



4 May 2022

Paul Hunter
CBRE Project Management
On behalf of: Health Infrastructure

Dear Paul

Nepean Hospital Stage 2 Redevelopment SSDA Penrith City Council Submission Comments and Responses

Comment 1:

The submitted transport strategy indicates ‘a program of short, medium and long-term transport actions to be embarked on now so that Nepean Hospital is well-positioned, when the time comes, to maintain its customers’ equitable access to health services while continuing to attract a qualified workforce’. However, this transport strategy has failed to identify implementation of these actions as part of Nepean Hospital –Stage 2 development lodged. There have been media articles over time that have questioned accessibility and equitable parking options for customers with accessibility needs and visitors. Further concerns have been received in recent years regarding affordable car parking options and safety concerns with employees having to walk to their cars at night times that are parked on-street at surrounding street locations. The Report doesn’t provide specific actions, timeframes and funding for implementation of the foreshadowed measures as part of Stage 2 development which should be addressed now as part of this application.

Response 1:

The actions identified in the strategy beyond the Nepean Hospital Campus site boundaries are aligned to Council’s proposals for the locality or are directly related to Council’s traffic and road management responsibilities. These responsibilities include the provision of road crossings, street lighting and footpaths. Parking for staff, patients and visitors is provided on campus in line with NSW Health’s Hospital Car Parking Fees Policy. The updated (for Stage 2) and now endorsed Nepean Hospital Green Travel Plan insofar as it relates to the Nepean campus (6 April 2022) identifies strategies to support public transport use, walking and cycling, providing alternatives to the private car for accessing the hospital.

Comment 2:

Section 6.3, Table 14 of the Transport Strategy has identified a number of walking actions. One of the actions is for Council to provide a midblock pedestrian crossing along Somerset Street. If this treatment is identified as part of this study, then further PV warrant assessment, design and approvals must be undertaken by the applicant as part of Stage 2 development. The funding for the construction of the facility must also be undertaken by the Stage development with no reference or suggestion that Council is responsible for works necessary to the support the development.

**Response 2:**

The possible mid-block pedestrian crossing on Somerset Street, as noted, is only relevant if the Transport for NSW proposed rapid bus service is routed via Somerset Street (not Parker Street). If Somerset Street were selected as the preferred route a safe road crossing would be required. The design and location of the crossing would be dependent on the location of the bus stops. The number of people crossing Somerset Street would likely increase, and this would likely meet the warrants for a pedestrian crossing. An assessment of future need is not possible. Pedestrian crossings associated with the rapid bus service are expected to be included in the rapid bus project scope.

Comment 3:


The Study has not adequately assessed the road safety risks for the installation of a new rapid bus stop (shelter) at Parker Street and the impact this may have for pedestrians accessing the hospital. A Road Safety Audit should be considered to understand pedestrian desire lines, behavioural issues between the public domain and access to and from the Hospital (including pedestrians walking between footpaths, hospital driveways etc.).

Response 3:

The rapid bus investigation is a Transport for NSW project. The location and installation of new bus stops and associated infrastructure forms part of the rapid bus project scope. It is expected this would also include any necessary road safety audits. Transport for NSW has consulted with Health Infrastructure and through this process, Health Infrastructure has made Transport for NSW aware of the constraints along the western side of the Nepean Hospital Campus. Note also that Health Infrastructure has recently completed a DDA compliant access ramp in the vicinity of the likely location of the bus stop to improve pedestrian access from Parker Street into the hospital.

I trust this provides you with the required detail at this stage. Should you have any queries, please contact me.

Yours sincerely,



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Director

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