NSW GOVERNMENT | Transport for NSW

Mr David Gibson
Team Leader
Social Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Lee McCourt

Dear Mr Gibson

RPA Hospital Multi-storey Carpark (SSD 7542)
Notice of Exhibition

Thank you for your letter dated 14 June 2016 requesting Transport for NSW (TfNSW) comment on the above proposal for a nine-storey, 954 space carpark.

Roads and Maritime Services has provided a separate response.

TfNSW generally supports the proposal but would like to suggest that an assessment of the existing parking demand of RPA Hospital should be undertaken to inform the traffic generation analysis and subsequent transport impact assessment for the proposed multi-storey carpark.

It is suggested the issue is resolved in close consultation with TfNSW during the preparation of Response to Submissions. TfNSW would be pleased to consider any further material forwarded from the proponent.

Thank you again for the opportunity to provide advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager, Land Use Planning and Development on 8202 2198.

Yours sincerely

M Prendergast 25·8·16

Marg Prendergast
Coordinator General
CBD Coordination Office

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TAB A – Request for Further Information/Clarification

Parking Demand Assessment

Issue

The Statement of Environmental Effects (SEE) indicates the primary driver of the proposal is to safeguard ongoing operation of RPA Hospital by addressing the existing shortage in staff parking. This shortage resulted from reduction in designated staff parking within an existing multi-storey carpark located on the corner of Grose Street and Church Street from 1,027 spaces to 600 spaces along with increased parking fees. There has also been an increase in parking demand from recent developments within the hospital precinct including:

- Chris O-Brien Lifehouse Centre - 42,000 m^2 Cancer Medical Facility with basement parking for 100 spaces
- Marie Bashir Centre - 13,000 m^2 of Hospital Building with basement parking for 38 spaces.

It is therefore important to understand the existing parking demand of the hospital and how it would be addressed by the proposed multi-storey carpark. The parking demand assessment should analyse how the hospital parking demand is being accommodated by the surrounding on-street and off-street parking and/or by other means such as increased public and active transport trips.

Recommendation

It is requested that the proponent undertake a parking demand assessment for RPA Hospital to inform the traffic generation analysis of the multi-storey carpark. The assessment should evaluate how the existing parking demand is being facilitated in the surrounding area. The traffic generation analysis and subsequent transport impact assessment including (intersection modelling) should be updated accordingly.

Following resolution of the above, the following should be considered in the updated traffic generation and subsequent transport impact assessment.

Traffic Distribution and Assignment

Issue

Section 6.2 of the Transport Impact Assessment (TIA) provides an assessment of directional distribution and assignment which was based on various factors (such as road network configuration, employee residence locations). Figure 6.1 of the TIA graphically depicts the distribution and assignment assumptions. Further clarification is required on the following:

- It is indicated that 20% of development traffic exiting the site would be heading west along Parramatta Road in the PM Peak, however 0% of development traffic entering the site would be arriving from the west along Parramatta Road.

- It is indicated that 15% of development traffic existing the site would head north along Missenden Road, however no development traffic is shown turning at the intersection of Missenden Road/Parramatta Road.

Recommendation

It is requested that the proponent clarify the traffic distribution and assignment assumptions particularly for development traffic to/from the west along Parramatta Road and development traffic turning movements at the intersection of Missenden Road/Parramatta Road.

Intersection Analysis

Issue

The intersection analyses did not include an assessment of the following key intersections which are likely to be impacted by development traffic:

- Missenden Road / Parramatta Road; and
- Grose Street / Carillion St.

There is a significant decrease in the performance of the intersection of Parramatta Road / Mallett Street during the AM peak. This intersection would need to be further reviewed for mitigating measures which should be tested in the modelling. The impacts on the operation of buses should be considered separately for intersections with bus routes.

Recommendation

It is requested that the proponent provide the following additional intersection analysis:

- Intersection analysis and modelling of the following intersections:
  - Missenden Road / Parramatta Road; and
  - Grose Street / Carillion Street.
- Feasible traffic mitigating measures should be identified based on intersection modelling for the intersection of Parramatta Road / Mallett Street in consultation with Council, TfNSW and Roads and Maritime.
- The impacts on operation of buses should be modelled and reported separately.

Minor Issues on the Transport Impact Assessment Report

Issue

Further clarifications on the following minor issue relating to the Traffic Impact Assessment report:

- Section 2.5, Figure 2.15 is blank.

Recommendation

TfNSW requests that the issue above is addressed and the Traffic Impact Assessment is updated accordingly.

TAB B

Suggested Project Approval Conditions.

Construction Traffic Management Plan

Issue

The proposed development has the potential to impact on traffic and transport operation in the vicinity of the hospital including pedestrian safety within and adjacent to the hospital during construction.

Consideration should be given using alternative access roads in consultation with Council, Roads and Maritime and TfNSW.

Recommendation

TfNSW requests that the proponent be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office within TfNSW and submit a copy of the final plan to the Coordinator General, CBD Coordination Office for approval, prior to the commencement of any work. The CPTMP needs to specify, but not limited to, the following:

- Locations of the proposed work zone and staging area;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements during various times of the day;
- Construction program;
- Consultation strategy for liaison with surrounding stakeholders;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of projects including Sydney Light Rail Project. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and
- Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.

Travel Demand

Issue

Section 5 to the TIA provides an assessment of Sustainable Transport Infrastructure which outlines travel demand measures that could be implemented encourage staff to travel to work using public and active transport.

Recommendation

The proponent should be conditioned to prepare Workplace Travel Plan to minimise the transport impact of the proposed development. The Travel Plan should include:

- Base line transport date including the assumed travel patterns.
- Objectives and targets that would promote, encourage and support the alternatives to single occupant private vehicle trips at peak periods through the use of more efficient car use, active and public transport.
- Program of measures including increase active transport use, encourage public transport use, reduce single occupancy vehicle trips, reduce the need to travel and promotion. Under the proposed measures, specific actions need to be identified to support the assumed travel patterns and objectives including timing. Section 5.3 of the TIA provides suggested measures that could also be implemented.
- Identify the Governance to deliver the Travel Plan including Monitoring and Evaluation.
- Establish a Monitor and Evaluation process including an Annual Travel Survey. It should be determined if the assumed travel patterns are occurring and the objectives are being met and whether the actions need to be adjusted to meet the objectives. An annual report shall be prepared and submitted to TfNSW for review. The Monitoring and Review process shall be undertaken every year thereafter for 3 years.