



Our reference: ECM Ref: 9886173
Contact: Gavin Cherry
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18 February 2022

Department of Planning, Industry and Environment
Attn: Isaac Clayton
Email: Isaac.Clayton@dpie.nsw.gov.au

Dear Mr Clayton,

Request for Advice - EIS - Nepean Hospital Redevelopment Stage 2 SSD-16928008 at No. 35 Derby Street, Kingswood

Reference is made to the recent request to provide comments in relation to the above State Significant Development Application under assessment by the Department of Industry, Planning and Environment (DPIE). Thank you for providing Council with the opportunity to comment.

As previously outlined when the Stage 1 development of Nepean Hospital was under assessment, investment in health service facilities within the western suburbs of Sydney is supported. This investment in growth however should ensure that local services and infrastructure are enhanced, and not compromised by the proposed works. The following review advice is provided for the Department's consideration in relation to its assessment of the application.

1. Planning and Cultural Considerations

- i) Council has maintained emphasis and importance on the need for any proposed development on this site to ensure that all car parking demands are provided on the site without reliance on the local road network as the local road network is already heavily congested. It is again requested that the Department ensure that the modelling, the parking projections and the proposed on site car parking provision is compliant without reliance within the local road network to supplement any existing or proposed parking deficit. Further comments in this letter raised concerns with the suggested loss of parking.
- ii) It is noted that the proposal has been the subject of engagement with the State Design Review Panel and it is requested that the assessment and resulting determination ensure that the outcomes and recommendations sought by the Panel are reflected within the proposed development. This is of particular importance given the visual prominence of the resulting built form in combination with the approved form within Stage 1.
- iii) It is requested that specific regard is given to the visual presentation and screening of roof top plant and ancillary infrastructure via suitable screening measures. This is requested due to the prominence of the built form in the round.



- iv) To improve amenity, it is recommended that the waste management area be relocated, possibly further to the west and closer to the car park. Currently, it is in the middle of a green space that could be better used for staff, patients and families seeking outdoor and fresh air breakout and leisure space. In addition the view from the new Stage 2 built form looking west will be improved if it does not look directly onto the waste management area, improving the view for staff, patients and families.
- v) Whilst the local community are diverse in their cultural identities the Aboriginal and Torres Strait community are significant in this area particularly. The Environmental Impact Statement mentions inclusion of an Indigenous courtyard which is important and needs to be informed by and designed with local traditional owners and community.

2. Traffic Management and Road Design Considerations

- i) The civil design report and concept design plans indicates that engagement is yet to occur with Council however no engagement appears to have undertaken to inform the current proposal. The suggested works to Barber Avenue are to a public road where Council is the responsible road authority and only Council can approve such works. It is imperative that any works to Barber Avenue and the surrounding local road network are informed by agreements with Council and detailed civil design drawings are provided for assessment. As a result of this, the proposal cannot be supported until such time as this is addressed.
- ii) The following matters are also identified as warranting further consideration and address:-
 - The proposed layout results in a large number of on-street public parking spaces being removed without being replaced which is not a suitable outcome without supplement.
 - The proposed layout geometry involves Y shaped intersections however intersections should be perpendicular for increased safety
 - Insufficient detail is provided on how the proposed on street parking will be managed.
 - It is yet to be demonstrated that the resulting carriageway width and design complies with Councils road design requirements.
- iii) Section 8.3 of the TIA report indicates an annual background growth of 1.5% is assumed which is not supported. The growth rate of 2% has been applied to all developments within the Penrith City Centre. This growth assessment is based on Council's Penrith Core Centre Transport Management Study and Plan (PCCTMSP) for Future traffic growth of 2% is required by Council (attached an extract the section 5.2). This requires remodelling.
- iv) Section 8.3 and Table 8 indicates that Great Western Highway / Parker Street intersection is operating with satisfactory or operating near capacity Level of Service (LOS) up to Scenario S5 (2026 - existing + Hospital Development (Stage 2). However, Council's (PCCTMP) report Section 2.6.1.2 indicates the capacity level of the intersection operates at LOS E during the AM peak period and LOS F during the PM peak period (attached an extract the section 2.6.1.2) which is contrary to Section 8.3

and Table 8. This requires further address. Please note, the PCCTMSP model was sign of by TfNSW (former RMS) and DPIE.

- v) In addition, the Section 8.3 and the Table 8 indicate that Parker Street / Derby Street intersection and Great Western Highway/ Somerset Street intersection are operating at capacity LOS E and F. The report has failed to identify and recommended any mitigation measures on each arm of the intersection. This needs to be addressed.
- vi) Council Officers are aware that the hospital currently provides a number of 'No Parking' areas that facilitates 2-minute patient drop off and pick up zones (or other short stay parking zones). It is understood that the proposal retains these zones. However a plan/map showing the locations of these zones is requested.
- vii) The submitted traffic report identifies a shortfall of 726 on-site parking spaces in 2021/22 which changes to a shortfall of 635 on-site parking in 2031/32. The development should include additional car parking facilities to make up for the shortfall of on-site parking.
- viii) The removal of 43 on-street parking spaces along Barber Avenue is not supported and the proposal should not reduce existing parking provision noting comments raised within the planning details within this correspondence.
- ix) The report indicates that the Great Western Highway / Somerset Street & Parker Street / Derby Street Intersections are reaching capacity and the proposed development worsens their performance. The intersections must be upgraded to support the development if there is any suggestion that they adversely impacted as a consequence of this development which is detailed to be the case. This should be included in the scope of works to the satisfaction of Council and Transport for NSW.
- x) The swept paths for the proposed loading dock servicing arrangements show heavy vehicles reversing over car spaces and crossing into oncoming lanes which is not supported. This requires revision and address.
- xi) 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 has 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.

- xii) 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.
- xiii) 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.).

3. Stormwater Management

- i) It is acknowledged an upgrade and relocation of the stormwater drainage system is proposed from the eastern end of Barber Avenue through to the existing drainage system in Stage 1, ultimately discharging into the stormwater system in Somerset Street. No objections / concerns are raised by Council if ownership of the downstream drainage system from Barber Avenue remains with Nepean Hospital, however as the drainage system drains a public road, a drainage easement will be required to be created / dedicated over the pipeline in favour of Council (as per the Stage 1 development). If the pipeline is proposed to be owned and maintained by Council, then a Section 68 Local Government Act approval will also be required to be issued by Council for construction approval of the pipeline. The Department is requested to ensure that conditions of consent are imposed to this effect if the application is favourably determined.

4. Engineering Design Works

- i) Inadequate information is submitted for assessment. Detailed engineering plans for the works in Barber Avenue are requested to be provided and submitted to Council for review. The detailed plans shall include:
 - Details of all proposed road works, drainage works and landscape works within the road reserve area of Barber Avenue.
 - Dimensions of lane widths, median widths, verge widths and footpath widths.
 - Pipe sizes, pipe grades and invert levels.
 - Details of overland flow paths
 - Location and dimensions of all existing and proposed road reserve boundaries.
 - Pavement details
 - For future maintenance responsibilities, proposed physical delineation of where the public road becomes a private road is required.

- Proposed regulatory signs and linemarking details
 - Vehicular turn paths for a 12.5m Heavy Rigid Vehicle for all turn movements at the intersection of Barber Avenue and Parker Street.
 - Vehicular turn paths for all existing and proposed driveways off Barber Avenue to accommodate the largest truck that services the existing developments.
 - All roadworks shall be designed in accordance with Austroads Guidelines and TfNSW requirements.
- ii) Penrith City Council, as the Roads Authority under the Roads Act, is required to approve of any works within the road reserve of Barber Avenue. Prior to the commencement of any road, drainage or landscape works within the public road reserve area of Barber Avenue, a Roads Act application, including detailed construction plans for the works within the road reserve, shall be made to Penrith City Council seeking formal approval of any such works. Plan approval fees and inspection fees are payable with any such application
- iii) The development will be required to upgrade the verge area (public domain) for the frontage in Barber Avenue in accordance with Council's 'Kingswood Public Domain Manual'. A link to the manual is provided below:
https://www.penrithcity.nsw.gov.au/images/documents/building-development/planning-zoning/Kingswood_Public_Domain_Manual.pdf
- iv) Any driveway crossover shall be at a minimum of 1m clearance from any public utility service lid, power / light pole or stormwater kerb inlet pit and lintel. The driveway shall also be located a minimum of 1.5m from any street tree. Utility services may be required to be relocated to accommodate the crossover. The applicant is to contact the utility service provider to obtain requirements.
- v) Street lighting of Barber Avenue is to be undertaken in accordance with AS1158.3.1
- vi) For any basement car parking or areas of excavation within the zone of influence of adjoining properties, including Council's road reserve, the application shall address the Design and Building Practitioners - Particulars for Regulated Designs Order 2021. The application shall address the requirements of Schedule 1 (Particulars for regulated designs – shoring and underpinning) and Schedule 2 (Particulars for regulated designs – ground anchors).

5. Water Quality Management Considerations

- i) It is noted that the treatment of stormwater will be done so with the use of Ocean Protect pit inserts and 60 * 690mm Stormfilters, and a 20kL rainwater tank is proposed for the irrigation of landscaping. Based on the report it generally complies with Council's WSUD Policy in terms of treatment, although there is no demonstration that it complies with Council's water conservation requirements (i.e. meeting a minimum of 80% non-potable demand with harvested rainwater). This requires further address by the applicant.
- ii) In addition the following is raised for address in the assessment of the application:-
- Water conservation measures and rainwater tanks are proposed, but the applicant should seek to provide a minimum of 80% non-potable water use with harvested rainwater, in line with Council's WSUD Policy.

- During construction, erosion and sediment control measures are to be provided in accordance with the requirements of “Managing Urban Stormwater Soils and Construction, 4th Edition (Blue Book)”.
- Conditions will also need to be applied to ensure that the proposed stormwater treatment measures are maintained by the property owner in perpetuity.

It is requested that the matters identified as part of this submission are addressed in the assessment of the application and resolved prior to determination of the application.

While Council officers are very willing to be involved in further discussions on the proposal in an attempt to resolve the matters identified, any engagement sought by the applicant or requests for meetings must be arranged and managed by the Department as the consent authority.

Should you wish to discuss any aspect of Council’s comments further, please do not hesitate to contact me directly on (02) 4732 8125.

Yours sincerely



Gavin Cherry
Development Assessment Coordinator