14 November 2018

Ms Carolyn McNally
Secretary
NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Carolyn

Nepean Hospital
State Significant Development Application Response to Submissions (Transport)

The table below provides a response to the comments raised by Transport for NSW following a review of the Nepean Hospital SSDA.

<table>
<thead>
<tr>
<th>Transport for NSW</th>
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<tbody>
<tr>
<td><strong>General</strong></td>
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<tr>
<td>TNSW has no objections to the proposed development, subject to the following comments.</td>
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<tr>
<td><strong>Bicycle parking and end-of-trip facilities</strong></td>
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<td>Comment</td>
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<td>The assessment of cycling infrastructure indicates that “the only designated bicycle route known of within the immediate vicinity of the hospital is the recently upgraded shared pedestrian and bicycle path along (for the section opposite PHC [Penrith Health Campus]) the northern side of the Great Western Highway” (Cattell Cooper 2018 p.62).</td>
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<td>It is recognised that addressing the lack of dedicated bicycle routes would be outside the scope of this proposal. Nonetheless, the proposed development could contribute to encouraging cycling to work through the implementation of secure bicycle parking and end-of-trip facilities. There is no indication within the application for the provision of bicycle parking and the transport assessment states that “secure and/or weather-protected bicycle parking facilities are not visibly available within PHC, although there appear to be available informal parking opportunities” (Cattell Cooper 2018 p.63), inferring an existing lack of formal bicycle parking infrastructure.</td>
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<tr>
<td>Recommendation</td>
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<tr>
<td>The proposal should include provisions for secure bicycle parking and end-of-trip facilities to encourage the uptake of cycling to work (for staff).</td>
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<td>Cycle parking and end of trip facilities will be provided and accessible by all staff working across the health campus. Visitor cycle parking will be provided to serve the health campus.</td>
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<td>Draft conditions:</td>
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<td>“Visitor cycle parking is to be provided to serve the Stage 1 building and the health campus.”</td>
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<td>“Secure staff cycle parking (sufficient to accommodate 3% of staff present on the health campus at any one time) is to be provided in a convenient campus location.&quot;</td>
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<td>“An end of trip facility is to be conveniently located to the staff cycle parking. The end of trip facility is to provide sufficient showers, lockers and change rooms to accommodate staff walking and cycling to work with sufficient provision to accommodate growth over time.”</td>
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</tbody>
</table>
### Travel demand management: Green Travel Plan

**Comment**
The transport task to efficiently and sustainably move staff, patients and visitors to/from the site will require collaboration between hospital management, Councils and NSW government agencies. The Green Travel Plan (GTP) should be developed in close collaboration with all known existing and proposed occupants/users with all stakeholders given the opportunity to provide input to the development of objectives, goals, targets, measures, strategies and initiatives within the GTP.

**Recommendation**
A Travel Plan Working Group and nominated Travel Plan Coordinator should be established at this stage of the proposal. This Group/individual(s) will be a crucial component in the ongoing development and management of the GTP.

The GTP, which could be further developed post approval, should include the following:

- a detailed audit of active and public transport infrastructure, and parking provision
- an Action Plan, informed by existing travel patterns, which clearly highlights the timeline for implementation of initiatives and responsible persons/agencies
- actions for ongoing communications with Council and NSW Government agencies is recommended throughout the development, implementation and maintenance of the GTP
- a comparison of modal shift targets achieved at similar developments elsewhere.

**Draft condition:**
"A Travel Plan Working Group is to be established to oversee the preparation of a GTP to be submitted to the DPE prior to issue of the occupation certificate. The GTP should include:

- a detailed audit of active and public transport infrastructure, and parking provision
- an Action Plan, informed by existing travel patterns, which clearly highlights the timeline for implementation of initiatives and responsible persons/agencies
- actions for ongoing communications with Council and NSW Government agencies is recommended throughout the development, implementation and maintenance of the GTP
- a comparison of modal shift targets achieved at similar developments elsewhere."

### Hospital shuttle bus operations

**Comment**
The transport assessment identifies a number of issues impacting the usability of the hospital shuttle service, including inconvenient access from the Derby Street bus stops as the service cannot use external roads (Cattell Cooper 2018 p.70). A potential solution exists whereby the service could utilise space within the existing carpark adjacent Derby Street as a pick-up/drop-off point with improved access to the bus stops. It is anticipated that improvements in accessibility of the shuttle bus to the bus stop would increase the attractiveness of using regular bus services to access the hospital.

**Recommendation**
The campus should consider the above measures to potentially increase the attractiveness of regular bus services as a transport choice.

**Draft condition:**
"A short report and revised service schedule, including pick up and drop off points will be examined to optimise operations for patients and visitors."

"A short report and revised service schedule, including pick up and drop off points is to be submitted to the DPE prior to issue of the occupation certificate."

### Bus Services

**Comment**
Noted.
It is anticipated that current bus service levels will accommodate the future increased staff, patient and visitor numbers. Frequent services to/from the hospital operate at 5 trips/hr during the off-peak and 6 trips/hr during the peak with connections to Mount Druitt and Penrith, respectively.

TfNSW will continue to monitor services and travel patterns and subject to demand and funding will investigate enhancements to services in the area.

Recommendation
That DP&E and the applicant note the above.

I trust this provides the required detail at this stage. Should you have any queries, please contact me.

Yours sincerely,

Bryony Cooper
Director

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Crows Nest NSW 2065

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