

Project: Prince of Wales Hospital
Randwick NSW Comprehensive
Cancer & Blood Disorder Centre
Responses to Submissions – Traffic
Stage 1 Development

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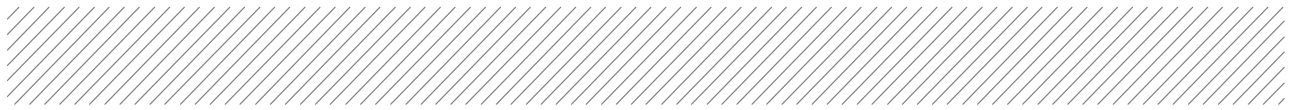
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1. Introduction

This report has been prepared to provide responses to the submissions made by various government agencies in relation to traffic and transport for the Stage 1 development of the Comprehensive Cancer & Blood Disorder Centre (CCBDC), Prince of Wales Hospital (POWH), Randwick. Aurecon has previously prepared a traffic and transport assessment report for the Stage 1 development of the proposed cancer centre development in May 2012.

The POWH is proposing to reconfigure and reorganise its services into a CCBDC for the following reasons:

- Consolidate its services that are currently located in more than eight (8) separate locations across the Randwick Campus in buildings ranging in age from 1950 to 1970.
- Existing bunkers (which house the linear accelerators that provide radiotherapy services) need to be replaced due to severe cracking and problems with leakage.

Stage 1 development includes bulk excavation and construction of a lower ground treatment area, 4 underground radiotherapy bunkers, and a new underground tunnel connecting to Building 3 and the hospital

The responses to the submissions made by the following government agencies for the Stage 1 development of the CCBDC are provided in Section 2.

- Department of Planning and Infrastructure
- Randwick City Council
- Roads and Maritime Services

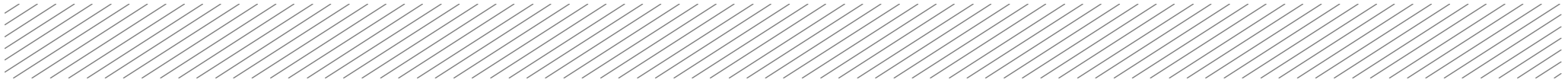
2. Responses to Submissions

Issues Raised By	Issues Raised	Proponent's Response
Department of Planning and Infrastructure	<p>Car Parking and Pedestrians</p> <ul style="list-style-type: none">• Further clarification and certainty on the proposed interim car parking arrangements during Stage 1 to offset the loss of 59 car spaces including details of any potential on or off site car parking arrangements including the location and term of any lease.• Submission of a pedestrian management plans for the proposed re-direction of pedestrian and cyclist traffic on Avoca Street and High Street	<p>Negotiations are currently underway between Health Infrastructure (HI) and various parties to provide temporary parking for the displaced staff parking</p> <p>A detailed construction traffic management plan will be prepared prior to commencing the construction works and submitted for RMS' approval. The detailed construction traffic management plan will include a pedestrian management plan for the proposed re-direction of pedestrian and cyclist traffic on Avoca Street and High Street.</p> <p>With regard to catering for pedestrian/cyclist movements, the following measures will be provided.</p> <ul style="list-style-type: none">• Adequate signs will be posted to re-direct pedestrians/cyclists to access either the High Street access or Gate No 6.• RMS certified Traffic controllers will be in place to manage traffic and pedestrian/cyclist movements when construction vehicles are accessing the site via Gate No 6.• No construction vehicles are allowed to either reverse into, or reverse out of, the site at Gate 6.

Issues Raised By	Issues Raised	Proponent's Response
Randwick City Council	Car Parking <ul style="list-style-type: none"> No details have been provided of how the interim loss in car parking will be managed. A parking management plan is recommended to address this issue by way of condition of consent. No details have been provided of the additional staff and patient numbers associated with both the Stage 1 and 2 proposals that would generate new car parking demand. This should be clarified, and the requirements of the Council's Parking DCP addressed 	<p>Negotiations are currently underway between Health Infrastructure (HI) and various parties to provide temporary parking for the displaced staff parking area.</p> <p>During the Stage 1 of the development, the existing hospital services that are related to the proposed Cancer facility will remain unchanged from the existing operation. At the completion of Stage 1 some existing cancer treatment operations will transfer to the new facility.</p> <p>The Stage 1 facilities are not expected to increase the number of staff to the Hospital Campus or to increase the number of visitors to the Hospital Campus. Patients are expected to arrive/leave throughout the day</p> <p>A separate traffic report will be prepared for Stage 2 development. The parking related information will be provided in this report.</p>
Randwick City Council	Car Parking <ul style="list-style-type: none"> Consideration should be given to redesign of the car parking and manoeuvring areas to improve the setting of the superintendents Residence and the Edmund Blacket building There is reasonable scope to move the car park further to the east in order to introduce a landscaped edge to the front of the Edmund Blacket building 	<p>Landscaping will be provided between the car park area and the Superintendents Residence/ the Edmund Blackett building during the Stage 2 development of the project.</p>

Issues Raised By	Issues Raised	Proponent's Response
Randwick City Council	Landscaping <ul style="list-style-type: none"> The application forgoes the opportunity to improve the setting of the Superintendents Residence in favour of expanding vehicle manoeuvring areas in the site Species should be carefully selected to ensure visibility of the main front elevation of the building is retained Consideration should be given to redesign of the vehicle turnaround area to improve the setting of the Superintendents Residence 	It is understood that landscaping will be provided between the car park area and the Superintendents Residence/ the Edmund Blackett building. The proposed landscaping arrangement will alleviate the need for the redesign of the vehicle turnaround area.
Randwick City Council	Traffic Management <ul style="list-style-type: none"> Prior to the commencement of any building works the applicant shall submit for approval and have approved by Council's Traffic Engineer a detailed construction traffic management plan The plan shall demonstrate how construction and delivery vehicles will access the development site during the demolition and construction phase of the development. All traffic associated with the subject development shall comply with the terms of the approved construction traffic management plan. 	A detailed construction traffic management plan and traffic control plan will be prepared prior to commencing the construction works and submitted for Council and RMS approval, where required.
Roads and Maritime Services	The environmental assessment report has not quantified or examined the traffic impact of the existing facilities being consolidated in the Randwick area. The additional traffic generation to be exerted by the site needs to be analysed with SIDRA modelling undertaken to examine potential impact to peripheral major intersections with the view to generate potential improvements to capacity and cater for development growth	<p>During the Stage 1 of the development, the existing hospital services that are related to the proposed Cancer facility will remain unchanged from the existing operation. At the completion of Stage 1 some existing cancer treatment operations will transfer to the new facility.</p> <p>Based on the information provided by HI, the Stage 1 facilities will not increase the number of staff to the Hospital Campus or to increase the number of visitors to the Hospital Campus. Patients are expected to arrive/leave the throughout the day.</p> <p>Therefore, additional traffic generation and the traffic impacts on peripheral major intersections is minimal with the Stage 1 development and no additional traffic modelling is required to assess the traffic impacts.</p>

Issues Raised By	Issues Raised	Proponent's Response
Roads and Maritime Services	<p>The re-direction of pedestrian and cyclist traffic on Avoca Street and High Street needs a pedestrian management plan to be developed accompanied with a safety audit to determine if pedestrian facilities are required to cater this movement.</p>	<p>Pedestrian access along Avoca Street and High Street will be maintained at all times during the construction period.</p> <p>The Heritage gate access into the Hospital site will be closed during the construction period and the pedestrian/cyclists using the Heritage gate will be re-directed to use either the High Street access or Gate No 6 on Avoca Street.</p> <p>A total of 52 pedestrians were recorded using the Heritage gate in the AM peak and 76 pedestrians used this gate in the PM peak on 12 October 2011. It is expected that these pedestrians will use the identified pedestrian path at Gate 6. These pedestrians will be redirected by erecting temporary signs and informing hospital staff by HI in relation to the proposed pedestrian access changes via internal communication channels.</p> <p>Based on the results of the traffic surveys, it is estimated that 132 pedestrians during the AM peak and 135 pedestrians during the PM peak period are expected to use Gate No 6 assuming all pedestrians currently using the Heritage gate will use Gate 6 when the Heritage Gate is closed.</p> <p>A 3.5m wide footpath is provided on both Avoca Street and High Street for re-directed pedestrians to access Gate 6 and High Street access. Due to the high volume of pedestrian movements at Gate 6, the following measures will be provided.</p> <ul style="list-style-type: none"> • A dedicated pedestrian path will be provided from Gate 6 to link up with the existing pedestrian network within the Hospital Campus as per relevant standards • Pedestrian paths will be protected using the RMS approved water filled barriers where pedestrians paths are provided adjacent to construction vehicle paths • RMS certified Traffic controllers will be in place to manage traffic and pedestrian movements when construction vehicles accessing the site via Gate No 6. • Adequate signs will be posted to re-direct pedestrians to access either the High Street access or Gate No 6. • No construction vehicles are allowed to either reverse into, or reverse out of, the site at Gate 6.



		<ul style="list-style-type: none">Any reversing manoeuvres of construction vehicles within the Hospital Campus will be supervised by RMS certified traffic controllers <p>Following the completion of the Detailed Construction Traffic Management Plan, Traffic Control Plan and the pedestrian management plan audits by RMS approved personnel will be carried out.</p>
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Issues Raised By	Issues Raised	Proponent's Response
Roads and Maritime Services	The consolidation of hospital services that are currently located in more than eight locations across the Randwick campus will add pressure to the parking supply in the area within the Hospital and the surrounding road network. The proposed parking provision for the site appears to be inadequate. The Department would be aware that there is limited spare capacity in the on street parking available in the vicinity of the site and there has been no provision made for visitor parking on site.	<p>During the Stage 1 of the development, the existing hospital services that are related to the proposed Cancer facility will remain unchanged from the existing operation. At the completion of Stage 1 some existing cancer treatment operations will transfer to the new facility.</p> <p>The Stage 1 facilities are not expected to increase the number of staff to the Hospital Campus or to increase the number of visitors to the Hospital Campus. Patients are expected to arrive/leave throughout the day.</p> <p>This stage of the project is not expected to increase the number of visitors to the Hospital Campus and would not change existing public car parking arrangement at the existing public underground car park which is managed by Metro Parking Management Australia.</p> <p>The proposed Cancer Facility is located within walking distance to the existing public car park off Barker Street/Easy Street. Therefore, no additional visitor parking is required for Stage 1 development.</p>
Roads and Maritime Services	The report has not examined if existing drop off areas are adequate to cater for the additional traffic anticipated.	The existing hospital services related to the proposed Cancer facility and located across the Hospital Campus are being served by the drop off area which is accessed off High Street. Since the existing hospital services that are related to the proposed Cancer facility will remain unchanged from the existing operation, the current drop off area off High Street for the cancer facility will continue to serve until Stage 2 development is completed.
Roads and Maritime Services	The parking restrictions for all roads fronting the development should be reassessed to ensure that the restrictions suit the post development usage. Any changes to current parking arrangements need to be endorsed by the Local Traffic Committee. The loss of 59 spaces for staff car parking cannot be justified with the presumption that there will be 100% modal shift to public transport.	<p>It is not anticipated that there will be any change to the parking restrictions on the surrounding road network, other than the proposed establishment of a work zone in High Street west of the intersection with Avoca Street. Application will be made to Randwick City Council for the establishment of this zone prior to the commencement of any works.</p> <p>Negotiations are currently underway to provide temporary parking for the displaced staff parking area.</p>

Issues Raised By	Issues Raised	Proponent's Response
Roads and Maritime Services	The report did not examine the traffic generation by visitors and the impact to the existing car park and also if spare capacity exists to absorb this extra traffic, Similarly, the surrounding road network needs to be examined to determine if additional traffic generated can be accommodated in terms of parking.	<p>During the Stage 1 of the development, it is understood that the existing hospital services that are related to the proposed Cancer facility will remain unchanged from the existing operation. At the completion of Stage 1 some existing cancer treatment operations will transfer to the new facility.</p> <p>The Stage 1 facilities are not expected to increase the number of staff to the Hospital Campus or to increase the number of visitors to the Hospital Campus. Patients are expected to arrive/leave the throughout the day and would not change existing public car parking arrangement at the existing public underground car park which is managed by Metro Parking Management Australia.</p>
Roads and Maritime Services	The environmental assessment fails to examine the impact to loading docks and their capacity to absorb and handle increased deliveries to the Hospital	The existing hospital services that are related to the proposed Cancer facility and located across the Hospital Campus are being currently served by a loading dock off Hospital Road. The Stage 1 development will not increase the deliveries to the hospital since the existing hospital services that are related to the proposed Cancer facility will remain unchanged from the existing operation. The loading dock off High Street will continue to serve until Stage 2 development is completed.
Roads and Maritime Services	Although the report makes inference to negotiations for the supply of car parks via signing of possible leases this may not eventuate, due to limited supply in the area, therefore resulting to a shortfall in parking. Parking should be amplified at the site, not reduced as Hospitals tend to attract a large number of visitors.	Negotiations are currently being undertaken between Health Infrastructure (HI) and various parties to provide parking for the displaced staff parking. It should be noted that the loss in parking is only for staff and there is no reduction in visitors parking on the hospital campus due to Stage 1 of the proposed development.

Issues Raised By	Issues Raised	Proponent's Response
Roads and Maritime Services	During construction it is noted that conflict will exist between vehicular traffic and pedestrian at Gate No. 6. Measures need to be implemented to minimise the potential of crashes occurring. Similarly the re-direction of pedestrians to other areas needs to be examined for the provision of appropriate infrastructure to cater for their movement.	<p>A detailed construction traffic management plan and traffic control plan will be prepared prior to commencing the construction works and submitted for RMS' approval.</p> <p>With regard to catering for pedestrian movements, the following measures will be provided.</p> <ul style="list-style-type: none"> • A dedicated pedestrian path will be provided from Gate 6 to link up with the existing pedestrian network within the Hospital Campus as per relevant standards • Pedestrian paths will be protected using the RMS approved water filled barriers where pedestrians paths are provided adjacent to construction vehicle paths • RMS certified Traffic controllers will be in place to manage traffic and pedestrian movements when construction vehicles accessing the site via Gate No 6. • Adequate signs will be posted to re-direct pedestrians to access either High Street access or Gate No 6. • No construction vehicles are allowed to either reverse into, or reverse out of, the site at Gate 6. • Any reversing manoeuvres of construction vehicles within the Hospital Campus will be supervised by RMS certified traffic controllers



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