

## Nepean Hospital – Mental Health Unit

### Project Application – Response to Submissions

Issues Raised		Proponent Response
Department of Planning		
1	Further information required regarding how the proposal would address the loss of car parking and manage or mitigate impacts of the local street network and residents.	<p>Health Infrastructure is pursuing a long term car parking strategy that will ensure appropriate levels of parking are provided on the campus to alleviate impacts on the surrounding residents.</p> <p>A new multi-deck car park will be built on the campus at the corner of Somerset and Derby Streets. The timing of the delivery of the car park is dependent on the results of an inquiry by NSW Health into procurement and funding models for car parking at all major metropolitan hospitals.</p> <p>Further discussion relating to this issue is provided in <b>Section 2.1</b> of the PPR.</p>
Sydney Regional Development Advisory Committee		
1	<p>Adequate parking provision is to be provided on site for all staff and visitors to reduce the dependence on parking spaces in the local street network. Additional parking may be provided in Stage 4 of the redevelopment of the Nepean Hospital Campus, 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.</p> <p>The Traffic and Parking Impact Assessment 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 dependency on car travel and low usage of bus and train for both staff and visitors it could be assumed that staff and visitors would be reluctant to use this modal choice as a means of reducing car parking impacts.</p>	See discussion of future car park above and at <b>Section 2.1</b> of the PPR.
2	The proposed bicycle facilities include 10 staff lockers, 10 staff bicycle parking spaces and 5 visitor bicycle spaces. The application does not reflect any bicycle facility	Two showers are to be provided for cyclists with the staff amenities area on Level 3. Stanchions for locking bicycles and an awning over the bicycle

	provision to reduce car parking impacts.	<p>parking area have been provided for security and weather protection.</p> <p>These cyclist facilities have been designed in accordance with the relevant provisions of the NSW Planning Guidelines for Walking and Cycling and will encourage staff and visitors to cycle to the IMHU.</p> <p>Further discussion relating to this issue is provided in <b>Section 2.2</b> of the PPR.</p>
3	The layout of the proposed car parking areas associated with the subject development (including driveways, grades, turning paths, sight distances, aisle widths, aisle lengths and parking bay dimensions) should be in accordance with AS2890.1-2004 and AS2890.2-2002.	Noted
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.	Noted
5	All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.	Noted
<b>Sydney Water</b>		
1	The 100mm drinking water main on the south side of Derby Street has sufficient capacity for the proposed development.	Noted
2	The 225mm wastewater main located on the south-western boundary of the property near Parker Street has sufficient capacity of the proposed development	Noted
3	All customers discharging trade waste into Sydney Water's wastewater systems must have written permission from Sydney Water. Applications for a trade waste permit can be made at the Section 73 Certificate application stage.	Noted
4	Sydney Water will further assess the impact of individual developments when the proponent applies for a Section 73 Certificate. The proponent must fund any adjustments needed to Sydney Water infrastructure as a result of any development.	Noted
5	Planning authorities are to submit documents to Sydney Water via e-planning.	Not applicable

NSW Transport		
1	A workplace travel plan is to be prepared by suitably experienced consultants prior to occupation for future staff supporting walking, cycling, public transport and car sharing prepared in accordance with the Premier's Council for Active Living (PCAL) guidance to support a reduced parking component.	This requirement has been incorporated into the Statement of Commitments (refer to <b>Section 4.8</b> of the PPR).
2	Transport access guides are to be prepared prior to operation and placed prominently within the development to guide future users of the site.	This requirement has been incorporated into the Statement of Commitments (refer to <b>Section 4.8</b> of the PPR).
3	A Construction Traffic Management Plan is to be prepared to mitigate any potential impacts to accessibility, including access arrangements for emergency vehicles and workers and an estimation of the number of truck movements expected during the construction phase.	This requirement has been incorporated into the Statement of Commitments (refer to <b>Section 4.3</b> of the PPR).
4	Bicycle facilities are to be provided at ground level close to entrances in a visible and weather protected location and subject to casual surveillance. Amenities for cyclists such as showers and lockers should also be provided sufficient to cater for expected demand. The <i>NSW Bike Plan</i> may be of assistance in guiding development of cycling facilities.	Bicycle facilities have been integrated into the proposed development. Further discussion relating to this issue is provided in <b>Section 2.2</b> of the PPR.
Penrith Council		
1	The EA has suitably addressed the key issues identified in Council's preliminary comments in relation to the proposal dated 7 June 2010.	Noted
2	Drainage from the development should not impact the downstream catchment or downstream properties.	Noted
3	The increase in traffic movements as a result of the proposed development is seen as appropriate as it is anticipated that the local road network and surrounding intersection treatments have adequate spare capacity to cater for this increase.	Noted
4	The proposed on-site car parking provision is in accordance with Section 2.11 (Car Parking) of Penrith Development Control Plan 2006. It is understood that future stages of the hospital redevelopment will entail a multi-deck car park to facilitate increased patronage and relieve existing on-street parking demands. A suitable parking strategy for staff as part of this proposal is therefore recommended in order to alleviate current on-street parking issues surrounding the hospital. The recommendations for implementation on page 45 of the Transport and Accessibility Study prepared by TEF Consulting should be implemented with the development.	Noted
5	Ingress and egress of all trucks must be in a forward direction with ample internal storage provided for any queuing and loading activities. All car parking areas must be	These requirements have been incorporated into the Statement of

	designed to comply with Australian Standard 2890.1-2004.	Commitments (refer to Section 4.14 of the PPR).
6	<p>Council officers are concerned that while in the near future there is a proposal to construct a multi deck car park on the hospital site for both staff and visitors there has been no specific time frame or trigger for the construction of the car park to commence.</p> <p>The site has been the subject of several part 3(A) applications and other proposals that have resulted in the generation of additional car parking demand and the loss of some existing car parking facilities on site.</p> <p>While each project on it's own may meet the car parking requirement there has been no assessment of the cumulative impact on the car parking needed for the hospital. The streets surrounding the hospital are permanently used for parking of staff and visitors and the extent of this on street parking has continued to grow.</p> <p>Council officers would like to see a trigger in the overall development of the hospital site that would require the construction of the multi deck car park on the hospital site to be implemented.</p>	<p>Health Infrastructure is pursuing a long term car parking strategy that will ensure appropriate levels of parking are provided on the campus to alleviate impacts on the surrounding residents.</p> <p>A new multi-deck car park will be built on the campus at the corner of Somerset and Derby Streets. The timing of the delivery of the car park is dependent on the results of an inquiry by NSW Health into procurement and funding models for car parking at all major metropolitan hospitals.</p> <p>Further discussion relating to this issue is provided in <b>Section 2.1</b> of the PPR.</p>
7	It is recommended that the strategies outlined in the Crime Prevention Through Environmental Design Assessment prepared by Woods Barget be implemented .	Noted
	<p>General</p> <p>Any roof plant or equipment is to be positioned so that it cannot be viewed from the street, or alternatively screening measures are to be implemented.</p>	<b>Section 3.2</b> of the PPR addresses design changes that satisfy this issue.