

Your Reference: SSD 5263  
Our Reference: SYD12/01085  
Contact: Dianne Rees  
Telephone: 8849 2237



**Transport**  
Roads & Maritime  
Services

The Director – Metropolitan and Regional Projects North  
Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Peter McManus**

**PROPOSED STAGE 1 EXPANSION TO BLACKTOWN HOSPITAL  
INCLUDING A NEW CLINICAL SERVICES BUILDING, ALTERATIONS TO  
EXISTING MAIN HOSPITAL BUILDINGS, INTERNAL STREET, SITE  
LANDSCAPING, NEW PERMANENT ACCESS ON BLACKTOWN ROAD,  
ADDITIONAL PARKING AND ASSOCIATED BUILDING SERVICES  
AT 18 BLACKTOWN ROAD, BLACKTOWN**

Dear Sir/Madam

I refer to your letter of 3 September 2012 (Department Ref: SSD5263), concerning the abovementioned development application which was referred to Roads and Maritime Services (RMS) for comment in accordance with Clause 104 of *State Environmental Planning Policy (Infrastructure) 2007* and Section 138 of the *Roads Act 1993* for concurrence.

**Construction Access**

An application for the construction of a multi-storey car park was submitted to Blacktown Council and referred to RMS in May 2012. RMS had no objection to the construction of a temporary access and to enable the construction of the car park, approved of the location on Blacktown Road opposite Baronta Street.

The subject approval was conditional on RMS' requirements being met, and the access being 'closed' on completion of the car park construction. The temporary access could then be re-opened and used as a construction access for subsequent stages of the hospital re-development. The development application for the car park was approved by Blacktown Council on 10 August 2012.

RMS's continued support for the use of the construction access is dependent on traffic being managed effectively on Blacktown Road in accordance with an approved Traffic Management Plan/s (TMPs). TMPs should include a Traffic Control Plan (TCP) - see Condition No. 4 below.

Roads and Maritime Services

The operation of the construction access will assist in separating heavy construction vehicles from emergency vehicles and general hospital traffic. This arrangement will enable the continued safe operation of the hospital during construction activities. The construction access will be replaced with a permanent access at the same location once construction activities have been finalised.

As there is no certainty on a completion timeframe for the overall hospital upgrade, or a mechanism to enforce the closure of this access when all construction is completed, RMS will request a condition be imposed separately at each stage, and for Stage 1, to temporarily close the construction access, once construction has been completed for that stage.

In this instance, RMS will be requesting that a condition be imposed to close the construction access, prior to the release of the Occupation Certificate for Stage 1 (Condition No. 3 – Construction Access). RMS will provide written advice to the Principal Certifying Authority that the road has been closed to RMS's satisfaction to allow the issuing of the Certificate.

Subject to the applicant's advice and to facilitate the potential use of the same construction access for further stages of the hospital's upgrade, the construction access can then be re-opened, its use being subject to an approved TMP for that stage and RMS's requirements being met. If the access is then required for the construction of further stages of the hospital expansion, then its continued use will be considered subject to the conditions imposed for that stage.

The applicant should be advised that they should apply separately at each development stage for the continued use of the construction access. Further works within the hospital precinct may occur concurrently or following the Stage 1 construction, in which case, approval will have to be granted separately.

The construction access is to be removed and replaced with a permanent access prior to the finalisation of the hospital upgrade works.

### **Permanent Vehicular and Pedestrian Access, and Gateway to the Hospital Precinct**

The location for the permanent access and Gateway to the hospital precinct is to be opposite Baronta Avenue via a two-way, left in/left out access only. An amended design for the permanent access has been submitted to RMS for review in the period since the lodgement of this application to the Department. RMS raises no objection to the location of the permanent access opposite Baronta Avenue subject to it being maintained as a left in/left out access only. RMS does not support the signalisation of this access to the hospital precinct due to the close proximity of the signalised intersection of Wall Park Avenue and Blacktown Road, and on sight distance and network efficiency grounds.

RMS is continuing discussions with the applicant regarding the final design of the permanent access road to the hospital precinct.

### **Exercise of Concurrence Function under the *Roads Act, 1993***

RMS has reviewed the State Significant Development Application and grants concurrence to the proposed temporary construction access and permanent access to the hospital precinct on Blacktown Road under Section 138 of the *Roads Act 1993*, subject to the Department's approval and the following requirements being included in the determination:

1. All works/regulatory signposting associated with the proposed development are to be at no cost to RMS.

Reason: To comply with RMS requirements.

#### **Construction Access:**

2. The construction access can be re-opened to perform its function to RMS's satisfaction prior to the commencement of works for the Stage 1 expansion. The applicant shall submit a written request to RMS for review and approval prior to the commencement of works, in order to continue using the construction access for Stage 1 of the development.

Reason: To maintain the classified road network efficiency, capacity and the safety of all road users.

3. The construction access shall be closed to RMS's satisfaction and written advice obtained from RMS, prior to the issue of the Occupation Certificate by the Principal Certifying Authority for the Stage 1 expansion of the hospital.

Reason: To maintain the classified road network efficiency, capacity and the safety of all road users.

4. Separate Construction Traffic Management Plans (TMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements, maintenance of pedestrian and cyclist thoroughfares, and traffic control, should be submitted to and approved by RMS prior to the issue of the Construction Certificate for each part of Stage 1 of the development.

Associated Traffic Control Plans (TCP) and 'Driver Codes of Conduct' shall be included in the TMPs.

Appropriate signage is to be installed on Blacktown Road in accordance with approved TMPs to warn motorists of trucks turning into and out of the site.

5. Any proposed temporary/partial road closures will require the applicant to apply for a Road Occupancy Licence (Form C & D) by contacting the Transport Management Centre's Planned Incidents Unit on (02) 8396 1513 during office hours (8am-4pm) or 131 700 after hours.

The applicant will be required to submit the Road Occupancy Licence forms/traffic management plan at least 10 working days prior to the start of works. Plans should be forwarded to the Supervisor Planned Incidents Unit, Transport Operations, Transport Management Centre or on facsimile (02) 8396 1530.

In due course, the applicant will need to obtain a Road Opening Licence. Details can be obtained from RMS's Sydney Project Services on 8849 2496.

Reason: To maintain the classified road network efficiency and capacity.

6. Access to/from the site via the access road shall be restricted to construction vehicles only whilst it is functioning as a construction access road.

Reason: To comply with RMS requirements.

7. All construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Blacktown Road.

8. Reason: To comply with RMS requirements.

9. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.

Reason: To comply with RMS's requirements.

10. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability throughout the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to the Department and RMS for approval, which shows that the proposed development complies with this requirement.

Vehicles greater than 19 metres in length shall be prohibited from entering and exiting the site via the construction access road.

Reason: To allow safe vehicular entry and exit.

11. All ingress to, and egress from the construction site shall be restricted to left turn movements to/from Blacktown Road. All construction vehicle movements are to be supervised by accredited RMS approved traffic controllers.

Reason: To allow safe vehicular entry and exit.

12. If not already in place, full time "No Stopping" restrictions should be implemented along the Blacktown frontage of the development site.

Reason: To comply with RMS's requirements.

**Permanent Access:**

13. The construction access shall be closed to RMS's satisfaction and written advice obtained from RMS, prior to the start of works for the construction of the permanent access.

Reason: To maintain the classified road network efficiency, capacity and the safety of all road users.

14. The proposed permanent access shall be designed to meet RMS's requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to RMS for consideration and approval prior to the release of the Construction Certificate by Principal Certifying Authority and commencement of road works.

The developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the Works Authorisation Deed (WAD) will need to be executed prior to RMS's assessment of the detailed civil design plans.

RMS fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the commencement of works.

Reason: To maintain the classified road network capacity and efficiency.

15. The shared path in the vicinity of the left in/left out access on Blacktown Road is to be reinstated as a reinforced concrete shared path to match existing and to RMS requirements.

Reason: To comply with RMS requirements.

16. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to RMS for approval, prior to the commencement of any works.

Details should be forwarded to:

The Sydney Asset Management  
Roads and Maritime Services  
PO Box 973 Parramatta CBD 2124.

A plan checking fee will be payable and a performance bond may be required before RMS's approval is issued. With regard to the Civil Works requirement please contact the RMS's Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

Reason: To ensure RMS's assets function effectively. .

16. A Construction Traffic Management Plans (TMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements, maintenance of pedestrian and cyclist thoroughfares, and traffic control, should be submitted to and approved by RMS prior to the commencement of works for the permanent access.

Associated Traffic Control Plans (TCP) and 'Driver Codes of Conduct' shall be included in the TMPs.

Appropriate signage is to be installed on Blacktown Road in accordance with approved TMPs to warn motorists of trucks turning into and out of the site.

17. Any proposed temporary/partial road closures will require the applicant to apply for a Road Occupancy Licence (Form C & D) by contacting the Transport Management Centre's Planned Incidents Unit on (02) 8396 1513 during office hours (8am-4pm) or 131 700 after hours.

The applicant will be required to submit the Road Occupancy Licence forms/traffic management plan at least 10 working days prior to the start of works. Plans should be forwarded to the Supervisor Planned Incidents Unit, Transport Operations, Transport Management Centre or on facsimile (02) 8396 1530.

In due course, the applicant will need to obtain a Road Opening Licence. Details can be obtained from RMS's Sydney Project Services on 8849 2496.

Reason: To maintain the classified road network efficiency and capacity.

18. Access to/from the site via the access road shall be restricted to construction vehicles only during the construction period of the permanent access. On completion, the permanent left in/left out access road is to be dedicated as public road and opened to all traffic.

Reason: To comply with RMS requirements.

19. The access driveway to the area containing services located at the egress on Blacktown Road is to be constructed to RMS requirements. All vehicles are to enter and leave this area in a forward direction.

20. Reason: To comply with RMS requirements.

21. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.

Reason: To comply with RMS's requirements.

22. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability throughout the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to The Department for approval, which shows that the proposed development complies with this requirement.

Reason: To allow safe vehicular entry and exit.

23. All ingress to, and egress from the site shall be restricted to left turn movements to/from Blacktown Road.

Reason: To allow safe vehicular entry and exit.

24. If not already in place, full time "No Stopping" restrictions should be implemented along the Blacktown frontage of the development site.

Reason: To comply with RMS's requirements.

**Signage:**

25. The proposed pylon sign near the access road is to meet the requirements of *State Environmental Planning Policy (SEPP) No. 64 – Advertising and Signage*, particularly Clause 23 *Freestanding Advertisements*. The design of the signage should take into account the Department of Planning and Infrastructure's *Transport Corridor Outdoor Advertising and Signage Guidelines (July 2007)*.

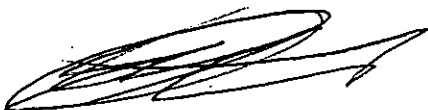
- Signs shall be constructed entirely within private property and shall not encroach or overhang, into the road reserve.
- The proposed sign must not have/use:
  - Flashing lights;
  - Electronically changeable messages;
  - Animated display, moving parts or simulated movement;
  - Complex displays that hold a drivers attention beyond "glance appreciation";
  - Displays resembling traffic signs or signals, or giving instruction to traffic by using words such as 'halt' or 'stop'; and
  - A method of illumination that distracts or dazzles.

RMS provides the following advisory comments to The Department for consideration in its determination of the development application:

1. The Department should ensure that buses can circulate within the site as right turn movements will be prohibited at the left in/left out access on Blacktown Road.
2. The Department should ensure that pedestrians are adequately catered for within the site during the construction period of the development, particularly for care givers and children wishing to access the child care centre.
3. Should the applicant wish to modify the temporary construction access in any way then a Section 96 modification should be submitted to Blacktown Council. The car park development was approved by Council and all modifications should be determined by Council.

Any inquiries can be directed to Dianne Rees by telephone on 8849 2237.

Yours sincerely



Chris Goudanas  
Land Use Planning and Assessment Manager  
Transport Planning, Sydney Region

22 October 2012