

Reference: 15.061r04r01

28 June 2022

Erilyan Pty Ltd
1/27 Hotham Parade
ARTARMON NSW 2064

Attention: Mike Ryan, Project Manager

Re: 23-27 Lytton Street, Wentworthville
Proposed Extension to Wentworthville Northside West Clinic
Supporting Statement

Dear Mike,

We refer to the subject State Significant Development Application (SSD-17899480) and Council's concerns in relation to the provision of parking associated with the proposed expansion. To provide context, the development application seeks the following changes to the existing mental health facility:

- 58 staff on-site at any one time, an increase from 30 staff.
- The provision of 55 additional inpatient rooms for a total of 125 rooms;
- The provision of nine (9) additional consulting suites;
- Construction of 33 additional car parking spaces for a total of 77 spaces;
- Alterations and additions to the existing Stage 1 building;
- Retention of existing driveway crossings to Lytton Street.

➤ Operational Characteristics

To provide Council with an appreciation of the clinic's operational characteristics, the following points are noteworthy:

- 71% of staff members are expected to utilise private vehicles to/from the site as per the Australian Bureau of Statistics data for the Wentworthville area;
- There is a maximum of 58 staff members on-site at any given time, noting staff are rostered over a 24 hour day;
- In-patients generally stay on-site for 20-22 days and are not permitted to drive whilst receiving in-patient psychiatric treatment.

- Day program visitors are limited to 24 patients per day, and it is expected that 75% drive to/from the site. The day program sessions are not run concurrently.
- Consulting suite visitors are a mixture of in-patients and outpatients, reducing the overall parking requirements for this use.
- Car parking demands are largely driven by number of staff, not the number of beds, as inpatients are not permitted to drive.

➤ Car Parking

It is noted that The Cumberland Development Control Plan (2021) came into effect on 5 November 2021, and superseded the former Auburn DCP 2010, Holroyd DCP 2013 and Parramatta DCP 2011. The former Holroyd DCP was applicable to the previously approved Stage 1 component of the subject development.

Part G3 – Traffic, Parking, Transport and Access (vehicle) of the Cumberland DCP provides minimum car parking rates for a number of land uses. It is noted that the Cumberland DCP does not provide car parking rates for rehabilitation centres. The DCP states that *“where a parking rate has not been specified in the table, the Guide to Traffic Generating Developments shall be used to calculate the parking requirements for the proposed development. Alternatively, a parking study may be used to determine the parking, subject to prior approval by Council.”*

Whilst, the TfNSW guide provides parking rates for private hospitals, the rates provided are generic state-wide rates derived from 1994 data (28 years old) that do not take into consideration the unique operational requirements for individual developments, as discussed above.

In this regard, a first principles approach derived from the operational details for the development is considered more appropriate for establishing parking demands. In order to derive an appropriate car parking rate, the following key user aspects were considered:

Staff Parking

- Number of staff on-site at any one time.
- Private vehicle modal split.
- Shift change over factor.

In-Patient Parking

- No in-patient visitors are permitted to drive to/from the site as per the clinic's protocols.

Consulting Suite Parking

- Number of consulting suites.
- It is assumed that all visitors drive to/from the site.
- 85th percentile design factor.

Day Program Visitors

- Number of persons on-site per day.
- Private vehicle modal split.

Table 1 below outlined the cumulative car parking requirements for all users.

Table 1: Parking Requirements

Type	Max. No.	Private Vehicle Modal Split	Staff Change Over Factor	85 th %ile Design Factor	Total Requirement
Staff	58	71% (ABS Data)	1.3 (30%)	NA	54
In-Patients	125	0% (Not permitted to drive)	NA	NA	0
Consulting Suite Visitors	15	75%	NA	0.85	10
Day Program Visitors	24	75%	NA	NA	18
TOTAL					81

As can be seen from Table 1, the proposed development is expected to see a parking demand of 81 car parking spaces. The proposal provides a total of 77 off-street parking spaces, a minor departure from the expected parking demands, noting the nearby on-street parking conditions have spare capacity for four (4) parking spaces. Nevertheless, the applicant welcomes a suitable condition of consent for a site-specific Green Travel Plan and Travel Access Guide (TAG) to be prepared prior to occupancy.

The development is ideally located with regard to alternative modes of transport as discussed in the Traffic Impact Assessment, in relation to active and public transport. Given the site constraints, there is a unique opportunity to contribute to the increase in the number of trips by public transport which is considered an important relevant State target regarding the subject development. It is recommended that a TAG be prepared and displayed in a common area within the site for staff and visitors. The plan would include community information such as local bus network maps and timetables, rail network maps and timetables, cycle route maps, location of critical services within walking distances, taxi contact numbers and location and contact details for car share operators.

By providing this information to staff and visitors and ensuring that they are aware of the public transport options and frequencies available to them as well as the location of relevant services, a reduction in car-oriented trips to/from the site would be expected. The implementation of a Green Travel Plan is therefore strongly supported and would encourage the use of alternative transport options and would assist in meeting the relevant targets set out by the NSW State Government.

➤ **Conclusion**

On the basis of the above, the provision of 77 off-street car parking spaces is considered supportable, with no adverse impacts to on-street car parking. Private vehicle trips to/from the site could also be reduced generally, with the implementation of a Green Travel Plan and this is considered inline with State Government objectives.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

Traffic



Ben Liddell
Director