

ATTACHMENT 4 – TRAFFIC AND PARKING ASSESSMENT

Reference: #16S9001000

4 May 2016

Dexus Projects Pty Ltd
C/ Donald Cant Watts Corke
Level 1, 14 Martin Place
SYDNEY NSW 2000

Attention: Mr Mick O'Driscoll (Associate)

Dear Mick,

RE: 12 FREDERICK STREET, ST LEONARDS – PLANNING PROPOSAL TRAFFIC AND PARKING REVIEW

This statement has been prepared by GTA Consultants on behalf of Dexus Projects Pty Ltd. It has been prepared to accompany a Planning Proposal to Willoughby City Council seeking approval of a proposed private hospital at 12 Frederick Street, St Leonards.

1. Existing Conditions

Site Description

The subject site is located at 12 Frederick Street, St Leonards, east of the North Shore Private Hospital, and is generally bounded by Frederick Street, Reserve Road and Westbourne Street along the northern, western and southern boundary respectively.

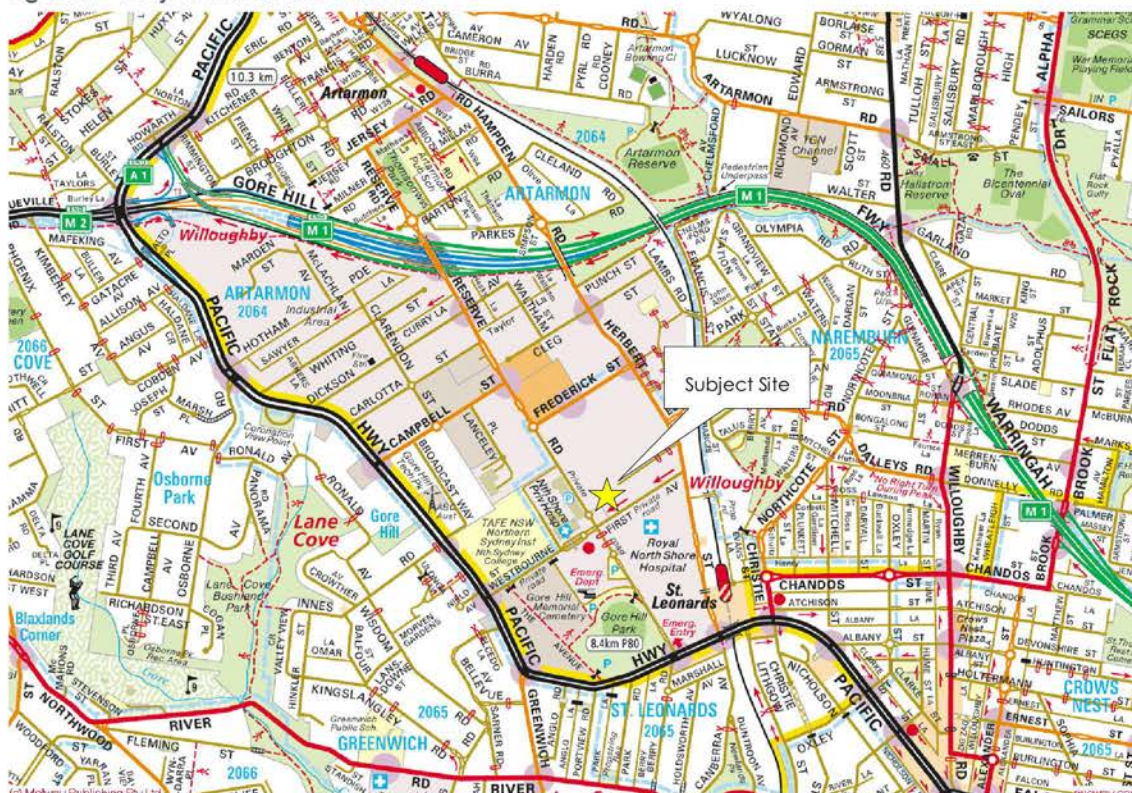
The location of the subject site and its surrounding environs is shown in Figure 1.

melbourne
sydney
brisbane
canberra
adelaide
gold coast
townsville
perth

Level 6, 15 Help Street
CHATSWOOD NSW 2067
PO Box 5254
WEST CHATSWOOD NSW 1515
t// +612 8448 1800

www.gta.com.au

Figure 1: Subject Site and Its Environs



(Reproduced with permission from Sydway Publishing Pty Ltd)

The subject site is currently occupied by a commercial/industrial building with a combined floor area of approximately 15,000m².

Land uses in the vicinity of the subject site are predominately health infrastructure facilities, notably the Royal North Shore Hospital and North Shore Private Hospital to the south and west of the site respectively. Other land uses in the vicinity generally consist of general and light industrial uses.

Road Network

The subject site is surrounded by a network of roads and has a frontage along Reserve Road, Westbourne Street and Frederick Street to the western, southern and northern boundary, respectively. Below is a description of these roads.

Reserve Road

Reserve Road functions as a two-way collector road between Frederick Street and Jersey Road and is generally aligned in a north-south direction. It is a private road between Frederick Street and Pacific Highway with a posted speed limit of 20 km/h, providing the linkage from Pacific Highway to the Royal North Shore Hospital

No through traffic is permitted to travel via Reserve Street past the roundabout near Westbourne Street. A "restricted staff" parking area relating to the North Shore Hospital is

provided past this point. It is noted that southbound vehicles are also not permitted to continue past the restricted staff parking area from the northern end of Reserve Road.

Westbourne Street

Westbourne Street functions as a two-way private road and is generally aligned in an east-west direction. 90 degree parking is made available on the north side of the road, accommodating for up to approximately 75 spaces. This road provides linkage between Herbert Street and Reserve Road with pedestrian crossing provided on either ends of Westbourne Street.

Frederick Street

Frederick Street functions as a two-way collector road and aligns in an east-west direction to the northern boundary of the site. Kerbside parking is permitted on both sides of the road and is generally well-utilised based on site observations. Vehicle access to the subject site is provided directly off Frederick Street via the existing driveway.

Public Transport

The subject site is well serviced by high frequency public transport services, being located well within the typical 800m catchment radius of a Railway Station, that being 500m from the St Leonards Railway Station.

The St Leonards Railway Station is serviced by the T1 Line, providing linkage to Richmond / Emu Plains / Epping and Chatswood / Hornsby / Berowra areas. These train services generally operate at a frequency of about 3 minutes during peak times and 5-10 minutes out of peak times. Further to this, numerous high frequency bus services operate within the vicinity, which includes the Metrobus M20 operating every 10 minutes during the peak periods and every 15-20 minutes out of peak.

2. Proposed Development

Proposal Description

The development seeks to construct a private hospital on land located on 12 Frederick Street, St Leonards, near the southern boundary to accommodate the following:

- 128 inpatient beds
- 3 Endoscopy Operating theatres
- Emergency Department min. of 11 acute treatments bays, 1 Isolation Room and 1 resuscitation bay, including associated support services
- Bridge link to the existing North Shore Private Hospital
- Radiology / Diagnostic Image centre (cold shell)
- Specialist medical consulting suits (warm shell).

It is anticipated that the development would consist of 166 staff members, comprised of the following:

- 20 medical practitioners
- 146 other employees, including nurses, admin staff and maintenance workers.

Car Parking Requirements

The car parking provision requirements for different development types are set out in the Willoughby City Council DCP. A review of the car parking requirement rates for the proposed development is summarised in Table 1 below.

Table 1: DCP Parking Requirements

Use	Type	Size	DCP Parking Rate	DCP Parking Requirement
Hospital	Staff Parking	○ 128 hospital beds ○ 20 medical officers ○ 146 other employees	1 space per registered practitioner, plus 1 space per 2 other employees.	93 spaces
	Visitor Parking		1 space per 3 beds for visitors.	42.67 spaces
Total				135.67 spaces

On the above basis, a total of 136 car parking spaces need to be provided for the proposed development.

The development provides up to 220 parking spaces (the final number will be established during design development) and therefore complies with the parking requirements as set out by the Willoughby City Council DCP. Additionally, the proposed parking would be designed in accordance with design requirements set out in the relevant Australian Standards, namely AS2890.1.

Traffic Impact Assessment

Traffic generation estimates for the proposed development have been sourced from the *RMS Guide to Traffic Generation Developments*.

The following design trip rates have been used to calculate the anticipated traffic generation of the subject development (i.e. for a private hospital).

- Morning Peak

$$-10.21 + 0.47 \times \text{No. of Beds} + 0.06 \times \text{No. of Day Staff}$$

- Evening Peak

$$-2.84 + 0.25 \times \text{No. of Beds} + 0.40 \times \text{No. of Day Staff}$$

As noted earlier, the development accommodates the following:

- 128 hospital beds and
- 166 staff members.

It is anticipated that there would be an average of 127 staff in place per day shift (i.e. morning and evening) and 19 staff across the overnight shift.

On the above basis, the traffic generation of the development have been summarised in Table 2 below.

Table 2: Traffic Generation Estimates

Use	Size	Morning Peak	Evening Peak
Private Hospital	128 hospital beds 127 day staff members	58 vehicle trips	80 vehicle trips

Based on the indicative trip generation estimates associated with the proposed development, the site would generate an additional 58 and 80 vehicle movements in the morning and evening peak respectively, which equates to approximately 1 vehicle every minute.

It is not anticipated that the additional development traffic following the full development of the site would adversely impact the surrounding local network or result in any operational or safety issues.

However, a detailed traffic assessment would be undertaken in the development application stage to assess the traffic impacts of the additional development traffic on the nominated study intersections in the vicinity of the site.

Conclusion

The proposed development is not anticipated to generate any significant traffic and/or parking implications which would result in any operational or safety issues on the surrounding local network. A detailed assessment of the traffic impacts associated with the development will be undertaken in the development application stage.

We trust the above is satisfactory. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Ken Hollyoak
Director (NSW)

ATTACHMENT 5 - RELEVANT SECTION 117 DIRECTIONS

Relevant Section 117 Directions are addressed below.

Direction	Objectives	Comment	Consistency
1 Employment and Resources			
1.1 Business and Industrial Zones	(a) encourage employment growth in suitable locations, (b) protect employment land in business and industrial zones, and (c) support the viability of identified strategic centres.	The proposal retains the IN1 General Industrial zoning of the site. It provides the opportunity to increase the employment capacity of the site and will strengthen the specialist health services role of St Leonards strategic centre.	Yes
3 Housing, Infrastructure and Urban Development			
3.1 Integrating Land Use and Transport	Land Use and Transport (1) The objective of this direction is to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services, and (e) providing for the efficient movement of freight. (4) A planning proposal must locate zones for urban purposes and include provisions that give effect to and are consistent with the aims, objectives and principles of: (a) Improving Transport Choice – Guidelines for planning and development (DUAP 2001), and (b) The Right Place for Business and Services – Planning Policy (DUAP 2001).	The proposed development of the site will provide the opportunity to increase accessibility, public transport use and walking and cycling as the site is well located in relation to public transport and other services as well as complementary health related uses.	Yes

Direction	Objectives	Comment	Consistency
4 Hazards and Risk			
4.1 Acid Sulfate Soils	The objective of this direction is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.	The site is identified as Class 5 on the Acid Sulfate Soils Map in Willoughby LEP 2012. Acid sulfate soils are generally not found in Class 5 areas. In addition, Willoughby LEP 2012 Clause 6.1 Acid Sulphate Soils will apply to future DAs for the site, and will require acid sulphate soils to be considered.	Yes
5 Regional Planning			
5.1 Implementation of Regional Strategies	The objective of this direction is to give legal effect to the vision, land use strategy, policies, outcomes and actions contained in regional strategies.	The Planning Proposal is consistent with the subregional planning actions outlined in <i>A Plan for Growing Sydney</i> and to be translated into the District Plans currently under preparation.	Yes
6 Local Plan Making			
6.1 Approval and Referral Requirements	The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development	The Planning Proposal is an efficient means of facilitating the proposed private hospital development and does not introduce any additional consultation, concurrence or referral requirements or identify any additional designated development categories	Yes
6.3 Site Specific Provisions	The objective of this direction is to discourage unnecessarily restrictive site specific planning controls	This direction is relevant as the planning proposal seeks to amend WLEP 2012 in order to allow a particular development to be carried out. The proposed Schedule 1 amendment would enable hospitals as an additional permitted use on the site and would increase the maximum permissible FSR for hospital related buildings to 3:1. Consistent with this direction, it would not impose any development standards or requirements	Yes

Direction	Objectives	Comment	Consistency
		in addition to those already contained in WLEP 2012.	
7 Metropolitan Planning			
7.1 Implementation of the Metropolitan Plan for Sydney 2036	The objective of this direction is to give legal effect to the vision, transport and land use strategy, policies, outcomes and actions contained in the Metropolitan Plan for Sydney 2036	The Metropolitan Plan for Sydney 2036 has been superseded by <i>A Plan for Growing Sydney</i> . The Planning Proposal is consistent with the metropolitan planning policies, directions and actions outlined in <i>A Plan for Growing Sydney</i> (addressed in Section 5.2 of this report)	Yes