

Ryde Hospital Redevelopment Concept & Stage 1

Submitted 20 September 2022

Local Community Member Submission Opposing the Concept Plan and Stage 1 Works

The redevelopment of Ryde Hospital is truly a wonderful outcome for our community, and will offer many needed services and benefits when completed. However, as a local resident stakeholder on Ryedale Rd, opposite the proposed multi storey car park adjacent to the hospital, I object to the proposed concept plan as being inappropriate given the excessive bulk and location of the car park building. If the development were to proceed, as detailed in the concept plan, Ryedale Road residents will suffer a significant loss of amenity due to significant increased traffic impacts including excessive noise, air pollution and unacceptable levels of overshadowing.

Further, I object to the proposed Concept Plan and Stage 1 works as there has been a grossly inadequate and potentially misleading community consultation.

The approval of the concept plan and stage 1 works should not proceed at least until the broader residential community stakeholders surrounding the proposed development has had the opportunity to properly understand the details of the project concept and respond accordingly.

Carpark Alternatives

As you are already aware there are three options for the multi storey carpark outlined in the supporting documents. Two of the alternative carpark options are situated on Denistone Rd, which has been historically the main access point to the Hospital. Both of these options are far more appropriate for the increased scale of the redevelopment given Denistone Roads' proximity to Blaxland Road and its flat terrain is far better suited to the volume of vehicles and service trucks that will visit the site.

The following points outline the issues that needed to be brought to the attention of the local community so that a proper assessment of the project's impact can be made.

1. EXISTING TRAFFIC RYEDALE RD— specifically approaching the crest of the hill, Fifth Ave and Fourth Ave to the north.

Ryedale Rd is already congested at the top of the hill due to traffic accessing the hospital, and the existing Private Health Services including Ryde Medical Centre with Specialist Rooms, Laverty Pathology and PRP Radiology.

PRP Radiology has a small carpark behind its premises with one driveway access in and out to Ryedale Rd. Clients are obliged to queue on Ryedale Rd as the public exit / enter the premises. Many local residents, (predominantly elderly), cross the roads on frames and park in the surrounding streets when the car park to the medical centre is full. Staff are encouraged to park in the streets, particularly Fifth avenue, to allow more space for clients accessing the car park on the corner of Fourth Ave and Ryedale Rd.

The distance between the crest, (which has blind spots ascending and descending the hill), and Fourth Ave at the roundabout, is approximately 150 meters. This distance corresponds to 56 to 72 Ryedale Rd Denistone.

This congestion on the hill coincides with business hours during the week, and Saturday until 12midday. Outside of those hours, our little neighbourhood goes back to normal, being a peaceful family orientated community.

The proposed Concept Plan and Stage 1 Works support documents have inadequately addressed these issues and proper consideration by the traffic planners should focus on this matter.

Adopting the Dennison Road Car park options would avoid making this problem worse.

2. PROPOSED MULTI STOREY CAR PARK AND ACCESS POINT AT CREST OF HILL

The entry/exit point opposite 56 to 58 Ryedale Rd. Despite the present congestion already apparent from the crest of hill to Fourth Ave, and the DISTANCE BEING ONLY 150 meters, the concept proposal is adding to this an eight-storey car park with the capacity of 350 car spaces for staff and public.

The entry and exit point will be on top of the hill close to the blind crest and will have 4 lanes, ie. two lanes entry and two lanes exit with only left-hand turn entering and exiting the car park. A raised medium strip will be sited on the crest. This car park will be the largest on the hospital site, and most alarmingly share its access point with the main Logistics thoroughfare of the hospital. So, our little community will be greatly affected by the influx of traffic noise from both shift workers and delivery trucks. Lights will be in the car park throughout the night disturbing resident's sleep. Traffic supporting hospital business - including food deliveries, laundry, medical deliveries waste etc. will be funnelled around all perimeters of the hospital from Blaxland Rd to make a left hand only entry /exit at the crest of Ryedale Hill. These deliveries will occur as early as 4am, not to mention shift workers all having different starting and ending times. So, the disturbances for residents at 4am, 5am, 6am and 7am by cleaners, orderlies, nurses and doctors as well as delivery trucks, will impose a huge impact to our quiet neighbourhood directly behind the hospital.

End of shifts and exits from the above car park will be staggered through the evening as late as 12 midnight depending on the shift. In particular the residents between 58 and 72 Ryedale Rd will be doubly affected by shift workers and delivery trucks coming up the hill, then being forced to continue to the roundabout Fourth Ave, do a u turn and to back track again past these houses in order to make a Left hand turn into the car park. During the day, residents exiting Fifth Ave and going to West Ryde or Victoria Rd, can only turn left onto Ryedale Rd, then proceed to the roundabout at Fourth Ave, do a U turn and then cross the top of the hill in order to proceed down Ryedale Rd toward West Ryde. It is evident that the congestion on Ryedale Rd between the crest of the hill to the roundabout Fourth Ave, with a distance of 150 meters, needs to be fully addressed and the impact to the surrounding residents be seriously respected.

3. TRAFFIC CONCERNS AND FEASIBILITY STUDIES —-in particular the Concept Plan traffic studies were conducted during covid impact and between lockdowns.

It is apparent from my brief review of the EIS, Transport and Traffic report, which is 189 pages long and difficult to read, I now put before you a few points that concern me and should be further and properly considered before the proposal proceeds.

Traffic volume studies were conducted on 24 June 2021 between peak hours 7am and 10am, as well as 3pm and 6pm. This coincides with covid restrictions and lockdown which were lifted by approximately October 2021. Many residents surrounding the hospital were working from home during this period and therefore their traffic use would be different to the normal pattern pre and post covid. I submit that given the timing of the traffic studies these findings are flawed.

The projections from the traffic study are the basis for the forward projects and therefore are unreliable at best and potentially misleading.

Notably, on page 56 (6.1.2) FUTURE SITE Projects, it mentions that hospital beds will increase by approximately 98 beds from 132 to 230 in 2031/32. This is a 74% increase in the number of beds. Then it proposes that FTE (Full time equivalents staff) will increase indicatively by 258 from 519 to 777 in 2031/32.

Alarmingly, by my calculations, this is only a 49 % increase of staff as basis for their future traffic generation model. This doesn't make sense.

Does the proposal suggest that NSW Health will be decreasing staff levels by 2031/32?

Also, using the FTE reference as a measurement is flawed as it doesn't reflect the number of staff needed in relation to the shifts for the day. There are 6,7,8 and 12 hr shifts depending being Full Time, Part Time or casual. Some wards work only 12hr shifts like ED or ICU in many hospitals for example. Basing the future traffic generation upon FTE's does not work in practice. As 2 or 3 part time or casual staff working across one Full Time Equivalent shift will generate 2 or 3 times the traffic movements and not just one.

If you had to replace two 12 hrs shifts for a day due to sick calls, you could use either 2 nurses working 12 hrs, 3 nurses working 8hrs or 4 nurses working 6 hr shifts. As you can see this has a huge impact when estimating future traffic trips in and out of the hospital as well as parking. Also, these predictions don't cater for patient Acuity. If you are in ICU nurses have one nurse to patient ratio, HDU maybe one to 2 patients, while theatres could have several nurses for one patient. And this is just Nursing.

The hospital will have medical staff, admin, dietary services, orderlies etc.

So, I would like to make the point that I have serious questions about the validity of the feasibility studies and future traffic projections of trips in and out of hospital, and also the circulation of traffic in the streets surrounding hospital, based on the limited and labile references used.

There is no mention in the Traffic report (or apparent consideration) of the other traffic impacts that will follow as a consequence of Ryedale Rd becoming the main functional entrance of the hospital including:

Staff shift changes and truck deliveries staggered from 4am to up to midnight disturbing not only Ryedale RD, but Florence Ave and the whole perimeter of the hospital. Whereas if the car park and delivery entry points were on Denistone Road close to Blaxland Rd, there would

be less circulation of traffic around all perimeters of hospital, therefore less traffic noise during the night and early hours affecting unnecessarily surrounding neighbourhood sleep patterns.

I could not find any assessments or studies assessing other environmental impacts from increased traffic generation including increases in carbon emissions. Car and truck journeys up and down hills not only generating greater noise pollution through exertion of vehicles, but also greater exhaust fumes and carbon emissions especially for the residents lining Florence Ave and Ryedale Rd Hill.

4. VISUAL IMPACT AND OVERSHADOWING OF BUILDINGS — in particular Ryedale Rd and back of the hospital redevelopment.

The Visual Impact Assessment Report (View 4: Fifth Ave Figure 16.) concedes that “Due to the introduction of a new multi-level building in a view in which none currently exists, the proposal represents a **major change**”, and continuing further, “the proposal is considered to have a **considerable magnitude of visual impact**”.

This major change, especially with an eight storey car park with open floors by day, and blazing car lights at night, will also visually impact upon local residents near to the hospital car park redevelopment proposal. There has been no mention of these impacts in the paltry brochures dropped to the local letter boxes, supposedly to inform local stakeholders along Ryedale Rd and Fifth Ave.

The Environmental Impact statement: Concept Proposal - Shadow diagrams for 21 June 9am to 11am of proposed redevelopment shows excessive loss of sunlight. I am concerned about the extent of shadowing blocking many residents' morning sun—At least 12 properties down the hill along Ryedale Rd, Fifth Ave and also as far as Third Ave are adversely affected.

The multi storey carpark with 8 floors also exacerbates the extension of shadowing for the residents of 56 ,54 and 52 Ryedale Rd as per Diagram 2. These residents have shadowing until 11am. The diagrams don't represent the difficulties of sunshine exposure already for a neighbourhood living down the side of a hill. Gardens, homes needing sun for drying purposes in winter to evade mildew, or even simply for wellbeing, all have an impact to our community.

5. COMMUNITY ENGAGEMENT— in particular the lack of information and detail to the residents who will be MOST impacted by the redevelopment i.e. Ryedale Road between Third Ave and Fourth Ave roundabout, as well as Fifth Ave.

The detail and information about this project provided to stakeholder residents at the back of the hospital Ryedale Rd and Fifth Ave was poor in general and at times potentially misleading. The pamphlets in the letterbox drops were lovely and glossy, but lacked information particularly detailing the significant impact to our area.

When questioning members of the redevelopment team they were unable or unwilling to provide critical details such as the height and number of storeys to the carpark. One member said the concept plan was only the buildings placement, and the carpark and access point on Ryedale Rd will be sorted in the next stage. It was only after I spoke to a neighbour with a building background, that he enlightened me that the multi storey carpark and the access point for logistics are a part of the concept plan.

Ethos Urban —Environment Impact Statement was written 16 August 2022. We received a letter from your dept (Dept of Planning and Environment) dated 22/8/2022 informing us that the application including the Environmental Impact statement will be on display on the NSW planning portal from the 24 August to the 20th Sept 2022. All submissions and objections are to be lodged by 20 Sept 2022.

We have had less than a month to search by ourselves key information through 100's of pages of technical documents relating to the impacts on our community. I personally found it difficult to access on your web site for information and to submit this document. I know for a fact that several older residents do not have computers, and even the residents who do have some computer literacy have found the process difficult and inaccessible.

Only 2 weeks ago I personally did a door knock on Fifth Ave and was quite amazed about the lack of information received and understood by residence relating to the impacts of car park and future traffic generation.

One resident said they went to the most recent "Drop in" centre at Ryde Hospital and received little information. I had to point out to several neighbours about your website and the importance of writing a submission by the 20th Sept 2022. They clearly did not understand the process or have no idea of how to even understand what was happening on their door step.

In conclusion, the Engagement Report demonstrates that community engagement has been minimal and inadequate, and I ask that the approval process should be delayed until proper Community Consultation can occur.

The Concept Plan and Stage 1 works should not be approved and the whole development should be put on proper display in the local area shopping centres together with full disclosure details sent to all residents impacted by the proposal to allow proper scrutiny and community feedback. The process has been a sham!