



6 September 2010

Ms Leone McEntee
Director, Urban Planning Outcomes
PO Box 6101
Matraville NSW 2036

Dear Ms McEntee

RE: Ingham Health Research Institute - Environmental Assessment Exhibition

We have reviewed the letter dated 18 August 2010 from Transport NSW regarding the above matter. Accordingly, the following comments are provided:

1. The Traffic and Parking Report (May 2010) for the above site, clearly states that:

The Liverpool Hospital as part of its redevelopment program has initiated appropriate measures to improve active and public transport among the Hospital's users and also reducing car parking dependency. The Traffic and Parking Report (Transport and Planning Associates, 2006) identifies a number of measures to promote sustainable transport among the Hospital's users. These include:

- Promotion of car pooling among staff and visitors
- Improving access and links to the railway and bus stations
- Provides financial incentives to staff
- Preparation of Transport Plan for the Hospital Campus

The report also discusses *Metropolitan Transport Plan – Connecting the City of Cities, NSW Planning Guidelines for Walking and Cycling and the Council's relevant policies*. All traffic and parking requirements for the Hospital campus (including IHRI site) are also fully assessed and detailed as part of the Hospital's redevelopment master plan (Transport and Planning Associates, 2006).

Accordingly, all the above has been applied as part of the IHRI proposal considering its location within the Liverpool Hospital campus. These are supported by the following points:

- ☐ Pedestrian and bicycles networks are already established for the area including the development site.
- ☐ Pedestrian and bicycle links are provided to bus stops and train stations in the vicinity of the site.
- ☐ The Transport Access Guide for Liverpool Hospital (including IHRI site) provides a clear and user friendly plan for all the users of the Hospital including IHRI (please see Appendix A).
- ☐ A pick up and drop off area along Campbell Street (north side) provides kiss and ride facility for users of IHRI and its adjacent HSB site.
- ☐ A pedestrian bridge connecting the IHRI to the existing Cancer Services site on the southern side of Campbell Street is also proposed in the future but does not form part of this application.

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- ☐ Access ramps are included as part of the IHRI proposa at entry/exit point to/from the site.
- ☐ A Traffic Management Plan (TMP) will be developed prior to the construction of the site and will address appropriate measures.
- ☐ Traffic generation for the site has been included as part of the master plan report while this report also details its minimal impact on the road network (Section 3.4).
- ☐ Liverpool Hospital is planning the development of a large new multideck carpark on the eastern side of the hospital campus programmed for completion in August 2011 to align with the large hospital development currently underway. This new multideck carpark was included in the Part 3A Concept Plan and the carparking needs for the complete site were considered at that time inclusive of the proposed IHRI facility. The proposed IHRI development is targeted for completion in August 2012 *by which time the new multideck will be operational.*
- ☐ Liverpool Hospital will be providing a number of local short term parking spaces for the small number of IHRI visitors in an existing parking area immediately adjacent the IHRI development (to the rear of the Health Services Building) and the necessary parking for research staff will be arranged to be accommodated within the existing multideck carpark accessed from Campbell Street immediately opposite the new development site. *Once the large new multideck carpark is operational, the management of staff parking will be reorganized across the entire campus.*
- ☐ The provision of additional car parking (structure car parking) adjacent to Warwick Farm Train Station is also underway as part of the government initiatives.
- ☐ It is ensured that all vehicle movements associated with site including deliveries and services vehicles will take place in safe and efficient manner.

2. The Director-General's Requirements for the proposed development have been addressed by the 2007 Concept Approval for the Liverpool Hospital Precinct, and have been as effectively incorporated into the proposed component as addressed in this report. Further, the proposal is but one small component of the overall hospital redevelopment and it puts into place elements of the overall strategy as far as they have been developed.

Given its proximity to high levels of public transport accessibility, the greatest contribution to sustainable transport targets is in the form of restrictive parking policy where no additional parking is proposed for the individual proposal. Parking demand instead is met within the broader hospital campus provision, reducing over time the effective rate to achieve the mode split targets.

Other elements of sustainable transport planning are introduced by on-site bicycle provision (a rate of provision of 1 per 20 staff member of 15 bicycle parking spaces in the form of a collective enclosure is suggested). The architectural drawings show availability of 20 spaces for bicycle parking.



3. In the circumstances of this application, the magnitude of pedestrian demand does not warrant particular pedestrian treatment. As redevelopment of the Hospital Campus evolves, there will be a need to evaluate the pedestrian demand at particular locations and examine warrants for facilities such as marked foot crossings and traffic lights. As mentioned earlier, Liverpool Hospital Transport Access Guide (as shown in Traffic and Parking Report, May 2010 - Appendix A) clearly shows pedestrian and bike routes as well as bus stops associated with the Hospital and the proposed site.

A pedestrian bridge connecting the IHRI to the existing Cancer Services site on the southern side of Campbell Street is also proposed in the future but does not form part of this application.

4. A construction plan for the proposal is yet to be developed. At the appropriate stage, a construction management plan will need to be prepared including planning of suitable arrangements for passing pedestrians and cyclists to maintain accessibility and safety. It is premature to prepare such plan at this "in-principle approval" stage. However, as stated earlier, a Construction Traffic Management Plan will be prepared prior to the commencement of any construction works.

Yours sincerely,

Dr Kam Tara
Director