

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

Attention: Teresa Gizzi

Dear Mr. Gibson

**Concord Repatriation General Hospital Redevelopment (Concept and Stage 1)
1H Hospital Road, Concord West (SSD 9036)
Notice of Exhibition**

Thank you for your correspondence dated 10 September 2018 requesting Transport for NSW (TfNSW) advice regarding the subject State Significant Development (SSD) application. Please note that this response should be read in conjunction with any response provided by Roads and Maritime Services.

The application seeks Concept Design and Stage 1 approval for the redevelopment of Concord Repatriation General Hospital (the Hospital). Upon completion of the development, the Hospital is expected to have a capacity of 673 beds (an increase of 221 beds) and 3031 FTE staff (an increase of 747 staff). Amongst other things, proposed works include the construction of a new Clinical and Acute Services Building, a multi-storey car park and roundabouts to improve access arrangements.

The relevant documentation has been reviewed and the following comments are provided:

- The design of the two roundabouts provided in the Architectural Concept Plan in Appendix C suggests a two-lane approach to a single lane roundabout. The plans should be clarified and amended as necessary to ensure consistency with Austroads Guide to Road Design Part 4B: Roundabouts Section 4.3.3 (2015) which requires the number of circulating lanes from any particular approach must be equal or greater than the number of entry lanes on that approach.
- Further investigation, including consultation with Canada Bay Council and relevant agencies, should be conducted to explore measures to increase the safety of the route between the Hospital and Rhodes Station to promote the use of cycling and walking by staff, patients and visitors.
- Cycle access will be shared with the vehicle entry to the ambulatory care drop-off at basement level. As such, access to bicycle parking should be physically separated from vehicles and pedestrians. Bicycle parking and end-of-trip facilities for staff and visitors should be provided in accordance with Australian Standards AS2890.3 (Bicycle Parking Facilities) and guideline documents.
- Consultation with TfNSW and local bus operators is required prior to any changes to bus stops or traffic management measures along Hospital Road. This would ensure the

maintenance of safe and efficient bus movements as well as customer and operational requirements.

Further detailed comments on the above have been provided in **TAB A**.

In addition to the above, it is recommended that DP&E include the conditions of consent provided in **TAB B**.

Thank you again for the opportunity of providing advice for the subject development application. If you have any further questions, please do not hesitate to contact Ken Ho, Transport Planner, via email, at ken.ho@transport.nsw.gov.au.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga', with a stylized flourish at the end.

12/10/2018

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

CD18/08232

TAB A – Detailed Comments on State Significant Application SSD 9036

The following comments have been provided based on the review of the exhibited Environmental Impact Statement (EIS).

Architectural plans

Comment

The Stage 1 works include the construction of roundabouts to service the multi-storey car park and new at grade car park. The architectural plans provided in Appendix C of the Concept Proposal indicate a two-lane approach to a single circulating lane roundabout at the intersection of Hospital Road and within the car park. The proposed design is inconsistent with Austroads Guide to Road Design Part 4B: Roundabouts Section 4.3.3 (2015) which requires that the number of circulating lanes from any particular approach must be equal or greater than the number of entry lanes on that approach.

Recommendation

The design of the roundabouts should be revised accordingly.

Pedestrian pathway to Rhodes Station

Comment

The Kokoda Track Memorial Walkway, which is also a shared path, provides the most direct pedestrian connection between the Hospital and Rhodes Station (approximately 15-minute walk). The Transport and Parking Report notes afternoon and night shift staff have concerns about safety when travelling to/from work in evenings and/or early mornings. To promote the use of cycling and walking, measures to increase the safety of the route between the Hospital and Rhodes Station should be explored.

Recommendation

Conduct further investigation, in consultation with Canada Bay Council and relevant agencies, into measures to improve the amenity and safety of the route between the Hospital and Rhodes Station to promote the use of cycling and walking.

Bicycle Parking

Comment

The EIS notes that Stage 1 of the development includes the provision of approximately 40 bicycle parking spaces with efficient access to end-of-trip facilities in accordance with Australian Standards. As the cycle access will be shared with the vehicle entry to the ambulatory care drop-off at basement level, the need to physically separate bicycle parking from vehicles and pedestrians is highlighted.

Recommendation

Bicycle parking and end of trip facilities for staff and visitors should be provided in accordance with Australian Standards AS2890.3 (Bicycle Parking Facilities) and guideline documents. Access to bicycle parking should be physically separated from vehicles and pedestrians and end of trip facilities should be located in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance in accordance with Austroads guidelines.

Bus Services

Comment

The EIS notes a number of bus stops are located along Hospital Road and that the Hospital is directly serviced by three bus routes, including the M41, the 460 and 468. Additional traffic generated by the proposal is likely to impact on the speed, and reliability and hence attractiveness of the aforementioned bus services. Increased bus travel times and reduced reliability around the Hospital is likely to increase operational costs and reduce the attractiveness of bus services. Measures to avoid or reduce impacts on buses accessing the site should be considered.

Recommendation

Further investigation should be undertaken to consider measures that could reasonable by undertaken to mitigate any impacts on bus services in the area. This could include measures such as:

- ways to improve and/or prioritise bus access along Hospital Road, and
- ways to improve access, quality and amenity of bus stops to ensure buses are a preferred travel mode.

Consultation with TfNSW and local bus operators should be undertaken prior to any changes to bus stops or traffic management measures along Hospital Road. This would maintain safe and efficient bus movements, and customer and operational requirements.

TAB B – Recommended Draft Conditions of Approval

The following draft conditions should be considered if the proposed development is to be approved.

Green Travel Plan

Recommended Condition:

As part of the ongoing operation of the hospital, a detailed Green Travel Plan (GTP), which includes target mode shares for both staff and visitors to reduce the reliance on private vehicles, shall be prepared. The GTP must be implemented accordingly and updated annually.

Reason:

To ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the:

- Future Transport 2056 Strategy;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.