

8 November 2022

TfNSW reference: STH21/00089/04

Your reference: SSD-35999468

Department of Planning and Environment

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Cc: information@planning.nsw.gov.au

Attention: Patrick Nash

STATE SIGNIFICANT DEVELOPMENT 35999468 – SHOALHAVEN HOSPITAL REDEVELOPMENT – PUBLIC AUTHORITY CONSULTATION – LOT: 104 DP: 1165533, LOT: 7034 DP: 1031852 AND LOT: 373 DP: 755952, SHOALHAVEN STREET, NOWRA

Dear Patrick,

Transport for NSW (TfNSW) is responding to the above State Significant Development (SSD) application referred on 28 September 2021 and apologises for the delay in providing its response/comments.

TfNSW has reviewed the information provided and has **no objections** to the submitted SSD application in terms of the impacts it will have on the state classified road network. TfNSW has provided some additional comments to assist the Department of Planning and Environment (DP&E) with their assessment in **Attachment 1**. This includes some requirements that TfNSW understands will be considered and addressed as part of the applicants 'Response to Submissions'.

If you have any questions, please contact Andrew Lissenden, Development Services Case Officer, on 0418 962 703.

Yours faithfully

A handwritten signature in blue ink, appearing to read "Andrew Lissenden".

Andrew Lissenden

Development Case Officer, Development Services (South Region)

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Context

TfNSW notes:

- the key state classified road is the Princes Highway to which the development gains access via the local road network (refer to **Attachment 2**);
- the SSD application is seeking approval to construct a new hospital building and ancillary works. The new building is to be a 7-storey Acute Services building of approximately 28,500m² gross floor area, with rooftop plant and helipad; and
- The developments construction will not generate any over size over mass (OSOM) vehicle movements.

Additional comments to assist DP&E with their assessment

1. Parking

While TfNSW notes that the issue of parking to service the new component of the development that the current SSD application is seeking approval for is an issue for Council to provide comments on as the impact will be on the adjacent local road network, it acknowledges the concerns that have been raised by Council about the lack of free on-site car parking to service the existing Shoalhaven Hospital development/precinct.

TfNSW understands that the existing multi-story car park, which has been constructed in the Shoalhaven Hospital precinct in awareness of the current SSD proposal now being considered, is underutilised. While the proposed development will provide an important expansion of health facilities within the Shoalhaven Local Government Area the current proposal should ensure it provides:

- a) sufficient fee free or subsidised parking onsite at Shoalhaven Hospital (not on street); for staff and patients; and/or
- b) other measures in the surrounding precinct to better influence car parking on site for staff, patients, and visitors that are generated by the upgrade.

The above to be undertaken while maintaining a focus on minimising the amount of private vehicle traffic generated by the proposal through delivering active and public transport supporting infrastructure as part of the upgrade. Further comments on Active Transport, Public Transport the Green Travel Plan (GTP) are provided below.

2. Active Transport

The provision of cycling infrastructure, bike parking spaces, and end-of-trip facilities is supported by TfNSW. DP&E should ensure sufficient infrastructure will be provided and is in place at the opening of the new facility. TfNSW notes that the new pedestrian footpaths are being provided on North Street and Shoalhaven Street as part of the proposal. TfNSW encourages further discussions to be had with Council before the SSD applications determination to ensure all required connectivity to/from the hospital to the Shoalhaven Riverfront Precinct, Nowra CBD, and Bomaderry Station is being provided as part of the

development and are in place on opening of the new facility.

3. Public Transport:

TfNSW is supportive of working with NSW Health Infrastructure to ensure improved public transport is provided to and from the Shoalhaven Hospital Precinct to the Nowra Riverfront Precinct (the Riverfront Precinct), Nowra CBD, and Bomaderry Station. The submitted documentation provides limited details on how the above will be achieved apart from referencing the TfNSW 16 Regional Cities Services Improvement Program. TfNSW encourages further discussions with the TfNSW Bus Planning Team (Dane Graham, Senior Manager Transport Planning – 0432 768 119) before the determination of the application to discuss how existing levels of public transport use can be enhanced for both staff and visitors.

4. Green Travel Plan (GTP):

TfNSW notes the Transport and Accessibility Impact Assessment (TAIA) prepared by Taylor Thomson Whitting Pty Ltd (dated 21 September 2022) contains details on a GTP, however, no GTP has been provided at this time. TfNSW would ask that a separate/final GTP that is ready to implement be prepared and submitted to TfNSW for review before the occupation of the building, rather than the preliminary steps as has currently been provided in the TAIA to create the GTP. Some comments to assist in the preparation of the GTP are provided below:

a) *GTP Content:* A GTP should:

- i) Identify and determine a course for the delivery of mode share targets and strategies that encourage the use of sustainable transport options that reduce the dependence on and proportion of single occupant car journeys to the site, based on credible data.
- ii) Be prepared by a suitably qualified transport or traffic consultant.
- 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 GTP.
- vi) Confirmation of the extent and nature of the end-of-trip facilities and bicycle parking and how they will be promoted to staff, users of the new facility, and visitors.
- vii) Consideration of car parking management strategies that may be required to encourage sustainable transport use/mode share targets.
- viii) Include a draft Transport Access Guide (TAG) to provide information to staff, students, and visitors about the range of travel modes, access arrangements, and supporting facilities that service the site.
- ix) Identification of a communications strategy for conveying GTP information to staff, students, and visitors, including for the TAG.

- b) *Mode Share:* TfNSW appreciates the work undertaken on the preliminary mode share targets and recommends that sufficient measures are detailed to continue to reduce the proportion of single-occupant car travel by employees to and from the site and increase the mode share of public transport and active transport for the life of the development

As the site lacks public and active transport networks, these mode shares should be done on both a short and long term basis. Short term mode shares could be shuttle buses carrying staff to and from the nearby train station or car-pooling as some examples. These objectives need to be met within your Implementation Plan discussed below. The target mode shares should include car-pooling, carsharing and shuttle buses. Longer term goals should include increased mode shares once any future transport upgrades and safer cycling and walking connections have been created.

- c) *Parking Management Strategy*: TfNSW asks that a parking management strategy be implemented for both the short and long term. TfNSW also asks that the GTP implements a car parking management strategy that prioritises use by staff and visitors on a needs basis, and actively encourages staff and visitors to use sustainable transport options that are available to and from the site. This will include consideration of strategies on how car parking onsite will be managed as detailed in Point 1 above.
- d) *Shuttle Buses*: NSW Health Infrastructure should consider the provision of an on-demand/shuttle bus service to and from the site (i.e. to the Nowra CBD and Bomaderry Train Station) for staff and users of the development. This is particularly important if staff shift times are unable to align with that of available public transport.
- e) *Travel Access Guide (TAG)*: TfNSW asks that a Travel Access Guide (TAG) be prepared as part of the GTP and included as an Appendix in the GTP. The TAG should include the following:
 - i) Provide information about cycling, walking, and public transport initiatives to encourage the use of sustainable transport journeys by staff and students.
 - ii) Provide promotion of end-of-trip (EoT) facilities, including any new cycling infrastructure available, and update the number and location of bicycle parking and EoT facilities.
 - iii) Provide information on car share, car-pooling, and priority parking for people that car pool or car-share.
 - iv) For further helpful information – please check this link [How to Create a Travel Access Guide doc here](#).
- f) *Bicycle Parking and End of Trip (EoT)*: TfNSW notes that there will be 90 bike storage spaces on site, however, it is unclear where these facilities are located within the existing hospital precinct, how many showers and lockers are proposed and where any facilities for members of the public (i.e. secure bike parking) will be provided. A good supply of quality EoT and bicycle parking is considered necessary to further encourage walking and cycling mode shares for both staff and visitors.

In addition to the above, TfNSW recommends that this bicycle parking and any EoT facilities should be monitored over time to ensure sufficient supply and to encourage active transport both to/from the site for employees, students, patients, and visitors. The bicycle parking should be located at the site at convenient locations, and be safe, secured, and under cover. Some further guidance on bicycle parking and EoT facilities can be found in the [cycleway design toolkit](#).

- g) *Surveys*: TfNSW notes that the GTP will include a travel mode survey. It is however requested that the proposed travel survey (including questions) to be distributed 3 months post -occupancy be included as a separate appendix in the GTP. An example of a travel survey questionnaire is included [here](#). The survey should include questions to:

- i) obtain employee, patient, visitor, and student residential postcodes to identify the actual travel origin and destination patterns; and
 - ii) inform strategies that help to encourage walking, cycling, and public transport use to and from the site.
- h) *Staggering shift times:* TfNSW recommends that staff shift times are altered so they match up with train and bus times so that staff can get to and from work safely with access to active and public transport connections. TfNSW recommends the applicant uses flexible work policies and working from home policies as detailed in the Transport and Accessibility Impact Assessment. These policies can be put into proactive action tasks that will become part of your initiatives in your Implementation Plan (listed below).
- i) *Initiatives:* TfNSW appreciates the initiatives for staff, patients, and visitors to use sustainable travel that have been suggested by you. To further encourage more staff, patients, and visitors to participate in sustainable transport options (both long and short term) we would also encourage you to consider the following initiatives (these can be included as proactive actions in your Implementation Plan):
- i) Pre-loaded opal cards for new staff;
 - ii) Salary sacrifice options for bicycle purchases;
 - iii) Subsidised panniers or backpacks for staff who commit to active travel;
 - iv) Incentives for participation in National Ride2 Work Day and Walk to Work Day;
 - v) Designated priority car share spaces on site with monitored compliance (i.e. for GoGet cars or people who carpool);
 - vi) Funded Guaranteed Ride Home service for those choosing to car share for their commute;
 - vii) Provision of real-time information screens onsite;
 - viii) Review of wayfinding and signage Nowra CBD and Bomaderry Station and the hospital and liaise with authorities for improvements where required;
 - ix) Information about the benefits (including health and financial) of active travel.
- j) *Governance of Green Travel Plan:* TfNSW recommends that NSW Health Infrastructure appoint a Travel Plan Coordinator for the life of the development, who will manage the GTP. More information can be found in the Hospital Toolkit link. Senior management support, and a good decision making/governance framework are critical for a successful GTP. Establishing good governance is especially important in a precinct where the approval processes of multiple organisations must be considered. The GTP will need to have a steering group or committee created with relevant internal and external stakeholders to inform future targets and the ongoing monitoring and revision of the GTP for five years post-occupancy.

5. Adjoining Precincts

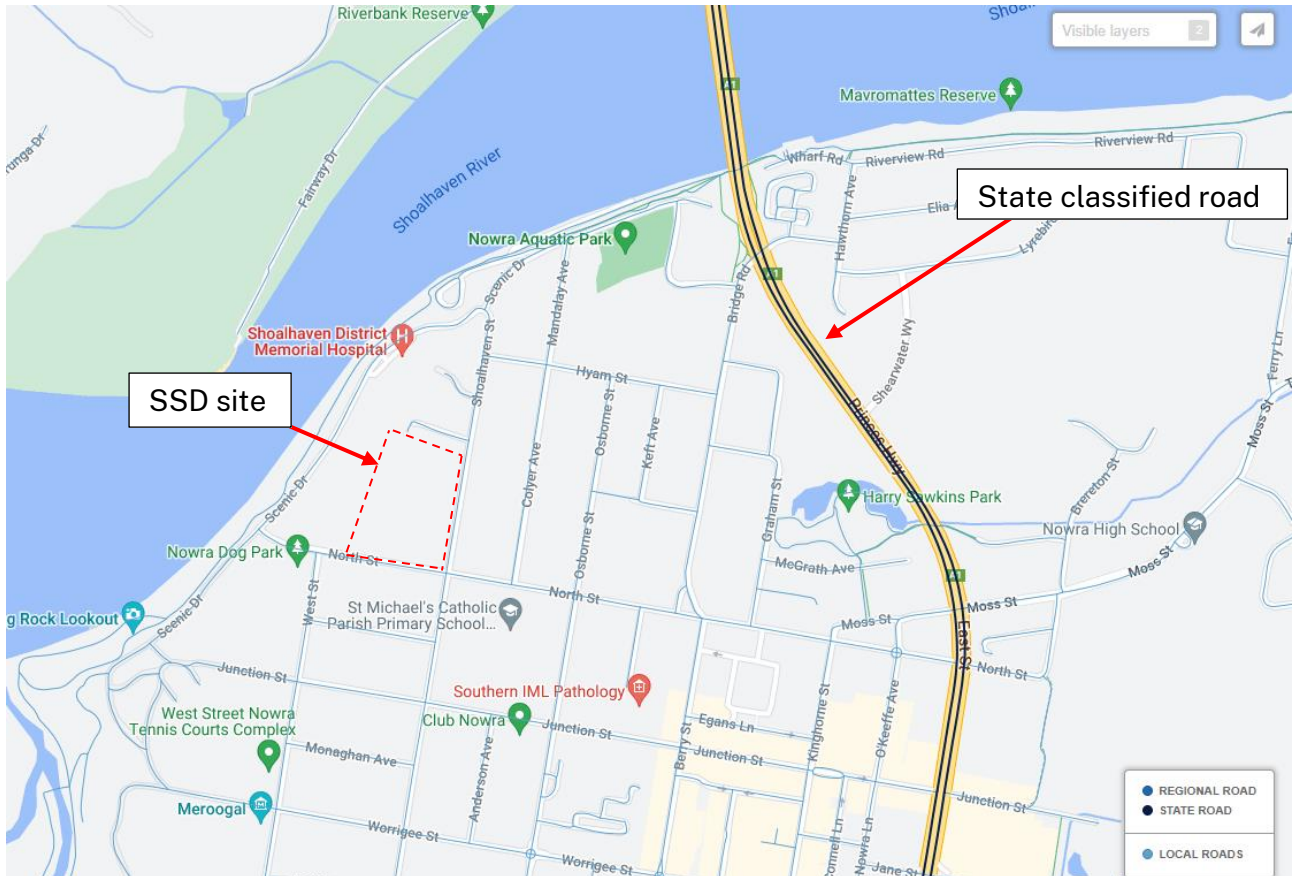
TfNSW is working closely with Shoalhaven City Council and several other key stakeholders including NSW Health on the development of the Riverfront Precinct, specifically to assist with integrated transport planning activities to assist Council to deliver its vision for the Riverfront Precinct.

In August 2022 representatives from Transport for NSW, Shoalhaven City Council, and NSW Health took part in a Visioning workshop. Other participants included the Aboriginal Land Council, the Department of Regional NSW, and the DP&E. While the footprint of the Hospital does not sit within the study area for the Riverfront Precinct, it is adjacent and access to and

from the hospital is via the riverfront precinct transport network.

The findings of the workshop engagement activities are reflected in the Place Vision document prepared for Council. Council will be able to offer further comment on the alignment of this proposal with the document however it is important to note that a key outcome of the workshop reflected in the Draft document, is that *“the Riverfront should focus on sustainable activation, that is, the users who will make the Riverfront part of their everyday lives, and preference active transport over the need for car parking and high maintenance costs.”*

The proposal to expand the hospital has the potential to negatively impact the operation of the transport network that will service the adjacent Riverfront Precinct. Consideration of the Council’s intention to develop an integrated transport plan for the Riverfront Precinct and the focus on reducing car dependency and appropriate car parking capacity to deliver the vision for the precinct is encouraged (i.e. noting that the precinct will look “safe, social, healthy & green” not “hard, grey & formal” as described in the Draft Nowra Riverfront Place Vision report).



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