

15 February 2023

Project/File: 301350156

Andrew Kulasingham
Capital Insight Pty Limited
76 Berry Street
NORTH SYDNEY NSW 2060

Dear Andrew

Reference: Bowral and District Hospital – Stage 2 Parking Statement

Stantec has been requested to provide a letter outlining the parking provision at Bowral and Districts Hospital during construction and at the completion of the Stage 2 redevelopment.

1 Stage 2 Redevelopment

1.1 Parking review

Stage 1 had approval for 196 spaces, with Stage 2 to deliver 210 spaces across the site, resulting in an additional 14 spaces. These additional spaces are primarily associated with providing allocated parking for ELP as follows:

- accessible spaces (2)
- engineering space (1)
- ELP drop off space (1)
- ELP allocated spaces (4)
- additional general spaces (6)

The additional parking spaces are facilitated through the demolition of redundant/to-be-vacant buildings which has provided the opportunity to redesign the existing car park area off Ascot Road to improve circulation and car park efficiencies.

Campus parking is provided for hospital patients and will be managed by the hospital in line with their current arrangements, currently noted as short-term parking (2P), with day staff directed to park on surrounding streets, and night staff permitted to park on campus.

Figure 1 provides the proposed car park layout which has been designed to meet the requirements outlined in the following documents:

- Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009)

Reference: Bowral and District Hospital – Stage 2 Parking Statement

- Sustainable Hospital Car Park Investment Program Volume 3, Hospital Car Park Design Guidelines V1.2, Health Infrastructure, May 2019.

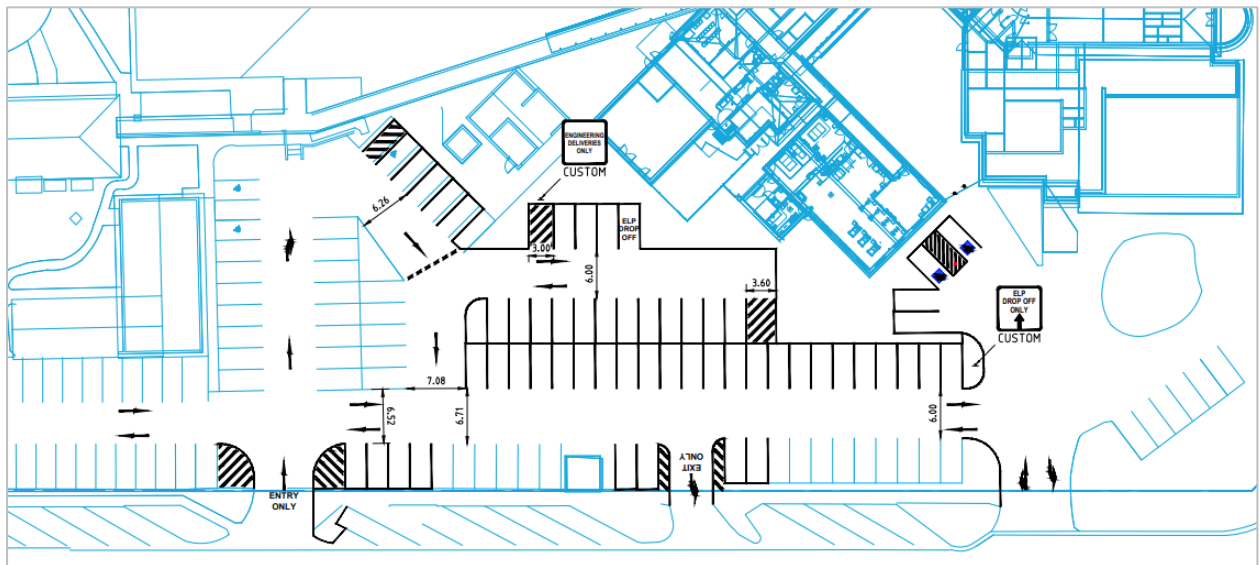
Stantec has reviewed the car park layout with consideration to the following:

- bay and aisle width
- turnaround facilities
- pick-up/ set-down area
- parking for persons with disabilities.

The review of the above elements indicates that the proposed car park design is generally in accordance with the abovementioned Australian Standards and Guidelines and is expected to operate satisfactorily.

Standard parking spaces are designed to be at least 2.6 metres wide by 5.4 metres long which would cater for both staff and visitor parking requirements to meet the Health Infrastructure guidelines (consistent with or exceeding requirements of AS/NZS2890.1:2004). Internal aisle widths are designed to be a minimum of six metres which meets the minimum requirement of 5.8 metres under AS/NZS2890.1:2004.

Figure 1: Redesigned Ascot Road Parking Area



The provision of an additional two accessible spaces have been provided within the ELP drop off area, which have been designed in accordance with AS/NZS 2890.6:2009.

1.2 Traffic review

Stage 2 of the Bowral and Districts Hospital does not result in any increases to clinical services, and as a result does not increase in staff and inpatient beds. Therefore, there is not expected to be any traffic generation increase as part of Stage 2. With the reconfiguration of the Ascot Road car park and minor increase in parking provision of 14 spaces, including a dedicated ELP drop off area, there is likely to be

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a minor redistribution of existing traffic around the site. However, there is not expected to be any additional impact on the surrounding road network because of the additional 14 parking spaces.

2 Construction Parking Review

The construction activities associated with the Stage 2 redevelopment are expected to commence in March 2023 and be completed in April 2025.

2.1 Construction Work Hours

Work associated with Stage 2 will be carried out between the following hours:

- Weekdays: 7am to 6pm
- Saturdays: 8am to 1pm
- Sundays and public holidays: No work.

The Appointed Contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval from Council.

2.2 Construction Worker Parking

The Appointed Contractor will be responsible for preparing a Construction Traffic Management Plan. No on-site parking will be provided for construction personnel and construction workers will be instructed not to park within the hospital grounds or on the streets directly adjacent to the hospital.

Appropriate arrangements would be made for any equipment/ tool storage and drop-off requirements. Any workers that are required to drive would be encouraged to carpool and park on streets away from the hospital as outlined in Figure 2 to minimise the impact to hospital staff, patients and visitors.

Any construction worker arrivals and departures by vehicle would be outside of road network peak hours and as such is unlikely to impact the surrounding road network.

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Figure 2: On-Street Parking Areas for Construction Worker Parking



Basemap Source: Nearmap

I trust this letter and the attached provide the necessary information. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

STANTEC AUSTRALIA PTY LTD

A handwritten signature in black ink, appearing to read 'Kope'.

Karen McNatty
Senior Principal Transportation Engineer