



PARKING & TRAFFIC

CONSULTANTS

Driving success through valuable advice

Gosford Hospital Redevelopment (including Health and Wellbeing Precinct - Stage 1)

For NSW Health Infrastructure

Traffic and Parking Statement for Section 96 Application

For the attention of: Lend Lease

21 July 2016



Document Control

Our Reference: T2-1203, Gosford Hospital Redevelopment
(including Health and Wellbeing Precinct - Stage 1), Traffic and Parking Statement for Section 96 Application

ISSUE	DATE	ISSUE DETAILS	AUTHOR	REVIEWED
1	21 July 2016	Final	AM	AM
2				
3				

Contact

Andrew Morse
02-89200800
0414 618002
andrew.morse@parkingconsultants.com

COMMERCIAL IN CONFIDENCE

The information contained in this document, including any intellectual property rights arising from designs developed and documents created, is confidential and proprietary to Parking & Traffic Consultants (PTC).

This document may only be used by the person/organisation to whom it is addressed for the stated purpose for which it is provided and must not be imparted to or reproduced, in whole or in part, by any third person without the prior written approval of a PTC authorised representative. PTC reserves all legal rights and remedies in relation to any infringement of its rights in respect of its intellectual property and/or confidential information.

© 2016

PARKING & TRAFFIC CONSULTANTS
Suite 102, 506 Miller Street
Camberay NSW 2062

Ph. +61 2 8920 0800
Fax +61 2 8076 8665

Suite 406, 838 Collins Street
Docklands VIC 3008

Ph. +61 3 9020 7333

Contents

1	Introduction.....	1
2	Traffic Assessment	2
3	Parking Assessment	3
3.1	Parking Provision.....	3
3.2	Parking Layout.....	4
4	Conclusion	5

1 Introduction

Parking and Traffic Consultants (PTC) has been engaged by Lend Lease on behalf of Health Infrastructure (HI) in relation to the proposed Gosford Hospital Redevelopment, including HWP - Stage 1 project, in Gosford.

This Statement has been prepared to accompany an application to modify the consent through a Section 96 Application. It is noted that this application only relates to the Health and Wellbeing part of the approval, therefore, this statement does not refer to the proposed expansion of the Hospital. The modifications relating to the traffic and parking considerations comprise:

- The inclusion within the site of the area previously referred to as the “future development site” fronting Showground Road which increases the overall site from 11,526m² to 11,808m²,
- The slight relocation of the proposed car park towards Showground Road (onto the ‘future development site’), which has reduced the amount of cut into the ground towards Holden Street,
- Modifications to the layout of the car park resulting from the reconfigured site, which also includes a modified provision of 811 parking spaces, representing an increase of 8 spaces over the approved design,
- The overall Gross Floor Area of the buildings has increased from 14,685m² to 18,509m², comprising:
 - An additional 1,152sqm on Level 6 of Building A.
 - An additional 2,396sqm in Building B to satisfy the area requirements of the CCLHD.

The purpose of this Assessment Statement is to assess the traffic, parking and transport implications associated with the modified scheme and is to be read in conjunction with the Traffic and Accessibility Assessment submitted with the Gosford Hospital Redevelopment SSDA in June 2015.

2 Traffic Assessment

The traffic projected traffic activity associated with the HWP was calculated partly on the basis of an office development with reference to the traffic generation rates for office use presented in the RMS Guide to Traffic Generating Developments. The remaining area was proposed to be used to accommodate facilities associated with the existing hospital, comprising:

- Total GLFA = 14,850m²
- Office Component (Building A) = 8,850m² GLFA,
- Expansion of existing Hospital facilities (Building B) = 6,000m² GLFA.

The traffic activity associated with the office component was calculated referencing the peak hour generation rates published by RMS. This resulted in projected peak hour activity of 142 trips during the morning peak and 106 trips during the evening peak.

The area associated with the expansion of the existing hospital facilities would not generate additional trips as this area was intended to accommodate existing facilities / activities currently located in the Hospital campus.

The proposal includes an increase in area within both buildings, which will add 1,152m² of office area within Building A and 2,396m² within Building B, which is necessary to accommodate the spatial requirements of the Central Coast Local Health District (CCLHD).

If the additional area within Building A is to be used for commercial office space, this would result in 18 trips during the morning peak and 14 additional trips in the evening peak, although this is on the basis of unrestrained parking supply. The intent of the SEARs and that of HI is to minimise the impact of the project on the surrounding road network, which is reflected in the adoption of a limited parking provision in accordance with the DCP requirements and demand estimates undertaken at the existing Hospital.

The expansion of Building B to include an increased area for the CCLHD is based on the required to house services already provided within the precinct and Hospital campus. The SSDA sought an area of 6,000m², however it is apparent that an additional 2,396m² to fully accommodate those services and benefit from the advantages of a new building. In this regard, this total area represents a relocation of existing patient and staff activity, therefore this will not result in additional traffic activity or parking demand.

In the context of the existing background traffic activity, the road network improvements being planned and the projected traffic activity associated with the approved scheme, the addition of up to 18 vehicle movement within the network is not sufficient to cause any detrimental impact to the road network. Being within the typical daily variation and less than 5% of the background traffic volume, it is considered that this slight increase does not warrant an amendment to the road network model prepared to assess the SSDA.

3 Parking Assessment

3.1 Parking Provision

The parking provision proposed within the SSDA was based on the DCP requirements in relation to the proposed office area and data collected at the Hospital in relation to the hospital expansion and HWP.

The parking demands based on the SSDA Scheme are presented in the following table:

Use	Parking Requirement
Hospital Redevelopment – Additional Demand	343 spaces
Hospital Redevelopment – Displaced Parking	262 spaces
HWP Administrative Buildings	155 spaces
HWP Retail	10 spaces
Total Required	770 spaces

The only demand figure affected by the Section 96 application relates to the HWP Administrative Buildings (i.e. the HWP). The Hospital redevelopment and parking displaced by its construction remain unchanged.

The parking requirement of 155 spaces was based on the following LEP and demand rates:

Parking Demand	Type	LEP Parking Rate	Total spaces	Rational
Future LHD, health related and Government administration staff / services. (Should demand require building to be constructed at a later time) (7,500m² GFA)	Staff	1 space per 75m ²	100	The proposed office area will involve a new parking demand and therefore the parking provision has been established by application of the LEP parking rates.
Health Related Services including LHD and Community Health (6,000m² GFA)	Staff	N/A	55	The LHD and Community Health services will comprise a re-location of an existing facility already within the Campus that will be lost as part of the proposed Hospital Redevelopment. Therefore parking demand has already been accounted for. The proposal for 55 additional parking spaces is to accommodate other health and health related staff, patients and visitors.
Retail Development (396 m² GFA)	Staff	1 space per 40m ²	10	It is assumed the form of development at this location would be for general shops spread across a 396m ² retail zone provided on the rooftop level of the multi-storey car park.
	Visitor	N/A	0	Access to the retail zone by visitors is an ancillary use of those who are primarily accessing the Hospital. Therefore no parking provision will be required specifically for retail visitors.
Total			155	

The floor area of 7,500m² was based on the removal of internal areas that do not contribute to the parking demand, in accordance with the LEP (stairs, walls etc.), which equates to approximately 15% of the area. Applying the same process to the proposed office GFA of 1,152m² results in a usable floor area of 980m², which requires a parking provision of 13 spaces at the required rate of 1 space per 75m².

This increases the overall requirement to 783 spaces. The amended car park accommodates an increase of 8 spaces to total 811 spaces. This provides a margin of 28 spaces, which could accommodate additional demand associated with the increased CCLHD floor area and remove some parking demand from the surrounding on-street parking.

3.2 Parking Layout

The overall parking arrangement is similar to the approved scheme although the use of the 'future development site' has introduced opportunities for efficiency.

The entry and exit locations are unchanged from that of the approved scheme. The drop-off area has been amended to provide separation between vehicles entering the car park and the drop-off area.

The internal circulation arrangement retains the split floor arrangement and the system of two-way aisles throughout the car park to allow for vertical circulation either up, or down through the levels.

The car park design maintains compliance with AS2890.1 in relation to the relevant parking user classes and enables the division of certain areas for specific uses within the development.

4 Conclusion

The proposed amendment to the approved Health and Wellbeing Precinct comprises the reconfiguration of the proposed car park to make use of the 'future development site' and additional floor area within the proposed buildings. The outcome is that the traffic activity will likely increase marginally by up to 18 vehicle movements, while the additional parking demand will be accommodated within the proposed parking provision, which is proposed to increase slightly to 811 spaces.

The slightly increase in traffic activity is within daily variations and minimal in the context of the surrounding road network.

The additional requirement for 13 parking spaces can be accommodated within the proposed parking provision, which still provides an oversupply of 28 spaces.

The car park access and egress arrangement are consistent with the proposed SSDA scheme.

The revised car park arrangement has been designed in accordance with AS2890.1.