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21 December 2012

David Gibson  
Team Leader  
Metropolitan and Regional Projects North  
Department of Planning and Infrastructure  
23 – 33 Bridge Street  
SYDNEY NSW 2000

Attention: Ben Eveleigh

Dear Mr Gibson,

**RESPONSE TO SUBMISSIONS - LATE SUBMISSION FROM TRANSPORT FOR NSW  
DUBBO BASE HOSPITAL REDEVELOPMENT - SSD DA (SSD 5250)**

This letter addresses comments made by Transport for NSW (TfNSW) in a late submission received by the Department on 10 December 2012 after a formal response to submissions package was submitted by JBA on behalf of Health Infrastructure (HI) on 7 December 2012. This response letter should be read in conjunction with the submitted formal response to submissions package dated 5 December 2012.

Transport for NSW has commented that it encourages an ongoing collaborative approach between Health Infrastructure and Dubbo City Council to deliver seamless infrastructure that ensures bus passengers and pedestrians can alight and be assured of safe and convenient access to the hospital grounds from bus stops on the Golden Highway.

To that end TfNSW has suggested two options for improving access and legibility for visitors to the Hospital that may arrive by bus.

1. Proposed Internal Roadway to cater for bus movements and pick-up / drop-off; or
2. External infrastructure improvements on the southern boundary and access to the Hospital off the Golden Highway.

HI (and the consultant team) has considered these suggestions and can provide the following response.

The internal roadway option to deliver patients and visitors to the Hospital Main Entry is not possible or feasible for the following reasons.

- The central forecourt area is utilised by emergency services and their continued operations need to be clear of any potential conflict which would be brought about by the introduction of a bus travelling through this critical area.
- The northern forecourt area, close to the main public entrance, is currently being used for a pick-up / drop-off by taxis and members of the general public. Currently there are no operational issues. However, the introduction of a bus travelling through this constrained area would increase the potential for conflict or may require the removal of this key facility which is not desired.

- The internal roadways have insufficient width to accommodate the required bus movements into and out of the site.
- A preliminary swept path analysis of a 12.5 metre bus travelling along the potential loop has been undertaken and is shown in the attached plan. The plan assists in illustrating the potential issues raised above in terms of insufficient roadway width and conflict with emergency and pick-up / drop-off vehicles.
- The option for bus services to loop around the Hospital (enter from the east and exit to the west) is not considered suitable due to constraints in the internal roadway and potential conflict with standing trucks on the western side of the site. Discussions with the bus operators also indicated that this would not be a preferred option as it would add significantly to the journey time of the service.
- Dubbo Buslines has confirmed that the current number of people using the bus service is low at no more than 20 per day. Therefore, the additional works involved in providing this facility as a result of Stage 1 and 2 proposals (which would result in an additional 19 beds) does not seem warranted.

Cardno has provided a figure with bus swept paths to demonstrate the general constraints for manoeuvrability in this part of the Hospital Campus (refer Cardno's attached figure).

Further, even with improved bus services to, or past, the hospital (should that arise or eventuate), the increased demand or propensity for increased bus patronage would be sufficiently low to not warrant any significant spatial replanning of the Hospital and its present access arrangements.

HI is however willing to consider and participate in Suggestion 2 as offered by TfNSW. HI has considered the existing external access arrangements to the south of the Hospital's main entrance as well as what types of works would be needed to improve access and assist in wayfinding and sense of safety and security. These are demonstrated in the appended sketch by Cox.

This sketch proposes that the following embellishments are provided to assist bus patrons visiting the site:

- Extension of concrete path from bus stop on northern side of Cobbora Road connecting to existing pathway to Hospital; this is proposed to assure a safe continuously accessible pathway from the bus stops to the Hospital entry.
- Illuminated sign with directions to the hospital to be located at the northern bus stop;
- Extension of street signage to illuminate the pedestrian path to the hospital boundary. This is to assure pedestrian safety in accordance with CPTED principles.
- Electrical works outside the hospital boundary will:
  - be a Level 3 design, including all certification processes;
  - require legal documentation for agreement between the Council and the supply authority, which Essential Energy;
  - have required lighting levels determined by the Council;
  - be the subject of a Council application letter by HI (and the consultant team) to the Council advising change in lighting to the area to be carried out by the Level 3 designer; and
  - be approved with a design to the satisfaction of the Supply Authority.
- We note that bus stops in each direction are located on both sides of Cobbora Road. In order to facilitate pedestrians crossing the Golden Highway, in vicinity of the existing bus stops, it is proposed to provide an extension to the footpath, dropped kerbs and a pedestrian refuge along the pedestrian desire line. These measures are considered suitable in the context of the surrounding area as well as existing traffic and pedestrian volumes.

- In relation to the installation of a marked foot crossing a set of warrants have been previously established by RMS and relate to measured vehicle and traffic flows over three periods of one hour in any day. The current vehicle and pedestrian volumes experienced at this subject location would not meet this warrant and therefore a marked foot crossing is not considered a suitable measure. However, this does not preclude the provision of a marked foot crossing in the future.
- Illumination of the pedestrian crossing is already provided. Kerb layovers are already provided at each crossing point.
- To improve pedestrian linkages, the footpath network is proposed to be extended to include connections to the existing bus stops on Cobbora Road with dropped kerbs provided as required (refer Cox's sketch attached).
- The median on Cobbora Road is proposed to be widened / amended so as to allow provision for a pedestrian refuge to aid crossing of the Cobbora Road.
- The refuge on Leonard Street at its intersection with Golden Highway is proposed to be upgraded / widened to accommodate pedestrian / wheelchair users alongside dropped kerbs as required (this may require adjustment to kerb lines – subject to further design).
- A pedestrian refuge is proposed to be provided on the Hospital access road to provide linkage between the main hospital building entrance and the on-street bus stop facilities. This refuge may have to be moved further north with an extension of the footpath as required in order to cater for vehicle turning movements at the site access (refer Cox's sketch attached).

HI is willing to work with Council (and other relevant authorities and stakeholders such as Essential Energy and the bus operators, respectively) to determine timing and delivery of these works, apportionment of responsibility for the works, and suitability of the proposed works relative to Council's and others' standards and approvals processes - as relevant.

HI is keen to ensure that a suitable condition is imposed with respect to the above that does not unreasonably limit the delivery of the SSD DA consent and the construction or occupation of the development, but which provides for a level of commitment and flexibility for HI. HI would also prefer to not be unreasonably tied to a timeframe that does not accord with current HI funding programs, and which may detract from the ability to deliver core clinical functional needs. We would welcome (as is common practice for a Crown applicant) a review of the draft conditions of consent to refine (if necessary) and agree to a condition that addresses this matter.

This response should be read in conjunction with the following attached documentation:

- Letter and figure as prepared by Cardno (dated 19 December 2012 and Drawing Number 01234/B/01 dated 19 December 2012); and
- Sketch of Pedestrian Routes from Bus Stops (ARC WF\_Pedexternal\_SLP 1 of 1 - dated 17 December 2012) as prepared by Cox.

Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or oklein@jbaplanning.com.au.

Yours faithfully



Oliver Klein  
Associate