

1. Inadequate building setback to Burdett St – The minimal setback is detrimental to the streetscape, which is treed and has a pleasant suburban character. The building bulk and height, given the minimal setback and very limited opportunity for landscape planting to soften and screen the building, will overwhelm this section of the street.

The inadequate setback is in complete contrast and utterly inconsistent with the generous setback of the recently constructed Emergency building facing Palmerston Road. The result, if the inadequate setback to Burdett Street is allowed, will display confused, haphazard planning within the hospital “campus” site. The interface with the adjacent residential development will present poor urban design if the inadequate setback is not substantially increased.

The building should be setback from Burdett Street about 7 – 8 metres, to provide space for medium sized tree canopies, be consistent with the overarching suburban context and other setbacks of new buildings within the site.

The current setback is not dimensioned, which is a major oversight, unless this has been deliberately done to allow “room to manoeuvre” in terms of potentially reducing it even more.

2. Poor Presentation to Burdett Street – As well as having a completely inadequate setback, the “back of house” presentation to Burdett Street, with numerous sets of double doors, at ground floor level, is also disrespectful to the streetscape.

3. Increased On-Street Parking Demand - The failure to substantially increase on-site parking, beyond the nominated 100 or so spaces, will further reduce amenity for nearby residents. This is evident in numerous forms – such as parked vehicles blocking and partially blocking residents’ driveways, the inability for local visitors to park on-street; car alarms going off and lastly, the steady, unending stream of rubbish discarded in the street by some hospital visitors and staff, who do not suitably dispose of their rubbish but consider the street as a suitable location.

The statement in section 3.5 Parking Strategy of the TTW Transport Assessment report that “there is the potential to create a net gain of up to approximately 400 parking spaces by construction of multi storey car park as part of the Stage 2 Redevelopment of the site” may represent a considered and well intentioned position, but as we all know, the road to hell is paved with good intentions. This statement has not value unless there is a commitment by the proponent (the NSW Health Department) to be serious in this regard.

I note that this strategy statement is not mentioned in the report’s Executive Summary.

My recommendation in this regard is that the Dept of Planning, as the consent authority, only allow the proposed development with its parking shortfall if the proponent enters into a voluntary planning agreement (VPA), in this regard. Then the statement would have at least some value and meaning.

Other parking and transport points:

3.1 The statement in section 3.1 Parking Survey of the TTW Transport Assessment report that “Parking is restricted with 2 hour limit on both sides of Palmerston Road

between Edgeworth David Avenue and Burdett Street from 8.30am to 5.30pm Monday to Friday” is incorrect and reflects inadequate survey work. Palmerston Road between Burdett Street and Edgeworth David Ave is only restricted towards the northern end, from Nos 27/28 onwards.

3.2 Section 4.7.2 Construction Access (TTW Transport Assessment report) – The statement that heavy vehicle routes to the hospital site are available via the Pacific Hwy and George Street ignores that these roads do not actually allow such vehicles to reach the hospital, but Palmerston Road is used for such access. The experience during the last 12 months while the Pyschiatric facility has been under construction and the nearby car park redevelopment has been one of heavy vehicles often arriving in Palmerston Road around 6am and parking, sometimes across driveways, after having reversed into position (with the associated beep – beep) until able to access the site at 7am. Please include as part of the Construction Management Plan consent condition that a suitably sized area within the site be available for vehicles without any security fencing restriction, to access the site before 7am, rather than having to wait on the local suburban streets. Such a condition will avoid aggravated phone calls to the site manager/nominated contact person.

3.3 Fig 1.1 of TTW Transport Assessment report – “Low (sic) Road 90 degree parking”. Is this a joke? The photo must have been taken at 6am on a Sunday morning! It would have been just a little more accurate to take the photo at any of the times and days when this area is completely parked out, with vehicles often also illegally parked on grassed areas adjoining James park.

3.4 Section 4.8 Pedestrian and Cyclist Access – The unresolved problem with regard to safe pedestrian movement between Waitara station and the Hospital is that there are no facilities for pedestrians to cross Edgeworth David Ave. The controlled (signalized) pedestrian crossings at Edgeworth David Ave and Sherbrook Road and Edgeworth David Avenue and Myra Street/Palmerston Rd are not reasonably along the desire lines for pedestrian movement between these two destinations. Many people through the day and evening cross Edgeworth David Ave with no traffic management assistance, and due to the straight alignment of the road, traffic speed is high.

I hope the Department will have the sense and temerity to require improvements to the proposed development as suggested above.

Yours faithfully

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