

ALBURY WODONGA REGIONAL HOSPITAL PROJECT

Early Works REF Traffic Statement

2 JULY 2025



SCT Consulting acknowledges the traditional owners of the lands on which we work.
We pay our respects to Elders past, present and emerging.



Quality Assurance

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1.0 Introduction

1.1 Background

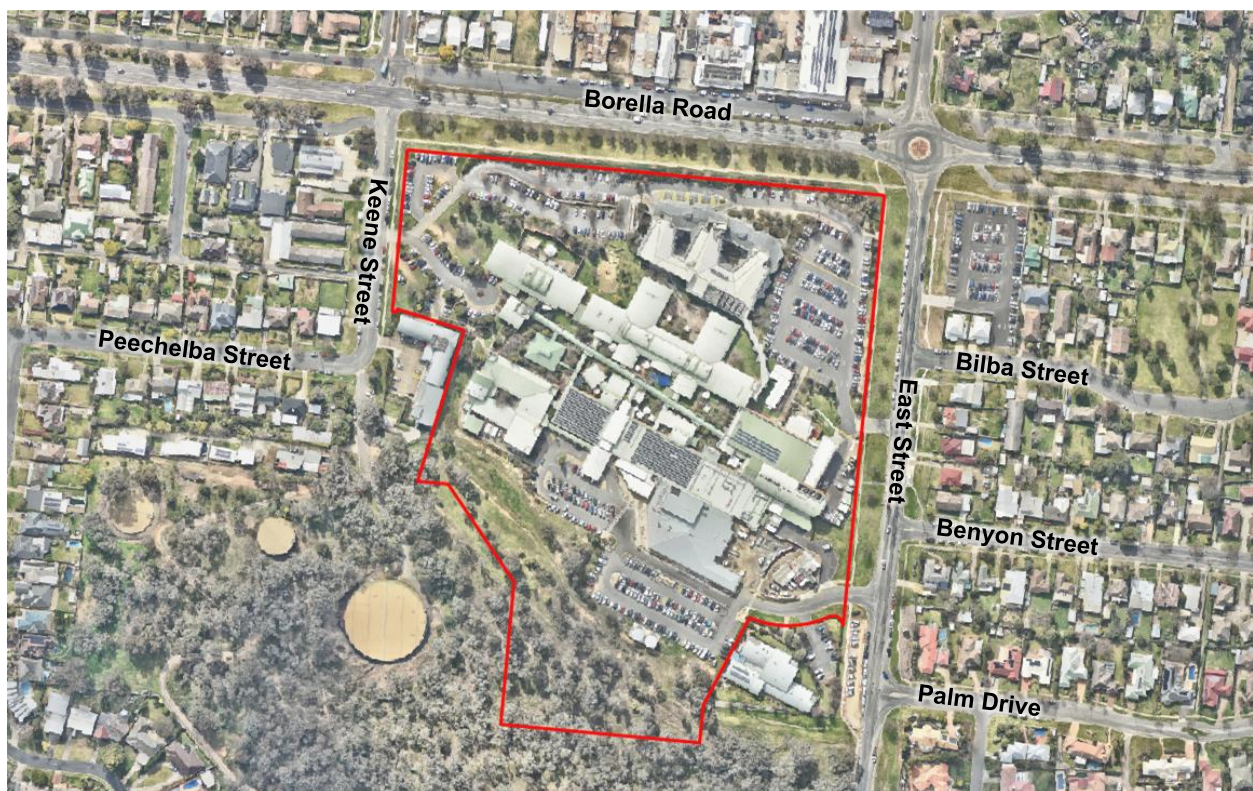
The Albury Wodonga Regional Hospital (AWRH) project is part of the Albury Wodonga Health (AWH) and provides acute, subacute, mental health and other services to the cross-border areas of Albury and Wodonga. The site is located at 201 Borella Road, East Albury, approximately 3km east of the Albury CBD, and is shown in **Figure 1-1**.

In 2020-21, AWH developed a Clinical Services Plan (CSP) to scope the projected healthcare needs of Albury Wodonga and the wider region over the coming decades. Early planning confirmed that a single-site hospital, to an appropriate size and scale, was needed to meet forecast health needs. The Albury Campus was considered a suitable site when compared to the Wodonga Campus.

In October 2022, the New South Wales and Victorian Governments committed \$558 million for the Albury Campus Redevelopment Project. The redevelopment will include a new Clinical Services Building (CSB) on the existing Albury Campus with the aim of consolidating acute, women's and children's services (currently provided at Wodonga Campus) to Albury.

As demolition is required to construct the new CSB, existing services will be decanted into the proposed "Northeast Building" which will be constructed as part of an early works package. This work is further outlined within **Section 3.0** of this report. The purpose of this document is to provide key traffic and transport findings relating to the early works package.

Figure 1-1 Albury Wodonga Regional Hospital project site boundary



Source: SCT Consulting: 2023, modified from Nearmap

1.2 Report structure

The report comprises of the following sections:

- **Section 2.0** describes the existing Albury Hospital facilities and existing modes of transport to the site.
- **Section 3.0** describes the proposed early works and its parking strategy.
- **Section 4.0** provides commentary on the traffic and transport findings relating to the Northeast Building.
- **Section 5.0** summarises the overall impact of this REF on the surrounding transport network.

2.0 Existing conditions

2.1 Existing Albury Hospital facilities

The Albury Hospital, located at Borella Road, comprises of approximately 25,000m² of built area with the following services:

- Emergency Department – currently undergoing expansion followed by associated refurbishment works
- Interventional suite – operating theatres, cardiac catheter lab and Clinical Sterile Services Department (CSSD) with operational considerations under investigation for compliance with AS4187
- Critical Care – Intensive Care Unit (ICU) / High Dependency Unit (HDU) and Coronary Care Unit (CCU)
- Ambulatory services – Allied Health Unit and medical consult spaces (cardiac consult rooms and pre-admission clinic consult spaces)
- Women's and Children's Services – Integrated paediatrics unit (IPU) collocated with Medical and surgical IPU services
- Acute overnight beds – including oncology in Albury Wodonga Regional Cancer Centre (AWRCC)
- Mental health unit – Nolan House
- Support Services including Medical Imaging, Pharmacy, Pathology, Staff Administration services and Staff Amenities
- Back of House Services – in the lower ground floor with kitchen, linen, stores and mortuary services

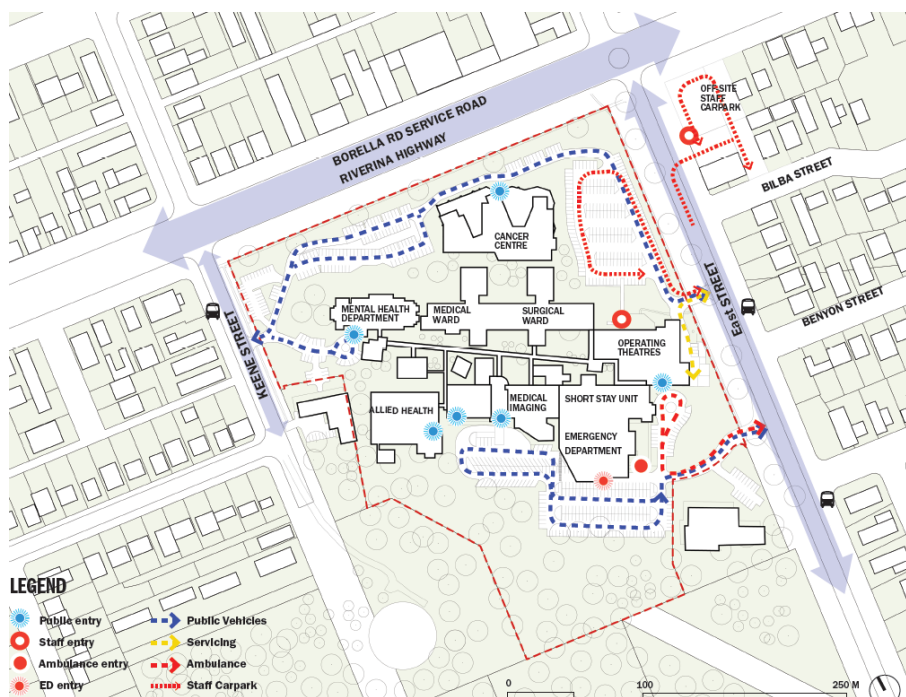
2.2 Existing site access

The site is typically approached from the west via the Hume Highway interchange to Borella Road or the Hume Highway overpass. Additional access from the south is also provided via the East Street interchange with the Hume Highway.

The Riverina Highway provides access from the east. Albury Airport is also located east of the site and is an approximate five minute drive to and from the hospital.

The primary access to the site is provided via East Street, with additional access provided at Keene Street. The existing site access is illustrated below in **Figure 2-1**.

Figure 2-1 Existing site access



Source: Hassell, 2023

2.2.1 Road network

The site, located south of Borella Road, is bounded by Keene Street in the west, East Street to the east and the Eastern Hill Reserve to the south.

The key road network characteristics surrounding the site are presented below:

- **Borella Road** is a key east-west regional road that connects to the Riverina Highway in the east and Guinea Street (towards Albury CBD) in the west. It has two lanes in each direction with a speed limit of 60km/hr. There is no direct vehicular access to the site from Borella Road. Additionally, there is no parking on Borella Road.
- **Keene Street** is a local 50km/hr road servicing the site from the west. The intersection of Keene Street and Borella Road is controlled by a Give Way control. Unrestricted, on-street parallel parking is available on both sides of Keene Street.
- **East Street** is a north-south local road connecting Borella Road and North Street in the north and Hume Freeway to the south. It has a speed limit of 60km/hr. The roundabout at the East Street and Borella Road intersection controls access to East Street. Unrestricted, on-street parallel parking is available on both sides of East Street.

2.2.2 Public transport

Two public bus routes service the site. These, and their service frequencies, are outlined in **Table 2-1**. There is no route that is provided directly to the site from Wodonga.

Table 2-1 Bus routes adjacent to AWRH

Route	Bus stop location	Service area	Frequency		
			Monday – Friday	Saturday	Sunday
903: QEII Square to East Albury via Base Hospital (Loop Service)	East Street southbound (2640472)	– Albury – East Albury	– ~1 per/hr (6.30am – 3pm)	– 7 services (9.30am – 6.30pm)	– 5 bus services (10am – 4pm)
	Keene Street northbound (264051)	– South Albury	– +2 services after 3pm on Thursdays and Fridays		
909: Thurgoona to Albury via Airport & Base Hospital	East Street northbound (2640649)	– Albury – Albury Airport – Thurgoona	– ~1 per/hr (6.30am – 7pm) – +2 services after 7pm on Thursdays and Fridays	– ~1 per/hr (8am – 6pm)	– 4 bus services (10.30am – 4.30pm)

Source: Transport for NSW and Hassell, 2023

Albury Station is located roughly 2km walking distance away from the Albury Hospital. Wodonga Hospital is located further, roughly 9km away via the M31 Hume Highway. Rail services connect Albury and Wodonga six times a day and are run by the Victorian V/Line network. The first service from Wodonga to Albury commences mid-morning at around 10.30am, occurring only three times a day. Train services from Albury to Wodonga commence from 6.45am, occurring only three times a day. The NSW service connects to Sydney and Melbourne, stopping at Albury but not at Wodonga.

Due to the low frequency of services and limited catchment, most staff, patients and visitors are assumed to drive to and from the hospital instead of using the bus or rail service.

2.2.3 Walking and cycling

There is an adequate footpath connection in the vicinity of Albury Hospital. A 1.2m footpath is available along the site's periphery and on both sides of East Street. Additionally, local roads such as Benyon Street and Palm Drive adjacent to the site have a footpath on at least one side of the road. Pedestrian refuge islands are provided at East Street and Keene Street to aid with pedestrian crossing. The residential streets to the west of Albury Hospital do not have footpaths.

There is an on-street cycleway on Keene Street, north of Borella Road. However, there are no cycling crossing facilities across Borella Road itself resulting in a disconnection between the hospital and this cycling facility. Shared paths are provided on Borella Road, which forms part of the cycle path between Thurgoona and Albury.

2.2.4 Parking

Existing parking is on grade, with some terraced parking in the northwest part of the site, taking into account the topography. The existing parking layout is illustrated in **Figure 2-2** and discussed below. Parking spaces in these areas are categorized in **Table 2-2**.

- Public parking is located south of the hospital, adjacent to the main entry, the new Emergency Department (ED) triage, and adjacent to Nolan House/secondary entry. Parking is also available on adjacent residential streets.
- Staff parking is on the north corner. In addition, the land is leased from Albury City Council for additional parking for staff on the site opposite; this parking is security-controlled with a boom gate.
- AWRCC car parking is to the north and northwest of the cancer centre.
- Aside from staff parking, which is signposted, public parking is used proximal to the desired entry point.
- Separate parking on adjacent sites is provided for the AWRCC residential accommodation and the University of New South Wales (UNSW) education facility.

Figure 2-2 Parking areas



Table 2-2 Parking space breakdown

Carpark	Total spaces	Supply breakdown
A	189	Staff spaces: 169 Visiting Medical Officer spaces: 10 Accessible spaces: 2 Fleet spaces: 8
B	25	Visitor spaces: 16 Accessible spaces: 9
C	32	Visitor spaces: 32
D	54	Visitor spaces: 54
E	35	Visitor spaces: 35
F	41	Visitor spaces: 35 Accessible spaces: 2
G	177	Visitor spaces: 161 Accessible spaces: 12 ED drop-off spaces: 4
H	106	Staff spaces: 106
Total	659	

During the parking survey, different parking areas reached capacity at different times of the day. Staff parking areas were observed to reach maximum capacity just before 8am. Patient parking areas reached capacity closer to 1pm. Overall, peak demand was observed on campus at 11am and is illustrated in **Figure 2-3**. At 11am the number of informally parked vehicles at each car park is tabulated in **Table 2-3**. Most informally parked vehicles were observed near the Hilltop Accommodation car park on Keene Street.

Figure 2-3 Peak car park occupancy

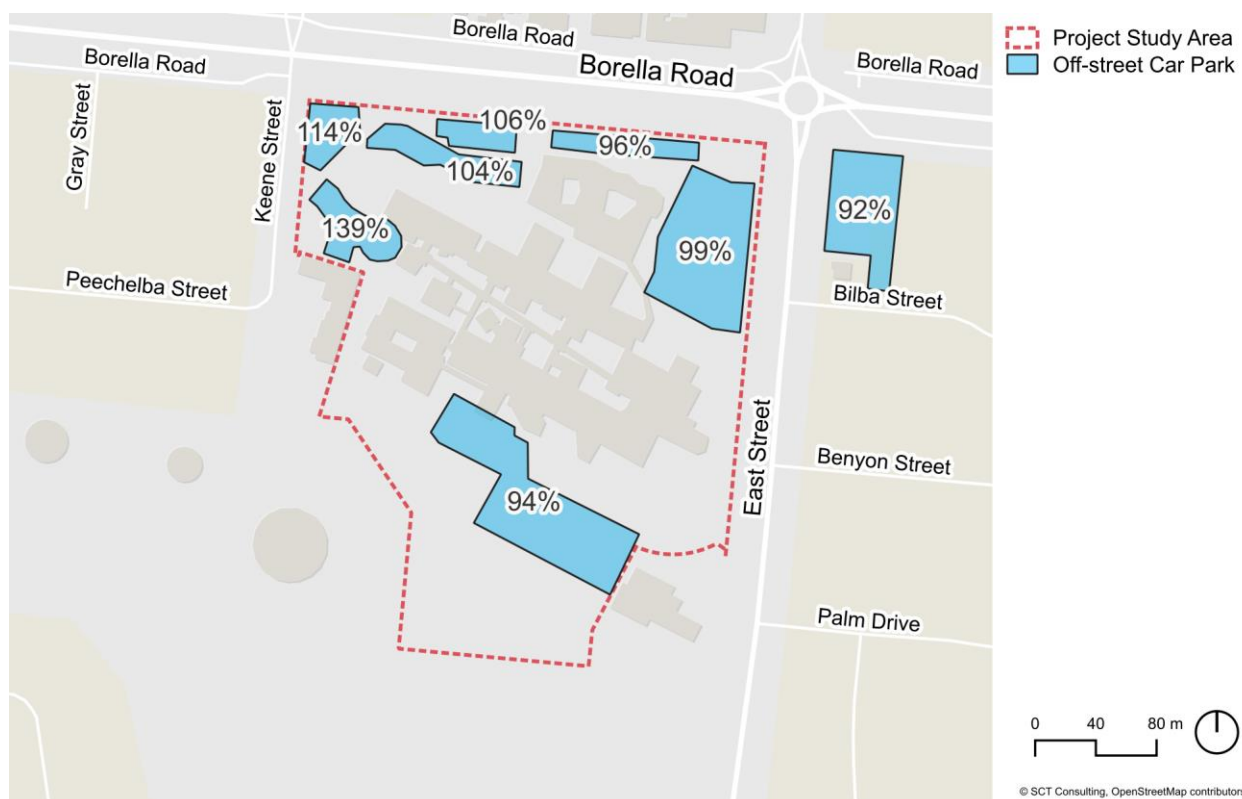


Table 2-3 Number of informally parked cars at 11am

Carpark	Informally parked cars
A	3
B	0
C	2
D	2
E	5
F	18
G	5
H	0

2.2.5 Servicing and waste disposal

Servicing and waste disposal is located at the eastern part of the site. The loading dock, mortuary vehicles, and bulk gas storage / supply are all accessed from East Street. The entry to the loading dock is shared with the East Street staff car park (car park A) entrance. Existing logistics access needs to be maintained under the AWRH project.

3.0 Proposed early works package

The Northeast Building, shown in **Figure 3-1**, is a two-storey building located in the northeast corner of the hospital campus, near East Street. The proposed activity is comprised of:

- New Northeast Building with Administration, Allied Health, Education Training and Research, Medical Lounge, Staff Amenities, and Pharmacy with link bridge to Level 2 corridor, which is the existing public entry level, adjacent existing surgical wards and operating theatres. Associated works include:
 - Demolition and removal of existing landscaping, and hardstand including walkways and associated pedestrian infrastructure
 - Make good the interface and include pedestrian movement works and line marking
 - Minor landscaping and paving works to building edge and interface to assist with accessibility and wayfinding
 - Wayfinding and egress signage will be amended.
- Relocation of existing fire hydrant and some inground services diversions.
- Removal of hardstand of existing lower staff at-grade car park resulting in a loss of 41 parking spaces to be relocated in a temporary northwest car park.
- Tree removal, tree planting and landscaping works.

Figure 3-1 Northeast Building architectural render



Source: Hassell, 2025

3.1 Early works parking strategy

3.1.1 During demolition and construction

The construction of the Northeast Building will require some car park spaces to be temporarily occupied by site sheds, by plant and equipment, and for material storage. This will likely be between 20 to 40 car park spaces. The exact number of car park spaces to be occupied will depend on the stage of the project and the type of work that needs to be completed. All efforts will be made to minimise the loss of car parking at all times.

To alleviate the temporary loss of these spaces, a construction worker parking area adjacent to Borella Road will be provided and a temporary parking area adjacent to East Street will be provided. Construction worker parking is subject to a separate approval from Albury City Council. No trees are proposed to be removed for the construction

worker parking area under this REF. These parking areas will be sized to ensure there is no net loss of car park spaces.

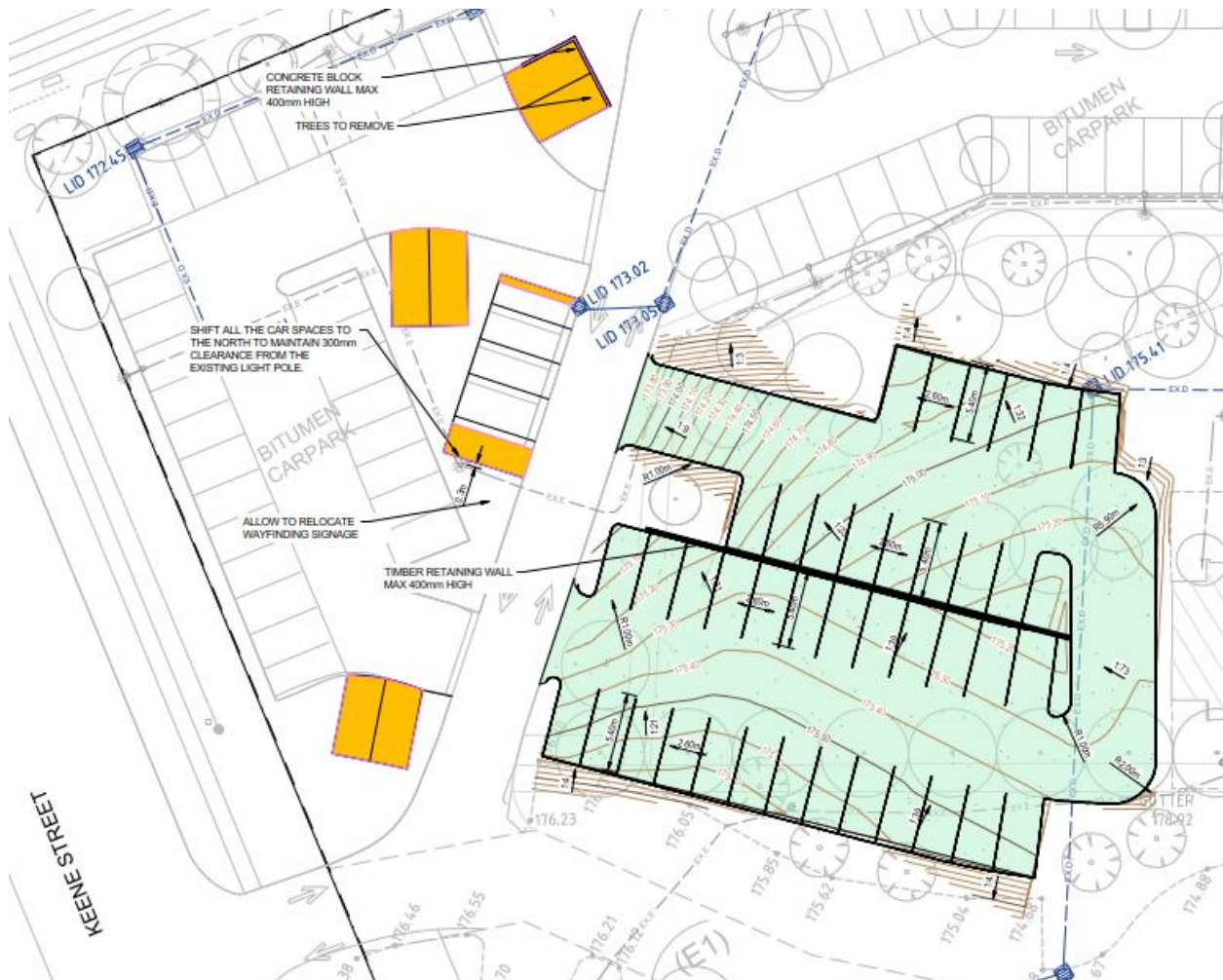
The parking areas to be provided adjacent to Borella Road and adjacent to East Street are off-street and will not impact neighbours.

3.1.2 Post construction

The construction of the Northeast Building will remove 41 spaces from the existing on-grade car park (car park A). To mitigate the impacts of this loss, temporary parking is proposed on the western side of the site. **Figure 3-2** illustrates a temporary car park near Keene Street that would yield 39 parking spaces and expansion of the north-western car park (car park E) to provide seven new spaces. This results in a total of 46 spaces being provided, a net increase in parking supply on-site of five spaces.

The temporary car park would operate until the construction of a larger car park as part of the hospital expansion. Swept paths for this car park have been included in **Appendix A**. The temporary car park will be finished with chipseal. This arrangement is intended to minimise the cost of future demolition work. The area is already used by some staff as an informal parking area. Formalising this area provides a surplus of parking spaces through a more efficient layout, improves safety for staff, and prepares the area for future development in the main works package.

Figure 3-2 Temporary parking near Keene Street



Source: WSP, 2025

Overall, all spaces lost in the construction of the Northeast Building is relocated elsewhere on the campus, resulting in no net loss in parking spaces.

3.1.3 Parking benchmarking

Table 3-1 compares the ratio of off-street parking to on-street parking at Albury Hospital against other regional hospitals. Albury Hospital has an oversupply of off-street parking relative to other regional hospitals. Within 200m walking distance of the hospital campus, there are approximately 200 on-street spaces, of which approximately 140 spaces were unoccupied during parking surveys. Although no additional parking demand is expected, this on-street availability will provide sufficient capacity to capture the any unforeseen growth in parking demand.

Table 3-1 Benchmark off-street to on-street parking supply ratios

Hospital	Off-street parking demand	On-street parking demand	Ratio
Albury Hospital	662	105	~6.5:1
Wodonga Hospital	296	194	~1.5:1
Wagga Wagga Hospital	540	489 (400m radius)	~1.1:1
Griffith Base Hospital	311	49 (400m radius)	~6.3:1
Shoalhaven Hospital	215	114 (400m radius)	~1.9:1
Port Kembla Hospital	231	51	~4.5:1
Batemans Bay Hospital	68	58	~1.2:1
Moruya Hospital	113	134	~0.8:1
Ryde Hospital	261	117	~2.2:1

3.2 Early works logistics strategy

The existing access strategy for freight and logistics vehicles, outlined in **Section 2.2.5**, will be maintained and be unaffected by the operation of the Northeast Building. No additional loading and servicing requirements are required for the Northeast Building as it will house existing services decanted from other areas of the Hospital.

4.0 Multi-modal impact assessment

4.1 Active transport impact assessment

Pedestrian pathways to the Northeast Building have been integrated into the existing pedestrian pathways throughout the hospital. Crash protection will be provided along the pedestrian footpath adjacent to the car park circulating aisle, as shown in **Figure 4-1**, to prevent vehicles colliding with pedestrians and the building itself. Crash protection requirements are to be confirmed.

Figure 4-1 Crash protection at the Northeast Building



Source: Hassell, 2025

No pedestrian or cyclist pathways are affected by the construction and operations of the Northeast Building.

4.2 Traffic impact assessment

Clinical services being housed in the Northeast Building are being decanted from other buildings in Albury Hospital prior to demolition. As a result, there is no net increase in clinical services. Therefore, the Northeast Building is not expected to generate any additional trips to and from Albury Hospital.

Construction traffic will be generated during the construction phase of the Northeast Building. The quantum of construction traffic is currently unknown. However, it is expected that construction hours will be consistent with those of other hospital redevelopment sites, being:

- Weekdays: 7am-6pm
- Saturdays: 8am-1pm
- Sundays and public holidays: No work permitted

Based on these construction hours, construction traffic is likely to arrive and depart outside of network peak hours, 8am-9am and 4pm-5pm, and therefore, not result in adverse impacts to the road network.

The impacts of construction traffic vehicle generation will be determined by the Principal Contractor and any required mitigations will be outlined in a detailed Construction Traffic Management Plan (CTMP).

4.3 Summary

The early works package will have minimal impact on on-site and surrounding transport networks. The impacts to key transport modes are outlined below:

– **Temporary impacts during construction:**

- **Active transport:** The proposed work will not impact pedestrian movement on campus as no pedestrian or cycling pathways are proposed or removed.
- **Public transport:** There will be no impact on public transport movements on either Keene Street or East Street as all work is within the hospital campus.
- **General traffic:** The early works package does not increase the service capacity of the hospital and will therefore not generate any additional travel demand.
- **Construction traffic:** Construction traffic will be managed in accordance with the Traffic Management Plan which will include the use of signage and traffic controllers to assist navigation around the construction sites.
- **Parking:** Construction parking generated by the development will not have a significant impact on the performance of surrounding intersections. No parking will be provided on-site for construction vehicles which will park on-street around the site.
- **Service vehicles:** Existing freight, logistics and emergency vehicle pathways are retained on campus.

– **Post construction impacts:**

- **Active transport:** The proposed work will not impact pedestrian movement on campus as no pedestrian or cycling pathways are proposed or removed.
- **Public transport:** There will be no impact on public transport movements on either Keene Street or East Street as all work is within the hospital campus.
- **General traffic:** The early works package does not increase the service capacity of the hospital and will therefore not generate any additional travel demand.
- **Parking:** The early works package does not increase the service capacity of the hospital and will therefore not generate any additional parking demand. As discussed in **Section 3.1**, there is a net increase in parking spaces on-site of five spaces. On top of the existing parking supply on-site, there is an abundance of on-street parking surrounding the site that will be able to accommodate any additional demand.
- **Service vehicles:** Existing freight, logistics and emergency vehicle pathways are retained on campus.

5.0 Conclusion

The Northeast Building will have minimal impact on the transport network surrounding Albury Hospital. Temporary parking is being provided to offset the loss of parking. This will occur until construction of further parking as part of the main works package (subject of a separate planning application).

During the construction of the Northeast Building, the temporary traffic impacts will be mitigate through the use of a construction worker parking area adjacent to Borella Road and a temporary parking area adjacent to East Street. Both these areas are off-street and also not on the hospital grounds. This will sufficiently mitigate the temporary traffic impacts caused by the construction work.

Once the Northeast Building is constructed, it will have minimal impact on the transport network surrounding Albury Hospital. The proposed works will not increase demand for parking on the Albury Hospital campus while increasing the number permanent of car parking spaces by five spaces.

APPENDIX A

TEMPORARY CAR PARK SWEPT PATHS



Legend

B99
STANDARDS 2004 (AU_NZ)

B99
STANDARDS 2004 (AU_NZ)

Body offset
(incl. mirrors)

Body envelope

Tyre envelope

This swept path assessment is based on:

- 500mm body offset
- Vehicle speed of 5-10km/h
- A B99

5200

950 3050

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

Not for construction



V	Description	Date
1.0	PRELIMINARY DRAFT	21/01/2025

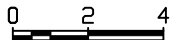
Prepared for:



Quality information

Date	01/25
Prepared	A.O
Reviewed	M.C
Authorised	S.C

Scale @ A3



Scale 1:250

Project
Albury Base Hospital

Title
Temporary Car Park

Project Number
SCT_00463_CAD_Albury Base Hospital

Sheet number
01

A3



Legend

B99 STANDARDS 2004 (AU_NZ)

B99 STANDARDS 2004 (AU_NZ)

Body offset (incl. mirrors)

Body envelope

Tyre envelope

This swept path assessment is based on:

- 500mm body offset
- Vehicle speed of 5-10km/h
- A B99





5200

950

3050

B99

	mm
Width	: 1940
Track	: 1840
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

	V	Description	Date	<div>Prepared for:</div> <div></div>	Quality information		<div>Scale @ A3</div> <div></div> <div>Scale 1:250</div>	<div>Project</div> <div>Albury Base Hospital</div> <div></div>		
	1.0	PRELIMINARY DRAFT	21/01/2025							
					<div>Date</div> <div>01/25</div>			<div>Project Number</div> <div>SCT_00463_CAD_Albury Base Hospital</div>	<div>Sheet number</div> <div>02</div>	<div>A3</div>
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