



28 January 2020

Mr Jim Betts
Planning Secretary
Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Caleb Ball

Dear Mr Betts,

**EXHIBITION OF EIS (SSD10320)
REDEVELOPMENT OF PRESIDENT PRIVATE HOSPITAL
369-381 PRESIDENT AVENUE, 61-65 HOTHAM ROAD, 2-4 BIDURGAL AVENUE, KIRRAWEE**

Thank you for referring the abovementioned development's Environmental Impact Statement (EIS) to Transport for NSW (TfNSW) for comment. TfNSW has reviewed the EIS and the associated Transport Impact Assessment (TIA) and provides advisory comments in **TAB A**.

If you have any further inquiries in relation to this development application please contact Vic Naidu, A/Senior Land Use Planner via development.sydney@transport.nsw.gov.au.

Yours sincerely,

**Brendan Pegg
Senior Land Use Planner
Planning and Programs, Greater Sydney Division**

TAB A**Active Transport**Comment

Future Transport 2056 emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the customer journey.

State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use, managing travel demand, unlocking capacity in existing assets and improving population health outcomes through more active transport.

The Traffic and Parking Impact Assessment (TPIA), provided in support of the proposed development does not adequately address active transport considerations. Off-street bicycle parking requirements applicable to the development are mentioned, but not specifically discussed.

Recommendation

The TPIA provided as part of the proposed development does not address TfNSW policies for integrating transport with land use, or the requirements of the Sutherland Shire Development Control Plan (DCP) 2015 regarding off-street bicycle parking and end of trip facilities.

It is requested that the applicant amend their proposal and associated TPIA to satisfy the minimum requirements of the Sutherland Shire DCP 2015 in regards to the provision of end of trip facilities and off-street bicycle parking in accordance with Australian Standard 2890.3.

Travel Demand ManagementComment

TfNSW notes the preparation of a preliminary Green Travel Plan (GTP). Transport for NSW provides specific resources for the development of Hospital Travel Plans and encourages the proponent to review documents at <http://data.mysydney.nsw.gov.au/Travel+Choices/Travel+Plan+Toolkit+Hospital+Precinct.pdf> to develop a comprehensive GTP.

Recommendations

It is recommended that prior to the commencement of any operations, a Green Travel Plan (GTP) be submitted to the satisfaction of the Certifier that promotes the use of sustainable transport modes and reduces dependence on single occupant car travel to the site, particularly for staff and visitors. The plan shall:

- be prepared by a suitably qualified traffic consultant and in consultation with TfNSW;
- include objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;
- include specific tools and actions to help achieve the objectives and mode share targets;
- include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP;

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27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta NSW 2150

P (02) 8265 6962 | W transport.nsw.gov.au | ABN 18 804 239 602

- provide analysis of existing workforce residential post code data to properly understand public transport and car parking demand and journey to work behaviours and develop effective strategies in response, as well as help to inform service planning considerations;
- include a staff travel survey and workforce data analysis for the existing President Hospital to inform likely staff travel patterns and resultant travel plan strategies to/from the Site;
- identify strategies for promoting higher mode share targets for sustainable transport use, particularly amongst day shift and administrative staff;
- identify a responsible party (or Committee) for the ongoing implementation of the Travel Plan and its initiatives;
- confirm the extent and nature of end of trip facilities and bike parking and how they will be promoted to staff;
- include the provision of a high quality Travel Access Guide (TAG) providing information to staff, patients and visitors travelling to the site;
- identify a communications strategy for conveying Travel Plan information to staff, patients and visitors, including for the TAG;
- consider car parking management strategies that may be required to encourage sustainable transport use/mode share targets such as pricing, reserving spots for patients and visitors, prioritisation for those that carpool, use of wait lists etc.;
- include a detailed action plan comprising specific tasks needed to complete the proposed actions, the person/s responsible for completion of the task, completion date and anticipated costs and an implementation checklist to achieve the proposed initiatives;
- consider alternative actions to undertake if targets are not achieved;
- include the set-up of a steering group or committee of relevant internal and external stakeholders to inform future targets and the ongoing monitoring and revision of the GTP for five years; and
- include details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development.