

Camden Council
70 Central Avenue
Oran Park, NSW 2570

RE: Camden Medical Precinct - Traffic and Parking Impact Statement – Addendum 1

15 January 2020

Our Reference
343049

To whom it may concern,

383 Kent Street
Sydney NSW 2000
PO Box Q1678, QVB
Sydney, NSW 1230
Australia

This statement has been prepared as an addendum to the Traffic Impact and Parking Assessment (TIA) to support a Development Application (DA) for the proposed Camden Medical Precinct, dated 1 July 2016, to reflect changes to the proposed development under a Section 4.55 modification of the operative development consent (ref: SSD_7387).

T +61 (0)2 9098 6800
F +61 (0)2 9098 6810
mottmac.com

This addendum builds upon the DA submission in July 2016 and should be read in conjunction with this document.

This addendum is structured as follows:

1. **Summary of changes** – provides an overview of design changes captured in this addendum.
2. **Hospital – Revised Parking Requirements and Traffic Generation** – provides a summary of the impact to parking and traffic changes.
3. **Biomedical Research Building – Revised Parking Requirements and Traffic Generation** – provides a summary of the impact to parking and traffic changes.
4. **Key Findings and Recommendations**

1 Summary of changes

The changes proposed as part of the Section 4.55 modification include the following:

- Amendment to the approved footprint/envelope and land use of the mixed-medical use building to the east of the main hospital. The amended building will comprise a multi-deck parking structure.
- Amendment to the approved building envelope and the land use proposed for the main hospital.
- Amendment to the approved footprint/envelope and land use of the multi-deck parking structure at the southern end of the lot. The amended building will comprise a biomedical research building with basement parking.

The proposed land-use of the development is indicated in Figure 1.1 below.



Figure 1.1 Proposed land use of Lot 8441

The changes in gross floor area (GFA) are shown in Table 1-1. Changes in department sizes contributing to the changes in proposed GFA of the development will be detailed in Sections 2 and 3 of this Addendum.

Table 1-1 Changes to land use in proposed Hospital and Biomedical Research Building

Facility	Approved GFA (m ²)	Proposed GFA (m ²)
Approved Development	73,000 (approx.)	
Hospital		52,858
Biomedical Research		10,840
Total Proposed Development		63,688 (- 13%)

2 Hospital – Revised Parking Requirements and Traffic Generation

2.1 Parking Requirements

The parking requirements are based upon those outlined in the Traffic Impact and Parking Assessment (TIA) submitted in July 2016, and as accepted by the Minister for Planning on 27th April 2017 under SSD_7387. The approach used in the approved submission has been replicated in calculating the required number of parking spaces in this proposed modification including generation rates for specific usages.

Changes in proposed floor space use allocation and property subdivision have resulted in changes to peak hour parking demand. A summary of the proposed changes to the hospital floor space allocation are shown below in Table 2-1.

Table 2-1 Changes to Hospital Floor Use

Hospital Function	Size of Approved Usage	Size of Proposed Usage	Percentage Change
Wards & Operating Theatres	485 beds/seats	384 beds/seats	- 21%
Specialist Hospital Units	104 rooms	198 rooms	+ 90%
Retail & Back-of-House	6,653m ² GFA	3,751m ² GFA	- 44%

The following observations can be made on the change in floor space allocation:

- a decrease of 101 beds/seats.
- a 94 room increase for specialist hospital units. The most considerable increase is due to medical suites, increasing from 30 to 100 rooms. Due to the operational nature of this function, the increase is not directly correlated to parking requirements as many staff and patients attracted to the precinct for this facility are also visiting other departments.
- A decrease of 2,902m² for retail and back-of-house functions.

Based on the same calculations adopted in the TIA, July 2016, and using the same key assumptions, the parking requirement for the hospital is shown in Table 2-2 with comparison to the approved provision.

Table 2-2 Changes to Hospital Parking Requirements

Hospital Function	Approved Total Parking Req.	Proposed Total Parking Req.	Proposed Accessible Parking Req.	Proposed Total Parking Req.
Wards & Op. Theatres	568	427		- 25%
Specialist Hospital Units	197	311		+ 58%
Retail & Back-of-House	183	87		- 52%
Total	948	826	12	- 13%

Considering the changes to the floor use of the hospital, there is capacity to reduce the car parking allocation by approximately 13%. There is also a requirement of 12 accessible parking spaces to be included within the allocation for the hospital.

This proposal is seeking approval of the parking requirement of 826 spaces, including 12 accessible spaces for the hospital.

2.2 Parking Provision

The approved parking allocation for the whole site (hospital and biomedical research unit) is 1,080 spaces. There have been minor alterations to the car parking allocation following the design changes, however more significant changes to locations and layouts of parking facilities. The relocation of the multi-level parking facility to the hospital site is a positive outcome for pedestrian movement around the precinct. The direct pedestrian access achieved to the main hospital building from the parking facility removes all pedestrian-vehicle conflicts. Figure 2.1 and Figure 2.2 show proposed locations of the car parking facilities.

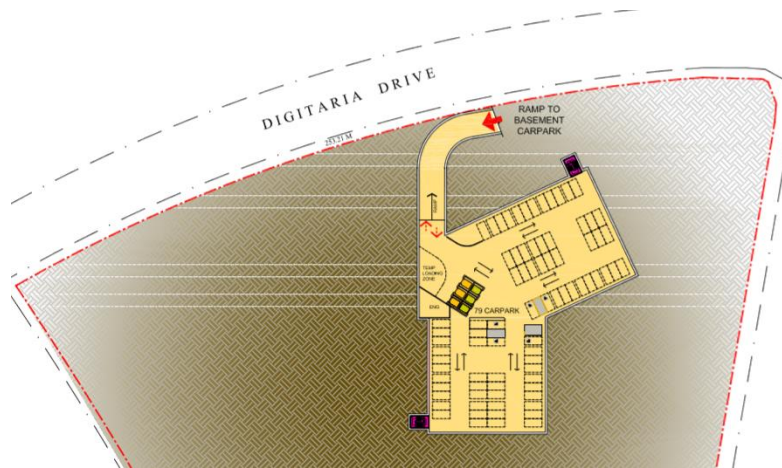


Figure 2.1 Hospital Basement Parking



Figure 2.2 Hospital Parking Footprint

Table 2-3 shows the allocation of car parking as distributed over the basement, on-grade and multi-level parking facilities. The proposed design provides 885 parking spaces for the hospital site, 59 more than the requirement. This parking allocation

includes 5 accessible parking spaces and more will be designated utilising the surplus of spaces provided.

Table 2-3 Proposed Parking Allocation

Parking Location	Standard Spaces	Total Spaces
Basement	74	79
Outside (excl. on-street parking)	116	116
Multi-level car park		
Level G	84	84
Level 1	87	87
Level 2	87	87
Level 3	87	87
Level 4	87	87
Level 5	87	87
Level 6	87	87
Level 7	84	84
Total Multi-level	690	690
Grand Total	880	885

2.3 Traffic Generation

The traffic generation for the development is based on those outlined in the TIA submitted in July 2016, and as accepted by the Minister for Planning on 27th April 2017 under SSD_7387. The expected operational characteristics of the proposed hospital have again been adopted to remain consistent with the parking assessment.

The outcomes of the traffic generation assessment and comparison to the approved assessment are presented in Table 2-4.

Table 2-4 Hospital Traffic Generation

	Trips In		Trips Out	
	Approved	Proposed	Approved	Proposed
AM	520	421	170	163
PM	82	81	345	210

The changes to land use within the hospital has resulted in a reduction to the traffic generation of the development. While overall, the GFA of the development has decreased by 12.7%, decreases to trip generation of 19% and 39% exist for AM and PM peak hours respectively. This is due to;

- the change of land use within the hospital, with the result spreading trip demand over the day rather than within peak periods, and
- the removal of the research unit from the hospital site.

Only minor decreases are seen with trips in the non-peak direction.

Considering that the access points to the hospital development remain unchanged, the above proposed figures will not create a negative impact on the surrounding road network.

3 Biomedical Research Building - Revised Parking Requirements and Traffic Impacts

3.1 Parking Requirements

The removal of the biomedical research unit from the hospital to the independent facility has resulted in the need for a standalone calculation of the parking requirements. The parking requirements are based upon those outlined in the TIA submitted in July 2016, however with revised staffing requirements and occupancy levels. A summary of the proposed changes to the GFA of the biomedical research building is shown below in Table 3-1 and the results of the parking assessment are shown in Table 3-2.

Table 3-1 Changes to Biomedical Research GFA

	Approved Biomedical Research Unit	Proposed Biomedical Research Building	Percentage Change
GFA (m ²)	3204	10,840	+ 238%

Table 3-2 Changes to Biomedical Research Parking Requirements

	Approved Total Parking Req.	Proposed Total Parking Req.	Proposed Accessible Parking Req.	Percentage Change
Biomedical Research Building	53	167	4	+ 215%

The GFA proposed for the biomedical research land use has increased significantly. This increase is matched by an increase the parking requirement of 114 spaces. Four accessible parking spaces are also required for this facility.

This proposal is seeking approval of the parking requirement of 167 spaces, including 4 accessible spaces, for the Biomedical Research Building.

3.2 Parking Provision

69 car parks have been provided on-grade over two locations on the research building. Additionally, the basement to the research building provides car parking for 126 vehicles, 7 of which are proposed as a stacked arrangement. The parking plan is illustrated in Figure 3.1 and Figure 3.2.

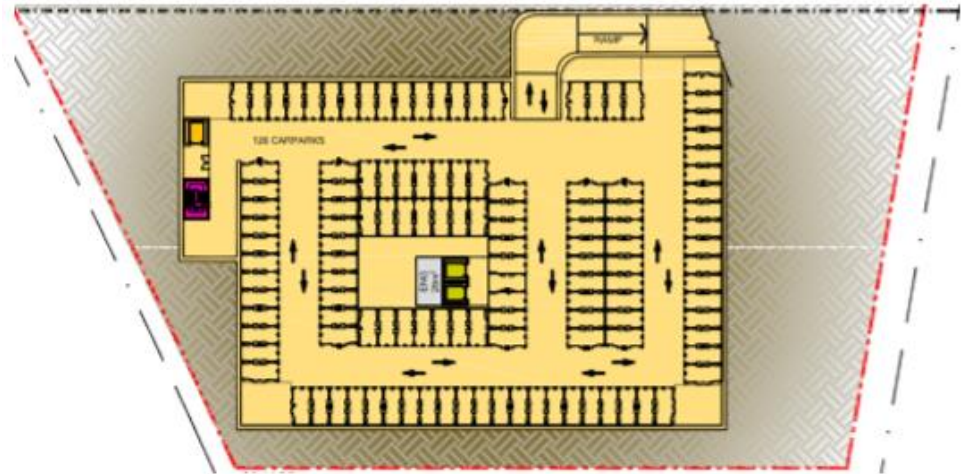


Figure 3.1 Biomedical Research Building Basement Parking



Figure 3.2 Biomedical Research Building Parking Footprint

The current design has a total parking provision of 195 spaces, exceeding the requirement of 167. It is proposed to replace a portion of the standard spaces with accessible spaces to meet the minimum parking requirement of both.

3.3 Traffic Generation

The traffic generation for the development is based on those outlined in the TIA submitted in July 2016, and as accepted by the Minister for Planning on 27th April 2017 under SSD_7387. The expected operational characteristics of the proposed research building have again been adopted to remain consistent with the parking assessment.

The outcomes of the traffic generation assessment and comparison to the approved assessment are presented in Table 3-3. The increase to the size of the biomedical research land use is replicated in the increased number of trips generated by the development.

Table 3-3 Biomedical Research Building Traffic Generation

	Trips In		Trips Out	
	Approved	Proposed	Approved	Proposed
AM	38	120	4	13
PM	3	10	29	90

Combining the traffic generation of the research building and the hospital, a net decrease in trip generation can be observed. This is presented below in Table 3-4.

Table 3-4 Combined Traffic Generation of Hospital and Biomedical Research Building

	Trips In		Trips Out	
	Approved	Proposed	Approved	Proposed
AM	558	542	174	177
PM	85	95	374	312

The data shows with the proposed changes to the development, no negative impact will be experienced in the surrounding road network.

4 Key Findings and Recommendations

4.1 Key Findings

The key findings from the updated assessment include the following:

- The changes to land use of the hospital site results in a reduction to car parking demand (to 826 spaces) which is met by the parking allocation.
- The biomedical research building car parking allocation exceeds the requirement for the facility (167 spaces).
- The overall parking requirements for the development is a combined 993 parking spaces. This is met by both buildings independently of one another shown by the proposed parking allocation in Table 2-3 and Section 3.2.
- The combined traffic generation for the whole development does not exceed previously approved calculations and will therefore not further negatively impact the adjoining road network.

4.2 Recommendations

As a result of this addendum, it is recommended that the revised changes to the development application be accepted on the basis of the above findings.

Should you require any further information, please do not hesitate to contact the undersigned.

Yours Sincerely,



Shannon Edwards

Transport Planner

T +61 (0)2 90986800 D +61 (0)2 80904095

shannon.edwards@mottmac.com