

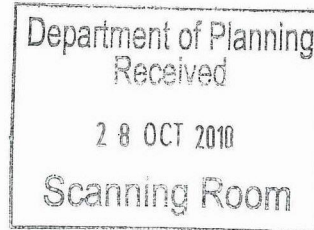


MPI0_0067
RDC 09M1101 Vol 5 SYD10/00780
Dianine Rees
8849 2237

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Manager
Government Land and Social Projects
GPO Box 39
SYDNEY NSW 2001



Attention: Megan Fu

**PROPOSED MENTAL HEALTH UNIT (STAGE 3A)
AT NEPEAN HOSPITAL, DERBY STREET, PENRITH
MAJOR PROJECT – MP 10_0067**

Dear Sir/Madam

I refer to your letter of 16 September 2010 (Department Ref: MPI0_0067), concerning the abovementioned Major Project Application which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 20 October 2010.

Below are the Committee's recommendations and RTA's comments on the subject application:

1. The Department should ensure that adequate parking provision is provided on site for all staff and visitors to the Mental Health Unit to reduce the dependence on parking spaces in the local street network. It is acknowledged that additional parking may be provided in Stage 4 of the redevelopment of the Nepean Hospital Campus (as identified on Page 28 of TEF Consulting's Traffic Report), however this development will be relying on existing car parking spaces in the local street network to cater for visitors to the Mental Health Unit.

The Traffic and Parking Impact Assessment prepared by TEF Consulting, Section 4.2.5 – Measures to reduce car parking impacts suggests that staff could utilise the commuter car park at Penrith Station and catch a bus or train to the Mental Health Unit, however given the high dependence on car travel and low usage of bus and train travel for both staff and visitors (as identified on Page 18 of the Traffic Report), it could be assumed that staff and visitors would be reluctant to use this modal choice as a means of reducing car parking impacts.

2. The provision of bicycle facilities has been discussed in the Traffic Assessment which would provide 10 staff lockers, 10 staff bicycle parking spaces and 5 visitor parking spaces. The application does not reflect any bicycle facility provision to reduce car parking impacts.



3. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for heavy vehicle usage.
4. The swept path of the longest vehicle (to service the site) entering and exiting the subject site, as well as manoeuvrability throughout the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to the Department for approval, which shows that the proposed development complies with this requirement. The Department should ensure that service areas are separated from general parking areas to reduce vehicle conflict points.
5. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

In accordance with State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the Department's Determination on the proposal (Conditions of Consent if approved) is forwarded to the Committee at the same time it is sent to the developer.

Any inquiries in relation to this development application can be directed to Dianne Rees on telephone 8849 2237.

Yours faithfully

A handwritten signature in dark ink, appearing to read 'Chris Goudanas', followed by a stylized flourish or initial.

Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

25 October 2010