

Hurstville Private Hospital Redevelopment

Traffic and Parking Assessment Report

Prepared for: Hurstville Private Hospital

October 2013

Report No: PT13001r01

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1. Introduction

This report has been prepared on behalf of Hurstville Private Hospital to present the findings of a traffic and parking assessment of a modified proposal for the redevelopment of this site.

This study has reviewed the background assessments of the proposal, approvals, traffic conditions near the site, the likely traffic generation of the development proposal, parking provision and proposed access arrangements.

The remainder of the report is set out as follows:

- Chapter 2 reviews the background reports undertaken in the area;
- Chapter 3 discusses the existing traffic conditions;
- Chapter 4 describes the proposed development;
- Chapter 5 examines the potential traffic impacts, parking requirements and access arrangements; and
- Chapter 6 provides a summary of the investigation and presents the conclusions.

2. Background Report Review

2.1 Transport and Accessibility Impact Assessment – Hurstville Private Hospital – Colston Budd Hunt & Kafes Pty Ltd October 2012

This traffic report formed part of the original development application for the proposed development. At the time, the report assumed the following development yield / changes:

- Increase bed capacity from an existing 54 beds to 96 beds
- Relocate the medical centre (original 1,314m²) to a new location and with a total area of 1,217m²
- Increase on-site parking provision from 70 spaces to 94 spaces

The report found that the proposed increase in on-site parking provision would comply with Council's DCP for the proposed increase in bed numbers and decrease in consulting area.

Further, after consideration of the traffic generated by this proposal and the large development at 458 Forest Road, the road network would be able to cater for the additional traffic from the proposed development. All intersections in the vicinity of the development would continue to operate at a satisfactory level of service in the future at completion of the proposal.

2.2 Letter dated 14 February 2013, Colston Budd Hunt & Kafes – Response to Issues raised during exhibition of proposal

This letter style report included both responses to matters raised following the exhibition of the proposal and further information on the expected number of service vehicle movements. Further, this report provided an assessment on the ability for a 12.5m long heavy rigid service vehicle to gain access to the site.

The report confirmed the site did not have the capacity to accommodate a 12.5m long service vehicle safely. Further, surveys of existing service vehicle movements generated by the existing development found that the majority of servicing was undertaken by cars and small vans.

The report also confirmed that the number of driveways in Millet Street would be reduced from an existing five to a total of three.

2.3 Joint Regional Planning Panel (JRPP) Approval

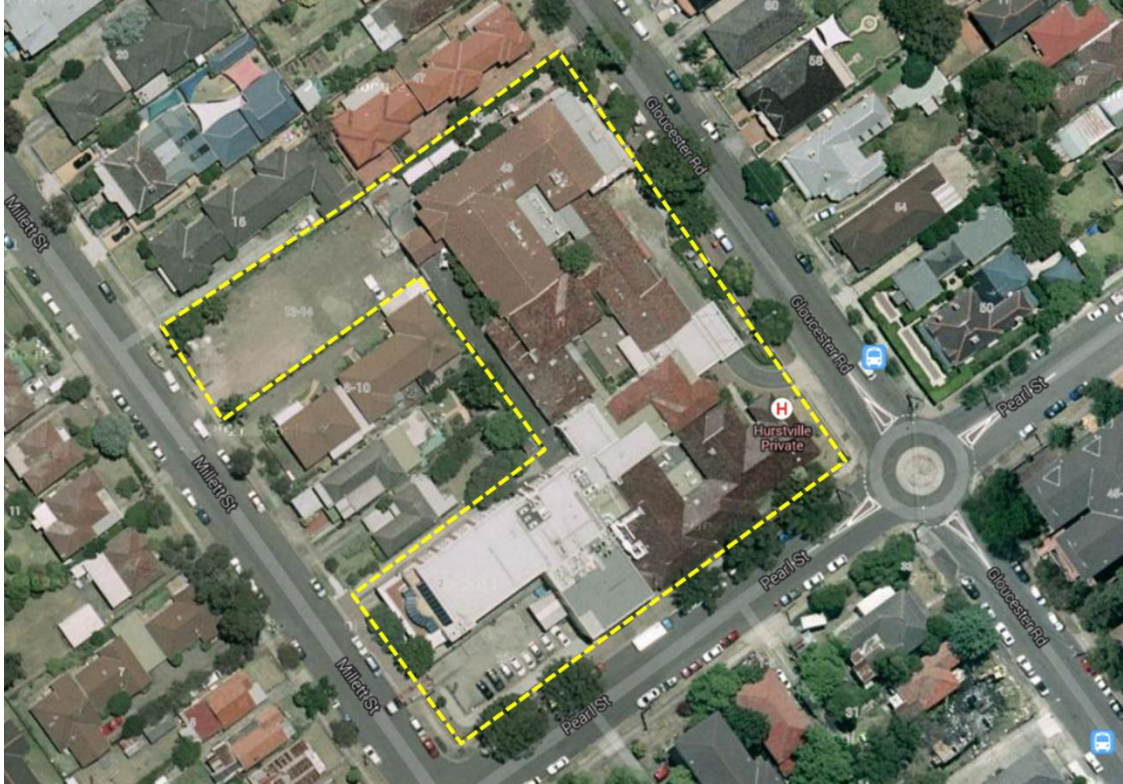
On 9 April 2013, a delegate of the Minister for Planning approved the redevelopment of the Hurstville Private Hospital Project MP11_0042, including extension and redevelopment of the Medical Centre with a new 5 storey building, 2 levels of basement parking and ancillary facilities. However, since that time further conditions on the development for the provision of infrastructure works were imposed by Council and other state authorities

With the placement of additional conditions, the intention now is to undertake a smaller scale of development to reduce the infrastructure burden and associated levies.

3. Existing Situation

The development includes frontages to Millett Street, Pearl Street and Gloucester Road. The main pedestrian entry to the hospital is via Gloucester Street which includes a Porte – Cochere. The location of the hospital is shown in **Figure 1** below.

Figure 1 - Site Location



The site includes a total of 70 car spaces including 10 visitor spaces. These are mainly located in the two main car parking areas with access via Millett Street.

3.1 Proximity to Transit Services

The development is located within easy walking distance to local and regional bus services and the Hurstville Rail Interchange station. Gloucester Street includes northbound and southbound local buses with bus stops located either side of its intersection with Pearl Street.

3.2 Existing Parking Provision

As stated above, the site includes a total on-site parking provision for 70 vehicles including 10 visitor spaces.

3.3 Number of Consulting Rooms

The site includes 1,865m² of consulting area. The 1,865m² GFA of consulting area currently equates to a total of 1,314m² net lettable area (70.5% of GFA). The site includes an average of one consulting room per 111m² of NLA, or, 12 consulting rooms.

3.4 DCP Parking Requirements for Existing Site

Hurstville Councils Development Control Plan No.1 2012 for parking for medical facilities requires the following:

- Hospital: 1 space per 2 beds
- Medical Centre 3 spaces per consulting room

Therefore with an existing provision of 54 beds and 12 consulting rooms, the development should provide a minimum of $27 + 36$ spaces = 63 spaces. Therefore the site currently has an *oversupply* of parking of seven (7) spaces.

4. Proposed Development Modification

The key components of the modified proposal on the matters of yield, traffic and parking are presented below:

- Increase approved on-site parking provision from 87 spaces to 98 spaces including 3 accessible parking spaces.
- Maintain approved hospital bed increase from 54 beds to 96 beds.
- Provide two levels of new beds and one level of additional consulting area.
- Increase GFA of consulting area from 1,865m² to 2,247m².
- Reduction in height of building by 2,050mm.

Plans of the proposal are provided in **Appendix A** of the formal application.

5. Traffic, Parking and Access Assessment

5.1 Parking Provision Assessment

As stated in Section 4, the proposal includes maintaining the approved increase in the number of beds to 96 and increasing the sites overall parking provision to 98 spaces.

The proposal also includes an increase in consulting area GFA of 382m² from 1,865m² to 2,247m². Applying the same 70.5% factor to the GFA to estimate the increase in NLA, this would equate to an increase to a total of 1,584m². Or, an increase of 53m² NLA.

Applying the existing take up rate of one consulting room per 111m² NLA, the increase in floorspace has the potential to provide a further 2-3 consulting rooms.

Therefore applying Hurstville Council's DCP rates for parking, the proposed modified development should provide the following parking provision:

Table 1 - Modified Proposal DCP Parking Requirements

Item	Number	Parking Rate	Parking Require
Hospital Beds	96	1 space per 2 beds	48
Consulting Rooms	14-15*	3 spaces per consulting room	42-45
Total			90-93

*Applying existing average of one consulting room per 111m² NLA

From **Table 1** it can be seen that applying Council's DCP rates for parking to the modified development, a total of some 90-93 on site spaces should be provided. This gives consideration as to whether an addition two or three consulting rooms would be achieved with the additional floorspace. As the development proposes 98 spaces, the proposed parking provision complies with Council's DCP and is considered satisfactory.

5.2 Potential Traffic Impacts

As stated in Section 2.1 of this report, the original traffic report found that the traffic impacts of the approved development, including the traffic generated by the large development at 458 Forest Road, would be acceptable. Further, the intersections in the vicinity of the development would operate satisfactorily in the future.

The modified proposal includes an increase of some 18% in consulting area floorspace. Further, it would result in only an additional two consulting rooms which would require 6 car spaces.

As a worst case scenario, full turnover of the parking allocation to the additional consulting rooms would equate to an additional six vehicle movements two way during the morning and afternoon peak periods. This increase is minimal and would not have a detrimental effect on the surrounding road network.

Overall the potential traffic impacts of the small increase in consulting area are considered negligible.

6. Conclusions

This report has assessed the potential traffic impacts and parking needs of a modified proposal for the redevelopment of the Hurstville Private Hospital. This modified proposal includes additional consulting room floorspace over and above that which was previously approved for the site. The findings of this investigation are presented below:

1. The proposal has the potential to provide an additional two to three consulting rooms based on existing average floorspace per room.
2. The potential traffic impacts of the increased number of consulting rooms would be minimal and would not impact significantly on the surrounding road network.
3. The development with 98 spaces proposed would provide parking over and above the minimum requirements of the Hurstville Council DCP of 90-93 spaces for the development as a whole.
4. The development is located within easy walking distance to a number of high frequency transit alternatives to limit the need for private vehicle travel to and from the site.

Overall the traffic impacts of the modified proposal are considered satisfactory.

