range of ancillary facilities that are included in the definition of *hospital* which is defined as *a building or place used for the purpose of providing professional health care services (such as preventative or convalescent care, diagnosis, medical or surgical treatment, psychiatric care or care for people with disabilities, or counselling services provided by health care professionals) to people admitted as in-patients (whether or not out-patients are also cared for or treated there), and includes ancillary facilities for (or that consist of) any of the following:*

- a) day surgery, day procedures or health consulting rooms,*
- b) accommodation for nurses or other health care workers,*
- c) accommodation for persons receiving health care or for their visitors,*
- d) shops, kiosks, restaurants or cafes or take away food and drink premises,*
- e) patient transport facilities, including helipads, ambulance facilities and car parking,*
- f) educational purposes or any other health-related use,*
- g) research purposes (whether or not carried out by hospital staff or health care workers or for commercial purposes),*
- h) chapels,*
- i) hospices,*
- j) mortuaries.*

Whilst the permissibility of the project is underpinned by the SEPP, it is relevant that:

- The medi motel could also be defined as *tourist and visitor accommodation*. The Land Use Table in Orange LEP 2011 indicates that *tourist and visitor accommodation* is permissible the R1 Zone.
- Much of the retail component could also be defined as *neighbourhood shops*. The Land Use Table in Orange LEP 2011 indicates that *neighbourhood shops* are permissible the R1 Zone. Further, the floor areas of most shops would comply with the maximum floor area limit of 140m² as required by Clause 5.4(7) of the LEP.

Clause 1.2 Aims of Plan

The particular aims of the LEP are as follows:

- a) to encourage development that complements and enhances the unique character of Orange as a major regional centre boasting a diverse economy and offering an attractive regional lifestyle,
- b) to provide for a range of development opportunities that contribute to the social, economic and environmental resources of Orange in a way that allows the needs of present and future generations to be met by implementing the principles of ecologically sustainable development,
- c) to conserve and enhance the water resources on which Orange depends, particularly water supply catchments,
- d) to manage rural land as an environmental resource that provides economic and social benefits for Orange,
- e) to provide a range of housing choices in planned urban and rural locations to meet population growth,
- f) to recognise and manage valued environmental heritage, landscape and scenic features of Orange.

In consideration of the general aims of LEP 2011, the following comments are provided in support of the proposed modification:

- There are no aspects of the proposed modification that would detract from the character of Orange as a major regional centre [*General Aim (a)*].
- The project as modified maintains the potential to have a positive effect in terms of the social, economic and environmental resources of the City. There are no aspects of the proposed modification that would compromise the principles of ecologically sustainable development [*General Aim (b)*].

- There are no aspects of the proposed modification that would represent a direct threat to the City's water resources [*General Aim (c)*].
- The management of rural land as an environmental resource is not relevant to this proposal [*General Aim (d)*].
- The impact on the City's range and supply of housing choices is not relevant to this proposal [*General Aim (e)*].
- Based on the information provided in this report, the proposed modification will not adversely affect the value of heritage, landscape and scenic features of the City [*General Aim (f)*].

Clause 5.10 Heritage Conservation

The subject land is not within a Heritage Conservation Area. However, it is in the vicinity of "Bloomfield Hospital" which is identified in the LEP as a heritage item of State significance.

Clause 5.10 of the LEP applies. The objectives of this clause are as follows:

- a) to conserve the environmental heritage of Orange,
- b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- c) to conserve archaeological sites,
- d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

Pursuant to Clause 5.10(4), it is necessary to consider the potential impact that the proposed modification may have on any heritage item within the vicinity of the subject land.

Heritage matters are addressed at *Section 3.4.3* of this report.

Clause 7.3 Stormwater management

Clause 7.3 of the LEP applies. The objective of this clause is to minimise the impacts of urban stormwater on the land to which the development applies, and on adjoining downstream properties, native bushland and receiving waters.

The proposed modification does not involve any alteration to the approved stormwater drainage arrangements that will serve the approved project.

Clause 7.6 Groundwater vulnerability

The subject land is defined on the Orange Local Environmental Plan 2011 – Water Map as having groundwater vulnerability. Clause 7.6 of the LEP applies. The objectives of this clause are to maintain the hydrological functions of key groundwater systems and to protect vulnerable groundwater resources from depletion and contamination as a result of inappropriate development.

There are no aspects of the proposed modification that would cause adverse impact on groundwater resources.

3.3 DEVELOPMENT CONTROL PLANS**3.3.1 Orange Development Control Plan 2004 – 07 Development in Residential Areas**

Orange Development Control Plan 2004 – 7 Development in Residential Areas is applicable only due to the land being zoned R1 General Residential. The DCP however does not set specific Planning Outcomes for the type of development described in this project approval.

3.3.2 Orange Development Control Plan 2004 – 13 Heritage

Orange DCP 2004 – 13 Heritage applies to the extent that the subject land is in the vicinity of an identified heritage item. The DCP sets certain Planning Outcomes pertaining to heritage and conservation.

The proposed modification is not adverse to these Planning Outcomes. The heritage impacts of the proposed modification are considered later in this report at *Section 3.4.3*.

3.3.1 Orange Development Control Plan 2004 – 15 Car Parking

The parking requirements of DCP 2004-15 are considered below in *Section 3.4.1*.

3.4 POTENTIAL IMPACTS**3.4.1 Traffic and Parking**

Consultants Terraffix Pty Ltd have undertaken a traffic and parking assessment which is included as Annexure B to this report. Terraffix assess the traffic and parking impacts for the entire project as modified. The findings and conclusions of the Terraffix report are summarised below.

Parking Assessment

The proposed development will be served by a total of 617 off-street car parking spaces as follows:

- Precinct 1
 - 101 spaces (including 6 disabled spaces) serving the hospital
- Precinct 2
 - 116 spaces (including 7 disabled spaces) serving the health facilities and retail shops
 - 72 spaces serving the motel comprising 70 guest and 2 staff parking spaces. This parking provision includes 5 disabled guest spaces
- Precinct 3
 - 83 spaces serving the 59 residential units
 - 25 spaces serving the 100 place Child Care Centre
- Precinct 4
 - 220 spaces serving the 157 residential units

In addition to these spaces, there are 41 parallel parking spaces on the internal road network serving the site. Once these roads are constructed to provide access to Precincts 3 and 4, these on-street parking spaces will be available as surplus parking for the overall development (thus the total parking provision will be 658 spaces).

According to DCP 2004–15, the proposed development would generate a parking requirement of 749 spaces as calculated in the following table.

| Proposed Use | DCP requirement | Calculation Unit | Spaces Required |
|-------------------------|--|---|-----------------|
| Hospital | 1 space for every 3 beds plus 1 space each resident doctor plus 1 space for every 2 visiting doctor plus 1 space for every 2 employees. | 104 beds = 35 spaces Allow 130 staff including doctors = 65 spaces | 100 |
| Health Consulting Rooms | 2 spaces for every 1 practitioner with spaces being available for customer and staff use. | Allow 24 practitioners = 48 spaces | 48 |
| Motel | 1 space per unit plus 1 space for manager plus 1 space for every 2 employees plus 1 space per 3 seats in restaurant plus 1 space per 10m ² of entertainment or function room areas | 82 units = 82 spaces 1 manager = 1 space Say 12 staff = 6 spaces 90 seat restaurant=30 spaces 140m ² function= 14 spaces | 133 |

| Proposed Use | DCP requirement | Calculation Unit | Spaces Required |
|---|--|---|-----------------|
| Restaurants | 1 space per 10m ² GFA or 1 space for every 3 seats, whichever is greater | 150 seats = 50 spaces | 50 |
| Childcare Centre | 1 space for every 4 children in attendance | 100 places = 25 spaces | 25 |
| Residential Units | 1.2 spaces per 2 bedroom unit 0.2 visitors spaces per unit | 216 x 2 bed units = 259 spaces 216 x 0.2 = 43 visitor spaces | 302 |
| Shops | 6.1 spaces per 100m ² GLFA | GLFA 1,498m ² = 91 spaces | 91 |
| TOTAL PARKING REQUIREMENT FOR PROPOSED DEVELOPMENT | | | 749 |

Based on the proposed parking provision and the DCP requirements, the development would generate a parking shortfall of 91 spaces. However, Terraflow seeks to modify the DCP requirements based on the following arguments pertaining to dual and complimentary uses (refer extract below):

Dual and Complimentary Use of Parking

The Council's parking requirements do not consider the Dual and Complimentary use of parking that will occur on the site.

Dual use of parking spaces occurs when patrons of one component of a development also patronise another. For example, a proportion of staff and visitors to the proposed hospital and medical facility can also be expected to patronise the retail shops in Precinct 2. Not only will this reduce the parking requirements for the proposed medical facility, it also has the potential to reduce the traffic generating potential of visitors to the site.

In addition, another form of Dual use parking is that a proportion of residents in the Precinct 3 and 4 residential flat buildings will be employees of the commercial uses on the site and the Orange Base Hospital. These residents will be allocated an on-site parking space within the residential precinct and will ultimately reduce the overall parking demand and traffic generation of the proposed development site.

Complimentary use of parking spaces occurs when the peak parking demand of one component of a development does not coincide with the peak parking demand of another. In this case, the peak parking demand of the restaurant or the function centre in the motel is at night after 6pm, whereas the peak parking demand of the retail shops and health facilities in Precinct 2 is throughout the day.

Modifications to DCP Parking Requirements

When taking into account the dual and complimentary use of car parking, this assessment has slightly modified the following DCP parking requirements:

1. *The parking requirement for the retail floorspace (6.1 spaces per 100m²) is excessive because it is unlikely that the general public will travel to the site to visit the café/flowerist/gift/newsagent stores. Furthermore, a high percentage of shoppers will already be on the site or will be generated by the Base Hospital on the eastern side of Forest Road (dual use). In these circumstances, the parking requirement for that retail floorspace will adopt the Council DCP rate of 4.1 spaces per 100m² which applies to shops in the CBD.*
2. *The parking requirement specified for the motel rooms (1 space per room) is excessive because 12 of the rooms will be medical suites occupied by persons who are bedridden. Accordingly, the requirement of 1 space per room has been applied to 70 standard rooms.*
3. *The parking requirement for the restaurant incorporated in Precinct 2 will only apply during the night when the restaurant will be operational. As noted in the foregoing, this approach is applying the principle of complementary use of parking on the site. In addition, it is likely that some restaurant patrons will be staff/visitors to the hospital or guests of the motel who are already in the area. This includes staff and visitors to the Base Hospital on the eastern side of Forest Road. To that end, the restaurant will also be adopting the dual use principle.*
4. *The parking requirement for the restaurant incorporated in the motel is excessive because a substantial proportion of restaurant patronage, if not all of it, will be drawn from motel guests and patients. In addition there will be a proportion of staff and visitors of the proposed hospital in Precinct 1 and the existing Base Hospital opposite the site. In these circumstances, the parking requirement for the motel restaurant (1 space per 3 seats) has been reduced to 20% of the requirement and will apply during the night only. These additional restaurant patrons who are not already in the area will utilise the remaining Precinct 2 parking spaces allocated to the health facility and retail shops that will be closed at that time (complementary use)*
5. *As per the restaurants on the site, the motel function room is expected to only operate at nights when the health facilities and retail shops are closed on Precinct 2. To that end, the parking requirement of 1 space per 10m² for the motel function room will apply at night time only. Furthermore, it is expected that some of the function guests will also be motel guests who have already parked on the site (dual use).*
6. *As the hospital in Precinct 1 will be operational 24 hours a day, this assessment has assumed that the night time workforce parking demand will be 20% of the daytime peak. As the visitor peak is typically at nights, the parking demand for the visitor component of the parking requirement will apply during the evening (i.e. 35 spaces).*

In addition, this assessment has assumed that the proposed health facilities in Precinct 2 will have a total of 24 practitioners on-site at any given time. As can be appreciated, this is a conservative approach as specialists (such as surgeons and physiotherapists) tend to operate between hospitals and their office and may only be on-site on a given day.

Adopting the above modifications (and with reference to Tables 3.1 and 3.2 of the Terrafic report, the parking needs for the development are assessed as follows:

| DAYTIME PARKING REQUIREMENT | |
|--------------------------------|--|
| Precinct 1 | Hospital 100 spaces |
| Precinct 2 | Health Facility 55 spaces Retail Shops 61 spaces Motel 72 spaces (Precinct 2 Sub-total 182 spaces) |
| Precinct 3 | Residential 83 spaces Child Care Centre 25 spaces (Sub-total 108 spaces) |
| Precinct 4 | Residential 220 spaces |
| Total requirement | 616 spaces |
| NIGHT TIME PARKING REQUIREMENT | |
| Precinct 1 | Hospital 48 spaces |
| Precinct 2 | Restaurant 50 spaces Motel 72 spaces Motel restaurant 8 spaces Motel function room 14 spaces (Precinct 2 Sub-total 144 spaces) |
| Precinct 3 | Residential 83 spaces |
| Precinct 4 | Residential 220 spaces |
| Total requirement | 495 spaces |

Based on the above information, the Terrafic report concludes that the parking provision incorporated in the development proposal is adequate and that the proposed development has no unacceptable parking implications.

Servicing Assessment

The Terrafic report concludes that the project will be satisfactory in terms of servicing as summarised below:

- Precinct 1: Private Hospital Deliveries:
 - The proposed development will retain the 2 loading docks that were approved to serve the hospital development. The loading docks are required to accommodate the commercial vehicles transporting food, linen, medical supplies, office equipment and provisions to the hospital, and transporting waste from the hospital.

- The vehicles used in those activities are expected to comprise predominantly vans and the SRV, with some deliveries via the MRV and the HRV. Articulated vehicles (AV) are not expected to be involved in deliveries to/from the site.
- While the number of commercial vehicle trips generated by the Private Hospital will be variable, it is expected that the maximum daily commercial vehicle generation will be in the order of 20 vehicles per day (40 vehicle trips per day).
- All delivery vehicles accessing the hospital precinct and loading docks will enter via the Forest Road traffic signals. The ability of the heavy rigid vehicle to access the site and manoeuvre to/from the loading dock has been tested using the AutoTrack computer simulation software. This test found that the HRV can comfortably access the site and the loading docks incorporated in the proposed Private Hospital.
- Precinct 2: Health Facilities, Neighbourhood Shops and Motel Deliveries:
 - The proposed health facility is not served by a dedicated loading dock like the hospital in Precinct 1. Couriers making deliveries to this facility in vans will utilise the off-street parking area serving this component of the Precinct 2 development. Deliveries by larger commercial vehicles are not expected to occur for the health facility.
 - The neighbourhood shopping area contains 2 separate loading areas capable of accommodating Medium Rigid Vehicles. The loading docks are located at the eastern and western ends of the development and will provide convenient access to each shop.
 - The motel will also be served by a loading area capable of accommodating the Medium Rigid Vehicle. The motel is expected to generate commercial vehicles transporting predominantly food, liquor, linen and other provisions to the motel, and transporting waste from the motel.
 - The vehicles used in those activities are expected to comprise predominantly vans, with some deliveries using the SRV and the MRV.
 - While the number of commercial vehicle trips generated by the uses in Precinct 2 will be variable, it is expected that the maximum daily commercial vehicle generation will be in the order of 30 vehicles per day (60 vehicle trips per day).
 - The ability of medium rigid vehicles to access the site and manoeuvre to/from the loading areas serving each use in Precinct 2 has also been tested using the AutoTrack computer simulation software. This test found that the MRV can comfortably access the site and the loading areas.

- Precinct 3: Child Care Centre and Residential Unit Deliveries:
 - Deliveries to the childcare centre are expected to be only minor, comprising 3 to 4 vehicle trips per day in vans or SRV's.
 - Childcare centres typically avoid deliveries during peak child set-down/pick-up periods and utilise the empty car park outside of the am and pm peak periods.
- Precinct 3 and 4: Residential Unit Deliveries:
 - While the residential component of the proposed development will generate commercial vehicle activity associated with residents moving into and out of the precinct, and some service vehicle activity for residents living there, this commercial vehicle activity will not be frequent nor regular, or of a level that is likely to have any significant traffic implications.
 - Based on these assumptions, the overall development will generate in the order of 45 to 50 deliveries per day ranging from courier vans to Heavy Rigid Vehicles. This level of activity equates to no more than 10 deliveries to the site during the morning and evening peak periods. This commercial vehicle activity will not be of a level that is likely to have any significant traffic implications.

Traffic Assessment

The currently approved access arrangements that serve the site off Forest Road will be retained and comprise the following:

- A new 4-way signalised intersection on Forest Road that will connect the site to the main access driveway serving the Orange Base Hospital which is located on the eastern side of Forest Road. The new signals will include pedestrian crossings on each leg of the intersection to enhance pedestrian safety.
- Left turn exit only movements from a northern access driveway

To assess the adequacy of the approved access arrangements in the context of the proposed modification, the traffic assessment involved:

- Prediction of traffic generation by the development;
- Allowance for traffic growth along Forest Road;
- Modelling of each access point under projected future demand.

Terraffic concludes that the project will not generate unacceptable traffic impacts as summarised below:

- The main traffic implications of the proposed development concern the ability of traffic that it generates to access the site via the two access points off Forest Rd (i.e. the new traffic signals serving the site and the Base Hospital and the northern left out only access driveway).
- The ability of these intersections to accommodate the projected post-development traffic demand can be assessed using the SIDRA traffic model.
- The access points off Forest Rd were modelled under projected future (2024) traffic demand and include the current traffic generation characteristics of the Base Hospital on the eastern side of Forest Road.
- The results of that SIDRA analysis reveal that both intersections will operate satisfactorily under projected traffic demand in 2024.

3.4.2 Visual Amenity

It is submitted that the proposed modification will not generate adverse visual impacts due to the following:

- The buildings proposed by this modification maintain the characteristics of the currently approved project, particularly the 2 storey scale and the modern and contemporary architecture (that also compliments the public hospital which has been constructed since the original approvals).
- High quality materials and finishes are proposed.
- Compared to the current approval for Precinct 2, the proposed modification has the potential to improve the eventual streetscape. In this regard:
 - The current approval provides an elongated building form more or less parallel to Forest Road. The proposed modification avoids this by breaking the buildings into separate complexes and providing space and landscaping between them. Further, the proposed buildings are set at non-parallel angles to improve articulation.
 - The proposed modification removes the expansive car park that dominates the frontage of the site under the current approval and thus increases the opportunity for landscaping in this area.
- The proposed modification maintains a high level of landscaping.

- The hospital building height increases from 3 storeys to 4 storeys. The intention was to maintain views to the west to Mount Canobolas and the western hinterland of Orange. However, the revised layout of buildings in Precinct 2 opens up view corridors that are considered more effective than what would be achieved by limiting building height of the hospital alone.

3.4.3 European Heritage

Schedule 5 of Orange LEP 2011 identifies the Bloomfield Hospital campus (to the east of the subject land on the opposite side of Forest Road) as a heritage item of State significance. More specifically, the listing refers to *Bloomfield Hospital "Nymagee Lodge" (including landscape features, entry gateway, Elm avenue and grounds)*.

A review of the Bloomfield Hospital Conservation Management Plan (CMP) indicates that this project is located well beyond the primary heritage curtilage and thus presents even less of a potential impact upon the heritage values of the place.

In any event and consistent with the currently approved project, the proposed modification respects the heritage item. In this regard it maintains a generous setback from Forest Road to enable reasonable landscaping opportunities; and the building height remains at a 2 storey scale.

The Precinct 2 buildings do not maintain a 24 metre setback from Forest Road along the entire boundary. The setback ranges from 12 metres to 35 metres. The 24 metres setback was motivated by heritage considerations for the Bloomfield Hospital Campus. The variation is justified on the following grounds:

- The new public hospital which has been constructed in the Bloomfield Hospital campus is a modern and bulky building that now characterises the precinct. This building and its external support areas diminish the visual relationship between the heritage item and the subject land.
- Compared to the current approval for Precinct 2, the proposed modification has the potential to improve the eventual streetscape. The current approval provides for an elongated and largely unbroken building form more or less parallel to Forest Road. The proposed modification avoids this by breaking the buildings into separate complexes and providing space and landscaping between them. Further, the proposed buildings are set at non-parallel angles to improve articulation.
- The proposed modification removes the expansive car park that dominates the frontage of the site under the current approval and thus increases the opportunity for landscaping in this area.

3.4.4 Aboriginal Heritage

The potential impacts on Aboriginal heritage were considered in the environmental assessment for the currently approved project.

There are no aspects of the proposed modification that would generate additional impacts in this regard.

3.4.5 Flora and Fauna

The potential impacts on native flora and fauna were considered in the environmental assessment for the currently approved project.

There are no aspects of the proposed modification that would generate additional impacts in this regard.

3.4.6 Social and Economic Impacts

The social and economic impacts of the project were considered as positive in the environmental assessment for the Approved Concept, particularly as the co-location of the private hospital campus with the existing public hospital campus would present numerous benefits for patients, staff, administrators and carers to utilise the complementary medical, social and ancillary services of the two facilities.

The proposed modification to the Approved Project in Precinct 2 is expected to broaden the social and economic benefits due to the following:

- The increase in floor area for health services will encourage a broader range of medical and allied health professionals to locate at the site in close proximity to public and private hospitals. The benefits include:
 - Greater convenience and less discomfort for patients in being able to obtain treatment in a relatively contained medical precinct.
 - Greater convenience for health professionals to consult in their rooms and also undertake their hospital-based work.
 - Improves the current situation where there are limited sites and available land for private health consulting rooms and medical facilities to become established in close proximity to the existing public and proposed private hospitals.
 - A broader range of health services facilities and consulting rooms contributes to the notion of a “centre of excellence” as various medical treatment facilities and technologies accumulate in both the private and public sectors of the broader medical precinct.

- The neighbourhood shops complex is positioned centrally to the private hospital, health facilities and medi-motel with strong pedestrian links. The complex is also easily accessible to the planned residential precincts in the western half of the campus. The increase in retail floor area will:
 - Enable the creation of a neighbourhood scale shopping complex that will be of benefit not only to the private hospital but also serve the nearby public hospital, the aged care and retirement facility and the broader precinct.
 - Improve convenience for staff and the general public who would otherwise have to leave the precinct and travel to other areas to obtain the services and facilities that can be offered in the complex.
 - Contribute to the notion of a central focus and gathering space, much like the “village common” that was envisaged in the Approved Concept.

There appear to be no negative social or economic effects generated by the proposed modification. An increase in the offering of health care services could only be considered beneficial for the community.

CONCLUSION

The proposed modification of MP 08_0233 (Precinct 2) seeks to:

- Reconfigure the motel building whilst maintaining a similar number of accommodation rooms to that already approved.
- Relocate the medical suites and rehabilitation areas from the motel complex to a proposed separate health facilities building. This building will also provide additional space for pathology, medical imaging and other health related services.
- Increase the amount of retail space within an enlarged separate building.
- Delete the proposed internal bus zone due to the availability of a bus service at the nearby public hospital.

The effect of the proposed modification is summarised as follows:

- The number of motel rooms remains similar to that which has already been approved; notwithstanding the approved building itself has been redesigned.
- The medical suites and rehabilitation areas have been removed from the motel complex and located within the proposed separate health facilities building. This building will also provide additional space for medical suites, pathology, medical imaging and the like.
- The amount of retail space is proposed to be increased to improve services and amenities not only for the private hospital campus but also for the public hospital campus immediately opposite the site.

The proposed modification remains consistent with the intent of the original approval which sought to form a cohesive, harmonious and interrelated whole about a nucleus of health services. This fundamental intent has not been altered.

This environmental assessment demonstrates that the project as modified will not result in significant adverse impacts on the surrounding environment. In particular:

- The visual impacts are considered satisfactory.
- The proposed parking resources and potential traffic impacts are considered to be satisfactory based on the assessment undertaken by Terraffic Pty Ltd.
- It has the potential to generate positive social and economic benefits.

It is recommended that this Section 75W application be approved

Yours faithfully

Peter Basha Planning & Development



Per:

PETER BASHA

Annexure A

Architectural Drawings by TVS Architects



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| 3 | DA Issue | 18.03.14 | DH |
| 2 | Preliminary Issue | 27.02.14 | MB |
| Revision | Description | Date | Initials |

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Project
Orange Private Hospital Site

Client
James Richmark Pty Ltd

Drawing Title
Cover sheet

| | | |
|----------------------------|----------|--------------|
| Project Architect/Designer | Drawn By | Date Drawn |
| M Urquhart | MB | Feb 14 |
| Scale @ A3 | Checked | Date Checked |
| As indicated PJ | | - |
| Drawing No. | Revision | |
| 5420.3S.01.000 | 3 | |

Drawing List

| Sheet No. | Sheet Name | Rev | Date |
|-----------|---|-----|----------|
| 01.000 | Cover sheet | 3 | 18.03.14 |
| 01.001 | Location Plan | 2 | 18.03.14 |
| 01.101 | Site Master Concept Plan | 10 | 18.03.14 |
| 01.102 | Precinct 2 - Site Plan | 7 | 18.03.14 |
| 01.103 | Precinct 2 - Elevations & Sections | 3 | 18.03.14 |
| 02.101 | Health Facilities - Ground Floor | 4 | 18.03.14 |
| 02.102 | Health Facilities - Level 1 | 3 | 18.03.14 |
| 02.103 | Health Facilities - Elevations & Sections | 5 | 18.03.14 |
| 02.104 | Health Facilities - Perspectives | 1 | 18.03.14 |
| 02.201 | Neighbourhood Shops - Ground Floor | 5 | 18.03.14 |
| 02.202 | Neighbourhood Shops - Elevations | 4 | 18.03.14 |
| 02.203 | Neighbourhood Shops - Perspectives | 1 | 18.03.14 |
| 02.301 | Motel - Ground Floor | 4 | 18.03.14 |
| 02.302 | Motel - First Floor | 4 | 18.03.14 |
| 02.303 | Motel - Elevations | 3 | 18.03.14 |
| 02.304 | Motel - Elevations & Section | 3 | 18.03.14 |
| 02.305 | Motel - Perspectives | 1 | 18.03.14 |
| 06.001 | GFA - Ground Level | 5 | 18.03.14 |
| 06.002 | GFA - Level 1 | 4 | 18.03.14 |

Legend

- A Health Facilities & Shops
- B Neighbourhood Shops
- C Motel

Approx. 5 km from City Centre

Orange

Bowen

Warrendine

Glenroi

Summer Hill

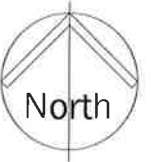
SITE

Bloomfield

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Drawing Title
Location Plan

| | | |
|----------------------------|----------|--------------|
| Project Architect/Designer | Drawn By | Date Drawn |
| M Urquhart | DH | Feb 14 |
| Scale @ A3 | Checked | Date Checked |
| 1 : 1500 | PJ | |
| Drawing No. | Revision | |
| 5420.3S.01.001 | 2 | |

Site Boundary

RESIDENTIAL 4
(Apartments)

RESIDENTIAL 1
(Apartments)

PRECINCT
4

RESIDENTIAL 3
(Apartments)

RESIDENTIAL 2
(Apartments)

LANDSCAPE

PRECINCT
3

APARTMENTS

HOSPITAL

PRECINCT
1

OUT-PATIENTS

ACCIDENT +
EMERGENCY

LANDSCAPE

HEALTH.
FACILITIES

CARPARKING

PRECINCT
2

NEIGHBOURHOOD
SHOPS

MOTEL

FOREST ROAD

Vehicle
Entry

Site Boundary

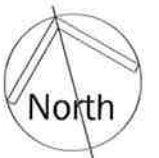
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| 13 | DA Issue | 16.04.14 | DH |
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| 12 | Coordination Issue | 11.04.14 | DH |
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Project
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Drawing Title
Site Master Concept Plan

Project Architect/Designer M Urquhart
Scale @ A3 1:1000
Drawing No. 5420.3S.01.101

Drawn By DH
Checked PJ
Revision 13

Date Drawn Aug 13
Date Checked
Revision

Site Plan

1:1000

1
02.103



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| 7 | DA Issue | 18.03.14 | DH |
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Project
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Drawing Title
Precinct 2 - Site Plan

Project Architect/Designer M Urquhart
Scale @ A3 1:500
Drawing No. 5420.3S.01.102

Drawn By DH
Checked PJ
Revision 8

Date Drawn Oct 13
Date Checked
Revision

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Scale (m)



1
101.004
Site Section
1:500



3
Site Elevation (East)
1:500

Note: This sheet has been re numbered from 5420.3S.01.003

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| 3 | DA Issue | 18.03.14 | DH |
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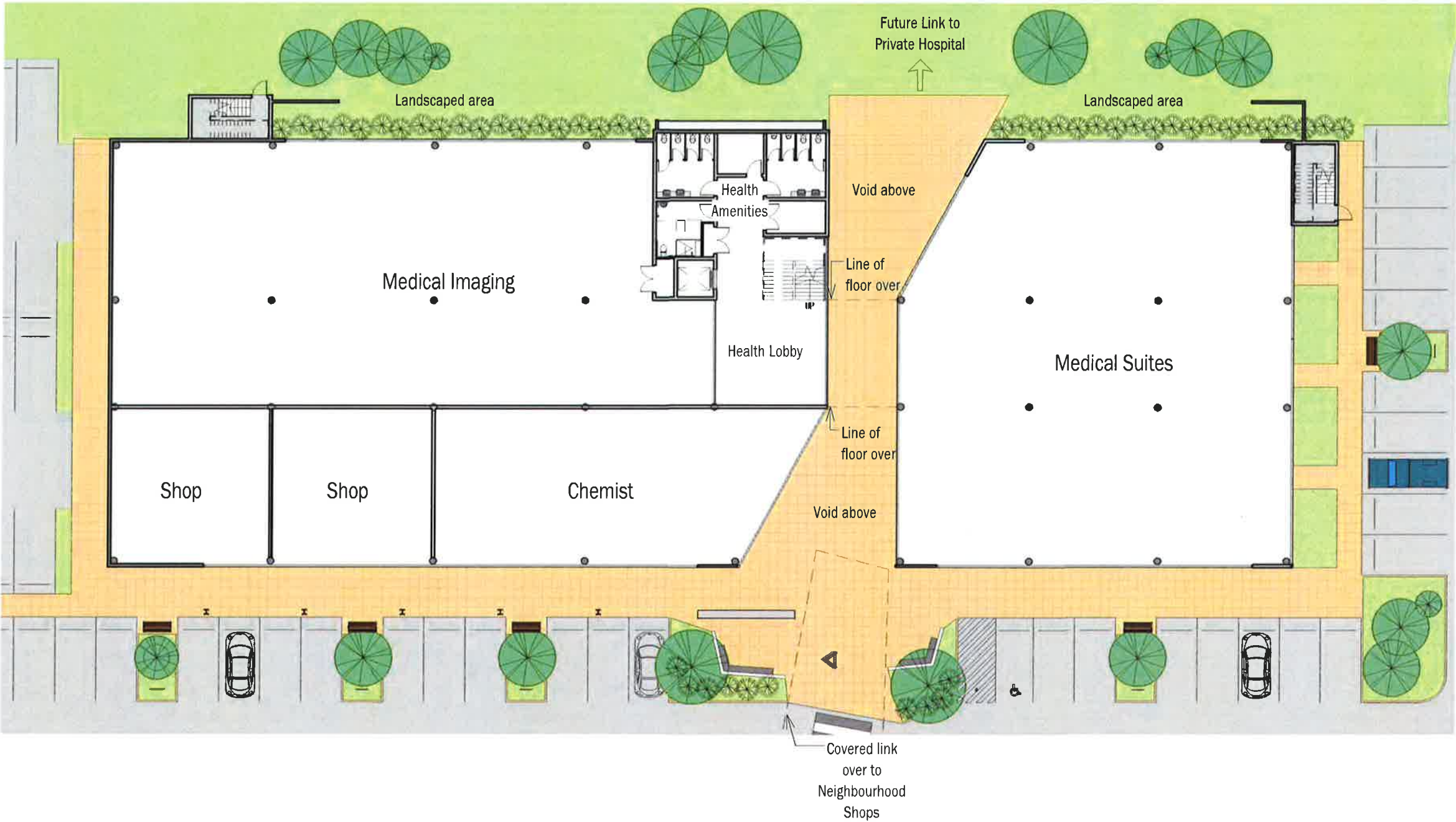
Drawing Title
Precinct 2 - Elevations & Sections

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| Project Architect/Designer | Drawn By | Date Drawn |
| M Urquhart | MB | Feb 14 |
| Scale @ A3 | Checked | Date Checked |
| 1:500 | PJ | - |
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Project
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Drawing Title
Health Facilities - Ground Floor

Project Architect/Designer M Urquhart
Scale @ A3 1:300
Drawing No. 5420.3S.02.101
Drawn By MB
Date Drawn Feb 14
Date Checked
Revision 4

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02.103

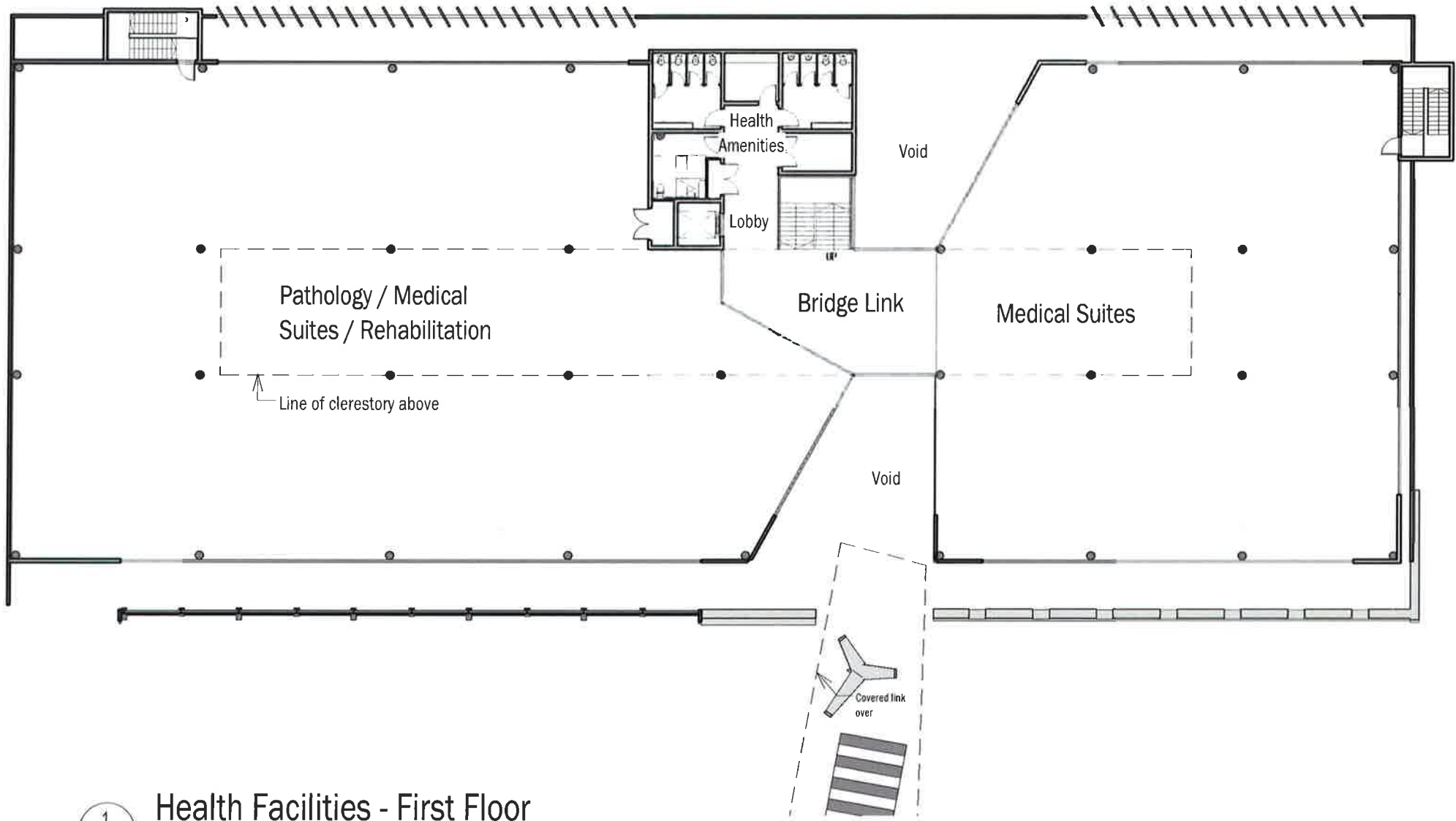
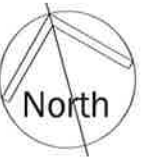
Health Facilities - Ground Floor

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Scale (m)



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Health Facilities - First Floor
1:300

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| Revision | Description | Date | Initials |

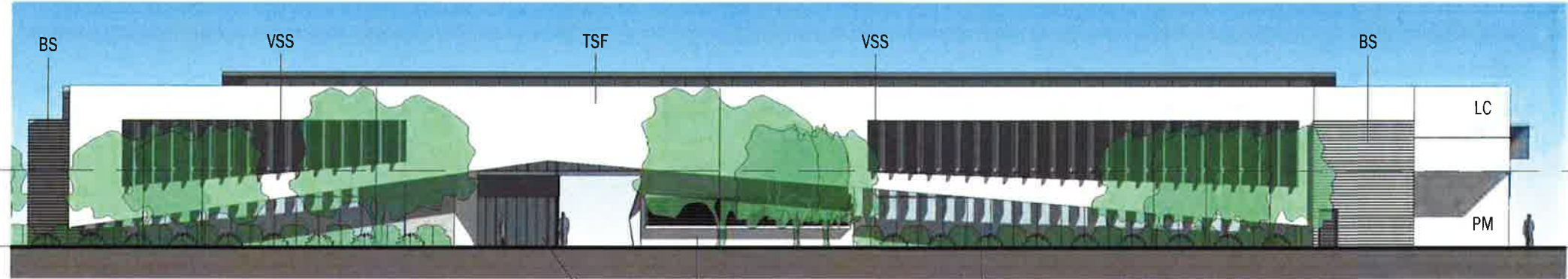
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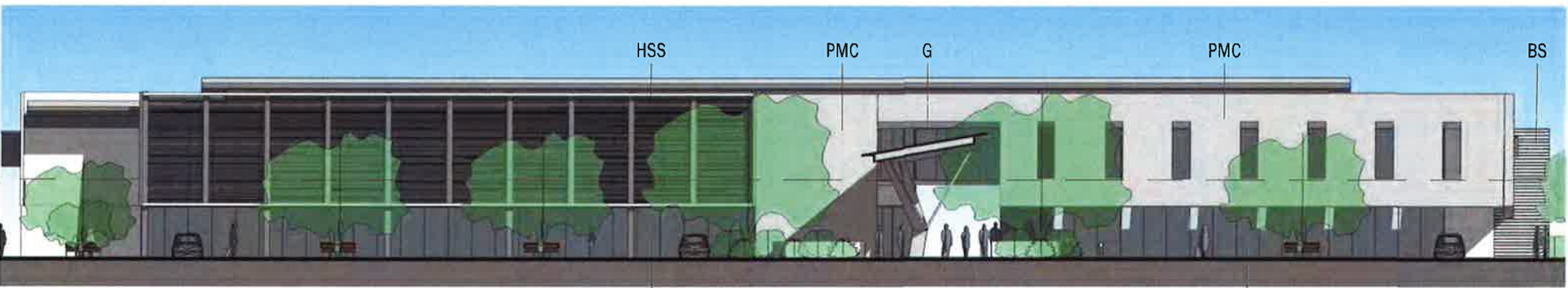
Client
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Drawing Title
Health Facilities - Level 1

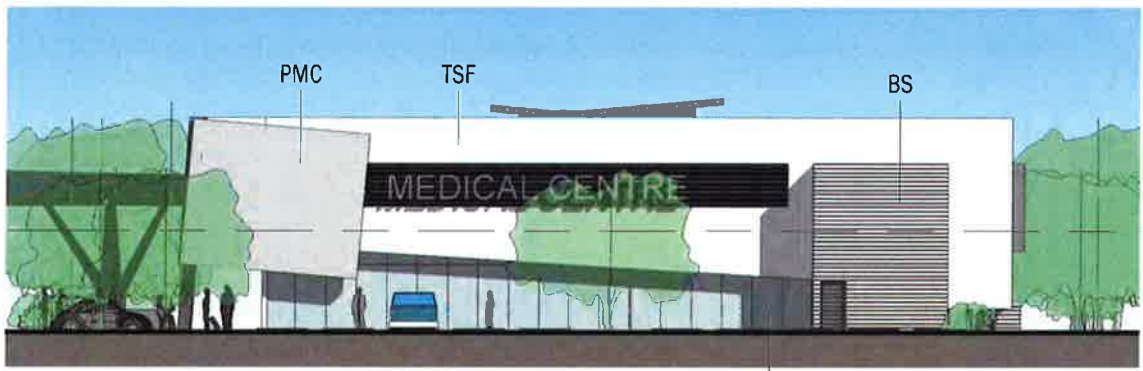
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| Project Architect/Designer | Drawn By | Date Drawn |
| M Urquhart | MB | Feb 14 |
| Scale @ A3 | Checked | Date Checked |
| 1:300 | PJ | - |
| Drawing No. | Revision | |
| 5420.3S.02.102 | 3 | |



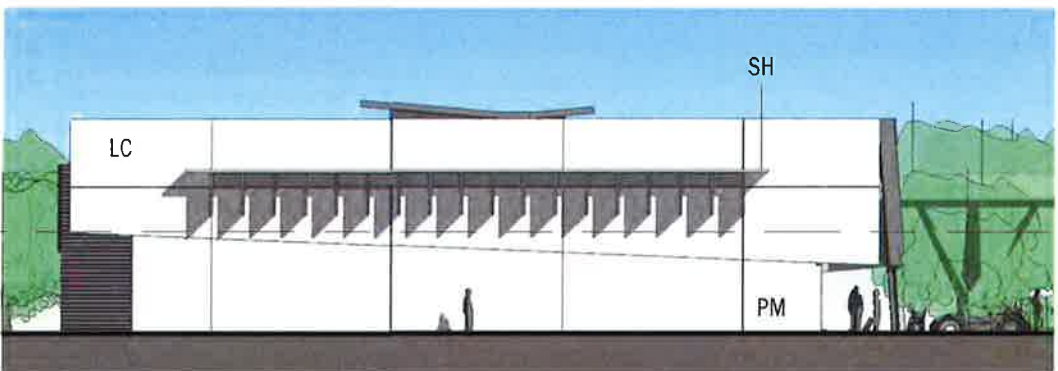
1 Health Facilities - North Elevation
1:300



2 Health Facilities - South Elevation
1:300



3 Health Facilities - East Elevation
1:300



4 Health Facilities - West Elevation
1:300



5 Health Facilities - Section
1:300

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17/03/2014 12:05:26 PM

0 6 12 18
Scale (m)

- Legend-**
- BS Batten Screen
 - G Glazing
 - HSS Horizontal Sun Screen
 - LC Lightweight Cladding
 - PM Painted Masonry
 - PMC Pre-coated Metal Cladding
 - SH Sun Hood
 - TC Textured Cladding
 - TSF Translucent Cladding
 - VSS Vertical Sun Screen

Note: This sheet has been re numbered from 5420.3S.04.101

| | | | |
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| 5 | DA Issue | 18.03.14 | DH |
| 4 | Preliminary Issue | 27.02.14 | MB |
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Project
Orange Private Hospital Site

Client
James Richmark Pty Ltd

Drawing Title
Health Facilities - Elevations & Sections

Project Architect/Designer
M Urquhart

Drawn By
MB

Date Drawn
Nov 13

Scale @ A3
1:300

Checked
PJ

Date Checked
-

Drawing No.
5420.3S.02.103

Revision
5



1 Health - Covered Walkway



2 Health - Shop Front (South Face)



3 Health - Perspective from South East



4 Health - Part Northern Perspective

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Client
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Drawing Title
Health Facilities -
Perspectives

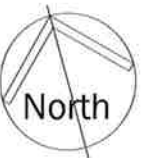
Project Architect/Designer M Urquhart
Scale @ A3
Checked PJ
Drawn By MB
Date Drawn Feb 14
Date Checked

Drawing No. 5420.3S.02.104
Revision 1

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Scale (m)



Link to Health Facilities

Driveway Access

Service Vehicle

Refuse

Hairdresser

Shop

Shop

Restaurant

Cafe

Female

Male

Courtyard

Line of covered link over

Line of awning over

Convenience

Shop

Fast Food

Newsagent

Refuse

Service Vehicle

Link to Motel

1
02.103

Neighbourhood Shops - Ground Floor

1 : 300

| | | | |
|----------|-------------------|----------|----------|
| 5 | DA Issue | 18.03.14 | DH |
| 4 | Preliminary Issue | 27.02.14 | MB |
| Revision | Description | Date | Initials |

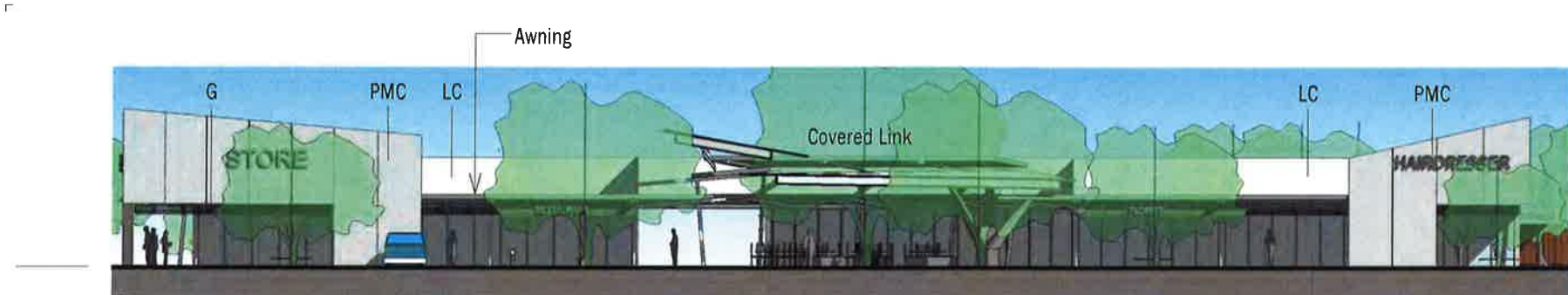
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Client
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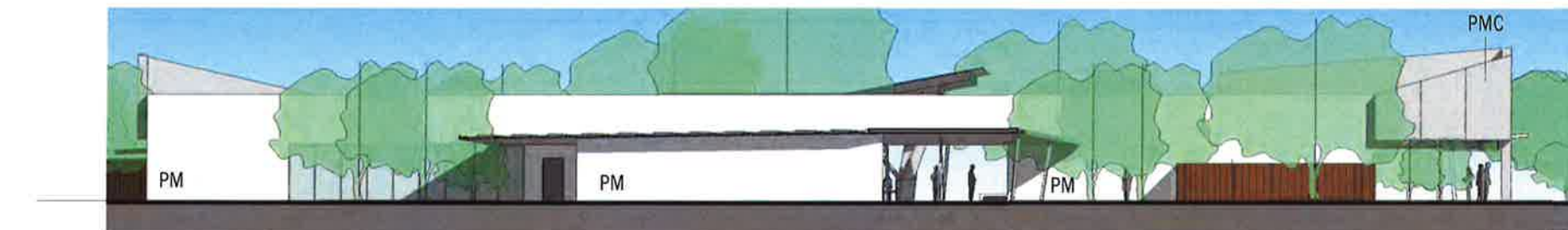
Drawing Title
Neighbourhood Shops -
Ground Floor

| | | |
|----------------------------|----------|--------------|
| Project Architect/Designer | Drawn By | Date Drawn |
| M Urquhart | DH | Nov 13 |
| Scale @ A3 | Checked | Date Checked |
| 1 : 300 | PJ | - |
| Drawing No. | Revision | |
| 5420.3S.02.201 | 5 | |



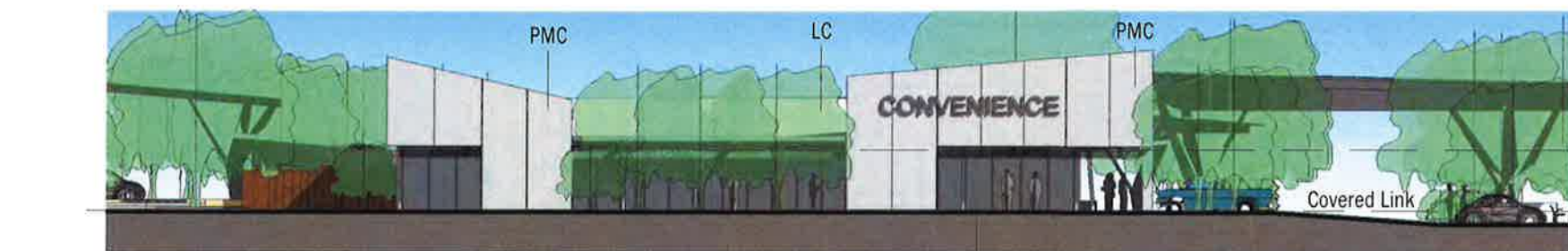
1 Neighbourhood Shops - North Elevation
1:300

Nbrhood Shops - Ground FFL
FFL912.000



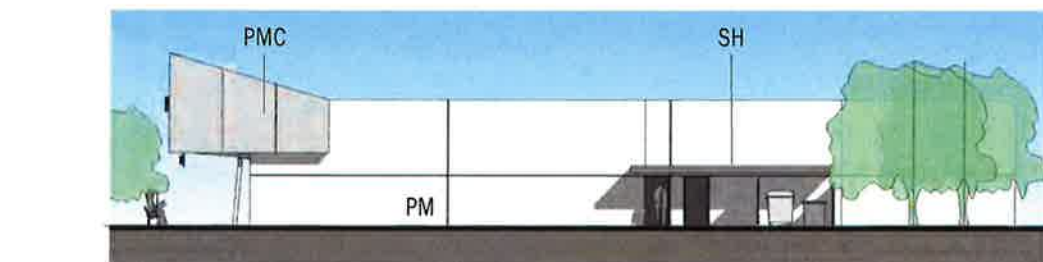
2 Neighbourhood Shops - South Elevation
1:300

Nbrhood Shops - Ground FFL
FFL912.000



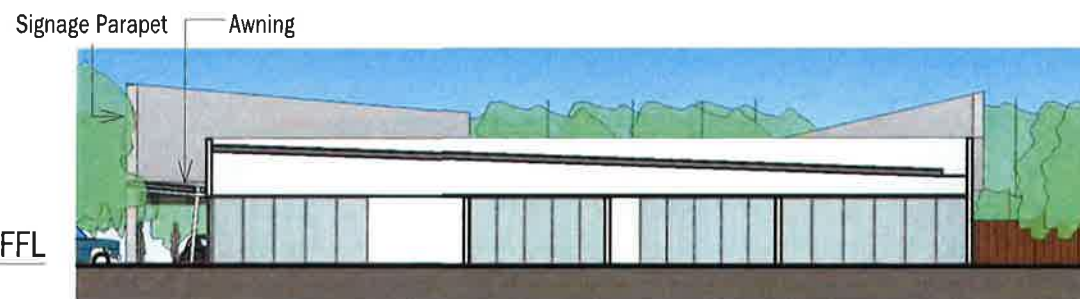
3 Neighbourhood Shops - East Elevation
1:300

Nbrhood Shops - Ceiling
FFL914.700
Nbrhood Shops - Ground FFL
FFL912.000



4 Neighbourhood Shops - West Elevation
1:300

Nbrhood Shops - Ground FFL
FFL912.000



5 Neighbourhood Shops - Section
1:300

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0 6 12 18
Scale (m)

-Legend-

- BS Batten Screen
- G Glazing
- HSS Horizontal Sun Screen
- LC Lightweight Cladding
- PM Painted Masonry
- PMC Pre-coated Metal Cladding
- SH Sun Hood
- TC Textured Cladding
- TSF Translucent Cladding
- VSS Vertical Sun Screen

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| 3 | Preliminary Issue | 27.02.14 | MB |
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Client
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Drawing Title
Neighbourhood Shops -
Elevations

Project Architect/Designer
M Urquhart
Scale @ A3
1:300
Drawing No.
5420.3S.02.202

Drawn By
DH
Checked
PJ
Revision
4

Date Drawn
Nov 13
Date Checked
Revision



1 Neighbourhood Shops - North East Corner Perspective

2 Retail - Entrance (North)



3 Neighbourhood Shops - North West Corner Perspective

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Project
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Client
James Richmark Pty Ltd

Drawing Title
Neighbourhood Shops -
Perspectives

Project Architect/Designer M Urquhart
Scale @ A3 Checked PJ
Drawn By DH
Date Drawn Feb 14
Date Checked

Drawing No. 5420.3S.02.203
Revision 1

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| 5 | DA Issue | 16.04.14 | DH |



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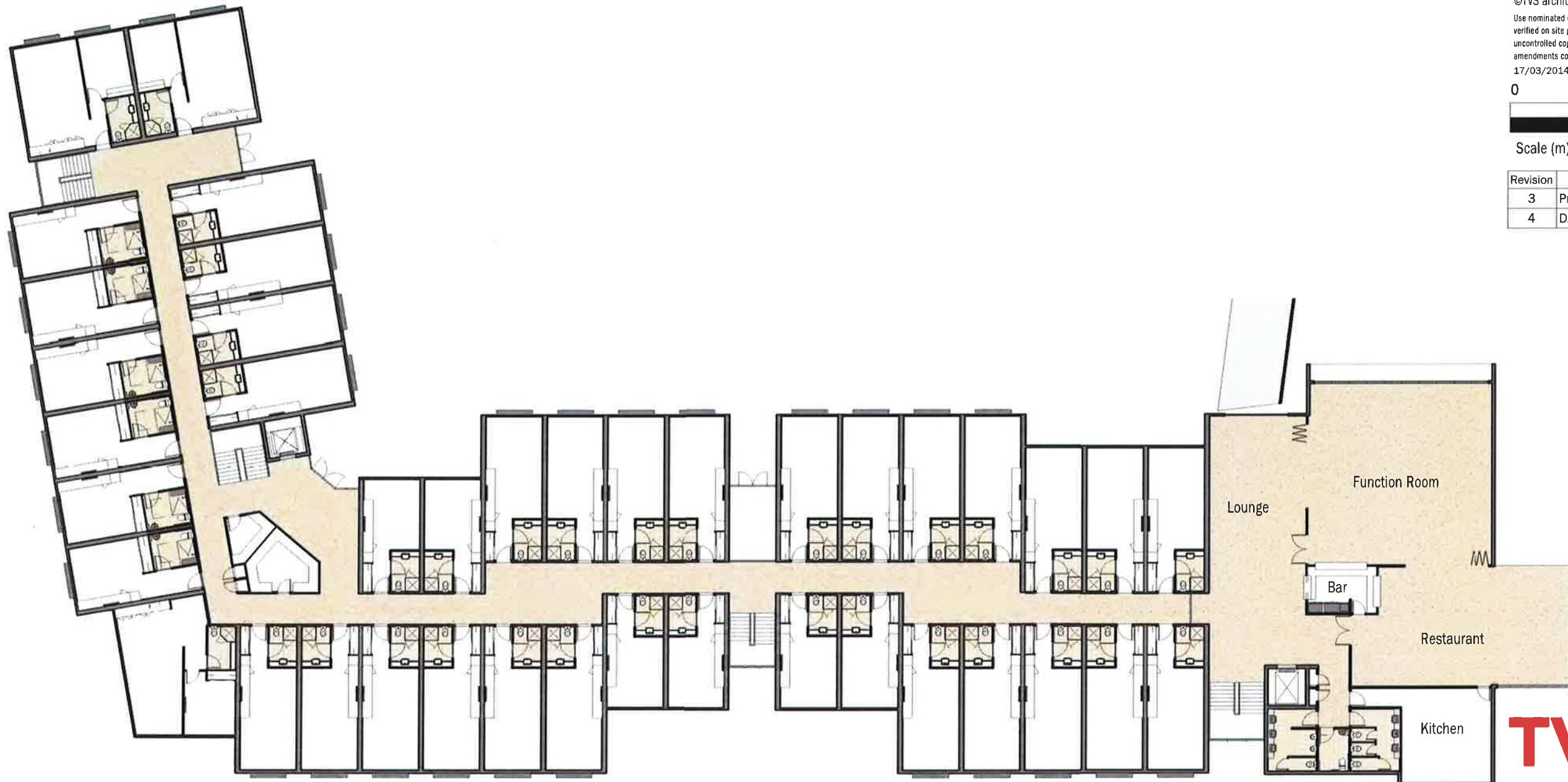
Project
Orange Private Hospital Site

1
02.103
Motel - Ground Floor Plan
1:300

Client
James Richmark Pty Ltd

Drawing Title
Motel - Ground Floor

| | | |
|----------------------------|--------------------------|--------------|
| Project Architect/Designer | Drawn By | Date Drawn |
| M Urquhart | DH | Oct 13 |
| Scale @ A3 | Checked for Construction | Date Checked |
| 1:300 | PJ | |
| Drawing No. | Revision | |
| 5420.3S.02.301 | 5 | |

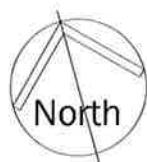


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Scale (m)

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| 3 | Preliminary Issue | 27.02.14 | MB |
| 4 | DA Issue | 18.03.14 | DH |



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Site Boundary

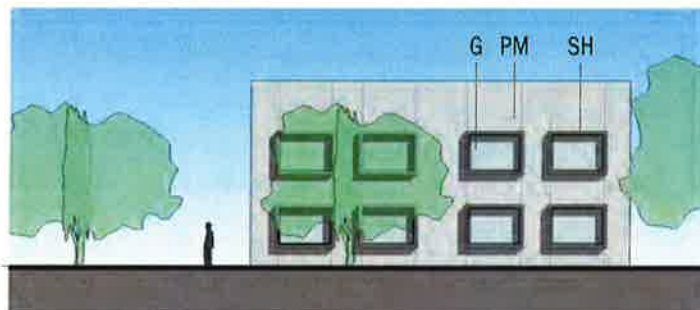
Project
 Orange Private Hospital Site

1
 02.202 Motel - First Floor Plan
 1 : 300

Client
 James Richmark Pty Ltd

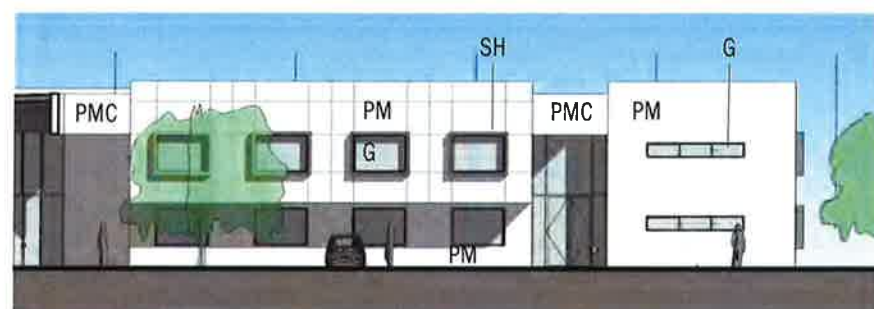
Drawing Title
 Motel - First Floor

Project Architect/Designer M Urquhart
 Drawn By DH
 Date Drawn Oct 13
 Scale @ A3 1 : 300
 Checked for Construction PJ
 Date Checked -
 Drawing No. 5420.3S.02.302
 Revision 4

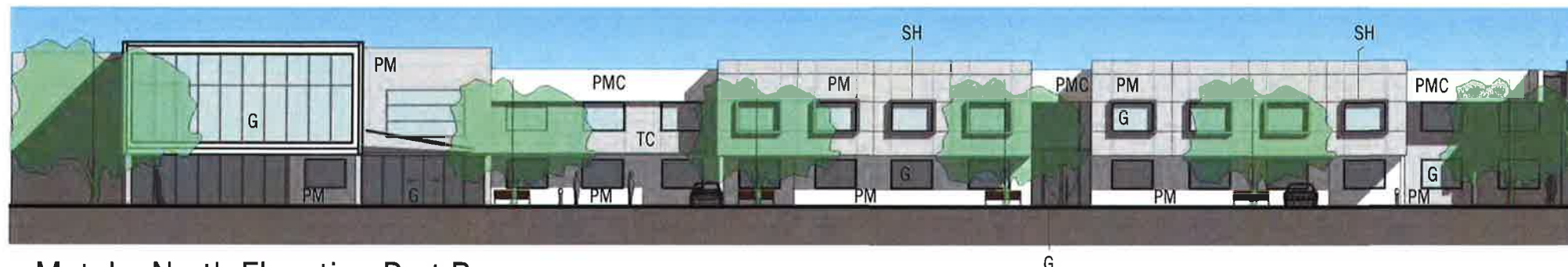


Motel - Ground FFL
FFL912.500

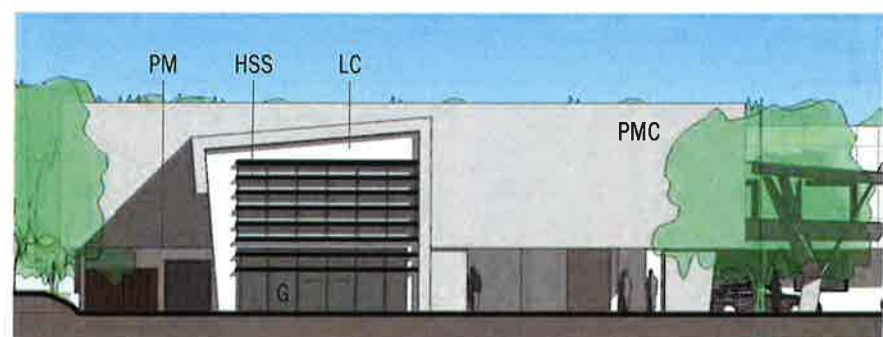
1
02.303
Motel - North Elevation - Part A
1:300



2
02.303
Motel - East Elevation Part A
1:300

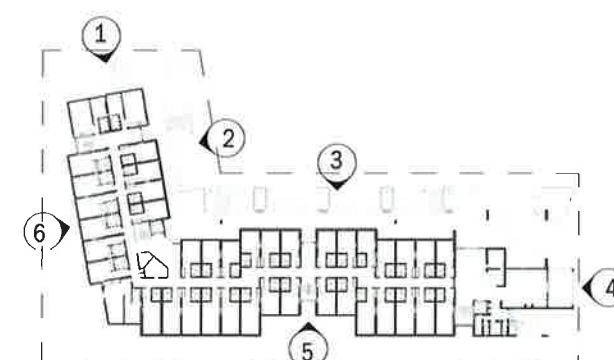


3
02.303
Motel - North Elevation Part B
1:300



Motel - Ground FFL
FFL912.500

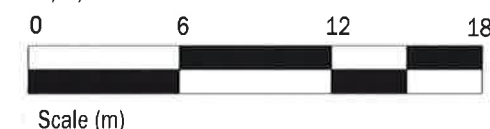
4
02.303
Motel - East Elevation - Part B
1:300



Key Plan
1:1500 @ A3

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-Legend-

| | |
|-----|---------------------------|
| BS | Batten Screen |
| G | Glazing |
| HSS | Horizontal Sun Screen |
| LC | Lightweight Cladding |
| PM | Painted Masonry |
| PMC | Pre-coated Metal Cladding |
| SH | Sun Hood |
| TC | Textured Cladding |
| TSF | Translucent Cladding |
| VSS | Vertical Sun Screen |

Note: This sheet has been re numbered from
5420.3S.04.301

| Revision | Description | Date | Initials |
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| 2 | Preliminary Issue | 27.02.14 | MB |

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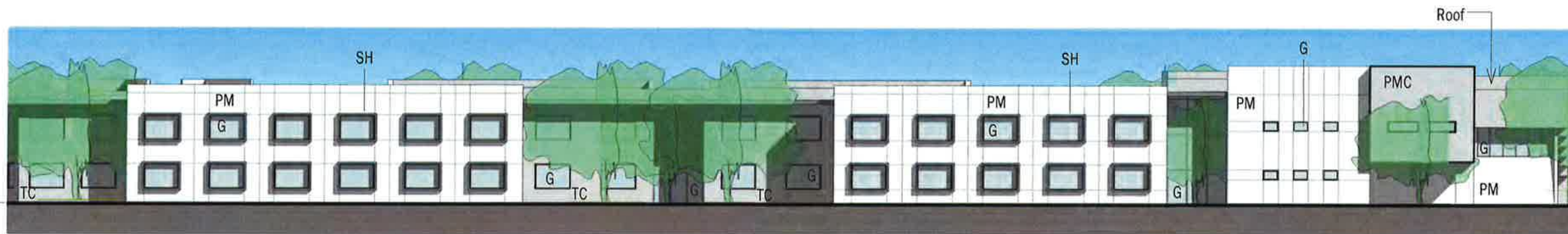
Project
Orange Private Hospital Site

Client
James Richmark Pty Ltd

Drawing Title
Motel - Elevations

Project Architect/Designer
M Urquhart
Scale @ A3
As indicated PJ
Drawing No.
5420.3S.02.303

Drawn By
DH
Checked
Date Checked
Feb 14
Revision
3



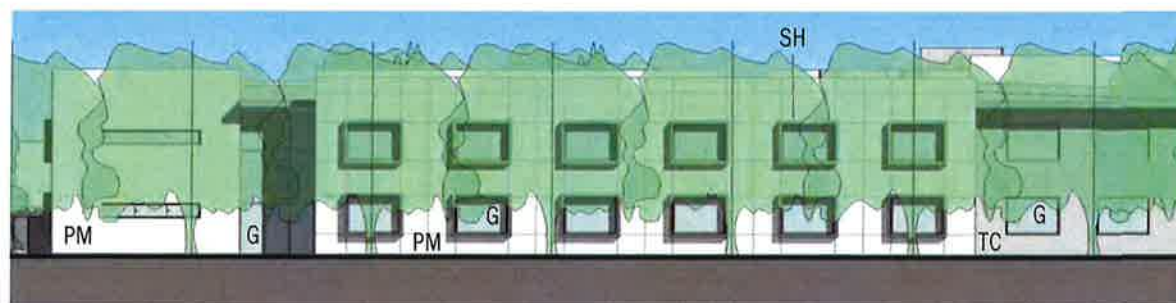
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0 6 12 18
Scale (m)

Motel - Ground FFL
FFL912.500

5
02.303 1:300
Motel - South Elevation



Motel - Ground FFL
FFL912.500

6
02.303 1:300
Motel - West Elevation



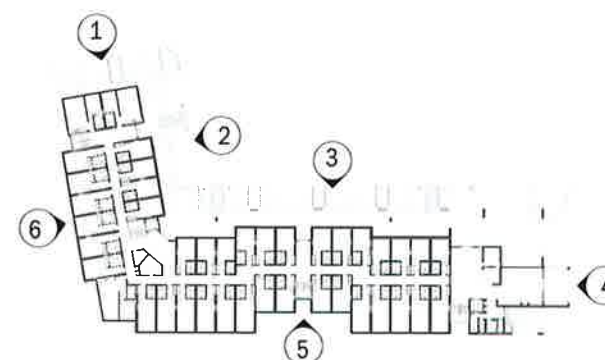
Motel - Ground FFL
FFL912.500

7
101.006 1:300
Motel - Section - Foyer



Motel - Ground FFL
FFL912.500

8
101.006 1:300
Motel - Section - Typical



Key Plan
1:1500 @ A3

-Legend-

| | |
|-----|---------------------------|
| BS | Batten Screen |
| G | Glazing |
| HSS | Horizontal Sun Screen |
| LC | Lightweight Cladding |
| PM | Painted Masonry |
| PMC | Pre-coated Metal Cladding |
| SH | Sun Hood |
| TC | Textured Cladding |
| TSF | Translucent Cladding |
| VSS | Vertical Sun Screen |

Note: This sheet has been re numbered from
5420.3S.04.302

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Client
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Drawing Title
Motel - Elevations & Section

Project Architect/Designer M Urquhart
Scale @ A3 Checked As indicated PJ
Drawing No. 5420.3S.02.304
Drawn By DH
Date Drawn Feb 14
Date Checked
Revision 3



1 Motel - North East Perspective



2 Motel - Entrance



3 Motel - Part North Perspective

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Project
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Client
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Drawing Title
Motel - Perspectives

Project Architect/Designer
M Urquhart
Scale @ A3
Checked
PJ

Drawn By
DH
Date Drawn
Feb 14
Date Checked
PJ

Drawing No.
5420.3S.02.305
Revision
1

| GFA Schedule | | |
|-----------------------|----------------------------|---------------------|
| Building Type | Tenancy | GFA |
| Health | | |
| 1 | Medical Suites | 656 m ² |
| 2 | Medical Imaging | 649 m ² |
| 3 | Shop | 106 m ² |
| 4 | Shop | 105 m ² |
| 5 | Chemist | 227 m ² |
| 6 | Medical Suites | 655 m ² |
| 7 | Pathology / Suites/ Rehab. | 1102 m ² |
| Ground - Common Area | | 165 m ² |
| Level 1 - Common Area | | 180 m ² |

3845 m²

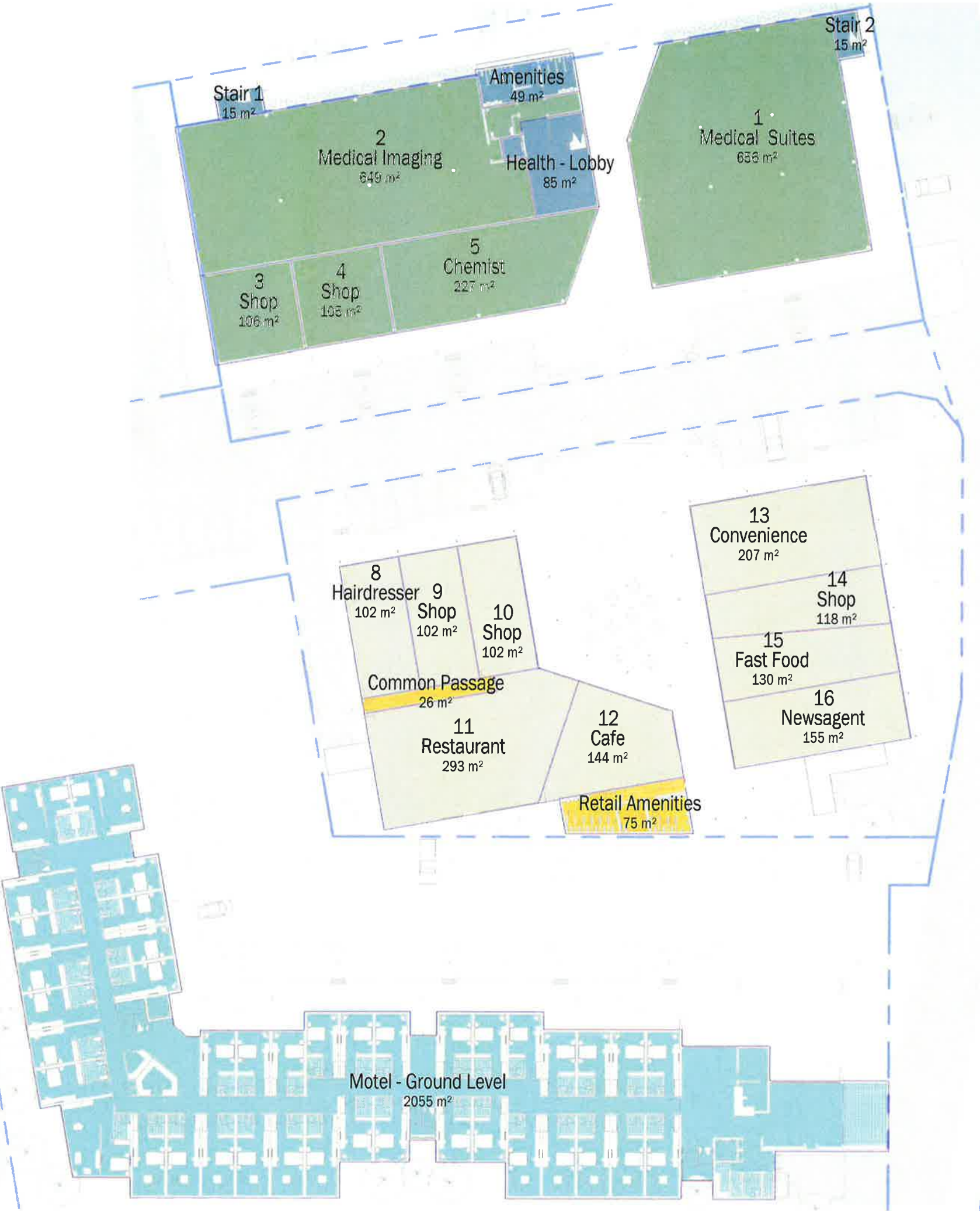
| | | |
|-------|----------------------|---------------------|
| Motel | | |
| | Motel - Ground Level | 2055 m ² |
| | Motel - Level 1 | 2385 m ² |

4440 m²

| | | |
|----------------------|-------------|--------------------|
| Retail | | |
| 8 | Hairdresser | 102 m ² |
| 9 | Shop | 102 m ² |
| 10 | Shop | 102 m ² |
| 11 | Restaurant | 293 m ² |
| 12 | Cafe | 144 m ² |
| 13 | Convenience | 207 m ² |
| 14 | Shop | 118 m ² |
| 15 | Fast Food | 130 m ² |
| 16 | Newsagent | 155 m ² |
| Ground - Common Area | | 100 m ² |

1453 m²

| Total Area Schedule | |
|---------------------|---------------------|
| Building Type | Area |
| Health | 3845 m ² |
| Motel | 4440 m ² |
| Retail | 1453 m ² |
| Grand total | 9739 m ² |



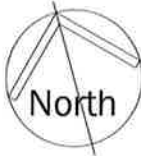
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0 10 20 30

Scale (m)



- Health
- Health - Common Area
- Motel
- Retail
- Retail - Common Area

| 5 | DA Issue | 18.03.14 | DH |
|----------|-------------------|----------|----------|
| 4 | Preliminary Issue | 14.01.13 | MB |
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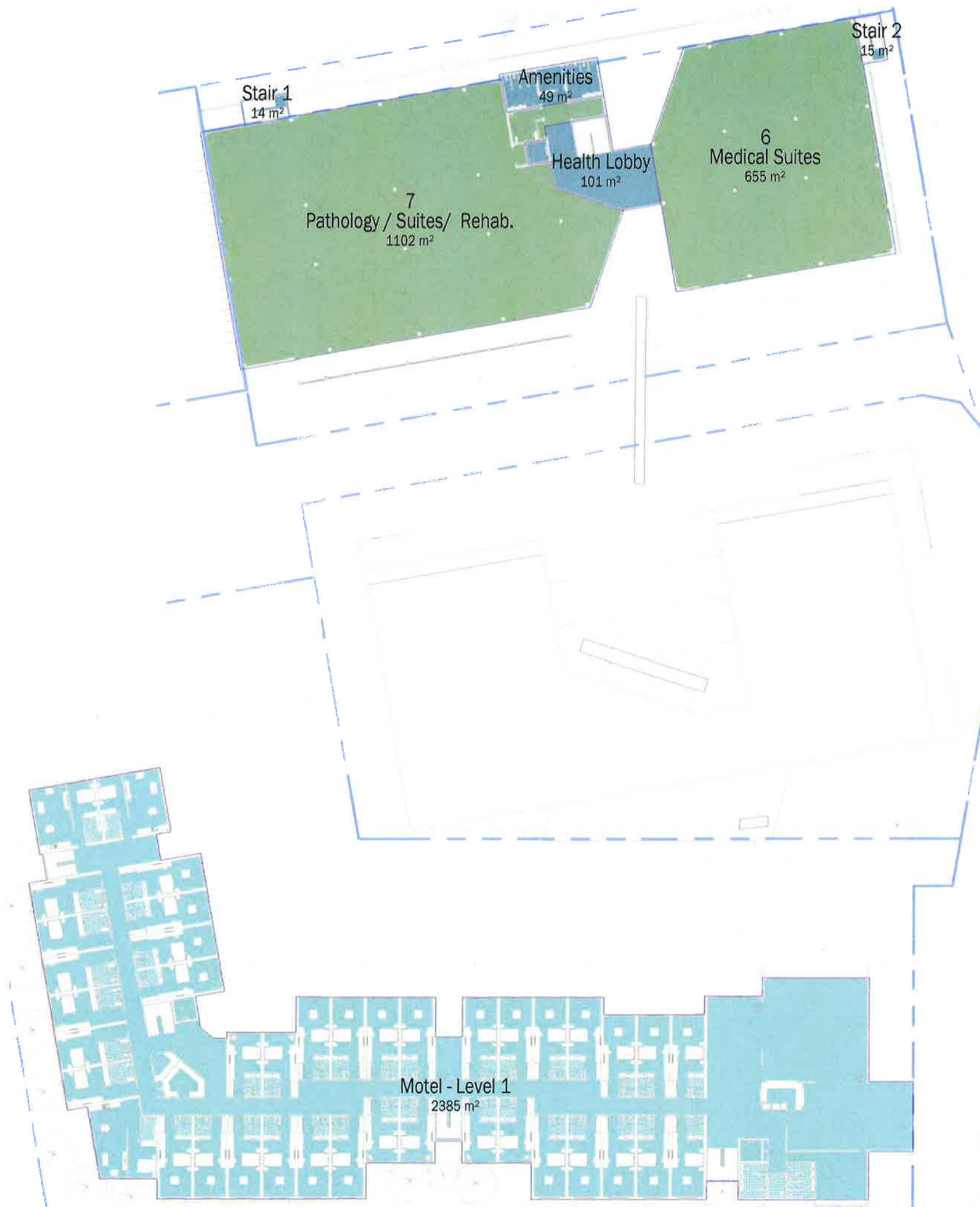
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Client
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Drawing Title
GFA - Ground Level

| | | |
|----------------------------|----------|--------------|
| Project Architect/Designer | Drawn By | Date Drawn |
| M Urquhart | DH | Dec 13 |
| Scale @ A3 | Checked | Date Checked |
| 1 : 500 | PJ | |
| Drawing No. | Revision | |
| 5420.3S.06.001 | 5 | |

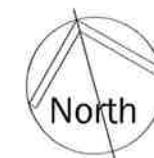


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Scale (m)



- Health
- Health - Common Area
- Motel
- Retail
- Retail - Common Area

| 4 | DA Issue | 18.03.14 | DH |
|----------|-------------------|----------|----------|
| 3 | Preliminary Issue | 14.01.13 | MB |
| Revision | Description | Date | Initials |

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Project
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Client
James Richmark Pty Ltd

Drawing Title
GFA - Level 1

Project Architect/Designer M Urquhart
Drawn By DH
Date Drawn Dec 13
Scale @ A3 1 : 500
Checked PJ
Date Checked
Drawing No. 5420.3S.06.002
Revision 4

Annexure B

Traffic and Parking Assessment by Terraffic Pty Ltd



**ORANGE PRIVATE HOSPITAL DEVELOPMENT
FOREST ROAD, ORANGE**

Traffic and Parking Assessment Report

22 April 2014

Ref: 14016

Prepared by

Terraflow Pty Ltd
Traffic and Parking Consultants

TABLE OF CONTENTS

| | |
|--------------------------------------|-----------|
| 1. INTRODUCTION | 1 |
| 2. PROPOSED DEVELOPMENT | 8 |
| 3. PARKING ASSESSMENT | 11 |
| 4. SERVICING ASSESSMENT | 17 |
| 5. TRAFFIC ASSESSMENT | 21 |

APPENDICES

| | |
|-------------------|---|
| APPENDIX A | PLANS OF PROPOSED DEVELOPMENT PREPARED BY TVS ARCHITECTS |
| APPENDIX B | TRAFFIC COUNT DATA |
| APPENDIX C | SIDRA MOVEMENT SUMMARY SHEETS FOR THE FOREST ROAD/BASE HOSPITAL/SUBJECT SITE ACCESS DRIVEWAY |
| APPENDIX D | SIDRA MOVEMENT SUMMARY SHEETS FOR THE FOREST ROAD NORTHERN SITE EXIT DRIVEWAY |

LIST OF ILLUSTRATIONS

| | |
|-----------------|--------------------------------------|
| FIGURE 1 | LOCATION |
| FIGURE 2 | SITE |
| FIGURE 3 | FUTURE TRAFFIC SIGNAL CONTROL |



1. INTRODUCTION

This report has been prepared to accompany a Section 75W Application to modify MP08_0232; MP08_0233; and MP07_0072 for the Orange Private Hospital development on the site known as No.3403, Lot 1, DP549856, Forest Road, Orange (Figures 1 and 2).

The site is located on the western side of Forest Road opposite the Orange Base Hospital. It has a frontage of approximately 260m to Forest Road and has an area of approximately 6 hectares. The site was formerly used as an outdoor drive-in cinema, but has been unused for approximately 11 years.

On the 23rd November 2008, the Minister for Planning approved Major Project No.07_0072 on the development site as follows:

Concept approval is granted only to carrying out the development solely within the concept plan area as described in the Environmental Assessment Report titled "Orange Private Hospital" prepared by JBA Urban Planning Consultants and dated February 2008 and the Preferred Project Report prepared by JBA Planning Consultants dated August 2008 (as amended). The concept plan includes 4 separate precincts:

- (1) Private hospital precinct*
- (2) Medi -Motel precinct*
- (3) Residential precinct*
- (4) Hostel precinct*

The development includes:

- a part two / part three-storey private hospital*
- an 80-room Medi-Motel and 9 consultation suites*
- short and medium-term accommodation for hospital staff and students*
- a future precinct for residential dwellings and or apartments*
- a future precinct for a lodge / hostel for patients and families of patients*
- future child-care facilities and cancer care facilities*
- a gymnasium*
- ancillary retail activities (florist, newsagent and cafe/restaurant)*



- internal roads and car parking, and
- landscaping
- a four way signalised intersection on Forest Road.

The “Site Master Concept Plan” prepared by TVS Architects for the proposed development is reproduced in the following pages. Table 1.1 shows a comparison between the approved and proposed developments. As can be seen, the development will retain the 4 precincts as per the approval and will comprise:

Precinct 1 – Hospital site











Precinct 2 – Neighbourhood shops, health facility and motel











Precinct 3 – 3 x residential flat buildings and a 100 space child care centre

Precinct 4 – 4 x residential flat buildings

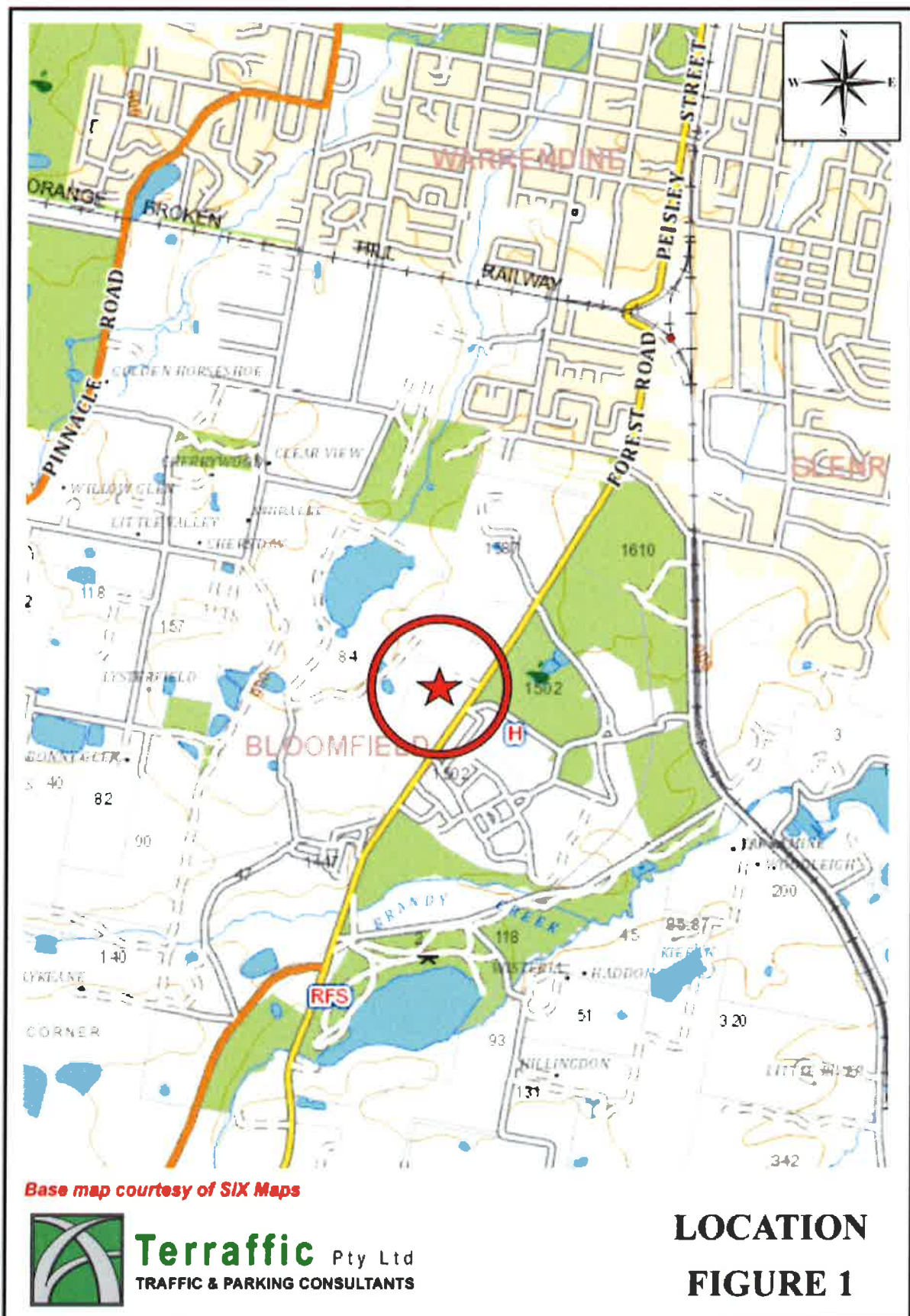
Plans of Precinct 1 and 2 are reproduced in Appendix A. Detailed plans of Precincts 3 and 4 have not been prepared for the DA Submission and are in concept only.

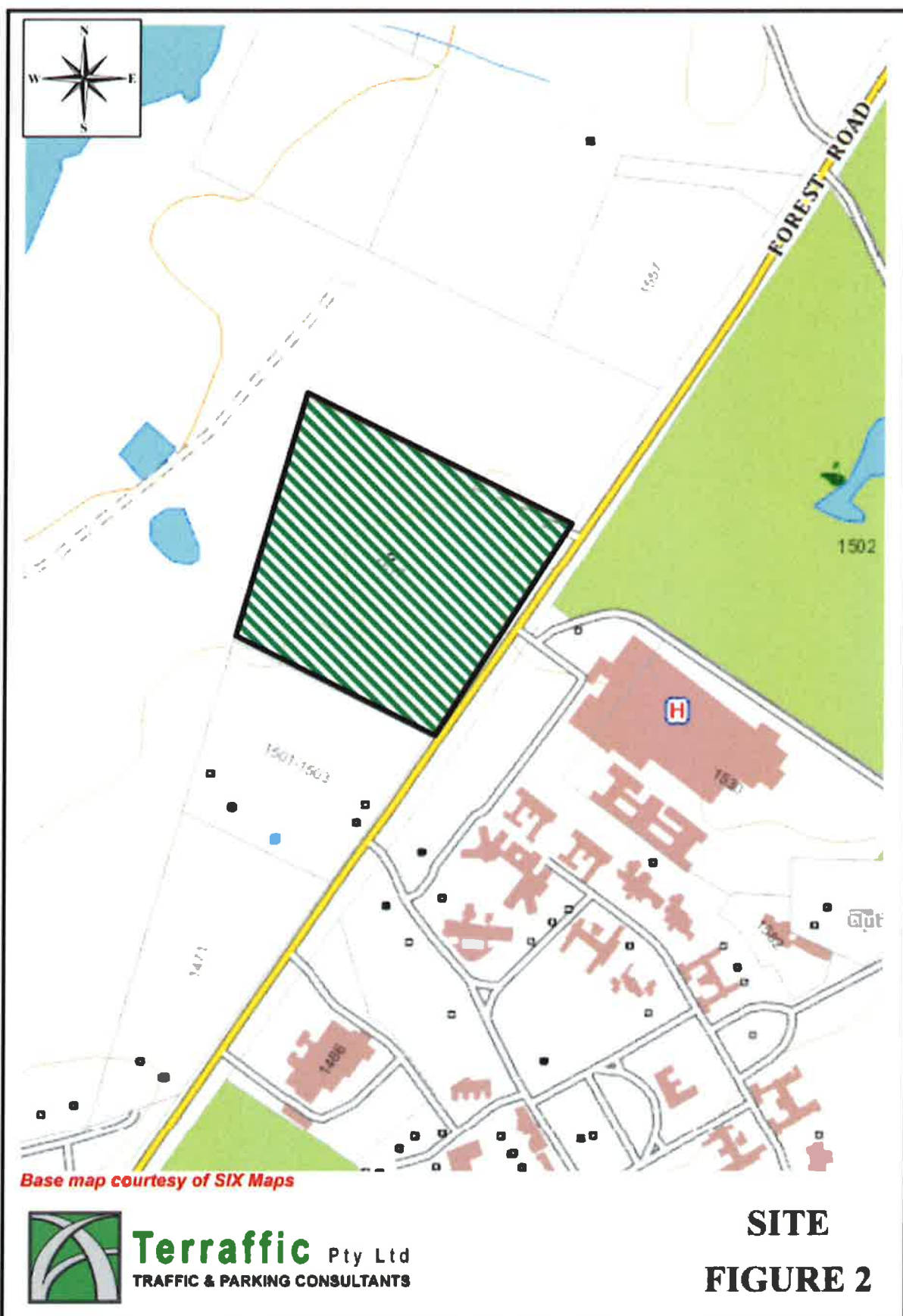
The development site is served by Route 537 which is operated by Orange Buslines. A copy of the Route 537 timetable is reproduced below. As can be seen, the buses currently operate on a daily basis between Orange City Centre and the main entrance to the Orange Hospital.

| ROUTE 537 | | ORANGE HOSPITAL (to HOSPITAL) | | | | | | | | | | | | | | | | | | |
|-----------|---------------------------------|--|-----------|--|-----------|--|-----------|--|--|-----------|-----------|--|-----------|-----------|-----------|---|--|---|--|--|
| | | Monday - Friday | | | | | | | | | | | | | | | Saturday | | | |
| Route | | 537 am  | 537 am | 537 am  | 537 am | 537 am  | 537 am | 537 pm  | 537 pm  | 537 pm | 537 pm | 537 pm  | 537 pm | 537 pm | 537 pm | 534* am  | 537 am  | 534* pm  | 537 pm  | |
| 1 | Orange Central/City Centre | 6.40 | 8.00 | 8.45 | 9.40+ | 10.10 | 11.20 | 12.25 | 1.05 | 1.40+ | 2.10 | 2.40 | 3.10 | 4.55 | 5.15 | 9.00 | 11.00 | 12.45 | 2.20 | |
| 5 | Orange Railway Station | 6.42 | 8.02 | 8.47 | 9.42 | 10.12 | 11.22 | 12.27 | 1.07 | 1.42 | 2.12 | 2.42 | - | 4.57 | 5.17 | - | 11.02 | - | 2.22 | |
| 42 | Forest Rd/Tynan St | 6.45 | 8.05 | 8.50 | 9.45 | 10.15 | 11.25 | 12.30 | 1.10 | 1.45 | 2.15 | 2.45 | - | 5.00 | 5.20 | 9.08 | 11.05 | 12.53 | 2.25 | |
| 71 | Jack Brabham Park - Forest Road | 6.46 | 8.06 | 8.51 | 9.46 | 10.16 | 11.26 | 12.31 | 1.11 | 1.46 | 2.16 | 2.46 | 3.35 | 5.01 | 5.21 | 9.09 | 11.06 | 12.54 | 2.26 | |
| 70 | Orange Hospital - Main Entrance | 6.48 | 8.08 | 8.53 | 9.48 | 10.18 | 11.28 | 12.33 | 1.13 | 1.48 | 2.18 | 2.48 | 3.40 | 5.03 | 5.23 | 9.10 | 11.08 | 12.55 | 2.28 | |

| ROUTE 537 | | ORANGE HOSPITAL (from HOSPITAL) | | | | | | | | | | | | | | | | | | | |
|-----------|----------------------------------|--|-----------|-----------|--|-----------|--|-----------|--|--|-----------|--|-----------|-----------|-----------|-----------|-----------|--|--|--|--|
| | | Monday - Friday | | | | | | | | | | | | | | | Saturday | | | | |
| Route | | 537 am  | 537 am | 537 am | 534 am  | 537 am | 537 am  | 537 am | 537 pm  | 537 pm  | 537 pm | 537 pm  | 537 pm | 537 pm | 537 pm | 537 pm | 530 pm | 534 am  | 537 am  | 534 pm  | 537 pm  |
| 70 | Orange Hospital - Main Entrance | 7.03 | 7.35 | 8.08 | 8.53 | 9.48 | 10.20 | 11.30 | 12.35 | 1.15 | 1.50 | 2.20 | 2.50 | 3.40 | 5.07 | 5.25 | 6.15 | 9.10 | 11.10 | 12.55 | 2.30 |
| 71 | Forest Rd/Sharp Rd | 7.05 | 7.36 | 8.10 | 8.55 | 9.50 | 10.22 | 11.32 | 12.37 | 1.17 | 1.52 | 2.22 | 2.52 | 3.41 | 5.09 | 5.27 | 6.17 | 9.11 | 11.12 | 12.57 | 2.32 |
| 42 | Forest Rd/Tynan St | 7.06 | 7.37 | - | 8.56 | 9.51 | 10.23 | 11.33 | 12.38 | 1.18 | 1.53 | 2.23 | 2.53 | 3.42 | 5.10 | 5.28 | 6.18 | 9.12 | 11.13 | 12.58 | 2.33 |
| 5 | Railway Station - opp Peisley St | 7.09 | 7.40 | - | - | 9.54 | 10.26 | 11.36 | 12.41 | 1.21 | 1.56 | 2.26 | 2.56 | 3.44 | 5.13 | 5.31 | 6.21 | - | 11.16 | - | 2.36 |
| 2 | Canobolas Hotel - Summer St | 7.11 | 7.42 | 8.16 | 9.08 | 9.56 | 10.28 | 11.38 | 12.43 | 1.23^ | 1.58 | 2.28 | 2.58 | 3.45 | 5.15 | 5.33 | 6.23 | 9.26 | 11.18 | 1.10 | 2.38 |

Orange Buslines timetable effective from 4th July 2013









| Precinct 1 | APPROVED DEVELOPMENT | PROPOSED DEVELOPMENT |
|-----------------------------|-------------------------------|--------------------------------|
| Inpatient Unit | 2,230m ² (60 beds) | 4,500m ² (104 beds) |
| Administration Unit | 325m ² | 325m ² |
| General Support | 680m ² | 680m ² |
| Operating Unit (4 theatres) | 1,715m ² | 1,715m ² |
| Accident and Emergency | n/a | 2,000m ² |
| Cancer Care Facility | 1,400m ² | 1,400m ² |
| Medical Imaging, pathology | 2,000m ² | 2,000m ² |
| Health Consulting Rooms | 1,750m ² | n/a |
| Pharmacy | 250m ² | n/a |

| Precinct 2 | APPROVED DEVELOPMENT | PROPOSED DEVELOPMENT |
|--------------------------------------|-------------------------------|--------------------------------|
| Health Consulting Rooms | 750m ² | 1,311m ² |
| Rehabilitation Centre (Physio/chiro) | 750m ² | 700m ² |
| Medical Imaging, pathology | n/a | 1,050m ² |
| Gym/Health and Fitness | 800m ² | n/a |
| Retail shops | 500m ² (4 shops) | 1,498m ² (11 shops) |
| Restaurant | n/a | 293m ² (150 seats) |
| Motel (Public Rooms) | 60 rooms | 70 rooms |
| Motel (Patient Suites) | 20 rooms | 12 rooms |
| Motel Restaurant | 150m ² (100 seats) | 130m ² (90 seats) |
| Motel Function Room | n/a | 140m ² |

| Precinct 3 | APPROVED DEVELOPMENT | PROPOSED DEVELOPMENT |
|----------------------------|-----------------------------|-----------------------------|
| Residential Flat Buildings | n/a | 59 x 2 bedroom units |
| Child Care Centre | 20 children | 100 children |
| Hostel | 100 x 1 bedroom units | n/a |

| Precinct 4 | APPROVED DEVELOPMENT | PROPOSED DEVELOPMENT |
|----------------------------|-----------------------------|-----------------------------|
| Residential Flat Buildings | 114 x 2 bedroom units | 157 x 2 bedroom units |

Table 1.1 – Comparison between approved and proposed developments



The purpose of this report is to assess the traffic and parking implications of the development proposal. To that end, this report:

- describes the site and provides details of the development proposal
- assesses the adequacy and suitability of the quantum of off-street carparking provided on the site
- assesses the adequacy and suitability of the loading facilities provided on the site
- reviews the geometric design features of the proposed carparking facilities for compliance with the relevant codes and standards
- reviews the road network in the vicinity of the site, and the traffic conditions on that road network
- estimates the traffic generation potential of the existing approved and proposed developments and assigns the additional traffic generation to the road network serving the site
- assesses the traffic implications of the development proposal in terms of road network capacity



2. PROPOSED DEVELOPMENT

As noted in the foregoing, the proposed development will retain the four approved precincts on the site and will comprise the following:

| | | | |
|--|---------------------------|------------------------|------------------------|
| Precinct 1 (Hospital Site) | GFA(m²) | Staffing Levels | Hours operation |
| Inpatient Unit (104 rooms) | 4500 | 30 | 24 hours |
| Administration Unit | 325 | 10 | 7am-6pm |
| General Support | 680 | 20 | 8am-6pm |
| Operating Unit (4 theatres) | 1715 | 20 | 7am-6pm |
| Accident and Emergency | 2000 | 10 | 8am-6pm |
| Cancer Care Facility | 1400 | 20 | 8am-6pm |
| Medical Imaging, Pathology | 2000 | 20 | 8am-6pm |
| Total Precinct 1 Hospital | 12620 | 130 | |
| Precinct 2 (Health Facilities, Neighbourhood Shops and Motel) | | | |
| <u>Health Facilities</u> | GFA(m²) | Staffing Levels | Hours operation |
| Health Consulting Rooms (8 Practitioners + 2 staff) | 1311 | 10 | 8am-6pm |
| Rehabilitation Centre (8 Practitioners + 2 staff) | 700 | 10 | 8am-6pm |
| Imaging and pathology (8 Practitioners + 10 staff) | 1050 | 18 | 8am-6pm |
| Total Precinct 2 Health Facility | 3061 | 38 | |
| <u>Shopping Centre</u> | GFA(m²) | Staffing Levels | Hours operation |
| 11 Retail Shops | 1498 | 20 | 8am-5pm |
| <u>Restaurant</u> | GFA(m²) | Staffing Levels | Hours operation |
| Restaurant (150 seats - dinner only) | 293 | 8 | 6pm - 11pm |
| <u>Motel</u> | GFA(m²) | Staffing Levels | Hours operation |
| 70 Motel Rooms for Public (1 resident manager and 2 staff) | n/a | 3 | 24 hours |
| 12 Motel Rooms for Patients | n/a | n/a | 24 hours |
| Motel Restaurant (90 seats generally guests only) | 130 | 4 | 6am-10am, 6pm-11pm |
| Function Room (night time use only) | 140 | 5 | 6pm - 11pm |
| Total Precinct 2 Motel | 270 | 12 | |
| Precinct 3 (Residential and Child Care Centre Site) | GFA(m²) | Staffing Levels | Hours operation |
| Approximately 59 x 2 bedroom apartments | n/a | n/a | n/a |
| 100 space Child Care Centre | n/a | 12 | 7am - 6pm |
| Total Precinct 3 | | 12 | |
| Precinct 4 (Residential Apartments) | GFA(m²) | Staffing Levels | Hours operation |
| Approximately 157 x 2 bedroom apartments | n/a | n/a | n/a |
| Total Precinct 4 | | | |

Table 2.1 – The Development Proposal



The proposed development will be served by a total of 617 off-street car parking spaces as follows:

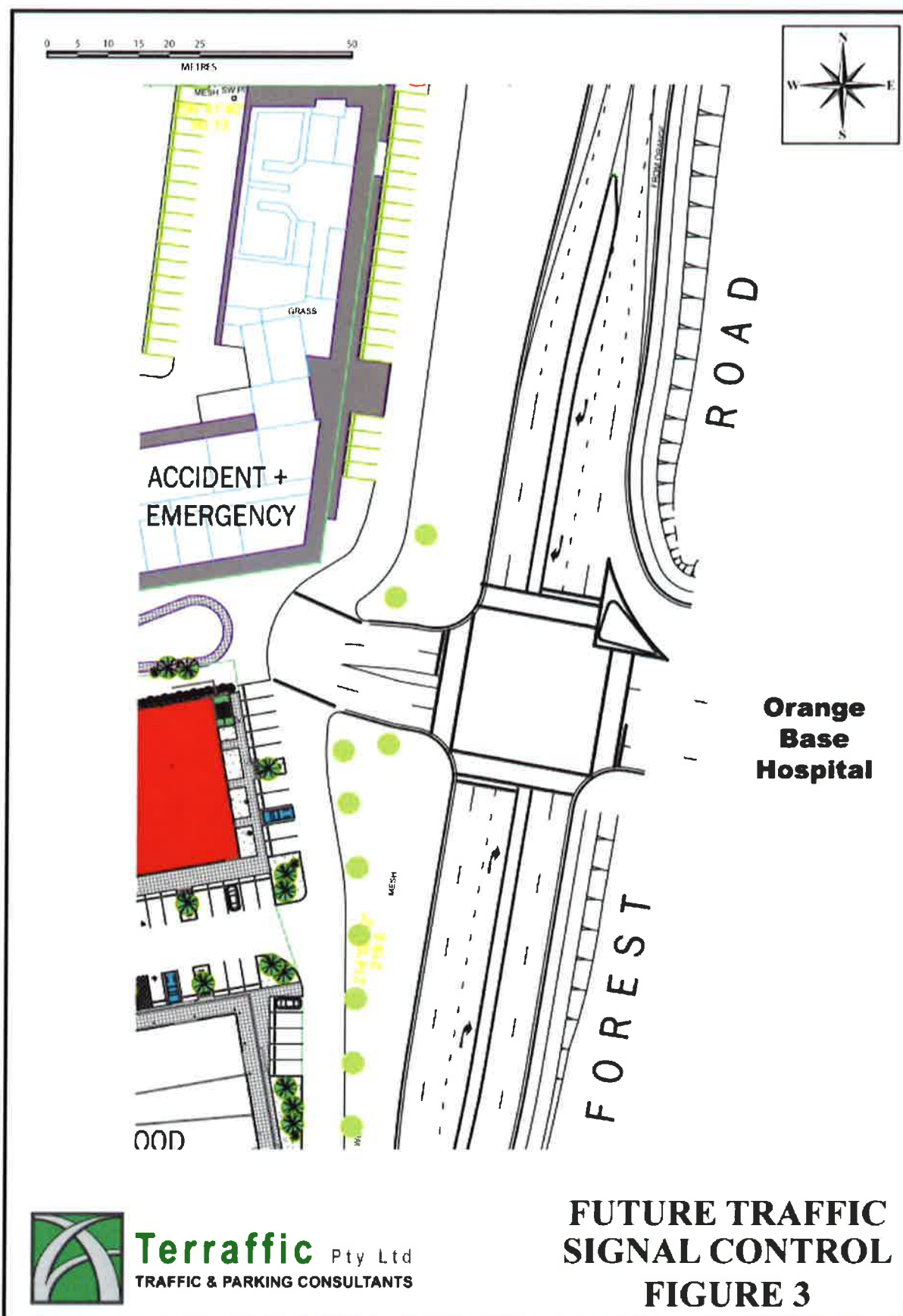
| | |
|--------------|---|
| Precinct 1 | 101 spaces (including 6 disabled spaces) serving the hospital |
| Precinct 2 | 116 spaces (including 7 disabled spaces) serving the health facilities and retail shops 72 spaces serving the motel comprising 70 guest and 2 staff parking spaces. This parking provision includes 5 disabled guest spaces |
| Precinct 3 | 83 spaces serving the 59 residential units 25 spaces serving the 100 place Child Care Centre |
| Precinct 4 | 220 spaces serving the 157 residential units |
| Total | 617 spaces |

In addition to these spaces, there are 41 parallel parking spaces on the internal road network serving the site. Once these roads are constructed to provide access to Precincts 3 and 4, these on-street parking spaces will be available as surplus parking for the overall development.

The approved access arrangements serving the site off Forest Road will be retained and comprise the following:

- A new 4-way signalised intersection that will connect the site to the main access driveway serving the Orange Base Hospital which is located on the eastern side of Forest Road. The new signals will include pedestrian crossings on each leg of the intersection to enhance pedestrian safety.
- Left turn **exit only** movements from a northern access driveway

A plan of the main site access and future traffic signal controls is reproduced on Figure 3.





3. PARKING ASSESSMENT

Car Parking Requirements

Orange Development Control Plan 2004 (30 June 2007) specifies the following parking requirements which are relevant to the proposed development:

| | |
|----------------------------|---|
| Hospital | 1 space for every 3 beds + 1 space each resident doctor and 1 space for every 2 visiting doctor + 1 space for every 2 employees. |
| Health Consulting Rooms | 2 spaces for every 1 practitioner with spaces being available for customer and staff use. |
| Motel | 1 space per unit + 1 space for each resident manager + 1 space for every 2 employees + 1 space for every 3 seats in a restaurant + 1 space per 10m ² of entertainment or function room areas |
| Restaurants | 1 space per 10m ² GFA or 1 space for every 3 seats, whichever is greater |
| Childcare Centre | 1 space for every 4 children in attendance |
| Residential Units | 1-bedroom unit - 1.0 space per unit 2-bedroom unit - 1.2 spaces per unit 3 (or more) bedroom unit - 1.5 spaces per unit Visitors - 0.2 spaces per unit |
| Shops and Shopping Centres | 6.1 spaces per 100m ² GLFA |

Dual and Complimentary Use of Parking

The Council's parking requirements do not consider the *Dual and Complimentary* use of parking that will occur on the site.

Dual use of parking spaces occurs when patrons of one component of a development also patronise another. For example, a proportion of staff and visitors to the proposed hospital and medical facility can also be expected to patronise the retail shops in Precinct 2. Not only will this reduce the parking requirements for the proposed medical facility, it also has the potential to reduce the traffic generating potential of visitors to the site.



In addition, another form of *Dual use* parking is that a proportion of residents in the Precinct 3 and 4 residential flat buildings will be employees of the health facilities and retail shops on the site and possibly the Orange Base Hospital. These residents will be allocated an on-site parking space within the residential precinct and will not require an additional car space in either Precinct 1 or 2. These residents will ultimately reduce the overall parking demand and traffic generation of the proposed development site.

Complementary use of parking spaces occurs when the peak parking demand of one component of a development does not coincide with the peak parking demand of another. In this case, the peak parking demand of the restaurant or the function centre in the motel is at night after 6pm, whereas the peak parking demand of the retail shops and health facilities in Precinct 2 is throughout the day.

Modifications to DCP Parking Requirements

When taking into account the dual and complimentary use of carparking, this assessment has slightly modified the following DCP parking requirements:

1. The parking requirement for the retail floorspace (6.1 spaces per 100m²) is excessive because it is unlikely that the general public will travel to the site to visit the café/florist/gift/newsagent stores. Furthermore, a high percentage of shoppers will already be on the site or will be generated by the Base Hospital on the eastern side of Forest Road (*dual use*). In these circumstances, the parking requirement for that retail floorspace will adopt the Council DCP rate of 4.1 spaces per 100m² which applies to shops in the CBD.
2. The parking requirement specified for the motel rooms (1 space per room) is excessive because 12 of the rooms will be medical suites occupied by persons who are bedridden. Accordingly, the requirement of 1 space per room has been applied to 70 standard rooms.
3. The parking requirement for the restaurant incorporated in Precinct 2 will only apply during the night when the restaurant will be operational. As noted in the foregoing,



this approach is applying the principle of *complementary use* of parking on the site. In addition, it is likely that some restaurant patrons will be staff/visitors to the hospital or guests of the motel who are already in the area. This includes staff and visitors to the Base Hospital on the eastern side of Forest Road. To that end, the restaurant will also be also adopting the *dual use* principle.

4. The parking requirement for the restaurant incorporated in the motel is excessive because a substantial proportion of restaurant patronage, if not all of it, will be drawn from motel guests and patients. In addition there will be a proportion of staff and visitors of the proposed hospital in Precinct 1 and the existing Base Hospital opposite the site. In these circumstances, the parking requirement for the motel restaurant (1 space per 3 seats) has been reduced to 20% of the requirement and will apply during the night only. These additional restaurant patrons who are not already in the area will utilise the remaining Precinct 2 parking spaces allocated to the health facility and retail shops that will be closed at that time (*complementary use*)
5. As per the restaurants on the site, the motel function room is expected to only operate at nights when the health facilities and retail shops are closed on Precinct 2. To that end, the parking requirement of 1 space per 10m² for the motel function room will apply at night time only. Furthermore, it is expected that some of the function guests will also be motel guests who have already parked on the site (*dual use*).
6. As the hospital in Precinct 1 will be operational 24 hours a day, this assessment has assumed that the nighttime workforce parking demand will be 20% of the daytime peak. As the visitor peak is typically at nights, the parking demand for the visitor component of the parking requirement will apply during the evening (ie 35 spaces).

In addition, this assessment has assumed that the proposed health facilities in Precinct 2 will have a total of 24 practitioners on-site at any given time. As can be appreciated, this is a conservative approach as specialists (such as surgeons and physiotherapists) tend to operate between hospitals and their office and may only be on-site on a given day.



Parking Calculations

Those parking requirements, with appropriate modifications, are applied to each component of the proposed development in Table 3.1 indicating a total parking requirement of up to 616 spaces during the daytime comprising:

DAYTIME PARKING REQUIREMENT

| | | |
|--------------------------|-------------------------------|-------------------|
| Precinct 1 | Hospital | 100 spaces |
| Precinct 2 | Health Facility | 55 spaces |
| | Retail Shops | 61 spaces |
| | Motel | 72 spaces |
| | <i>(Precinct 2 Sub-total)</i> | <i>188 spaces</i> |
| Precinct 3 | Residential | 83 spaces |
| | Child Care Centre | 25 spaces |
| | <i>(Sub-total)</i> | <i>108 spaces</i> |
| Precinct 4 | Residential | 220 spaces |
| Total Requirement | | 616 spaces |

Application of the modified parking requirements to take into account *dual and complementary use* of parking indicates a total parking requirement in Table 3.2 of up to 495 spaces during the nighttime comprising:

NIGHTTIME PARKING REQUIREMENT

| | | |
|--------------------------|-------------------------------|-------------------|
| Precinct 1 | Hospital | 48 spaces |
| Precinct 2 | Restaurant | 50 spaces |
| | Motel | 72 spaces |
| | Motel restaurant | 8 spaces |
| | Motel function room | 14 spaces |
| | <i>(Precinct 2 Sub-total)</i> | <i>144 spaces</i> |
| Precinct 3 | Residential | 83 spaces |
| Precinct 4 | Residential | 220 spaces |
| Total Requirement | | 495 spaces |

As noted in the foregoing, the proposed development makes provision for a total of 617 parking spaces, satisfying the likely daytime and nighttime demand of the proposed uses.



In addition, the development contains 41 parallel parking spaces on the internal road network serving Precincts 3 and 4. Once these precincts have been developed, these 41 spaces will be available as surplus parking for the overall development.

In the circumstances, it can be concluded that the parking provision incorporated in the development proposal is adequate such that the proposed development has no unacceptable parking implications.



Development Site Daytime Parking Requirements

| Precinct 1 (Hospital Site) | GFA(m ²) | Staffing Levels | Parking Requirement | Req'd spaces | Staff parking | Visitor parking |
|---|----------------------|-----------------|--|--------------|-------------------------|-----------------|
| Inpatient Unit (104 rooms) | 4500 | 30 | 1 space per 3 beds | 50 | 0 | 35 |
| | | | + 1 space per 2 employees and visiting doctors | | 15 | 0 |
| Administration Unit | 325 | 10 | 1 space per 2 employees | 5 | 5 | 0 |
| General Support | 680 | 20 | 1 space per 2 employees | 10 | 10 | 0 |
| Operating Unit (4 theatres) | 1715 | 20 | 1 space per 2 employees and visiting doctors | 10 | 10 | 0 |
| Accident and Emergency | 2000 | 10 | 1 space per 2 employees and visiting doctors | 5 | 5 | 0 |
| Cancer Care Facility | 1400 | 20 | 1 space per 2 employees and visiting doctors | 10 | 10 | 0 |
| Medical Imaging, Pathology | 2000 | 20 | 1 space per 2 employees and visiting doctors | 10 | 10 | 0 |
| Total Precinct 1 | 12820 | 130 | | 100 | 65 | 35 |
| Precinct 2 (Health Facilities, Neighbourhood Shops and Motel) | GFA(m ²) | Staffing Levels | Parking Requirement | Req'd spaces | Staff parking | Visitor parking |
| Health Facilities | | | | | | |
| Health Consulting Rooms (8 Practitioners) | 1311 | 8 | 2 spaces per 1 practitioner with space for customers | 16 | 8 | 8 |
| Consulting Room support staff | | 2 | 1 space per 2 employees | 1 | 1 | 0 |
| Rehabilitation Centre (8 practitioners) | 700 | 8 | 2 spaces per 1 practitioner with space for customers | 16 | 8 | 8 |
| Rehabilitation Centre support staff | | 2 | 1 space per 2 employees | 1 | 1 | 0 |
| Imaging and pathology (8 Practitioners) | 1050 | 8 | 2 spaces per 1 practitioner with space for customers | 16 | 8 | 8 |
| Imaging and pathology support staff | | 10 | 1 space per 2 employees | 5 | 5 | 0 |
| Total Precinct 2 Health Facility | 3061 | 38 | | 55 | 31 | 24 |
| Shopping Centre | | | | | | |
| 11 Retail Shops | 1498 | 20 | 4.1 spaces per 100m ² | 61 | 10 | 51 |
| Restaurant | | | | | | |
| Restaurant (150 seats - dinner only) | 293 | 8 | not applicable | 0 | 0 | 0 |
| Motel | | | | | | |
| 70 Motel Rooms for Public | | | 1 space per unit | 70 | 0 | 70 |
| 12 Motel Rooms for Patients | | | not applicable | 0 | 0 | 0 |
| Motel staff (1 resident manager and 2 staff) | | 3 | 1 space per resident manager + 1 space per 2 employees | 2 | 2 | 0 |
| Motel Restaurant Patrons (90 seats) | 130 | | not applicable | 0 | 0 | 0 |
| Motel Restaurant Staff | | 4 | not applicable | 0 | 0 | 0 |
| Function Room | 140 | 5 | not applicable | 0 | 0 | 0 |
| Total Precinct 2 Motel | 270 | 12 | | 72 | 2 | 70 |
| Total Precinct 2 | | | | 188 | 43 | 145 |
| Precinct 3 (Residential and Child Care Centre Site) | GFA(m ²) | Staffing Levels | Parking Requirement | Req'd spaces | Resident /Staff parking | Visitor parking |
| Approximately 59 x 2 bedroom apartments | | | 1.2 spaces per dwelling + 1 space per 5 for visitors | 83 | 71 | 12 |
| 100 space Child Care Centre | | 12 | 1 space per 4 children (includes staff parking) | 25 | 6 | 19 |
| Total Precinct 3 | | 12 | | 108 | 77 | 31 |
| Precinct 4 (Residential Apartments) | GFA(m ²) | Staffing Levels | Parking Requirement | Req'd spaces | Resident parking | Visitor parking |
| Approximately 157 x 2 bedroom apartments | | | 1.2 spaces per dwelling + 1 space per 5 for visitors | 220 | 189 | 31 |
| Total Precinct 4 | | | | 220 | 189 | 31 |
| TOTAL DEVELOPMENT DAYTIME ONLY | | | | 616 | 374 | 242 |

Table 3.1 – Daytime Parking Requirements



Development Site Nighttime Parking Requirements

| Precinct 1 (Hospital Site) | GFA(m ²) | Staffing Levels | Parking Requirement | Req'd spaces | Staff parking | Visitor parking |
|---|----------------------|-----------------|--|--------------|-------------------------|-----------------|
| Inpatient Unit (104 rooms) | 4500 | 30 | 1 space per 3 beds | 38 | 0 | 35 |
| | | | 1 space per 2 employees and visiting doctors x 20% | | 3 | 0 |
| Administration Unit | 325 | 10 | 1 space per 2 employees x 20% | 1 | 1 | 0 |
| General Support | 680 | 20 | 1 space per 2 employees x 20% | 2 | 2 | 0 |
| Operating Unit (4 theatres) | 1715 | 20 | 1 space per 2 employees and visiting doctors x 20% | 2 | 2 | 0 |
| Accident and Emergency | 2000 | 10 | 1 space per 2 employees and visiting doctors x 20% | 1 | 1 | 0 |
| Cancer Care Facility | 1400 | 20 | 1 space per 2 employees and visiting doctors x 20% | 2 | 2 | 0 |
| Medical Imaging, Pathology | 2000 | 20 | 1 space per 2 employees and visiting doctors x 20% | 2 | 2 | 0 |
| Total Precinct 1 | 12620 | 130 | | 48 | 13 | 35 |
| Precinct 2 (Health Facilities, Neighbourhood Shops and Motel) | GFA(m ²) | Staffing Levels | Parking Requirement | Req'd spaces | Staff parking | Visitor parking |
| <u>Health Facilities</u> | | | | | | |
| Health Consulting Rooms (5 Practitioners) | 1311 | 0 | not applicable | 0 | 0 | 0 |
| Consulting Room support staff | | 0 | not applicable | 0 | 0 | 0 |
| Rehabilitation Centre (8 practitioners) | 700 | 0 | not applicable | 0 | 0 | 0 |
| Rehabilitation Centre support staff | | 0 | not applicable | 0 | 0 | 0 |
| Imaging and pathology (8 Practitioners) | 1050 | 0 | not applicable | 0 | 0 | 0 |
| Imaging and pathology support staff | | 0 | not applicable | 0 | 0 | 0 |
| Total Precinct 2 Health Facility | 3061 | 0 | | 0 | 0 | 0 |
| <u>Shopping Centre</u> | | | | | | |
| 11 Retail Shops | 1498 | 0 | not applicable | 0 | 0 | 0 |
| <u>Restaurant</u> | | | | | | |
| Restaurant (150 seats - dinner only) | 293 | 8 | 1 space per 10m ² or 1 space per 3 seats | 50 | 4 | 46 |
| <u>Motel</u> | | | | | | |
| 70 Motel Rooms for Public | | | 1 space per unit | 70 | 0 | 70 |
| 12 Motel Rooms for Patients | | | not applicable | 0 | 0 | 0 |
| Motel staff (1 resident manager and 2 staff) | | 3 | 1 space per resident manager + 1 space per 2 employees | 2 | 2 | 0 |
| Motel Restaurant Patrons (90 seats) | 130 | | 1 space per 3 seats x 20% | 6 | 0 | 6 |
| Motel Restaurant Staff | | 4 | 1 space per 2 employees | 2 | 2 | 0 |
| Function Room | 140 | 5 | 1 space per 10m ² | 14 | 2 | 12 |
| Total Precinct 2 Motel | 270 | 12 | | 94 | 6 | 88 |
| Total Precinct 2 | | | | 144 | 10 | 134 |
| Precinct 3 (Residential and Child Care Centre Site) | GFA(m ²) | Staffing Levels | Parking Requirement | Req'd spaces | Resident /Staff parking | Visitor parking |
| Approximately 59 x 2 bedroom apartments | | | 1,2 spaces per dwelling + 1 space per 5 for visitors | 83 | 71 | 12 |
| 100 space Child Care Centre | | 0 | not applicable | 0 | 0 | 0 |
| Total Precinct 3 | | 12 | | 83 | 71 | 12 |
| Precinct 4 (Residential Apartments) | GFA(m ²) | Staffing Levels | Parking Requirement | Req'd spaces | Resident parking | Visitor parking |
| Approximately 157 x 2 bedroom apartments | | | 1,2 spaces per dwelling + 1 space per 5 for visitors | 220 | 189 | 31 |
| Total Precinct 4 | | | | 220 | 189 | 31 |
| TOTAL DEVELOPMENT DAYTIME ONLY | | | | 495 | 279 | 166 |

Table 3.2 – Nighttime Parking Requirements



4. SERVICING ASSESSMENT

The Australian Standards AS/NZS2890.1:2004 - "*Off-street car parking facilities*" and AS2890.2:2002 - "*Off-street commercial vehicle facilities*" identify the following categories of trucks and delivery vehicles:

| Standard | Vehicle class | Length | Width | Clearance height | Design turning radius |
|----------|----------------------------|--------|-------|------------------|-----------------------|
| AS2890.1 | B99 courier van | 5.2m | 1.94m | 2.2m | 6.3m |
| AS2890.2 | Small Rigid Vehicle (SRV) | 6.4m | 2.3m | 3.5m | 7.1m |
| AS2890.2 | Medium Rigid Vehicle (MRV) | 8.8m | 2.5m | 4.5m | 10.0m |
| AS2890.2 | Heavy Rigid Vehicle (HRV) | 12.5m | 2.5m | 4.5m | 12.5m |
| AS2890.2 | Articulated Vehicle (AV) | 19.0m | 2.5m | 4.5m | 12.5m |

Precinct 1: Private Hospital Deliveries

The proposed development will retain the 2 loading docks that were approved to serve the hospital development. The loading docks are required to accommodate the commercial vehicles transporting food, linen, medical supplies, office equipment and provisions to the hospital, and transporting waste from the hospital.

The vehicles used in those activities are expected to comprise predominantly vans and the SRV, with some deliveries via the MRV and the HRV. Articulated vehicles (AV) are not expected to be involved in deliveries to/from the site.

While the number of commercial vehicle trips generated by the Private Hospital will be variable, it is expected that the maximum daily commercial vehicle generation will be in the order of 20 vehicles per day (40 vehicle trips per day) as follows:



| Precinct 1 (Hospital Site) | GFA(m²) | Hours operation | Deliveries per day | Deliveries per week |
|-----------------------------------|---------------------------|------------------------|-----------------------------|-------------------------------|
| Inpatient Unit (104 rooms) | 4500 | 24 hours | 4 x vans/SRVs + 4 MRV/HRV's | 28 x vans/SRVs + 28 MRV/HRV's |
| Administration Unit | 325 | 7am-6pm | 1 courier van | 5 courier vans |
| Operating Unit (4 theatres) | 1715 | 7am-6pm | 4 courier vans | 28 courier vans |
| Accident and Emergency | 2000 | 8am-6pm | 4 courier vans/SRV's | 28 courier vans |
| Cancer Care Facility | 1400 | 8am-6pm | 1 courier van | 5 courier vans |
| Medical Imaging, Pathology | 2000 | 8am-6pm | 2 courier van | 10 courier vans |
| Total Precinct 1 Hospital | 11940 | | 20 deliveries | 132 deliveries |

All delivery vehicles accessing the hospital precinct and loading docks will enter via the Forest Road traffic signals. The ability of the heavy rigid vehicle to access the site and manoeuvre to/from the loading dock has been tested using the AutoTrack computer simulation software. This test found that the HRV can comfortably access the site and the loading docks incorporated in the proposed Private Hospital.

Precinct 2: Health Facilities, Neighbourhood Shops and Motel Deliveries

The proposed health facility is not served by a dedicated loading dock like the hospital in Precinct 1. Couriers making deliveries to this facility in vans will utilise the off-street parking area serving this component of the Precinct 2 development. Deliveries by larger commercial vehicles are not expected to occur for the health facility.

The neighbourhood shopping area contains 2 separate loading areas capable of accommodating Medium Rigid Vehicles. The loading docks are located at the eastern and western ends of the development and will provide convenient access to each shop.

The motel will also be served by a loading area capable of accommodating the Medium Rigid Vehicle. The motel is expected to generate commercial vehicles transporting predominantly food, liquor, linen and other provisions to the motel, and transporting waste from the motel. The vehicles used in those activities are expected to comprise predominantly vans, with some deliveries using the SRV and the MRV.



While the number of commercial vehicle trips generated by the uses in Precinct 2 will be variable, it is expected that the maximum daily commercial vehicle generation will be in the order of 30 vehicles per day (60 vehicle trips per day) as follows:

| Precinct 2 (Health Facilities, Neighbourhood Shops and Motel) | GFA(m²) | Hours operation | Deliveries per day | Deliveries per week |
|--|---------------------------|------------------------|---------------------------|----------------------------|
| <u>Health Facilities</u> | | | | |
| Health Consulting Rooms | 1311 | 8am-6pm | 1 courier van | 5 courier vans |
| Rehabilitation Centre | 700 | 8am-6pm | 1 courier van | 5 courier vans |
| Imaging and pathology | 1050 | 8am-6pm | 1 courier van | 5 courier vans |
| Total Precinct 2 Health Facility | 3061 | | 3 deliveries | 15 deliveries |
| | | | | |
| <u>Shopping Centre</u> | | | | |
| 11 Retail Shops | 1498 | 8am-5pm | 20 x courier vans/SRV's | 100 x courier vans/SRV's |
| | | | | |
| <u>Restaurant</u> | | | | |
| Restaurant | 293 | 6pm - 11pm | 2 courier vans/SRV's | 10 courier vans/SRV's |
| | | | | |
| <u>Motel</u> | | | | |
| Motel Rooms | na | 24 hours | 1 courier van/SRV | 5 courier vans/SRV's |
| Motel Restaurant | 100 | 6am-10am, 6pm-11pm | 2 courier van/SRV's | 10 courier vans/SRV's |
| Function Room | 140 | 6pm - 11pm | 1 courier van | 5 courier vans |
| Total Precinct 2 Motel | 240 | | 4 deliveries | 20 deliveries |

The ability of medium rigid vehicles to access the site and manoeuvre to/from the loading areas serving each use in Precinct 2 has also been tested using the AutoTrack computer simulation software. This test found that the MRV can comfortably access the site and the loading areas.

Precinct 3: Child Care Centre and Residential Unit Deliveries

Deliveries to the childcare centre are expected to be only minor, comprising 3 to 4 vehicle trips per day in vans or SRV's. Childcare centres typically avoid deliveries during peak child set-down/pick-up periods and utilise the empty carpark outside of the AM and PM peak periods.



Precinct 3 and 4: Residential Unit Deliveries

While the residential component of the proposed development will generate commercial vehicle activity associated with residents moving into and out of the precinct, and some service vehicle activity for residents living there, this commercial vehicle activity will not be frequent nor regular, or of a level that is likely to have any significant traffic implications.

Based on these assumptions, the overall development will generate in the order of 45 to 50 deliveries per day ranging from courier vans to Heavy Rigid Vehicles. This level of activity equates to no more than 10 deliveries to the site during the morning and evening peak periods. This commercial vehicle activity will not be of a level that is likely to have any significant traffic implications.

In the circumstances, the proposed medical facility will have no unacceptable servicing implications.

5. TRAFFIC ASSESSMENT

Existing Road Network

Forest Rd is classified by the RMS as a Regional Road performing a sub-arterial road function. The section of Forest Rd in the vicinity of the site is constructed to a two-lane rural road standard with a sealed carriageway approximately 6.5m wide between edge lines with a 500mm bitumen shoulder on each side.

As can be seen in the aerial photograph below, the main access driveway serving the Orange Base Hospital opposite the subject site is controlled by a sea-gull treatment. Traffic making a right turn into the site are within a protected lane and do not obstruct northbound traffic. Vehicles making a right turn from the Hospital turn into a protected merge lane.



Aerial photograph of existing Base Hospital access arrangements

Orange City Council has engaged GHD to prepare roadwork plans for the upgrade of Forest Road and in particular the provision of traffic signals at the intersection of Forest Road, the Base Hospital and the subject site. The plan of these proposed access arrangements was reproduced earlier in this report on Figure 3.



Existing Traffic Conditions

An indication of the existing traffic conditions on the road network in the vicinity of the site is provided by peak period traffic surveys undertaken at the intersection of Forest Road and Base Hospital main access driveway between 7.00-9.00am and 4.00-6.00pm on Friday 7th march 2014. The results of the traffic surveys are reproduced in full in Appendix B and reveal that:

- the morning peak period occurs between 7.45-8.45am. At that time, the traffic flow on Forest Road to the north of the access driveway was 792 vehicles per hour (vph), while to the south of the driveway there were only 474vph
- during the morning peak, the Base Hospital generates in the order of 352vph with 95% of that traffic approaching from the north and departing to the north
- the evening peak period occurs between 4.15-5.15pm. At that time, the traffic flow on Forest Road to the north of the access driveway was 845vph, while to the south of the driveway there were 542vph
- during the evening peak period, the Base Hospital generates in the order of 317vph with 95% of that traffic approaching from the north and 99% departing to the north

Traffic Generating Potential of Proposed Medical Facility

Section 3.11 of the RMS publication “*Guide to Traffic Generating Developments*” (October 2002) specifies the following traffic generating rates that can apply to the proposed development:

Private Hospitals

$$\text{AM Peak Period} = -10.21 + 0.47 B + 0.06 \text{ ASDS}$$

$$\text{PM Peak Period} = -2.84 + 0.25 B + 0.40 \text{ ASDS}$$

Where:



B - No of beds

ASDS - Average number of staff per weekday shift.

Specialty Shops

Evening Peak Periods 4.6vtph per 100m²

Restaurant

Evening peak hour vehicle trips 5vtph per 100m²

Motel

Evening peak hour vehicle trips 0.4 per unit

Child Care Centre

AM peak period 0.8 vtph per child

PM peak period 0.7 vtph per child

Residential Flat Buildings (up to 2 bedroom units)

Peak periods 0.4-0.5vtph per unit

As the Guidelines do not provide a traffic generation rate for the professional consulting rooms, the rehabilitation centre and the imaging and pathology services, this assessment will adopt a “*first principles*” approach to determine an appropriate traffic generation for these components of the Precinct 2 “Health Facilities”.

The “*first principles*” approach will be based on the following:

1. The number of spaces allocated to long-term (staff) parking
2. The number of spaces allocated to short-term (patient/visitor) parking
3. The number of consulting rooms or doctors/professionals
4. An appropriate patient turnover for each doctor/professional per hour
5. An appropriate car driver rate for visitors/patients

Traffic Generation of Precinct 2 Health Facilities

The parking requirements for the Precinct 2 Health Facilities calculated in Chapter 3 of this report comprise the following:



| | |
|--|---|
| Consulting Rooms (8 practitioners and 2 staff) | 9 staff spaces plus 8 visitor spaces |
| Rehabilitation Centre (8 practitioners and 2 staff) | 9 staff spaces plus 8 visitor spaces |
| Imaging/Pathology (8 practitioners and 10 staff) | 13 staff spaces plus 8 visitor spaces |
| Total Requirement (21 practitioners and 14 staff) | 31 staff spaces plus 24 visitor spaces |

While the centre is open between 8.00am and 6.00pm, it is unlikely that all practitioners will start at 8.00am and finish at 6.00pm. Furthermore, it is unlikely that all 24 specialists (such as surgeons and physiotherapists) will be on-site at any given time as they tend to operate between hospitals and their office. However, in order to prepare a robust assessment, it has been assumed that all practitioners and staff will arrive during the morning peak and depart during the evening peak. To that end, there will be 31 staff vehicles entering the site in the morning peak and 31 staff vehicles departing during the evening peak.

As can be appreciated, patients visiting a specialist are required to make an appointment which evenly distributes their traffic and parking generation throughout the day. In addition, a proportion of these visitors will utilise the local bus service that services the site. Notwithstanding this assessment will assume that:

- each practitioner will have a continual patient turnover of 1 visitor every 30 minutes, i.e. 2 patients per hour
- each visitor will drive to the site

As there are 24 practitioners, the visitor traffic generation will be as follows:

| | |
|---------|--|
| AM Peak | 48 inbound vehicle trips + 24 outbound vehicle trips |
| PM Peak | 24 inbound vehicle trips + 48 outbound vehicle trips |

To that end, the proposed health facilities will have the following peak period traffic generating characteristics:

| | |
|---------|---|
| AM Peak | 72 inbound + 24 outbound = 96 vehicle trips |
| PM Peak | 24 inbound + 72 outbound = 96 vehicle trips |



Traffic Generation of Remaining Components

Application of the abovementioned RMS traffic generating rates to the remaining components of the proposed development yields the following:

Precinct 1:**Private Hospital (with 104 beds and 130 staff per weekday shift)**

AM Peak Period $= -10.21 + (0.47 \times 104 \text{ beds}) + (0.06 \times 130 \text{ staff}) = 46\text{vtph}$

PM Peak Period $= -2.84 + (0.25 \times 104 \text{ beds}) + (0.40 \times 130 \text{ staff}) = 75\text{vtph}$

Precinct 2:**Specialty Shops**

AM Peak Period $1,498\text{m}^2 @ 4.6\text{vtph per } 100\text{m}^2 = 69\text{vtph}$

PM Peak Period $1,498\text{m}^2 @ 4.6\text{vtph per } 100\text{m}^2 = 69\text{vtph}$

Restaurant

AM Peak Period closed

PM Peak Period $293\text{m}^2 @ 5\text{vtph per } 100\text{m}^2 = 15\text{vtph}$

Motel (does not include patient rooms)

AM Peak Period = 70 motel rooms @ 0.4vtph per room = 28vtph

PM Peak Period = 70 motel rooms @ 0.4vtph per room = 28vtph

Motel Restaurant

AM Peak Period closed

PM Peak Period $130\text{m}^2 @ 5\text{vtph per } 100\text{m}^2 = 7\text{vtph}$

Precinct 3:**Child Care Centre**

AM Peak Period 100 children @ 0.8vtph per child = 80vtph

PM Peak Period 100 children @ 0.7vtph per child = 70vtph

Residential

AM Peak Period 59 units @ 0.4vtph per unit = 24vtph

PM Peak Period 59 units @ 0.4vtph per unit = 24vtph

**Precinct 4:****Residential**

AM Peak Period 157 units @ 0.4vtph per unit = 63vtph

PM Peak Period 157 units @ 0.4vtph per unit = 63vtph

Based on the RMS generic traffic generation rates and first principle assumptions, the proposed development will generate in the order of 406vtph during the morning peak and 457vtph during the evening peak as follows:

| AM PEAK PERIOD TRAFFIC GENERATION | | | |
|--|----------------|-----------------|--------------|
| Use | Inbound | Outbound | Total |
| Precinct 1 Hospital | 36 | 10 | 46 |
| Precinct 2 Health Facility | 72 | 24 | 96 |
| Precinct 2 Specialty Shops | 49 | 20 | 69 |
| Precinct 2 Restaurant | 0 | 0 | 0 |
| Precinct 2 Motel | 8 | 20 | 28 |
| Precinct 2 Motel Restaurant | 0 | 0 | 0 |
| Precinct 3 Child Care Centre | 45 | 35 | 80 |
| Precinct 3 Residential | 6 | 18 | 24 |
| Precinct 4 Residential | 13 | 50 | 63 |
| Total Development | 229 | 177 | 406 |



| PM PEAK PERIOD TRAFFIC GENERATION | | | |
|-----------------------------------|------------|------------|------------|
| Use | Inbound | Outbound | Total |
| Precinct 1 Hospital | 15 | 60 | 75 |
| Precinct 2 Health Facility | 24 | 72 | 96 |
| Precinct 2 Specialty Shops | 20 | 49 | 69 |
| Precinct 2 Restaurant | 12 | 3 | 15 |
| Precinct 2 Motel | 20 | 8 | 28 |
| Precinct 2 Motel Restaurant | 5 | 2 | 7 |
| Precinct 3 Child Care Centre | 35 | 45 | 80 |
| Precinct 3 Residential | 18 | 6 | 24 |
| Precinct 4 Residential | 50 | 13 | 63 |
| Total Development | 199 | 258 | 457 |

That traffic projected traffic generation potential has been assigned to the road network serving the site generally reflecting the origin/destination characteristics of the surveyed traffic generation of the existing Base Hospital as follows:

To/from North 95%

To/from South 5%



Traffic Growth of Forest Road

The Traffic and Parking Assessment Report prepared for the approved development by John Coady Consulting Pty Ltd (dated 1 July 2008) received the following information from Orange City Council with regard to traffic growth along Forest Road:

- The average daily traffic flows on Forest Rd in the vicinity of the proposed development site are in the order of 6,500 vehicle trips per day, and grew at an average annual rate of 3.9% in the period 1998 to 2005.
- The AM peak hour traffic flows are in the order of 520 vtpd and grew at an annual rate of 3.0% per annum between 1998 and 2005, while the PM peak traffic flows are in the order of 600 vtpd and grew at an annual rate of 3.7% between 1998 and 2007.

This report will continue to assume a 4% annual increase in traffic flow over next 10 years. The current traffic flows accessing the Orange Base Hospital will not be increased. To that end, the 2024 base flows on Forest Road travelling past the site will be as follows:

| Direction | 2014 Traffic Flow | 2024 Traffic Flow |
|----------------------|--------------------------|--------------------------|
| AM Northbound | 236 | 349 |
| AM Southbound | 238 | 352 |
| PM Northbound | 337 | 499 |
| PM Southbound | 205 | 303 |

Traffic Implications of Proposed Development

The main traffic implications of the proposed development concern the ability of traffic that it generates to access the site via the two access points off Forest Rd (ie the new traffic signals serving the site and the Base Hospital and the northern left out only access driveway).



The ability of these intersections to accommodate the projected post-development traffic demand can be assessed using the SIDRA traffic model, and criteria for interpreting the results of SIDRA analysis are set out on the schedule reproduced in the following pages.

The access points off Forest Rd were modelled under projected future (2024) traffic demand and include the current traffic generation characteristics of the Base Hospital on the eastern side of Forest Road.

The results of that SIDRA analysis are set out in Table 5.1 (Traffic Signals) and Table 5.2 (northern access driveway) revealing that both intersections operate satisfactorily under projected traffic demand in 2024.

The Sidra Movement Summary Sheets for the Forest Road/Base Hospital/Subject Site Main Access are reproduced in Appendix C, while the Movement Summary Sheets for the Forest Road Northern Exit Driveway are reproduced in Appendix D.

**TABLE 5.1 – RESULTS OF SIDRA ANALYSIS OF FOREST ROAD AND
BASE HOSPITAL / MAIN SITE ACCESS INTERSECTION**

| <u>2024 Conditions</u> | Level of Service | Degree of Saturation | Total Average Vehicle Delay (sec) |
|-------------------------------|-------------------------|-----------------------------|--|
| AM Peak | B | 0.631 | 15.5 |
| PM Peak | B | 0.701 | 15.3 |

**TABLE 5.2 – RESULTS OF SIDRA ANALYSIS OF FOREST ROAD AND
NORTHERN EXIT DRIVEWAY**

| <u>2024 Conditions</u> | Level of Service | Degree of Saturation | Total Average Vehicle Delay (sec) |
|-------------------------------|-------------------------|-----------------------------|--|
| AM Peak | A | 0.439 | 0.6 |
| PM Peak | A | 0.450 | 1.3 |

In the circumstances, it can be concluded that the proposed development has no unacceptable traffic implications.



Criteria for Interpreting Results of SIDRA Analysis

1. Level of Service (LOS)

| LOS | Traffic Signals and Roundabouts | Give Way and Stop Signs |
|-----|--|---|
| 'A' | Good operation. | Good operation. |
| 'B' | Good with acceptable delays and spare capacity. | Acceptable delays and spare capacity. |
| 'C' | Satisfactory. | Satisfactory but accident study required. |
| 'D' | Operating near capacity. | Near capacity and accident study required. |
| 'E' | At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode. | At capacity and requires other control mode. |
| 'F' | Unsatisfactory and requires additional capacity. | Unsatisfactory and requires other control mode. |

2. Average Vehicle Delay (AVD)

The AVD provides a measure of the operational performance of an intersection as indicated on the table below which relates AVD to LOS. The AVD's listed in the table should be taken as a guide only as longer delays could be tolerated in some locations (ie inner city conditions) and on some roads (ie minor side street intersecting with a major arterial route).

| Level of Service | Average Delay per Vehicle (secs/veh) | Traffic Signals, Roundabout | Give Way and Stop Signs |
|------------------|--------------------------------------|--|--|
| A | less than 14 | Good operation. | Good operation. |
| B | 15 to 28 | Good with acceptable delays and spare capacity. | Acceptable delays and spare capacity. |
| C | 29 to 42 | Satisfactory. | Satisfactory but accident study required. |
| D | 43 to 56 | Operating near capacity. | Near capacity and accident study required. |
| E | 57 to 70 | At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode. | At capacity and requires other control mode. |

3. Degree of Saturation (DS)

The DS is another measure of the operational performance of individual intersections.

For intersections controlled by traffic signals¹ both queue length and delay increase rapidly as DS approaches 1, and it is usual to attempt to keep DS to less than 0.9. Values of DS in the order of 0.7 generally represent satisfactory intersection operation. When DS exceeds 0.9 queues can be anticipated.

For intersections controlled by a roundabout or GIVE WAY or STOP signs, satisfactory intersection operation is indicated by a DS of 0.8 or less.

¹

The values of DS for intersections under traffic signal control are only valid for cycle length of 120 secs.



TERRAFFIC PTY LTD

APPENDIX A

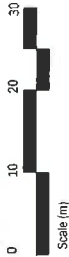
PLANS OF PROPOSED DEVELOPMENT PREPARED BY TVS ARCHITECTS





OTVS architects

OTVS architects is a registered architectural firm in the State of New South Wales. All drawings are prepared in accordance with the Australian Standards for architectural drawings. The drawings are prepared in accordance with the Australian Standards for architectural drawings. The drawings are prepared in accordance with the Australian Standards for architectural drawings.



North



Note: This sheet has been re-numbered from 5420.3S.01.002

| Revision | Description | Date | Initials |
|----------|-------------|----------|----------|
| 8 | DA Issue | 16.04.14 | DM |
| 7 | DA Issue | 13.03.14 | DM |

TVS architects
Project: Orange Private Hospital Site

Client: James Richmark Pty Ltd

Drawing Title: Precinct 2 - Site Plan

Project Architect/Designer: M. Unghart
Checked: 1.500 PJ
Drawing No: 5420.3S.01.102
Revision: 8



APPENDIX B

TRAFFIC COUNT DATA

**Traffic Count*****Forest Road and Base Hospital Access Driveway*****Friday 7th March 2014**

| Time Period | A | B | C | D | E | F | Total |
|-------------|------------|----------|------------|---------|-----------|----------|-------|
| | Northbound | Right In | Southbound | Left In | Right Out | Left Out | |
| 0700 - 0715 | 63 | 2 | 39 | 30 | 26 | 2 | 162 |
| 0715 - 0730 | 81 | 2 | 40 | 45 | 23 | 4 | 195 |
| 0730 - 0745 | 47 | 1 | 61 | 36 | 24 | 0 | 169 |
| 0745 - 0800 | 40 | 2 | 67 | 82 | 15 | 0 | 206 |
| 0800 - 0815 | 47 | 3 | 43 | 66 | 17 | 3 | 179 |
| 0815 - 0830 | 59 | 4 | 67 | 65 | 18 | 0 | 213 |
| 0830 - 0845 | 77 | 4 | 57 | 50 | 22 | 1 | 211 |
| 0845 - 0900 | 46 | 2 | 38 | 55 | 18 | 0 | 159 |
| 0900 - 0915 | 38 | 1 | 60 | 41 | 19 | 1 | 160 |
| 0915 - 0930 | 48 | 4 | 49 | 33 | 19 | 2 | 155 |
| 0930 - 0945 | 27 | 3 | 41 | 27 | 18 | 2 | 118 |
| 0945 - 1000 | 43 | 4 | 29 | 41 | 32 | 1 | 150 |
| Total | 616 | 32 | 591 | 571 | 251 | 16 | 2077 |

| Time Period | A | B | C | D | E | F | Total |
|-------------|------------|----------|------------|---------|-----------|----------|-------|
| | Northbound | Right In | Southbound | Left In | Right Out | Left Out | |
| 1500 - 1515 | 87 | 4 | 40 | 24 | 48 | 1 | 204 |
| 1515 - 1530 | 83 | 3 | 43 | 26 | 78 | 2 | 235 |
| 1530 - 1545 | 65 | 3 | 43 | 23 | 68 | 2 | 204 |
| 1545 - 1600 | 63 | 0 | 48 | 20 | 50 | 3 | 184 |
| 1600 - 1615 | 67 | 0 | 46 | 20 | 32 | 3 | 168 |
| 1615 - 1630 | 90 | 0 | 47 | 22 | 38 | 1 | 198 |
| 1630 - 1645 | 113 | 1 | 43 | 15 | 67 | 2 | 241 |
| 1645 - 1700 | 55 | 2 | 53 | 27 | 60 | 0 | 197 |
| 1700 - 1715 | 75 | 1 | 59 | 15 | 66 | 0 | 216 |
| 1715 - 1730 | 59 | 0 | 48 | 15 | 35 | 1 | 158 |
| 1730 - 1745 | 48 | 1 | 67 | 17 | 39 | 0 | 172 |
| 1745 - 1800 | 19 | 2 | 88 | 16 | 27 | 3 | 155 |
| Total | 824 | 17 | 625 | 240 | 608 | 18 | 2332 |



Traffic Count

Forest Road and Base Hospital Access Driveway

Friday 7th March 2014

| Time Period | A | B | C | D | E | F | Total |
|-------------|------------|----------|------------|---------|-----------|----------|-------|
| | Northbound | Right In | Southbound | Left In | Right Out | Left Out | |
| 0700 - 0800 | 231 | 7 | 207 | 193 | 88 | 6 | 732 |
| 0715 - 0815 | 215 | 8 | 211 | 229 | 79 | 7 | 749 |
| 0730 - 0830 | 193 | 10 | 238 | 249 | 74 | 3 | 767 |
| 0745 - 0845 | 223 | 13 | 234 | 263 | 72 | 4 | 809 |
| 0800 - 0900 | 229 | 13 | 205 | 236 | 75 | 4 | 762 |
| 0815 - 0915 | 220 | 11 | 222 | 211 | 77 | 2 | 743 |
| 0830 - 0930 | 209 | 11 | 204 | 179 | 78 | 4 | 685 |
| 0845 - 0945 | 159 | 10 | 188 | 156 | 74 | 5 | 592 |
| 0900 - 1000 | 156 | 12 | 179 | 142 | 88 | 6 | 583 |

| | | | | | | | |
|------|-----|----|-----|-----|----|---|-----|
| Peak | 223 | 13 | 234 | 263 | 72 | 4 | 809 |
|------|-----|----|-----|-----|----|---|-----|

| Time Period | A | B | C | D | E | F | Total |
|-------------|------------|----------|------------|---------|-----------|----------|-------|
| | Northbound | Right In | Southbound | Left In | Right Out | Left Out | |
| 1500 - 1600 | 298 | 10 | 174 | 93 | 244 | 8 | 827 |
| 1515 - 1615 | 278 | 6 | 180 | 89 | 228 | 10 | 791 |
| 1530 - 1630 | 285 | 3 | 184 | 85 | 188 | 9 | 754 |
| 1545 - 1645 | 333 | 1 | 184 | 77 | 187 | 9 | 791 |
| 1600 - 1700 | 325 | 3 | 189 | 84 | 197 | 6 | 804 |
| 1615 - 1715 | 333 | 4 | 202 | 79 | 231 | 3 | 852 |
| 1630 - 1730 | 302 | 4 | 203 | 72 | 228 | 3 | 812 |
| 1645 - 1745 | 237 | 4 | 227 | 74 | 200 | 1 | 743 |
| 1700 - 1800 | 201 | 4 | 262 | 63 | 167 | 4 | 701 |

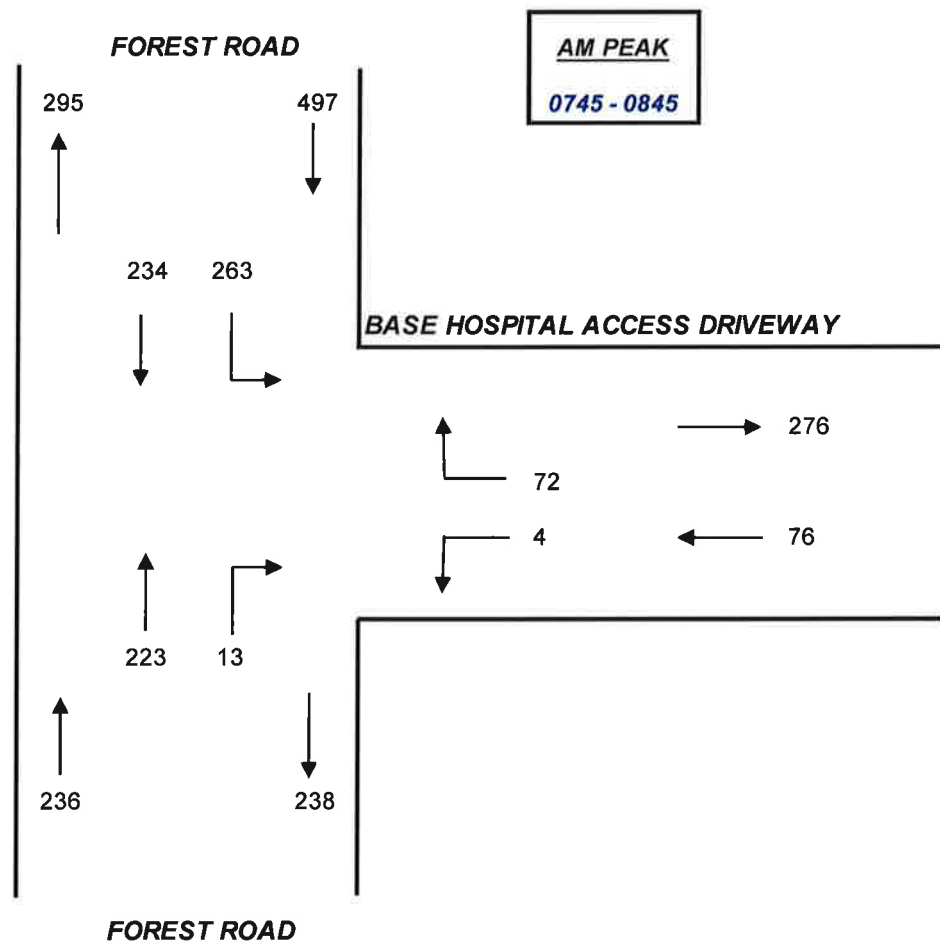
| | | | | | | | |
|------|-----|---|-----|----|-----|---|-----|
| Peak | 333 | 4 | 202 | 79 | 231 | 3 | 852 |
|------|-----|---|-----|----|-----|---|-----|



Traffic Count

Forest Road and Base Hospital Access Driveway

Friday 7th March 2014

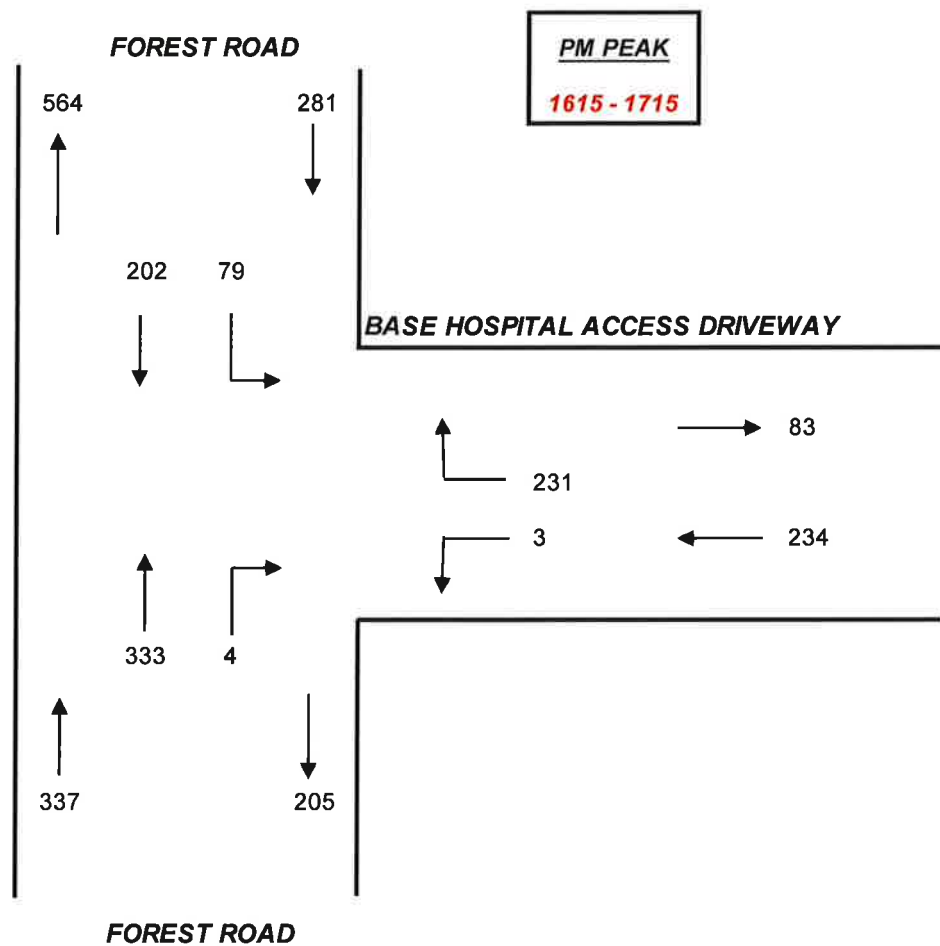




Traffic Count

Forest Road and Base Hospital Access Driveway

Friday 7th March 2014





APPENDIX C

SIDRA MOVEMENT SUMMARY SHEETS FOR THE FOREST ROAD/BASE HOSPITAL/SUBJECT SITE ACCESS DRIVEWAY



MOVEMENT SUMMARY

Site: Forest Road Traffic Signals - AM Peak

2024 Traffic Signals

Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|-------------------------|-----------|--------------|-------------------|------------------|--------------------------------|------------|-------------|-----------------------------|--------------------|
| Mov ID | OD Mov | Demand Flow Total veh/h | Flow HV % | Seg Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Forest Road | | | | | | | | | | | |
| 1 | L2 | 12 | 0.0 | 0.130 | 17.3 | LOS B | 1.5 | 10.8 | 0.70 | 0.58 | 38.8 |
| 2 | T1 | 349 | 5.0 | 0.395 | 12.9 | LOS A | 5.1 | 37.1 | 0.77 | 0.64 | 49.4 |
| 3 | R2 | 13 | 0.0 | 0.038 | 21.1 | LOS B | 0.2 | 1.7 | 0.77 | 0.68 | 25.8 |
| Approach | | 374 | 4.7 | 0.395 | 13.3 | LOS A | 5.1 | 37.1 | 0.77 | 0.64 | 47.6 |
| East: Base Hospital | | | | | | | | | | | |
| 4 | L2 | 4 | 0.0 | 0.005 | 9.6 | LOS A | 0.1 | 0.4 | 0.62 | 0.40 | 27.3 |
| 6 | R2 | 72 | 0.0 | 0.124 | 10.2 | LOS A | 1.1 | 8.0 | 0.66 | 0.49 | 27.2 |
| Approach | | 76 | 0.0 | 0.124 | 10.1 | LOS A | 1.1 | 8.0 | 0.66 | 0.49 | 27.2 |
| North: Forest Road | | | | | | | | | | | |
| 7 | L2 | 263 | 0.0 | 0.402 | 17.3 | LOS B | 5.6 | 39.5 | 0.71 | 0.76 | 26.9 |
| 8 | T1 | 352 | 5.0 | 0.402 | 12.5 | LOS A | 5.6 | 39.5 | 0.77 | 0.69 | 49.0 |
| 9 | R2 | 217 | 0.0 | 0.631 | 25.3 | LOS B | 5.2 | 36.1 | 0.94 | 0.85 | 31.3 |
| Approach | | 832 | 2.1 | 0.631 | 17.3 | LOS B | 5.6 | 39.5 | 0.79 | 0.75 | 35.3 |
| West: Development Site | | | | | | | | | | | |
| 10 | L2 | 55 | 0.0 | 0.073 | 10.1 | LOS A | 0.8 | 5.9 | 0.65 | 0.49 | 38.0 |
| 12 | R2 | 9 | 0.0 | 0.014 | 9.5 | LOS A | 0.1 | 0.9 | 0.62 | 0.40 | 38.5 |
| Approach | | 64 | 0.0 | 0.073 | 10.0 | LOS A | 0.8 | 5.9 | 0.64 | 0.48 | 38.1 |
| All Vehicles | | 1346 | 2.6 | 0.631 | 15.5 | LOS B | 5.6 | 39.5 | 0.77 | 0.69 | 37.6 |

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Movement Performance - Pedestrians | | | | | | | | |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------|-------------|-----------------------------|
| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance m | Prop Queued | Effective Stop Rate per ped |
| P1 | South Full Crossing | 10 | 19.4 | LOS B | 0.0 | 0.0 | 0.88 | 0.88 |
| P2 | East Full Crossing | 10 | 18.5 | LOS B | 0.0 | 0.0 | 0.86 | 0.86 |
| P3 | North Full Crossing | 10 | 19.4 | LOS B | 0.0 | 0.0 | 0.88 | 0.88 |
| P4 | West Full Crossing | 10 | 18.5 | LOS B | 0.0 | 0.0 | 0.86 | 0.86 |
| All Pedestrians | | 40 | 18.9 | LOS B | | | 0.87 | 0.87 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

**MOVEMENT SUMMARY****Site: Forest Road Traffic Signals - PM Peak**

2024 Traffic Signals

Signals - Fixed Time Cycle Time = 50 seconds (Practical Cycle Time)

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|--------------------|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Req. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Forest Road | | | | | | | | | | | |
| 1 | L2 | 10 | 0.0 | 0.184 | 17.6 | LOS B | 2.2 | 15.7 | 0.72 | 0.59 | 38.9 |
| 2 | T1 | 499 | 5.0 | 0.557 | 13.7 | LOS A | 7.7 | 56.3 | 0.82 | 0.70 | 48.9 |
| 3 | R2 | 4 | 0.0 | 0.010 | 19.1 | LOS B | 0.1 | 0.5 | 0.72 | 0.64 | 26.1 |
| Approach | | 513 | 4.9 | 0.557 | 13.8 | LOS A | 7.7 | 56.3 | 0.82 | 0.69 | 48.4 |
| East: Base Hospital | | | | | | | | | | | |
| 4 | L2 | 3 | 0.0 | 0.004 | 9.6 | LOS A | 0.0 | 0.3 | 0.62 | 0.39 | 27.3 |
| 6 | R2 | 231 | 0.0 | 0.438 | 13.4 | LOS A | 4.5 | 31.3 | 0.80 | 0.66 | 26.6 |
| Approach | | 234 | 0.0 | 0.438 | 13.3 | LOS A | 4.5 | 31.3 | 0.80 | 0.66 | 26.6 |
| North: Forest Road | | | | | | | | | | | |
| 7 | L2 | 79 | 0.0 | 0.270 | 18.6 | LOS B | 3.3 | 23.7 | 0.71 | 0.67 | 27.2 |
| 8 | T1 | 303 | 5.0 | 0.270 | 12.0 | LOS A | 3.3 | 23.7 | 0.73 | 0.64 | 49.4 |
| 9 | R2 | 189 | 0.0 | 0.701 | 29.1 | LOS C | 4.9 | 34.4 | 0.98 | 0.90 | 29.5 |
| Approach | | 571 | 2.7 | 0.701 | 18.5 | LOS B | 4.9 | 34.4 | 0.81 | 0.73 | 38.6 |
| West: Development Site | | | | | | | | | | | |
| 10 | L2 | 121 | 0.0 | 0.161 | 10.5 | LOS A | 1.9 | 13.5 | 0.67 | 0.54 | 37.7 |
| 12 | R2 | 13 | 0.0 | 0.021 | 9.6 | LOS A | 0.2 | 1.4 | 0.63 | 0.41 | 38.4 |
| Approach | | 134 | 0.0 | 0.161 | 10.4 | LOS A | 1.9 | 13.5 | 0.67 | 0.53 | 37.8 |
| All Vehicles | | 1452 | 2.8 | 0.701 | 15.3 | LOS B | 7.7 | 56.3 | 0.80 | 0.69 | 38.5 |

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

| Movement Performance - Pedestrians | | | | | | | | |
|------------------------------------|---------------------|-------------------|-------------------|------------------|--------------------------------------|------------|--------------|-----------------------------|
| Mov ID | Description | Demand Flow ped/h | Average Delay sec | Level of Service | Average Back of Queue Pedestrian ped | Distance m | Prop. Queued | Effective Stop Rate per ped |
| P1 | South Full Crossing | 10 | 19.4 | LOS B | 0.0 | 0.0 | 0.88 | 0.88 |
| P2 | East Full Crossing | 10 | 18.5 | LOS B | 0.0 | 0.0 | 0.86 | 0.86 |
| P3 | North Full Crossing | 10 | 19.4 | LOS B | 0.0 | 0.0 | 0.88 | 0.88 |
| P4 | West Full Crossing | 10 | 18.5 | LOS B | 0.0 | 0.0 | 0.86 | 0.86 |
| All Pedestrians | | 40 | 18.9 | LOS B | | | 0.87 | 0.87 |

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.



APPENDIX D

SIDRA MOVEMENT SUMMARY SHEETS FOR THE FOREST ROAD NORTHERN SITE EXIT DRIVEWAY



MOVEMENT SUMMARY

▽ Site: Forest Road Exit Driveway - AM Peak

2024 Flows
Giveaway / Yield (Two-Way)

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------|------------|---------------|-------------------|------------------|--------------------------------|------------|--------------|-----------------------------|--------------------|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Forest Road | | | | | | | | | | | |
| 2 | T1 | 473 | 5.0 | 0.250 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 59.9 |
| Approach | | 473 | 5.0 | 0.250 | 0.0 | NA | 0.0 | 0.0 | 0.00 | 0.00 | 59.9 |
| North: Forest Road | | | | | | | | | | | |
| 8 | T1 | 830 | 5.0 | 0.439 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 59.9 |
| Approach | | 830 | 5.0 | 0.439 | 0.1 | NA | 0.0 | 0.0 | 0.00 | 0.00 | 59.9 |
| West: Site Access Driveway | | | | | | | | | | | |
| 10 | L2 | 113 | 0.0 | 0.111 | 7.5 | LOS A | 0.4 | 3.0 | 0.48 | 0.70 | 52.1 |
| Approach | | 113 | 0.0 | 0.111 | 7.5 | LOS A | 0.4 | 3.0 | 0.48 | 0.70 | 52.1 |
| All Vehicles | | 1416 | 4.6 | 0.439 | 0.6 | NA | 0.4 | 3.0 | 0.04 | 0.06 | 59.2 |

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



MOVEMENT SUMMARY

▽ Site: Forest Road Exit Driveway - PM Peak

2024 Flows

Giveaway / Yield (Two-Way)

| Movement Performance - Vehicles | | | | | | | | | | | |
|---------------------------------|--------|--------------------|------------|--------------|-------------------|------------------|--------------------------------|------------------|-------------|-----------------------------|--------------------|
| Mov ID | OD Mov | Demand Total veh/h | Flows HV % | Deq Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Queue Distance m | Prop Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Forest Road | | | | | | | | | | | |
| 2 | T1 | 849 | 5.0 | 0.450 | 0.1 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 59.9 |
| Approach | | 849 | 5.0 | 0.450 | 0.1 | NA | 0.0 | 0.0 | 0.00 | 0.00 | 59.9 |
| North: Forest Road | | | | | | | | | | | |
| 8 | T1 | 186 | 5.0 | 0.098 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 60.0 |
| Approach | | 186 | 5.0 | 0.098 | 0.0 | NA | 0.0 | 0.0 | 0.00 | 0.00 | 60.0 |
| West: Site Access Driveway | | | | | | | | | | | |
| 10 | L2 | 124 | 0.0 | 0.215 | 11.2 | LOS A | 0.8 | 5.5 | 0.70 | 0.88 | 49.5 |
| Approach | | 124 | 0.0 | 0.215 | 11.2 | LOS A | 0.8 | 5.5 | 0.70 | 0.88 | 49.5 |
| All Vehicles | | 1159 | 4.5 | 0.450 | 1.3 | NA | 0.8 | 5.5 | 0.08 | 0.09 | 58.6 |

Level of Service (LOS) Method: Delay (RTA NSW).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Annexure C

Landscaping Plans by McGregor Coxall

Orange

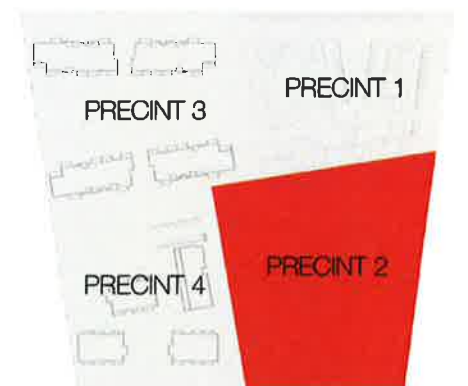
0 5 10 15 20 25 M



- Site boundary
- - - Precinct 2 boundary
- Main vehicle access
- Main boulevard
- Plaza with feature tree
- Grass mounds - The 'Health Garden'
- Covered pedestrian crossing
- Covered/landscaped pedestrian crossing
- Drop off zone
- Future pedestrian connection
- Stormwater filtration with native wetland planting

- SEATING WALL
- QUALITY PAVING
- CONCRETE PEDESTRIAN PAVING
- VEHICLE CARTRIDGE WAY
- PARKING BAY - UNIT PAVERS
- DECOMPOSED GRANITE
- VEHICLE DIRECTIONAL MARKING
- OUTDOOR FURNITURE
- SEATING BENCH

- IRRIGATED LAWN IN 150MM GARDEN SOIL MIX AT GRADE
- PROPOSED NATIVE SHRUBS/GROUNDCOVERS PLANTING IN 300MM DEPTH GARDEN SOIL MIX AT GRADE
- PROPOSED NATIVE GRASSES IN 300MM DEPTH GARDEN SOIL MIX AT GRADE
- FILTRATION BIOTONE/DIOWALL WITH NATIVE GRASS/WETLAND PLANTING IN 300MM DEPTH GARDEN SOIL MIX AT GRADE
- PROPOSED NATIVE SHADE TOLERANT SHRUB/GROUNDCOVER PLANTING IN 300MM DEPTH GARDEN SOIL MIX AT GRADE
- PROPOSED NATIVE FLOWERING GRASS/SHRUB/GROUNDCOVER PLANTING IN 300MM DEPTH GARDEN SOIL MIX AT GRADE
- HEDGE PLANTING IN 300MM DEPTH GARDEN SOIL MIX AT GRADE
- SHADE GARDEN/UTURN GARDEN PLANTERS AND SEATING AREAS
- PROPOSED NATIVE TREE PLANTING
- PROPOSED NATIVE SMALL TREE PLANTING
- PROPOSED EXOTIC TREE PLANTING



ORANGE PRIVATE HOSPITAL SITE - PRECINCT 2

Forest Road

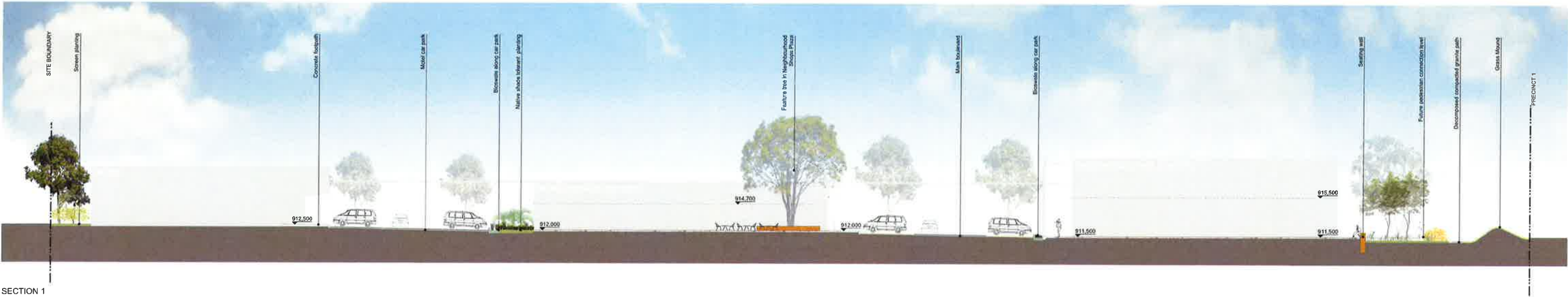
Orange

LANDSCAPE MASTERPLAN

REVISION E | SCALE 1:350 @ A1

0 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m

01



- Street Trees 25L (min.) 400L (max.)**
Quercus parvula - Oak (4-12m)
Jacaranda mimosifolia - Jacaranda (10-15m)
- Fruit Trees 25 L (min.) 400L (max.)**
Citrus [E] - Lime
Morus domestica [E] - Apple Dwarf Pink Lady
Olea europaea [E] - Kalamata Fruit, Cusco Fruit
Pyrus cembra [E] - Pear
Pyrus [E] - Cherry
- Shrubs (min. 200mm containers)**
Cornelia japonica
Magnolia Wilsonii - Nymphaea
- Perennials/Grass/Covers/Climbers (min. 150mm containers)**
Anemone x hybrid
Hemerocallis hybrid
Iris species
Lavandula stoechas
Rosmarinus 'Tuscan Blue' [E]
Fynus vulgaris [E]
- Grasses (min. 150mm containers)**
Carex appressa
Festuca gracilis
Pennisetum supercilioides
- Roses (min. 150mm containers)**
Rosa rugosa - bush roses
Eurospira - deep crimson
Eurospira - pure white
Mitella - Daydream - creamy apricot
Queen Mother - pure pink
Son of Pearl - pale pink to white
Modern - bush roses
Kookaburra - light pink
Temple - red
- note:
[E] - edible plant

- Trees 25 L (min.) 400L (max.)**
Acacia dealbata - Silver Wattle (8-12m)
Casuarina cunninghamiana - River She Oak (10-15m)
Eucalyptus melliodora - Yellow Box (10-20m)
Eucalyptus bridgesiana - Apple Box
Eucalyptus viminalis - Rubber Gum
Melaleuca quinquenervia - Broadleaved Paperbark (12m)
Tristania laurina - Water Gum (6m)
- Native Shrubs (min. 200mm containers)**
Acacia longifolia - Sydney Golden Wattle (2-4m)
Acacia melanocorynia - Black Wattle (3-10m)
Banksia marginata - Silver Banksia (4-6m)
Banksia spinulosa - Harpin Banksia (4-10m)
Callistemon citrinus - Crimson bottlebrush (2-3m)
Cornia glabra - White Glory (2m)
Dillwynia retorta - Heath Parrot Pea (2-5m)
Doryanthes excelsa - Gynosa Lily (1.5m)
Grevillea baueri - Bauers Grevillea (8-10m)
Grevillea longifolia - Long-leaved Grevillea (3m)
Kurusa pinnatifida - Kurusa (1.5-2.5m)
Lapidosum laevis [E] - Lemon Tea Tree
Olea europaea - Olive Tree (1-6m)
Syzygium paniculatum [E] - Magnolia Cherry
Westringia lucida - Coastal Rosemary (2m)
- Native Ground Covers/Climbers (min. 150mm containers)**
Brachyscome 'Break O' Day' - Break O' Day Daisy (60cm)
Brachyscome multifida - Daisy (30cm)
Cissus antarctica - Kangaroo Vine
Clematis arvensis - Clematis
Clematis integrifolia - Small Leafed Clematis
Gesneria scabra - Native Gernium
Habenaria violacea - False Sandpatera (10cm)
Hibbertia obtusifolia - Hoary Guinea Flower (40cm)
Hibbertia spora - Golden Guinea Flower (40cm)
Hibbertia scandens - Silky Guinea Flower (40cm)
Kentia rubicunda - Dusky Coral Pea (10cm)
Monarda australis [E] - River Mint
Ocimum americanum [E] - Wild Basil
Parthenocissus vitacea - Warty Warty Vine
Passiflora guianensis [E] - Passionfruit
Rubus pandanus [E] - Native Raspberry
Scaevola ramulosa - Hairy Fan Flower (10cm)
Vicia hederacea - Native Veld (10cm)

- Native Grasses (min. 150mm containers)**
Angianthus 'Bush Gent' - Kangaroo Paw 'Bush Gent' (1m)
Baumea rubiginosa (1m)
Dampiera capensis - Parrot Lily
Dampiera longifolia - Blue Parrot Lily (1m)
Dampiera longifolia - Blue Parrot Lily
Gymnastachyum junceum - Button Grass
Gymnastachyum junceum - Button Grass
Lomandra longifolia - Spiny Mat Rush (1m)
Lomandra longifolia - Spiny Mat Rush (60cm)
Lomandra longifolia - Spiny Mat Rush (60cm)
Restia tetraetis (1.5m)
Themeda triandra - Kangaroo Grass (0.5m)
- Native Wetland Plants/Sedges (min. 150mm containers)**
Baumea juncea - Bang Iway Rush (1m)
Baumea longifolia (2.5m)
Baumea longifolia (1.5m)
Carex appressa - Fat Sedge (8m)
Carex lasiocarpa - Tassel Sedge (1m)
Isotria medeoloides - Swamp Club Rush
Juncus ustulatus - Common Rush (0.5m)
Juncus ustulatus (1.25m)
Juncus ustulatus - Jointed Rush (0.5m)
Juncus ustulatus - Pink Rush (1m)
Gahnia stricta - Sedge (1.5m)

note:
[E] - edible plant



PLANTING LIST

ORANGE PRIVATE HOSPITAL SITE - PRECINCT 2

Forest Road

Orange

SECTION AND PLANTING LIST

REVISION D | SCALE 1:200 @ A1



02

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Annexure D

Confirmation of Physical Commencement

D13/25002
PR4072

8 November 2013

Mr Peter Basha
Peter Basha Planning and Development
PO Box 1827
ORANGE NSW 2800

Dear Mr Basha

**PHYSICAL COMMENCEMENT OF WORKS - PRIVATE HOSPITAL DEVELOPMENT
(MAJOR PROJECTS MP07_0072; MP08_0230 & MP08_0233) AT LOT 1 DP 549856 1517
FOREST ROAD.**

Reference is made to your letter dated 7 November 2013 in which you request advice relating to the physical commencement of the Private Hospital development (Major Projects MP07_0072; MP08_0230 & MP08_0233) at Lot 1 DP 549856 1517 Forest Road.

It is our opinion that by carrying out the extensive demolition works on the site, as detailed within your letter, the development has attained physical commencement.

I trust this clarifies the matter for you. I wish you well with the continued development of this site and look forward to discussing the development further with you when it comes to the time of appointing the Principal Certifying Authority for the construction works.

Yours faithfully



Mark Hodges
MANAGER BUILDING AND ENVIRONMENT