



## **Parking Study**

Albury Wodonga Private Hospital

1125 Pemberton Street  
West Albury NSW

October 2022

Prepared by:

**Spotto CONSULTING**

For:

**Ramsay Health Care**

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# 1 INTRODUCTION

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Spotto Consulting have been engaged by Ramsay Health Care to complete a Parking Study. The study is in response to a proposed development at 1125 Pemberton Street, West Albury.

The development involves extension and reconfiguration of part of the existing Albury Wodonga Private Hospital to provide a rehabilitation ward (increasing the number of beds by 3). In addition, a rehabilitation clinic will be constructed, comprising four consultation rooms, a gym and rehabilitation pool (total area 720m<sup>2</sup>). Access to the site will continue to be via existing access locations on Pemberton Street and Ramsay Place.

The purpose of the assessment is to review the existing conditions in the vicinity of the site, including parking and site access, as well as the performance of the surrounding network. An evaluation is then required of the parking and site access requirements for the proposed development, and the impacts on the surrounding road network.

The assessment concluded that:

- Parking surveys carried out on a typical weekday show that off-street parking demand at the site and surrounds is within acceptable limits (below a peak usage of 85%), while on-street parking demand in the area in general is relatively low. There are always at least 81 parking spaces available either on the site, or within public parking immediately adjacent to the site (with additional spaces available in the broader area of the site);
- The proposed development does not have sufficient off-street parking to meet the minimum parking space requirements specified in Albury Development Control Plan (DCP) Part 17;
- Actual demand for parking at the proposed development is likely to be lower than that specified in Albury DCP Part 17, due to the change of use of the hospital from surgery to rehabilitation, and use of the rehabilitation clinic by rehabilitation ward clients. The likely parking demand for the site would be 8 spaces. With at least 81 parking spaces available either on the site or within public parking immediately adjacent to the site (with additional spaces available in the broader area of the site), there is sufficient capacity to accommodate this increase in demand;
- Access to and layout of the off-street parking area meets the dimensional requirements of AS2890 and Albury DCP Part 17, and the development is able to meet the objectives outlined in Albury DCP Part 17;
- Adequate provision has been made for servicing and delivery vehicles; and
- There is no significant adverse impact of the proposed development on pedestrians and cyclists.

The assessment recommended that:

- An application to reduce the number of car parking spaces required under Albury DCP Part 17 be supported, to allow the development to proceed without dedicated off-street parking.

## 2 EXISTING CONDITIONS

### 2.1 Site

The site is located approximately 3km west of the Albury Central Business District (CBD), as shown in Figure 2-1, below.

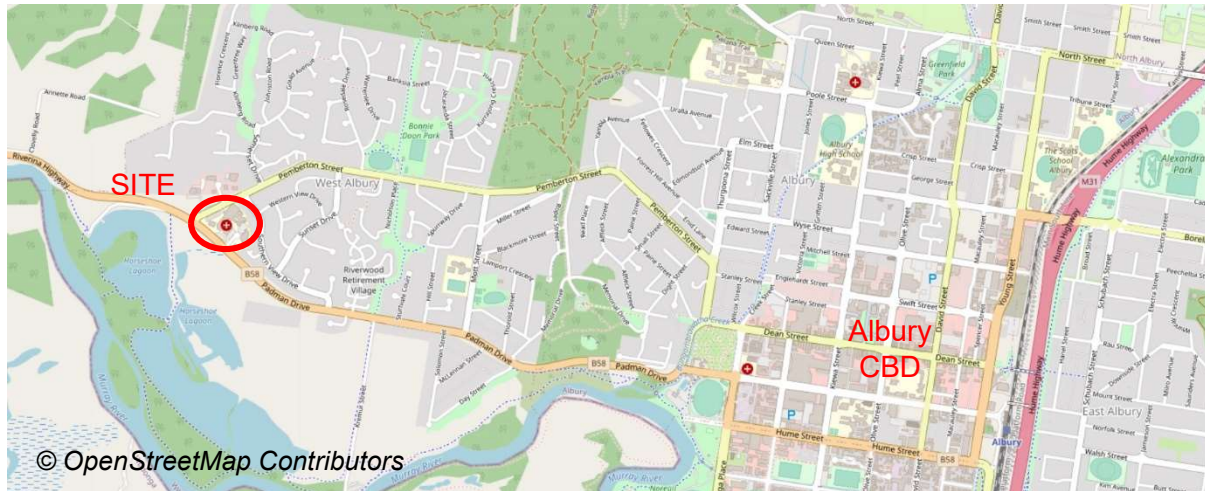


Figure 2-1: Locality Plan

The site's address is listed as 1125 Pemberton Street, West Albury, and is described as Lot 2 DP1049348. The site has a total area of approximately 2.185 hectares, and is currently occupied by the Albury Wodonga Private Hospital.

The site is bounded by Pemberton Street, Padman Drive (part of the Riverina Highway) and Ramsay Place. Vehicular access to the site (including off-street car parking) is available from Pemberton Street and Ramsay Place.

### 2.2 Surrounding Land Use

The site and immediate surrounds are currently zoned SP2 Infrastructure under the Albury Local Environmental Plan 2010 (Albury LEP). Land to the north and east is zoned R1 General Residential, while land to the south is zoned RU2 Rural Landscape. Figure 2-2, below (extracted from the Albury LEP) shows the location of the site and surrounding land zonings.



Figure 2-2: Land zoning for site and surrounds (Source: Albury City Council)

Properties in the immediate vicinity of the site are generally health-related, including pathology, medical imaging and medical consulting/specialist clinics. Properties in the R1 General Residential zone include residential properties, as well as a number of other health-related facilities (on the northern side of Pemberton Street, as well as on Southern View Drive).

## 2.3 Road Network

Padman Drive is also known as the Riverina Highway. It is a State Road under the control of Transport for NSW (TfNSW). Padman Drive prioritises through movement over property access, with limited direct access to properties (there is no direct vehicular access to the site, or to other nearby sites with frontage to Padman Drive). In the vicinity of the site, Padman Drive is a two-lane, two-way sealed road that runs east-west from the Albury CBD towards Howlong and Corowa. With a road reserve width of 40m, Padman Drive has a carriageway comprising two 3.2m-wide through lanes with gravel shoulders. In addition, ancillary lanes provide facilities for turning vehicles, bicycles, vehicle parking and buses. The road is generally not lit, except at intersections. A 1.2m wide concrete footpath is located on the northern side, and the speed limit near the site is 60km/h.

Pemberton Street is a significant east-west route in the vicinity of the site, connecting the Albury CBD to West Albury and beyond. It is a local road under the control of Albury City Council, and its role favours through movement over access. In the vicinity of the site, Pemberton Street is a two-lane, two-way sealed urban road that runs roughly east-west. Contained within a road reserve of varying width (minimum 40m), Pemberton Street has a 12.5m-wide carriageway with a single lane of travel in each direction and on-street parallel parking. A 1.5m-wide footpath is located on the southern side of Pemberton Street, and overhead power and street lighting is present. The speed limit adjacent to the site is 60km/h.



Ramsay Place is a two-lane, two-way sealed urban cul-de-sac that runs approximately 80m north from Padman Drive. It is a local road under the control of Albury City Council, and its primary role is to provide direct access to adjacent properties. It has a carriageway width of 8.0m, defined by upright kerb and gutter. On-street parking is permitted, although there are some no stopping zones near access driveways on the eastern and western sides. Street lighting is provided, with 1.5m wide footpaths on both sides. The speed limit in Ramsay Place is the default urban speed limit of 50km/h.

## 2.4 Parking Supply and Demand

The existing parking in the vicinity of the site was surveyed to determine the number of available and occupied spaces. Surveys were undertaken on Thursday 11 August 2022, which was within NSW and Victorian school term dates and outside of any significant local COVID-19 restrictions.

The existing road network was surveyed to determine the amount of available parking spaces in the vicinity of the site. This takes into account the location of driveways, intersections and designated “no stopping” zones, as well as numbers of linemarked spaces. A parking survey was also undertaken, which involved manually counting the number of vehicles parked off-street and on-street at two hour intervals across the day (from 8AM to 8PM).

These investigations allow both the supply and demand of parking in the vicinity of the site to be determined, as well as the usage across the day. Spotto Consulting has also previously undertaken surveys of the same precinct in 2017, allowing a comparison to be made over time. Full details of the parking survey are included in Appendix A, and summarised in Table 2-1, below.

**Table 2-1: Summary of Key Parking Survey Results**

Area	2022 Surveys		2017 Surveys	
	Avg Usage Biz Hours (10AM-4PM)	Peak Usage	Avg Usage Biz Hours (10AM-4PM)	Peak Usage
<u>Off-Street Parking</u>				
Private Hospital	71%	77%	75%	83%
2 Ramsay Place	63%	73%	68%	74%
1130 Padman Drive	80%	90%	15%	25%
1156 Padman Drive	56%	56%	28%	33%
Pemberton St	74%	80%	69%	78%
<u>On-Street Parking</u>				
Pemberton St (Padman-Sthn View)	42%	49%	49%	53%
Padman Dr (Pemberton-Ramsay)	17%	29%	41%	50%
Ramsay Pl (Padman-End)	57%	71%	75%	88%

The key findings of the parking survey include:

- The 2022 survey rates were very similar to the 2017 survey rates – most areas surveyed were generally within +/-10%. The significant exceptions to this were 1130 Padman Drive, (which was unoccupied at the time of the 2017 surveys) and Padman Drive (whose usage was significantly lower in 2022);

- Off-street parking demand in the area in general is within acceptable limits. A peak usage of 85% is considered high (*Austroads Guide to Traffic Management Part 11: Parking and Albury CBD Parking Strategy 2020-2025*), and most areas investigated were below this (the exception being off-street parking at 1130 Padman Drive);
- On-Street parking demand in the area is lower than off-street: peak usage was below 50% for those areas with the highest number of available spaces (Pemberton Street and Padman Drive), with Ramsay Place still being less than 85%; and
- Overall there is ample parking in the area when on-street and off-street parking within or immediately adjacent to the Albury-Wodonga Private Hospital is taken into account: across the day there were always at least 81 available parking spaces either on-site or in the adjacent street blocks (maximum occupancy was 169 of 250 available spaces).

## 2.5 Public Transport

The nearest public transport services to the site are the town bus services provided by Dysons. The West Albury (WA) route connects West Albury with central Albury. From central Albury, passengers can transfer on to other town bus services to connect to other parts of Albury or to Wodonga. The service runs roughly once per hour Monday to Friday and also Saturday mornings. Bus stops are located on Pemberton Street and Padman Drive adjacent to the site.

Inter-city coach and rail services are available from the Albury Train Station, which is located approximately 4km east of the site on the eastern edge of the Albury CBD.

## 2.6 Pedestrians and Cyclists

Pedestrians can utilise footpaths on Pemberton Street, Padman Drive and Ramsay Place to travel in all directions to and from the site.

There is an on-road bicycle lane on Padman Drive between Pemberton Street and Ramsay Place, but otherwise there are no dedicated cycle facilities in the vicinity of the site, and cyclists must travel on-road along Padman Drive. The closest cyclist facilities are the Wagirra Trail (500m west of the site) and the West Albury Trail (750m east of the site). Both trails provide access to central Albury for pedestrians and cyclists.



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### 3 PROPOSED DEVELOPMENT

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The proposed development consists of two primary components:

- Partial demolition of main building and construction of new rehabilitation ward; and
- Construction of new rehabilitation facilities.

The rehab ward works involve partial demolition of the existing building and construction of a larger rehab ward, generally within the footprint of the existing building. This will result in an additional 386m<sup>2</sup> of Gross Floor Area (GFA) and three beds (increase from 22 to 25). No additional staff are anticipated.

The new rehabilitation facilities involve construction of a new building to the west of the existing hospital. The facilities will incorporate gyms for hospital inpatients and other clients (outpatients), a rehabilitation pool and four consultation suites. The building will have a GFA of 720m<sup>2</sup>.

Ancillary works include minor modifications to vehicle access and movement areas at the Pemberton Street access.

Plans of the proposed development are included in Appendix B.

## 4 IMPACT OF PROPOSED DEVELOPMENT

### 4.1 Parking Requirements and Impact

Albury DCP Part 17 Off Street Car Parking specifies a minimum number of parking spaces required for a development, depending on the development land use type. The car parking requirements for the proposed development are summarised in Table 4-1, below.

**Table 4-1: Car Parking Requirements – Albury DCP**

Use	Rate	Unit	Car Parking Spaces Required
Rehabilitation Ward	1 space per 4 beds Plus 1 space per 2 staff	3 beds  0 staff	0.8  0.0
Rehabilitation Clinic	3 spaces per surgery, consultation room or treatment room or 1 space per 25m <sup>2</sup> GFA (Whichever is greater)	7 (4 consult rooms, 2 gym spaces, 1 pool)  720m <sup>2</sup> GFA	21.0  or 28.8
<i>Total</i>			<i>29.6 Round to 30</i>

The proposed development does not provide any additional off-street car parking spaces, and therefore has a shortfall of 30 parking spaces against the requirements of Albury DCP Part 17.

The following advice has been received in relation to the proposed development and associated implications for parking demand:

- The use of beds for rehabilitation instead of surgery results in a longer length of stay per patient: the average duration of stay in rehabilitation is 12.5 days, compared to 1-2 days for surgery. This results in a lower demand for parking associated with the hospital;
- There will be no change in staff numbers at the rehabilitation ward, despite the increase in the number of beds, as the staffing ratios required for a rehabilitation ward are lower than for surgery;
- There will be minimal increase in staffing associated with the rehabilitation clinic, as some of the staffing will be those working in the rehabilitation ward. For the purposes of this assessment, it is assumed that there will be a maximum of five staff working at the rehabilitation clinic (all four consultation rooms occupied plus one administration); and
- A large proportion of clients at the rehabilitation clinic will be those patients staying in the rehabilitation ward. As such, there will not be as high a level of parking demand as there would be if the rehabilitation clinic was a stand-alone clinic. It is advised that on a typical day, there will be no more than 20 rehabilitation ward clients and 20 outpatient visitors accessing the rehabilitation clinic. For the purposes of this assessment, it is assumed that the peak demand for parking is one outpatient per two rehabilitation clinic staff.

Based on this, the anticipated demand for parking associated with the proposed development is summarised in Table 4-2, below.

**Table 4-2: Car Parking Requirements – Anticipated Demand**

Use	Rate	Unit	Car Parking Spaces Required
Rehabilitation Ward	1 space per 4 beds Plus 1 space per 2 staff	3 beds  0 staff	0.8  0.0
Rehabilitation Clinic	1 space per staff Plus 1 space per outpatient	5  2	5.0  2.0
<i>Total</i>			<i>7.8</i> <i>Round to</i> <i>8</i>

As noted in Section 2.4, above, there are always at least 81 parking spaces available, either on-site at the hospital or in the publicly-available parking on-street adjacent to the site. The anticipated increase in demand for parking spaces of eight spaces is able to be accommodated within this spare capacity.

In addition to numerical considerations, it is important that the arrangements that are proposed for parking at the proposed development meet the objectives of Albury DCP Part 17. There are several objectives, which have been listed and addressed in Table 4-3, below.

**Table 4-3: Objectives of Albury DCP Part 17: Off-Street Car Parking**

Objective	Response
<b>Parking Provision by Land Use</b>	
To ensure that the provision of parking is appropriate for the proposed use or development of the land	As noted, there is currently ample capacity within the hospital's off-street car parking to cater for additional demand of 8 spaces (at least 30 vacant spaces), as well as capacity within other publicly available parking immediately adjacent to the site (at least 51 spaces, including 9 off-street and 42 on-street).
To protect amenity, enhance streetscapes and provide shade	Amenity, streetscape and shade levels will not be adversely affected by the proposed development.
To maintain traffic flow efficiency, improve safety and protect the environment	There will be minimal impact to traffic flow on streets in the vicinity of the site.
To ensure convenient and safe provision of off street car parking for disadvantaged persons	Three parking spaces are designated for persons with a disability in the off-street car park accessible from Pemberton Street and adjacent to the rehabilitation ward and clinic.
To allocate adequate bicycle and motorcycle standing areas	Under Albury DCP Part 17, bicycle and motorcycle parking is only required if a development has more than 30 off-street parking spaces. The development provides no spaces, so bicycle and motorcycle parking is not required. It is noted that staff have access to shower and change facilities should they choose to cycle to work.
To ensure convenient and safe space is provided for loading and unloading of goods	The existing arrangement for loading and unloading of goods in the north-east of the site (off Ramsay Place) is proposed to continue, with improved access for the minor servicing area accessed from Pemberton Street.

Objective	Response
To provide convenient and safe access to car parking areas, minimising disruption to traffic and maximising pedestrian safety	There is no change to the access to off-street parking areas for vehicles or pedestrians.
To permit the payment of monetary contributions in certain areas for any short fall in off-street car parking	Cash contributions are only payable for sites within the Albury and Lavington CBDs, and this site is outside those areas.
<b>Car Parking Design</b>	
To protect amenity, enhance streetscapes and provide landscaped areas that screen and shade parking and loading areas.	Amenity, streetscape and shade levels will not be adversely affected by the proposed development. A landscaping plan has been prepared detailing plantings.
To provide convenient and safe access to parking areas, minimising disruption to traffic and maximising pedestrian safety	There is no change to the access to off-street parking areas for vehicles or pedestrians.
<b>Disabled Persons Parking</b>	
To ensure the convenient and safe provision of off-street car parking for disadvantaged persons	Three parking spaces are designated for persons with a disability in the off-street car park accessible from Pemberton Street and adjacent to the rehabilitation ward and clinic.
<b>Bicycle Racks and Motorcycle Parking Spaces</b>	
To allocate adequate bicycle and motorcycle standing areas	Under Albury DCP Part 17, bicycle and motorcycle parking is only required if a development has more than 30 off-street parking spaces. The development provides no spaces, so bicycle and motorcycle parking is not required. It is noted that staff have access to shower and change facilities should they choose to cycle to work.
<b>Off-Street Loading Facilities</b>	
To ensure that convenient and safe space is provided on the site for the loading and unloading of goods	Existing loading facilities accessible from Ramsay Place and Pemberton Street will be used by the proposed development, with no change in access arrangements.
<b>Pedestrian Movements</b>	
To maintain traffic flow efficiency and improve safety for both motorists and pedestrians	There is no change to the access to site or to off-street parking areas for vehicles or pedestrians.
<b>Contributions in lieu of Physical Provision of Car Parking</b>	
To permit the payment of monetary contributions in the Albury and Lavington CBD areas for car parking spaces not provided on a development site	Cash contributions are only payable for sites within the Albury and Lavington CBDs, and this site is outside those areas.

It is concluded that the although the proposed development does not provide adequate numbers of off-street parking spaces to meet the requirements of *Albury DCP Part 17*, there are sufficient car parks available off-street and in the vicinity of the site to meet anticipated demand. Furthermore, the objectives outlined in Albury DCP Part 17 can be met by the proposed development.

## 4.2 Site Access and Parking Dimensions

It is proposed that the development's primary access point be via the existing driveways on Pemberton Street. There are three access driveways, varying in width from 6.0-8.2m, all of which comply with the requirements of *Australian Standard AS2890 – Parking Facilities Part 1: Off-street car parking* (Table 3.2 requires a minimum 6.0m width for a facility with less than 100 parking spaces accessed from an arterial road). Sight distance to and from access driveways along Pemberton Street is in excess of the 83m required for a 60km/h road (AS2890.1 Figure 3.2).

*Albury Development Control Plan 2010 Part 17: Off Street Car Parking* and AS2890 specify a variety of dimensions for car parking spaces and aisle widths, depending on the type of user and configuration of car parking. Parking in the proposed off-street car park is primarily 90-degree angle parking, and the ability of a motorist to enter and exit parking spaces is a combination of the width and length of the parking space, as well as the width of the adjacent parking aisle – a narrower parking space will require a wider parking aisle, and vice-versa. AS2890 recommends that for a User Class 3 facility with 90-degree angle parking space, the parking spaces be a minimum of 5.4m in length and 2.6m in width, with a parking aisle of 5.8m in width. The off-street parking area accessible from Pemberton Street and adjacent to the proposed development has parking spaces with a length of 4.9m and a width of 2.6m, however the aisle width is 7.8m – the additional aisle width of 2.0m is more than sufficient to offset the reduction in parking space length of 1.0m (2 x 0.5m), meaning the parking spaces and adjacent aisle allows for manoeuvring into and out of parking spaces in accordance with the dimensional requirements of AS2890.

It is concluded that the access to and layout of the off-street parking area meets the dimensional requirements of AS2890.

## 4.3 Service and Delivery Vehicles

Service and delivery vehicles include deliveries and collection of goods (office, medical supplies, food/drink and other consumables) and services (trades or maintenance persons), as well as collection of refuse.

The primary location for service and delivery vehicles (including refuse collection) is in the north-east of the site, accessed via Ramsay Place. This location will continue to be the primary location for access for the proposed development, and there are therefore no changes proposed to the existing service and delivery access arrangements.

A secondary access is available for smaller vehicles from the Pemberton Street access. The proposed development includes formalising the location for short term parking (drop off/pick up and deliveries) by providing two dedicated parking spaces adjacent to the main hospital entrance.

It is considered that the development provides appropriate facilities for service vehicles.

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## 4.4 Pedestrian and Cyclist Impact

Access to the building for pedestrians will be available from Pemberton Street and the associated off-street car park via a reconfigured walkway adjacent to the existing hospital building and proposed rehabilitation clinic.

Staff at the hospital have access to shower and change facilities, which caters for those staff choosing to cycle to work. As the proposed development will operate as a rehabilitation ward and clinic, bicycle usage by clients and visitors would be anticipated to be very low. Albury DCP 17 also only requires provision of dedicated bicycle parking if the number of car parking spaces is more than 30 vehicles, and this is not the case for this development.

There will be no changes to existing pedestrian and cyclist infrastructure on the street or surrounds.

It is considered that the proposed development will have no significant adverse impact for pedestrians and cyclists.



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## 5 CONCLUSIONS AND RECOMMENDATIONS

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It is concluded that:

- Parking surveys carried out on a typical weekday show that off-street parking demand at the site and surrounds is within acceptable limits (below a peak usage of 85%), while on-street parking demand in the area in general is relatively low. There are always at least 81 parking spaces available either on the site, or within public parking immediately adjacent to the site (with additional spaces available in the broader area of the site);
- The proposed development does not have sufficient off-street parking to meet the minimum parking space requirements specified in Albury Development Control Plan (DCP) Part 17;
- Actual demand for parking at the proposed development is likely to be lower than that specified in Albury DCP Part 17, due to the change of use of the hospital from surgery to rehabilitation, and use of the rehabilitation clinic by rehabilitation ward clients. Based on information provided, the likely parking demand for the site would be 8 spaces. With at least 81 parking spaces available either on the site or within public parking immediately adjacent to the site (with additional spaces available in the broader area of the site), there is sufficient capacity to accommodate this increase in demand;
- Access to and layout of the off-street parking area meets the dimensional requirements of AS2890 and Albury DCP Part 17, and the development is able to meet the objectives outlined in Albury DCP Part 17;
- Adequate provision has been made for servicing and delivery vehicles; and
- There is no significant adverse impact of the proposed development on pedestrians and cyclists.

It is recommended that:

- An application to reduce the number of car parking spaces required under Albury DCP Part 17 be supported, to allow the development to proceed without dedicated off-street parking.

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## **APPENDIX A – PARKING SURVEYS**

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**Parking Study**  
**Medical Precinct - West Albury, NSW**  
**Thursday 11 August 2022**

Location			Parking		Time of Day							Avg (All)	Avg (10-4)	Peak
					8:00	10:00	12:00	14:00	16:00	18:00	20:00			
Off-Street														
Albury-Wodonga Private Hospital (1125 Pemberton Street)	North-East (Staff)	P	Spaces	No	17	17	17	17	17	17	17	17	17	17
			Occ	No	8	11	12	12	11	8	6	10	12	12
				%	47%	65%	71%	71%	65%	47%	35%	59%	71%	71%
	East	P	Spaces	No	31	31	31	31	31	31	31	31	31	31
			Occ	No	3	16	22	19	18	10	4	13	19	22
				%	10%	52%	71%	61%	58%	32%	13%	42%	61%	71%
	South	P	Spaces	No	32	32	32	32	32	32	32	32	32	32
			Occ	No	3	21	23	24	19	6	2	14	22	24
				%	0%	0%	0%	0%	0%	0%	0%	44%	69%	75%
	West	P	Spaces	No	48	48	48	48	48	48	48	48	48	48
			Occ	No	11	38	41	40	36	17	12	28	39	41
				%	23%	79%	85%	83%	75%	35%	25%	58%	81%	85%
2 Ramsay Place	Front (North & West)	P	Spaces	No	32	32	32	32	32	32	32	32	32	
			Occ	No	8	18	24	23	15	3	2	13	20	24
				%	25%	56%	75%	72%	47%	9%	6%	41%	63%	75%
	Rear (South & East)	P	Spaces	No	24	24	24	24	24	24	24	24	24	
			Occ	No	15	13	17	18	13	14	9	14	15	18
				%	63%	54%	71%	75%	54%	58%	38%	58%	63%	75%
1130 Padman Drive		P	Spaces	No	20	20	20	20	20	20	20	20	20	
			Occ	No	1	17	15	13	18	3	0	10	16	18
				%	5%	85%	75%	65%	90%	15%	0%	50%	80%	90%
1156 Padman Drive		P	Spaces	No	18	18	18	18	18	18	18	18	18	
			Occ	No	2	10	10	10	9	2	1	6	10	10
				%	11%	56%	56%	56%	50%	11%	6%	33%	56%	56%
11-17 Yalandra Court	Front (South)	P	Spaces	No	44	44	44	44	44	44	44	44	44	
			Occ	No	0	2	1	4	3	1	0	2	3	4
				%	0%	5%	2%	9%	7%	2%	0%	5%	7%	9%
	Rear (Near North)	P	Spaces	No	22	22	22	22	22	22	22	22	22	
			Occ	No	1	6	5	5	5	2	1	4	5	6
				%	5%	27%	23%	23%	23%	9%	5%	18%	23%	27%
	Top (Far North)	P	Spaces	No	7	7	7	7	7	7	7	7	7	7
			Occ	No	1	0	0	0	0	0	1	0	0	1
				%	14%	0%	0%	0%	0%	0%	14%	0%	0%	14%
20 Yalandra Court	Tristar	P	Spaces	No	40	40	40	40	40	40	40	40	40	
			Occ	No	0	0	0	0	0	0	0	0	0	0
				%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pemberton on Street (Yalandra)	Public Off-Street	P	Spaces	No	46	46	46	46	46	46	46	46	46	
			Occ	No	27	36	37	34	27	14	9	26	34	37
				%	59%	78%	80%	74%	59%	30%	20%	57%	74%	80%
1 Baker Court	Baker Court Apartments	P	Spaces	No	40	40	40	40	40	40	40	40	40	
			Occ	No	1	1	0	1	1	1	1	1	1	1
				%	3%	3%	0%	3%	3%	3%	3%	3%	3%	3%
4 Baker Court (Albury Day Surgery)	Top (Staff)	P	Spaces	No	22	22	22	22	22	22	22	22	22	
			Occ	No	9	10	9	8	2	0	0	5	7	10
				%	41%	45%	41%	36%	9%	0%	0%	23%	32%	45%
	Bottom (Patient)	P	Spaces	No	33	33	33	33	33	33	33	33	33	
			Occ	No	15	12	17	13	5	0	0	9	12	17
				%	45%	36%	52%	39%	15%	0%	0%	27%	36%	52%
5 Baker Court	UR Surgical/Hillside Clinic	P	Spaces	No	18	18	18	18	18	18	18	18	18	
			Occ	No	3	6	7	5	1	0	0	3	5	7
				%	17%	33%	39%	28%	6%	0%	0%	17%	28%	39%
Pemberton on Street (Baker-)	Lutheran Aged Care	P	Spaces	No	22	22	22	22	22	22	22	22	22	
			Occ	No	12	16	17	17	11	11	8	13	15	17
				%	55%	73%	77%	77%	50%	50%	36%	59%	68%	77%

**Parking Study**  
**Medical Precinct - West Albury, NSW**  
**Thursday 11 August 2022**

[illegible]

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## **APPENDIX B – PLANS OF PROPOSED DEVELOPMENT**

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INDICATES PROPOSED SCOPE OF WORKS AS PART OF DA

INDICATES INTERNAL FITOUT PROPOSED SCOPE OF WORKS AS PART OF CDC

**DRAFT**


AMENDMENTS		DATE
D	DAISSUE - DRAFT	19/08/2022
C	DAISSUE - DRAFT	08/08/2022
B	Issue for Information	01/08/2022
A	DAISSUE - DRAFT	28/07/2022

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Ramsay Health Care

PROJECT NAME  
**Albury Wodonga Private Hospital Development**

# SITE CONTEXT - SITE PLAN EXISTING

PROJECT ASPECT:	DESIGN BY FP		SCALE 1:200@A1
DESCRIPTION NO.	CHECKED BY SC		REVISION DATE 15/07/2022
PROJECT NO.	22024		

AWH-BLP-DWG-ARC-REH-DA-01003 [D]

## DEVELOPMENT APPLICATION

**LEGEND:**



TREES TO BE REMOVED

**DRAFT**

[illegible]


**blp**  
Gillard Leece  
Partnership

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[www.blp.com.au](http://www.blp.com.au)

**Ramsay Health Care**

PROJECT NAME  
**Albury Wodonga Private Hospital Development**

1  
SHEET NAME SITE CONTEXT - DEMOLITION PLAN

PROJECT ASPECT:	DESIGN BY FP		SCALE 1:200@A1
DESCRIPTION NO.	CHECKED BY SC		REVISION DATE 15/07/2022
PROJECT NO.	22024		

AWH-BLP-DWG-ARC-REH-DA-02001 [C]

DEVELOPMENT APPLICATION

INDICATES INTERNAL  
FITOUT PROPOSED  
SCOPE OF WORKS AS  
PART OF CDC

**DRAFT**

	REV	AMENDMENTS	DATE
D		DAISSUE - DRAFT	19/08/2022
C		Issue for Information	19/08/2022
B		DAISSUE - DRAFT	08/08/2022
A		DAISSUE - DRAFT	26/07/2022

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Ramsay Health Care

**PROJECT NAME**  
**Ulbury Wodonga Private Hospital Development**

### SITE PLAN - PROPOSED

PROJECT ARCHITECT:	DESIGNED BY FP	SCALE 1:200@A1
REGISTRATION NO.	CHECKED BY SC	REVISION DATE 15/07/2022
PROJECT NO. <b>22024</b>		

WH-BLP-DWG-ARC-REH-DA-03001 [D]

## DEVELOPMENT APPLICATION

