

Deputy Director General
Planning and Infrastructure NSW
Sydney

**RE: 10_0147, Life City Wollongong - Hi-Tech Holistic Cancer & Medical Hospital Campus
Warwick Street, Nolan Street Berkeley**

Objections based on the Traffic and Transport Assessment.

Current Traffic Flow:

The Traffic and Transport Assessment is based on data collected on a single day, the 9th October, 2012. This should have been done over the course of a week to obtain a much more accurate traffic count.

A simple count of traffic was undertaken over 3 days between 8:00 am and 10:am, from Monday 25th March to Wednesday 27th March, and then averaged. This averaged count was higher than that shown in the Assessment by 52 cars. This takes the AM Peak Hour from 456 to 508.

No traffic assessment was performed for Nottingham St. This is currently used by through traffic from the Northcliff Dr. exit of the Southern Freeway to by-pass the school zone at the southern end of Nolan St. A simple count of traffic turning from Northcliffe Dr into Nottingham St during the AM peak period was 76 per hour.

No traffic assessment was done on Hopman Crescent, which would be an alternative road to access the Warwick Street entrance to the site when there was a delay at the Nolan Street entrance.

Public Transport Assessment / Assumptions:

The statements *"The administration has already affirmed with local transport agencies adequacy of services for public utilising this facility."* Is blatantly incorrect for the following reasons:

Public transport to the proposed development is minimal, especially for the proposed number of employees.

Premier Illawarra provides a service that goes from Wollongong to Warrawong and returns. This is Route 34, which is proposed to route through the development.

For employees travelling by bus from Wollongong to Berkeley, there are 4 AM services that would arrive at the development at these times, 7:30, 8:01, 8:32, and 8:54.

For employees travelling by bus from Warrawong to Berkeley, there are 5 AM services that would arrive at the development at these times, 7:43, 8:13, 8:28, 8:48 and 9:08

For employees that live in the Northern or Southern suburbs at least 2 buses or a train and bus combination would be required to utilise public transport. This was not even mentioned in the Assessment.

Using the timetable extracts that can be found at the end of this document, it is easily shown that the duration of a trip from home to the site can take at least an hour, and in some cases over an hour and a half to travel by public transport.

A worst case scenario would be from Shell Cove, where an employee would either take 3 buses, Shell Cove to Shellharbour, Shellharbour to Warrawong and then Warrawong to the site, or a bus to Oak Flats, a train to Unanderra, and then a bus to the site.

Alternatively, a car trip from the Northern suburbs will take between 20 and 30 minutes, while a car trip from the Southern suburbs takes between 20 and 35 minutes.

Given the large time difference between using public transport and driving to and from the site, 90%+ of employees will drive.

Parking:

The statement *“Ample Parking places, set down areas, pedestrian safety, easy accessibility including disabled parking and access have been carefully incorporated in the facility design.”*, especially the “Ample parking places” component is just wrong.

The fact that the existing public transport provision to the Berkeley site is woefully inadequate to support the proposed number of employees then it follows that the number of on-site parking spaces detailed in the proposal will also be woefully inadequate.

This would cause a flow on effect so that the local streets, Hopman Crescent, Warwick Street and Hoad Place would become off-site parking for the development, with the associated traffic flows which these residential streets are not designed or built for.

Using simple arithmetic it can be shown that there would be over 1,000 cars parked in the local streets if the number of parking spaces in the proposal remains at 880 and an estimated employees working between 8:00 am and 6:00pm at approx 1,800.

This would take into account the simple fact that all the doctors, senior medical staff and senior administration staff would have their own reserved parking space, thereby reducing the total number of spaces by at least 80. This does not take into account the number of spaces that would be reserved for visitors and patients which would further reduce the number of spaces available for employees.

Future Traffic Flow:

In section 3.5.2 Proposed Traffic Distribution, it states that:

The Nolan Street access would be developed as the main access to the site, all visitors, deliveries, service vehicles would be expected to use this access. The Warwick Street access would provide access mainly to the High School. Based on this, it has been assumed that:

- 80% of the development traffic would enter and exit via the Nolan Street access; and
- 20% of the development traffic would enter and exit via the Warwick Street access.

The existing AM and PM peak traffic distributions on Nolan Street have been reviewed to determine the expected distribution for the development traffic.

For the purpose of this assessment it has been assumed that:

- 60% of development traffic would be to/from Northcliffe Drive (Southern Freeway); and
- 40% of development traffic would be to/from the Princes Highway.

20% would enter and exit via Warwick Street access

40% would be from the Princess Highway

Why would traffic from the Princess Highway by-pass the Warwick Street access to then drive all the way around to the Nolan St entrance? This is just a bad assumption as drivers do just not behave this way.

Given the lack of public transport, as indicated above, and the expected high percentage of employees that would drive to the site, then section "3.2 Projected Traffic Generation" of the Assessment is just wrong as it's based on faulty assumptions and erroneous traffic volumes.

The more accurate figures for 'Peak Hour Traffic Generation Potential' would be:

Morning Peak (vtph) IN 1,369

Morning Peak (vtph)OUT 1,369

Evening Peak (vtph) IN 1,369

Evening Peak (vtph) IN 1,369

In other words, over 1,000 more traffic movements than that stated.

Employees would quickly realise that the on-site car park is full after a certain time in the morning and would look for off-site parking with the easiest being into Hopman Crescent, which is not designed or built for that expected level of traffic flow. (see image below)

The use of the local residential streets as off-site parking along with the expected increase of traffic through what are quiet residential streets will have the following affect on local residents:

- Safety concerns, especially for the residents with small children.
- Increased traffic noise.
- Loss of on-street parking for local residents and their visitors.



Extracts of the timetables for AM and PM as supplied by

More details for each of the public transport providers can be found on their websites, which have been supplied below.

Greens Northern Coaches

<http://www.greensnortherncoaches.com.au/timetables.html>

Suburb	AM	AM	AM	AM	AM
Stanwell Park	6:10	6:55	7:10	7:20	7:55
Coalcliff	6:13	6:58	7:13	7:23	7:58
Clifton	6:15	7:00	7:15	7:25	8:00
Wombarra	6:17	7:02	7:17	7:27	8:05
Coledale	6:21	7:06	7:20	7:30	8:08
Coledale	6:23	7:08	7:22	7:32	8:10
Austinmer	6:27	7:12	7:26	7:36	8:13
Thirroul	6:30	7:15	7:30	7:40	8:17
Woonona	6:38	7:23	7:38	7:49	8:26
Corrimal	6:43	7:28	7:43	7:55	8:32
Towradgi	6:45	7:30	7:45	7:59	8:36
Fairy Meadow	6:50	7:35	7:50	8:04	8:42
Wollongong	6:55	7:40	7:55	8:12	8:50

Suburb	PM	PM	PM	PM
Wollongong	4:35	5:05	5:25	5:45
Fairy Meadow	4:40	5:10	5:30	5:50
Towradgi	4:45	5:15	5:35	5:55
Corrimal	4:47	5:17	5:37	5:57
Woonona	4:52	5:22	5:42	6:02
Thirroul	5:00	5:30	5:50	6:10
Austinmer	5:05	5:35	5:55	6:15
Coledale	5:09	5:39	5:59	6:19
Coledale	5:11	5:41	6:01	6:21
Wombarra	5:14	5:44	6:04	6:24
Clifton	5:17	5:47	6:07	6:27
Coalcliff	5:20	5:50	6:10	6:30
Stanwell Park	5:25	5:55	6:15	6:35

Dions Bus Service

<http://www.dions.com.au/timetables>

Suburb	AM	AM	AM	AM	AM	AM
Austinmer	~~~~	7:00	7:35	~~~~	7:50	8:05
Thirroul	~~~~	7:03	7:38	~~~~	7:54	8:08
Bulli	6:50	7:09	7:45	~~~~	8:00	8:14
Woonona	6:52	7:11	7:47	7:43	8:02	8:15
Bellambi	6:58	7:18	7:53	7:54	8:09	8:24
Corrimal	7:01	7:22	7:57	8:00	8:13	8:28
Fairy Meadow	7:06	7:27	8:04	8:06	8:20	8:35
North Wollongong	7:08	7:29	8:07	8:08	8:23	8:38
Wollongong	7:13	7:36	8:14	8:16	8:30	8:45

Suburb	PM	PM	PM	PM	PM	PM	PM
Wollongong	4:26	4:46	5:06	5:16	5:30	5:45	6:10
Lysaght_Street	4:34	4:54	5:14	5:24	5:39	5:54	6:15
Fairy_Meadow	4:37	4:57	5:17	5:27	5:42	5:56	6:17
Corrimal	4:45	5:05	5:25	5:35	5:50	6:01	6:24
Bellambi	4:46	5:06	5:26	5:36	5:51	6:07	6:25
Woonona	4:51	5:13	5:33	5:43	5:55	6:20	6:29
Bulli	4:53	5:15	5:35	5:45	5:57	6:23	6:31
Thirroul	4:58	5:21	5:41	5:51	6:01	~~~~	6:36
Austinmer	5:02	5:25	5:45	5:55	6:05	~~~~	6:39

Premier Illawarra

<http://www.premierillawarra.com.au/timetables.html>

Suburb	AM	AM	AM	AM	AM
Bellambi	6:16	7:03	7:29	7:36	7:59
Corrimal	6:26	7:15	7:41	7:48	8:12
Tarrawanna	6:30	7:19	7:45	7:52	8:17
Balgownie	6:34	7:24	7:50	7:57	8:23
Fairy Meadow	6:40	7:31	7:54	8:04	8:31
Wollongong	6:48	7:40	8:05	8:23	8:42

Suburb	PM	PM	PM	PM	PM	PM	PM	PM
Wollongong	3:58	4:22	4:58	5:22	5:38	5:58	6:22	8:05
Fairy Meadow	4:08	4:31	5:08	5:31	6:05	6:07	6:31	8:13
Balgownie	4:12	4:38	5:12	5:38	6:05	6:11	6:37	8:19
Tarrawanna	4:17	4:43	5:17	5:43	6:09	6:15	6:41	8:23
Corrimal	4:21	4:47	5:21	5:47	6:13	6:19	6:45	8:27
Bellambi	4:29	4:55	5:29	5:55	6:19	6:27	6:51	8:33

Suburb	AM	AM	AM	AM
Wollongong	7:10	7:37	8:09	8:29
Figtree	7:18	7:47	8:18	8:39
Unanderra	7:23	7:53	8:24	8:45
Berkeley	7:30	8:01	8:32	8:54

Suburb	AM	AM	AM	AM
Wollongong	7:10	7:37	8:09	8:29
Figtree	7:18	7:47	8:18	8:39
Unanderra	7:23	7:53	8:24	8:45
Berkeley	7:30	8:01	8:32	8:54

Suburb	AM	AM	AM	AM	AM
Warrawong	7:20	7:50	8:05	8:25	8:45
Lake_Heights	7:26	7:56	8:11	8:31	8:51
Berkeley	7:43	8:13	8:28	8:48	9:08

Suburb	PM	PM	PM	PM	PM	PM
Berkeley	4:03	4:23	4:43	5:03	5:23	5:43
Lake_Heights	4:15	4:35	4:55	5:15	5:35	5:55
Warrawong	4:21	4:41	5:01	5:21	5:41	6:01

Premier Illawarra

<http://www.premierillawarra.com.au/timetables.html>

Suburb	AM	AM	AM
Penrose	7:07	7:49	8:49
Dapto	7:21	8:03	9:03
Kanahooka	7:28	8:10	9:10
Brownsville	7:34	8:16	9:16
Berkeley	7:44	8:26	9:26

Suburb	PM	PM	PM	PM	PM	PM	PM
Berkeley	12:21	1:21	2:21	3:21	4:21	5:21	6:21
Brownsville	12:31	1:31	2:31	3:31	4:31	5:31	6:31
Kanahooka	12:37	1:37	2:37	3:37	4:37	5:37	6:37
Dapto	12:44	1:44	2:44	3:44	4:44	5:44	6:44
Penrose	12:49	1:49	2:49	3:49	4:49	5:49	6:49

CityRail

<http://www.cityrail.info/timetables/#landingPoint>

Suburb	AM	AM	AM	AM	AM	AM
Kiama	6:14	6:50	7:24	7:47	8:32	8:57
Bombo	6:17	6:53	7:31	7:50	~~~~	9:00
Minnamurra	6:22	6:58	7:36	7:55	8:43	9:05
Shellharbr	6:26	7:02	7:40	7:58	8:47	9:09
Oak_Flats	6:31	7:07	7:45	8:03	8:52	9:14
Albion_Park	6:34	7:10	7:48	8:06	8:55	9:17
Dapto	6:45	7:17	7:55	8:14	9:02	9:27
Unanderra	6:51	7:23	8:01	8:20	9:08	9:33

Suburb	PM	PM	PM	PM	PM
Unanderra	4:10	5:00	5:10	5:41	6:24
Dapto	4:17	5:07	5:17	5:49	6:31
Albion_Park	4:24	~~~~	5:24	5:56	6:38
Oak_Flats	4:27	~~~~	5:27	5:59	6:41
Shellharbr	4:32	~~~~	5:32	6:06	6:47
Minnamurra	4:35	~~~~	5:35	6:09	6:50
Bombo	4:40	~~~~	5:40	6:14	6:55
Kiama	4:43	~~~~	5:43	6:17	6:58

Suburb	AM	AM	AM	AM	AM	AM
Thirroul	7:06	7:36	7:54	8:23	8:33	8:57
Bulli	~~~~	7:39	7:56	8:26	8:35	~~~~
Woonona	~~~~	7:41	7:59	8:28	8:38	~~~~
Bellambi	~~~~	7:43	8:01	8:30	8:40	~~~~
Corrimal	~~~~	7:46	8:03	8:33	8:42	~~~~
Towradgi	~~~~	7:47	8:05	8:34	8:44	~~~~
Fairy_Meadow	~~~~	7:49	8:07	8:36	8:46	~~~~
North_Wollongong	7:15	7:52	8:09	8:39	8:48	9:06
Wollongong	7:20	7:57	8:14	8:42	8:53	9:11
Coniston	7:22	7:59	8:16	~~~~	8:55	9:13
Unanderra	7:28	8:06	~~~~	~~~~	~~~~	9:19

Suburb	PM	PM	PM	PM	PM	PM	PM	PM
Unanderra	3:55	~~~~	4:39	~~~~	5:24	~~~~	5:54	~~~~
Coniston	4:00	4:19	4:44	5:17	5:29	5:48	5:59	6:24
Wollongong	4:03	4:23	4:48	5:21	5:34	5:52	6:06	6:28
North_Woll	4:05	4:25	4:50	5:23	5:36	5:54	6:08	6:30
Fairy_Mead	4:07	4:27	~~~~	5:25	~~~~	5:56	~~~~	6:32
Towradgi	4:09	4:29	~~~~	5:27	~~~~	5:58	~~~~	6:34
Corrimal	4:11	4:31	~~~~	5:29	~~~~	6:00	~~~~	6:36
Bellambi	4:13	4:33	~~~~	5:31	~~~~	6:02	~~~~	6:38
Woonona	4:15	4:35	~~~~	5:33	~~~~	6:04	~~~~	6:40
Bulli	4:18	4:38	~~~~	5:36	~~~~	6:07	~~~~	6:43
Thirroul	4:21	4:41	4:59	5:39	5:45	6:10	6:17	6:46