



qB131418

## DEPARTMENT OF PLANNING

*Development Assessment*

### **SUBJECT: MP07 0070 SUPPLEMENTARY DIRECTOR-GENERAL'S REPORT – WOLLONGONG PRIVATE HOSPITAL CAR PARKING**

#### **1. BACKGROUND**

This is a supplementary Director-General's Environmental Assessment Report of Major Project MP07\_0070 for the development of the Wollongong Private Hospital at 360-364 Crown Street and 9-11 Urunga Parade, Wollongong.

In March 2011, the Department prepared a Director-General's Environmental Assessment Report to the NSW Planning and Assessment Commission (PAC) recommending approval of the proposed development subject to the Department's recommended Instrument of Approval and Proponent's Statement of Commitments.

On 31 March 2011, the Department presented its Director-General's Environment Assessment Report to the PAC, where following consideration of the report, the PAC requested the Department to draft two additional conditions for insertion into the Instrument of Approval to address:

- (a) The requirement for additional information to be provided by the Proponent to demonstrate that the impact of the development on the existing Wollongong Public Hospital Helicopter Helipad will not critically affect its use and function (see new condition *B1 Wollongong Public Hospital Helipad*); and
- (b) The development's car parking provision shortfall from the parking rate stipulated within the submitted Traffic Report, being 330 spaces, as calculated based on the RTA's Traffic Generating Development Guidelines for the private hospital component, a survey result of other similar medical centres and Council's existing DCP car parking requirements for commercial development.

This report outlines further information in relation to the revised building design, as detailed within the Proponent's Preferred Project Report (PPR) and associated reduction to the development's maximum floor space area and subsequent implications this has on the required car parking rate.

#### **2. CONSIDERATION**

##### **2.1 Environmental Assessment Report**

As submitted by the Proponent within their EA, the original development proposed a maximum GFA of 19,0195sqm, including the provision of 156 beds and 324 car parking spaces within three levels of basement parking.

The Proponent's submitted Traffic Report noted that the application of Wollongong Council's DCP car parking requirements was appropriate for the proposed development given its large scale and number of integrated uses. Accordingly, a review of peak parking demand at a number of medical centres in Sydney was undertaken and an

average peak parking demand of 2.6 spaces per 100sqm GFA was established. In this respect, the medical centre component of the hospital generated a demand for 142 spaces (based on a total GFA of 5,460sqm).

Further, the car parking rate for the 156 bed hospital component of the proposal was calculated based on the RTA's guidelines, with a peak parking accumulation (PPA) formula recommended to be applied based on the number of 'beds' proposed. The application of the formula, being  $PPA = -26.52 + 1.18B$  (where  $B$  is number of beds), amounts to the requirement for 158 spaces.

The remaining commercial component of the proposal had a maximum GFA of 1,510sqm, generating demand for 30 spaces, based on Council's DCP commercial parking rate of 1 space per 50sqm. In total, the proposal therefore generated the requirement for 330 car parking spaces.

## **2.2 Preferred Project Report**

In response to the proposed non-compliant FSR and associated bulk and scale concerns raised by the Department and Council during the exhibition of the proposal, the design of the building was amended by the Proponent, reducing the total GFA of the proposal by 705sqm. Whilst the number of proposed hospital beds was retained, being 156, the GFA of the commercial and medical centre components was reduced. No modifications to the proposed basement levels, including car parking, were proposed within the PPR, retaining the proposed 324 spaces.

As discussed within Section 5.2.3 of the DG's Environmental Assessment Report, the Department's assessment of the proposed 324 car parking spaces (reduced to 321 as required by RTA condition requirements) was considered to be sufficient, noting that the development would also make provision for both bicycle and motorcycle parking spaces.

## **2.3 Car Parking**

In applying the same process as carried out within the Proponent's Traffic Report, the reduced GFA of the proposed medical centre would generate the requirement for 134 spaces. The 156 bed hospital component would still generate the requirement for 158 spaces as no modification to bed numbers was proposed, while the reduction to the commercial GFA would require the provision of only 17 spaces.

Accordingly, the amended PPR proposal generates the requirement for a minimum 309 car parking spaces, when calculated based on the same formula and parking rates applied to the design as submitted within the EA. In this respect, it is considered that the proposed provision of 321 (reduced by RTA condition requirements) is considered to be satisfactory to adequately service the proposed development.

The provision of 321 car parking spaces within the development will ensure that the proposal complies with the car parking demand generated by the proposal and as calculated by Proponent, and thereby satisfying concerns raised within submission received during the exhibition of the proposal.

In summary, the Assessment Report dated March 2011 referred to the parking requirements being 330 spaces. However, taking into consideration the reduced GFA in the development to be approved (PPR), the car parking requirement is now 309 spaces. This will be exceeded by the 321 spaces to be provided and this is considered acceptable.

### 3. RECOMMENDATION

It is RECOMMENDED that the NSW Planning Assessment Commission:

- consider the information provided within the Supplementary Director-General's Environmental Assessment Report, as outlined above; and
- approve the project application, subject to conditions, including the provision of additional conditions requiring the provision of a minimum 321 car parking spaces and submission of additional information from the Proponent demonstrating that the proposed development will not critically impact on the operations of the existing Wollongong Public Hospital Helipad (**TAG A**).

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