

HEALTH CARE AUSTRALIA

TRANSPORT AND ACCESSIBILITY
IMPACT ASSESSMENT FOR
PROPOSED EXTENSION TO
HURSTVILLE PRIVATE HOSPITAL

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COLSTON BUDD HUNT & KAFES PTY LTD
ACN 002 334 296
Level 18 Tower A
Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Telephone: (02) 9411 2411
Facsimile: (02) 9411 2422
Email: cbhk@cbhk.com.au

REF: 8668/2

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I. INTRODUCTION

- I.1 Colston Budd Hunt and Kafes Pty Ltd has been commissioned by Healthe Care Australia to prepare a transport and accessibility impact assessment for the proposed extension of Hurstville Private Hospital at 37 Gloucester Road, Hurstville. The site has frontage to Gloucester Road, Pearl Street and Millet Street, as shown in Figure I.
- I.2 The site is occupied by Hurstville Private Hospital which provides 54 beds. The existing medical centre is some 1,314m². The site also includes another property at 12 Millett Street which is owned and used by the hospital for car parking. Vehicular access to the site is provided from Gloucester Road and Millet Street.
- I.3 The proposed hospital extension would provide for an increase to 96 beds. The medical centre would be relocated and would provide 1,217m². Vehicular access would be retained from Gloucester Road and Millet Street.
- I.4 The Director-General's requirements for the project include:

5. Transport & Accessibility Impacts (Construction and Operational)

- *Provide a Transport & Accessibility Impact Assessment prepared with reference to the Metropolitan Transport Plan – Connecting the City of Cities, the NSW State Plan, the NSW Planning Guidelines for Walking and Cycling, the Integrated Land Use and Transport policy package and the RTA's Guide to Traffic Generating Development (where relevant), considering the following:*
 - *Daily and peak traffic movements likely to be generated by the proposed development, including the impact on nearby intersections and the need /*

associated funding for upgrading or road improvement works (if required). The assessment should also take into account the approved (not yet constructed) development at 458 Forest Road, Hurstville.

- Details of the proposed access, parking provisions (if required) and service vehicle movements associated with the proposed development (including vehicle type and likely arrival and departure times).*
 - Proposed number of car parking spaces and compliance with the appropriate parking code.*
 - Describe the measures to be implemented to promote sustainable means of transport including public transport usage and pedestrian and bicycle linkages in addition to addressing the potential for implementing a location specific sustainable travel plan, if the proposal will generate any additional staff or patients.*
 - Identify potential traffic impacts during the construction stage of the project, and measures to mitigate these impacts.*
 - Detail the existing pedestrian and cycle movements within the vicinity of the site and determine the adequacy of the proposal to meet the likely future demand for increased public transport and pedestrian and cycle access, if the proposal will generate any additional staff or patients.*
 - The provision of a Traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.*
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- *Where the above items are not relevant, a clear justification for why they are not relevant must be provided, including clearly demonstrating that the project would not result in any new services, staff or patients across the existing and new buildings.*

1.5 This report addresses the above matters, and assesses the transport implications of the proposed development through the following chapters:

- Chapter 2 - describing the existing conditions; and
- Chapter 3 - assessing the transport implications of the proposed development, including the Director-General's requirements.

2. EXISTING CONDITIONS

Site Location and Road Network

- 2.1 Hurstville Private Hospital is located at 37 Gloucester Road at Hurstville, as shown in Figure 1. The site includes another property at 12 Millett Street which is owned and used by the hospital for car parking.
- 2.2 Vehicular access to the hospital is provided from Gloucester Road, via separate entry and exit driveways, to a set down/pick up facility and a small number of parking spaces. A separate driveway at the northern end of the site on Gloucester Road provides access to the rear of the site as well as another small parking area.
- 2.3 The main vehicular access to the hospital is provided from Millett Street. A number of driveways provide access to basement and upper level car parks, as well as a visitor parking area and loading dock. A separate driveway to 12 Millett Street provides access to an employee car park.
- 2.4 Some 70 parking spaces are provided on the site, including some 10 visitor spaces accessed from Millett Street. The remainder of the on-site parking is designated for employees. Most parking is accessed from Millett Street.
- 2.5 Gloucester Road provides for one traffic lane and one parking lane in each direction, clear of intersections. At its southern end it connects to Forest Road at a signalised t-intersection, with all turns permitted. It provides access to the hospital, some commercial development near Forest Road and Ruby Street, and residential development. Some on-street parking is time-restricted near the
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hospital, with other parking being unrestricted. Gloucester Road has a 50 kilometre per hour speed limit.

2.6 Pearl Street runs along the southern side of the site, intersecting Gloucester Road at a single lane roundabout. Pearl Street provides one traffic lane and one parking lane in each direction, clear of intersections. There is some time-restricted on-street parking adjacent to the hospital and medical centre, with other on-street parking being unrestricted. Pearl Street provides access to the medical centre, as well as residential development. At its western end, Pearl Street connects to Forest Road at an unsignalised t-intersection. Bassett Street runs north from Pearl Street at the intersection. Right turns from Forest Road into Bassett Street are permitted, but right turns from Forest Road into Pearl Street are banned. There is a median in Pearl Street at Bassett Street which restricts turns between Bassett Street and Pearl Street to left in/left out.

2.7 Millett Street runs north from Pearl Street on the western side of the site. The intersection of Millett Street with Pearl Street is an unsignalised t-intersection, with all turns permitted. Millett Street provides for one traffic lane and one parking lane in each direction, clear of intersections. It provides access to the site as well as residential development.

Traffic Flows

2.8 Traffic generated by the proposed hospital extension would have its greatest effects during weekday morning and afternoon peak periods when it combines with commuter traffic. In order to gauge traffic conditions, counts were undertaken during weekday morning and afternoon peak periods at the following intersections:

- ❑ Gloucester Road/Pearl Street; and
- ❑ Pearl Street/Millet Street.

2.9 The results of the surveys are shown in Figures 2 and 3, and summarised in Table 2.1.

Table 2.1: Existing two – way (sum of both directions) peak hour traffic flows			
Road	Location	Morning peak hour	Afternoon peak hour
Gloucester Road	North of Pearl Street	375	365
	South of Pearl Street	420	450
Pearl Street	East of Gloucester Road	470	345
	West of Gloucester Road	555	340
	West of Millet Street	505	270
Millet Street	North of Pearl Street	140	130

2.10 Table 2.1 shows that Gloucester Road and Pearl Street carried some 300 to 550 vehicles per hour two-way during the morning and afternoon peak hours. Millet Street carried lower flows of around 150 vehicles per hour two-way.

Intersection Operations

2.11 The capacity of the road network is largely determined by the capacity of its intersections to cater for peak period traffic flows. The surveyed intersections shown in Figures 2 and 3 have been analysed using the SIDRA program.

2.12 SIDRA simulates the operations of intersections to provide a number of performance measures. The most useful measure provided is average delay per vehicle expressed in seconds per vehicle. Based on average delay per vehicle, SIDRA estimates the following levels of service (LOS):

- ρ For traffic signals, the average delay per vehicle in seconds is calculated as delay/(all vehicles), for roundabouts the average delay per vehicle in seconds is selected for the movement with the highest average delay per vehicle, equivalent to the following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Good with minimal delays and spare capacity
29 to 42	=	"C"	Satisfactory with spare capacity
43 to 56	=	"D"	Satisfactory but operating near capacity
57 to 70	=	"E"	At capacity and incidents will cause excessive delays. Roundabouts require other control mode.
>70	=	"F"	Unsatisfactory and requires additional capacity

- ρ For give way and stop signs, the average delay per vehicle in seconds is selected from the movement with the highest average delay per vehicle, equivalent to following LOS:

0 to 14	=	"A"	Good
15 to 28	=	"B"	Acceptable delays and spare capacity
29 to 42	=	"C"	Satisfactory but accident study required
43 to 56	=	"D"	Near capacity and accident study required
57 to 70	=	"E"	At capacity and requires other control mode
>70	=	"F"	Unsatisfactory and requires other control mode

- 2.13 It should be noted that for roundabouts, give way and stop signs, in some circumstances, simply examining the highest individual average delay can be misleading. The size of the movement with the highest average delay per vehicle should also be taken into account. Thus, for example, an intersection where all

movements are operating at a level of service A, except one which is at level of service E, may not necessarily define the intersection level of service as E if that movement is very small. That is, longer delays to a small number of vehicles may not justify upgrading an intersection unless a safety issue was also involved.

- 2.14 The SIDRA analysis found that the roundabout controlled intersection of Gloucester Road with Pearl Street is operating with average delays for the highest delayed movement of less than 15 seconds per vehicle during morning and afternoon peak periods. This represents levels of service A/B, a good level of service.
- 2.15 The unsignalised intersection of Pearl Street with Millet Street is operating with average delays for the highest delayed movement of less than 15 seconds per vehicle during peak periods. This represents level of service A/B, a good level of service.

Public Transport

- 2.16 The site is within some 10 minutes' walking distance of Hurstville railway station. Hurstville is on the Eastern Suburbs and Illawarra Lines (Waterfall/Cronulla – Bondi Junction).
- 2.17 Services through Hurstville on these lines operate on a 15 minute headway in each direction. During weekday peak periods, services are more frequent.
- 2.18 Local bus services are provided by a number of operators, including Sydney Buses, Veolia and Punchbowl Bus Company. Services operate to and from the interchange at the railway station.
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2.19 Routes which operate along Forest Road include:

- 490, between Drummoyne, Rodd Point, Five Dock, Burwood, Croydon Park, Campsie, Kingsgrove and Hurstville;
 - 491, between Hurstville, Kingsgrove, Bexley North, Bardwell Park, Earlwood, Canterbury, Ashfield and Five Dock;
 - M41, between Hurstville, Bexley North, Campsie, Burwood, Concord, Rhodes, Ryde, Top Ryde, North Ryde, Macquarie Park and Macquarie Centre;
 - M91, between Hurstville, Penshurst, Peakhurst, Padstow, Bankstown, Yagoona, Chester Hill, South Granville, Granville and Parramatta;
 - 940, between Hurstville, Penshurst, Narwee, Riverwood, Punchbowl and Bankstown;
 - 941, between Hurstville, Penshurst, Narwee, Roselands, Punchbowl, Greenacre, Chullora and Bankstown;
 - 943, between Hurstville, Penshurst, Peakhurst and Lugarno;
 - 945, between Hurstville, Penshurst, Mortdale, Riverwood, South Bankstown and Bankstown; and
 - 946, between Hurstville, Beverly Hills, Roselands, Lakemba, Greenacre and Bankstown.
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- 2.20 Other bus services operate from the bus/rail interchange and provide links to other surrounding areas. Overall, the site has good access to regular public transport services.
- 2.21 As previously discussed, there is a set down and pick up facility at the hospital, from Gloucester Road. This facility also accommodates taxis.
- 2.22 There are footpaths on Gloucester Road, Pearl Street and Millet Street adjacent to the site. There are on-road cycle paths on Dora Street, Gordon Street and Patrick Street, close to the site.

3. IMPLICATIONS OF PROPOSED DEVELOPMENT

3.1 The proposed hospital extension would provide for an increase to 96 beds. The medical centre would be relocated and would provide 1,217m². Vehicular access would be retained from Gloucester Road and Millet Street. This chapter assesses the implications of the proposed development through the following sections:

- ❑ policy context;
- ❑ public transport, walking and cycling;
- ❑ work place travel plan;
- ❑ parking provision;
- ❑ access, servicing and internal layout;
- ❑ traffic generation and effects;
- ❑ principles of construction traffic management;
- ❑ director-general's requirements; and
- ❑ summary.

Policy Context

- Metropolitan Transport Plan

3.2 The Metropolitan Transport Plan – Connecting the City of Cities has four key policy objectives:

- commuting to work easily and quickly;
 - transport and services accessible to all members of the community;
 - an efficient, integrated and customer focused public transport system; and
 - revitalized neighbourhoods with improved transport hubs.
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- 3.3 It includes a target of 28 per cent of trips to work in the Sydney Metropolitan Region to be undertaken by public transport by 2016, compared to some 22 per cent in 2006.
- 3.4 To help achieve these objectives, it identifies, in conjunction with the metropolitan strategy, key areas of future housing and employment growth in Sydney to 2020 and 2036. Additionally, it outlines a 10 year funding program to 2020 for the following transport projects:
- rail line extensions for more platforms at CBD stations;
 - rail lines to north west and south west Sydney;
 - light rail in the CBD and further extension to the Inner West;
 - more air conditioned train carriages;
 - 1,000 additional buses;
 - completion of the 43 strategic bus corridors across Sydney;
 - completion of the highest priority missing links in the Sydney Strategic Cycleway Network.
- NSW 2021 (formerly NSW State Plan)
- 3.5 NSW 2021: A Plan to Make NSW Number One sets targets to increase the proportion of commuter trips made by public transport for various areas within Sydney by 2016, including:
- 80 per cent in the Sydney CBD;
 - 50 per cent in the Parramatta CBD;
 - 20 per cent in the Liverpool CBD; and
 - 25 per cent in the Penrith CBD.
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3.6 It also has targets to:

- improve road safety and reduce fatalities to 4.3 per 100,000 population by 2016;
 - double the mode share of bicycle trips made in the metropolitan area by 2016; and
 - increase the proportion of the population living within 30 minutes by public transport of a city or major centre in the metropolitan area.
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- Integrated Land Use and Transport Policy Package (ILUT)

3.7 These policies aim to ensure that urban structure, building forms, land use locations, development designs, subdivision locations and street layouts help achieve the following planning objectives:

- (a) improve accessibility to housing, employment and services by walking, cycling, and public transport;
- (b) improve the choice of transport and reducing dependence solely on cars for travel purposes;
- (c) moderate growth in the demand for travel and the distances travelled, especially by car; and
- (d) support the efficient and viable operation of public transport services.

- NSW Planning Guidelines for Walking and Cycling

3.8 These guidelines provide a walking and cycling focus to the Integrating Land Use and Transport Policy Package. They provide for improved consideration of walking and cycling in land use planning, to assist in creating more opportunities for people to live and work in places with easy walking and cycling access to services and public transport.

3.9 The following sections discuss how the proposed development satisfies these objectives and the measures proposed to achieve them.

Public Transport, Walking and Cycling

3.10 As previously discussed, the site is within some 10 minutes' walking distance of Hurstville railway station. Services through Hurstville on the Eastern Suburbs and Illawarra Lines operate on 15 minute headways. Bus services also provide links between Hurstville and surrounding areas. The site is therefore accessible by existing rail and bus services.

3.11 The on-site set down and pick up area provides for taxis. There are footpaths on Gloucester Road, Pearl Street and Millet and cycle paths on Dora Street, Gordon Street and Patrick Street, close to the site.

3.12 The proposed development would increase employment and service densities close to existing public transport services.

3.13 The proposed development will therefore satisfy the objectives of the Metropolitan Transport Plan, NSW 2021, Integrated Land Use and Transport policy package and Planning Guidelines for Walking and Cycling as follows:

- ❑ enabling employees to readily access trains and buses close to the site, for journeys to work;
- ❑ providing an appropriate level of on-site parking, with reference to appropriate Council and RMS requirements, to encourage public transport use and increase the proportion of journey to work trips by public transport;
- ❑ providing increased services and facilities close to the CBD and surrounding residential areas to reduce the extent of travel for access to these services;
- ❑ providing appropriate bicycle parking on the site for employees to increase the proportion of trips made by bicycle; and
- ❑ the opportunity to moderate demand for travel and distance travelled will be provided by the development being close to existing residential populations and hence providing employment opportunities within a short distance.

Work Place Travel Plan

- 3.14 To encourage travel modes other than private vehicle, it is proposed to adopt a travel demand management approach, through a work place travel plan to meet the specific needs of the hospital. The specific requirements, including number of employees, hours of work, shift times, etc., will be incorporated in the work place travel plan to support the objectives of encouraging the use of public transport.
- 3.15 The principles of the work place travel plan, to be developed by Healthe Care in consultation with Council, RMS and other stakeholders, will include:
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- ❑ encourage the use of public transport, including rail services through Hurstville and bus services in the area;
- ❑ work with public transport providers to improve services;
- ❑ encourage public transport by employees through the provision of information, maps and timetables;
- ❑ raise awareness of health benefits of walking and cycling (including maps showing walking and cycling routes);
- ❑ encourage cycling by providing safe and secure bicycle parking;
- ❑ provide appropriate on-site parking provision, consistent with Council's controls and the government's objective of reducing traffic generation.

3.16 The work place travel plan will assist in delivering sustainable transport objectives by considering the means available for reducing dependence solely on cars for travel purposes, encouraging the use of public transport and supporting the efficient and viable operation of public transport services.

Parking Provision

3.17 Hurstville Development Control Plan No. 1 (Car Parking) indicates that parking for hospitals should be provided at a rate of one space per two beds.

3.18 The existing medical centre would be relocated within the development. With 1,217m² proposed, compared to the existing 1,314m², the proposed medical centre will be effectively the same as the existing centre.

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- 3.19 With an increase of 42 hospital beds proposed, the DCP parking requirement would be an additional 21 spaces.
- 3.20 It is proposed to provide total parking on the site of 94 spaces. This represents an increase of 24 spaces, which satisfies the DCP requirement of an additional 21 spaces.

Access, Servicing and Internal Layout

- 3.21 The existing two levels of parking from Millet Street will be extended and additional parking provided. Access to the development will be retained via the existing driveways from Gloucester Road and Millet Street. Employees and visitors will be able to enter and exit the site in a forward direction.
- 3.22 Pedestrian access to the hospital will continue to be provided from Gloucester Street and Millett Street.
- 3.23 Service vehicles will continue to access the site from Millet Street, as at present. Occasional service will occur by vehicles reversing from Millet Street into the loading dock, as currently occurs. The Australian Standard for Parking Facilities (Part 2: Off-street commercial vehicle facilities) provides for occasional reverse manoeuvres from minor roads such as Millet Street.
- 3.24 New parking spaces will be a minimum of 2.6 metres wide by 5.4 metres long, with an additional 0.3 metres width for spaces adjacent to structure. Circulation aisles will be 5.8 metres wide, with columns set back 750mm from the front of spaces. Disabled spaces will be 2.4 metres wide, with an additional 2.4 metre wide adjacent area for wheelchairs. Height clearance will be 2.5 metres above
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disabled parking spaces, with 2.2 metres elsewhere. These dimensions are considered appropriate, being in accordance with AS 2890.1:2004 and AS 2890.6 – 2009.

Traffic Generation and Effects

- 3.25 Traffic generated by the proposed development will have its greatest effects during morning and afternoon peak periods when it combines with commuter traffic.
- 3.26 The anticipated increase in traffic generation as a result of the hospital extension would be some 40 and 50 vehicles per hour two-way during weekday morning and afternoon peak hours respectively.
- 3.27 The additional traffic has been assigned to the road network. Existing traffic flows plus the additional traffic from the proposed extension are shown in Figures 2 and 3, and summarised in Table 3.1.

Table 3.1: Existing two – way peak hour traffic flows plus development traffic					
Road	Location	Morning peak hour		Afternoon peak hour	
		Existing	Plus development	Existing	Plus development
Gloucester Road	North of Pearl Street	375	+5	365	+5
	South of Pearl Street	420	+10	450	+15
Pearl Street	East of Gloucester Road	470	+15	345	+20
	West of Gloucester Road	555	+30	340	+40
	West of Millet Street	505	+10	270	+10
Millet Street	North of Pearl Street	140	+40	130	+50

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- 3.28 Table 3.1 shows that traffic increases on Millet Street would be some 40 to 50 vehicles per hour two-way during morning and afternoon peak hours. Increases on Pearl Street and Gloucester Road would be lower at some five to 40 vehicles per hour two-way.
- 3.29 The intersections previously analysed in Chapter 2 have been re-analysed using SIDRA for the additional development traffic flows shown in Figures 2 and 3. The analysis has included traffic from the development at 458 Forest Road.
- 3.30 The SIDRA analysis found that the roundabout controlled intersection of Gloucester Road with Pearl Street would operate with average delays for the highest delayed movement of less than 15 seconds per vehicle during morning and afternoon peak periods. This represents levels of service A/B, a good level of service.
- 3.31 The unsignalised intersection of Pearl Street with Millet Street would operate with average delays for the highest delayed movement of less than 15 seconds per vehicle during peak periods. This represents level of service A/B, a good level of service.
- 3.32 Therefore, the road network will be able to cater for the additional traffic from the proposed development.

Principles of Construction Traffic Management

- 3.33 At this stage the overall construction methodology, process and staging has not been defined. The builder will be responsible for the preparation of a traffic management plan, which will be prepared prior to the commencement of work, taking into account relevant consent conditions.
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- 3.34 Construction of the development will commence with site preparation works. Construction access will be provided to/from Gloucester Road and/or Millet Street. It is anticipated that works zones will be required along the site frontages to these streets.
- 3.35 Pedestrian footpaths adjacent to the site will be maintained during the construction period. Class A construction fencing will be erected around the perimeter of the building, with overhead protection where required.
- 3.36 Openings in the construction fencing and at the construction access driveways will be managed and controlled by traffic controllers. The movement of trucks entering and exiting the site will be managed and controlled by traffic controllers.
- 3.37 The overall principles for traffic management during construction are:
- ❑ provide a convenient and appropriate environment for pedestrians;
 - ❑ minimise effects on pedestrian movements and amenity;
 - ❑ provide appropriate safety fencing/hoardings around the perimeter of the construction site;
 - ❑ manage and control vehicular movements to and from the site;
 - ❑ provide works zones on Gloucester Road and/or Millet Street, next to the site;
 - ❑ maintain other existing on-street parking in the vicinity of the site;
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- ❑ restrict construction vehicle activity to designated truck routes through the area (to be identified by the appointed builder);
- ❑ construction activity to be carried out in accordance with the approved hours of construction;
- ❑ maintain safety for workers; and
- ❑ the preparation of the construction traffic management plan, signage detail, control of pedestrians and control and management of construction vehicles in the vicinity of the site will be the responsibility of the appointed builder.

Director-General's Requirements

- *Provide a Transport & Accessibility Impact Assessment prepared with reference to the Metropolitan Transport Plan – Connecting the City of Cities, the NSW State Plan, the NSW Planning Guidelines for Walking and Cycling, the Integrated Lane Use and Transport policy package and the RTA's Guide to Traffic Generating Development (where relevant), considering the following:*
 - *Daily and peak traffic movements likely to be generated by the proposed development, including the impact on nearby intersections and the need / associated funding for upgrading or road improvement works (if required). The assessment should also take into account the approved (not yet constructed) development at 458 Forest Road, Hurstville.*

3.38 Traffic generation and its effects are discussed in paragraphs 3.25 to 3.32.

- *Details of the proposed access, parking provisions (if required) and service vehicle movements associated with the proposed development (including vehicle type and likely arrival and departure times).*

- 3.39 Access arrangements are discussed in paragraphs 3.21 to 3.23. Parking provision is discussed in paragraphs 3.17 to 3.20. Service vehicles are discussed in paragraph 3.23. The types of service vehicles will include linen, catering, gas, maintenance and other supplies typically associated with the hospital.
- 3.40 To gauge the existing level of service vehicle activity at the hospital, we have undertaken a survey of the existing hospital loading dock on Millett Street. The survey was undertaken on a weekday, between 6:00 am and 4:30 pm.
- 3.41 The survey found a total of eight service vehicles using the loading dock over this time. Of these, six were vans and car sized vehicles. The other two vehicles were small to medium rigid trucks.
- 3.42 Three of the vehicles visited the site prior to 12:00 pm. Four vehicles visited between 12:00 pm and 2:00 pm and one vehicle after 2:00 pm.
- 3.43 As noted in our report submitted with the Part 3A application, the existing hospital provides 54 beds. With an increase to 96 beds, the proposed development would be expected to generate an additional some six service vehicles on a typical weekday, of which some four or five would be vans/utility sized vehicles and some one or two would be small and medium rigid trucks.
- 3.44 The additional some six service vehicles per day is equivalent to an average of only one vehicle every one to two hours. Such a low increase would not have noticeable effects on the operation of the surrounding road network.
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- *Proposed number of car parking spaces and compliance with the appropriate parking code.*

3.45 Parking provision is discussed in paragraphs 3.17 to 3.20.

- *Describe the measures to be implemented to promote sustainable means of transport including public transport usage and pedestrian and bicycle linkages in addition to addressing the potential for implementing a location specific sustainable travel plan, if the proposal will generate any additional staff or patients.*

3.46 These matters are discussed in paragraphs 3.10 to 3.16.

- *Identify potential traffic impacts during the construction stage of the project, and measures to mitigate these impacts.*

3.47 Construction traffic management is discussed in paragraphs 3.33 to 3.37.

- *Detail the existing pedestrian and cycle movements within the vicinity of the site and determine the adequacy of the proposal to meet the likely future demand for increased public transport and pedestrian and cycle access, if the proposal will generate any additional staff or patients.*

3.48 Pedestrian and cycle access to the site are discussed in paragraphs 2.22, 3.13 and 3.15.

- *The provision of a Traffic management plan for all demolition/construction activities, detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.*
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3.49 Construction traffic management is discussed in paragraphs 3.33 to 3.37.

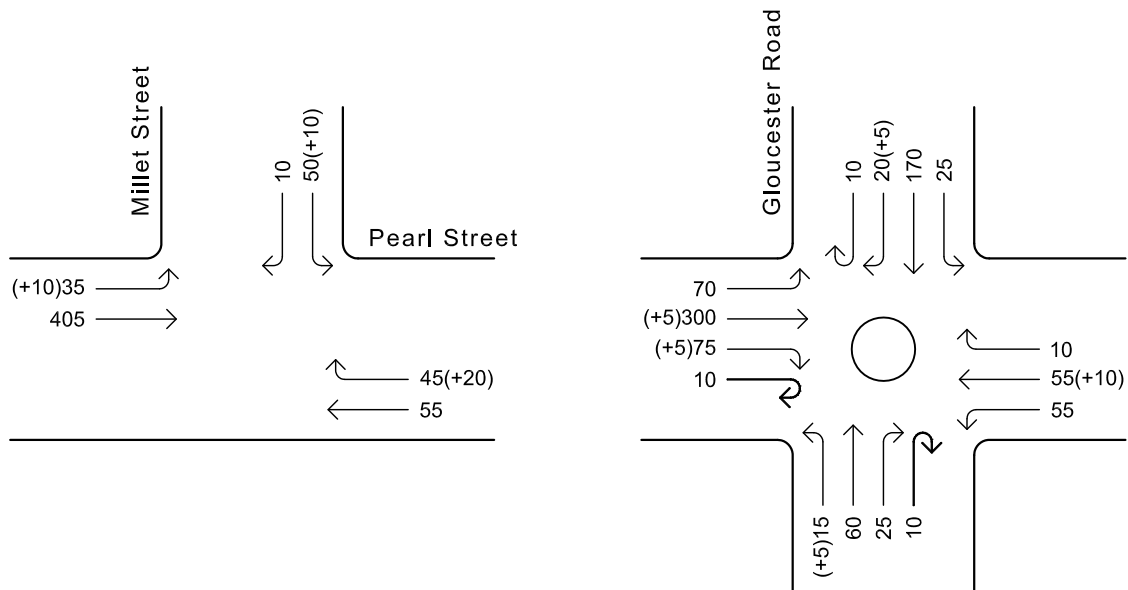
Summary

3.50 In summary, the main points relating to the transport implications of the proposed hospital extension are as follows:

- i) the proposed extension would provide for an increase of some 42 beds;
- ii) the proposed development would increase employment and service densities close to good public transport services and is consistent with government objectives to reduce private car travel and encourage public transport use;
- iii) a work place travel plan will be implemented for the site;
- iv) the proposed parking provision satisfies Council's requirement for the proposed increase in bed numbers;
- v) access, servicing and internal layout will be similar to today;
- vi) the road network will be able to cater for the additional traffic from the proposed development; and
- vii) the director-general's requirements are discussed in paragraphs 3.38 to 3.49.



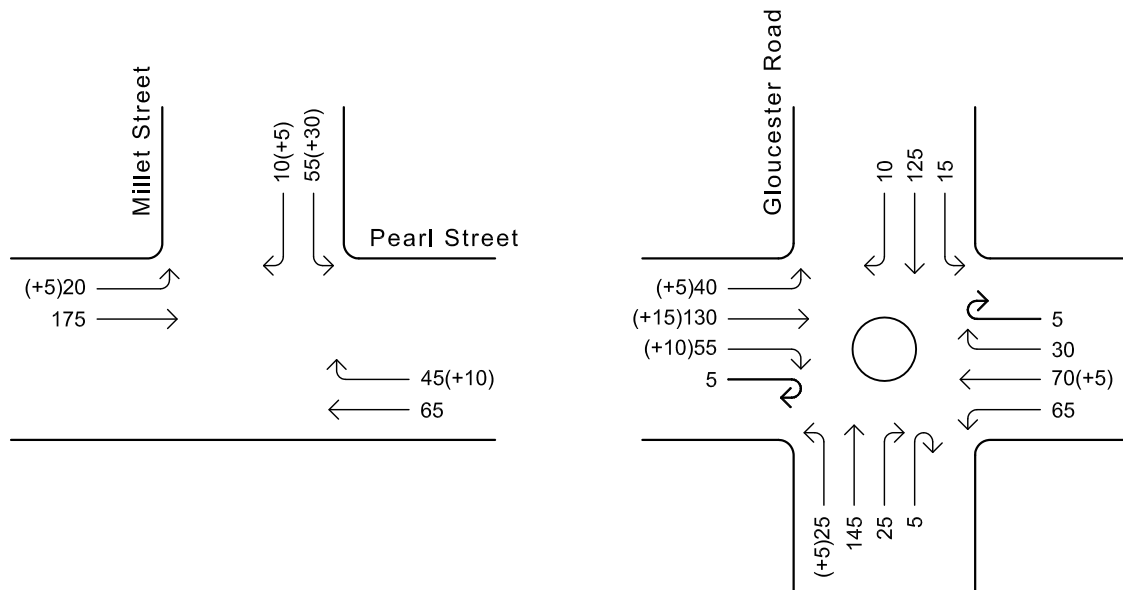
Location Plan



LEGEND

- 100 - Existing Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- - Roundabout

Existing weekday morning peak hour traffic flows plus development traffic



LEGEND

- 100 - Existing Peak Hour Traffic Flows
- (+10) - Additional Development Traffic
- - Roundabout

Existing weekday afternoon peak hour traffic flows plus development traffic