



STANBURY
TRAFFIC PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

25 July 2024

Department of Planning Housing and Infrastructure
Locked Bag 5022
PARRAMATTA
NSW 2124

Attention: Michael Doyle, Assessing Officer

Your reference: DA 22/11444 MOD 1

Dear Sir,

CAR PARKING ASSESSMENT ASSOCIATED WITH PROPOSED
INTEGRATED HEALTH HUUB FACILITY
60 – 64 SHOWGROUND ROAD, GOSFORD

Reference is made to the Department of Planning Housing and Infrastructure (DPHI) correspondence addressed to Luke Goodwin of Cornerstone Development Management Pty. Ltd. dated 12 July 2024 requesting additional information in relation to key issues identified with respect to the proposed Modification Application (DA 22/11444 MOD 1). Specifically, reference is made to Item 4 of the abovementioned letter relating to “Car Parking”, as follows:

4. Car Parking

The traffic report describes that ‘the oncology tenancy will be entirely ancillary to the other medical tenancies, primarily accommodating equipment with very few staff or visitors’, however the report does not substantiate this justification for the proposed shortfall in car parking spaces. The proposed must be amended with sufficient car parking spaces, or the traffic report and cover letter must be amended to satisfactorily address this matter.

This Practice prepared an Assessment of Parking & Traffic Impacts dated 20 June 2024 in support of the application and has been retained by Cornerstone Development Management Pty. Ltd. to provide a response to the above request for additional information, as follows:

- The reported position that the new tenancy within basement level 3 will be ancillary to other medical tenants is based on advice provided by the applicant, whereby:
 - The tenancy is proposed to accommodate a radiology treatment bunker, which comprises considerably sized equipment encompassing a significant proportion of the total basement tenancy area;
 - The considerable size of the abovementioned equipment is such that there is extremely limited remaining employee or visitor generating floor space within the tenancy; and

- In the context of the total considerably sized integrated health hub facility, the proposed basement level 3 tenancy is accordingly not envisaged to generate measurable demand for parking over and above that generated by the remaining above ground level tenancies.
- The approved mixed-use health hub (DA22/11444) was approved with a car parking shortfall, albeit limited to five parking spaces, thereby indicating that DPHI has previously contemplated a variation from the established parking requirements as being satisfactory in the subject location.
- Whilst it is acknowledged that the subject modification proposes an increase in the calculated parking shortfall from five to 24 spaces, the proposed extent of shortfall (representing 15% of the total calculated parking requirements) has been reported to be satisfactory in the subject instance based upon the following:
 - The proposed development provides a series of land-uses which are complementary to one another in conjunction with the adjacent hospital development, thereby resulting in a considerable potential for mixed-use trips;
 - The close proximity of the site to rail services operating out of Gosford Railway Station and bus services operating along Racecourse Road results in an increased propensity of staff and visitors to the development electing to utilise public transport to travel to and from the site, in preference to private vehicle trips, thereby reducing parking demand;
 - The proposed increase in the car parking shortfall of 19 spaces over and above that previously approved is reasonably off-set by the proposed addition of eight motorcycle and 37 bicycle parking spaces over and above that previously approved;
 - A development-specific Green Travel Plan has been prepared with the specific objective of promoting the adoption of sustainable modes of transport to and from the site by staff and visitors and thereby reducing the potential for private vehicle trips and thus, demand for car parking; and
 - The proposed restrained off-street car parking provision, additional provision of bicycle parking and preparation of a development-specific Green Travel Plan is consistent with Objective G contained within Section 7.4 of Gosford City Development Control Plan 2018 which is *“to recognise the complementary use and benefit of public transport and non-motorised modes of transport such as bicycles and walking”*

It would be appreciated if the additional information contained within this correspondence could be incorporated within DPHI’s assessment of the proposed modification.

Submitted for your consideration.

Yours sincerely,



Morgan Stanbury
Director
Traffic Engineer