



Megan Fu
Senior Planner
Social and Other Infrastructure Assessments
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Dear Ms Fu

**Notice of Modification Request – Amendments to Conditions of Consent for the
Construction of a Multi-Storey Carpark at Westmead Hospital
SSD 7262 MOD 2**

Thank you for your correspondence dated 6 June 2017 requesting Transport for NSW (TfNSW) comment on the above proposal.

TfNSW and Roads and Maritime Services have reviewed the proposed modification and provide the Department of Planning & Environment (DP&E) a combined Transport Cluster (referred herein as "TfNSW") response.

Having regard for the car parking management measures proposed by the Applicant, TfNSW provides no objection to the proposed amendment to introduce Condition D1A (as detailed in the Applicant's letter to DP&E) subject to the conditions detailed in **TAB A**.

TfNSW requests that the applicant consults with TfNSW in relation to contents of this submission and would be pleased to consider any further material forwarded from the applicant.

If you require clarification of any issues raised, please contact me on (02) 8202 2198.

Yours sincerely

18/8/17

Mark Ozinga
Principal Manager, Land Use Planning & Development
Freight, Strategy and Planning

CD17/06705

TAB A – Proposed Operating Conditions

Conditions

The following operating conditions on the MSCP are proposed until such time that all upgrades required under Condition D1 of the consent have been completed to the satisfaction of TfNSW.

To mitigate the network operational impacts of the MSCP during the network peaks, the following car park operating condition(s) should be imposed:

1. During the peak period of 6:00-10:00am, the capacity of the multi-storey car park shall be limited based on:
 - The proposed car park management measures for the Westmead Campus (including the MSCP); and
 - The ability of these measures to maintain the satisfactory operation, manageable queuing and delays of the Darcy Road/ Institute Road and Darcy Road/ Dental Access Road intersections during both network peaks.

(Reason: To limit the volume of vehicle movements from Darcy Road, restricting conflict with T-way bus movements, during both peaks.)

2. Temporary vehicle access shall be provided between the end of Institute Road and Dragonfly Drive. This access shall only permit right-out from Institute Road and left-in from Dragonfly Drive. Physical measures shall be implemented preventing access between the Oval Car Park and Institute Road via this new temporary vehicle access. This access is only temporary until such time that all upgrades required under Condition D1 of the consent have been completed.

(Reason: To provide alternate access to the car park and reduce the concentration of movements at the Darcy Road intersections. To prevent additional movements to/from Institute Road associated with other car parking areas that could be accessed from the new road connection.)

3. Appropriate electronic signage (temporary or otherwise) shall be implemented, which must be visible from the approaches of Darcy Road/ Dental Access Road intersection (visible from the east) and Institute Road/ MSCP access (visible from the west) indicating whether the MSCP is full. It is noted that separate road occupancy licences would be required for the placement of any temporary signage on public roads from the relevant road authority(ies). The MSCP is considered full once all available parking spaces, which would vary depending on the time of day, have been occupied.

(Reason: To inform drivers prior to making the decision to turn into Institute Road/ Dental Access Road/ temporary access road and therefore reduce the quantity of vehicle movements to the car park.)

4. The Applicant is to provide evidence to TfNSW supporting the interim operational management measures. This shall detail how the above operating conditions will be satisfied, within the CPMS required under Condition D2 of the consent.

(Reason: To ensure that the Applicant has addressed the above operating conditions and has detailed the car park management measures within the CPMS, which is required prior to commencement of use of the car park.)

Comments

The Applicant has agreed to implement a number of car park management measures to allow the car park to be operational without *'adding impacts to the existing intersections'* as detailed in the letter to DP&E. Based on discussions with Health Infrastructure, further measures across the Westmead Campus have been/will be implemented, including:

- Coordinated management across all campus car parks;
- Reduced the number of parking permits from 13,000 to 4,000 (approx.); and
- Future provision of an alternative route to the car park via a temporary access between Institute Road/ Dragonfly Drive and onwards to Briens Road via Redbank Road.

TfNSW is generally supportive of these measures, however, it is unclear as to how some of these measures would be implemented at an operational level. As such, the above conditions have been proposed to provide clarity (as part of the CPMS, which is required prior to commencement). It is critical that the proponent provides supporting evidence to TfNSW regarding the impacts of these measures on the adjacent road network. This is to justify that the measures are adequate in maintaining the satisfactory operation of the road network.