



Mr Allan Young
Construction Division
Brookfield Multiplex Limited
92 Water Street
Auburn NSW 2144

18 September 2009

Dear Allan

**Re: Proposed Auburn Hospital Community Hub
Traffic and Parking Assessment**

This report has been prepared to present the findings of a traffic and parking assessment of the proposed Auburn Hospital Community Hub building.

In August 2008, the Department of Planning (DoP), as delegate of the Minister of Planning granted project approval for modifications, subject to conditions, to the Auburn Hospital redevelopment proposal.

As part of the redevelopment, it is proposed to construct a Community Hub building immediately besides the Auburn Hospital. The Community Hub will be located within the grounds of the Auburn Hospital on what is currently at grade car parking.

Background

In 2006 Masson Wilson Twiney (now Halcrow MWT) undertook a transport assessment as part of the Master Plan development for the Auburn Hospital site.

The Master Plan included a number of stages in the development of the site. The first stage (Stage 1) included the redevelopment of the Hospital Building. These works are now complete.

With regard to transport the Master Plan assessment determined that:

- Prior to the redevelopment of the Hospital there was a significant demand for on street parking by Hospital related activities due to a lack of accessible on site parking provisions.

- The redevelopment of the Hospital (at each stage) would significantly improve the on site parking provisions compared to the then existing situation, and hence reduce demand for on street parking.
- The surrounding road network would continue to operate with good levels of service and spare capacity with the redevelopment of the Hospital site.
- The Hospital is serviced by both rail and bus services.
- Surveys of staff travel behaviour indicated a high proportion of staff driver to the site (50%). However approximately 43% of staff arrived as a passenger in a car indicating good potential for car share arrangements.

Based on the transport assessment and the desire to promote public transport modes for travel to and from the Auburn Hospital, the DoP issued the following consent condition as part of the August 2008 modification approval:

“Condition B11: Car Parking Layout:

The minimum number of on site car spaces to be provided for the development shall not exceed 358, including those required for people with disabilities. “

Thus this condition essentially sets maximum parking levels for the site and its associated future development.

Community Hub Building – Proposed Development

As part of the Stage 1 development of the Auburn Hospital site an at grade car parking facility is provided on the northern portion of the site. The car park which was planned to provide a total of 217 parking spaces is accessed via three separate driveways to Hargrave Road, Norval Street and Hevington Road.

Additional parking is provided on the site in dispersed locations providing a total on site parking provision of 228 spaces.

The proposed Community Hub building would located within the at grade car park immediately adjacent to the Auburn Hospital Building.

The proposed location of the Community Hub building within the car park is shown in Attachment A.

The Community Hub building would result in the loss of 44 spaces during Stage 1 from within the main car parking area in the northern portion of the site.

The vehicle and pedestrian access to the site would remain unchanged from the approved Stage 1 development.

On Site Parking Provision

With the proposed Community Hub building the total on site parking provision would be 184 parking spaces.

While this is a reduction of parking provision for Stage 1, the provision of 184 spaces complies with Condition B11 of the consent and is consistent with the transport objectives established by the DoP (and Ministry of Transport) to encourage increased public transport usage via decreased parking provisions.

Notwithstanding the above, it is recommended that the following measures be introduced to further encourage non-car driver modes of transport and / or more sustainable car usage:

1. Small Car Spaces
 - Increased provision of small car spaces within the car park to encourage use of more fuel efficient vehicles.
 - Small car space provision is associated with Green Star ratings.
 - It is suggested that up to 25% of spaces could be allocated and designed as small car spaces.
2. Bicycle Parking Facilities
 - Bicycle users accessing the Community Hub will be able to access the shower and locker facilities within the Hospital.
 - It is recommended that additional bicycle parking / storage facilities be provided within the car park.
3. Motorcycle Parking Spaces
 - With the provision of small car parking spaces, additional area will be available within the car park. This area could be allocated and designed for motorcycle parking.
4. Car Sharing
 - The staff travel survey undertaken as part of the Master Plan identified a significant proportion of staff travel as car passengers. This generates potential for car share use.
 - It is recommended that initially up to 8 parking spaces be allocated as dedicated car share spaces within the car park. These spaces should be located within close proximity to the building entrance thus encouraging use.
 - Car sharing could be operated either as part of a travel management plan for the Hospital / Community Hub or potentially by a commercial operator (eg. GoGet www.goget.com.au)
5. TravelSmart Incentive Program
 - As identified during the master plan assessment process, the implementation of a TravelSmart program would be a valuable management tool to encourage increased awareness of public transport options for staff and visitors (and residents during Stage 2).

- It recommended that a TravelSmart program should be a holistic plan which incorporates the Hospital and the Community Hub.

Overall it is considered that the above measures, combined with the MoT's improvements to the Integrated Network Plan for Bus Contract Region 13, will facilitate improved access to and greater encouragement to use non private vehicle (as driver) modes of transport.

Traffic Implications

The Master Plan traffic assessment determined that the surrounding road network could adequately accommodate the traffic generation of the master plan development. The existing road network was determined to operate satisfactorily with good levels of service (LoS A) and significant spare capacity.

Observations indicate that the road network is operating satisfactorily with the Stage 1 Auburn Hospital development.

The construction of the proposed Community Hub with the reduction in on site parking is not anticipated to change the existing traffic generation or network operating conditions.

As identified above, the Stage 1 car park access arrangements would remain unchanged by the Community Hub development proposal. As such there would be no change to the interaction between the external and internal road networks.

Public Transport

The proposed Community Hub development would not change access to existing public transport services (ie. bus stop access).

Pedestrian Access

The proposed Community Hub development would not change the proposed pedestrian access arrangements for the Stage 1 works.

Service Vehicle Arrangements

It is proposed to provide a dedicated loading bay on the southern side of the Community Hub building. Access to the loading bay would be via the Hospital's service vehicle access driveway and thus be separated from staff / visitor car access and thus reduce potential car / service vehicle conflicts.

Implications to Future Development Stages

The construction of the Community Hub would not adversely affect nor restrict the opportunities for the construction of subsequent stages of the master plan development for the site with regard to traffic and transport outcomes.

Summary

In summary it is considered that the proposed Community Hub development and the associated car parking arrangements are considered to be consistent with the DoP approval for the Stage 1 and Concept Plan (Master Plan) developments of the Auburn Hospital site.

With the implementation of the suggested traffic management measures, it is considered that increased use of non private vehicle modes of transport can be achieved and offset the reduction in total Stage 1 on site parking provision.

If you have any queries regarding the above or require further information please do not hesitate to contact the undersigned on 9410 4100 or 0418 601 094.

Yours sincerely

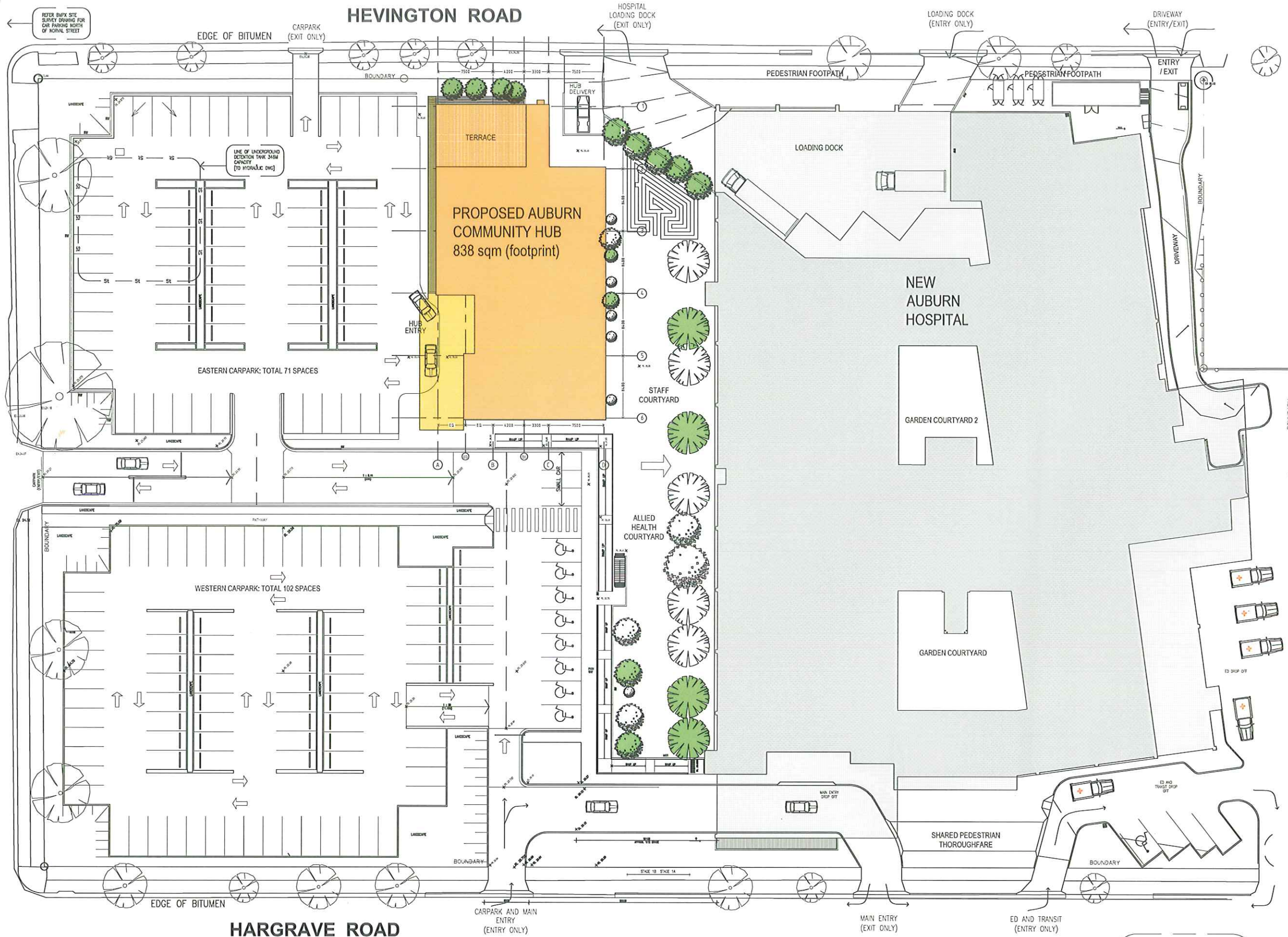
A handwritten signature in black ink, appearing to read 'Jason Rudd', with a stylized, cursive script.

Jason Rudd
Associate

Email: RuddJ@halcrow.com

Attachment A - Auburn Community Hub : Site Plan

NORVAL STREET



HARGRAVE ROAD

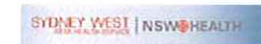
HEVINGTON ROAD

NB: REFER BMPX AUBURN
CIVIL DRAWINGS FOR
DETAILED EXISTING SITE
INFORMATION

auburn, nsw

AUBURN COMMUNITY HUB

client



client's project manager



design + construct contractor

**Brookfield
MULTIPLEX**

architect + health planner

SILVER
THOMAS
HANLEY

A-SK1 [A]



Drawing Title: SITE PLAN

Project No: 1976

Date: 1-500 [A3]

Scale: 27.08.09