

Response to RPA Hospital Multi-storey Staff Carpark (SSD 7542)

I am a long term resident owner of a Church St property two blocks north of the proposed development, and a frequent pedestrian, bicycle and vehicular traveller in the local area.

While I support the creation of much-needed RPA staff car parking, and do not object to the purpose, scale or aesthetics of the building, I object to particular aspects of this development detailed below.

1. Site Context

The aerial view below shows the context of the site and labelled items referred to in this document.



Figure 1 Site Context [NSW Government, SIX Maps, Retrieved Jul 2016]

1.1 Queen Mary building

The Queen Mary building has recently been redeveloped by Sydney University as 800 room student accommodation with current near 100% occupancy. At least 1600 daily pedestrian journeys are therefore made by students between this building and the Sydney University campus to the east, and elsewhere.

1.2 Vacant Lot

The dirt-surfaced Vacant Lot has an area of about 12,000m². It was formerly used as hospital parking but is now vacant and unused. The site of a proposed private hospital, it is owned by Macquarie International Health Clinic and is the subject of a long-running legal dispute [6].

1.3 Existing Ground Carpark

This flat car park currently used for hospital parking has an area of about 7500m².

1.4 New MSCP

The area of the proposed MSCP is about 5500m².

2. Observations

The following observations made during my time of residence support my objections to particular aspects of this development. These observations include numerous large construction projects including redevelopment of the Queen Mary building, and numerous redevelopments of the Sydney University Mallet St campus.

2.1 Church St - width and realignment

Church St was gazetted for widening by 8m in 1926 and all subsequent developments forbidden from extending into this area. This is clearly seen in the difference in the setback of buildings between Briggs and Dunblane St (terraces built in the 1890s), and Dunblane and Lucas St (Chinese Consulate built ~2000s).

The City of Sydney Church & Fowler St Traffic Calming [1, 2] aligned and widened the footpath along the entire length of Church St in 2016 so that the street is the narrow pre-1926 width of about 7.5m. Additional extensions into the street have been installed at intersections, gardens planted, and Shared Zones established.



View south at corner of Lucas and Church St showing former 1.2m bitumen footpath, and new 5.5m concrete footpath with planted corner extension



View north to corner of Lucas and Church St showing garden beds and tree plantings in 5.5m wide footpath



View north along Church St showing new 5.5m widened footpaths and narrow 7.5m street alignment



View north across Fowler and Church St intersection showing planted corner kerb extensions

2.2 Traffic and Parking

Vehicle traffic and parking in Church and surrounding streets varies widely according to the time and day. The following are consistent observations over the last 15 years of residence.

2.2.1 Normal Traffic

Weekdays 6-9am	A medium level of service vehicles, vehicular pedestrian and cyclist traffic, generally going to work rapidly and efficiently.
Weekdays 9am-12	The area is heavily trafficked with Consulate attendees as well as normal transit and work traffic. Large numbers of dangerously pre-occupied, erratic, slow, private vehicle drivers attend the Chinese Consulate. They cruise Briggs, Dunblane, Church and other nearby streets looking for parking, and occupy every possible legal and illegal parking space, driveway and the wide footpath. Disability Services and delivery vehicles frequently park on the wide footpath adjacent to the Consulate.
Weekdays 12-6pm	All Consulate traffic gone. Reasonable occupancy and turnover of short term parking. People know where to go, drive directly, and park efficiently.
Weekdays 6pm+	Much less short term parking and through traffic.
Weekends	With the end of the 1hr local parking restriction, spaces are heavily occupied with hospital staff who otherwise use unrestricted parking further away, hospital visitors, and people attending events at the Buddhist Library, Camperdown oval and Acre eatery (former Camperdown Bowling Club). Vehicular traffic is generally slower, but not as erratic as week days.
Sunday 10pm+	Everybody who does not live locally has gone. The streets are calm and many car parking spaces are available.

2.2.2 Existing Multi-storey Carpark Traffic

The Existing Multi-storey Carpark was hospital staff parking from 1996 to November 2015 when it reverted to private operation, and as a result of increased costs fewer staff park there [6]. It had 1050 spaces with very high occupancy rates during the day. Most vehicles entered in the morning and left at night, mostly via Carillon Ave at the traffic lights, with a lesser number exiting west across Church St into Fowler Lane.

2.2.3 Construction Traffic

During all construction projects there have been many trade vehicles parked on the streets from about 630am-4pm week days and Saturday. Trades people who bring tools drive vehicles. They do not catch public transport or car pool.

Numerous trade vehicles display Disabled Parking while their occupants work a full day as a tradesperson. During the recent Queen Mary building redevelopment at least five such vehicles parked in Church St were observed to discharge "disabled" tradespeople. Disabled Parking stickers are plainly and blatantly used to avoid fines for all-day parking.

Temporary Loading Zones for 2-5 vehicles are sometimes installed on Church St.

3. Objections

As a result of traffic calming measures installed in 2016 the project documents do not accurately reflect the current site. It is therefore difficult to determine whether objections are against planned or incorrectly-assessed items. Numerous project documents need to be amended before a proper assessment can be made. I nevertheless object to the following particular aspects of this development.

3.1 Objection 1 - Actual and potential factual inaccuracies

Project documents appear to have been issued without awareness of the City of Sydney Local Pedestrian, Cycling and Traffic Calming Committee [1, 2] or traffic calming measures implemented in Feb-Jun 2016. No mention of these measures was found in a search of documents downloaded from the Planning website.

The Transport Impact Assessment [4] includes the following mind-boggling statement:

1.3 Stakeholder Consultation

Stakeholder consultation has included discussions with the City of Sydney in March 2016 in relation to the traffic related impacts on the surrounding areas.

Plainly this consultation excluded the Traffic Calming Committee or anyone with knowledge of these works.

As a result, certain information in the project documents is factually inaccurate. For example, the former ~1.2m wide bitumen footpath on Church St between Lucas and Grose St has been replaced by a 5.5m wide concrete footpath along the new Church St alignment, with additional garden bed corner extension of 7.5m. The old footpath width is incorrectly shown in Drawings DA-0101, DA-0102, DA-0207, DA-0209, DA-0310. Church St has been narrowed to about 7.5m and does not have a parking lane on both sides as incorrectly stated in the Transport Impact Assessment [4] Section 2.2.1 "one traffic lane and one parking lane in each direction within an approximate 13m wide carriageway at the site."

Photographic evidence of the current street is shown in *Section 2.1 Church St - width and realignment*.

It is also likely that other information is factually inaccurate after the traffic calming implementation. For example, the traffic survey was undertaken in March before traffic calming was completed.

As a result of the changed condition, the proponent should at least:

- Engage with City of Sydney Traffic Calming Committee and review all planned, currently implemented and proposed traffic calming measures in the area.
- Re-survey all changed roads and footpaths and update all drawings accordingly.
- Update all documents and drawings with changed roads and footpaths, including photographs, road widths, and observations.
- Repeat traffic surveys and assessments for current actual conditions.
- Conduct a site visit with all relevant project team representatives.
- Obtain vehicle use, occupancy and movement figures for the existing multi-storey carpark, and hospital ground carpark, in order to determine actual vehicle movements.

3.2 Objection 2 - Extra traffic in traffic-calmed area

The proposal to discharge vehicles both north and south into Church St [3, 4] is completely contrary to the intentions of the City of Sydney Church St and Fowler St traffic calming measures [1]. The following table details these contradictions.

Traffic Calming Intent	Contradiction
p1, para 11 "part of the City's commitment to calm traffic and improve residential amenity"	The proposal will increase traffic and reduce residential amenity.
p2, para 1 "The treatments will .. reduce vehicle speeds at the intersections."	The proposal will increase the number of vehicles using these slowed-down intersections.
p2, para 2 "The proposal will discourage the use of Church Street as an alternative short-cut route for traffic bypassing both Missenden Road and Mallett Street."	The proposal will use Church Street as an exit route from the MSCP.
p2, para 4 "Rubber speed cushions are proposed along the street to slow-down traffic ." Concrete speed humps have actually been installed.	Extra traffic from the MSCP will be slowed down.

Traffic Calming Intent	Contradiction
p2, para 6 "A Shared Zone .. would be installed in Fowler Lane."	Traffic will be discharged into Fowler Lane.

Table 1 Traffic Calming Contradictions

I strongly object to the discharge of any traffic from the MSCP into or across any traffic-calmed street, including Church St. I trust that the City of Sydney will also object.

There is also a contradiction between project documents. The Transport Impact Assessment Figure 6.1 and Figure 6.2 show traffic discharge into Church St to both north and south, whereas the Site Analysis Plan NA80813231-DA-0101 shows traffic discharge into Church St only to the south.

3.3 Objection 3 - Western exit into Church St

The proposal discharges vehicles from a western exit across the footpath into Church St. The ~1.2m wide bitumen footpath shown in the Architectural Drawings [3] is incorrect. The footpath has been widened to 5.5m and is now concrete with garden beds, to improve pedestrian amenity. The width of Church St has consequently been reduced.

I object to vehicles crossing a 5.5m footpath into a narrowed street with a reduced vehicle turning curve on the grounds of functionality, pedestrian safety, and traffic flow.

3.4 Objection 4 - Construction traffic and parking

The Construction Management Plan [5] incorrectly asserts that the impact of construction traffic and parking will be minimal. From actual observations of previous construction projects in the area this is fanciful.

Construction Management Plan	Objection
9.2 Construction Traffic "Road network impacts will be mitigated by the fact that construction workers generally start earlier and finish earlier than the commuter peak periods, and would likely not coincide with the hospital peak periods."	Incorrect. Peak construction traffic periods coincide with the 6:30am to 7:30am AM peak hospital staff period stated in the Transport Impact Assessment [Section 2.3].
9.2 Construction Traffic "Construction workers driving to sites in constrained parking environments such as at RPAH with a nearby train station typically carpool – further reducing the impact on the road network."	Incorrect. A consistent observation from all previous development is that trades people who bring anything other than minimal hand tools drive vehicles. They do not catch public transport or car pool.
9.2 Construction Traffic "construction traffic .. volumes are expected to be low and in the order of 50 vehicles per day. ... the potential temporary impacts are anticipated to be minimal. "	Incorrect. 50 vehicles per day parking in the surrounding streets will have a very significant impact on resident parking unless off-street construction traffic parking is provided. Church St does not have many more than 50 parking spaces.
9.3 Parking " Minimal (if any) on-site parking will be provided for construction traffic due to physical site constraints for amenities, scaffolding and materials handling and local traffic conditions."	An astonishing omission. "Local traffic conditions" are the very reason that off-street parking should be provided. The 1.2 ha Vacant Lot two blocks from the construction site could accommodate every construction vehicle and the site office.

Table 2 Construction Traffic Issues

I very strongly object to no off-street parking being provided for construction traffic.

I strongly urge the proponent or contractor to negotiate with the owner of the large Vacant Lot (Macquarie International Health Clinic) to rent part of the land as a construction yard with sufficient parking, office, washing, loading and all other facilities for all vehicles for the entire duration of the project.

3.5 Objection 5 - Location and bad traffic routing

A cursory examination of the site context begs the question of why the new MSCP was not planned on the site of the existing Ground Carpark.

Compared to the existing Ground Carpark, the proposed location has the following problems:

- Traffic crossing pedestrian paths from Queen Mary building students, and pedestrians [Transport Impact Assessment, Fig 6.1, Site Analysis Plan D101]
- Increased distance from major feeder roads (Missenden and Carillon)
- Increased traffic impact on surrounding roads (Church, Lucas, Fowler) [Transport Impact Assessment, Fig 6.1, Site Analysis Plan D101]
- Does not use existing boom gate and traffic flow to Missenden Rd and Carillon Ave traffic light exit
- Further from hospital buildings
- Creates an additional separate parking precinct
- Has a 2000m² smaller land area: 5500m² vs 7500m²
- Does not adjoin with proposed new private hospital on Vacant Lot

4. Conclusion

I trust that resolution of these objections contributes to an improved outcome for all affected by, and benefiting from, this project.

Graham Dowden

Resident Owner, 82 Church St, Camperdown

References

- [1] City of Sydney (2015) Local Pedestrian, Cycling and Traffic Calming Committee 18 February 2015. Item 88. Traffic treatment – Footway Widening and Traffic Calming – Church and Fowler Streets Camperdown. Trim record no: 2014/466221 [Attached]
- [2] City of Sydney (2009) Transport & Urban Planning, Newtown, Darlington, Erskineville and Camperdown Draft Pedestrian, Cycling and Traffic Calming (PCTC) Plan. Ref. 28157
- [3] Cardno (2016) Royal Prince Alfred Hospital Proposed Multistorey Staff Carpark 106-112 Church St, Camperdown 2050. Drawings NA80813231-DA-[nnn] [Appendix B - Architectural Drawings].
- [4] GTA Consultants (2016) Royal Prince Alfred Hospital Lucas Street Multi-Storey Staff Car Park Transport Impact Assessment. Issue: C 03/06/16. Reference: 16S1251000. [Appendix F - Transport Impact Assessment].
- [5] NSW Government, Health Infrastructure (2016) Royal Prince Alfred Hospital Staff Car Park Project – Construction & Environmental Management Plan. 31 May 2016 [Appendix I - Construction Management Plan].
- [6] The Sydney Morning Herald, 31 May 2016. Available from: <http://www.smh.com.au/national/health/doctors-and-nurses-may-resign-over-car-park-woes-at-rpa-hospital-20160412-go4nnb.html>

"Royal Prince Alfred Hospital doctors and nurses are threatening to resign over a lack of parking following the expiry of the staff car park lease and its takeover by a private operator. The 1049-berth car park has been used by the hospital since 1996, but site owner Macquarie International Health did not renew the lease in November last year and took over the site, reducing to 600 the number of car parks available to staff."

**ITEM 88. TRAFFIC TREATMENT – FOOTWAY WIDENING AND TRAFFIC
CALMING – CHURCH AND FOWLER STREETS CAMPERDOWN**

TRIM RECORD NO: 2014/466221

RECOMMENDATION

It is recommended that the Committee endorse the installation of following treatments:

- (A) Footway widening along the eastern side of Church Street, Camperdown from Parramatta Road to Brodrick Street, Marsden to Briggs Streets, Dunblane to Lucas Streets and from Lucas to Grose Streets,
- (B) Footway widenings at the intersections of Church Street, with Brodrick, Marsden, Briggs, Dunblane, Lucas, Grose and Fowler Streets as well as at the intersection of Fowler Street with Mallett Street,
- (C) Four rubber speed cushions along Church Street, Camperdown between Brodrick and Grose Streets,
- (D) Continuous footway treatments across the intersections of Hampshire Street and Hampshire Lane on the western side of Church Street,
- (E) A Shared Zone (subject to RMS approval) in Fowler Lane, Camperdown between Church and Mallett Streets, including footway widening and continuous footway treatments at both ends of the lane.

DECISION

BACKGROUND

The Newtown/Camperdown Pedestrian Cycling and Traffic Calming (PCTC) Plan adopted in 2010 included a proposal to install footway widening and traffic calming treatments on Church and Fowler Streets, Camperdown as well as a Shared Zone in Fowler Lane.

COMMENTS

Currently Church Street has variable width footways which cause problems for both pedestrians walking along the street and access to nearby properties. The adjacent wide road space encourages increased speeds along the street and provides limited visibility at nearby intersections.

Residents have also complained that the street has very little landscaping and amenity and have requested that this be improved.

The proposed treatments are part of the Newtown/Camperdown Pedestrian, Cycling and Traffic Calming (PCTC) plan adopted by Council, which includes various proposals to address residents' safety and amenity concerns for their neighbourhood.

The proposal will help improve accessibility and general safety in the area as part of the City's commitment to calm traffic and improve residential amenity.

The footway widenings along parts of Church Street and at intersections will provide an upgraded footway along the street which will improve accessibility. The treatments will reduce the distance a pedestrian needs to cross the road and **reduce vehicle speeds at the intersections**. Pedestrian safety will increase from improved visibility and the treatments will provide landscaping opportunities to improve residential amenity in the street.

The proposed changes would not impact traffic flow in the street and there will be minimal loss of parking spaces in this proposal. **The proposal will discourage the use of Church Street as an alternative short-cut route for traffic bypassing both Missenden Road and Mallett Street**

The footway widenings at the intersection of Fowler with Mallett Streets include works outside the City's borders. Marrickville Council has given in principle agreement with this proposal.

Rubber speed cushions are proposed along the street to slow-down traffic. The cushions are quieter than raised concrete speed humps and cause less interference to residents.

The continuous footway treatments across laneways provide a raised area at the intersection which requires motorists to give way to pedestrians. This will also reduce vehicle speeds adjacent to these laneways.

A Shared Zone (if approved by the Roads and Maritime Services) would be installed in Fowler Lane. In a Shared Zone, pedestrians have the right of way and drivers are legally required to give way to pedestrians. Shared Zones have a 10 km/h speed limit and continuous footway treatments are included at the entry points as well as speed cushions to ensure motorists drive at 10km/h speed.

Due to the narrow width of the some unchanged sections of Church Street, it is not possible to provide separated cycleway facilities along the street. However the proposal would slow-down traffic which would therefore improve safety for cyclists using the street. Access for cyclists would be shared with traffic.

CONSULTATION

The City consulted local residents and businesses in the area. There were 482 letters sent out with 5 responses supporting the proposal and 3 responses opposing the proposal.

One resident opposed the proposal as they do not believe it is warranted. Another resident opposed the proposal because **daytime kerbside parking is in high demand in the area.**

The third response wanted the City to reduce traffic on the local streets by reroute the traffic generated by existing properties. However the City has no control over the University of Sydney, Chinese Embassy or the Royal Prince Alfred Hospital. These are private properties and the City cannot change the way they currently operate.

The other five submissions were strongly supportive as these residents believe that the proposal would greatly improve amenity and safety in the street. The proposal should also discourage the use of Church Street as an alternative short-cut route for traffic bypassing both Missenden Road and Mallett Street.

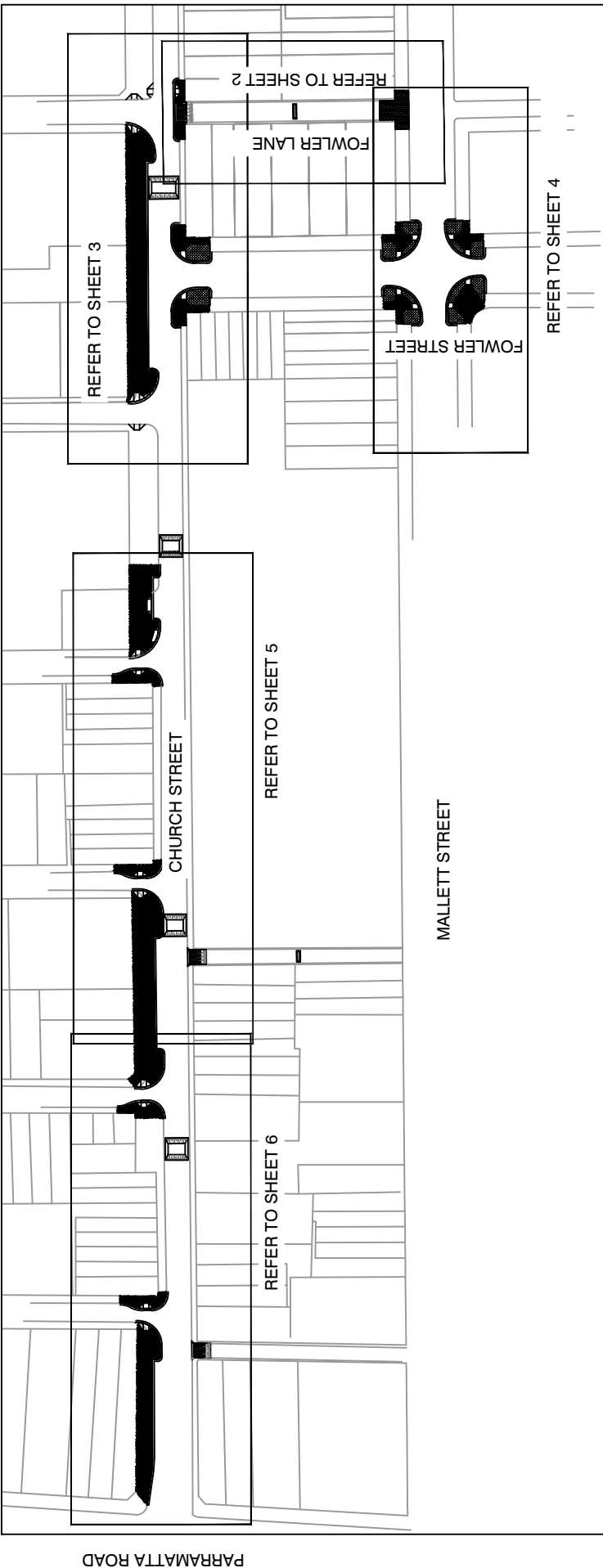
FINANCIAL

Funds are available in the 2015/16 budget as part of the City's PCTC implementation.

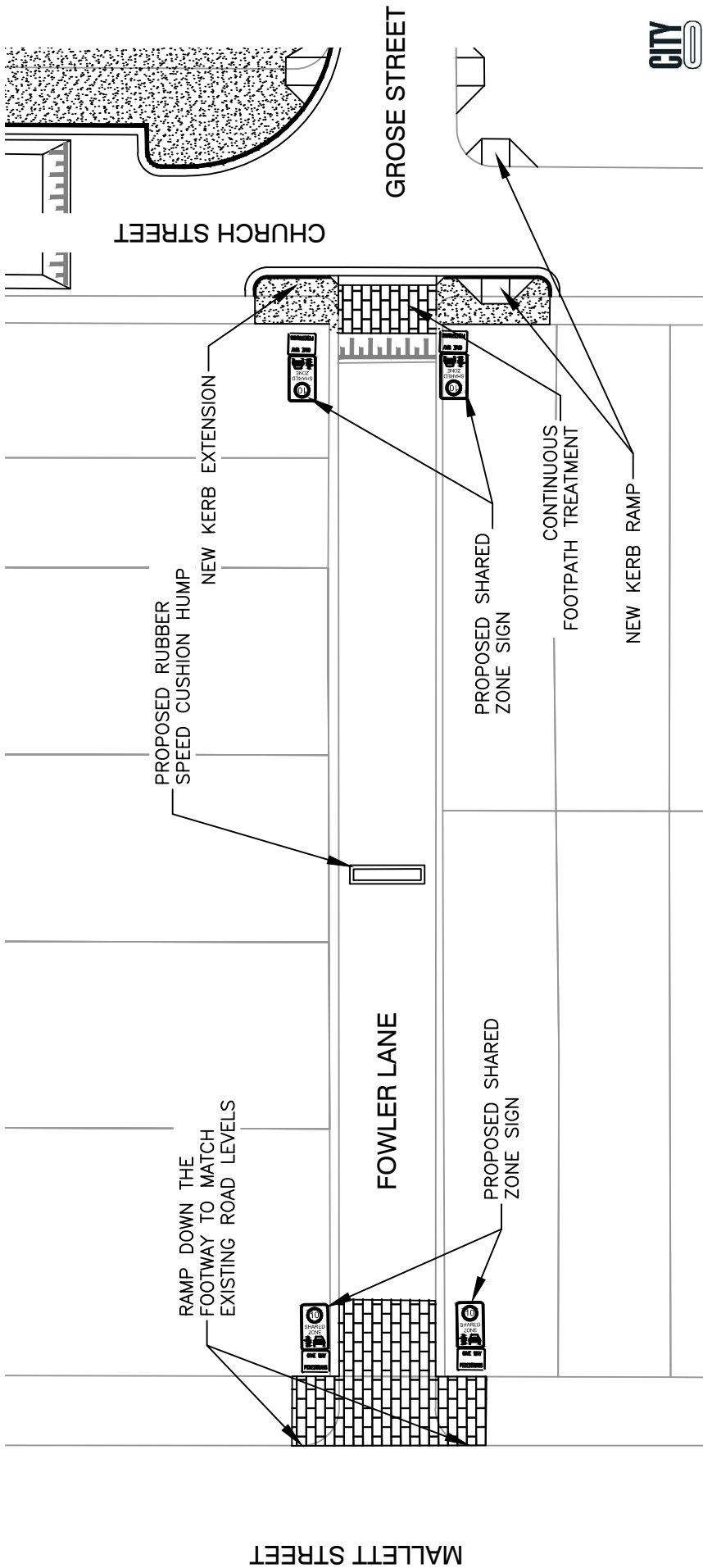
ATTACHMENTS

Traffic Treatment - Footway Widening and Traffic Calming – Church and Fowler Streets
Camperdown

Joseph Gomes – Area Traffic Engineer

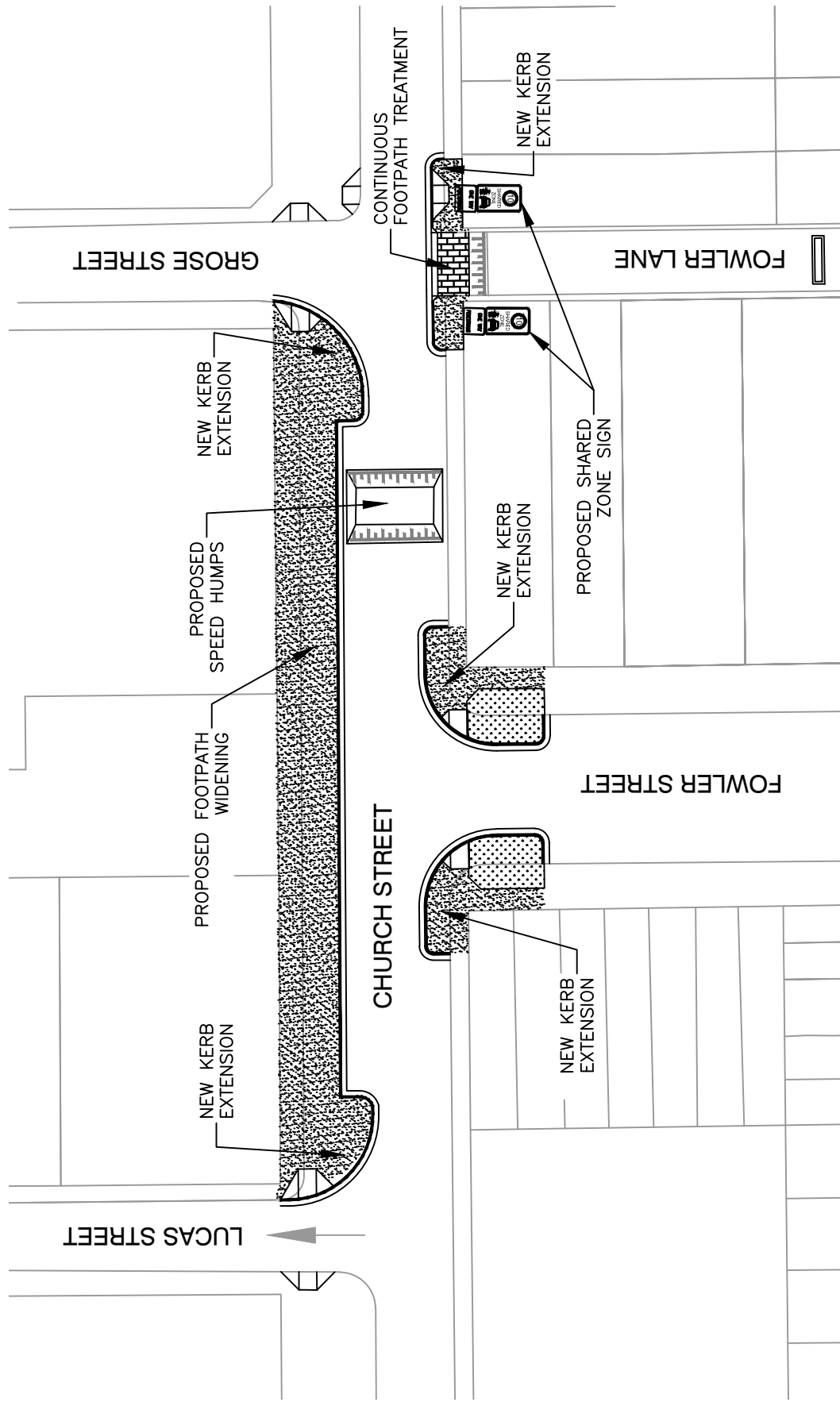


CHURCH STREET, FOWLER STREET AND FOWLER LANE FOOTPATH WIDENING CAMPERDOWN - INDEX PLAN-SHEET 1- NOT TO SCALE

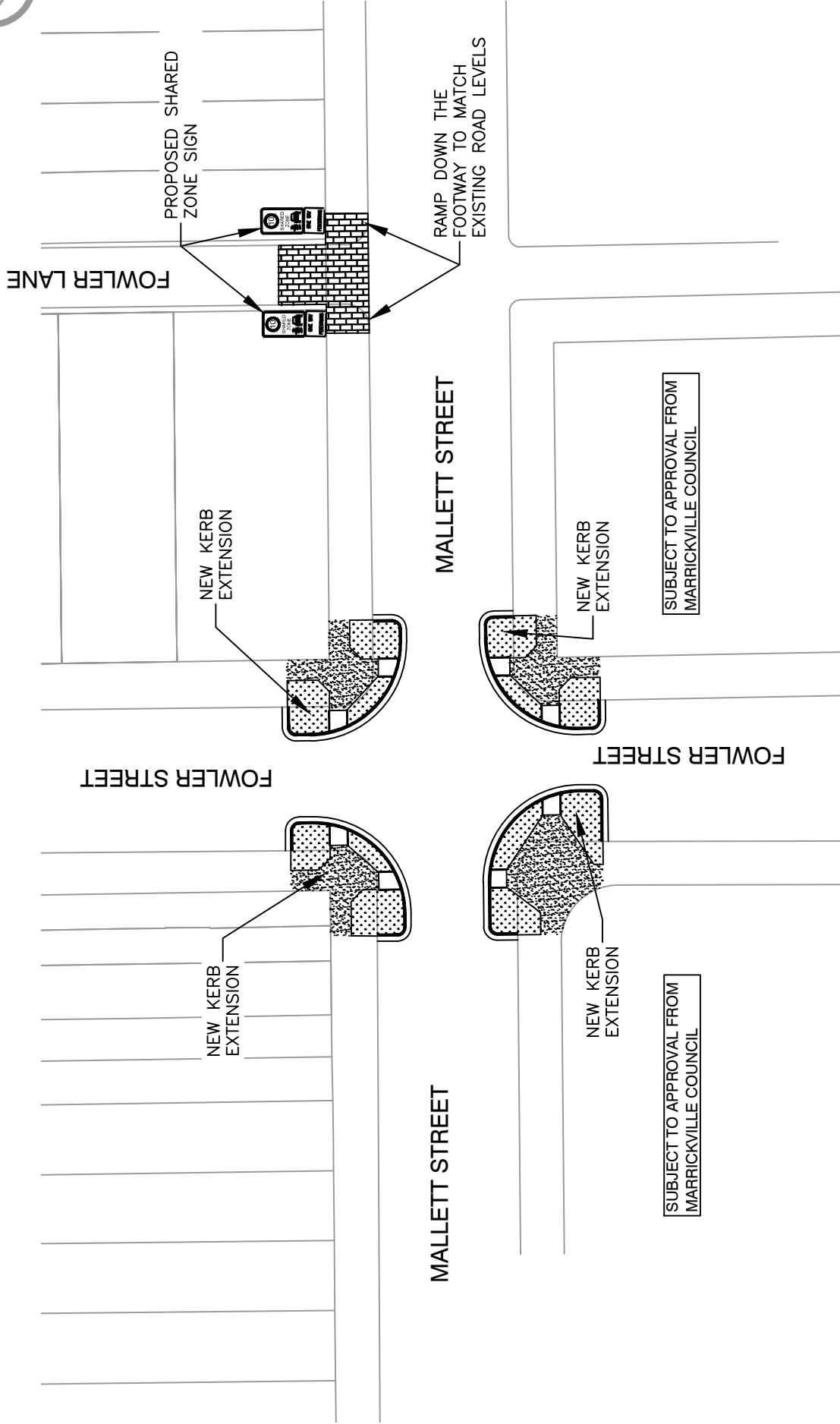


PROPOSED SHARED ZONE, FOWLER LANE, CAMPERDOWN-SHEET 2

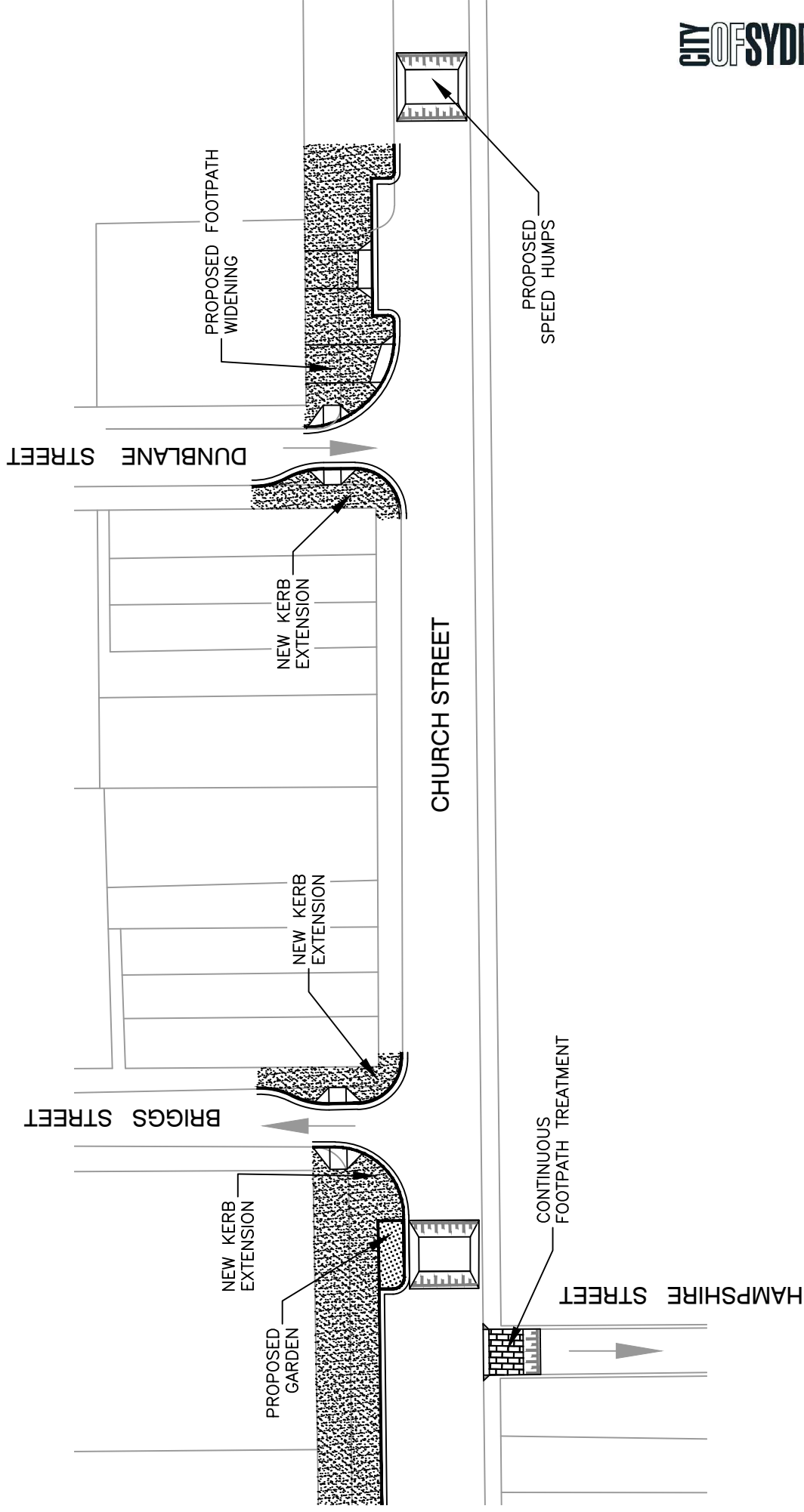
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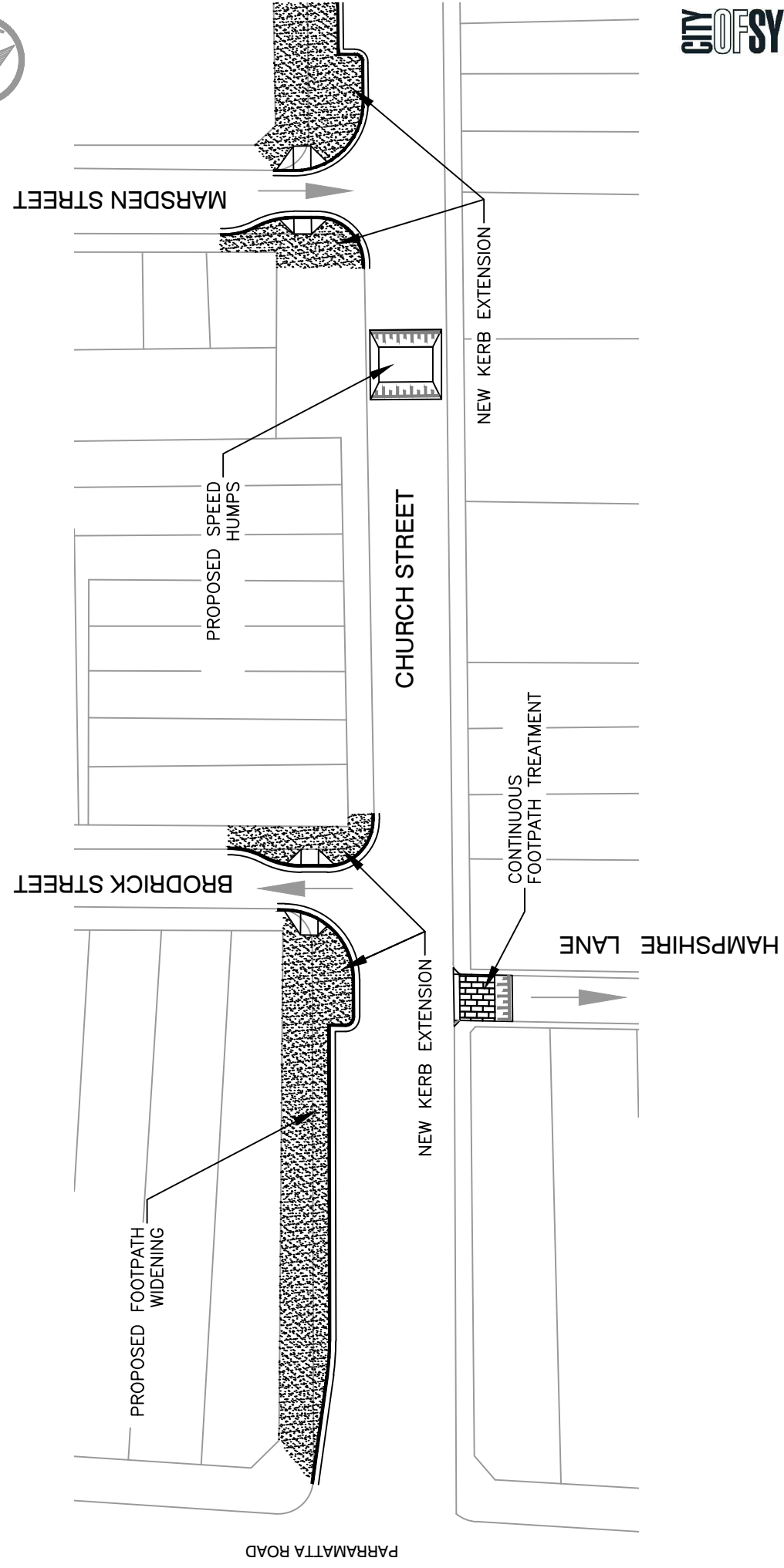
CHURCH STREET AND FOWLER STREET FOOTPATH WIDENING, CAMPERDOWN
SHEET 3
NOT TO SCALE



MALLETT STREET AND FOWLER STREET FOOTPATH WIDENING, CAMPERDOWN
SHEET 4
NOT TO SCALE



CHURCH STREET FOOTPATH WIDENING, CAMPERDOWN
SHEET 5
NOT TO SCALE



CHURCH STREET FOOTPATH WIDENING, CAMPERDOWN - SHEET 6

NOT TO SCALE