

Our reference: P-325302-P2T8  
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Department of Planning, Industry and Environment  
Attn: Tom Stanton

Email: [tom.stanton@dpie.nsw.gov.au](mailto:tom.stanton@dpie.nsw.gov.au).

Dear Mr Stanton,

**Nepean Hospital Redevelopment Project - Stage 2 - Response to Submissions (SSD-16928008) 35-65 Derby Street, Kingswood**

Thank you for providing Council with the opportunity to comment on the proposed State Significant Development (SSD).

Council has recently met with the applicant to discuss the matters raised to date and provided detailed advice in response to the concerns outlined previously. The additional information provided for further comment has now also been reviewed and the amended proposal remains unsupportable for the reasons outlined below:-

**1. Traffic Management, Parking and Road Design Considerations**

- I. The proposed removal of on-street parking in Barber Avenue is still not supported due to unrestricted parking being in high demand around the hospital precinct. There are currently 38 x 2P parking spaces on Barber Avenue east of Parker Street (34 x on the south side of Barber Avenue and 4 x on the north side) and the plans propose to only retain 2 spaces and reinstate 22 spaces, resulting in a net loss of 14 x 2P parking spaces which is an unacceptable loss within Council's infrastructure and cannot be supported.
- II. All alternative design options must be explored to maximise the retention of on-street parking, including combining the proposed ingress and egress driveways for the front of house area, reducing the landscaped area adjoining the access driveways and relocating the private pedestrian ramp out of the road reserve to retain additional on-street parking.
- III. Any proposed changes to regulatory signage and line marking (including new signage and line marking) within Barber Avenue will require the resolution of Council following endorsement by the Local Traffic Committee. Any loss of on-street parking is unlikely to be supported by Council through this process.
- IV. Any proposed line marking along Barber Avenue shall be shown on the signage plans in the civil set as previous revisions of plans have shown centre line marking, chevron markings and pavement arrows along Barber Avenue (or confirmation from the applicant if no longer required). All plan sets need to be consistent with each other as the landscaping plans show various line marking along Barber Avenue.

- V. It is unclear why widening of Barber Avenue is proposed as this will impact existing on-street parking spaces. The infrastructure within the road reserve is under Council's control and management and shall be retained.
- VI. The proposed new parking spaces along the southern side of Barber Avenue partially encroach the private property boundary which is not supported. Public parking shall be wholly contained within the road reserve.
- VII. All retaining walls, private pedestrian ramps and other private structures shall be wholly contained within private property and are not permitted within the Council road reserve.
- VIII. The kerb and footpath at the western limit of works (i.e. at the driveway entrance the multi-storey car park) do not align with the existing kerb and footpath on the opposite side of the driveway entrance and need to be adjusted to suit, though it is unclear why widening of Barber Avenue is proposed per item 5 above which impacts existing infrastructure.
- IX. The swept paths in the Traffic Impact Assessment (Drawing # 04T\_0004) still show a HRV encroaching a parking space and needs amending to be wholly contained within the hatched area.
- X. The Applicant has not satisfactorily addressed construction vehicle movements during the construction phase. It is understood that the applicant is considering a request to Council to provide a 'Work Zone' in Barber Avenue for 20 months which will remove the majority of on street parking during the construction of the development. Council does not support this proposal nor the significant loss of on street parking. The applicant must provide a Construction Traffic management Plan (CTMP) that addresses vehicle movements to and from the site with minimal disruption to Barber Avenue. The CTMP must also detail deliveries, concrete trucks, cranes etc to be on site and the use of the hospital access of Parker Street. Heavy construction vehicles are not supported on Barber Avenue. Additionally parking for construction workers must be addressed.

## 2. Landscape Design Considerations

- I. With respect to the proposed tree planting design, there is overcrowding of large trees including 64 Spotted Gums. It is not unreasonable to expect the mature Spotted Gum to reach 20m high x 10m wide. Immature canopy sizes are shown on the design plans which is misleading and the identified spaces for planting are too small to accommodate the quantity of trees proposed. It was specifically noted that in some areas trees are proposed to be planted:
  - less than 1m from kerb and path
  - as close as 2m apart
  - only 3m off building facades

The planting proposal requires reconsideration to address the above concerns noting that this could be addressed via conditions of consent.

- ii. The stage 2 updated landscape plans make no reference to tree protection measures. An arborist is recommended to advise on

measures necessary to minimise impacts to trees, tree protection and constructability with the long-term health of trees in mind. This is raised specifically as there are new paths proposed close to existing trees which will impact on the structural root zone of those trees. The consent authority is requested to assess this aspect and ensure that the design addresses and includes adequate protection measures to protect trees identified for retention.

### 3. Stormwater Management

At time of preparing this response, comments from Council's Development Engineering Unit remain outstanding concerning the amended proposal and its implications for the suitable management of stormwater disposal and management. Advice stemming from their review will be provided under separate cover when available.

Given matters previously identified remain unresolved with specific regard to traffic, parking and road design, it is requested that any further engagement requested of Council be managed by the Department as the consent authority, through the arrangement of a coordinated meeting between key stakeholders to discuss the issues raised and requirements to inform amendment of the proposal.

Should you require any further information regarding the comments, please contact me on (02) 4732 8125.

Regards,



**Gavin Cherry**  
**Development Assessment Coordinator**