

28 March 2024

TfNSW Reference: SYD24-00489/01

DPHI Reference: SSD-59006709



Ms Kiersten Fishburn
Secretary
Department of Planning, Housing and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Megan Fu

**EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT
ALEXANDRIA HEALTH CENTRE
28-32 BOURKE ROAD, ALEXANDRIA**

Dear Ms Fishburn,

Thank you for referring the State Significant Development (SSD) application for the proposed Alexandria Health Centre at 28-32 Bourke Road, Alexandria to Transport for NSW (TfNSW) for review and comment.

TfNSW has reviewed the submitted information and provides the advisory comments and recommendations in **TAB A** for Department's consideration.

Should you have any further inquiries in relation to this matter, please contact Shengxi Lin, Development Assessment Officer, via email at development.sydney@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "R Davis".

Rachel Davis
Senior Land Use Planner
Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

OFFICIAL

TAB A – TfNSW advisory comments and recommendations

1. Green Travel Plan

Comment

TfNSW notes that a Green Travel Plan (GTP) is submitted as part of the application to assist in the management of future demand on the transport network. It is recommended that the GTP to be updated in consultation with TfNSW to encourage more sustainable transport modes.

Recommendation:

It is recommended that prior to the issue of any Occupation Certificate, the applicant shall update the Green Travel Plan (GTP) in consultation with TfNSW. The applicant should submit a copy of the final GTP to TfNSW at development.ctmp.cjp@transport.nsw.gov.au for endorsement, prior to the issue of any Occupation Certificate.

The GTP should include, but not be limited to, the following:

- Consideration for implementing a parking management strategy within the Implementation Plan. For example, the parking management strategy should discourage free parking and limit the provision of car parking for staff where they have alternative means of travel to the site, particularly those working day shifts when more sustainable transport options are available.
- Consideration for staggering staff shift times to match up with train and bus times such that staff can get to and from work safely with access to active and public transport connections.
- Consideration for implementing the flexible work policies and working from home policies into proactive action tasks that form part of the initiatives in Implementation Plan.
- Consideration for funding the following initiatives to further encourage more staff, patients and visitors to participate in sustainable transport options:
 - Subsidised panniers or backpacks for staff who commit to active travel.
 - Incentives for participation in National Ride 2 Work Day and Walk to Work Day.
 - Designated priority car share spaces on site with monitored compliance (i.e. for GoGet cars or people who carpool).
 - Funded Guaranteed Ride Home service for those choosing to car share for their commute.
 - Information around the benefits (including health and financial) of active travel.
- The Implementation Plan should include all implementation tasks for completion (including incentives), how they will be completed with set completion dates and the responsible party(s) for delivery and implementation. It should also include the proposed short and long term initiatives and a stakeholder engagement strategy for conveying GTP information. Communication tasks should be included within the Implementation Plan to promote the short and long term initiatives (walking, cycling, car-pooling etc). Given that not all staff will be desk-based, alternative hard copy promotion of these initiatives will need consideration.
- Consideration for appointing a Travel Plan Coordinator to manage the GTP and creating a steering group or committee with relevant internal and external stakeholders to inform future targets and the ongoing monitoring and revision of the GTP for at least five years post-occupancy.
- The GTP (including all the initiatives) needs to be appropriately funded and otherwise resourced, by the applicant, for a period of at least 5 years, or via an appropriate appointed entity. This will include ongoing travel demand initiatives that will require resourcing. This should be covered in the updated Implementation Plan.
- Consideration for including E-bike charging points as part of the end of trip (EoT) facilities. The locations of the EoT facilities should be promoted in the Travel Access Guide (TAG) and Implementation Plan. Further guidance on bicycle parking and end of trip facilities can be found in the TfNSW [Cycleway Design Toolbox](#).
- Provision of separate Travel Access Guide (TAG) for staff and visitors/patients and both TAGs will need to be updated on a regular basis as more infrastructure comes into existence. Both TAGs should:
 - Provide an overall map of sustainable transport routes into and out of the site.
 - Provide additional information about service routes and timetables for buses and trains available on the Trip Planner at transportnsw.info/
 - Provide information advising that additional information about walking routes is available on the Trip Planner at transportnsw.info/
 - Update number and location of End of Trip facilities (showers, lockers, irons, ironing boards, towels, change rooms etc) and locate on map (TAG for staff only).
 - Promote and provide information regarding car-share and car-pooling. The Alexandria Health Centre could actively promote carpooling on the TAG, through the creation of a designated parking area where carpool vehicles have a guaranteed space.
- Consideration for monitoring and measuring the GTP such as actual annual travel survey to be distributed three months post-occupancy with a focus to establish travel patterns including mode share of trips to and from the site. These surveys should be undertaken every year and when future transport upgrades take place. The survey should obtain data analysis (including staff, visitor and patient residential postcodes) through questionnaire to identify the

OFFICIAL

travel origin and destination patterns, this will inform strategies that help to reduce car parking demand to get to and from the site.

- More information to help in the development of a GTP could be found on [Hospital Toolkit](#) from the NSW Government [Travel Demand Management](#) website.

2. Delivery and servicing and Loading Dock Access

Comment

All new developments should be self-sufficient and cater for all loading and servicing on-site. The applicant should not rely on the kerbside restrictions to conduct their business activities.

Further guidance on site delivery and servicing could be sought from the [Delivery and Servicing Plan Guidance](#).

Recommendation:

It is recommended that a condition is included in the development consent issued for the subject SSD requiring the applicant to prepare a Delivery and Servicing Management Plan (DSMP). The DSMP should be prepared in consultation with TfNSW and a copy of the final DSMP should be submitted to TfNSW at development.ctmp.cjp@transport.nsw.gov.au for endorsement, prior to the issue of the Occupation Certificate.

The DSMP should specify, but not be limited to, the following:

- Details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of loading and servicing facilities within the subject site which adequately accommodate the forecast demand of the development so as to not rely on the kerbside restrictions to conduct the development's business;
- Swept paths of vehicles entering and exiting the loading dock;
- Management of queuing in the car park or along the laneway as a result of a vehicle accessing the loading dock;
- Management of conflicts between cars accessing the car park and vehicle movements to/from the loading dock.
- Management of incidents at the access to the loading dock; and
- Loading dock management details including measures to minimise freight and service vehicle movements during peak periods.

3. Construction Pedestrian and Traffic Management Plan

Comment

Several construction projects are likely to occur at the same time as this development. Construction vehicle movements from these projects could have the potential to impact general traffic and public transport operations within the vicinity, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation:

It is recommended that a condition is included in the development consent issued for the subject SSD requiring the preparation of a Construction Pedestrian and Traffic Management Plan (CPTMP). The CPTMP should be prepared in consultation with TfNSW and a copy of the final CPTMP should be submitted to TfNSW at development.ctmp.cjp@transport.nsw.gov.au for endorsement, prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is earlier.

The CPTMP should include, but not be limited to, the following:

Site information and building construction plan

- A description of the development
- Construction program and construction methodology
- Proposed construction hours
- A detailed plan of any proposed hoarding and/or scaffolding
- Details of crane arrangements including location of any crane(s)
- Location(s) where it is proposed to park construction vehicle
- Location of any proposed work zone(s)

Access and movement

- Pedestrian and traffic management measures.
- Haulage routes.
- Predicted number of construction vehicle movements and detail of vehicle types.

Impacts

- Identify any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works.

OFFICIAL

- Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network.

Mitigation

- Measures to minimise movement delays (i.e. vehicle movements are to be minimised during peak network demand periods);
- Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads;
- Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Measures to avoid construction worker vehicle movements.

Monitoring

- Details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site.

Consultation

- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction.
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and TfNSW (via development.sco@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.

OFFICIAL