

22 March 2022

Ferdinando Macri

Planning Officer, Social and Infrastructure Assessments  
Infrastructure Assessments | Department of Planning, Industry and Environment  
4 Parramatta Square Locked Bag 5022  
Parramatta NSW 2124

Dear Mr Macri

## **Exhibition of State Significant Development Application Lang Walker AO Medical Research Building – Macarthur Application No SSD-17491477**

SSD-17491477 was publicly exhibited by the Department of Planning, Industry and Environment (DPIE) from Friday 19 November 2021 until Thursday 16 December 2021. During the consultation period, submissions from members of the public and City of Campbelltown Council were received that raised items in relation to traffic and parking associated with the application. This document has been prepared by ptc. consultants to respond to the transport related feedback the submissions.

### **1. Community**

#### **1.1. Vehicular Parking**

A. "I live close by at 32 Santana Road, Campbelltown to this proposed development. This development would further burden the already over burdened streets and roads in Park Central estate. At present, there are visitors, patients, students, and employees (who frequent the two hospitals - the private and the public) that seek parking spaces extended within this Park Central estate commencing in Park Guell, continuing along Parkside Crescent, up Istana Street and into Santana Road. At present, parking is near impossible in front of my house for me and my visitors."

Response: The Transport and Accessibility Impact Assessment (TAIA) supporting the SSD clearly and specifically demonstrates that the proposal is expected to generate a parking demand of approximately 68 and that this can be accommodated by the parking supply upon completion of the Stage 2 redevelopment works—written confirmation has been provided to DPIE from NSW Health South Western Sydney LHD stating they are agreeable to the use of the 68 parking spaces that form a part of the Stage 2 redevelopment.

B. "In addition, the limited hourly parking in Macarthur Square parking are, together with the limited parking at Macarthur Square Rail Station, pushes even more demand for vehicular parking into the streets and roads within Parkside Central estate."

Response: The parking demand for staff and visitors has been calculated on a first principles basis and can be accommodated by the total parking supply upon completion of the ongoing Stage 2.

C. "Your proposed development will make an already bad situation for parking even worse. This I object to."

Response: As stated above and demonstrated in the TAIA, the parking demand for staff and visitors can be accommodated by the total parking supply upon completion of the ongoing Stage 2 in addition to the on-street parking that is available along the site frontage.

## **1.2. Road Congestion**

D. "Already there is road and street congestion (in Ghilchrist Drive, Kellicar Road and Therry Road). Your proposed development will make these three major traffic routes more than chaotic considering the already congested traffic within this area. This I object to."

Response: A conservative traffic generation has been assumed to be 68 trips in both the AM and PM peak hours. Traffic modelling undertaken indicates all intersections will continue to operate with acceptable delays and spare capacity (Level of Service A and B) at the locations referenced and that the road network will be able to adequately accommodate the 68 trips generated by the development in both peak hours.

## **2. City of Campbelltown Council**

C. "From a traffic management perspective, additional driveway access from Parkside Crescent should be avoided, as this would result in reduced on-street car parking, and would negatively impact on the safety of all road users. As stated above, the opportunity for the loading bay to be accessed from within the hospital site should be pursued."

Response: Additional driveway access from Parkside Crescent is not required as waste is to be collected from the site via the service area located on the south western corner of the site with access to this area via an existing vehicular crossover which exists for the MSV building to the south of the site.

Additionally, the loading bay will be accessed from the same, existing vehicular crossover.

I trust that the information provided above addresses the concerns raised. However, please contact the undersigned should you have any questions.

Yours faithfully



Dan Budai  
Project Director