

13 January 2022
Ref No: 3730-1303

General Manager
Tamworth Regional Council
PO Box 555
Tamworth NSW 2340

Attention: Sam Lobsey

Dear Sir,

DEVELOPMENT APPLICATION NO. DA2022-0116 FOR NEW AMBULANCE STATION ON LOT 65 DP 1278273, 59-61 PIPER STREET NORTH TAMWORTH NSW 2340

I refer to Council's email dated 21 December 2021 requesting that we provide a response to issues raised by the Northern Regional Planning Panel at its briefing for the abovementioned application on Thursday 16 December 2021. Council has advised that the two issues that generated the most discussion at the briefing were traffic impacts and site selection. Accordingly, Council has requested that we provide a response to these matters.

Site Selection - Justification for site selection (including an assessment of alternative sites) is to be outlined in the assessment report, noting potential impacts on the surrounding residential development

Site selection is an important part of the Rural Ambulance Infrastructure Reconfiguration (RAIR) program. It is essential that new and replacement Ambulance Stations are built in the most appropriate location available at the time of the development occurring. When a new or replacement Ambulance Station is proposed, NSW Ambulance prepares a "heat map". The heat map outlines primary and secondary response zones and is created from analysis of historical and projected ambulance call outs. The purpose of the heat map is to identify the target area where a new station could be located that minimises response times.

The site selection process for the Tamworth Ambulance Station took several months. A Property Acquisition Working Group, consisting of representatives from NSW Ambulance, Health Infrastructure and the consultant team, was formed to rank sites put forward by the property consultant. The property consultant then led and coordinated the search for suitable sites and provided basic desktop due diligence to the project team. Where required, the project team then engaged consultants to provide further detailed due diligence, planning constraints and planning pathways to ensure that the proposed ambulance station was achievable on the shortlisted site.



The procurement process endorsed the Health Executive and used across most of our projects requires a sequenced approach to land search, namely a review of potential Health sites, other NSW Government sites, then a review of local government sites, all undertaken before any consideration is given to open market engagement, beyond those options openly on the market. As part of this process the procurement team also assess other potential real estate options to ensure that the chosen site meets all required criteria.

At the time of search the local Council had offered 59-73 Piper Street to the market and it was identified as the preferred site for the following reasons:


- Proximity to the primary and secondary response zones on the heat map.
- Reviewed and supported by NSW
- No demolition to existing buildings is required
- No slope constraints
- Flood free
- Mostly compatible surrounding land uses
- Due diligence investigations indicated there are no significant site constraints
- Valuation report confirmed market value of site was within budget
- The site area was sufficient in size to accommodate colocation of the ambulance station and zone and sector offices, within a single-storey building
- Proximity to Tamworth Hospital.

Traffic Impacts and consideration of existing/future traffic generation in the locality

A Traffic Impact Assessment (TIA) was prepared for the proposal and submitted with the Development Application. The aim of this report is to assess the effect of the proposed development on the safety and operation of adjacent roads, considering the impacts on all road users.

The report assessed the impacts of the proposal on the existing road network in terms of traffic flows, generation, distribution, safety and efficiency as well as car parking. The TIA used a variety of well-established methods to assess impacts including, SIDRA Modelling, site observations and assessment against relevant standards and policies. As outlined in the TIA the following conclusions and findings were made:

- *On average, the development is expected to generate 98 vehicle trips per day (49 in, 49 out), including an estimated 32 ambulance trips. The peak hour trip generation has been estimated at 34 trips including 25 inbound trips and 9 outbound trips.*
- *Traffic modelling using SIDRA Intersection 9.0 indicates that the expected level of service offered by the intersections each side of the development will continue to be Level of Service (LOS) A for all movements except Bligh Street north of the roundabout and Piper Street east of Dean Street. The expected LOS decrease for these movements is not attributed to the development but to road network traffic growth. Calculations were based on traffic data provided by Tamworth Regional Council, increased to the year 2031 using a growth rate of 1% compounded annually.*
- *The development will increase the volume of traffic on Piper Street, Dean Street and Bligh Street. However, assuming regular maintenance of the roads by the local road authority, these*



roads are considered to be in suitable condition and geometry to accept the additional traffic and have the capacity to do so. The additional traffic volumes are not expected to noticeably shorten the design life of the road pavements along the primary access routes.

- *The small increase in traffic will result in a minimal traffic noise increase, along with additional noise as a result of ambulance operation. The effects of noise generated by the development should be assessed by a suitably qualified professional and are not detailed in this assessment.*
- *The proposed parking provision of 4 covered bays, 1 accessible parking bay, 1 service bay and 20 car parking bays is considered to be ample for the development. Car parking design meets the requirements of AS2890 and should be designed to meet the Tamworth Regional Council Engineering Minimum Standards.*
- *The proposed driveway locations are considered suitable in terms of sight distance available. There is ample space and suitable topography within the site to provide a compliant and functional internal access and parking design.*

Recommendation: *The sight distance for the proposed access driveways should be checked to ensure parked vehicles on Piper Street do not obstruct line of sight. If necessary, 'no-stopping' zones should be introduced adjacent to the driveways to ensure adequate sight distance can be maintained. Internal circulation aisles and parking areas should be designed in accordance with the relevant standards for the largest likely design vehicle. All vehicles should be able to enter and exit the site in a forward movement.*

- *No upgrades to the existing road network are considered warranted by the proposed development. However, some additional signage may be required to maintain road safety.*

The proposal is unlikely to generate pedestrian and/or cycle traffic or demand for public transport. It is also unlikely to impact on existing and future non-motorised traffic or public transport.

The comprehensive TIA is considered sufficient for Council and the Northern Regional Planning Panel to assess and determine the proposal.

Please feel free to contact me should you require any further information or clarification.

Yours sincerely

GeoLINK



Simon Waterworth

Director /Town Planner