

Camden Medical Campus Precinct-Mod-1 (SSD-7387-Mod-1)
Response to Submissions

City Plan
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Our Reference
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To David Gibson,

In response to the request for more information regarding staged parking requirements on the Camden Medical Campus site, we can provide the following information.

The delivery of the hospital will likely occur in three stages, with the details of which exact medical services are to be delivered in each stage to be determined at a later design phase. Staging information, provided by Health Projects International (HPI), indicates the number of beds and operating theatres that are estimated to be operational at each stage of delivery. Beds and theatres have a proportional relationship to the parking demand and can therefore indicate an approximate parking requirement. This requirement can then be compared to the proposed car parking provision, also provided by HPI.

The research facility is to be constructed in isolation of the hospital and is therefore excluded from the following estimations. The research facility car park will become operational with the opening of the facility and will not provide additional parking for the hospital at any stage.

Table 1 below shows the derivation of the parking requirement. The calculations used in Addendum 1 (15th January 2020) indicate that the number of beds and operating theatres in the hospital account for 59% of the total parking demand (note 1). Using this known proportional relationship, the car parking requirement for beds and theatres is scaled up to 100% to account for other hospital services (note 2).

Table 1 Staged Car Parking Requirement Estimation

	Operational in Stage 1	Operational in Stage 2	Operational in Stage 3 at Completion
Number of Beds (Source: HPI)	134	360	384
Number of Operating Theatres (Source: HPI)	6	12	12
Car Park requirement for above (59% of total) ¹	179	459	486
Derived Total Hospital Car Parking Requirement ²	303	780	826

The HPI staging information also indicates the number of car park spaces that are expected to be operational throughout each stage of the hospital delivery. The change in the number of car parks at each stage and total parking allocation is shown in Table 2. A comparison of the requirement to the provision follows in Table 3.

Table 2 Staged Car Parking Provision

	Stage 1	Stage 2	Stage 3	Total
Basement Parking	79	0	0	79
On-Grade Parking	401	- 205	- 80	116
Multi-Storey Car Park	0	+ 690	0	690
Cumulative Total	480	965	885	

(Source: HPI)

Table 3 Staged Car Parking Requirement and Provision

	Stage 1	Stage 2	Completion
Car Parking Requirement	304	781	825
Car Parking Provision (Source: HPI)	480	965	885
Variance	+ 176 (58%)	+ 184 (24%)	+ 60 (7%)

The results indicate that with the proposed staging of the hospital construction, parking demand will be met by the proposed parking allocation. During stage 1, 58% more car parks are provided than required, 24% more than required in stage 2, and 7% more than required at completion. This oversupply is deemed generous enough to compensate for this high-level approach to estimating the staged supply/demand of car parking spaces within the hospital site. It is therefore our opinion that, based on the staging information supplied by HPI, the proposed staging of the Camden Medical Campus Precinct will meet parking requirements throughout its construction.

In reference to a request to supply the parking requirement calculations that were used in the production of the Addendum 1 (15th January 2020): it is advised to read the addendum in conjunction with the original submission (July 2016). Appendix 12 – Traffic and Parking Assessment, and in particular sections 4 and 5, explain the approach undertaken in the calculations. To maintain consistency, this approach has been adopted in the current analysis as they were accepted in the original submission and provided a more accurate assessment of the proposed hospital design.

Please contact me or a representative of Mott MacDonald for any further information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Shannon Edwards', with a stylized flourish at the end.

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