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13 February 2012

The Manager
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Chris King

**MP11_0087 – PROPOSED REDEVELOPMENT OF WAGGA WAGGA BASE HOSPITAL –
STAGE 1A, EDWARD STREET, WAGGA WAGGA.**

I refer to your correspondence regarding the subject Development Application which was referred to the Roads and Traffic Authority now Roads and Maritime Services (RMS) for assessment and comment.

Following discussions with representatives from NSW Health Infrastructure on 9 February 2011 the proposed phasing of the redevelopment of the Wagga Wagga Base Hospital Project has been clarified. It is understood that the works proposed in the current Project Application is for Phase 1 (being stage 1A of Stage 1) which is for the Mental Health Building only. This application also includes the proposed roadway between Yathong and Yabtree Streets. Concurrently with Phase 1 is works for the construction of the proposed carpark along the Edward Street (Sturt Highway) frontage of the hospital site considered under the provisions of the State Environmental Planning Policy (Infrastructure). It has been clarified that the further stages for the redevelopment of the hospital will be subject to further applications.

From the information available it appears that the development proposal for the subject stages is generally consistent with the concept plan for the redevelopment of the Wagga Wagga Base Hospital with the exception of the proposed carpark located along the Edward Street frontage of the subject site to the west of Lewis Drive. It is now understood that the Concept Plan has not yet been approved.

In relation to the existing road network the Wagga Wagga Base Hospital site has frontage to Edward Street which forms part of the Sturt Highway (HW14) and to Docker Street which forms part of the Wagga Wagga – Holbrook Road (MR 211) which are classified roads under the provisions of the Roads Act and to Yathong Street, Yabtree Street, Doris Roy Lane, Yathong Lane, Rawson Lane and Lewis Drive which are local roads.

As is the case for any development the redevelopment of the hospital facility needs to consider and address the needs of the traffic generated by the subject development and its impacts on the public road network. The Traffic and Parking Report prepared by SKM dated September 2011 indicates that access between the hospital site and Edward Street is to be restricted to left turn ingress only by the extension of the existing central median within the highway to the eastern boundary of the subject site and the retention of the existing one-way only south bound movement in Lewis Drive. An exemption to the right turn restriction is proposed for emergency

vehicles only by a "break in the median" and a Channelised Right Turn (CHR) treatment. This right turn provision for emergency vehicles only is supported subject to the treatment being designed and constructed to provide for sufficient storage for the anticipated queue lengths and appropriate signage to signpost the right turn access as being for emergency vehicles only. Representatives from NSW Health Infrastructure have advised that these works would be undertaken in the next stage of the redevelopment of the hospital. Given the scale of the current project proposal for the Mental Health facility RMS would not object to this.

As part of the overall plan for the redevelopment of the Base Hospital both the Wagga Wagga City Council and Roads and Maritime Services (RMS) have promoted the concept of the extension of the internal roadway network from Yabtree Street to Docker Street with the access driveway to Docker Street to align with the intersection of Docker Street and Hardy Avenue and the resulting 4 way intersection to be a signalised intersection. This internal roadway and intersection were included in the documentation for the concept proposal for the redevelopment of the hospital. The provision of this access to Docker Street and the potential benefits that it will provide for the functionality of the hospital and the surrounding road network need to be considered as part of the early stages of the redevelopment of the Wagga Wagga Base Hospital. This has been highlighted in previous submissions from the former RTA in respect to the redevelopment of the Hospital site.

Notwithstanding the provisions of Clause 101(2) of State Environmental Planning Policy (Infrastructure) the creation of the new access driveway to Docker Street which is a Classified Roads is considered to provide benefits for the wider community. Given that the roadway could be constructed as an internal road (with a 7m pavement) this roadway to Docker Street could be located between the existing Lewis House and Dental Building on the Docker Street frontage of the Hospital Site. The resulting roadway and signalised intersection would;

- provide for a safe and convenient access point for the hospital site via the existing arterial road network within Wagga Wagga,
- reduce the traffic burden on the surrounding residential precinct serviced by Brookong and Murray Streets rather than increase the impact as the current proposal will due to its reliance on access to Murray street,
- provide direct access between the Base Hospital and Calvary Hospital,
- provide for ease of access and egress from the site for larger service vehicles which would be accessing the service areas located to the southern side of the hospital buildings
- cater to the pedestrian demand across Docker Street due to the surrounding medical precinct and minimise the impact of traffic generated by the hospital on the adjoining residential precinct in Brookong and Murray Streets. This would also allow for the removal of the current pedestrian refuge within Docker Street which currently narrows the travel lanes in Docker Street.
- provide for ease of access to the majority of the residential areas within Wagga Wagga, provide an alternative access to the Central Business District of Wagga Wagga via Edward Street or Docker Street and Morgan /Forsyth Streets rather than the use of the Murray Street intersection with Edward Street.

Without the direction of traffic from the hospital sites towards Docker Street through the provision of the access driveway and intersection treatment with Docker Street, the increased traffic generation resulting from the redevelopment of the Hospital site will impact on Murray Street and Brookong Avenue and particularly on the intersections of Murray and Edward Streets and Docker Street and Brookong Avenue. These intersections will require appropriate assessment and treatment to safely manage the increased traffic levels. The intersection of Murray and Edward Street currently has a crash history. To further increase the volume of traffic through this intersection without appropriate intersection treatment will increase the potential for

serious incidences at this intersection. As indicated in the Traffic and Parking Report options for the treatment of the crash history at this intersection include the construction of a median across the intersection to deny right turn movement from and into Murray Street.

The submitted Traffic and Parking Report indicates that the Level of Service (LOS) for the intersection of Murray and Edward Streets as being A. The level of service for the intersection as a whole is heavily weighted to Edward Street due to the dominant traffic volumes on this street. It is noted that the level of service for the Murray Street leg of this intersection is reported to be as low as F during the morning peak. The current proposal relies on the intersection of Murray and Edward Streets for access from the site to the east, towards the CBD, and for access to the site from the west. Without the development of the new intersection with Docker Street the treatment of this intersection is required because of the increased traffic loading anticipated due to the hospital redevelopment.

The consideration of the traffic impact of any development should give consideration to the anticipated growth in the traffic generation of the development and the expected growth within the surrounding road network for the lifetime of the development. Whilst the stages proposed by the current application may not be considered to represent significant traffic impacts when compared to the existing traffic levels within the nearby road networks, particularly when compared against the anticipated traffic generated by the finished hospital establishment, it is essential that the traffic demands generated by the development are appropriately catered for in a safe and proactive manner in the early stages of the development.

To provide for onsite circulation without the need to access the public road network and for ease of way finding within the site the proposed new road between Yathong and Yabtree Streets to the east of the Mental Health Building needs to provide for 2 way movement, not one-way as proposed in the Test of Adequacy document dated November 2011. This will also benefit circulation within the site and access for delivery vehicles when Yathong Street is extended to intersect with Docker Street. Representatives from NSW Health Infrastructure have advised that this roadway is to provide for two-way movement as the proposed width of 7m can catered to this.

The exhibited documents proposed 2 different layouts for the carparks along the Edward Street frontage of the hospital site. It is understood that the carpark design for the existing and proposed carpark along the frontage of the hospital site to Edward Street is to be as per the layout on plan AR.GE.70.7001 Issue F included in the Test of Adequacy document dated November 2011. RMS notes that the proposed carpark works are being undertaken under the provisions of State Environmental Planning Policy (Infrastructure). RMS generally supports the proposed layout of the new carpark to the western side of Lewis Drive and the changes to the carpark on the eastern side of Lewis Drive and offers the following comments:

- The closure of vehicular access between the northern most aisle of the existing carpark located in the north eastern corner of the site and Lewis Drive is supported. To allow for ease of circulation within the carpark the provision of left turn egress only from the carpark to Lewis Drive and one-way circulation should be considered. The kerb and gutter and signage could be designed and located to support this and deny left turn from Lewis Drive into this carpark.
- The removal of the existing 90 degree parking located along the western side of Lewis Drive as shown on plan AR.GE.70.7001 Issue F is supported
- The location of one access from Lewis Drive to the new carpark to be constructed in the north western precinct of the site at the southern most aisle is supported.
- The existing driveway egress from the proposed new carpark to Edward Street should be deleted if it is not required for emergency purposes. Notwithstanding this, this driveway is to

be restricted to authorised vehicles by appropriate means, such as boom gate, as there would be a tendency for visitors parking within the new carpark to use this existing driveway. As a minimum signage is to be erected denying access to Edward Street is to be erected.

- To improve the traffic management and interaction with the existing road network RMS would consider an option for the construction of a driveway connection from the new carpark to Docker Street. To maximise the separation of a new driveway to Docker Street from the nearby traffic signals at the intersection of Docker and Edward Streets the driveway would need to be located at the western extension of the southern east west aisle within the new carpark. This option would require the one-way movement within the carpark as proposed, an appropriately designed driveway treatment in Docker Street and traffic calming devices to minimise speed for through vehicles between Lewis Drive and Docker Street. To remove the driveway to Edward Street and provide access to Docker Street may allow for additional parking spaces or landscape provision to be provided.
- The layout of the proposed carpark should comply with the provisions of AS 2890.1-2004 "Off-street car parking" and be designed and provide facilities for safe pedestrian movement though the carpark to the entrance to the Hospital.
- Provision for appropriate illumination and surveillance of the carpark is required.

Roads and Maritime Services support the redevelopment of the Wagga Wagga Base Hospital given the benefits to the wider community but consider that relevant traffic issues presented by the redevelopment of the base hospital site need to be addressed in the early stages of the development to minimise impact on the safety and efficiency of the existing road network within Wagga Wagga, be it the local or classified road network.

Further to issues raised above Roads and Maritime Services (RMS) provides the following items as potential conditions for the consideration of the consent authority in relation to the current proposal for the redevelopment of the hospital facilities.

- a. The new internal road located to the east of the Mental Health Building between Yathong and Yabtree Streets is to be designed, constructed and line marked to provide for 2 way movement for all vehicles likely to access the hospital site.
- b. Any off-street car park associated with the redevelopment of the hospital including driveway design and location, internal aisle widths, ramp grades, parking bay dimensions and loading bays are to be in accordance with AS 2890.1-2004 "Off-street car parking" and AS 2890.2-2002 "Off-street commercial vehicle facilities". Design details for the carpark shall be submitted to and approved by Wagga Wagga City Council prior to the issue of a construction certificate.
- c. The swept path of the largest vehicles entering and exiting the subject site and manoeuvrability through the site is to be in accordance with AS 2890.2-2002 "Off-street commercial vehicle facilities" and to Councils satisfaction and in a manner to allow all vehicles to be able to enter and exit the subject site in a forward direction.
- d. Any landscaping, fencing and signage to be provided within the site or along the boundary with any adjoining road reserve is to be designed and maintained to provide safe sight distance to pedestrians for motorists entering and exiting the site to minimise conflict in accordance with AS2890.1-2004 "Off-street car parking".
- e. Pedestrian access into the site is to be provided separate to the vehicle driveways and is to cater for all forms of pedestrian mobility. Landscaping and/or fencing are to be provided

along the frontages of the site to the public roads to direct pedestrians to the defined pedestrian access point.

- f. The carpark is to be designated as a Pedestrian Share Zone and appropriately signposted. Entrance treatments to delineate the pedestrian shared zone and limit the speed of vehicles accessing the site is to be provided within the driveways from the public road network to the satisfaction of the Council.
- g. Traffic calming devices are to be installed within the subject site to minimise conflict between pedestrians and vehicles within the subject site. Pedestrian crossing stripes are not to be placed in the site as these resemble pedestrian crossings on the road and creates confusion as to who has priority.
- h. Appropriate directional signage and line marking is to be installed and maintained throughout the hospital site to enforce the required directions of vehicle travel through the site and to assist in directing vehicles around and through the facility.
- i. All lighting for the illumination of carpark and pedestrian areas shall comply with AS1158 – “Lighting for roads and public spaces” and AS4282 – “Control of Obtrusive Effects of Outdoor Lighting”. Details demonstrating compliance with these requirements are to be submitted to the satisfaction of the certifying Authority prior to the issue of a Construction Certificate.
- j. The provision of on-site car parking, including disabled parking, associated with the subject development is to be in accordance with Council requirements. All car parking spaces required by the development are to be provided on-site and not to be compensated by the on-road parking in the vicinity. Parking, particularly disabled parking, is to be located with convenient pedestrian access to the entry doors of the premises.
- k. Internal vehicular manoeuvring aisles, parking areas and loading bays shall be maintained clear of obstruction and used exclusively for the purposes of vehicle access, parking and loading and unloading respectively. Under no circumstances shall these areas be used for the storage of goods or waste receptacles or any other purpose
- l. All works associated with the proposed development shall be at no cost to Roads and Maritime Services.

Further to issues raised in the preceding Roads and Maritime Services (RMS) provides the following items for the consideration of the consent authority in relation to future proposal for the redevelopment of the hospital facilities

- a. A raised central median is to be constructed in Edward Street (the Sturt Highway) extending from its intersection with Docker Street to the eastern extremity of the development site. A Channelised Right Turn (CHR) facility is to be constructed within this median at its intersection with the one-way access driveway (Lewis Drive) into the development site. This raised median and intersection treatment is to be designed and constructed in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Roads and Maritime Services.
- b. The Channelised Right Turn (CHR) treatment providing for right turn movement from Edward Street into the development site via Lewis Drive is to be restricted to use by emergency vehicles only. This restriction is to be appropriately signposted.

- c. Vehicular access into the site from the Sturt Highway is to be restricted to light vehicles only. This is to be appropriately signposted.
- d. The proposed four-way signalised intersection treatment of the intersection of the new internal access with Docker Street and Hardy Avenue is to be designed and constructed in accordance with the Austroads Guide to Road Design as amended by the supplements adopted by Roads and Maritime Services.
- e. The Sturt Highway is part of the State Road network. For works on the State Road network the developer is required to enter into a Works Authorisation Deed (WAD) with Roads and Maritime Services before finalising the design or undertaking any construction work within or connecting to the road reserve. The applicant is to contact the Land Use Manager for the South West Region on Ph. 02 6938 1111 for further detail.

The developer will be required to submit detailed design plans and all relevant additional information including cost estimates and pavement design details for the works, as may be required in the Works Authorisation Deed documentation, for each specific change to the state road network for assessment and approval by Roads and Maritime Services. However, the developer is encouraged to submit concept plans of the layout of the proposed works for checking by Roads and Maritime Services prior to undertaking the detailed design phase.

- f. The developer is responsible for all public utility adjustment/relocation works, necessitated by the proposed development and as required by the various public utility authorities and/or their agents. It should be noted that any works within the road reserve of a classified road will require concurrence from Roads and Maritime Services under section 138 of the Roads Act 1993 prior to commencement of any works.
- g. All works associated with the proposed development shall be at no cost to Roads and Maritime Services.

The opportunity to discuss the issues raised in this submission with relevant representatives on behalf of the proponent was welcomed by Roads and Maritime Services (RMS) and appeared to be useful for both parties.

Any enquiries regarding this correspondence may be referred to the Land Use Manager for RMS (South West Region), Maurice Morgan, phone (02) 69371611.

Yours faithfully

R Elrington
Acting Regional Manager
South West Region