

ATTACHMENT A

**SYDNEY LOCAL HEALTH DISTRICT
SUBMISSION**

Ms Natasha Ridler
Senior Specialist Planner
City of Sydney Council
456 KENT Street
SYDNEY NSW 2000

Dear Ms Ridler,

DA 2013/1973 – 19 Carillon Avenue Camperdown (St Andrew's College)

As indicated in a letter to you on 25 November 2014, Sydney Local Health District (SLHD) executive met with representatives of St Andrew's College (SAC) on 26 November 2014 to discuss the amended draft conditions in relation to the current development application of the SAC site.

Whilst SLHD did not expect that SAC would accept all of the draft amendments, it was hoped that a compromise could be achieved through negotiation. Unfortunately SAC made it clear that no alteration to the current application or their suggested draft conditions would be considered. All conditions were rejected outright by SAC.

SLHD have engaged the services of the following consultants:

Architectural Perspectives:	Jacobs SKM
Urban Planning :	Perica & Associates
Traffic Study	ARUP

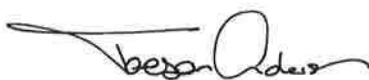
The reports of these consultants and a word version of the draft conditions outlined in the report from Perica & Associates are attached for your consideration.

It is understood and appreciated by SLHD that significant redesign has already occurred with this application, however it is the belief of the District and of great concern to many of the senior clinicians at RPAH, that this development not only provides the additional amenity that SAC seeks, but recognizes and respects the history and amenity of RPAH, its staff, patients and visitors. RPAH is an iconic service that was built by the people of Sydney for the people of NSW and deserves to be considered an important partner and neighbor to the college and its heritage and cultural significance respected. This development in its current iteration does not recognize this but rather presents a barrier between the two institutions.

It would be appreciated if you would consider the documentation provided when making your recommendations for this development to the City of Sydney Planning Committee.

Should you require any further information or clarification please contact Deborah Flood, Director Capital Asset & Contract Services on 0418 269 272.

Yours sincerely,



Dr Teresa Anderson
Chief Executive
Date: 28.11.14

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Date: 27 November 2014



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Dear Ms Ridler

DA 2013/1973 – 19 CARILLION AVENUE CAMPERDOWN (ST. ANDREWS COLLEGE)

Overview

I have been appointed by NSW Health to review the above development application and assist in suggesting appropriate and justifiable conditions of approval that may allow the proposal to proceed while reasonably protecting the interests of the Royal Prince Alfred Hospital (RPAH) and the precinct of which it is part.

Firstly, the development of the College site is positive and represents a unique opportunity to constructively address the opportunities for the site and respond to its constraints.

The development is significant and likely to be the most significant of the site in a generation, due to the assets of heritage items and the oval, and the lack of remaining opportunities on the site. The work has a value of around \$100M and a long term perspective is needed. Indeed, this is the role of a Masterplan, which should also consider the precinct beyond its' immediate boundaries. The precinct includes important social and economic assets of regional and State significance.

The main opportunities/constraints relate to heritage fabric/setting, traffic/parking and trees.

In reviewing the uses within the proposal, the predominance of student housing is appropriate, as it is an ancillary aspect to tertiary education, a use which is less reliant on car parking and a use which will assist in activating the precinct during a range of hours. A medical research use is also appropriate.

In terms of the massing of the proposal, it is clear the proposal has responded to "internal" assets of St Andrews College (oval, heritage items on the College site, internal courtyard etc) which provides the benefit of optimising the internal amenity of the College while locating massing at the edges.

The general locations of new buildings is appropriate. Indeed there may be more scope for massing on Carillion Avenue, given the site is approximately 2 levels below the street, and there is greater separation from heritage items, with good amenity and outlook). There may also be opportunities closer to and within the Women's College to the east, if a wider perspective is taken

Particular care is needed in placing a building in the location of the proposed northern building, given its' context. The eastern side of Missenden Road is a Heritage Conservation Area, the subject site and adjoining RPAH site are listed heritage items, the RPAH Admission Block and Victoria Pavilion, also known as the Fairfax Building, (immediately adjoining the proposal) are both listed on the State Heritage Register and the Main Building on the College site is being considered to be listed on the SHR (as outlined in the Council assessment report):

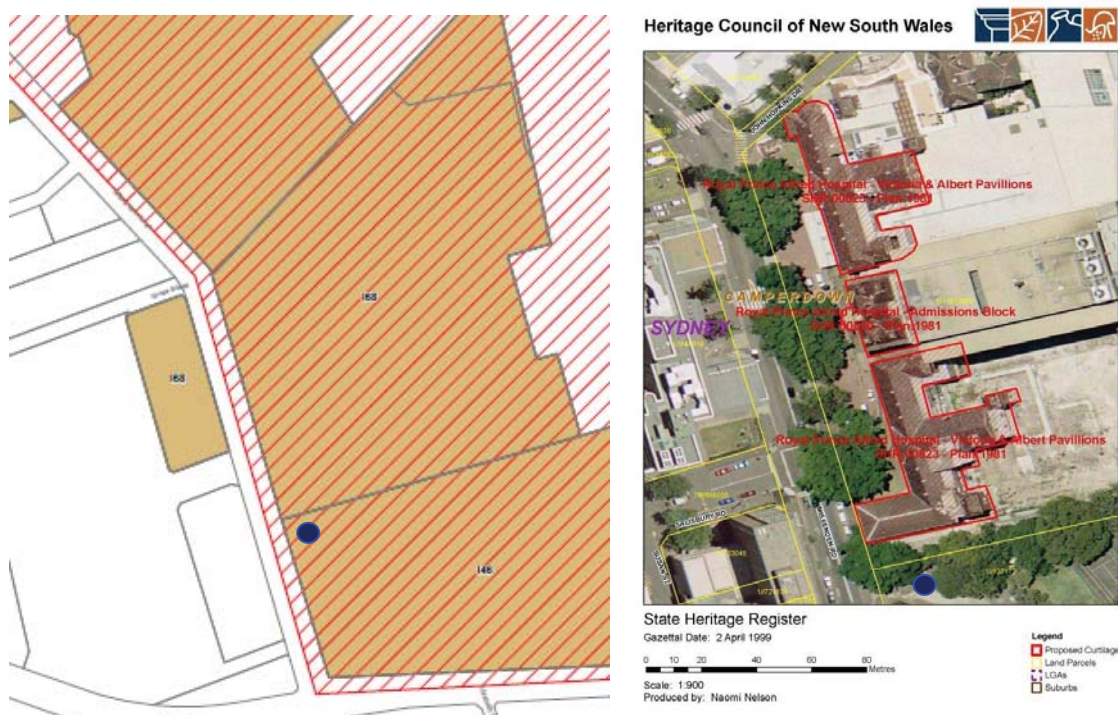


Figure 1-2 - SLEP 2012 extract and SHR listing for Administration/Victoria Pavillion

The site of the northern building also includes a number of mature trees (as shown in the aerial photo above).

The design response has pushed the northern building to the northern side boundary. This maximises the impact on the trees and locates new massing closest to the adjoining State listed heritage item. It also means the building will not be able to comply with the BCA or have side fenestration guaranteed to be retained, being located on a boundary. At the same time, the height of the massing is higher than the parapets of the adjoining significant heritage items, both on the College and the RPAH site. While the massing shows articulation, it simply should not be higher than

the parapet of the Main Building or the eave of Fairfax/Victoria Pavilion. The proposed massing is too high, particularly for the portion of the building adjoining the Fairfax/Victoria Pavilion. It should also be set back from the boundary by 3-6m. This would have the benefit of improved articulation, retention and provision of trees on the site, provision of a pedestrian linkage on the site (which is constrained for linkages) and an improved relationship with heritage assets in a unique precinct.

The concern with the northern building has been held and expressed by the RPAH in prior submissions. It is noted, and important to note, that both the Heritage Council of NSW and the Council's Design Advisory Panel also have raised concern with the northern building. While there have been changes to the footprint and massing, the location on the northern boundary has remained and the higher portions of the front section of the building are now closer to the Fairfax Building on the RPAH site. The changes are shown below and certainly improve the relationship with the main Building on the Fairfax site, although do not alleviate concerns with the relationship with the RPAH site.

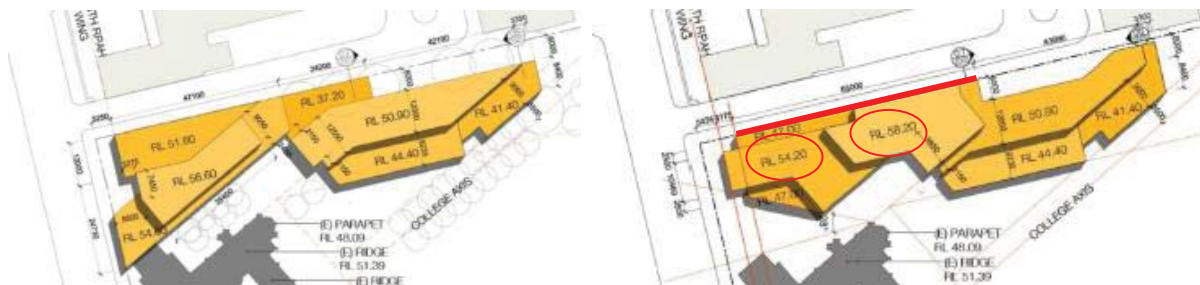


Figure 3-4 – Changes to northern building (CSPC report 30/10/2014)

In terms of traffic and parking, a report has been undertaken by ARUP. It is clear there is an opportunity to rationalise access to the site and reduce potential pedestrian and vehicular conflict on Missenden Road, which would have clear public benefits. There are also benefits in ancillary educational uses which reduce reliance on cars.

Given all the above, six (6) suggested conditions of consent have been formulated with RPAH, for the consideration of the Central Sydney Planning Committee. It is not the intention of the RPAH to seek refusal of the proposal or deny reasonable development of the site, generally in line with the density sought.

The suggested conditions build upon the two (2) suggested conditions provided by St Andrews College. The requested conditions are outlined below, together with commentary to support them.

Requested Conditions and comments:

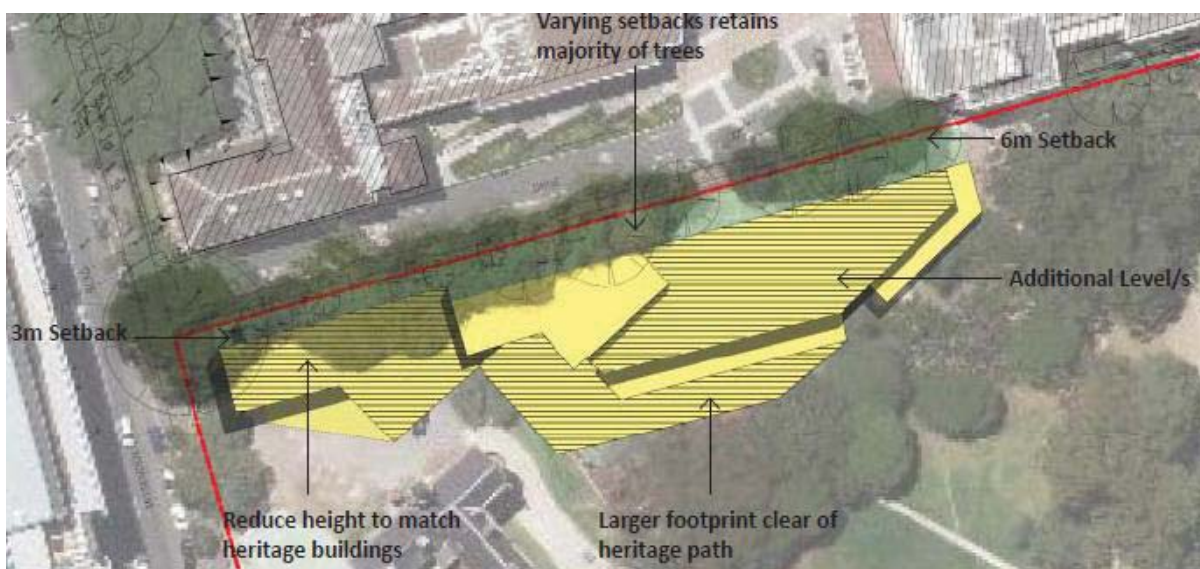
(1-2) North Building

(1) That Condition 2 (Design Modifications) be amended to include the following additional Clause at the end of the Condition:

- (e) *The northern building envelope is not approved at this time. The envelope shall be amended so that:*
- i. the height of the front portion to Missenden Road be no higher than the eave height of the adjoining Fairfax Building or RL 48.09 (being the parapet height of the Main Building on the College site), whichever is the higher, although also include massing modulation, for a depth back from Missenden Road to at least the east-west roof ridge of the RPAH Victoria Pavilion;*
 - ii. the setback from the northern side boundary be a minimum of 3m for the equivalent depth back from Missenden Road equating to the depth of the adjoining Fairfax Building, and a minimum side setback of 6m for the remainder;*
 - iii. Provision of a footpath within the site of at least 1.2m in width and associated landscaping within the northern setback;*

Note: The reduction in floorspace arising from the above amendments may be considered to be included either towards the rear of the Northern building (without increasing the maximum height), or on the "Reid" and/or "East Building", provided design excellence is displayed in the Stage 2 DA.

Comment





The above figures show the suggested massing with the recommended changes (and the proposal).

The condition and changes to the massing seeks to ensure a better relationship with adjoining heritage buildings and the RPAH site, allowing a subservient form to the main heritage items of State Significance, retention and provision of trees where many significant trees exist, meaningful and lasting articulation and improved linkages. At the same time, "lost" floorspace may be accommodated in alternative places with more acceptable impacts, either on the northern building or along Carillion Avenue.

(2) Include a new Condition 4(e):

(e) All elevations of the North Building and the Health Services Facility shall be designed to achieve high quality architectural expression, incorporating articulation, modelling and with a combination of windows, solid wall elements and architectural devices. Specifically, the North Elevation should consider and acknowledge its' contribution to the public domain of the Royal Prince Alfred Hospital. Details are to be subject to any competitive design process undertaken, including required amendments to massing of the building.

Comment

This is very similar to the condition offered by the College, with the addition of "architectural devices" and the last sentence which requires the design to be subject of "any" competitive process (meaning that would only apply if one was required).

3 Uses to be Ancillary to the Educational Use of the Land

That the following additional condition be included:

(1A) APPROVED USES

The proposed uses are to be detailed in the future Stage 2 DA and shall be ancillary to the primary educational use of the land. Details of any "Health Services Facility" shall be provided, including permissibility in the zone, and shall not be for commercial purposes.

Note: Student housing is considered ancillary to the educational use of the land, although details ensuring this is only for student housing shall be supplied with the Stage 2 DA.

Comment

This merely requires uses to be permissible and details provided. While the applicant and Council staff have relied upon CI 57(1) of the SEPP (Infrastructure) 2007, there is some ambiguity whether this applies to sub-categories of SP 2 zones specifically designated for Educational use. In any event, zoning and statutory instruments may change at the time of a Stage 2 DA.

The RPAH is understandably concerned about "commercial" health care uses and the associated traffic generation compared to say, a research facility, which is understood to be intended, is ancillary to an educational use and would generate less traffic movement.

4 -6 Parking and Access

4) Insert a new Condition 2A:

(2A) ACCESS AND PARKING

The applicant is to investigate alternative access to the proposed sharing of Gloucester Drive with Royal Prince Alfred Hospital (RPAH) and the current driveway to Missenden Road for the "northern building".

This would benefit the public in terms of a safer pedestrian environment for Missenden Road, and safer access for vehicles, particularly if it allows the closure of the Missenden Road driveway to the site.

If this is not able to be achieved, then the existing driveway to Missenden Road should provide the minimal amount of parking necessary for the proposed uses, with consideration given to providing no more parking than currently exists off the Missenden Road driveway.

The quantum of parking is not approved as part of the Stage 1 DA and shall be assessed at the Stage 2 DA (also see Condition 5A).

(5) Insert a new Condition 5A:

(5A) TRAFFIC AND ACCESS

The future Stage 2 DA for the North Building and Health Research/Teaching facility shall include a Transport Management Access Plan that addresses:

- a) Minimising parking provision;*
- b) The existing authorised/approved parking on site;*
- c) Access arrangements and opportunities to minimise and/or reduce driveway crossovers;*

- d) *Demand management measures to reduce car dependency;*
- e) *Pedestrian safety in and around the site, particularly Missenden Road;*
- f) *Potential conflicts between vehicles entering/exiting the site with vehicles on Missenden Road and vehicles using the Royal Prince Alfred Hospital Site (Gloucester Drive), including measures to minimise such conflicts;*
- g) *Methods to ensure no public use of the car parks;*
- h) *Safety for vehicles, turning circles and compliance with Australian Standards;*
- i) *Comments and suggestions from the Roads and Maritime Services, noting parts of Missenden Road are classified;*
- j) *Comments and suggestions from Transport for NSW regarding impacts on bus movements.*

(6) Insert a new Condition 5(e):

- (e) *Parking requirements for new uses under the applicable environmental planning instrument (noting they are maxima).*

Comment

The first of the above conditions merely requires alternatives to be considered and investigated, given the clear benefits of rationalising access and reducing conflicts between pedestrians and traffic on busy Missenden Road.

The second is similar to a condition offered by the College, although with additional matters. These are relatively standard matters for a large development to consider and address, particularly one in this context.

The last condition merely states what is outlined in the assessment report, that the quantum of parking be assessed and justified at the Stage 2 DA.

It is hoped the above conditions may allow the College proposal to proceed, albeit with changes which are considered to be reasonable and justified, and result in an outcome that balances the constraints and opportunities the site presents. If you have any queries please contact me on 9389-4457 or 0448-413-558.

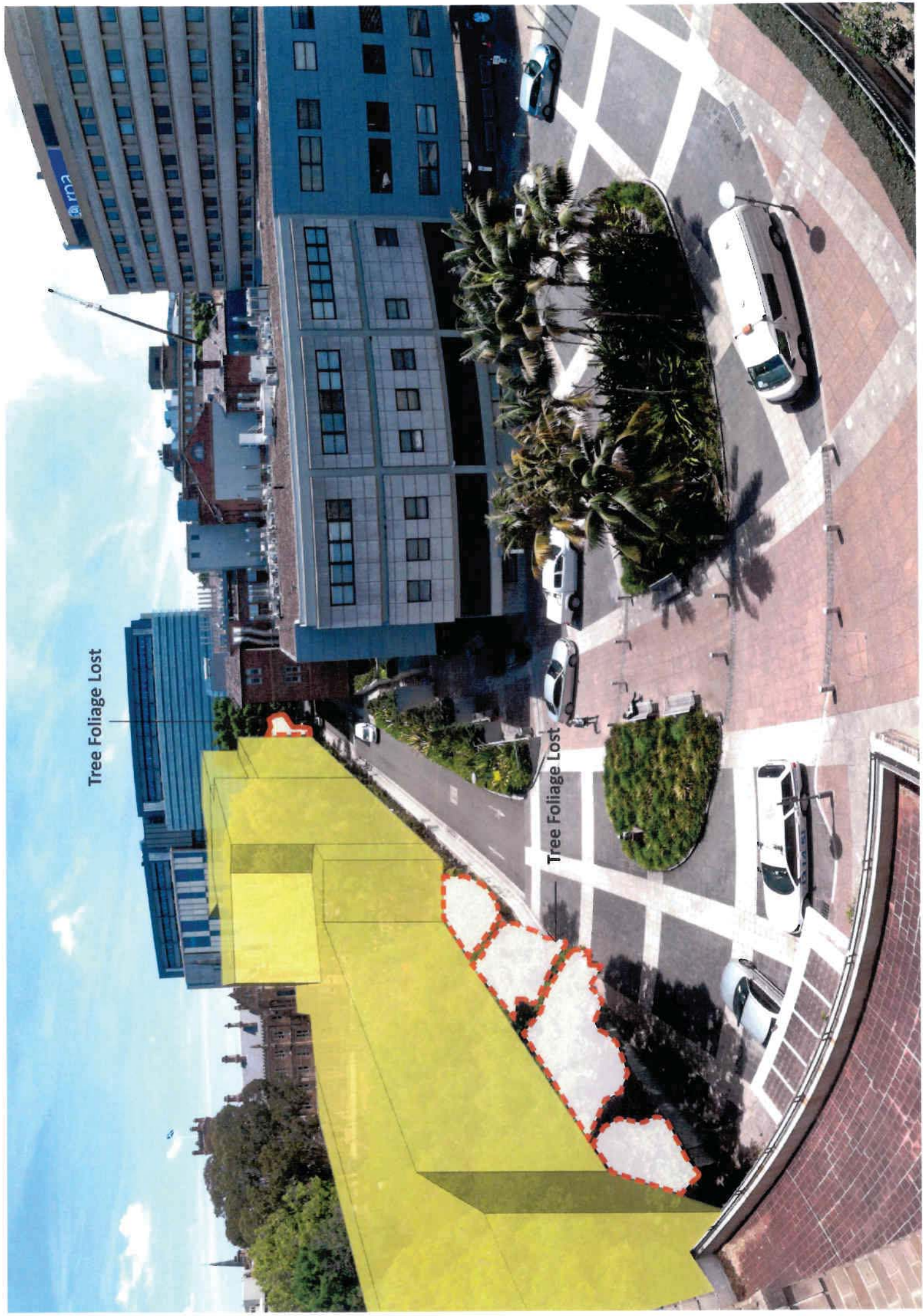
Yours sincerely



Jason Perica
Director

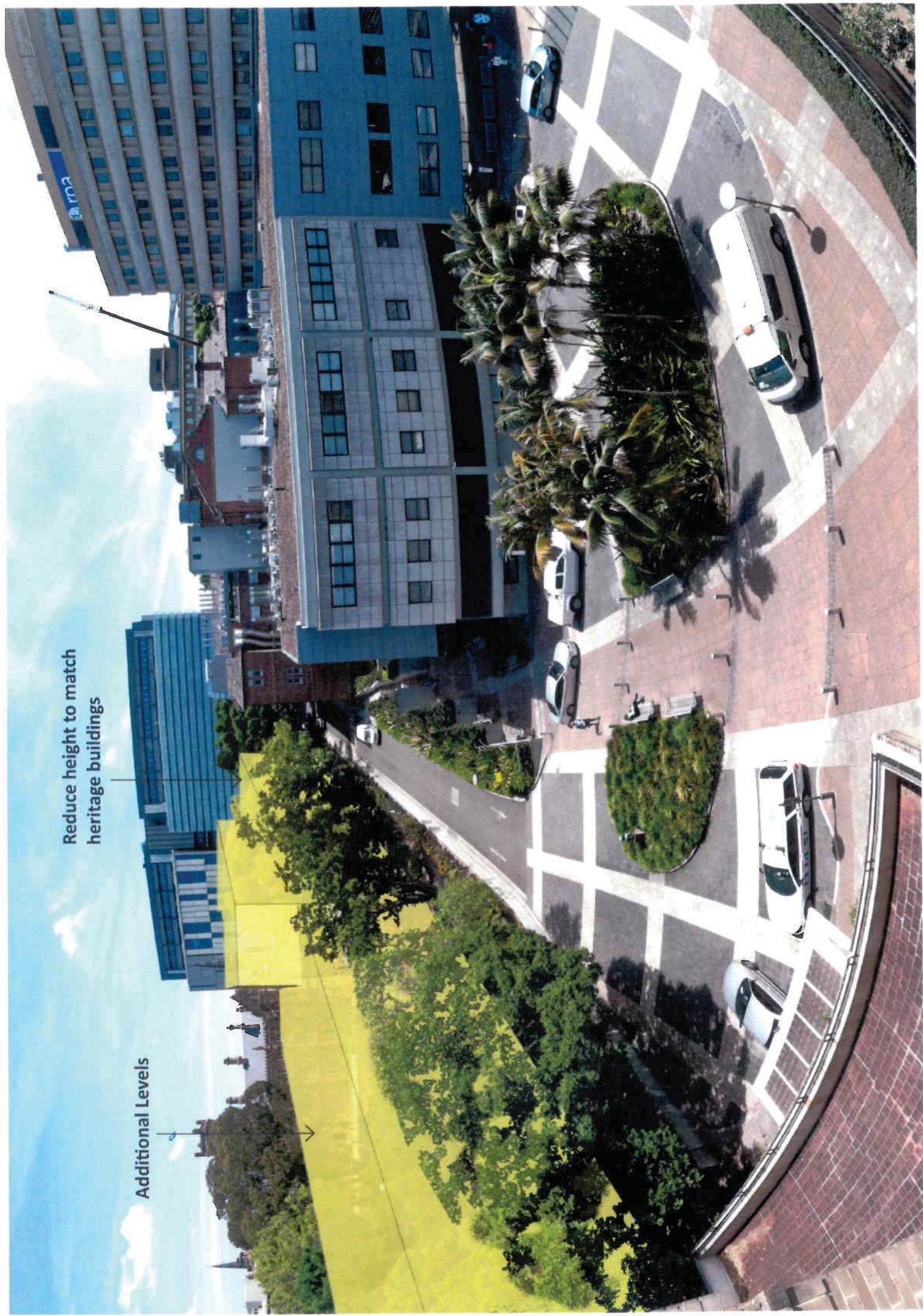
Tree Foliage Lost

Tree Foliage Lost



Reduce height to match heritage buildings

Additional Levels



Sydney Local Health District
St Andrew's College
Transport Review of Proposed
Masterplan

Issue | 27 November 2014

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 601138

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Document Verification

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Job title		St Andrew's College		Job number	
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Document ref					
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Draft 1	23 Nov 2014	Description	First draft		
			Prepared by	Checked by	Approved by
		Name	Andrew Hulse	Josh Milston	Andrew Hulse
		Signature			
Draft 2	24 Nov 2014	Filename	Arup Transport Review of St Andrews College Draft 2.docx		
		Description	Updated following planning comments		
			Prepared by	Checked by	Approved by
		Name	Andrew Hulse	Josh Milston	Andrew Hulse
		Signature			
Issue	27 Nov 2014	Filename	Arup Transport Review of St Andrews College Issue.docx		
		Description			
			Prepared by	Checked by	Approved by
		Name	Andrew Hulse	Josh Milston	Andrew Hulse
		Signature			
		Filename			
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1 Introduction

The Sydney Local Health District (SLHD) has engaged Arup to undertake a review of the proposed St Andrew's Stage 1 Campus Masterplan Development Application (D/2013/1973). Arup is familiar with the precinct having undertaken the traffic and transport planning for the Chris O'Brien Lifehouse project and more recently completed an Access Strategy for the University of Sydney Campus Improvement Program.

Arup has reviewed the Transport Impact Assessment prepared by GTA Consultants (draft) 8 November 2012 and the Central Sydney Planning Committee Item 6, 30 October 2014.

2 Background

2.1 Summary of Development Proposal

Consent is sought for a Stage 1 campus masterplan proposal, including site layout and building envelopes for new and existing buildings, to create up to 600 student and resident fellow rooms, a total of 159 car parking spaces, demolition, tree removal, landscaping and other site works. Works are proposed to be completed in stages over a period of 5 to 10 years. Stage 2 development applications will be submitted for the detailed design of the buildings.

This represents a 117% increase in students from the existing 273 students on site. The documentation states that there will be no increase in staffing.

In addition to the school facilities, there is a proposal to include a health service facility with 4,500 m² GFA. This facility could provide for uses such as consulting rooms or research.

It is noted that the site is zoned Special Purposes 2 (Infrastructure) – Educational Establishment under Sydney Local Environmental Plan 2012. The nature of the medical use in terms of the allowable uses in the zone is a matter for the Council.

2.2 Existing car parking

At-grade parking for 113 cars is located on site, accessed from Western Avenue, Carillon Avenue and Missenden Road. The Missenden Road driveway provides access to approximately 45 cars in an informal parking area.

An underground parking area located below the oval and accessed via Cadigal Avenue is used by the University of Sydney.

The existing 113 car parking spaces are available for 273 students and 21 staff.

2.3 Existing traffic movements

The Missenden Road driveway provides access to cars that generally park all day, either staff cars or students vehicles. This is expected to result in minimal movements in any one hour. The existing gate opening is narrow allowing for only one vehicle to enter or leave at a time. The roadways are connected internally allowing vehicles to traverse western portion of the site between Carrillon Avenue and Missenden Road as shown in Figure 1. There is a second driveway to Carillon Avenue providing access to a small car parking area. Cars access the eastern portion of the site from Western Avenue.

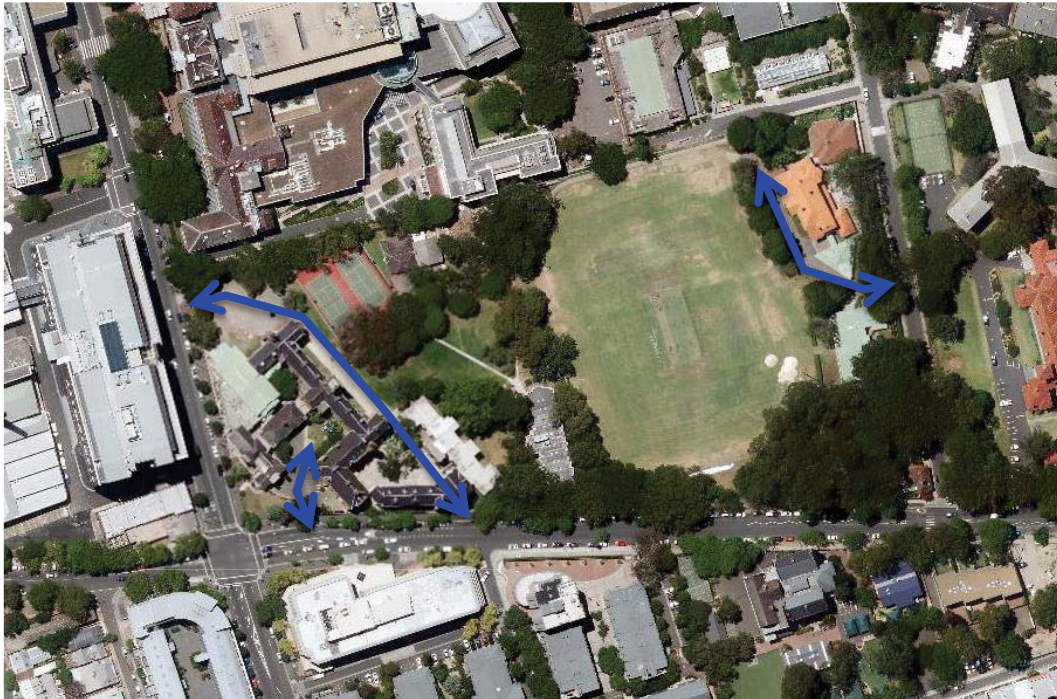


Figure 1 Existing St Andrew's access driveways

3 Royal Prince Alfred Hospital

3.1 Gloucester Drive

Immediately adjacent to the St Andrew's northern boundary is Gloucester Drive which provides access to a number of hospital facilities. The GTA traffic assessment includes a traffic count for the AM and PM peak periods. In addition, SLHD has undertaken counts at an earlier time and a mid-afternoon time. The results are shown in Table 1.

Table 1 Gloucester Drive traffic flow

Time period	Source	In	Out	Total
7.30-8.30am	SLHD	30	15	45
8.30-9.30am	GTA	18	15	33
2.30-3.30pm	SLHD	13	21	34
5.00-6.00pm	GTA	10	13	23



Photograph 1 Gloucester Drive



Photograph 2 Adjacent St Andrew's Driveway

3.2 Missenden Road

Missenden Road is configured as a single traffic lane in each direction with car parking on both sides of the road. In the vicinity of traffic light controlled intersections such as Carillon Avenue and Salisbury Road, a kerbside traffic lane is introduced by banning car parking to increase capacity. Due to the volume of local traffic using Missenden Road to access the adjacent land uses and through traffic travelling along its length, there are often queues of cars formed across many of the driveways which create barriers to traffic entry and exit to driveways.

Missenden Road is also a bus route and Transport for NSW have an interest in maintaining traffic flow for on time running of buses.

3.3 Chris O'Brien Lifehouse

The recently completed Chris O'Brien Lifehouse is located directly opposite St Andrews and Gloucester Drive. All vehicle access to the development occurs via Susan Street to the rear of the property. During the planning process, City of Sydney required that no vehicle access be permitted directly to Missenden Road to minimise interruption to traffic flow. At the Brown Street exit where trucks exit the loading dock, all trucks must turn left to minimise disruption to traffic flow.

4 St Andrew's Proposal

4.1 Missenden Road Access

The St Andrew's proposal includes a northern building car park with up to 85 spaces accessed via the Missenden Road driveway. This is significantly more than the 45 car spaces currently utilising this driveway. These car spaces currently have a low turnover.

The northern building is proposed to include the health service facility with 4,500 m² GFA. This facility could provide for higher turnover uses such as consulting rooms or research.

The traffic report considers the possibility of 30 health consulting rooms. For a 4,500m² GFA, these are more likely to be consulting suites each with a number of rooms, which would generate say 60 rooms. Each room would turnover 2 patients per hour which could be around 100 patients assuming 80% occupancy. Any car spaces provided for this use will turnover consistently throughout the day.

The traffic study does not talk about the St Andrew's driveway being immediately adjacent to Gloucester Drive and the problems that this will create for right turn vehicles crossing for both of the driveways. The report assumes all traffic uses Gloucester Drive as a shared arrangement, which indicates that the proponent's traffic engineer has recognised the issue with having two driveways so close together as shown in Figure 2. This assumption presumes an arrangement between St Andrews and RPAH which has not been agreed between the parties.

Existing Gloucester Drive traffic volumes in the road peaks are 33 vph AM peak and 23 vph PM peak. The development proposes to add 88 vph AM Peak and 103 vph PM Peak. These represent 170% AM increase and 450% PM increase. This level of increase will create queuing on exit and additional vehicles turning right in Gloucester Drive will delay through traffic on Missenden Road.

Existing Gloucester Drive traffic volumes in the road peaks are 33 vph AM peak and 23 vph PM peak. The development proposes to add 88 vph AM Peak and 103 vph PM Peak. These represent 170% AM increase and 450% PM increase. This level of increase will create queuing on exit and additional vehicles turning right in Gloucester Drive will delay through traffic on Missenden Road.

There are a range of traffic generation outcomes for the access to Missenden Road depending on whether the 4,500sqm health service facility is used for high turnover consulting rooms, research, or some other commercial use. Careful consideration of the driveway configuration will be required being only 15m from Gloucester Drive. If it does have a high turnover car park, then a left in/left out arrangement would be required to remove the right turn traffic which would delay the single lane of through traffic. As noted above for the Chris O'Brien Lifehouse, the City of Sydney required that no vehicle access be permitted directly to Missenden Road to minimise interruption to traffic flow. Given that the development proposes to add traffic with direct access to Missenden Road consistency in requirements would be to not permit any additional traffic if an alternative is available, for example alternative access off Carillon or Western Avenues and not permitting any increase to the parking area off Missenden Road.

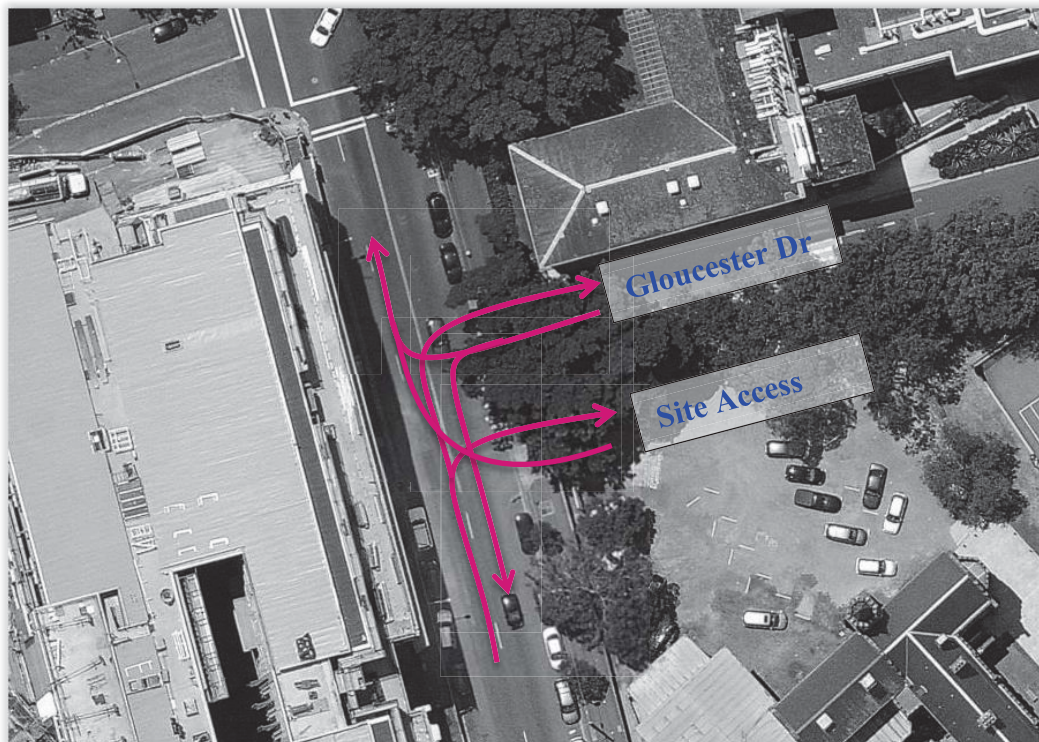


Figure 2 Relationship between Gloucester Drive and St Andrew's access

4.2 Site population and parking

An increase to 600 students represents a 117% increase in students from the existing 273 students on site. Whilst the documentation states that there will be no increase in staffing, this appears unrealistic given the significant student increase.

Existing parking is 92 spaces for 273 students and 21 for staff. With the health service facility, an allocation of spaces will be made for staff and patient access. Whilst the proposed increase in overall car parking is modest at 46 spaces to provide a total of 159 spaces, it is the turnover of these spaces that needs to be accounted for in designing the access driveways.

Lifecare was not permitted to have access to Missenden Rd due to alternative access locations being available. In the same way, St Andrew's has alternative access locations on Carillon Ave and Western Ave to the rear of the site and these need to be further explored.

4.3 Relationship to University of Sydney - Campus Improvement Program

Transport for NSW raised concerns in regards to a potential future access road between the university and Missenden Road via Gloucester Drive. If additional traffic was to be directed onto this roadway, there were concerns as to the impact this additional traffic would have on the intersections along Carillon Avenue and Missenden Road, existing bus stops and bus services in this vicinity. Transport for NSW would be concerned about further delay to bus movements along Missenden Road.

5 Conclusions

The St Andrew's proposal includes a northern building car park with up to 85 spaces accessed via the Missenden Road driveway. This is significantly more than the 45 car spaces currently utilising this driveway. These car spaces currently have a low turnover and with the proposed health service facility in this building, the new spaces are expected to have a much higher turnover profile.

It is noted that the site is zoned Special Purposes 2 (Infrastructure) – Educational Establishment under Sydney Local Environmental Plan 2012. The nature of the medical use in terms of the allowable uses in the zone is a matter for the Council.

The traffic study does not talk about the St Andrew's driveway being immediately adjacent to Gloucester Drive and the problems that this will create for right turn vehicles crossing for both of the driveways. The report assumes all traffic uses Gloucester Drive as a shared arrangement, which indicates that the proponent's traffic engineer has recognised the issue with having two driveways so close together.

Lifeforce was not permitted to have access to Missenden Rd due to alternative access locations being available. In the same way, St Andrews has alternative access locations on Carillon Ave and Western Ave to the rear of the site and these need to be further explored. For access to Missenden Road, a link between the northern building and Gloucester Drive to create a shared access arrangement with RPAH would create a more manageable traffic outcome at Missenden Road.

Suggested Draft Conditions St Andrews Stage 1 DA 2013/1973 (6 Additional)

1 and 2 Northern Building Amendment

- (1) That Condition 2 (Design Modifications) be amended to include the following additional Clause at the end of the Condition:
- (e) *The northern building envelope is not approved at this time. The envelope shall be amended so that:*
- i. the height of the front portion to Missenden Road be no higher than the eave height of the adjoining Fairfax Building or RL 48.09 (being the parapet height of the Main Building on the College site), whichever is the higher, for a depth back from Missenden Road to at least the east-west roof ridge of the RPAH Victoria Pavilion, although also include massing modulation;*
 - ii. the setback from the northern side boundary be a minimum of 3m for the equivalent depth back from Missenden Road equating to the depth of the adjoining Fairfax building, and a minimum side setback of 6m for the remainder;*
 - iii. Provision of a footpath within the site of at least 1.2m in width and associated landscaping within the northern setback;*

Note: The reduction in floorspace arising from the above amendments may be considered to be included either towards the rear of the Northern building (without increasing the maximum height), or on the "Reid" and/or "East Building", provided design excellence is displayed in the Stage 2 DA.

- (2) Include a new Condition 4(e):
- (e) *All elevations of the North Building and the Health Services Facility shall be designed to achieve high quality architectural expression, incorporating articulation, modelling and with a combination of windows, solid wall elements and architectural devices. Specifically, the North Elevation should consider and acknowledge its' contribution to the public domain of the Royal Prince Alfred Hospital. Details are to be subject to any competitive design process undertaken, including required amendments to massing of the building.*

3 Uses to be Ancillary to the Educational Use of the Land

That the following additional condition be included:

(1A) APPROVED USES

The proposed uses are to be detailed in the future Stage 2 DA and shall be ancillary to the primary educational use of the land. Details of any "Health Services Facility" shall be provided, including permissibility in the zone, and shall not be for commercial purposes.

Note: Student housing is considered ancillary to the educational use of the land, although details ensuring this is only for student housing shall be supplied with the Stage 2 DA.

4 -6 Parking and Access

- 4) Insert a new Condition 2A:

(2A) ACCESS AND PARKING

The applicant is to investigate alternative access to the proposed sharing of Gloucester Drive with Royal Prince Alfred Hospital (RPAH) and the current driveway to Missenden Road for the "northern building".

This would benefit the public in terms of a safer pedestrian environment for Missenden Road, and safer access for vehicles, particularly if it allows the closure of the Missenden Road driveway to the site.

If this is not able to be achieved, then the existing driveway to Missenden Road should provide the minimal amount of parking necessary for the proposed uses, with consideration given to providing no more parking than currently exists off the Missenden Road driveway.

The quantum of parking is not approved as part of the Stage 1 DA and shall be assessed at the Stage 2 DA (also see Condition 5A).

- (5) Insert a new Condition 5A:

(5A) TRAFFIC AND ACCESS

The future Stage 2 DA for the North Building and Health Research/Teaching facility shall include a Transport Management Access Plan that addresses:

- a) Minimising parking provision;
- b) The existing authorised/approved parking on site;
- c) Access arrangements and opportunities to minimise and/or reduce driveway crossovers;
- d) Demand management measures to reduce car dependency;
- e) Pedestrian safety in and around the site, particularly Missenden Road;
- f) Potential conflicts between vehicles entering/exiting the site with vehicles on Missenden Road and vehicles using the Royal Prince Alfred Hospital Site (Gloucester Drive), including measures to minimise such conflicts;
- g) Methods to ensure no public use of the car parks;
- h) Safety for vehicles, turning circles and compliance with Australian Standards;
- i) Comments and suggestions from the Roads and Maritime Services, noting parts of Missenden Road are classified;
- j) Comments and suggestions from Transport for NSW regarding impacts on bus movements.

- (6) Insert a new Condition 5(e):

- (e) Parking requirements for new uses under the applicable environmental planning instrument (noting they are maxima).