

## **EXECUTIVE SUMMARY**

### **RESPONSE TO DOP LETTER – REDFERN RCHC**

The impact of the proposed Community Centre has fully been assessed and discussed as part of the Traffic and Parking Report (URaP, 2007). The report identifies that the impact of the proposed development in terms of vehicular traffic and parking is within the capacity of the road network and its environs. This is further supported by the following points:

- The Centre will ultimately have a faculty for 88 persons, considering that not all the staff will be present at one time. The centre could also experience up to 200 visitors per day once is operating at full capacity. However, this level of use is not expected to occur every day of the week.
- The Centre does not represent an increase in traffic and transport impact, apart from the growth in services and staff over time. It replaces the existing centre nearby at the site of the former Rachel Forster Hospital
- The Centre is well positioned in terms of its accessibility and closeness to Redfern Train Station and bus services within the area. There are a number of bus routes that frequently service the area as described in the Traffic and Parking Report.
- Transport Data Centre and Council's community profile for Sydney report a very low level of car use at about 25 to 29%. Considering a) the location of the site and its high public transport accessibility; b) State Government initiatives for minimal dependency on car use such as Action for Transport 2010 document and c) most users of the site will be using public transport due to the nature of service and type of clientele, therefore, the level of car use actually would be in order of 20 to 25% once the Centre is in operation.
- The Traffic Report has used a rate of 30% car use and concludes that a maximum of 40 vehicle trips could occur during the morning or afternoon peak period with a parking demand of some 28 spaces. Accordingly, this level of vehicular impact is equivalent to one car per one and half minutes which is well within level of operation of the road network.
- It should be also noted that the proposal would not have a greater impact to the area as currently the activity of the Centre takes place at the corner of Pitt and Albert Streets, Redfern. This location is only within a walking distance (about 100 m) to the proposed development.
- In addition to the above points, it is important to appreciate that the previous use of the site has been as a Courthouse and Police Station and as such would have generated a reasonably high level of vehicle activity. The activities of these land uses also have had the characteristics to shift staff with day to day visitors. It is understood that the police station operated with a total of 100 staff on a shift basis while Courthouse had 8 staff working full time. The visitors to the previous police station would amount to 20 to 30 per day while visitors to the courthouse

- were relevant to each case (as some would draw high number of audience or accompanying members) and the number of cases that took place on a day. Police vehicles would have been making multiple trips to and from the station, and while there will be a number of SSWAHS vehicles operating from the site, many of these will be used to provide services such as Community Nursing, and will be out visiting clients for much of the day and only making trips to the centre for administration requirements.
- Due to the nature of the site, being narrow and the requirement to retain the Courthouse, the level of car parking being provided on the site has necessarily been restricted.
  - The characteristics of the site, the type of its previous use and its location (as being along commercial area of Redfern Street) all support the fact that the proposed Centre will function accordingly to its area characteristics and will have minimal adverse impact on the area in terms of pedestrian activity, vehicular movements and parking requirements.
  - Further, NSW Health and Sydney South West Area Health Service continuously encouraging their staff and users to the facilities to use public transport or walk/ride as their means of transport. The Department is promoting this through its management regime and development of Transport Access Plan (please find attached copies for various sites). A similar promotion will also be carried out for the Centre once it is operational.
  - The parking manoeuvre to and from the carpark meet the Australian Standards and delivery will take place by a small rigid vehicle (SRV) during designated hours when relevant parking spaces (as shown on the attached drawings) are not in use (as during the day they will be outside the premises). This would allow for turning movements within the carpark if required. Please note that isles in the parking area are generously wide (over 6.0m).
  - The turning paths for delivery vehicles, the Centre's own vans and also cars using the car park are shown on the attached plans, Appendix K. The turning paths indicate that vehicles can enter and exit the site in forward directions. The turning paths are for a SRV with an overall length of 6.4m and for vans and cars with a maximum overall length of 5.0m. The dimensions of the vehicles are based on a typical vehicle (i.e. Ford Transit Van) that is used by the NSW Health Service for the proposed Centre and/or similar community health centres. The assessment of the carpark design and its turning paths indicate that it meets the appropriate guidelines and the Australian Standards.