13 November 2018

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

Dear Ms McNally

Nepean Hospital – Stage 1 Redevelopment – Response to TfNSW Comments

We have reviewed the comments provided by Penrith City Council, Transport for NSW and RMS with regard to the Stage 1 Redevelopment of the Nepean Hospital and make the following responses in relation to the traffic engineering topics. For ease of reading the comments are quoted and italicised prior to each response.

1.1 Penrith City Council

Parking Provisions

The Traffic Impact Assessment (TIA) tables existing parking spaces at page 17 indicating that there is a total of 1509 on-site parking spaces, including staff allocated 370, public 237 and shared public/staff 902. 658 of these spaces are within the multi deck car park on the corner of Derby and Somerset Streets. The multi deck car park when completed will accommodate 627 spaces to cater for the redevelopment of the hospital. Once the subject Stage 1 building is completed, the helipad from the roof of the multi deck car park will be relocated to the subject building, and free up an additional 108 spaces, providing total parking of 735 spaces. The TIA indicates that total on-site parking on completion of Stage 1 will be 2,009 spaces, being 500 spaces over current provision. However, it is questioned if this figure should be 2,244 spaces given the detail above. It is therefore requested that this potential discrepancy be clarified with the applicant.

The overall final parking provision takes into consideration the displacement of parking as a result of the Stage 1 development site, which occupies part of the existing at-grade car park to the north of the hospital building. Additional parking is also to be located in the south-west corner, meaning that following the net increase in parking, the provision will be 2,009, not 2,244.

The following plans illustrate the staging of the parking provision and how the final number of parking spaces was determined. It should be noted that the car park staging was planned in 2017 when the application for the multi-deck car park was submitted. The multi-deck car park is now under construction and is expected to be completed by early 2019.
A study of the parking demand at the hospital is detailed in the TIA (pp 22-23). The total demand was assessed as currently 2,248 spaces, and post development was projected to be 2,585 spaces. The study also included an assessment of the “available” on-street parking spaces via surveys undertaken at a 500m radius of the hospital grounds. The future demand of 2,585 spaces is not reflected within the parking provided on the site which is indicated to be 2,009 spaces which necessitates an understanding of future works which may provide further onsite parking to cater for this shortfall.

The local road network provides limited parking opportunities due to existing on street parking reliance, with existing constraints for Council’s waste collection service to navigate the narrow road network. It is also noted that the locality has been zoned for uplift in development scale and density for residential flat building and mixed-use developments. Any redevelopment of the hospital must ensure that all car parking demands generated by the proposed works and existing hospital operations can be contained on the
hospital grounds. This includes details on any pay parking scheme to ensure that the costs associated are not a deterrent for on-site parking.

The proposed development must accommodate all parking demands generated by the development on the site. In addition, on-street parking should not be included in the hospital demand, as they are public spaces and not for the exclusive use of hospital patrons.

It is therefore requested that the Department ensure that the modelling, the parking projections and the proposed car parking provision demonstrate compliant on-site provisions without offsite reliance within the local road network.

The parking provision for the Stage 1 redevelopment is provided within the multi-deck car park, which is currently under construction, which will also accommodate the displacement of parking as a result of the development (i.e. the removal of part of the at-grade parking where the redevelopment is to be located).

The parking demand assessment concluded that, based on travel mode surveys of staff, patients and visitors the peak demand for parking is approximately 2,248 spaces, whereas 1,509 spaces are provided within the campus. The proposal is calculated to increase the parking demand by 337 vehicles, while the net increase in parking spaces will be 500, reducing the shortfall in parking by 163 spaces. While this does not address the total demand, the project will reduce the demand for on-street parking.

The proposed development must accommodate all parking demands generated by the development on the site. In addition, on-street parking should not be included in the hospital demand, as they are public spaces and not for the exclusive use of hospital patrons.

It is therefore requested that the Department ensure that the modelling, the parking projections and the proposed car parking provision demonstrate compliant on-site provisions without offsite reliance within the local road network.

Traffic Management

Based on the modelling outlined in the TIA, intersection upgrades will be required in the future (2021) at Parker/Derby St and GWH/Somerset St intersections. These intersections are part of the WSIP projects currently with RMS. The TIA does not appear to consider intersections of local roads in the locality which is a critical consideration in the assessment of the application and should be assessed in revised modelling.

The TIA for the Hospital expansion project referred to the TIA prepared in relation to the multi-deck car park, as that project will contain all of the new parking provision associated with the Hospital expansion. The key intersections surrounding the campus, including the local roads, were surveyed and modelled.

The parking provision within the campus will increase on the western side of the site, due to the completion of the multi-deck car park and decrease on the eastern side due to the displacement of around 200 parking spaces, to be removed as part of the Nepean Hospital Redevelopment Stage 1 project (SSDA submission). In this regard, the increase in traffic is distributed to the west via the intersections along Parker Street, while the local road to the west of the campus will see a reduction in traffic volumes.

Please also note that any proposed new or altered bus routes and/or bus zones/bus stops and bus lay-by areas or pedestrian crossings proposed in local roads as part of the hospital redevelopment requires endorsement of Council’s Local Traffic Committee.

Noted.

Transport for NSW

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.

A Green Travel Plan has been prepared by PTC and submitted as part of the original SSDA submission.
Roads and Maritime Services

Roads and Maritime has previously resumed & dedicated lands as road along the Great Western Highway and Parker Street frontage of the subject property, as shown by grey colour on the attached Aerial – “X” (See below).

Therefore all buildings and structures, together with any improvements integral to the future use of the site are to be wholly within the freehold property unlimited in height or depth, along the Great Western Highway and Parker Street boundary.

The proponent should be advised that the subject property is within an area under investigation for intersection upgrade.

Noted. All works subject of this SSD are wholly within the freehold property and are located well removed from the grey-colour areas on the figure provided by the RMS.

A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.

A CTMP has been prepared in relation to the hospital redevelopment project.

All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Great Western Highway and Parker Street.

Noted – The CTMP acknowledges that all works are to be contained within the campus, and within eth site compound and does not seek a Works Zone on the Highway

A Road Occupancy Licence should be obtained from Transport Management Centre for any works that may impact on Great Western Highway and Parker Street traffic flows during construction activities.

Noted

Regards

Andrew Morse
Partner