

Our Ref: CC140088



18 June 2020

Iain McFarlane
TSA Management
Level 15, 207 Kent Street,
SYDNEY NSW 2000

PLANNING
PROJECT MANAGEMENT
ENGINEERING
CERTIFICATION

Dear Iain

Traffic Assessment - response to DPIE, Greenwich Hospital Redevelopment (SSD 8699)

This letter is to certify that Barker Ryan Stewart (BRS) has reviewed the relevant documentation prepared for an SSD application to The NSW Department of Planning, Industry and Environment (DPIE) for the redevelopment of Greenwich Hospital. The documents reviewed particularly relate to access, traffic and parking issues including the Traffic and Parking Impact Assessment prepared by us for this development in March 2018 and amended in October 2018.

In response to public submissions regarding the development proposal, the DPIE has requested that the following issues be addressed:

The Department notes that the cumulative impacts from recent and proposed developments have not been assessed in the Traffic and Parking Impact Assessment. The Department requests that these cumulative impacts and an updated assessment is provided.

Our responses to these issues are outlined below.

1. Traffic impacts

The Traffic and Parking Impact Assessment (TIA) indicates that the peak period traffic surveys that were conducted along River Road at the two hospital accesses, at the River Road / St Vincents Road intersection and at the St Vincents Road hospital access in October 2017 were used to assess the operational performance of the existing road network. When the TIA report was originally submitted in March 2018, the data from these traffic surveys was current and provided a valid basis for the assessment.

The assessment of the traffic that will be generated by the proposed developments was based on the existing traffic volumes entering and exiting the site and factored up on a proportional basis from the existing 78 beds/rooms to the proposed 150 beds/rooms, an increase of 92%. To ensure a robust and conservative assessment all of the existing turns to and from the site were increased to reflect an additional 100% rounding up on the existing turning counts.

The traffic that will be generated by the proposed 89 independent living units, was based on standard trip generation rates for "Housing for aged and disabled persons" provided in the RMS "Guide to Traffic Generating Developments". Again, to ensure a conservative assessment, the higher of the peak hour trip rates (0.2 trips per welling) was adopted for the assessment.

The traffic data collected as part of the original assessment shows that River Road is carrying between 2,000 and 2,360 vehicles per hour during peak periods. These volumes indicate that River Road is generally operating at a level of service C in both directions during the AM peak and eastbound in the PM and level of service D westbound in the PM peak. These levels of service are acceptable performance levels

Greenwich Hospital Traffic Statement

particularly for River Road which functions as an urban sub-arterial road.

“Level of service” is used as a performance standard for urban roads and is described as “a qualitative assessment of the quantitative effect of factors such as speed, volume of traffic, geometric features, traffic interruptions, delays and freedom to manoeuvre.” There are six levels of service From A to F as described from AUSTRROADS Guide Traffic Management.

The additional traffic that will be generated to the network has been assessed as 89 trips in the AM peak and 105 trips in the PM peak. These volumes represent only minor increases in the existing traffic volumes along River Road (2,000 to 2,360 vehicles per hour) and will not impact on the current levels of service.

While it is acknowledged that there are other developments in the surrounding area that will contribute additional traffic to the road network, the proposed redevelopment of Greenwich Hospital should not be held responsible for mitigating the impact of traffic from these other developments.

It is therefore reasonable to conclude that the intersection modelling conducted by Barker Ryan Stewart in 2018 for the redevelopment of Greenwich Hospital remains appropriate, notwithstanding the new developments proposed for the surrounding area.

2. On-Street and Off-Street Parking

The parking assessment in the BRS Traffic and Parking Impact Assessment is based on the parking rates provided in Lane Cove Council's DCP 2016 and SEPP (Housing for Seniors or People with a Disability) 2004. All parking for the development is provided on site and there is no reliance on or impact the existing on-street parking.

3. Greenwich Public School

A traffic Impact assessment was prepared by GHD in February 2018 for the for the proposed expansion of Greenwich Public School. This assessment has addressed the traffic, parking and safety issues relating to the school expansion.

It is recommended that a safety review or road safety audit be conducted at the detailed design stage for the Greenwich Hospital project that further addresses any safety issues associated with the project.

4. Pedestrian Safety

Any additional assessment of traffic impacts and pedestrian safety can be conducted at the detailed design stage of the project. However, it is noted that the existing traffic signals on River Road at the western hospital access provide safe pedestrian access across River Road for hospital visitors, potential residents and children and parents attending Greenwich Public School.

5. Heavy Vehicle Access

Another issue that will be addressed at the detailed design stage is access for heavy vehicles including waste collection, delivery and emergency services, particularly ambulances and Fire Brigade vehicles. The largest vehicle that is expected to require access to the site will be a 12.5 metre heavy rigid vehicle which is equivalent to a Fire Brigade aerial appliance. At the detailed design stage heavy vehicle swept turning path assessments will be conducted to ensure that suitable access is provided for all heavy vehicles up to a 12.5 metre heavy rigid vehicle.

Greenwich Hospital Traffic Statement

Should you require any further information regarding this certificate, I can be contacted by email at robert@brs.com.au or on my mobile 0437 447 223.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'R. Day', written in a cursive style.

Robert Day | Traffic and Transport Manager
Barker Ryan Stewart Pty Ltd