

Ms. Erin White
DA Coordinator
Social & Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Megan Fu

Dear Ms. White

RE: Campbelltown Hospital Redevelopment Stage 2 (SSD 9241)

Thank you for your letter dated 27 August 2018 requesting Transport for NSW (TfNSW) provide comment on the above State Significant Development (SSD 9241).

The proposed Stage 2 of the redevelopment includes the: demolition of existing structures; construction of a new 13 storey Clinical Services Building; construction of augmented and new internal Hospital access roads and links, including a connection to Appin Road and Therry Road; and construction of an at-grade car park.

The Environmental Impact Statement and supporting documentation has been reviewed and the following comments are provided for consideration.

Bus Access

According to the Traffic Impact Assessment completed by PTC in July 2018, bus services to the hospital are likely to increase towards the end of 2018. Currently, the applicant is involved in discussions with the bus operator, Interline Bus Company, regarding routes and access across the different entrances of the Hospital. However, it is understood that the bus access design and arrangements are still being considered by the applicant. The applicant is requested to provide TfNSW with the planned bus movements within the Hospital site, including proposed access in/out, for review once finalised.

The following comments are provided for consideration to ensure the internal Hospital road network is bus capable:

- All access roads need to be 3.5m in width.
- Medians should not be included on roads that may be used by buses.
- A reservation of 30m set down space, 30m for pick-up space and approximately 50m lay-up space is required for buses accessing the Hospital site.
- A minimum 14.5m bus template turning at 5 – 15km/h is to be used.
- A turning diameter of 30m to be used when designing public transport infrastructure.

It should be noted that if the bus infrastructure provided on-site is not suitable, any future increase in bus services to the Hospital may be compromised. The applicant is encouraged to continue to consult with both the local bus operator and TfNSW to ensure the required bus infrastructure is provided.

Active Transport

Future development iterations should:

- Implement wayfinding strategies including safe marked walkways in proposed carpark improvements and Green Travel Plan/Travel Access Guide to assist with increasing the mode share of walking and cycling for staff, out-patients and visitors.
- A Construction Management Plan should be developed to ensure pedestrian movements along footways are maintained at all times during construction activities. Should the development require closure to the facility, adequate safety and diversion measures will need to be implemented to limit time delay and detour distance.

If you require any further information regarding this matter, please don't hesitate to contact Lee Farrell, Transport Planner, via email at lee.farrell@transport.nsw.gov.au.

Yours sincerely



28/9/2018

Mark Ozinga
**Principal Manager, Land Use Planning & Development
Freight, Strategy & Planning**

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