

2 May 2012

Mr. Peter McManus
Metropolitan and Regional Projects North
NSW Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Peter.McManus@planning.nsw.gov.au

Dear Peter,

Re: MP10_0070 MOD 3 - Section 75W Modification, Education Centre

Further to the Department's correspondence of 2 March 2012 regarding the above application, MacroPlan Dimasi has been requested to prepare the following information in response to issues raised.

1. Traffic and Parking Matters

The Department has requested clarification and further justification of the proposed additional car parking spaces incorporated in submitted plans, noting that the final proposed number of spaces exceeds that which was assessed under the approved project application MP10_0070. The Department has requested the submission of a traffic impact report to demonstrate the impacts of the additional spaces.

To determine the adequacy and legitimacy of the proposed parking provision it is necessary to consider the sequence of traffic and parking assessments that have been undertaken for the site, encompassing both the concept and project approvals that have been issued.

Under the original concept approval provision was made for a total of 1,671 spaces (including 250 on street spaces) to service the non-hospital uses across the Wahroonga estate. The 'faculty of nursing', although principally a hospital use, was included as part of this assessment. It was estimated to have an allowable floor space of 3,500m² and was allocated a provision of 119 spaces (see pp. 75-77 of Final Preferred Project Report, January 2010 and pp. 26-29 of DG's EA Report, March 2010). Other parking (for a range of commercial, retail, residential and student accommodation purposes) was allocated around that part of the site which straddles the SP1 and B1 zonings of the Central Hospital precinct, in the vicinity of the proposed Education Centre.

We note that all traffic externalities associated with the overall development of the Wahroonga estate were considered in detail at the concept approval stage, including the expected 119 spaces associated with the nursing faculty. In particular, at the final approval stage when the total residential yield across the estate was limited to 500 dwellings, the accepted traffic advice was that "the reduction in new dwelling numbers from 690 to 500 would result in a reduction of peak hour traffic generation for the site of 91 vehicles per hour" and that "the total traffic generation change for this site would be down from 985 to 894 during peak hour." The advice concluded that the omission of 190 residential units would not materially change expected traffic conditions nor result in any lesser need for intersection or external road improvements beyond that which were already recognised (and subsequently factored into the concept approval). The initial concept approval and associated required roadworks therefore have been based on a slight overestimation of site uses, allowing some 'slack' for the individual assessment of particular uses within the estate and further justifying the modest variation from Council DCP parking standards that was allowed for defined uses at the time of the concept approval.

We note also that the concept plan approval stipulates that:

B9 Car Parking

- 1) *Residential car parking rates are to be determined having regard to the rates specified in the Preferred Project Report.*
- 2) *Residential car parking is to be provided at grade or below ground level within the footprint of the building.*
- 3) *The consent authority is to have regard to the provisions of the relevant Council Development Control Plan regulating car parking at the time of the application, the final Preferred Project Report and any other relevant traffic, transport and car parking reports when determining car parking requirements for employment generating land uses.*

- 4) *Applications for non-residential land uses must be accompanied by a traffic and car parking assessment prepared by a suitably qualified traffic planner, demonstrating that sufficient car parking has been provided having regard to the RTA's Guide to Traffic Generating Developments and Council's DCP requirements.*

Accordingly, further detailed consideration of specific hospital-based land uses (which subsequently were to include the education centre/faculty of nursing facility) was required to be undertaken at the project approval stage for this precinct.

The subsequent project approval (MP 10_0070) for hospital precinct works assessed and provided development consent for a range of hospital projects including:

- The expansion and refurbishment of the existing Clinical Services Building (CSB);
- Construction of a new 'Shannon Wing';
- Relocation of other existing facilities necessary to create a new Merritt Kellogg Museum;
- Associated at grade and multi-deck carpark facilities, additional site landscaping and a new entry concourse; and
- The construction of a new Education Centre.

The approved project plans incorporated an additional 750 car parking spaces across the hospital campus, providing for a total of 2,058 spaces within this part of the Wahroonga estate. Notably, approved drawings for the Education Centre allocated only 9 spaces for this facility, with the intention that additional 'shared' parking (for nurses, doctors and nursing students) would be provided as part of the further build-out of this 'mixed use/commercial/residential' corner of the site. Currently approximately 70 nurses reside on site with the intention, in following construction stages, to provide a greater range of on-site accommodation in a mix of bed-sit, 1-bedroom and 2-bedroom formats.

Currently, as part of this S75W modification request, 43 spaces are now proposed to be provided in association with the Education Centre. The total floor space of the Education Centre remains the same as approved at the concept and project stages (i.e. 3,500m²).

The proposed 43 car parking spaces are primarily located adjacent to the education facility in a part of the site that does not impact on district views or impede the pedestrian connectivity between the new education centre and further proposed mixed use projects that will occur immediately to the site's east. Additional carparking that is now proposed 'behind' the centre is set back from The Comenarra Parkway and will be screened from public view along the road corridor.

Importantly, the number of car spaces now proposed on site corresponds more appropriately with the standard identified in the initial Final Preferred Project Report and Concept Plan (January 2010) and is also more closely aligned with Ku-ring-gai Council's DCP parking requirements. The proposed 43 spaces will accommodate both lecturer and administration staff needs, whilst still allowing for an 'overlap' of student needs between the education facility and proposed residential accommodation (to be provided in latter stages) adjacent to the site.

Comparison of Car Parking Requirements

Land Use	Council DCP Requirement	Concept Plan Requirement	Current Provision
Education Centre (Nursing Faculty)	1 space per EFT employee 1 space per 3 students 9 + 121 = 130 spaces	40% @ 1.5 spaces/student (.4 x 365) x 1.5 = 219 spaces	43 spaces Accommodating staff needs and visiting students

The education centre will house 9 full time staff (e.g. Dean, Assistant Dean, Administration and Reception). The centre will be capable of accommodating 365 students although all students are not expected to attend lectures and seminars at the same time and the majority of students are expected to live on site.

A neighbouring student accommodation and residential complex will augment current on-site student numbers through the provision of new accommodation quarters. The new facility will provide approximately 190 units on land that is immediately east of the Education Centre (including a mix of bed-sit, 1 and 2-bedroom units, providing housing choice for students and the general market). DA plans for this residential construction stage are about to be lodged with Ku-ring-gai Council for its consideration.

In summary, the increased provision of parking as part of the Education Centre facility diverges from the project approval but is closer to the expected number of spaces that informed the initial assessment of external road and traffic improvements that have been designated for the site. The current proposed 43 spaces is also more consistent with Council's DCP requirements for parking and those that were deemed appropriate at the concept approval stage. Parking provision remains hinged however to the fact that the majority of students attending the education facility will in fact be on-site residents. Also, many lectures and seminars will occur after-hours, at which time other nearby on-site parking facilities are expected to be available. These factors have driven the assessment of parking need at both the concept and project approval stages and remain valid.

Our view on how the overall parking needs of the education facility are best provided for on site is supported by the accompanying advice from Transport and Traffic Planning Associates (TTPA).

Please note that the hospital remains committed to proposed initiatives that drove the initial concept plan assessment of parking need for the site, e.g. the introduction of a formal car sharing scheme and the construction of pedestrian and bicycle connections across the site, as well as other initiatives formally identified in the Statement of Commitments itemised in Schedule 2 of the Project Approval.

Lastly, we note Ku-ring-gai Council has not specifically objected to the extra provision of parking on the site but has suggested that it be appropriately treated and screened from public view. This has been attended to in our submitted landscaping details.

2. Landscaping Issues

The attached landscape drawing (0803 A-104 Landscape Plan) details the proposed treatment of the site's setback to The Comenarra Parkway and other external areas (carpark and building edges). The plan shows both existing vegetation and proposed landscaping works.

Importantly, local species (*Syncarpia glomulifera* – Turpentine trees) have been chosen to complement the provision of lower shrubs to create an effective visual screen to the adjoining road and residents situated on the opposite side of The Comenarra Parkway. The proposed landscaping works are located within that part of the site not affected by future road widening.

We would expect that the submitted landscape plan (0803 A-104) will become part of any approval that may issue for the proposed works.

As per previous procedures, our client is able to attend your offices to explain the content of this letter and to clarify specific aspects of our advice if required. We would welcome the opportunity for such discussions.

We trust that this additional information sufficiently addresses those issues raised in your earlier correspondence. Please do not hesitate to contact our office should the need arise.

Yours sincerely,



Wayne Gersbach
Director NSW
MacroPlan Dimasi Australia