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Dear Harrison,

Concord Repatriation General Hospital Redevelopment (Concept & Stage 1) – SSD 9036 Modification 7 - Traffic Statement

Introduction

Arup has produced the following Traffic Statement to support Modification 7 of the Concord Hospital Redevelopment Stage 1 (SSD-9036). Modification 7 requires the amendment of the project description and the planning condition D28 which relates to the number of car parking spaces to be provided as part of the Stage 1 redevelopment of Concord Hospital. The proposed amendment to the wording of the consent conditions are as follows:

Description of development under SSD-9036 is being amended to:

Concord Repatriation General Hospital redevelopment (Concept and Stage 1), comprising:

- *Stage 1 development:*
 - *demolition of buildings and structures*
 - *new 44,000 sqm, six storey Clinical Service Building*
 - *new five storey car park accommodating a minimum of 550 590 cars*
 - *temporary minimum 300 space on-grade car park*
 - *landscaping.*
- *Stage 2 Concept:*
 - *new 38,000 sqm, eight storey Acute Services Building*
 - *new five storey car park for a minimum of 500 approximately 520 cars.*

Condition D28 under SSD-9036 to be amended to:

D28. The following parking spaces provisions are required to be made available on-site to meet the Stage 1 campus masterplan parking demands:

(a) *A minimum of 300 car parking spaces are to be provided within the temporary car park including accessible spaces within 12 months from the date of commencement of occupation of the CSB.*

(b) *Following completion of the temporary carpark, the carpark north of Hospital Road will be subject to:*

- (i) *Removal of no more than 300 existing at-grade spaces during the construction of the MSCP works*
- (ii) *A minimum of 590 550 car spaces within the new MSCP*
- (iii) *Reinstatement and modification as necessary of all surrounding at-grade parking affected by the MSCP works to meet the minimum Stage 1 campus masterplan parking demands*

(c) *40 bicycle parking spaces.*

(d) *all carparking modified and provided in the project is to be made compliant with AS2890*

The following sections outline the justification and clarification as to why this change is required. Reference is made to the Transport and Accessibility report prepared by Arup for the SSD application dated 8 August 2018. The following sections are written in clarification of the original assessment to support the reworded condition for certification purposes.

Parking demand and staging

Section 6 of the Arup report referred to a Stage 1 parking demand based on the break. The parking demand for the hospital during Stage 1 was developed based on the Arup hospital parking model which inputs staff, patients and visitors at Concord Hospital. Allowance was also made for a small number of Sydney Local Health District (SLHD) vehicles. The current parking capacity prior to any Stage 1 works is 1,957 spaces. The parking demand increases from 2,008 spaces (prior to any Stage 1 works) to 2,381 spaces (by the end of Stage 1 works). Refer to Table 1 below.

To meet the Stage 1 demand of 2,381 parking spaces, the intention of the proposed works was to build a multi-storey car park (MSCP) over existing car parking in the Hospital Road at-grade car park as per Figure 1 and Figure 2 below. As such, this displaces some of the existing at-grade parking spaces to deliver more spaces in a multi-storey structure.

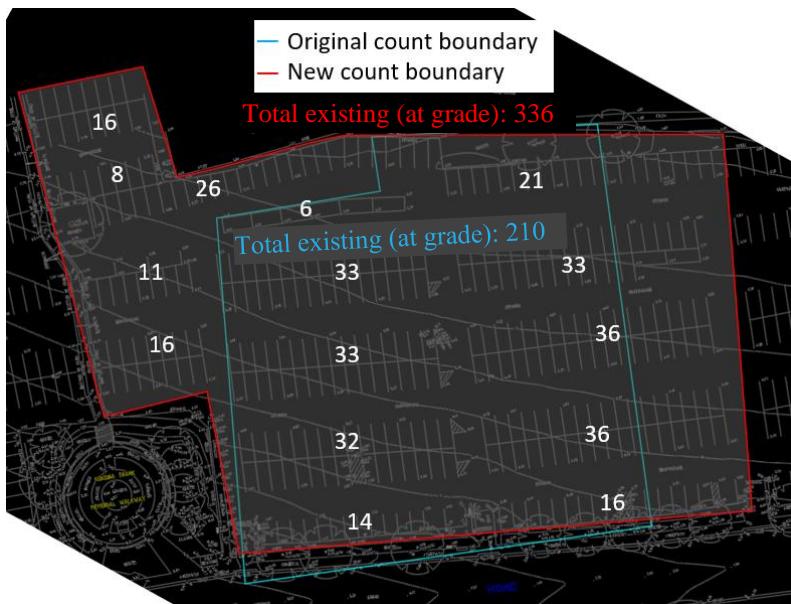


Figure 1: Total existing spaces in the affected area



Figure 2: Total spaces remaining at-grade after works

As noted in the diagrams, the provision of the MSCP footprint and its access road affects the existing car park layout and function, resulting in changes to the adjacent car parking layout (in purple), which adjusts the overall number of parking spaces in the final state. From the at-grade adjustments alone (without consideration of the MSCP provision), there is a removal of 207 at-grade spaces to accommodate the revised parking layout and MSCP footprint.

However, in response, as per Section 4.2 of the Transport Assessment, an MSCP structure is proposed to cater for a minimum of approximately 550 car parking spaces, with the current design allowing for 556 car parking spaces. These spaces will be provided within the MSCP footprint. It should be noted that during construction of the MSCP, there will be a temporary loss of at-grade parking to construct the building as per the original SSD.

Therefore, on this basis, the car parking demand for Stage 1 will be met as per Table 1.

Table 1: Car parking summary for Stage 1

Phase	Change +/-	Campus Parking Supply	Estimated Campus Parking demand	Number of additional spaces required to meet campus parking demand
Existing	-	1,957	2,008	51
Losses during Stage 1 building construction	-100*	1,857	2,008	151
Ramp wards demolished and temporary at-grade carpark built	+300	2,157	2,381	224
MSCP Stage 1 construction	-336	1,821	2,381	560
MSCP completion	+685	2,506	2,381	0

*Approximate number with reduction of car parking across the Stage 1 redeveloped site

This estimated campus parking supply is similar to the campus parking supply provided in the SSDA (Section 4.2.5) which allowed for a total of 2,539 car parking spaces by the end of Stage 1.

Traffic Assessment

Section 5 of the Traffic Assessment discussed that a spreadsheet model was developed to estimate the peak hour and daily traffic generation of the hospital for Stage 1 and Stage 2. The model forecasts the traffic generation of staff, patients and visitors based on a number of inputs and variables and is calibrated with the existing travel patterns to the campus. Arrival and departure proportions by time of day to account for varying peaks by different users.

Given that the car parking figures in the previous section were based on the demand (which is not changing), there will be no additional traffic impacts or assessment required. In addition, the more accurate count of car park supply at the end of Stage 1 has reduced slightly by 33 spaces to further justify no additional traffic generation.

Summary

Arup has considered the parking demands and supply based on the current design and supports Modification 7 of the Concord Hospital Redevelopment Stage 1 (SSD-9036). Modification 7 requires the amendment of the planning condition D28 which relates to the number of car parking spaces to be provided as part of the Stage 1 redevelopment of Concord Hospital. There are no additional car parking and traffic impacts associated with this modification.

Should you have any questions regarding the content of this Traffic Letter, please contact the undersigned on 02 9320 9259.

Yours sincerely

A handwritten signature in blue ink, appearing to read "James Turner".

James Turner
Senior Engineer