



29 October 2020

Department of Planning, Industry & Environment
Industry Assessments
GPO Box 39
SYDNEY NSW 2001

Attention: Louise Starkey

SSD-10159 – NORTHSIDE PRIVATE HOSPITAL, FAUNCE STREET WEST GOSFORD (LOT 2 DP1226923) – REVIEW OF RESPONSE TO SUBMISSIONS (RTS)

Transport for NSW (TfNSW) advises that legislation to dissolve Roads and Maritime Services and transfer its assets, rights and liabilities to TfNSW came into effect on 1 December 2019. It is intended that the new structure will enable TfNSW to deliver more integrated transport services across modes and better outcomes to customers and communities across NSW.

For convenience, correspondence, advice or submissions made to or by Roads and Maritime Services prior to its dissolution, are referred to in this letter as having been made to or by 'TfNSW'.

On 13 October 2020 TfNSW accepted the referral by the Department of Planning, Industry and Environment (DPIE) through the Major Projects Planning Portal regarding the abovementioned application. DPIE referred the application to TfNSW for comment. This letter is a submission in response to that referral.

TfNSW's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

TfNSW response & requirements

TfNSW have reviewed the supporting documents provided with Response to Submissions (RTS) including Environmental Impact Statement (EIS) prepared by Willowtree Planning and dated August 2020 and relevant appendices including Appendix 9 Traffic Impact Assessment (TIA) prepared by Traffix and dated July 2020, and provides feedback below.

Green/ Workplace Travel Plan

Comment

Appendix 9 – TIA RTS provides a framework for a Green Travel Plan, but does not present a comprehensive Green Travel Plan, as requested in the Environmental Impact Statement assessment. To better manage demand on the transport network, the recommendations below are provided to encourage the use of sustainable transport to the site, which will help reduce the use of single vehicle trips.

Recommendation

It is requested that prior to the issue of the first Occupation Certificate, the applicant be conditioned to prepare a Green Travel Plan in consultation with TfNSW for the proposed development which must be approved by TfNSW. The Green Travel Plan should:

- Identify suitable nearby drop-off/pick-up locations;
- Identify areas where drop-off/pick-up is prohibited and instruct staff and visitors to avoid use of these areas;
- Identify suitable nearby Taxi Zones;
- Identify strategies and mode share targets that encourage the use of public and active transport and reduce the proportion of single-occupant car journeys to the site;
- Include a Transport Access Guide that provides information to employees, patients and visitors about the range of travel modes, access arrangements and supporting facilities that service the site;
- Establish mode share targets and outline robust actions to achieve those targets. Greater consideration needs to be placed on cycling which is currently listed as zero percent mode share in the EIS e.g. end of trips facilities;
- Identify relevant workplace policies such as flexible working arrangements that enable administrative staff to travel outside peak periods, or which reduce the need for work related travel;
- Consider the appropriateness of any relevant parking policies to manage travel demand;
- Details of the Private Shuttle Service operations with consideration for shift hours, public transport connections and innovation such as on demand services;
- Details of carpooling operations and monitoring of parking priority;
- Appoint a Travel Plan Coordinator to oversee the implementation of the Travel Plan and Transport Access Guide;
- Nominate a party responsible for the ongoing monitoring and review of the Travel Plan, including the delivery of actions and associated mode share targets;
- Include a breakdown of staff shift patterns including the number of staff commencing shifts at particular times; and the residential postcodes of where those staff are travelling from, if known; and
- Include, if available, details of visiting hours and anticipated numbers of patients and visitors.

The applicant shall submit a copy of the final Green Travel Plan to the Coordinator General, Transport Coordination within TfNSW for endorsement; and provide the builder's direct contact number to small businesses adjoining or impacted by the construction work.

Road Network Considerations:

Comment

It can be seen from the SIDRA intersection modelling undertaken in TIA for 2029, the signalised intersection of Central Coast Highway and Racecourse Road is set to experience significant delay during the PM peak hour period with Level of Service of D and average delay of 51.4 seconds, and degree of Saturation of 1.226.

Recommendation:

Transport for NSW raise concern regarding continuing intensification with the Gosford Central Business District (CBD) and surrounds prior to acceptable works being proposed to mitigate the impacts of the development.

- Transport for NSW recommend the relevant Planning Authority consider options to enable equitable cost sharing of future road upgrade works as a result of the intensification of development within the Gosford CBD, apportioned relative to the number of trips generated by that development.

On determination of this matter, please forward a copy to TfNSW for record and / or action purposes. Should you require further information please contact Kumar Kuruppu, Development Assessment Officer, on 0429 037 333 or by emailing development.hunter@rms.nsw.gov.au.

Yours sincerely



Peter Marler
Manager Land Use Assessment
Hunter Region