



5 October 2018

Our Reference: SYD18/00547/02
DP&E Ref: SSD9241

Director
Social and Other Infrastructure Assessments
Priority Projects
Department of Planning & Environment
G.P.O. Box 39,
SYDNEY NSW 2000

Attention: Megan Fu and Jason Maslen

Dear David Gibson

**CAMPBELLTOWN HOSPITAL REDEVELOPMENT STAGE 2
TERRY ROAD, CAMPBELLTOWN**

Reference is made to the Department of Planning and Environment (DP&E) letter dated 27 August 2018, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007* and Section 138 of the *Roads Act, 1993*.

Roads and Maritime has reviewed the submitted application and provides concurrence to the construction of a new access and removal of the existing access off Appin Road, subject to the following conditions be included in the conditions of consent:

1. Roads and Maritime does not support the proposed acceleration lane on Appin Road and requires a high-angle exit.
2. The required deceleration lane on Appin Road shall be designed to meet Roads and Maritime's requirements, and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with AUSTRROADS and other Australian Codes of Practice. The certified copies of the civil design plans shall be submitted to Roads and Maritime for consideration and approval prior to the release of the Construction Certificate and commencement of road works.
3. Swept path plans to be provided for the largest vehicles accessing the site on Appin Road for review. The access should cater for the simultaneous entry/exit of vehicles. If the access is used for construction access, additional turning path should be provided for the largest construction vehicles accessing the site

4. The developers are required to dedicate 3.5 metre wide land along the full length of the deceleration lane as public road at no cost to Roads and Maritime prior to the release of the Construction Certificate and commencement of road works.
5. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
6. The applicant is to carry out the works to remove the existing deceleration lane and vehicular crossing at no cost to Roads and Maritime.
7. The developer is required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the WAD will need to be executed prior to Roads and Maritime's assessment of the detailed civil design plans.
8. A plan checking fee and lodgement of a performance bond are required from the applicant prior to the release of the approved road design plans by Roads and Maritime.
9. A Road Occupancy Licence should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Appin Road during construction activities.
10. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to Roads and Maritime for approval, prior to the commencement of any works.

A plan checking fee will be payable and a performance bond may be required before Roads and Maritime approval is issued.

Roads and Maritime, although generally supporting the Campbelltown Hospital redevelopment proposal, raises concerns with the State Significant Development application which will require further consideration of the following matters as part of the Traffic Impact Assessment Report, 30 July 2018 (Report), some of which were raised in the Roads and Maritime correspondence of 14 May 2018 with particular issues in BOLD :

1. Report should include Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby and state road network intersections (i.e. Appin Road and Therry Road), and **the need/associated funding for upgrading or road improvement works** (if required). It is important that the proponent should provide relevant and up to date traffic modelling.
2. The transport and traffic study must properly ascertain the cumulative study area traffic impacts associated with the development (and **any other known proposed developments in the area**). This process provides an **opportunity to identify a package of traffic and transport infrastructure measures** required to support future development. Regional and local intersection and road improvements, vehicular access options for adjoining sites, public transport needs, the timing and cost of infrastructure works and the identification of funding responsibilities associated with the development should be identified.
3. Details of the proposed site access, **internal vehicular circulation patterns** and the parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (ie: turn paths, sight distance requirements, aisle widths, etc).

4. Details of **light and heavy vehicle movements** (including vehicle type and likely arrival and departure times). Details of service vehicle movements (including vehicle type and likely arrival and departure times).
5. The proposed new Therry Street left in/left out intersection is justified on the basis that it will alleviate congestion/traffic volumes at the Therry Street Roundabout, however, in reality all traffic using the new access would need to travel through the Roundabout to access the new access. Only egressing vehicles would be removed from the existing roundabout congestion. In the long term there may be pressure to then seek a right turn for vehicles travelling west into this new access/egress off Therry Street.
6. The onsite carparking demand is greater than 85% for the core hours of 11am-3pm and, dependent upon the timing for the construction of the multi-level carparking complex, this will worsen with the approval of the Stage 2 development. It is assumed that the shortfall in carparking in the interim is likely to be accommodated by the 600+ on-street carparking in the locality. The Report should address the timing of the completion of the carparking works to illustrate how carparking is to be provided over the period 2019-2031 in order to accommodate the demand for carparking as identified in the Report.
7. The repositioning of the Appin Road entry/exit requires further analysis considering :
 - a) in the mid-term this intersection will be servicing a 799 multi-level carpark, being significantly more vehicles than currently accommodated at the entry/exit.
 - b) its proximity to the Appin Road/Narellan Road intersection this entry/exit may offer a preferred exit for heavy vehicles requiring quick access to the State Roads Network (see Point 4 above).

Roads and Maritime Services also notes that upgrade works are being undertaken at the Narellan Road/Appin Road intersection location and this would require consideration as part of the assessment under Point 2 above and as advised below:

- i. The footprint of the Hospital Development Stage 2 upgrade will not affect the pinch point project on Narellan Road/Appin Road – however it should be noted that the Narellan Road/Appin Road project is expected to demobilise from site by March 2019.
- ii. The Project team undertaking the construction of the hospital upgrade will need to liaise with the Roads and Maritime Project team for the Narellan Road/Appin Road works to ensure traffic management during construction does not conflict.

If you have any further inquiries in relation to this development application Chris King would be pleased to take your call on 8849 2087 or e: development.sydney@rms.nsw.gov.au

Yours sincerely



Pahee Rathan
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