

Our Ref: 17163

4 October 2017

Canterbury-Bankstown Private Hospital Pty Ltd
c/- SGC Asset Management Pty Ltd
Suite 303, 21-23 Burwood Road, Burwood NSW 2134
PO Box 1133 Burwood North, NSW 2134

Attention: Mr Stephen Spriridonidis

Dear Stephen,

**RE: PROPOSED BANKSTOWN PRIVATE HOSPITAL AT 297-299 CANTERBURY ROAD, REVESBY
PRELIMINARY TRAFFIC AND PARKING ASSESSMENT**

As requested, please find herein The Transport Planning Partnership's (TPPP) preliminary review of the traffic and parking implications associated with the proposed development of a new private hospital (Bankstown Private Hospital) at 297-299 Canterbury Road, Revesby.

This preliminary traffic and parking assessment has been prepared to support the request for the Secretary's Environmental Assessment Requirements (SEARs) for the proposed development. It is noted that a detailed traffic and parking assessment will be conducted to accompany the State Significant Development (SSD) application.

This preliminary traffic and parking assessment has considered the following:

- review of existing traffic conditions surrounding the site
- provision of adequate parking supply to meet future demands
- anticipated additional traffic generation arising from the proposed development
- site accessibility and service vehicle requirements
- identification of the transport related constraints and opportunities.

Background

The subject site is located at 297-299 Canterbury Road, Revesby, and falls within the jurisdiction of City of Canterbury-Bankstown Council (*formerly Bankstown Council*). The site is currently occupied by two buildings associated with the baby furniture store, Love n Care, with vehicle access currently provided off Canterbury Road and Mavis Street.

A locality map of the site is provided in Figure 1.

Figure 1: Site Locality Map



Source: Open Street Map

Proposed Development

The proposed development involves the demolition of two existing onsite buildings and construction of a new private hospital to serve the Revesby-Bankstown area.

The proposed private hospital development is set to comprise of the following:

- 251 hospital beds
- 3,500m² gross floor area (GFA) of medical consulting centre uses for out-patients
- 60 place child care centre
- ancillary shops and clinical services (e.g. florist, theatre rooms etc.)

In addition to this, a three-level basement car park is proposed to serve the development, containing some 433 car parking spaces.

Car Parking Assessment

The Bankstown Development Control Plan (DCP) 2015 does not state a parking rate for Hospitals (private or public). Comparably, the Canterbury DCP (amended 2016) states that “A Traffic and Parking Assessment Report with a survey of similar developments is required”.

On this basis, a traffic and parking survey of a comparable private hospital will be undertaken as part of the detailed traffic and parking assessment to support the SSD application. However, for the purpose of estimating the car parking requirements for the proposed development, the RMS *Guide to Traffic Generation Developments* (Guide) has been used as a benchmark for this preliminary car parking assessment.

The RMS Guide includes a car parking rate for private hospital developments, noting that these rates have been based on 1994 traffic surveys conducted at 19 private hospitals in the Sydney region. The surveyed hospitals had between 30-99 beds (B) and between 10-102 average staff per weekday day shift.

The RMS peak parking accumulation (PPA) at a private hospital is estimated as follows:

- $PPA = -26.52 + 1.18B$
(when the average number of staff per weekday day shift is unknown)

Based on the proposed provision of 251 hospital beds, the proposed development would require in the order of 270 car parking spaces in accordance with the RMS Guide for private hospital developments.

TTPP notes that the Bankstown LEP defines a hospital as including ancillary facilities for people that are admitted as in-patients to the hospital, including health consulting rooms, shops and cafes etc.

However, the proposed hospital ancillary facilities are likely to be also used by out-patients who do not get admitted as in-patients to the hospital.

In this regard, TTPP estimate that the proposed development will include some 3,500m² GFA of medical centre uses that may be used by out-patients.

The proposed 60 children child care centre has a parking requirement of 12 parking spaces.

A summary of the car parking requirement as part of this preliminary car parking assessment is provided in Table 1.

Table 1: Preliminary Car Parking Assessment

Land Use	Size	Car Parking Rate	Car Parking Requirement
Hospital Beds	251 beds	-26.52 + 1.18B	270 spaces
Medical Consulting Centre	3,500m ² GFA	4.08 spaces per 100m ² GFA ^[1]	143 spaces
Child Care	60 places 10 staff ^[2]	<ul style="list-style-type: none"> • 1 space per employee, plus • 2 additional spaces for the exclusive use of any associated dwelling 	12 spaces
Total Car Parking Requirement			425 spaces

[1] The car parking rates for the medical consulting centre uses have been based on recent traffic survey data conducted in 2015 for medical centre developments by RMS.

[2] It has assumed that the child care centre would have 10 onsite staff for the purpose of estimating car parking requirements.

Table 1 indicates that the proposed development would require in the order of 425 car parking spaces to serve the proposed development.

The proposed Bankstown Private Hospital is proposed to provide 433 car parking spaces, which satisfies the car parking requirements as set out in the RMS Guide and Bankstown DCP 2015 (refer to Table 1). However, further detailed parking surveys will be conducted at a comparable private hospital site, as part of the SSD application, to compare the proposed car parking provision against recent parking survey information to ensure adequate car parking provision.

Traffic Assessment

RMS provides traffic generation rates for different land uses in their Guide to Traffic Generating Developments and in their Technical Direction (TDT 2013/4a) containing revised rates. In addition to this, recent traffic generation studies have also been carried out for the following:

- Medical Centres, prepared on behalf of RMS, dated August 2015
- Child Care Centres, prepared on behalf of RMS, dated August 2015.

Based on the above traffic generation studies, the anticipated trip generation arising from the proposed development is summarised in Table 2.

Table 2: Proposed Bankstown Hospital Traffic Generation Estimate

Land Use	Size	RMS Trip Generation Rate		Traffic Generation Estimate	
		Morning Peak	Evening Peak	Morning Peak	Evening Peak
Hospital Beds	251 beds	-12.41 + 0.57B	-11.96 + 0.69B	131	162
Medical Consulting	3,500 m ² GFA	5.55 trips per 100m ² GFA	4.56 trips per 100m ² GFA	194	161
Child Care	60 children	0.77 trips per child	0.78 trips per child	46	47
Total				371	370

Table 2 indicates that the proposed development would generate in the order of 371 and 370 two-way trips in the morning and evening peak hour, respectively.

Site Accessibility and Car Park Layout

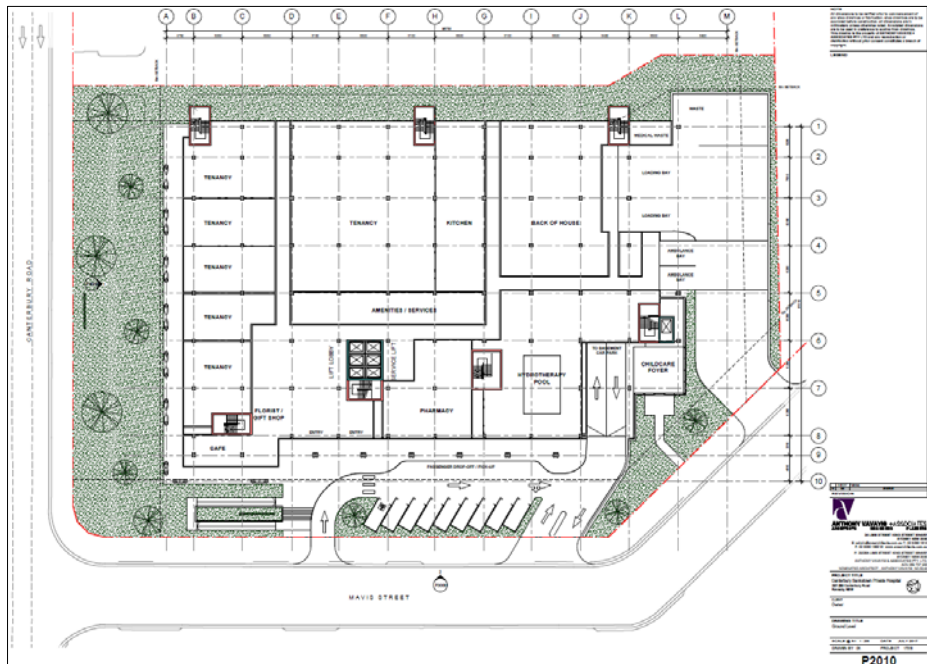
Vehicle access to the site is proposed off Mavis Street, along the eastern perimeter of the site via three separate access points as follows:

- Access 1 – provides access to the porte-cochère system along the main frontage of the site for passenger drop-off and pick-up activities, which is consistent with other similar private hospital developments within the Sydney region.
- Access 2 – main general public access to the basement car park containing some 433 car parking spaces
- Access 3 – service and ambulance vehicle access only to the dedicated loading and ambulance bays.

In addition to this, appropriate allocation for bicycle and motorcycle parking spaces and loading facilities would be provided onsite to meet the anticipated demand of the proposed development.

The proposed access arrangements are shown in Figure 2.

Figure 2: Proposed Access Arrangements



Further to this, it should be noted that the car park, access and associated elements are proposed to be designed in accordance with the design requirements set out in the relevant Australian Standards for car parking facilities.

Transport Constraints and Opportunities

The proposed development will provide an extensive range of medical and acute services for the Revesby-Bankstown area and surrounding suburbs. As indicated previously, access to the proposed development would be provided directly off Mavis Street. As such, all traffic associated with the proposed development will consequently need to traverse via the Mavis Street-Canterbury Road intersection, which currently operates as a seagull intersection.

The existing peak hour traffic volumes at the Mavis Street-Canterbury Road intersection are shown in Figure 3.

Figure 3: Existing Peak Hour Traffic Volumes



Based on the anticipated additional 370-371 two-way trips during the peak periods, the Mavis Street-Canterbury Road intersection will be assessed as part of the detailed traffic and parking assessment to ensure an acceptable level of operation at the intersection can be maintained.

Summary and Conclusion

In summary, the traffic effects of the anticipated additional traffic generated by the proposed Bankstown Private Hospital will be assessed as part of the detailed traffic and parking assessment to support the SSD application. In addition to this, the proposed car parking provision is considered appropriate to serve the development, but will be subject to detailed parking surveys of a comparable private hospital development site.

We trust the above is to your satisfaction. Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours Sincerely,



Wayne Johnson
Associate Director