



18 February 2022

TfNSW Reference: SYD21/00418/03  
Departments Reference: SSD-16928008

Tom Stanton  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Mr Stanton,

**EXHIBITION OF EIS – NEPEAN HOSPITAL REDEVELOPMENT PROJECT - STAGE 2 - 35-65  
DERBY STREET, KINGSWOOD**

Reference is made to the Department of Planning, Industry and Environment's referral dated 20 January 2022 with regard to the abovementioned Application which was referred to Transport for NSW (TfNSW) in accordance with the *State Environmental Planning Policy (Infrastructure) 2007*.

TfNSW has reviewed the documentation provided for the abovementioned development and provides comments and recommendations in **Attachment A**.

If you have any further questions, Ms Laura van Putten would be pleased to take your call on (02) 8849 2480 or please email [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au). I hope this has been of assistance.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Zhaleh Alamouti'.

Zhaleh Alamouti  
A/Senior Manager Land Use Assessment West & Central  
Greater Sydney

## **Attachment A**

### **Traffic Impact Assessment Report (TIA)**

#### **Swept paths**

##### 1. Comment

- i. Drawing #04T\_0004 – HRV reversing swept path indicates that truck will encroach into adjacent parking spot of hatched area. A parked vehicle would obstruct trucks ability to reverse into loading bay;
- ii. Drawing #04T\_0003 –
  - o Linen truck swept path appears to track over parking spaces – how will these spaces be kept empty to ensure that truck has clear swept path?
  - o Truck appears to turn from lane 2 on Parker St, truck should be straddling lanes 1 and 2 to ensure no vehicles can occupy lane 1 as vehicle turns left into Barber St
  - o Truck appears to use opposing traffic lane on Barber St upon entry – how is this safely being managed?

##### Recommendation

TfNSW requests the abovementioned information to be addressed/provided for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.

Swept path plans should be in accordance with Austroads Standards and consider the following:

- o All vehicles are to enter and leave the site in a forward direction;
- o Simultaneous entry/exit to the site for the longest vehicles is to be achieved;
- o All vehicles are to be wholly contained on site before being required to stop;
- o The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject sites, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS;
- o Swept path diagrams should show linemarking and kerbs etc to see if the turning movements encroach the opposing direction of traffic / other parts of the shoulder/verge (i.e powerpole etc).

#### **Traffic Modelling**

##### 2. Comment

- i. SIDRA reports to be provided for all state road intersections and scenarios (i.e. movement summary, phase timings). Further comments will be made once these can be reviewed;
- ii. Great Western Highway & Parker St – showing a LOS of F in Scenario 6 where all other scenarios are LOS D or better;
- iii. Have the road upgrades detailed in section 8.3.3 been captured in the revised modelling?

### Recommendation

TfNSW requests the abovementioned information to be addressed/provided for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.

#### 3. Comment

Section 8.3.2 (Great Western Highway / Somerset Street Intersection) states:  
*Based on the modelling suggestions, the intersection needs to be signalised by the year 2021 to sustain the LOS well below the LOS D. The model output for this intersection after the signalisation for the ultimate scenario (S5) is turned out as LOS A, with a delay of 8 sec and the cycle time of 30 sec.*

The signalisation of Great Western Highway/Somerset Street is not supported as it would likely have negative impacts for network efficiency along Great Western Highway with its close proximity to other signalised intersection at Parker Street and Bringelly Road.

### **Active Transport**

#### 4. Comment

- i. The application does not offer support to upgrade active transport infrastructure to accommodate the increase of bicycle mode usage from current 1.5% to 8% target.
- ii. Consideration should be given to widening the path on Barbar Avenue to accommodate future increase target for both pedestrian and cyclist.
- iii. Consideration should be given to providing sharing path along the frontages of the Nepean Hospital site (Parker St, Great Western Highway, Somerset St, Derby Street) to accommodate the future increase of active transport mode share to the site.

### Recommendation

TfNSW requests the abovementioned information to be addressed/provided for further assessment prior to the determination of the application. TfNSW will further review and provide response upon receipt of the additional information.

### **Coach Parking and Passenger Pick-Up and Set-Down Management**

#### 5. Comment

It is noted that Section 5.2 of the Traffic Impact Assessment states:

*A new drop-off area comprising set-down/short-stay parking is proposed along the northern side of the Stage 2 building, connecting with Barber Avenue.*

The Traffic Impact Assessment does not identify how many drop-off or pick-up spaces are proposed as part of this development nor what the signposted parking restrictions would be in these locations. It is also unclear how the number of spaces and selected signposting will meet the demand of the precinct.

It is also noted that Section 5.3 of the Traffic Impact Assessment states:  
*The drop-off area has also been designed to accommodate shuttle / minibuses.*

The Traffic Impact Assessment does not identify coaches within the report. It is currently unclear if coaches are expected to service the development, and if so, how the site will accommodate these movements.

#### Recommendation

It is requested that the applicant be conditioned to prepare a Coach Parking and Passenger Pick-Up and Set-Down Management Plan.

#### Recommended Condition of Consent

Prepare a Coach Parking and Passenger Pick-Up and Set-Down Management Plan, in consultation with the Customer Journey Planning within TfNSW, prior to the issue of any occupation certificate.

The applicant shall submit a copy of the final plan to the Executive Director Customer Journey Planning for endorsement. Please send all documentation to [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

### **Preliminary Construction Traffic Management Plan (PCTMP)**

#### 6. Comment

It is advised that several construction projects are likely to occur at the same time as this development within the precinct. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

#### Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and submit a copy of the final CPTMP to TfNSW via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au) for endorsement.

#### Recommended Condition of Consent

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:

- A description of the development;
- Location of any proposed work zone(s);
- Details of crane arrangements including location of any crane(s) and crane movement plan;
- Haulage routes;
- Proposed construction hours;
- Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
- Construction vehicle access arrangements;
- Construction program and construction methodology, including any construction staging;
- A detailed plan of any proposed hoarding and/or scaffolding;
- Measures to avoid construction worker vehicle movements within the Parramatta Precinct;
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
- Identify any potential impacts to general traffic, cyclists, pedestrians or public transport within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
- Identify the cumulative construction activities of the development and other projects within or around the development site. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP;
- Submit a copy of the final plan to TfNSW for endorsement via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au); and

Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW via [development.CTMP.CJP@transport.nsw.gov.au](mailto:development.CTMP.CJP@transport.nsw.gov.au) to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

## **Green Travel Plan**

### 7. Comment

TfNSW appreciate the applicant's effort to provide a TIA document for Stage 2 of the development (SSD 1692 8008) but notes that in Item 5 of the SEARs the applicant is required to develop "travel demand management programs to increase sustainable transport (such as a Green Travel Plan)". It is also noted that Section 6 of the Traffic Impact Statement states: As part of the transport management strategy for the campus and to satisfy the consent conditions relating to Stage 1, ptc. has prepared a campus-wide Green

Travel Plan (GTP) for the hospital, which has established the existing and target mode share, and a working group within the hospital has been created to manage the GTP process.

#### Recommendation

TfNSW recommends the applicant responds to the SEARs in SSD 1692 8008 relating to the Green Travel Plan as updated changes within the original GTP document for SSD 8766 which has also been included in SSD 1692 8008 as Appendix L – TIA Attachment).

#### Recommended Condition of Consent

Prior to the commencement of first occupation, a Green Travel Plan (GTP), must be submitted to the satisfaction of the Certifier to promote the use of active and sustainable transport modes. The GTP must:

- i. be prepared by a suitably qualified traffic consultant;
- ii. include objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;
- iii. include specific tools and actions to help achieve the objectives and mode share targets;
- iv. include measures to promote and support the implementation of the plan;
- v. identification of a responsible party (or Committee) for the ongoing implementation of the Travel Plan and its initiatives;
- vi. confirmation of extent and nature of end of trip facilities and bike parking and how they will be promoted to residents;
- vii. consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets;
- viii. Include a Transport Access Guide that provides information to residents about the range of travel modes, access arrangements and supporting facilities that service the site; and
- ix. identification of a communications strategy for conveying Travel Plan information to residents, including for the Travel Access Guide.

To ensure only one Green Travel Plan is used (**Appendix L, TIA SSD 16928008**) that covers every cumulative stage of the development, TfNSW request a further meeting with the applicant to discuss the process for review of these documents and other modifications to Stage 1 of the development, SSD 8766.

#### Recommendation

In addition to the above it is requested that the applicant be conditioned to update the original Green Travel Plan developed for Stage 1 of this project (last developed December 2021) for Stage 2 and continues to update the same Green Travel Plan for all cumulative stages of the development including modifications in Stage 1.

### Recommended Condition of Consent

The applicant is to update the original Green Travel Plan developed for Stage 1 of this project (last developed December 2021) for Stage 2 and continue to update the same Green Travel Plan for all cumulative stages of the development including modifications in Stage 1.

The applicant must submit the updated Green Travel Plan for both SSD 16928008 and SSD 8766 to TfNSW for review and endorsement prior to first occupation. Please send all documentation to [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).