

**DEVELOPMENT CONSENT AUTHORITY
ALICE SPRINGS DIVISION**

NORTHERN TERRITORY PLANNING SCHEME

AGENDA ITEM: 1 **MEETING DATE:** 12/02/2025 **FILE:** PA2023/0065

APPLICATION: **Reconsideration:** Application to development Lot 8168 (2) Traeger Avenue, The Gap, Town of Alice Springs for the purpose of a medical clinic (ambulatory care facility - renal health) in a 2-storey building

APPLICANT/CONTACT: MasterPlan NT/Peter Stanley

LAND OWNER: Crown & Department of Health

LOCATION: Lot 8168 (2) Traeger Avenue, The Gap, Town of Alice Springs
(Bookmark A)

ZONE: CP (Community Purpose)

AREA: 8060m²

1. BACKGROUND

On 7 February 2024, the Alice Springs Division of the Development Consent Authority determined, pursuant to section 46(4)(b) of the Planning Act 1999 and through resolution 03/24, to defer consideration of the application to develop Lot 8168 (2) Traeger Avenue, The Gap, Town of Alice Springs for the purpose of a medical clinic (ambulatory care facility - renal health) in a two storey building, to require the following additional information that the Authority considers necessary in order to enable the proper consideration of the application:

1. Submission of an updated Traffic Impact Assessment of the proposed development works and operation of use based on a updated (2024) traffic survey that further addresses:
 - i) Current (2024) and modelled traffic data (cars, public transport, delivery vehicles, ambulances, public and school bus services, bicycle and pedestrian movements).
 - ii) Peak traffic times of the Alice Springs Hospital campus and OLSH school (e.g. 07:00 to 09:30 and 14:30 to 17:30) taken on a minimum of two days.
 - iii) Current and proposed infrastructure
 - iv) Upgrades required to road reserves (kerb crossovers and driveways, pedestrian and bicycle access, sightlines, works within verges and carriageways)

2. The applicant obtaining written "in principle" support from:
 - i) Alice Springs Town Council; and
 - ii) Transport Safety and Services division of the Department of Infrastructure, Planning and Logistics (now Infrastructure and Logistics) to the recommendations contained in the (updated) Traffic Impact Assessment

2. CURRENT SITUATION

On 12 September 2024, the applicant provided an updated Traffic Impact Assessment report including a Road Safety Inspection: Corrective Action Report with support in-principle from Alice Springs Town Council; and Transport Safety and Service Division of the Department of

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Infrastructure, Planning and Logistics (currently known as Department of Logistics and Infrastructure) in accordance with the deferral requirements.

The Alice Springs Town Council (ASTC) provides in-principle support, subject to the completion of the recommendations contained within the Road safety inspection: corrective action report.

ASTC request the DCA to include the following condition in the development permit.

The upgrade of the roundabout at the corner of Gap Road and Traeger Avenue to an island, including associated upgrades to road reserves (kerb crossovers and driveways, pedestrian and bike access, sightlines, and works within verges and carriageways) as recommended in the Road safety inspection: corrective action report, must be completed prior to the occupation of the development or in accordance with a staged program approved to the satisfaction of the Director Technical Services, Alice Springs Town Council, at no cost to the Council.

The inclusion of this condition ensures that the required road infrastructure is in place before or during the development to mitigate traffic impacts.

Transport Safety and Services division of the former Department of Infrastructure, Planning and Logistics (currently known as Department of Logistics and Infrastructure) have no objections to the recommendations contained in the (updated) Traffic Impact Assessment on the bases of the in-principle support by the Alice Springs Town Council.

3. RECOMMENDATION

That, the Development Consent Authority vary the requirements of Clause 3.6 (Land Subject to Flooding) and Clause 5.2.4.4 (Layout of Car Parking Areas) of the Northern Territory Planning Scheme, and pursuant to section 53(a) of the *Planning Act 1999*, consent to the application to develop Lot 8168 (2) Traeger Avenue, The Gap, Town of Alice Springs, subject to the following conditions:

CONDITION PRECEDENT

1. Prior to the endorsement of plans and prior to commencement of works (including site preparation), amended plans to the satisfaction of the consent authority must be submitted to and approved by the consent authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and must be generally in accordance with the plans submitted with the application but modified to show:
 - (a) The upgrade of the roundabout at the corner of Gap Road and Traeger Avenue to an island, including associated upgrades to road reserves (kerb crossovers and driveways, pedestrian and bike access, sightlines, and works within verges and carriageways) as recommended in the Road safety inspection: corrective action report, must be completed prior to the occupation of the development or in accordance with a staged program approved to the satisfaction of the Director Technical Services, Alice Springs Town Council, at no cost to the Council.
2. Prior to the commencement of works, a schematic plan demonstrating the on-site collection of stormwater and its discharge into the Alice Springs Town Council's stormwater

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drainage system shall be submitted to and approved by the Alice Springs Town Council, to the satisfaction of the consent authority. The plan shall include details of site levels and Council's stormwater drain connection point/s. The plan shall also indicate how stormwater will be collected on the site and connected underground to Council's system.

3. Prior to the endorsement of plans and prior to commencement of works, amended plans to the satisfaction of the consent authority must be submitted to and approved by the consent authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and two copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show the locations of all air-conditioning condenser units and provide details of the screening to be utilised to ensure the condenser units are appropriately screened from public view and from view of neighbouring or nearby developments (or developments reasonably anticipated). The locations of all condenser units must allow convenient access for ongoing repair and maintenance. The use of angled louvered slats for screening purposes is acceptable, however the slat screening must be designed with an acceptable panel to gap ratio, such that the condenser units are not readily visible from any angle.
4. Prior to the endorsement of plans and prior to the commencement of works, a landscape plan to the satisfaction of the consent authority must be submitted to and approved by the consent authority. When approved, the plan will be endorsed and will then form part of the permit. The landscaping plan must be generally in accordance with the landscape concept plan and must include a planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, sizes at maturity, and quantities of each plant. All species selected must be to the satisfaction of the consent authority.
5. Prior to the commencement of works, a waste management plan addressing the Alice Springs Town Council's Waste Management Guidelines must be prepared, to the requirements of the Alice Springs Town Council, to the satisfaction of the consent authority.

GENERAL CONDITIONS

6. The works carried out under this permit shall be in accordance with the drawings endorsed as forming part of this permit.
7. The use and development as shown on the endorsed plans must not be altered without the further consent of the consent authority.
8. All works recommended by the Transport Impact Assessment (prepare by Stantec, dated 25 June 2024) are to be completed to the requirements of the Alice Springs Town Council and the Transport and Civil Services Division of the Department of Logistics and Infrastructure, to the satisfaction of the consent authority.
9. Before the use or occupation of the development starts, the areas set aside for the parking of vehicles and access lanes as shown on the endorsed plans must be:
 - a) constructed;
 - b) properly formed to such levels that they can be used in accordance with the plans;

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- c) surfaced with an all weather seal coat;
 - d) drained;
 - e) line marked to indicate each car space and all access lanes; and
 - f) clearly marked to show the direction of traffic along access lanes and driveways to the satisfaction of the consent authority. Car parking spaces, access lanes and driveways must be kept available for these purposes at all times.
10. All waste material not required for further on-site processing must be regularly removed from the site to an approved facility. All vehicles removing waste must have fully secured and contained loads so that no wastes are spilled or dust or odour is created to the satisfaction of the consent authority.
 11. No entry/no exit” and “passenger drop off” (or similar) signs and arrows directing the internal traffic movement on site shall be provided at completion of building to the requirements and satisfaction of the consent authority.
 12. Protective kerbs (of a minimum height of 150mm) must be provided to the satisfaction of the consent authority to prevent damage to fences or landscaped areas.
 13. The loading and unloading of goods and persons from vehicles must only be carried out on the land (within the designated loading bays / passenger drop off areas and must not disrupt the circulation and parking of vehicles on the land).
 14. Before the use/occupation of the development starts, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the consent authority.
 15. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the consent authority, including that any dead, diseased or damaged plants are to be replaced.
 16. Any developments on or adjacent to any easements on site shall be carried out to the requirements of the relevant service authority to the satisfaction of the consent authority.
 17. All existing and proposed easements and sites for existing and required utility services must be vested in the relevant authority for which the easement or site is to be created.
 18. The owner of the land must enter into agreements with the relevant authorities for the provision of water supply, drainage, sewerage and electricity services to the development shown on the endorsed drawings in accordance with the authorities’ requirements and relevant legislation at the time. Please refer to notations 1, 2 and 3 for further information.
 19. All substation, fire booster and water meter arrangements are to be appropriately screened to soften the visual impact of such infrastructure on the streetscape, to ensure that the infrastructure is sympathetic to and blends in with the design of the building. Details will need to be resolved to the satisfaction of the consent authority in consultation with the Power and Water Corporation, and NT Fire and Rescue Services.

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20. The kerb crossovers and driveways to the site approved by this permit are to meet the technical standards of Alice Springs Town Council, to the satisfaction of the consent authority.
21. No fence, hedge, tree or other obstruction exceeding a height of 0.6m is to be planted or erected so that it would obscure sight lines at the junction of the driveway and the public street, in accordance with the requirements of the Alice Springs Town Council, to the satisfaction of the consent authority.
22. The owner shall:
 - a) remove disused vehicle and/ or pedestrian crossovers;
 - b) provide footpaths/ cycleways;
 - c) collect stormwater and discharge it to the drainage network; and
 - d) undertake reinstatement works; all to the technical requirements of and at no cost to the Alice Springs Town Council, to the satisfaction of the consent authority.
23. A "Permit to Work Within a Road Reserve" may be required from Alice Springs Town Council before commencement of any work within the road reserve.
24. No temporary access for construction purposes shall be permitted at the public bus stop (Gap Road service lane). Construction and delivery vehicles shall not be parked on or adjacent to the bus stop infrastructure.
25. Storage for waste disposal bins is to be provided to the requirements of Alice Springs Town Council to the satisfaction of the consent authority.
26. All pipes, fixtures, fittings and vents servicing any building on the site must be concealed in service ducts or otherwise hidden from view to the satisfaction of the consent authority.
27. All air conditioning condensers (including any condenser units required to be added or replaced in the future) are to be appropriately screened from public view, located so as to minimise thermal and acoustic impacts on neighbouring properties and condensate disposed of to ground level in a controlled manner to the satisfaction of the consent authority.
28. Prior to issue of Certificate of Compliance (section 65 Planning Act 1999) for this permit, either:
 - a) Lots 4579 and 8168, Town of Alice Springs are to be consolidated and title issued for the new lot; or
 - b) written confirmation is required, verifying that the lease of Lot 8168 and part of Lot 8167 or other agreements (eg: dealings/notation/easements registered on Land Title/s of Lots 4579, 8167 and 8168) allows unrestricted legal access and egress to the northern driveway and firefighting infrastructure (of Lot 8168) and the car park abutting the northern boundary of Lot 8167, over/via Lot 8168 and Lot 4579, as detailed on the endorsed drawing/s forming part of this permit.

This condition is to the satisfaction of the consent authority and should be read in conjunction with the conditions of any permit issued in relation to EDP application PA2022/0139.

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29. Appropriate erosion and sediment control measures must be effectively implemented throughout the construction phase of the development (including clearing and early works) and all disturbed soil surfaces must be satisfactorily stabilised against erosion at completion of works, to the satisfaction of the consent authority. Information resources are available on the IECA website www.austieca.com.au and the Department of Environment, Parks and Water Security ESCP Standard Requirements 2019 and Land Management Factsheets available at [https://nt.gov.au/environment/soil land vegetation](https://nt.gov.au/environment/soil%20land%20vegetation). For further advice, contact the Land Development Coordination Branch: (08) 89994446.

NOTES

1. The Power and Water Corporation advises that the Water and Sewer Services Development Section (waterdevelopment@powerwater.com.au) and Power Network Engineering Section (powerdevelopment@powerwater.com.au) should be contacted via email a minimum of 1 month prior to construction works commencing in order to determine the Corporation's servicing requirements, and the need for upgrading of on site and/or surrounding infrastructure.
2. All developers, including owner builders, are required to comply with Commonwealth telecommunications requirements. Under Commonwealth law, developers are generally required to provide fibre ready pit and pipe in their developments at their expense. Developers may be able to access an exemption from these arrangements in some circumstances. For more information visit www.infrastructure.gov.au/tind
3. If you choose nbn to service your development, you will need to enter into a development agreement with nbn. The first step is to register the development via <http://www.nbnco.com.au/develop> or plan with the nbn/new developments.html once registered nbn will be in contact to discuss the specific requirements for the development. Nbn requires you to apply at least 3 months before any civil works commence. All telecommunications infrastructure should be built to nbn guidelines found at <http://www.nbnco.com.au/develop> or plan with the nbn/new developments/buildersdesigners.html
4. This development permit is not an approval to undertake building work. You are advised to contact a Northern Territory registered building certifier to seek a building permit as required by the Northern Territory Building Act 1993 before commencing any demolition or construction works. Due to provisions in the National Construction Code (NCC), Lots 4579 and 8168 may need to be consolidated before a building permit can be issued.
5. As specified in section 52(2) of the Planning Act 1999 and sub clause 2 of Clause 5.2.1 of the NT Planning Scheme 2020, the permitted "building height" of a medical clinic on land zoned CP (Community Purpose) is two storeys to a maximum of 8.5m above "ground level". The Development Consent Authority does not have the power to approve a development that does not comply with sub clause 5 of Clause 5.2.1.
6. Notwithstanding the approved plans, all signage is subject to Alice Springs Town Council approval, at no cost to Council.
7. The Aboriginal Areas Protection Authority recommends that the permit holder obtain an Authority Certificate to indemnify against prosecution under the Northern Territory

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Aboriginal Sacred Sites Act 1989. For advice on how to obtain a certificate please contact the Aboriginal Areas Protection Authority.

8. The development and use hereby permitted must be in accordance with Northern Territory legislation including (but not limited to) the Building Act 1993, the Public and Environmental Health Act 2011 and the Food Act 2004.
9. Any proposed works which fall within the scope of the Construction Industry Long Service Leave and Benefits Act 2005 must be notified to NT Build by lodgement of the required Project Notification Form. Payment of any levy must be made prior to the commencement of any construction activity. NT Build should be contacted via email (info@ntbuild.com.au) or by phone on 08 89364070 to determine if the proposed works are subject to the Act.
10. The Department of Environment, Parks and Water Security advises that construction work should be conducted in accordance with the Authority's Noise Guidelines for Development Sites in the Northern Territory. The guidelines specify that on site construction activities are restricted to between 7am and 7pm Monday to Saturday and 9am to 6pm Sunday and Public Holidays. For construction activities outside these hours refer to the guidelines for further information.
11. There are statutory obligations under the Waste Management and Pollution Control Act 1998 (the Act), that require all persons to take all measures that are reasonable and practicable to prevent or minimise pollution or environmental harm and reduce the amount of waste. The proponent is required to comply at all times with the Act, including the General Environmental Duty under Section 12 of the Act. There is also a requirement to obtain an authorisation prior to conducting any of the activities listed in Schedule 2 of the Act. Guidelines to assist proponents to avoid environmental impacts are available on the Northern Territory Environment Protection Authority website at: <http://ntepa.ntg.gov.au/wastepollution/guidelines/guidelines>
12. For the purposes of best practice land management and environmental protection it is recommended that a Type 1 Erosion and Sediment Control Plan (ESCP) be developed in accordance with the Department of Environment, Parks and Water Security ESCP Standard Requirements 2019 available at <https://nt.gov.au/environment/soil-land-vegetation>. The ESCP should be prepared prior to commencement of works and implemented during the construction phase (including clearing and early works); and all disturbed soil surfaces should be satisfactorily stabilised against erosion at completion of works. For further advice, contact the Land Development Coordination Branch: (08) 8999 4446.

REASONS FOR THE RECOMMENDATION

1. Pursuant to section 51(1)(a) of the Planning Act 1999, in considering a development application the consent authority must take into account the planning scheme that applies to the land to which the application relates.

The NT Planning Scheme 2020 (NTPS2020) applies to the land which is zoned CP (Community Purpose) and also subject to the Overlay listed in Clause 3.6 (LSF – Land Subject to Flooding).

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An application is required for *Planning Act 1999* (section 44) consent as:

- it is proposed to construct a new building/development on land affected by the Land Subject to Flooding Overlay and (sub-clause 1 of) Clause 3.6 of the NT Planning Scheme 2020 (NTPS2020) triggers the need for consent).
- the land is within Zone CP (Community Purpose) of the NTPS2020, where “medical clinic” (as a “primary use” is listed as “permitted” in the zone).
- As the
 - “medical clinic” is considered to be an ancillary component of the Alice Springs Hospital campus that spans Lot 4579 and the existing “car parking area” on Lot 8168 and;
 - ancillary “excavation and fill” works (4516 cubic metres of fill) are required, This is considered to make the development/use Impact Assessable as outlined in sub-clause 4 of Clause 3.1 (Overlays) and Clause 1.9 of the NTPS2020.

Therefore, pursuant to sub-clause 4 of Clause 1.10, the Development Consent Authority, in considering the application, must take into account all of the following:

- a) *any relevant requirements, including the purpose of the requirements, as set out in Part 5*
- b) *any Overlays and associated requirements in Part 3 that apply to the land;*
- c) *the guidance provided by the relevant zone purpose and outcomes in Part 4, or Schedule 4.1 Specific Use Zones; and*
- d) *any component of the Strategic Framework relevant to the land as set out in Part 2*

The proposed development and land use is consistent with the Alice Springs Regional Land Use Plan 2016 and the Central Alice Springs Area Plan 2019.

The zone purpose and outcomes of Clause 4.22 (Zone CP – Community Purpose) of the NTPS2020, and requirements listed in:

- Clause 3.6 (LSF – Land Subject to Flooding)
- Clause 5.2.1 (General Height Control)
- Clause 5.2.4.1 (Car Parking Spaces)
- Clause 5.2.4.4 (Layout of Car Parking Areas)
- Clause 5.2.5 (Loading Bays)
- Clause 5.2.6.1 (Landscaping in Zones Other Than Zone CB)
- Clause 5.5.3 (General Building and Site Design)
- Clause 5.8.9 (Excavation and Fill)

These clauses have been considered and it is found that the proposal (as amended) complies with the relevant requirements of the NT Planning Scheme 2020 except for:

- Clause 3.6 (LSF – Land Subject to Flooding)
- Clause 5.2.4.4 (Layout of Car Parking Areas)

The proposed development / use complies with Clause 5.2.4.1 (Car Parking Spaces) in terms of providing the required number of car parking spaces on Lot 8168 for a medical clinic use, however, this will remove part of the existing “car parking area” for the Alice Springs Hospital.

Pursuant to Section 51(n) of the *Planning Act 1999*, the consent authority must take into consideration the potential impact on the existing and future amenity of the area in which the land is situated.

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2. Pursuant to sub-clause 5 of Clause 1.10 (Exercise of Discretion by the Consent Authority) of the NT Planning Scheme 2020, the consent authority may consent to a proposed development which is not in accordance with a requirement set out in Parts 3, 5 or 6 only if it is satisfied that the variation is appropriate having regard to:
 - a) The purpose and administration clauses of the requirement; and
 - b) The considerations listed under Clause 1.10(3) or 1.10(4).

(i) **Clause 3.6 (LSF - Land Subject to Flooding)**

The purpose of Clause 3.6 is to - identify areas with a known risk of inundation from riverine flooding and ensure that development in these areas demonstrates adequate measure to minimise the associated risk to people, damage to property and costs to the general community.

The application has been found not to be in accordance with sub-clause 6(c) of Clause 3.6 (Land Subject to Flooding) because the proposal will result in the use of fill to achieve the desired finished floor levels - whilst the development includes no "habitable rooms", the ground floor of the medical clinic building will be built 0.3m above the modelled 1% AEP flood level to mitigate against potential damage to property and equipment etc.

The existing "ground level" of Lot 8168 is between 574 AHD and 574.7 AHD, which will mean the finished floor level of the medical clinic building will be between 0.4m and 1.2m above "ground level". The applicant (as amended) proposes to use "fill" on the site (approximately 4516 cubic meters) to achieve the required levels.

Sub-clause 5 provides that - the consent authority may consent to a use or development that is not in accordance with sub-clause 6 only if it is satisfied that the application demonstrates that there is no increased risk to people and property including adjoining property, or increased cost to the community. The Development Application has not addressed / discussed this requirement.

Details of retaining walls required to contain the fill have been included in the application (as amended). No report/assessment was provided from the applicant assessing the potential hydrological effect of the use of fill, in conjunction with the proposed building layout, on adjoining properties in a 1%AEP event.

Notwithstanding, a variation to sub-clause 6(c) in this instance is considered appropriate as the:

- Adjacent property to the west (Lot 8167) is developed as an education establishment and buildings are not in close proximity to the shared boundary of Lot 8168
- Alice Springs Hospital and the proposed medical clinic are NT Government owned and managed assets
- proposal results in the use of fill to facilitate better disability compliant access to the building, compared to other forms of elevation (e.g. stairs/steps). The application indicates that the proposed medical clinic will be used for dialysis patients, where accessibility to and within building for persons with mobility impairments etc are a critical design element.
- Alice Springs Town Council requires that standard stormwater drainage conditions be included on any permit issued.

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- The proposed building design (ground floor clinic area and upper level plant room) and use of fill is consistent with other nearby developments approved by the DCA or Minister including:
 - 2009/2010 - additions to hospital emergency department – approved by EDP10/0002 (as varied)
 - 2016 - palliative care building (freestanding building on hospital campus) – approved by EDP16/0010
 - 2017 - RED Centre (freestanding building on hospital campus)- approved by DP15/0231
 - 2010 - W & E Rubuntja Research and Medical Education Building (freestanding building on hospital campus) – approved by DP08/0100

iii) Clause 5.2.4.4 (Layout of Car Parking Spaces)

The purpose of clause 5.2.4.4 is to - *ensure that a car parking area is appropriately designed, constructed and maintained for its intended purpose.*

The proposal:

- shows the required amount of car parking spaces within the drawings which will be located within a parking area primarily accessed off Traeger Avenue, and the Gap Road “service lane”.
- Includes a Traffic Impact Assessment prepared specifically for the site/proposed land use and updated in response to a DCA deferral).

The following aspects of non-compliance with Clause 5.2.4.4 have been identified:

Sub-clause 6 of Clause 5.2.4.4 specifies that - *a car parking area is to:*

- a) *be not less than 3m from any lot boundary abutting a road; and*
- b) *provide landscaping to the setback area to a minimum depth of 3m immediately adjacent to any lot boundary abutting a road, using species designed to lessen the visual impact of the car parking area when viewed from the road.*

The setback and associated landscaping width of the car parking area will be:

- ~2.5m (at closest point) from the Traeger Avenue boundary
- ~1.2m (at closest point) from the Gap Road boundary.

With regard to the guidance contained in the Central Alice Springs Area Plan, the subject site is located within Focus Area C (Commercial / Mixed Use, Medical and Health Services). Objective 15.2 of the Plan specifies that acceptable land use and development response is:

iii - Locate and consolidate vehicle access, parking and loading areas away from street frontages

v - Open, ground level car parking areas designed to reduce heat island effects such as through tree planting and shade structures

It is noted that the design of the car parking layout allows for greater connectivity to Gap Road for pedestrians. The setbacks and landscaping depths of the new car parking area will be similar to those of existing arrangements on the site.

Administratively, sub-clause 3 of Clause 5.2.4.4 provides that - *the consent authority*

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may consent to a car parking area that is not in accordance with sub- clause 6 if it is satisfied that the non-compliance will not unreasonably impact on the amenity of the surrounding locality.

A variation to sub-clause 6 is supported as - a 1.8m high open slat fence metal fence and planting will assist in partially screening the car parking area from public view, whilst maintaining passive surveillance and the proposed landscaping (once mature) and fencing arrangements will be consistent with the streetscape. A landscaping professional was consulted/engaged in preparing the drawings.

Sub-clause 8(c) of Clause 5.2.4.4 specifies that - *.....the layout of a car parking area is to be in accordance with the dimensions set out in the diagram to this clause;*

The car parking spaces are in a 90° arrangement, the lengths of 35 of the spaces will be 5.4m instead of the 5.5m specified in the diagram to Clause 5.2.4.4. Dimensions of all other aspects of the driveways and car parking area are compliant.

Administratively, sub-clause 4 of Clause 5.2.4.4 provides that - *the consent authority may consent to a car parking area that is not in accordance with sub- clause 8 if it is satisfied that the design and construction is safe and functional with regard to the location of the development.*

A variation to sub-clause 8(c) is supported as:

- The application (as amended) included a Traffic Impact Assessment supporting the proposed design of the car parking spaces.
- Internal driveway widths (two way traffic) for the site are generally wider than the 6m minimum which will compensate for the reduced bay lengths of car parking spaces;
- It is anticipated that persons utilising the car parking area will be familiar with the layout and manoeuvring arrangements for car parking spaces.
- The car parking area contains disability compliant car parking spaces and mini-bus bays – those spaces comply with the minimum length requirements.

Sub-clause 9 of Clause 5.2.4.4 specifies that - *.....the number of access points to the road are to be limited.*

The application proposes:

- Traeger Avenue - widening crossover and changing design from “exit only” to an entry and exit.
- Gap Road (and service road) – construction of two new vehicle crossovers (entry and exit) and retention of the existing (entry and exit) crossover at the north east corner of Lot 8168.

Administratively, sub-clause 5 of Clause 5.2.4.4 provides that - *the consent authority may consent to a car parking area that is not in accordance with sub- clause 9 if it is satisfied that the non-compliance will not result in adverse impacts on the local road network or internal functionality of the car parking area.*

A variation to sub-clause 9 is supported as:

- The application (and updates responding to the deferral) included a Traffic Impact Assessment supporting the proposed design.

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- the application was referred to the Alice Springs Town Council (controlling agency for all affected road reserves) and no objections in principle were identified with regards to the position and associated width of the driveway access. Standard conditions relating to vehicle crossovers and sightlines are included on the permit to protect Council's interests.
 - the verge of Traeger Avenue is approximately 10m wide and will allow safe passage of vehicles to/from the site to the bitumen carriageway
 - It is anticipated that persons utilising the car parking area will be familiar with the layout and manoeuvring arrangements for car parking spaces. The car parking area contains disability compliant car parking spaces and sufficient manoeuvring dimensions within the internal driveway;
 - The design of the development includes dedicated areas for passenger drop off and goods deliveries.
3. Pursuant to section 51(1)(h) of the *Planning Act 1999*, in considering a development application, the Development Consent Authority is required to take into account the merits of the proposed development as demonstrated in the application.

The application (as amended) identified that the development:

- Is for provision of ambulatory renal health care service adjacent to the hospital main ward block in a purpose designed building
 - has a car parking area that will include designated parking bays for mini-buses and a passenger set down area/bay
 - design (site layout, floor plan, car parking etc) was prepared following consultation with staff and clients of renal dialysis clinics in Central Australia and the architect has experience of designing similar facilities elsewhere
 - complies with the technical (NTPS2020) car parking requirements (number of spaces) as well as the anticipated empirical demand for car parking space and passenger drop offs.
4. Pursuant to section 51(1)(j) of the *Planning Act 1999*, the Development Consent Authority must, in considering a development application, take into account the capability of the land to which the proposed development relates to support the proposed development and the effect of the the development.
5. The physical characteristics of the land are considered suitable for the proposed development of the medical clinic. Filling of the site will primarily be limited to building pads / foundations. The Department of Environment, Parks and Water Security did not respond to an invitation to comment on the application. Conditions and advisory notes included in a development permit may be expected to assist in ensuring appropriate management of erosion, dust and noise during construction. Conditions of approval will address Alice Springs Town Council's requirements in terms of works/impact on the adjacent road reserves and storm water drainage.
6. Pursuant to section 51(1)(m) of the *Planning Act 1999*, the Development Consent Authority must, in considering a development application, take into account the public utilities or infrastructure provided in the area in which the land is situated, services to be connected to the land and the requirement, if any, for those facilities or infrastructure to be provided by the developer:

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The conditions of approval and advisory notes are intended to assist in ensuring:

- Service authority interests are duly recognised in terms of storm water drainage, works within the road reserves, registration of easements, connections to and upgrading of electricity supply, water supply and sewerage services that apply to the development on the site; and
- The NTPS 2020 objectives and development performance criteria relating to access, works within road reserves and the provision of services/infrastructure will be complied with.

7. Pursuant to section 51(1)(n) of the *Planning Act 1999*, in considering a development application the consent authority is required to take into account the potential impact on the existing and future amenity of the area in which the land is situated.

Subject to the development complying with the permit conditions and advisory notes, the proposed development and use is unlikely to have an unreasonable amenity impact on the surrounding area given its location on the Alice Springs Hospital campus and separation from other properties.

Pursuant to section 51(1)(p)(i) of the *Planning Act 1999*, in considering a development application, the Development Consent Authority is required to take into account the public interest including how community safety through crime prevention principles in design are provided for in the application. The application (as approved) is considered to respond satisfactorily to the objectives contained within with Community Safety Design Guide (April 2010) that forms part of the NT Planning Scheme 2020).

8. Pursuant to section 51(1)(p)(iii) of the *Planning Act 1999*, in considering a development application, the Development Consent Authority is required to take into account how access for persons with disabilities are provided for in the application. The building floor plan, car parking layout, site levels and pathways have all been designed specifically to accommodate for persons with mobility impairments or other disabilities.
9. Pursuant to section 51(1)(r) of the *Planning Act 1999*, in considering a development application, the Development Consent Authority is required to take into account any potential impact on natural, social, cultural or heritage values, including, for example, the heritage significance of a heritage place or object under the *Heritage Act 2011*. The assessment of the application did not identify any declared natural, cultural or heritage values relevant to the location of works on the subject site.

Notification of the development application was undertaken in accordance with the requirements of the *Planning Act 1999* and the *Planning Regulations 2000* that were in force at the time of lodgement. No public or local government council submissions were received.

SIGNED:

Kieran Marsh

.....
**KIERAN MARSH, PLANNER
DEVELOPMENT ASSESSMENT SERVICES**

PA2023/0065 - LOT 8168 - (2) TRAEGER AVENUE - THE GAP

Legend

SUBJECT SITE



12 September 2024

Benjamin Taylor
Development Assessment Services
Department of Infrastructure, Planning & Logistics
GPO Box 1680
Alice Springs NT 2130

Via email: das.ntg@nt.gov.au

Our Ref: 2061LET13

Dear Ben

**Proposed Alice Springs Renal Dialysis Ambulatory Care Unit
2 Traeger Avenue, The Gap, Alice Springs
Response to DCA Request for Additional Information – PA2023/0065**

The Australian Government (AG) and Northern Territory Government (NTG) have agreed to develop a new Ambulatory Care building in the Alice Springs Hospital Precinct (ASH). The project is funded under the Australian Government Community Health and Hospitals Programme (CHHP). The Department of Health (DoH), Central Australia Health Service (CAHS) and Department of Infrastructure Planning and Logistics and (DIPL) will work together to deliver the project.

MasterPlan was engaged by Hodgkison Pty Ltd (Hodgkison) as the project architect to make the DA on behalf of DoH and DIPL. MasterPlan prepared and lodged a Statement of Effects (SoE) in support of the DA.

A development application (DA) was lodged with Development Assessment Services (DAS) in March 2023 on behalf of DoH and DIPL seeking consent for the proposed Ambulatory Care Unit. The public exhibition period was between 24 March 2023 and 21 April 2023.

In May 2023 a Notice of Deferral was issued by DAS seeking additional information resulting from the DAS Technical Assessment. DAS also required that the SoE be updated. The requested information was provided to the DAS on 10 July 2023.



The Alice Springs Division of the Development Consent Authority (DCA) met to consider the DA on 9 August 2023. The applicants were represented at the DCA hearing. The DCA advised by a letter dated 23 August 2023 that a decision on the DA had been deferred to allow the applicant to provide further information. The information requested by the DCA was to provide an updated Traffic Impact Assessment Report (TIA) prepared by a suitably qualified traffic engineer. The requested information including an updated TIA prepared by Stantec was provided to the DAS on 17 November 2023.

The DCA met to further consider the DA on 7 February 2024. The applicants were represented at the DCA hearing. A Technical Note that included responses to the questions raised by Cindy McDonal from DIPL Transport Safety and Services dated 22 January 2024 regarding the TIA was presented to the DCA by Stantec.

MasterPlan received advice from DAS on 21 February 2024 that an additional service authority submission for the DA had been received by DAS. The submission was from the Alice Springs Town Council (ASTC).

MasterPlan received advice from DAS on 26 February 2024 that the DCA had deferred consideration of the DA to require the applicant to provide additional information (refer **Attachment A**).

MasterPlan requested extensions to the time required to provide the additional information required by the DCA. DAS approved the requested extensions on 22 March 2024 and 25 July 2024.

On behalf of our clients, we respond to the request for additional information made by the DCA as follows:

Item 1

Submission of an updated Traffic Impact Assessment of the proposed development works and operation of use based on a updated (2024) traffic survey that further addresses:

- i. Current (2024) and modelled traffic data (cars, public transport, delivery vehicles, ambulances, public and school bus services, bicycle and pedestrian movements).*
- ii. Peak traffic times of the Alice Springs Hospital campus and OLSH school (e.g. 07:00 to 09:30 and 14:30 to 17:30) taken on a minimum of two days.*
- iii. Current and proposed infrastructure*
- iv. Upgrades required to road reserves (kerb crossovers and driveways, pedestrian and bicycle access, sightlines, works within verges and carriageways)*



Applicant Response - Traffic Impact Assessment and Road Safety Inspection: Corrective Action Report

In response to the DCA request, Stantec was engaged to undertake a Road Safety Inspection (RSI) for the surrounding roads of the proposed Renal Dialysis Unit. A copy of the Stantec report '*Traffic Impact Assessment and Road Safety Inspection: Corrective Action Report (31 May 2024)*' is provided in **Attachment B**.

The Corrective Action Report documents the outcomes of a Road Safety Inspection (RSI). The RSI undertaken by Stantec was intended to investigate the potential safety issues the current layout presents for all road users as well as the potential hazards associated with the proposed Renal Dialysis Centre, including its designed access and egress points.

The Corrective Action Report makes recommendations on 18 defined road safety aspects as summarised in **Table 1**.

Table 1: Road Safety Recommendations from Stantec Corrective Action Report

No	Safety Aspect	Recommendation
1	Parking – southern end of service road. Close to proposed access point – Gap Road	Remove/reconstruct to be landscaping the trafficable area (pavement) of the service road between the proposed access to the Renal Dialysis Centre and the end of the service road (close to Traeger Avenue) and improve pedestrian path within this section by removing the pram ramp and providing an at grade pedestrian path.
2	Power pole close to the access point – Service road.	Provide sufficient clearance between the access point and the power pole and provide swept path analysis to demonstrate that the location of the power pole won't interfere with vehicles accessing the site.
3	Parking bays located opposite of the bus stop bay	If the bus stop is used by buses for long waits, it is recommended for the parking bays to be removed, otherwise no modifications are required as the risk is minimal.
4	Faded 40km/h speed limit pavement marking within the area.	Reinstate 40km/h pavement markings.
5	Lack of shared path connection between Bus stop and existing path.	Provide shared path to connect the bus stop with the existing shared path and pedestrian crossing facilities. Path to be provided to minimise total road crossing points for pedestrians thus minimising pedestrian/ vehicle interactions.
6	Misaligned Pram ramps and long crossing distance with no median Traeger Avenue	Realign kerb ramps and reduce the effective crossing distance by installing a median (refuge) with cut-through for pedestrians to allow for crossing in two movements.



No	Safety Aspect	Recommendation
7	Non-compliant 'No Stopping' sign R5-35.	Replace the existing No Stopping signs and install them as per AS1742.10 Figure 1
8	Non-compliant 'Crossing Ahead' supplementary plate W8-22 and school zone signs	Provide children crossing signs at Gap Road and Traeger Avenue as per AS 1742.10 section 7.2 and Figure 3 and school zone signs as per the approved signs for the Northern Territory (Refer to Figure A 14.)
9	5km shared zone.	Install shared zone signs within the proposed Dialysis Unit Centre and at the access points to alert motorist that the circulation areas are to be shared with pedestrians.
10	Non-compliant pedestrian and traffic signs.	Remove the non-compliant signs and install: <ul style="list-style-type: none"> • 5km/h speed limit R4-1 signs; • No-parking (at any time) R5-40 • Pedestrian Crossing R3-1 at the immediate vicinity of the pedestrian crossing (zebra) as per AS 1742.10
11	Confusing 'No Entry' and 'Buses Excepted' signs, a crossover over the median, and bus zone.	Further investigation required to evaluate the purpose of these signs and the crossover. Should the service road be found to be used by buses, investigate if these can access the service road through the existing accesses instead of the crossover and remove the 'No Entry' and 'Buses Excepted' signs and rehabilitate the crossing area. If the crossover is not serving any purpose, remove it and provide a shared path to connect to the pedestrian crossing point.
12	Pedestrian crossings in poor condition.	Improve the general condition of the pedestrian crossing points, including width, aligned pram ramps, TGSIs, and signs as per Australian Standards.
13	Shared path in poor condition.	Provide a DDA compliant shared path following Northern Territory Guidelines.
14	Faded line marking -General locations.	Reinstate line markings to prescribed standards.
15	Traffic island rounded shape at Traeger Avenue / Gap Road intersection	Remove the round shaped island and construct a traffic island as per Australian Guidelines.
16	Road restriction due to R-Turn vehicles into the proposed site.	For instances there is a queue of vehicles waiting to access the proposed site, ambulances travelling southbound from the Hospital, have two opportunities to access the service road before reaching any queue. Which would allow them to bypass any short-term blockage. No action required.



No	Safety Aspect	Recommendation
17	Turn-right manoeuvre from the proposed exit point on Gap Road.	Repaint the line marking to permit right out movements onto Gap road.
18	Risk of vehicles overtaking turning vehicles.	No action required.

Applicant Response - Updated Traffic Impact Assessment

In response to the DCA request, Stantec was also engaged to prepare an updated traffic impact assessment. A copy of the updated TIA (Version G dated 25 June 2024) is provided in **Attachment C**.

The updated TIA notes that the objective of the TIA report was to assess the impact the proposed Renal Dialysis Unit will have on the surrounding road network with a focus on traffic operations (including emergency vehicle access), pickup/drop-off areas (including minibuses internally and the adjacent public bus stop), car parking requirements, and intersections adjacent to the development area. The report considers all road users with particular emphasis on pedestrians, cyclists, and the mobility impaired.

The updated TIA further notes that as part of this project, a Road Safety Inspection (RSI) was conducted for the surrounding roads of the proposed development to identify the potential safety issues the current road network presents for all road users as well as the potential hazards associated with the development of the Dialysis Centre, including its designed access and egress points. Additionally, an Aimsun base model (microsimulation model) was developed to assess the impact of the proposed development on the road network and surrounding intersections.

The updated TIA makes several conclusions:

- The crash data report for the last 10 years (from 2013 to 2023) recorded a total of 11 incidents within the study area addressed in this report. This represents an average of 1.1 incidents per year. No fatalities were reported. Due to the low traffic volume that the study area is projected to generate, and the low-speed environment within the surrounding network (40km/h), it is expected that the proposed development won't have a negative impact on the safety of the area.
- The development is currently well served by shared path provisions in the surroundings, with four bus stops within walking distance from the development. While noting this, it is raised that there are significant upgrades and repairs that should be completed to the path network to improve its functionality. It is noted that these improvements are required due to the existing condition of the network and not as a result of the proposed development.



- Vehicular access to/from the development area is proposed to be via Traeger Avenue and the service road parallel to Gap Road with both to be used by general public, staff and the minibuses. An additional access is proposed via the Hospital Access Road however its use will be limited to service vehicles and deliveries.
- Pedestrian access is to be provided on the service road parallel to Gap Road and on the Hospital Access Road.
- The statutory parking requirement for the development is for 34 parking bays. As the proposed development will include a total of 44 parking bays including 6 designated parking bays for minibuses used for patient transport. The development has a surplus of 10 parking bays.
- The Alice Springs Hospital Campus is integrated by the Alice Springs Hospital with a capacity of 644 parking bays, a leased area on Lot 8167 with capacity of 94 parking bays and, a leased area on Lot 1018 with capacity of 76 parking bays. The total parking supply within these areas is 814 parking bays and as per the parking study conducted by NPC, the parking requirement for these areas is 740 bays.
- The total provision of parking bays within the ASH Campus, including the proposed Renal Dialysis Unit is 858 parking bays and the parking requirements are 774 bays, hence the ASH Campus will have a surplus of 84 parking bays.
- The proposed development is estimated to generate approximately 144 vehicle trips during the AM peak hour and 180 vehicles during the PM peak hour.
- The development is considered to have a high degree of accessibility for both public transport and vehicular traffic.
- As the drop-off lane has a capacity to accommodate up to 9 vehicles, no impacts are anticipated on the service road or interference with bus services.
- Swept path analysis confirms that all the design vehicles can adequately manoeuvre in and out of the development without encroaching.
- Due to the high level of accessibility and relatively low level of additional traffic estimated as a result of the proposed development, the net impact of the redevelopment is considered to be minimal.
- It is estimated that the design of the development will avoid adverse impacts on the local road network.
- The development achieves the requirements established within the Central Alice Springs Area Plan section 15.2 iii, iv, and v.
- Improve the signage and line marking at the access and egress point to the service road to inform road users that the southern access is IN only and the northern access is OUT only and that the service road is only for northbound movements.
- It is recommended to provide broken line markings along Gap Road at the access and exit points of the service Road to allow right-in and right-out movements to and from the site.



The updated TIA further concludes that while not directly related to the proposed development, the following recommendations were raised within the RSI as requiring action by the road owner:

- Due to the layout of the proposed access point, it is recommended to close the southern end of the service road to the public due to the potential conflict between vehicles driving out from this section and vehicles accessing the Dialysis Centre from Gap Road.
- It is recommended to remove the round shaped island and construct a traffic Island with adequate pedestrian crossing.

Item 2.1

1. *The applicant obtaining written "in principle" support from the:*
 - i. *Alice Springs Town Council; and*
to the recommendations contained in the (updated) Traffic Impact Assessment.

Applicant Response

A request was made to the ASTC by Hodgkison on 11 July 2024 to review the updated TIA and the Corrective Action Report and to provide "in principle" support to the DA.

By letter to MasterPlan dated 20 August 2024, the ASTC provided in-principle support to the proposed development (Matt Raymond, Manager Facilities and Developments) (refer **Attachment D**).

In providing its support for the project, the ASTC notes that information provided by Stantec addresses several of the Council's original concerns regarding traffic volume, peak hour impacts and right turning traffic. Specifically, the ASTC notes that the revised traffic modelling indicates a need for the upgrading of the roundabout at the intersection of Gap Road and Traeger Avenue to an island with associated pathways to meet current standards. The ASTC notes that its in-principle support was subject to the completion of the recommendations contained within the Corrective Action Report.

The ASTC requests the DCA include the following condition in the development permit.

The upgrade of the roundabout at the corner of Gap Road and Traeger Avenue to an island, including associated upgrades to road reserves (kerb crossovers and driveways, pedestrian and bike access, sightlines, and works within verges and carriageways) as recommended in the Road safety inspection: corrective action report, must be completed prior to the occupation of the development or in accordance with a staged program approved to the satisfaction of the Director Technical Services, Alice Springs Town Council, at no cost to the Council.



Item 2.2

The applicant obtaining written "in principle" support from the:

2. *Transport Safety and Services division of the Department of Infrastructure, Planning and Logistics*
 - ii. *to the recommendations contained in the (updated) Traffic Impact Assessment.*

Applicant Response

A request was made to the Transport Safety and Services Division (TSS) of the DIPL by Hodgkison on 11 July 2024 to review the updated TIA and the Corrective Action Report and to provide "in principle" support to the DA.

By email to Hodgkison dated 10 September 2024, Gunalan Sivachelvan (A/Regional Director, Transport & Civil Services, Alice Springs (DIPL) advised that the DIPL has no objections to the proposed development (refer **Attachment E**). In providing its comments, the DIPL noted that:

- There is concern that the right turn traffic off Gap Road into the development site may impact on the outbound bus stop cut-in, where vehicle stacking could result in motorists using the cut-in as an opportunity to overtake stationary vehicles on the left.
- There are currently double barrier lines on Gap Road at the proposed location.
- A right turn off Gap Road is not recommended without any modifications to Gap Road, such as the introduction of a channelized right turn bay. However, it is noted that this portion of Gap Road is under the care and control of the ASTC, and their input will be required on the final layout.
- There is provision for taxis and minibuses to drop off passengers at a shared location (5.2 Drop - Off Area). It may be beneficial to consider a dedicated pickup and drop off location, if that is suitable for use by wheelchair accessible commercial passenger vehicles.
- Following the initial comments, representatives from DIPL TCS (Gunalan Sivachelvan and Trudy Dixon) had a meeting with Shanil Hameed from Hodgkison and Ryan Prescott from Stantec on the 29 of July 2024 to discuss the above points. Based on discussions, it was agreed that it was not feasible to undertake widening to construct a channelized right turn bay (based on the available width on Gap Road and Sacred Trees adjacent to the existing access). It was agreed an option could be to look at relocating the affected bus stop, but this was not considered to be an immediate requirement based on current bus frequencies.



Conclusion

We trust that the enclosed information adequately addresses the DCA's further request for further information and will assist the DCA to complete its assessment of the subject development application and issue its determination.

If you have any enquiries in relation to the above, please contact the undersigned via email at peters@masterplan.com.au or by telephone on 07 5443 8546.

Yours sincerely

Peter Stanley
MasterPlan SA Pty Ltd

enc: **Attachment A** DCA letter of Deferral.
 Attachment B Traffic Impact Assessment and Road Safety Inspection: Corrective Action Report.
 Attachment C Updated TIA.
 Attachment D Alice Springs Town Council Written Support.
 Attachment E DIPL Transport Safety and Services Division Written Support.

cc: Shanil Hamed, Hodgkison
 Ryan Prescott, Stantec

Attachment A

DCA Letter of Deferral

Development Consent Authority

Northern Territory



PO Box 2130
ALICE SPRINGS NT 0871

Telephone No: (08) 89519211
Email: development.consentauthority@nt.gov.au

In reply please quote: PA2023/0065

MasterPlan NT
Unit 1, 3 Vickers Street
PARAP NT 0820

Attention: Mr Peter Stanley

Dear Mr Stanley

**DEVELOPMENT APPLICATION PA2023/0035
LOT 8168, 2 TRAEGER AVENUE, SUBURB OF THE GAP, TOWN OF ALICE SPRINGS**

You are hereby advised that the Alice Springs Division of the Development Consent Authority, at its meeting on 7 February 2024, resolved, pursuant to section 46(4)(b) of the *Planning Act 1999*, to defer consideration of the application to develop the above land for the purpose of a medical clinic (ambulatory care facility - renal health) in a 2 storey building to require the applicant to provide the following additional information that the Authority considers necessary in order to enable proper consideration of the application:

1. Submission of an updated Traffic Impact Assessment of the proposed development works and operation of use based on a updated (2024) traffic survey that further addresses:
 - i) Current (2024) and modelled traffic data (cars, public transport, delivery vehicles, ambulances, public and school bus services, bicycle and pedestrian movements).
 - ii) Peak traffic times of the Alice Springs Hospital campus and OLSH school (e.g. 07:00 to 09:30 and 14:30 to 17:30) taken on a minimum of two days.
 - iii) Current and proposed infrastructure
 - iv) Upgrades required to road reserves (kerb crossovers and driveways, pedestrian and bicycle access, sightlines, works within verges and carriageways)
2. the applicant obtaining written "in principle" support from the:
 - i) Alice Springs Town Council; and
 - ii) Transport Safety and Services division of the Department of Infrastructure, Planning and Logisticsto the recommendations contained in the (updated) Traffic Impact Assessment.

Pursuant to section 46(6) of the *Planning Act 1999*, information required in this correspondence is to be provided within 30 days of the receipt of this correspondence.

You may request the consent authority extend the time to provide the required information. A request must be made before the expiry of the period referred to in section 46(6) (i.e. within 30 days of receipt of this notice) and it must be made in writing to either address listed below:

Email: das.ntg@nt.gov.au
In person: Ground Floor, Green Well Building, 50 Bath Street, Alice Springs
Post: Development Assessment Services
Department of Infrastructure, Planning and Logistics
PO Box 2130, ALICE SPRINGS NT 0871

Should you require any further information on this matter, please telephone Development Assessment Services on (08) 89519211.

Yours sincerely

BENJAMIN TAYLOR
Delegate
Development Consent Authority
26 February 2024

CC: Alice Springs Town Council

Attachment B

Traffic Impact Assessment and Road Safety Inspection: Corrective Action Report

Alice Springs Hospital-Ambulatory Care unit, Renal Dialysis Centre - Road Safety Inspection: Corrective Action Report

Document title	Alice Springs Hospital-Ambulatory Care unit, Renal Dialysis Centre - Road Safety Inspection: Corrective Action Report
Contact details	Stantec Australia Pty Ltd
Approved by	Ryan Prescott – Group Leader Northern Territory / Snr Road Safety Auditor
Date approved	31 May 2024
Document review	Nil
TRM number	-

Version	Date	Author	Changes made
1.0	31 May 2024	Lina Restrepo	Document first release

Acronyms	Full form
RSI	Road Safety Inspection

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1 Introduction

Stantec has been engaged by the Department of Infrastructure Planning and Logistics (DIPL), through Hodgkison Pty Ltd, to conduct a Road Safety Inspection (RSI) for the surrounding roads of the proposed Renal Dialysis Unit located within the Alice Springs Hospital campus on Traeger Avenue, The Gap, Alice Springs.

This RSI intends to investigate the potential safety issues the current layout presents for all road users as well as the potential hazards associated with the proposed Renal Dialysis Centre, including its designed access and egress points.

2 Methodology

2.1 General

2.1.1 Scope of the Inspection

A Road Safety Inspection is a formal examination of an existing road or road-related area in which an independent, qualified team report on the crash potential and likely safety performance of the location. This inspection was formerly known as an 'Existing Road Safety Audit'.

This Road Safety Inspection has been conducted following the general principles detailed in Austroads Guide to Road Safety Part 6: Road Safety Audit.

The background and objective of the inspection is to assess the existing roads that surrounds the proposed Renal Dialysis Centre, with consideration given to pedestrian safety and any projected change in traffic due to the proposed development and the access points on Gap Road and Traeger Avenue.

The Road Safety Inspection was undertaken by Ryan Prescott (Senior Road Safety Auditor) and Lina Restrepo (Road Safety Auditor) from Stantec.

All the findings described in Section 4 of this report are considered by the inspection team to require action to improve the safety of the existing road environment and minimise the risk of crash occurrence and reduce potential crash severity. It is noted that as this is a RSI, there are findings presented for which action is nominated which are independent of the proposed development.

The inspection team has examined and reported only on the road safety implications of the road infrastructure as presented.

It is intended that the findings and recommendations for corrective action be discussed with the designer/client/asset owner, who then must determine whether the recommendations should be implemented, and where it is decided otherwise, to give reasons in writing for the decision.

2.1.2 Previous Road Safety Inspections

No recent Road Safety Inspection or Audit was provided to Stantec for the study area.

2.1.3 Auditors and Audit Process

The report has been based on the site visit undertaken by members of the audit team and the Architectural drawings design plans issued for 95% updated review from 07/07/2023.

The inspection was carried out following the procedures set out in *Austroads Guide to Road Safety, Part 6: Road Safety Audit (2022)*.

The Audit team consists of Ryan Prescott (Senior Road Safety Auditor) and Lina Restrepo (Road Safety Auditor).

The day-time site inspection for the section of road was carried out by the audit team on 12 April 2024 between 7:10-8:00am. The night inspection was conducted on 11 April between 9:00pm and 9:30pm. The weather was fine, and the road surface was dry for both inspections.

A desktop assessment of the existing roads was completed on the 30th of May 2024.

The Road Safety Inspection report and Corrective Actions Report are presented in Microsoft Word and in .pdf format to allow for responses to be provided by the asset owners.

2.2 Distribution of Information

The contents of this report are the property of the commissioning agency. Furthermore, individual sections are the property of the relevant authorities responsible for addressing the findings and recommendations.

Information within this report may be misleading if taken in isolation without reference to the follow-up actions.

No part of this report, or information derived from it, shall be released to third parties without express permission from the relevant stakeholders.

3 Background Information

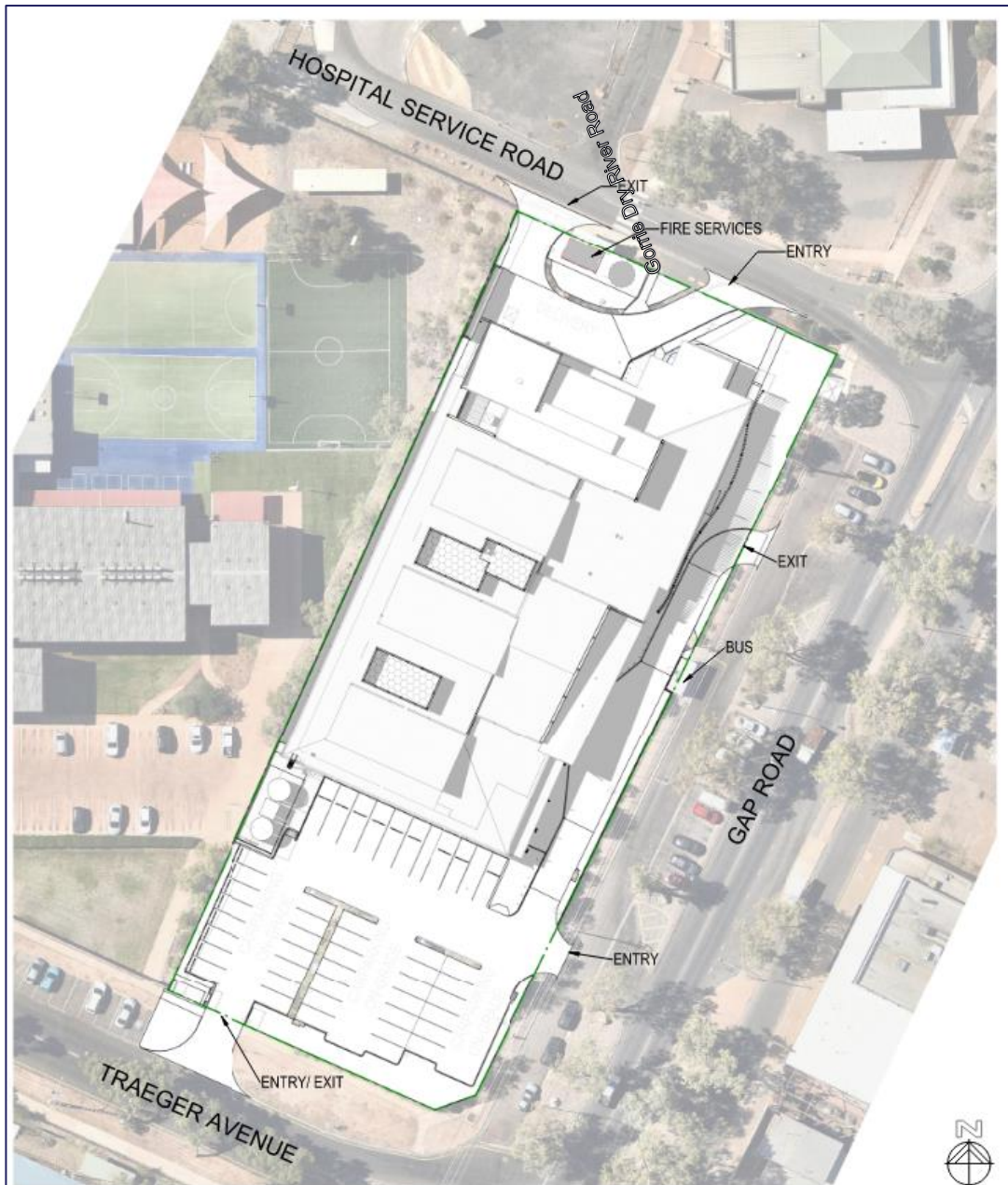
3.1 Scope of Project / Site Description

Stantec has been engaged by the Department of Infrastructure Planning and Logistics (DIPL), through Hodgkison Pty Ltd, to conduct a Road Safety Inspection for the proposed Renal Dialysis Unit located within the Alice Springs Hospital Campus on Traeger Avenue, The Gap, Alice Springs.

This report has been prepared in accordance with the Austroads *Guide to Road Safety Part 6: Road Safety Audit*.

The location of the area is shown below in **Figure 1-1**.

Figure 1-1 Location of works



Source: Architectural Drawings 95% issue update (07/07/2023)

3.2 Existing Road Network

The site is surrounded by Gap Road, Traeger Avenue, and the Hospital Access Road. Table 3-1 summarises the road network.

Table 3-1 Road Network Classification

Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Shared paths	Road Width (m)	Posted Speed (km/h)
Traeger Avenue	Collector Road	Alice Springs Town Council	2	2	9.0	School Zone 40
Gap Road	Distributor Road	Alice Springs Town Council	2	2	7.5	School Zone 40
Hospital Access Road	Local Road	Alice Springs Town Council	2	1	7.0	5km/h

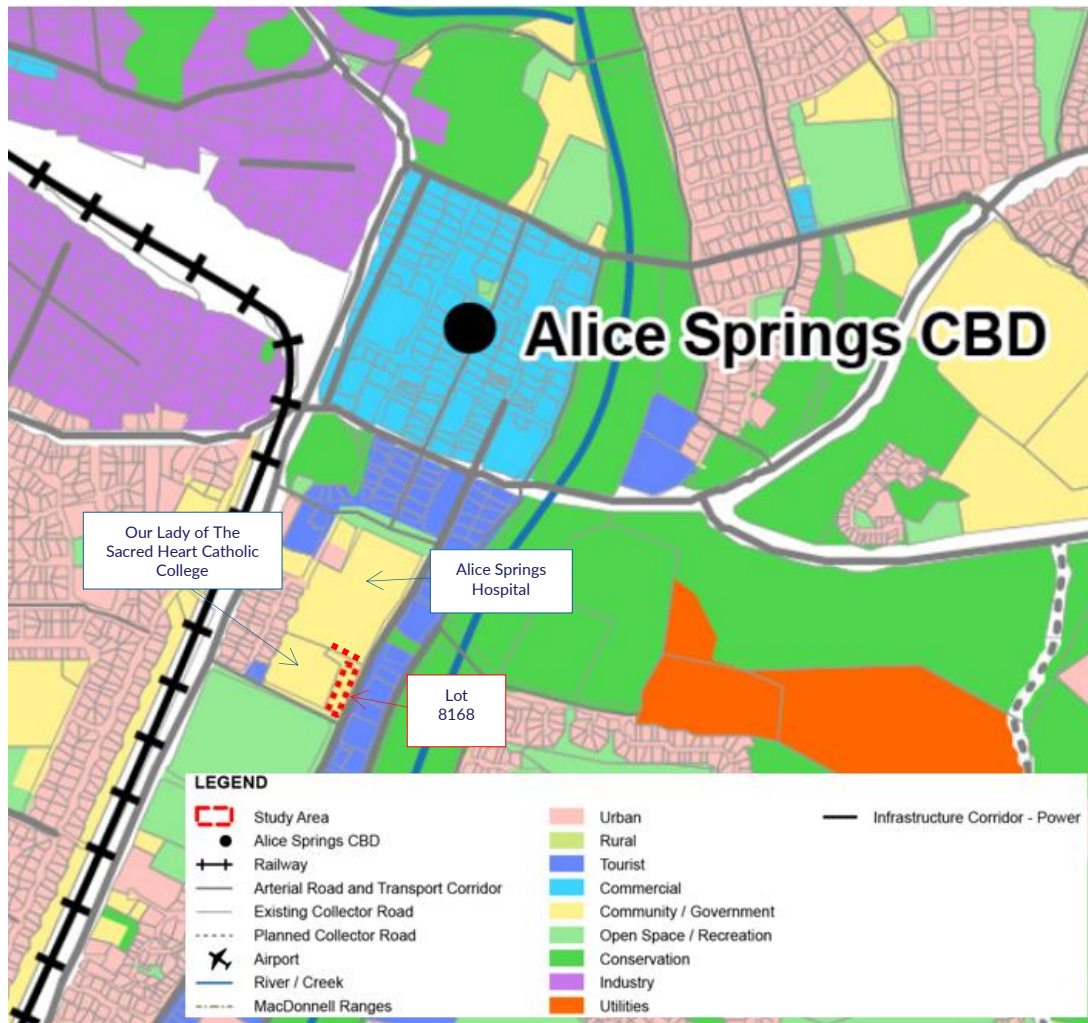
Gap Road is bordered by service roads on both sides. The service road between the proposed development and Gap Road is one way (North bound) and includes a bus stop and several parking bays. In contrast, the service road East of Gap Road facilitates two-way traffic flow from Bagot Street towards the south.

3.3 Surrounding Land Uses

As included within the Alice Springs Regional Land Use Plan 2016, the Lot 8168 is zoned 'Community / Government' area as shown in **Figure 3-1**. It is immediately surrounded by Traeger Park is zoned as 'Open Space / Recreation' to the south, 'Tourist' area to the east and 'Community / Government' area to the north and west.

Alice Springs Hospital-Ambulatory Care unit, Renal Dialysis Centre - Road Safety Inspection: Corrective Action Report

Figure 3-1 Study Area Zoning



Source: Alice Springs Regional Land Use Plan 2016

3.4 Traffic Volumes

Traffic counts were conducted during two consecutive days, Wednesday 17 and Thursday 18 April 2024, between 6:30 and 18:30 for all movements occurring within the surrounding roads of the proposed development and different vehicle types including:

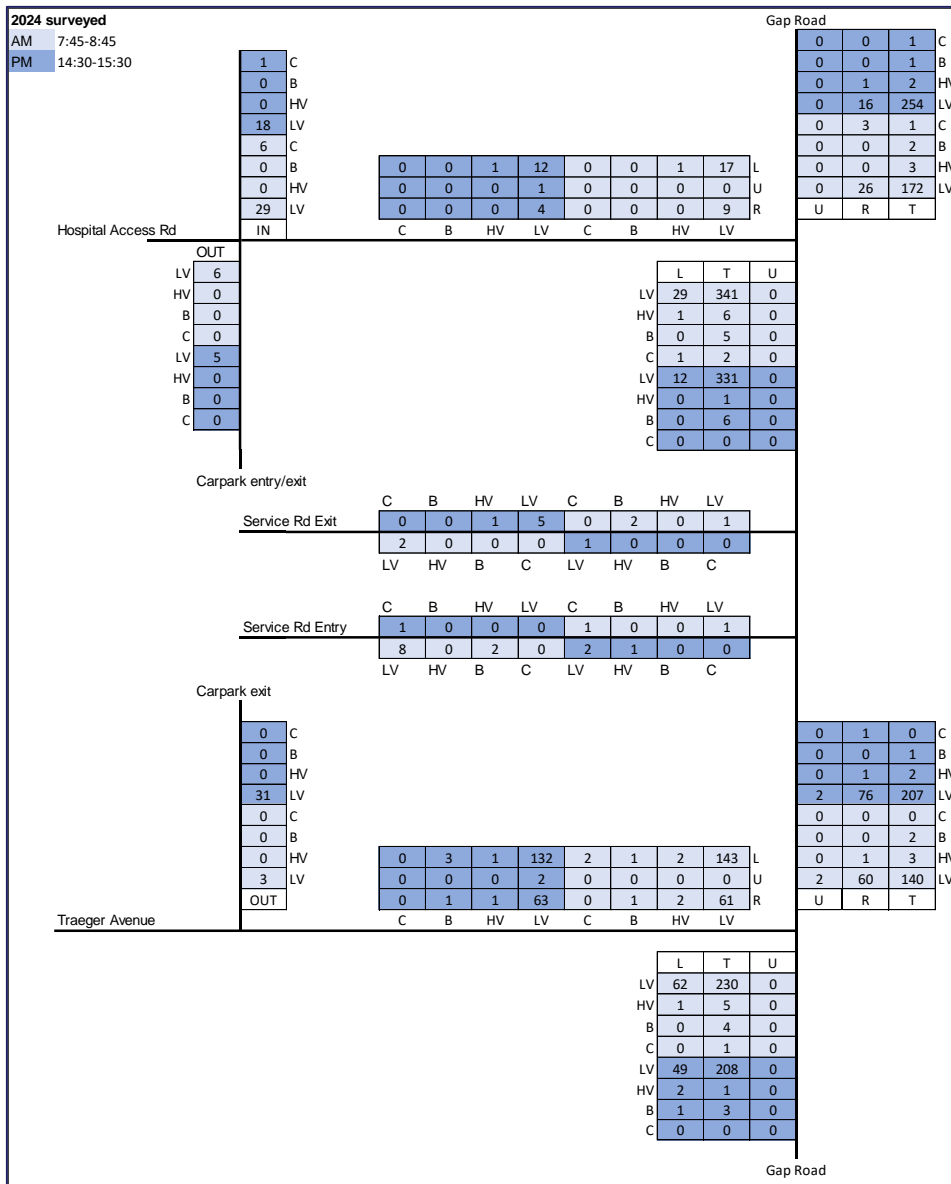
- Light vehicles: LV
- Heavy vehicles: HV
- Buses: B
- Cyclists: C

The data showed the morning peak took place between 7:45am and 8:45am, while the evening peak occurred at 14:30pm.

The following figure presents the average traffic volumes recorded for the AM and PM peak periods.

Alice Springs Hospital-Ambulatory Care unit, Renal Dialysis Centre - Road Safety Inspection: Corrective Action Report

Figure 3-2 AM and PM traffic volumes



3.5 Crash Data

The crash history for site was provided by Road Safety NT and includes the reported crash data for the previous 10 years. As shown below in **Figure 3-3**, the road sections which the crash data was assessed for are:

- Gap Road between Benstead Street and Yarabah Court and the roads intersecting Gap Road along this segment.
- The whole segment of the Alice Springs Hospital Road.
- Traeger Avenue between Gap Road and Telegraph Terrace and a section of Willshire Street.

Alice Springs Hospital-Ambulatory Care unit, Renal Dialysis Centre - Road Safety Inspection: Corrective Action Report

Figure 3-3 Crash data area



Source: Metromap (May 2024)

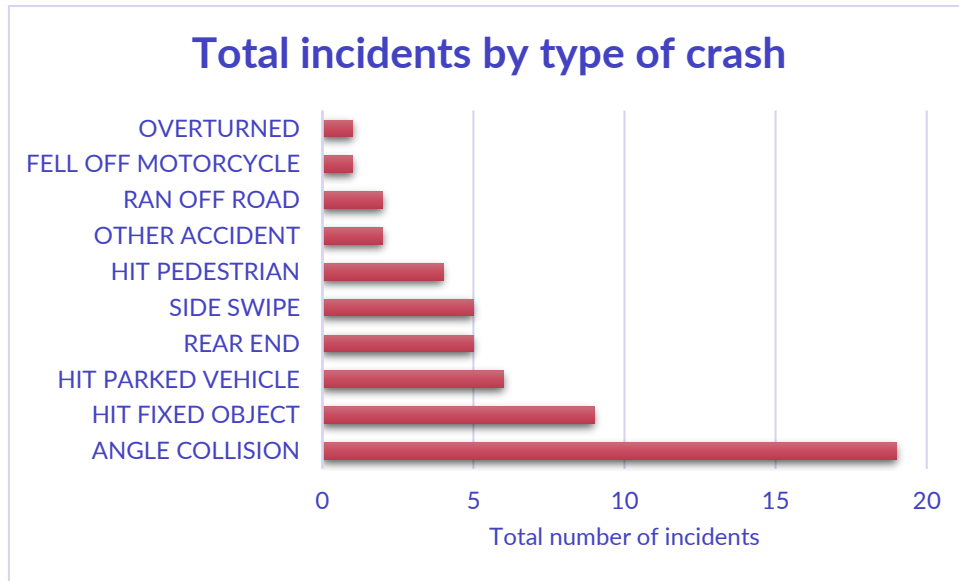
A review of the crash data provided showed that between 2013 and 2023, 54 incidents were recorded and 96 people involved.

Figure 3-4 illustrates the total number of incidents by crash types; noting that 'Angle collision' reported the highest number of collisions with 19 incidents, followed by 'hit fix object' with 9 crashes.

4 incidents involving pedestrians have been reported during the last 10 years with all crashes involving pedestrians taking place within the carriageway. Two people were treated and admitted to medical facilities, one was treated but not admitted and the remaining people involved in these crashes resulted in no reported injury.

Alice Springs Hospital-Ambulatory Care unit, Renal Dialysis Centre - Road Safety Inspection: Corrective Action Report

Figure 3-4 Total incidents by type of crash



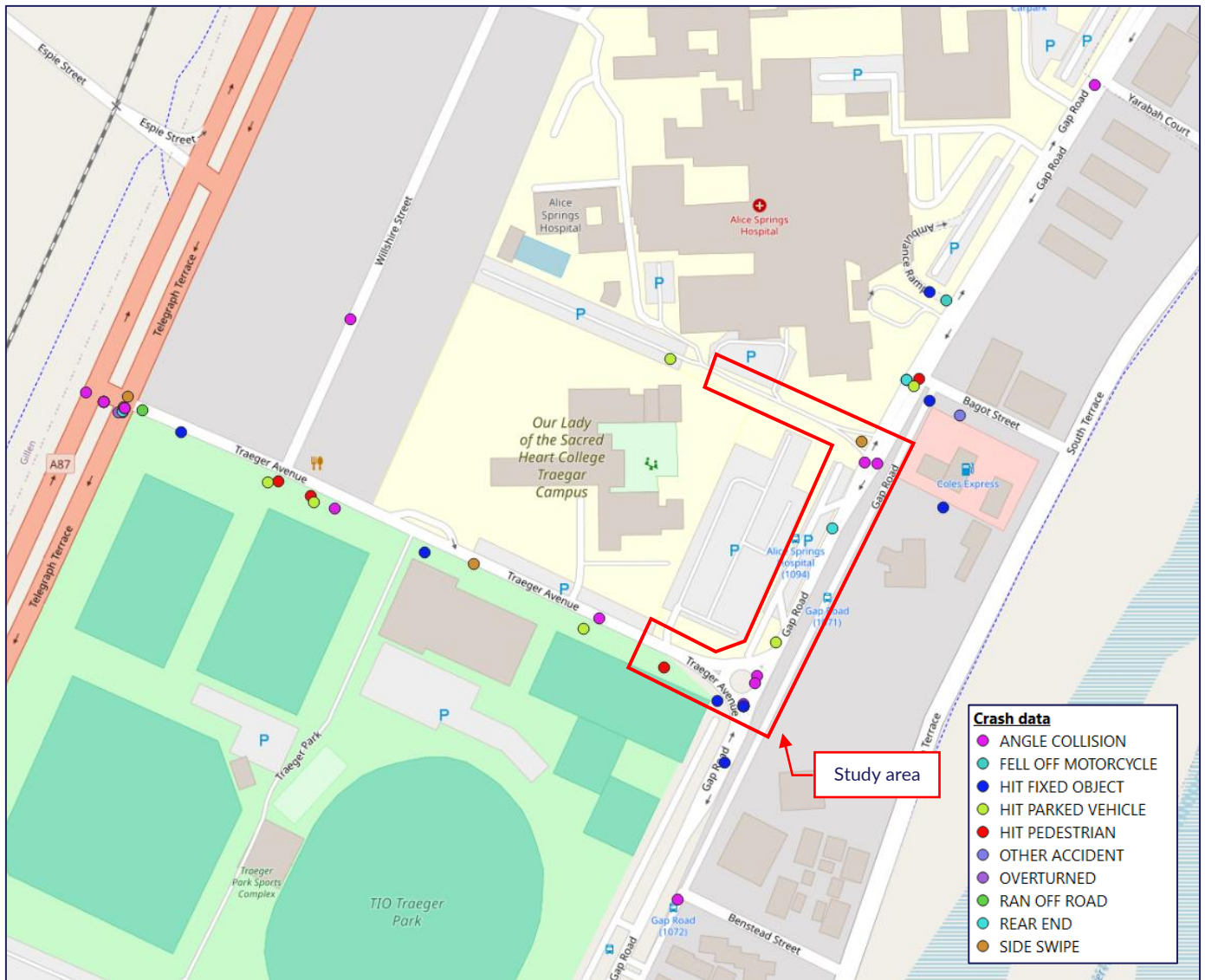
The summary of the crashes include:

- 51 people did not report sustaining injuries from the crashes, 14 were treated and admitted to medical facilities, 4 were treated but not admitted to medical facilities, 1 resulted in an injury but was not treated and the remainder are unknown. No fatalities have been reported in the analysed area within the last 10 years.
- 56% of the crashes occurred with light traffic density followed by 28% medium traffic density and only 2% under heavy traffic density conditions.
- 67% of reported crashes occurred in the carriageway.
- 94% of crashes took place on dry surface.

While the data summary above considers all crashes reported within the overall area requested, it is nominated that the total crashes that were reported within what would be considered the immediate study area of the proposed works is significantly less. This summary is presented in **Figure 3-5** below.

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Figure 3-5 Crash data location and type



Concerning the study area addressed in this report, there have been 11 crashes in the last 10 years, averaging 1.1 incident per year. These crashes consist of 5 'angle collision', 2 'hit fixed object', and one incident each for 'hit parked vehicle', 'rear-end', 'swide swipe' and 'hit pedestrian'. The intersections of Gap Road and Traeger Avenue, as well as Gap Road and the Hospital access Road, experienced the highest concentration of crashes, with 5 and 3 incidents respectively.

Three people were treated admitted to medical facilities, while the remaining people involved in the crashes reported no injuries.

4 Audit Findings and Recommendations

4.1 Priority Rating

The findings of the RSI, along with a comments / recommendations and priority rating for each identified issue are provided within the following section.

The priority ratings used are based on the risk matrix provided in Austroads as follows:

- Critical – Must be attended to.
- Important – Should be attended to or the risk significantly reduced, even if the treatment cost is high.
- Moderate – Should be attended to or the risk significantly reduced, especially if the treatment cost is medium, but not high.
- Low – Should be attended to or the risk reduced, especially if the treatment cost is low.
- Comment.

4.2 Findings and Recommendations – Alice Springs Hospital -Ambulatory Care Unit, Renal Dialysis Centre

#	Audit Findings	Recommendation	Priority Rating	Client agreed Y/N	Client Response
1	<p>Parking – southern end of service road. Close to proposed access point – Gap Road</p> <p>Parking is currently occurring on the southern end (the ‘dead end’) of the service road with no marked bays or parking signs.</p> <p>During the site visit it was observed that there is a potential conflict between vehicles driving out from this section and vehicles accessing the Dialysis centre from Gap Road which can result in ‘side collision’ related crashes.</p> <p>Refer to Figure A 1.</p>	<p>Recommendation</p> <p>Remove/reconstruct to be landscaping the trafficable area (pavement) of the service road between the proposed access to the Renal Dialysis Centre and the end of the service road (close to Traeger Avenue) and</p> <p>Improve pedestrian path within this section by removing the pram ramp and providing an at grade pedestrian path.</p>	Important		
2	<p>Power pole close to the access point –Service road</p> <p>During the site visit it was noted that the power pole is located in close proximity to the access point. Sufficient clearance should be provided between the pole and the access point to remove the potential for ‘hit object’ type crashes.</p> <p>Refer to Figure A 2 and Figure A 3.</p>	<p>Recommendation</p> <p>Provide sufficient clearance between the access point and the power pole and provide swept path analysis to demonstrate that the location of the power pole won’t interfere with vehicles accessing the site.</p>	Important		
3	<p>Parking bays located opposite of the bus stop bay</p> <p>It was observed that there are parking bays located opposite to the bus stop bay. There is the potential for vehicles accessing / egressing these bays to cause ‘side impact’ crashes where buses are using the bus stop as the effective carriage width will be significantly reduced.</p> <p>Refer to Figure A 4 and Figure A 5</p>	<p>Recommendation</p> <p>If the bus stop is used by buses for long waits, it is recommended for the parking bays to be removed, otherwise no modifications are required as the risk is minimal.</p>	Comment		

4	<p>Faded 40km/h speed limit pavement marking within the area</p> <p>The 40km/h speed limit pavement markings along Gap Road and Traeger Avenue were observed to be faded and generally indistinguishable.</p> <p>Worn or faded pavement markings may result in poor execution of required speed reductions / adherence to speed limits. Drivers may not be able to see the pavement markings resulting in speeding behaviours in a school and hospital zone.</p> <p>Refer to Figure A 6, Figure A 7, and Figure A 8</p>	<p>Recommendation</p> <p>Reinstate 40km/h pavement markings</p>	Moderate		
5	<p>Lack of shared path connection between Bus stop and existing path</p> <p>There is a lack of shared path connection between the bus stop 1071 (southbound) located on Gap Road and the existing path and pedestrian crossing located south of the bus stop.</p> <p>Due to the lack of shared paths, pedestrians are more likely to walk within the road carriageway increasing the risk of collisions with vehicles.</p> <p>Chances of survival for a hit pedestrian type of crash diminish rapidly at impact speeds above 30km/h.</p> <p>Refer to Figure A 9.</p>	<p>Recommendation</p> <p>Provide shared path to connect the bus stop with the existing shared path and pedestrian crossing facilities. Path to be provided to minimise total road crossing points for pedestrians thus minimising pedestrian/ vehicle interactions.</p>	Moderate		
6	<p>Misaligned Pram ramps and long crossing distance with no median Traeger Avenue</p> <p>The pedestrian crossing at Traeger Avenue has misaligned Kerb ramps and long crossing distance.</p> <p>Misaligned kerb ramps at pedestrian crossings could inadvertently lead visually impaired persons towards kerbing,</p>	<p>Recommendation</p> <p>Realign kerb ramps and reduce the effective crossing distance by installing a median (refuge) with cut-through for pedestrians to allow for crossing in two movements.</p>	Critical		

	<p>creating a potential trip hazard or lead them towards traffic increasing the risk of pedestrian related crashes.</p> <p>Long pedestrian crossing distance increase pedestrian's exposure, especially for elderly or pedestrians with movement impairment which often travel at a slower speed.</p> <p>Refer to Figure A 10 and Figure A 11</p>				
7	<p>Non-compliant 'No Stopping' sign R5-35</p> <p>There are non-compliant 'No-stopping' signs R5-35 along Traeger Avenue. The size and position are difficult to be seen by motorists.</p> <p>The existing size and location of the signs may result in poor execution of the instruction of the sign resulting in vehicles stopping along this road increasing the risk of a wide range of collisions.</p> <p>As per AS1742.10 section 6.4, the section of road adjacent to a pedestrian crossing where stopping of vehicles is prohibited shall be indicated either by the no stopping sign R5-35 or by pavement marking.</p> <p>Refer to Figure A 12</p>	<p>Recommendation</p> <p>Replace the existing No Stopping signs and install them as per AS1742.10 Figure 1</p>	Moderate		
8	<p>Non-compliant 'Crossing Ahead' supplementary plate W8-22 and school zone signs</p> <p>The 'Crossing Ahead' supplementary plate installed on Traeger Avenue is non-compliant. AS1742.10 section 11.2 states that the crossing ahead W8-22 sign shall not be used without the Children W6-3 sign. The 'Crossing Ahead' supplementary plate may be used in advance of a mid-block crossing.</p>	<p>Recommendation</p> <p>Provide children crossing signs at Gap Road and Traeger Avenue as per AS 1742.10 section 7.2 and Figure 3 and school zone signs as per the approved signs for the Northern Territory (Refer to Figure A 14.)</p>	Moderate		

	<p>Additionally, the school zone signs are not in accordance with current Australian Standards, or the road signs approved in the Northern Territory.</p> <p>Refer to Figure A 13</p>			
9	<p>5km shared zone</p> <p>The existing parking area has a shared zone sign with a speed limit of 5km/h at the Hospital Access Road gate. No shared zone sign is provided at the access point at the Hospital Access Road.</p> <p>As per AS1742.4 section 3.1.10, shared zones are roads or networks where pedestrians and vehicular traffic share the road space. The speed limit within a shared zone is 10km/h.</p> <p>Refer to Figure A 15</p>	<p>Recommendation</p> <p>Install shared zone signs within the proposed Dialysis Unit Centre and at the access points to alert motorist that the circulation areas are to be shared with pedestrians.</p>	Low	
10	<p>Non-compliant pedestrian and traffic signs</p> <p>There are non-compliant pedestrian and traffic signs along the Hospital Access Road as listed below:</p> <ul style="list-style-type: none"> • 5km/h speed limit 'Caution Pedestrians' • 'No Parking' • 'Beware of pedestrians' <p>None of the abovementioned signs are compliant with current Australian Standards.</p> <p>Inconsistent, incorrect, or inappropriate application of traffic sign can result in various crash types at various road layouts and locations due to drivers in incorrectly judging the road layout ahead or road conditions based on the signs provided.</p> <p>Australian Standard AS 1742.2-2022: Traffic Control Devices for General Use indicates that traffic signs are provided to aid</p>	<p>Recommendation</p> <p>Remove the non-compliant signs and install:</p> <ul style="list-style-type: none"> • 5km/h speed limit R4-1 signs; • No-parking (at any time) R5-40 • Pedestrian Crossing R3-1 at the immediate vicinity of the pedestrian crossing (zebra) as per AS 1742.10 	Moderate	

	<p>the safe and orderly movement of traffic. Uniformity in the design of signs facilitates identification by the road user. This assists the road user in promptly interpreting the message or instruction.</p> <p>AS 1742.2 also indicates that as signs are an essential part of the road traffic system, their messages shall be consistent, their design and placement coordinated with the road geometric design, and their size selected so that they are both conspicuous and legible at required reading distances.</p> <p>Refer to Figure A 16 and Figure A 17</p>				
11	<p>Confusing 'No Entry' and 'Buses Excepted' signs, a crossover over the median, and bus zone</p> <p>There are 'No Entry' and 'Buses Excepted' signs on Gap Road southbound of the bus stop 1071, and a 'No Entry' sign and a 'Bus Zone' on the service road.</p> <p>Additionally, there is a crossover over the median that separates Gap Road and the Service Road.</p> <p>It is unclear what is the purpose of these signs, the crossover, and the bus zone are, as there are no public transport services that circulate along the service road. The installed signs are confusing and increase the risk of a wide range of crashes such as rear end collisions as motorists can stop abruptly at the 'No Entry' signs.</p> <p>Refer to Figure A 18, Figure A 19, and Figure A 20</p>	<p>Recommendation</p> <p>Further investigation required to evaluate the purpose of these signs and the crossover.</p> <p>Should the service road be found to be used by buses, investigate if these can access the service road through the existing accesses instead of the crossover and remove the 'No Entry' and 'Buses Excepted' signs and rehabilitate the crossing area.</p> <p>If the crossover is not serving any purpose, remove it and provide a shared path to connect to the pedestrian crossing point.</p>	Critical		
12	<p>Pedestrian crossings in poor condition</p> <p>There are seven (7) pedestrian crossings within the study area located as follow</p> <ul style="list-style-type: none"> -Pedestrian crossing on Gap Road south of Traeger Avenue 	<p>Recommendation</p> <p>Improve the general condition of the pedestrian crossing points, including width, aligned pram</p>	Moderate		

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<p>-Pedestrian crossing on Gap Road north of Traeger Avenue</p> <p>-Pedestrian crossing on Gap Road south of Hospital Access Road</p> <p>-Pedestrian crossing on The Hospital access road close to Gap Road</p> <p>-Pedestrian crossing on The Hospital access road midblock</p> <p>-Pedestrian crossing on Traeger Avenue close to Gap Road</p> <p>-Pedestrian crossing on Traeger Avenue midblock</p> <p>The crossing points are generally in poor condition, with a lack of TGSIs, narrow paths, misaligned kerb ramps, non-compliant steps at the transition to/from the roadway, etc.</p> <p>Due to the crossings being located close to hospital, medical facilities and a school, it is expected pedestrians using the crossing points will include vulnerable road users such as children, elderly, and people with disabilities. Narrow shared paths and pram ramps do not provide the conditions for wheelchairs, cyclists, or other active transport modes to use the path.</p> <p>Pedestrian crossings in poor condition and with restricted visibility to motorists increase the risk of collision between vehicles and pedestrians. The chances of survival of a hit pedestrian crash decreases rapidly above 30km/h speed environment. The area has a speed limit of 40km/h.</p> <p>A lack of TGSIs increase the risk of vision-impaired users being able to safely assess the location and direction of the crossing. According to AS1428.4.1, TGSIs provide cues which when combined with other environmental information, assist people who are blind or vision-impaired with their orientation.</p>	<p>ramps, TGSIs, and signs as per Australian Standards.</p>			
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	<p>Warning TGSIs indicate and approaching hazard and provide a message to pause. Inconsistent installation and lack of TGSIs could cause confusion and increase the risk of pedestrian related crashes, particularly for blind or vision-impaired pedestrians.</p> <p>Refer to Figure A 21, Figure A 22, and Figure A 23</p>				
13	<p>Shared path in poor condition</p> <p>The shared path on Gap road service road north of the proposed exit point has uneven surface level which is hazardous for pedestrians.</p> <p>Poor path conditions with uneven surface levels can be a trip hazard and are not suitable for pedestrians, especially for people with disabilities or the elderly.</p> <p>Refer to Figure A 24</p>	<p>Recommendation</p> <p>Provide a DDA compliant shared path following Northern Territory Guidelines.</p>	Critical		
14	<p>Faded line marking -General locations</p> <p>Line marking within the audited area was observed to be faded and worn-out in several locations.</p> <p>Worn or faded pavement marking may result in poor execution of required indications, particularly at intersections. Drivers may not be able to position themselves correctly and on time resulting in a wide range of crashes.</p> <p>Australian Standard AS 1742.2:2022 Section 5.2.1 indicates that clear and effective pavement markings are essential for the proper guidance and control of all road users. As such, pavement markings should be clearly visible to any road user and must be periodically maintained</p> <p>Refer to Figure A 25 to Figure A 28</p>	<p>Recommendation</p> <p>Reinstate line markings to prescribed standards.</p>	Important		

15	<p>Traffic island rounded shape at Traeger Avenue / Gap Road intersection</p> <p>The traffic island at the Traeger Avenue / Gap Road intersection has a rounded shape (resembling a roundabout). In its current arrangement, there is the potential for motorists travelling along Traeger Road to misinterpret the function of this island as a round-a-bout and enter the Gap Road traffic stream thinking they have right of way.</p> <p>It has been noted that the traffic count surveys recorded some traffic volumes as U turn manoeuvres.</p> <p>Refer to Figure A 29, and Figure A 30</p>	<p>Recommendation</p> <p>Remove the round shaped island and construct a traffic island as per Australian Guidelines.</p>	Important		
16	<p>Road restriction due to R-Turn vehicles into the proposed site</p> <p>The project design drawings do not show any modifications to Gap Road to provide a turning pocket for motorists entering the Renal Dialysis site. There is the potential for vehicles waiting to turn Right into the site preventing through movements for other vehicles travelling South, including emergency vehicles.</p>	<p>Recommendation</p> <p>For instances there is a queue of vehicles waiting to access the proposed site, ambulances travelling southbound from the Hospital, have two opportunities to access the service road before reaching any queue. Which would allow them to bypass any short-term blockage. No action required.</p>	Comment		
17	<p>Turn-right manoeuvre from the proposed exit point on Gap Road.</p> <p>There are currently no signs that prohibit the right-turn manoeuvre from the proposed site into Gap Road. While there is double barrier line marking, it is currently faded and difficult to see thus it would be considered reasonable for a motorist to believe a right turn manoeuvre is permitted. As there are no sight distance issues that would increase the risk of collisions for vehicles exiting the site and turning right onto Gap road southbound, it is believed this movements could be permitted.</p>	<p>Recommendation</p> <p>Repaint the line marking to permit right out movements onto Gap road.</p>	Low		

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18	<p>Risk of vehicles overtaking turning vehicles</p> <p>There is a concern that vehicles travelling southbound will try to overtake vehicles awaiting to turn right into the proposed Dialysis centre by using the bus stop bay.</p> <p>The bus stop is properly signed, and line marked. There are no sight distance impediments to identify the area as a bay rather than an additional through lane. The risk of overtaking vehicles is considered minimal at this location.</p> <p>Refer to Figure A 31</p>	<p>Recommendation</p> <p>No action required</p>	<p>Comment</p>		
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5 Concluding Statement

This audit has been carried out for the sole purpose of identifying any features of the existing road alignment and the proposed site development which could be altered or removed to improve its safety. The identified problems have been noted in the Corrective Action Report which is provided above. The accompanying recommendations are forwarded for assessment and response / action.

6 Appendix A: Photos

Alice Springs Hospital-Ambulatory Care unit, Renal Dialysis Centre - Road Safety Inspection: Corrective Action Report

Figure A 1 Service Road Southbound of service road



Figure A 2 Power pole close to proposed access point



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Figure A 3 Power pole close to proposed access point



Figure A 4 Parking bays close to bus stop



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Figure A 5 Parking bays close to bus stop



Figure A 6 Faded 40km/h speed limit pavement marking



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Figure A 7 Faded 40km/h speed limit pavement marking



Figure A 8 Faded 40km/h speed limit pavement marking



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Figure A 9 lack of shared path connection between bus stop and existing shared path



Figure A 10 Misaligned Pram ramps and long crossing distance



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Figure A 11 Misaligned Pram ramps and long crossing distance



Figure A 12 Non-compliant 'No Stopping' signs



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Figure A 13 Non-compliant school zone signs



Figure A 14 School zone signs approved in the Northern Territory

	<p>School zone signs</p> <p>You must drive at 40km/hr in a school zone during school days and the times noted on the sign. You can drive at up to 60km/h once you have left the school zone.</p>

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Figure A 15 Shared Zone area sign



Figure A 16 non-compliant pedestrian and traffic signs



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Figure A 17 non-compliant pedestrian and traffic signs



Figure A 18 Confusing signs and crossover

