
Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/8668/ek

14 February, 2013

Transport Planning
Town Planning
Retail Studies

Health Care Pty Ltd
c/- Inspira Property Group
PO Box 1095
EDGECLIFF NSW 2027

Attention: Helen Spira
Email: helen@inspira.co

Dear Madam,

**RE: PROPOSED REDEVELOPMENT
OF HURSTVILLE PRIVATE HOSPITAL**

1. As requested, we are writing to set down our responses to matters raised by the Department of Planning following the exhibition period for the above development. We have previously prepared a report¹ which was submitted with the Part 3A application.
2. In a letter dated 10 January 2013, the Department of Planning has raised a number of matters relating to transport and accessibility. These matters, and our responses, are provided below.

Consolidate driveways on Millett Street

- *Amend the design to consolidate and minimise the number of vehicle entrances and exits and crossovers on Millet St. Justify any need for more than one exit and one entry on Millet St.*
3. The existing and proposed driveways on Millett Street are shown in the attached drawings prepared by the architect (DA-085 and DA-086). The number of driveways on Millett Street will reduce.
 - *Demonstrate that driveways comply with Hurstville DCPs and with the Australian Standard for Parking Facilities by specific reference to the relevant provisions of both.*

¹ Transport and Accessibility Impact Assessment for Proposed Extension to Hurstville Private Hospital, October 2012.

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4. The driveways to 12 Millett Street and the lower basement level are existing and not proposed to change. They do not form part of the subject application and no S138 approval under the roads act is being made for these driveways.
5. The driveway to the upper basement level and loading area at the southern end of the site on Millett Street provides access to some 21 parking spaces plus the loading area. The Australian Standard for Parking Facilities (Part 1: Off-street car parking), AS 2890.1:2004, indicates that the driveway is a “Category 1” driveway (serving less than 25 spaces with access to a local road).
6. A “Category 1” driveway should be a combined entry/exit driveway with a minimum width of three metres. The proposed driveway to the upper basement level effectively provides a width of some 6.7 metres, clear of the loading area, which readily satisfies AS 2890.1:2004.
7. Additionally, the driveway should provide for turns by service vehicles entering and exiting the development. Swept paths are attached in figures prepared by the architect (DA-083 and DA-084) show that the driveway will accommodate these turns.
8. Finally, a condition of consent could be included requiring the driveway to be located six metres from the tangent point at the Pearl Street intersection, as required by Figure 3.1 of AS 2890.1:2004.
 - *Delete the vehicle access along the north-western boundary unless a clear need can be demonstrated.*
9. The existing vehicular connection from Gloucester Road is being retained to provide service access to the kitchen, as well as access to the existing parking at the rear of the building and a small decked area of new parking spaces over the existing staff parking area at 12 Millett Street.

Loading and Servicing

- *Provide more information about how the servicing of the proposed development is to be achieved and in particular, demonstrate how loading and unloading by vehicles is to occur in a forward direction only. If there is a need for reversing manoeuvres from Millet St, justify why the design cannot be amended to include forward only servicing and provide detailed documentation as to the frequency of any such servicing (including likely arrival and departure times and vehicle type) and that the frequency is in accordance with the Australian Standard for Parking Facilities by specific reference to relevant provisions.*
10. The first part of this matter is being addressed by the project architect. To provide for large service vehicles to enter and exit the site in a forward

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direction, part of the existing car park and building fronting Millett Street would need to be demolished, as demonstrated in the attached drawings (DA-080, DA-081 and DA-082) prepared by the architect.

11. In relation to the frequency of service vehicles, as noted in our report submitted with the Part 3A application, to gauge the existing level of service vehicle activity at the hospital, we have undertaken a survey of the existing hospital loading dock on Millett Street. The survey was undertaken on a weekday, between 6:00 am and 4:30 pm.
12. The survey found a total of eight service vehicles using the loading dock over this time. Of these, six were vans and car sized vehicles. The other two vehicles were small to medium rigid trucks.
13. Three of the vehicles visited the site prior to 12:00 pm. Four vehicles visited between 12:00 pm and 2:00 pm and one vehicle after 2:00 pm.
14. As noted in our report submitted with the Part 3A application, the existing hospital provides 54 beds. With an increase to 96 beds, the proposed development would be expected to generate an additional some six service vehicles on a typical weekday, of which some four or five would be vans/utility sized vehicles and some one or two would be small and medium rigid trucks.
15. It is therefore anticipated that there would be some two to four small to medium rigid trucks per day which may reverse between the site and Millett Street. The Australian Standard for Parking Facilities (Part 2: Off-street commercial vehicle facilities), AS 2890.2 – 2002, indicates that “regular service” (more than once per day) from a “minor road” (road carrying predominantly local traffic, such as Millett Street) should occur in a way that only one reverse manoeuvre occurs either to or from the street. The design provides for vehicles to enter and exit the site using one reverse manoeuvre, as shown in the attached drawings DA-083 and DA-084, prepared by the architect.

Carparking

- *Demonstrate that carparking complies with Australian Standard for Parking Facilities noting that the Transport and Accessibility Impact Assessment by Colston Budd Hunt & Kafes Pty Ltd makes general statements at its section 3.24 that do not correspond to the drawings (such as aisle widths being less than 5.8m on both basements, and parking bay widths which appear to be impinged by structure)*
16. The architect’s amended drawings identify the existing and new areas proposed in the car park. These drawings also identify areas of non-compliance with AS 2890.1:2004.

Bicycles

- *Amend the drawings and the Transport and Accessibility Impact Assessment to clearly indicate the numbers, type and locations of bicycle parking and end-of-trip facilities in accordance with the NSW Planning Guidelines for Walking and Cycling. Demonstrate compliance, or justify any departures.*

17. The NSW Planning Guidelines for Walking and Cycling suggest a bicycle parking provision of five to 10 per cent of the number of employees (for employees) plus five to 10 per cent of the number of employees (for visitors). With an increase of some 50 employees proposed on the busiest shift, this would result in a requirement for some five to 10 bicycle parking spaces. The proposed provision of 15 spaces, as identified on the architect's amended drawings, satisfies this requirement.

Amend the statement of commitments to address the issues raised above, and in particular provide draft versions of the following:

- *sustainable travel plan, including bicycle parking and end of trip facilities*

Draft Sustainable Travel Plan

18. To encourage travel modes other than private vehicle, it is proposed to adopt a travel demand management approach, through a sustainable travel plan to meet the specific needs of the hospital. The specific requirements, including number of employees, hours of work, shift times, etc., will be incorporated in the sustainable travel plan to support the objectives of encouraging the use of public transport.
19. The principles of the sustainable travel plan, to be developed by Health Care in consultation with Council, RMS and other stakeholders, will include:
- encourage the use of public transport, including rail services through Hurstville and bus services in the area;
 - work with public transport providers to improve services;
 - encourage public transport by employees through the provision of information, maps and timetables;
 - raise awareness of health benefits of walking and cycling (including maps showing walking and cycling routes);
 - encourage cycling by providing safe and secure bicycle parking and end of trip facilities;

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- provide appropriate on-site parking provision, consistent with Council's controls and the government's objective of reducing traffic generation.
20. The sustainable travel plan will assist in delivering sustainable transport objectives by considering the means available for reducing dependence solely on cars for travel purposes, encouraging the use of public transport and supporting the efficient and viable operation of public transport services.
21. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD HUNT & KAFES PTY LTD



J. Hollis
Director

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REASON FOR ISSUE:
PRELIMINARY

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DRAWING No:

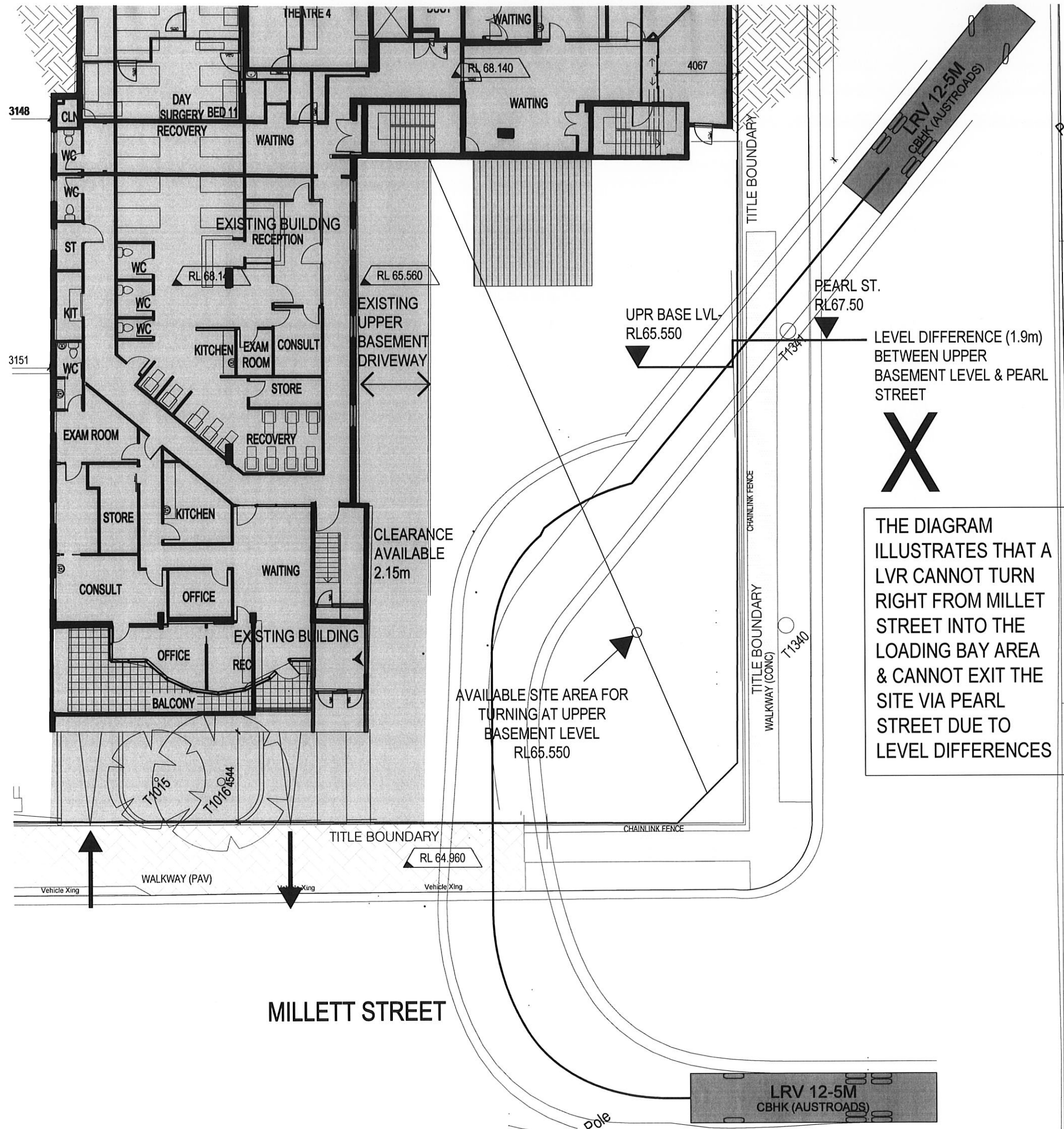
DA-080

PROJECT:
HURSTVILLE PRIVATE HOSPITAL

TITLE:
**SITE AREA FOR TURNING
 AT UPPER BASEMENT LEVEL
 EXITING TO PEARL STREET**

NORTH: SCALE: PROJECT No:

REV:

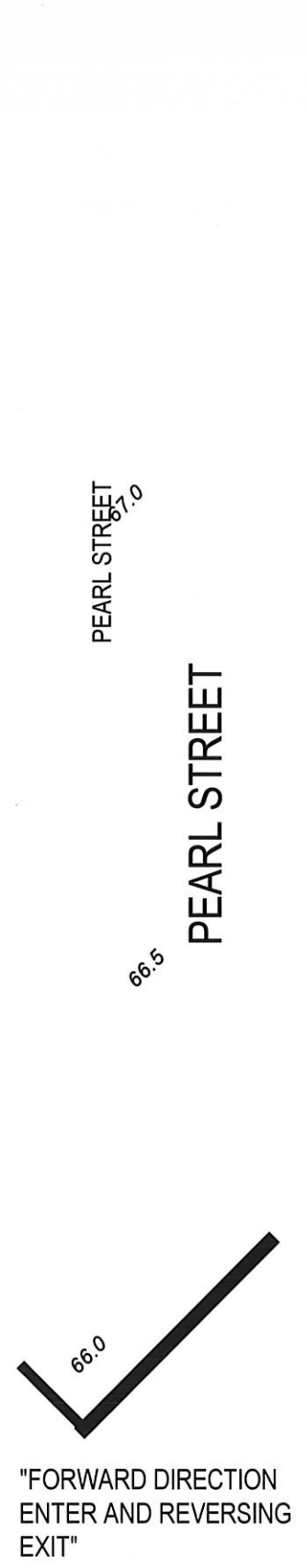
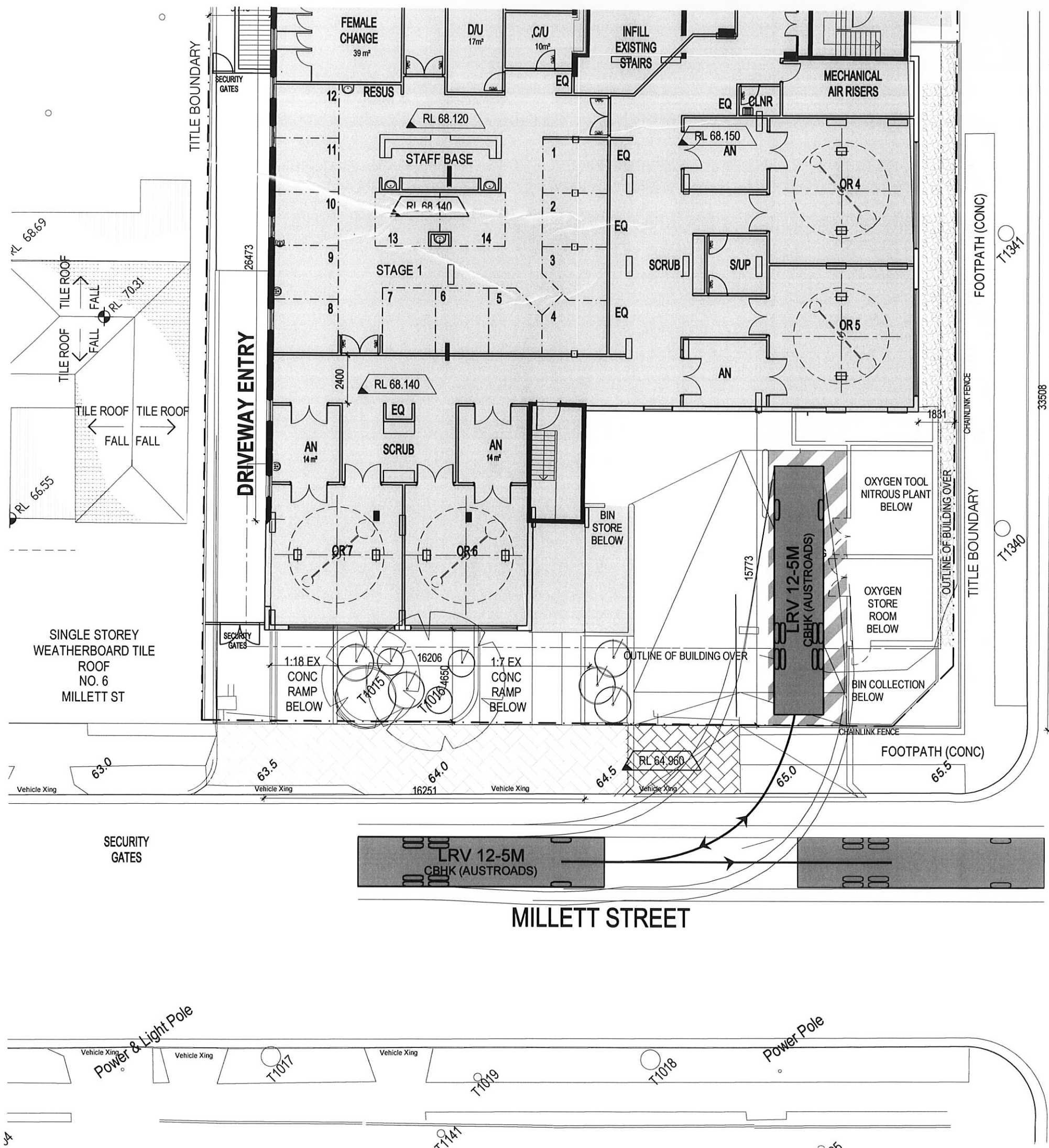


X

THE DIAGRAM ILLUSTRATES THAT A LRV CANNOT TURN RIGHT FROM MILLETT STREET INTO THE LOADING BAY AREA & CANNOT EXIT THE SITE VIA PEARL STREET DUE TO LEVEL DIFFERENCES

NOTE:
 LOWER BASEMENT LEVEL TO PEARL STREET LEVEL - 4.3m DIFF.
 UPPER BASEMENT LEVEL TO PEARL STREET LEVEL - 1.950m DIFF.
 GROUND FLOOR TO UPPER BASEMENT 2.55m
 LESS STRUCTURE = 2.15 CLEARANCE

C:\HSPP\40-1076\40-1076 Hurstville Private Hospital\DRG\DA-080-Base Xres\DP\IF-X-CR-4-1076-turck exit near street.rvt 11/02/2013 1:37:54 PM .net



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DRAWING No:
DA-083

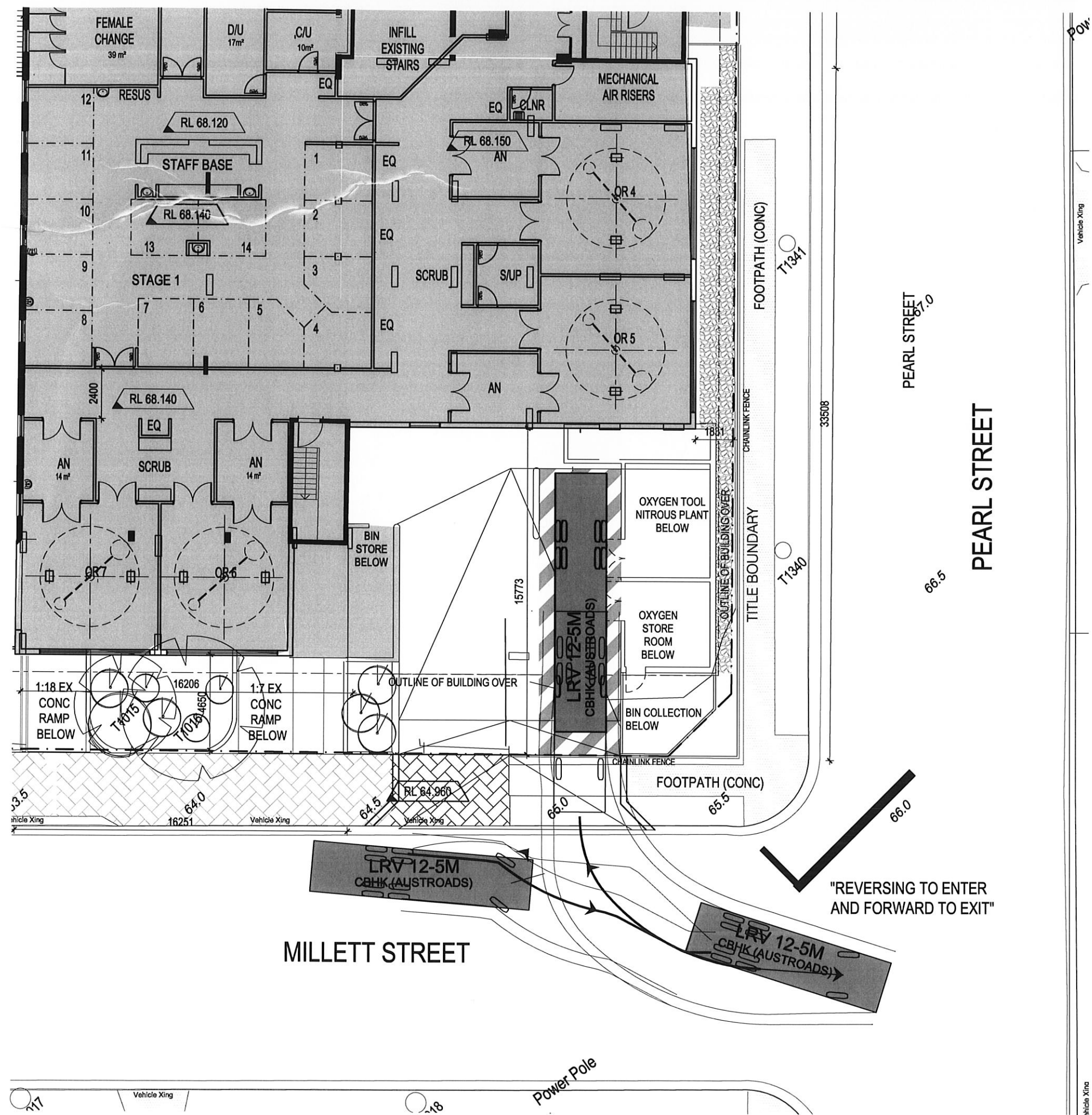
PROJECT:
HURSTVILLE PRIVATE HOSPITAL

TITLE:
ACCESS TO NEW SITE LOADING BAY
OPTION 1

NORTH: SCALE: PROJECT No: 4-1076 REV:

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DRAWING No:
DA-084

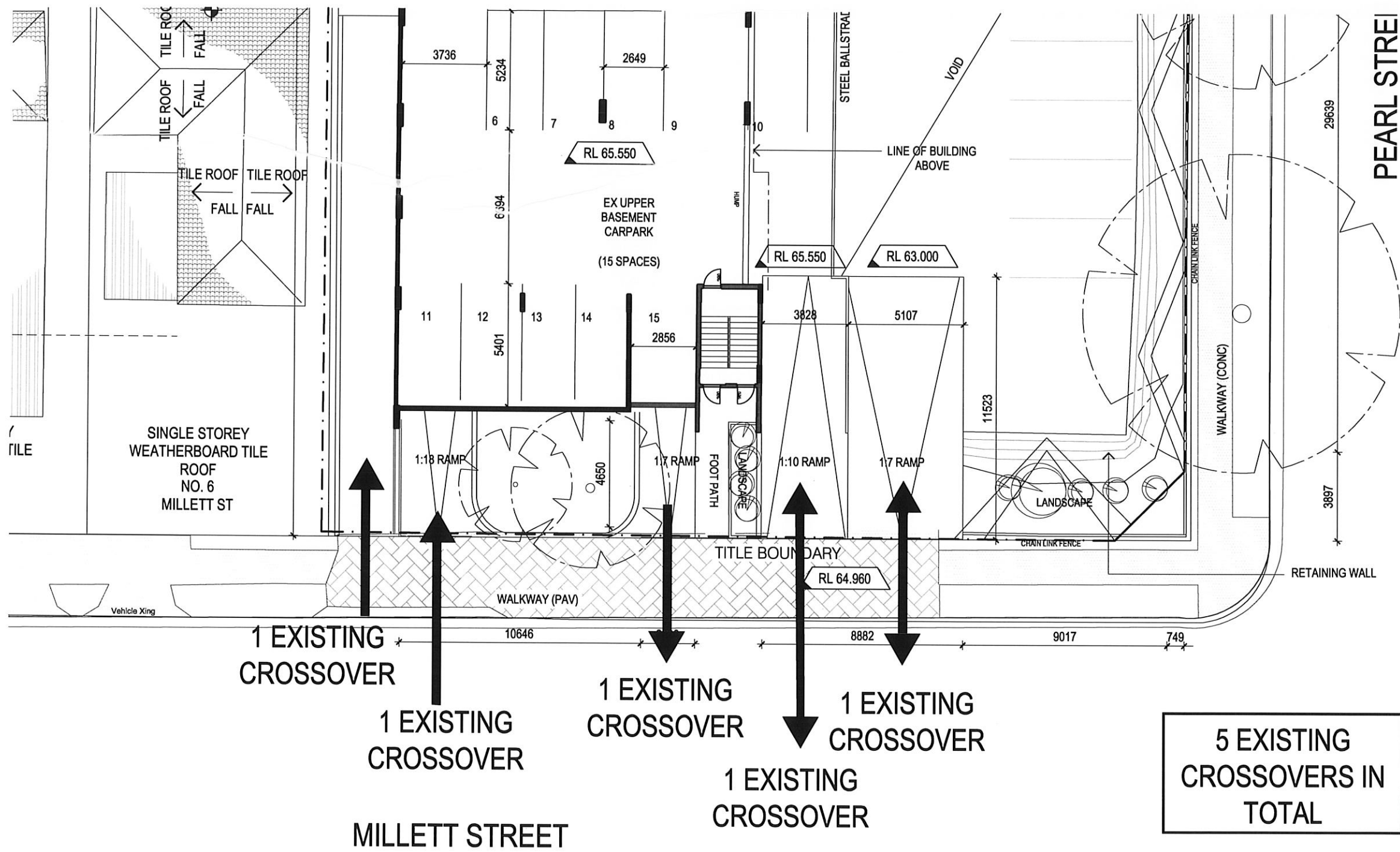
PROJECT:
 HURSTVILLE PRIVATE HOSPITAL

TITLE:
 ACCESS TO NEW SITE LOADING BAY
 OPTION 2

NORTH:  SCALE: PROJECT No: 4-1076 REV:

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DRAWING No:

DA-085

PROJECT:
HURSTVILLE PRIVATE HOSPITAL

TITLE:
EXISTING NO. OF CROSSOVERS

NORTH:  SCALE: PROJECT No: 4-1076 REV:

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