Attachment M – Detailed Response to Submissions Table

A response to submissions made by government agencies and other bodies to the public exhibition of SSD-10349252 is set out in detail below. A total of eleven (11) submissions were received, comprising eight (8) public authority submissions from government agencies, one (1) from an organisation and two (2) from members of the public. These included submissions from:

- DPIE: Water;
- Sydney Water (**SW**);
- Heritage NSW – Aboriginal Cultural Heritage;
- Heritage NSW – Heritage Council of NSW;
- Biodiversity and Conservation Division;
- Transport for NSW (**TfNSW**) incorporating Roads and Maritime Services (**RMS**);
- Environment Protection Authority (**EPA**); and
- City of Parramatta Council.

One (1) organisation submission from:

- Endeavour Energy.

Two (2) submissions from members of the public.

In addition, an Issues Letter was received from the Department of Planning, Industry and Environment (**DPIE**).

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Attachment M – The Children's Hospital at Westmead – Paediatric Services Building (SSD- 10349252) – Detailed Response to Submissions Table

Comment in submission		Applicant's response
Department of Planning, Industry and Environment		
1	***Acoustic Impacts*** *The acoustic report must include the anticipated noise impacts associated with the proposed forecourt works (which form part of the development), particularly any impacts on the amenity of nearby residential units.*	Stantec have provided a revised Acoustic Report (**Attachment L**) to include the anticipated noise impacts associated with the proposed forecourt works. There are no anticipated exceedances to the High Noise Effected levels for nearby residential units given their distance from the works. It is anticipated that there will be exceedances to the Highly Noise Effected Level for the receiver at the Kid's Research Institute, which is within the Health Precinct. The construction noise is caused by jackhammering during the demolition of the driveway, and during these times the predicted noise level will be greater than 75 dB(A) at the façade. The noise impact will be managed through the Disruption Notice process, alongside ensuring that the windows and doors of the existing facade are kept closed during disruptive construction periods. As per the agreed Disruption Notice process, breaks or respite periods will be negotiated. In addition to this the Acoustic Report prepared by Stantec recommended measures to mitigate noise impacts, including: – Installation of acoustic attenuators, louvres and hoarding; – Monitoring of noise levels to ensure it remains at an acceptable level; and – Glazing components of the façade of the proposed development to meet the acoustic demand ratings outlined in the report The construction to the forecourt area has a noise impact 6 dB (A) above the recommended noise management level but still below the threshold for highly noise affected levels, at the nearest most affected receiver. This is modelled based on the highest noise levels for each construction works phase. To reduce the impact to sensitive receivers the noisier activities would be carried out for shorter periods with respite periods between as noted in the CNVMP. This is a standard approach and is considered acceptable provided all mitigation measures are undertaken. Mitigation measures will be implemented and the adoption of the measures is expected to be tied to a condition of consent. Suggested draft condition wording may read as follows:

Comment in submission		Applicant's response
		The development must be constructed to achieve the construction noise management levels detailed in the Interim Construction Noise Guideline (DECC, 2009). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the management and mitigation measures identified in the Acoustic Report prepared by Stantec, dated 26 August 2021.
2	***Cumulative impacts*** *Cumulative construction noise impacts associated with surrounding concurrent developments are to be provided, including consideration of the construction of the light rail.*	The construction program indicates the following timing for construction: – The PSB construction will commence Q1 2022 and be completed in Q4 2024; – The MSCP (subject of a separate planning approval) construction will be occurring for the duration of the Paediatric Services Building (PSB) construction; – The structure and façade work for the MSCP (subject of a separate planning approval) are proposed to occur from July 2022 to March 2023; and Given that the PSB and MSCP (subject of a separate planning approval) are 250m apart, and buildings that separate them provide acoustic shielding between the two sites, the cumulative noise impact during simultaneous construction is concluded as negligible. During a worst-case scenario without the implementation of mitigation measures, the PSB construction noise would be less than 30 dB(A) at the site of the MSCP, and would therefore, not contribute to the noise level at receivers adjacent to the MSCP. It is also noted that for a period of several months that the Parramatta light rail construction would overlap with the early civil works for the PSB. The overlap is expected to occur during the decommissioning and final stages of the PCPLR works, and therefore not during works that would contribute to a significant noise impact to the development or any neighbouring receivers For further information refer to revised Acoustic Report, prepared by Stantec at **Attachment L**.
3	***Construction Hours*** *Detailed justification is to be provided for any works proposed outside of recommended construction hours. If works outside of recommended construction hours are proposed, a works plan must be included to detail how often works would occur outside the recommended times, the activities permitted and the period of time these works would continue.*	The construction of the proposed PSB is expected to occur during the following hours: – Monday to Friday: 7am to 6pm; and – Saturday: 8am to 5pm. Under the NSW DEC Interim Construction Noise Guideline, out of hours work (**OOHW**) may be undertaken outside of the recommended standard hours for *'public infrastructure works that shorten the length of a project and are supported by the affected community'*.

Comment in submission		Applicant's response
		The proposed PSB is identified as public infrastructure works. Note that the standard construction work hours on Saturdays are between 8am to 1pm, and the proposed PSB construction work hours on Saturdays are between 8am and 5pm. An updated acoustics assessment has been undertaken to assess potential impacts of the proposed OOHW. Refer to **Attachment L**. The results of the noise and vibration impact assessment are summarised below: – The ICNG recommends a more stringent criteria for construction works conducted outside standard working hours for residential receivers. The nearest external resident receiver (R1) has been assessed against both the standard hours and the OOHW and no exceedances are predicted. – The surrounding residential receivers respectively R1 and R2 are located approximately 140m and 500m from the construction site. These distances eliminate the risk for any vibration impact. In terms of noise the closest receiver R1 is also shielded by Kids Research for all the early works period which will be typically the noisiest construction activities including the piling of the foundations and all inground services set out. – The newly completed CASB located adjacent to the proposed PSB was constructed with allowances for work to be conducted outside of Standard hours (similar to the requested hours for the PSB) which was successfully delivered and completed. All these factors considered clearly indicate that the risks for noise and vibration impact associated with conducting construction works outside of standard hours on the surrounding community and adjacent occupant of surrounding buildings are minimal. The only deviation from standard hours is for Saturday afternoons, where works will continue until 5pm, where the INCG suggests they terminate at 1pm. No works are planned on evenings or Sundays as is normal practise, and to provide affected receivers with respite. It is noted that the City of Parramatta Council permits construction works on a building site on Saturdays from 8am to 5pm. The proposed construction hours for the PSB comply with these hours. Given the OOHW will result in no exceedances of noise criteria to surrounding sensitive receivers, and the works are for public infrastructure which will shorten the construction timeframes of the project and therefore limit duration of project to the surrounding community, it is considered a works plan is not required.

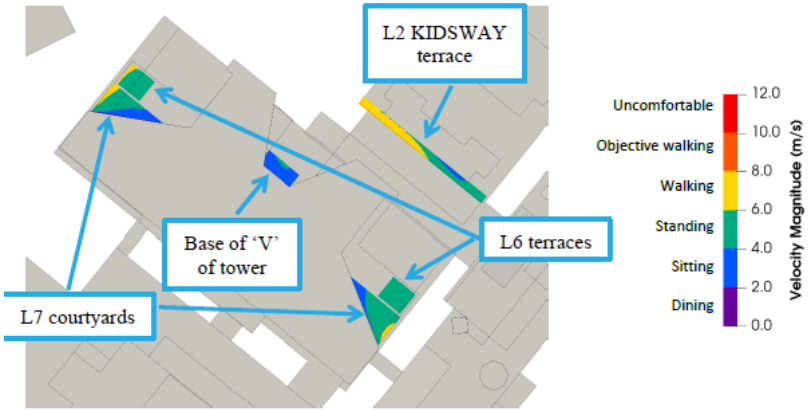
Comment in submission		Applicant's response
4	***Parking*** *Clarification is required regarding on-site car parking supply. Detail whether the temporary P17 replacement parking provides 679 spaces and how many of the remaining spaces in P17 form part of the 50 spaces provided as part of the PSB development.*	The temporary P17 replacement parking accounts for all 679 parking spaces displaced by the demolition of the P17 car park. The 50 spaces provided at Level 02 of the PSB are not provided as replacement parking spaces from the former P17 car park. Rather, these are provided only as an interim use of the space, as the parking associated with the PSB is located in areas that have been master planned for clinical services expansion and will be lost to this clinical expansion in the future, and not be redistributed in the precinct once decommissioned. The 50 spaces in the PSB provide an interim opportunity for proximal parking for particular "at need" users like day oncology patients. As such, the car park has been designed to accommodate as many accessible spaces as possible, with seven (7) accessible spaces. For further detail refer to the Transport Response to Submissions Letter prepared by WSP at **Attachment E.**
5	***Construction management*** *Provide details of how the work area in which construction parking is proposed will integrate with existing/proposed parking.*	Parking for construction workers may be established within the construction site boundary only. These will be separate areas not integrated with existing/proposed parking. Workers would not be permitted to park outside of the construction site. This presents an opportunity for the contractor to encourage carpooling and implement measures that minimise the number of workers who would arrive during the AM and PM peak periods for the precinct and also the broader road network. The appointed contractor will be responsible for adhering to the above parking objectives in consultation with Health Infrastructure and SCHN.
6	***Architectural and landscape plans*** *Visual perspectives are to be provided detailing the pedestrian connections and view corridors from the pedestrian scale.*	Visual perspectives have been included in the Architectural Design Statement Addendum at **Attachment B**, and at **Figure 1** and **Figure 2**. These perspectives provide views from a pedestrian scale from two (2) locations: – View 1: From the entrance from Hawkesbury Road viewing KIDSPARK; and – View 2: From Redbank Road.

Comment in submission		Applicant's response
		 Figure 1 View 1: The entrance from Hawkesbury Road viewing KIDSPARK. Source: Billard Leece Partnership Architects The entry from Hawkesbury Road provides direct visual connection to the KIDSPARK with retail pod 4 (left) and retail pod 2 (right) in the foreground, and the PSB beyond. The entry is flanked with locally native planting beneath deciduous canopy trees to each side.

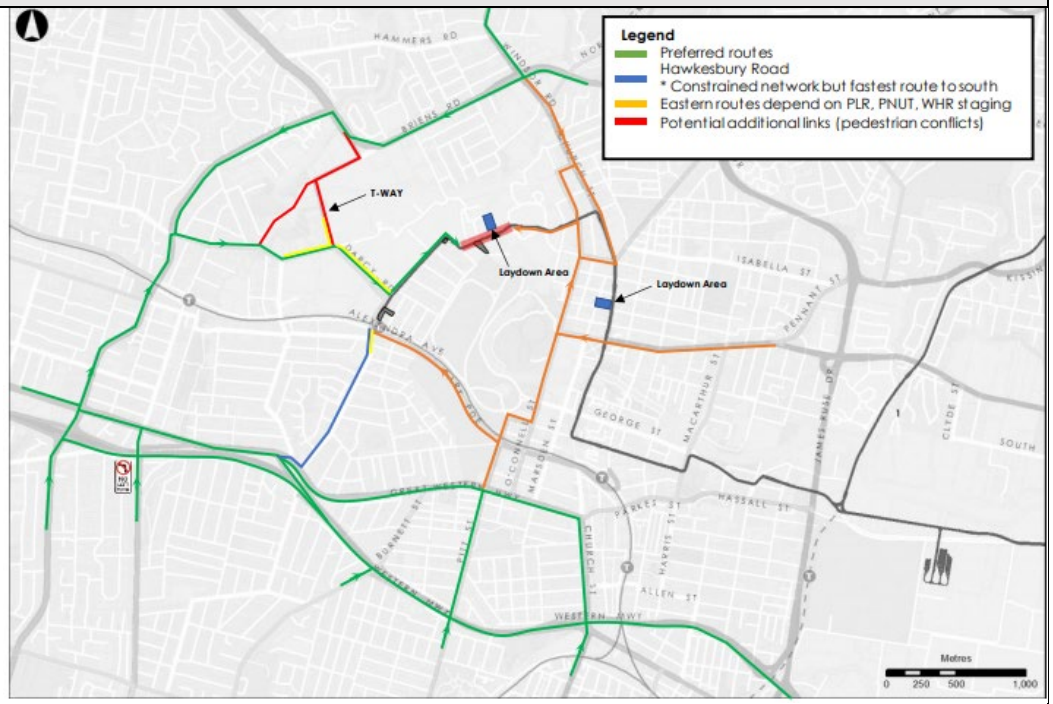
Comment in submission		Applicant's response
		 Figure 2 View 2: From Redbank Road Source: Billard Leece Partnership Architects Taken from a pedestrian perspective on Redbank Road, this visual demonstrates the PSB in the background, and the existing trees and vegetation planted along Redbank Road in the foreground.
7	***Architectural and landscape plans*** *Updated landscape plans are to be submitted providing:* *a) further detail of the aboriginal garden and its integration with the Kid's Way.* *b) details of the outdoor levels and enclosed outdoor level landscaped areas and their treatment and access arrangements.*	a) The Aboriginal Garden is located adjacent the main entrance to the PSB and adjacent the internal meeting room for the Aboriginal community. The detailed design of the garden will be undertaken in collaboration with Aboriginal stakeholders. Refer to the updated KIDSPARK Landscape Concept Design Plan at **Figure 3** for the revised location of Aboriginal Garden.

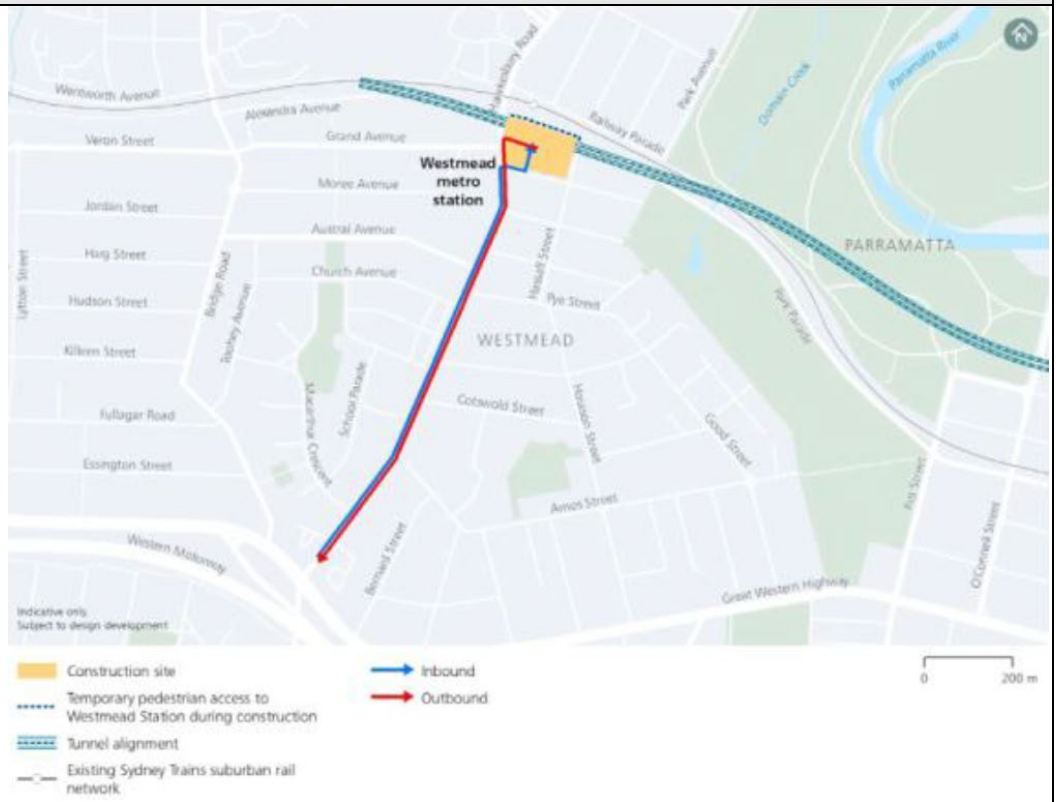
Comment in submission		Applicant's response
	c) confirmation of the maintenance measures in place for the landscaped levels within the PSB, particularly, if they are enclosed and for viewing purposes only.	 Figure 3 KIDSPARK Landscape Design Plan Source: McGregor Coxall b) Several updates have been made to the enclosed outdoor landscaped areas across the floors of the PSB and their treatment and access arrangements. Please refer to plans and descriptions provided in Section 6 of the revised Landscape Strategy Report at **Attachment D**. c) Access for maintenance will be provided to all landscaped areas from the adjacent internal spaces to avoid the need for complex maintenance regimes that require abseiling etc. Balustrades are provided to all landscaped areas where required by BCA.
8	***Architectural and landscape plans***	Changes to the floorplates have led to the western half of the Level 03 terrace being located undercover, which has necessitated the removal of the majority of the trees indicated on the exhibited architectural plans. A single small Illawarra Flame Tree is now proposed in the large

Comment in submission		Applicant's response
	Due to the scale of the proposed trees on Level 03 (as depicted on the landscape plans), further information of the trees species is requested to determine the growth of the tree can be accommodated within the proposed planter and whether the trees will cause damage or amenity/safety issues.	planter at the northern end of the terrace, with a max mature height of 6-7m. A soil depth of 800mm is to be provided. This tree species has been selected as it does not bear flowers of any significance hence minimising maintenance and possible allergic reactions to bees. It is deciduous so will provide winter solar access to the terrace while providing some localised shade in summer. Root barrier will be used to protect structural and furniture elements adjacent tree plantings. For further detail, refer to Section 6 of the revised Landscape Strategy Report at **Attachment D**, and to **Figure 4** below.  Figure 4 Level 03 Landscape Plan Source: McGregor Coxall
9	***Architectural and landscape plans*** *Provide updated architectural plans that clearly identify the schedule of materials on each elevation.*	Revised Architectural Plans have been prepared by Billard Leece Partnership Architects to include a schedule of materials on each elevation. Refer to **Attachment A**. The choice of materials builds on the river narrative of the exhibited architectural design of the PSB. The choice of materials provides:

Comment in submission		Applicant's response
		– A Contextual Response to Parramatta River and surrounds – Connection to Country through the use of natural colours and textures – A Reflecting Place by Reflecting Nature – materials and colours working harmoniously with the landscape design – Characteristics of the River and the Riverbank – materials, colours, and ephemeral qualities of the river
10	***Wind*** *Provide further detail of the pedestrian comfort levels for each landscape terrace on the multiple levels of the PSB.*	The PSB external terraces/courtyards at the following locations have been assessed for pedestrian comfort and safety at: – Level 02 KIDSWAY terrace; – Level 06 accessible landscaped terraces (north and south); and – Level 07 courtyards (north and south). From a comfort perspective, all areas of the terraces/courtyards are classified as suitable for walking or better, with the majority of areas classified as standing or sitting. The safety criterion is met for all terraces/courtyards. Refer to **Figure 5** and **Figure 6**.  Figure 5 Classification of wind safety at 1.5m above local ground level – external terraces/courtyards Source: Arup

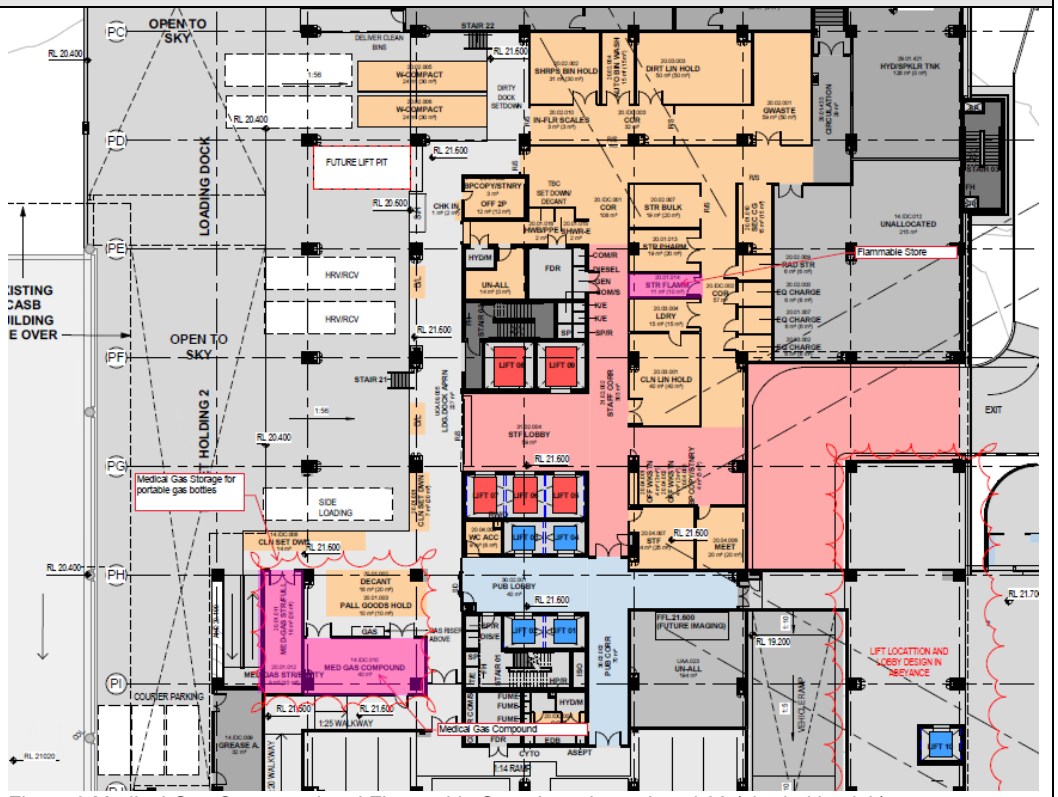
Comment in submission		Applicant's response
		 Figure 6 Classification of wind comfort at 1.5m above local ground level – external terraces/courtyards Source: Arup For further detail, refer to the revised Environmental Wind Assessment Report prepared by Arup at **Attachment F**.
11	***Transport*** *The cumulative construction impacts are to be further investigated and assessed, taking into consideration light rail works and concurrent building construction works.*	It is expected construction of the PSB may coincide with construction of the Parramatta Light Rail (**PLR**) and Sydney Metro West. While construction vehicles will have origins and destinations from a wide variety of locations, construction vehicles are generally limited to the arterial road network, and dedicated construction vehicle routes are developed with the aim to provide the shortest distances to/from the arterial road network. The primary construction vehicle routes for the PSB are likely to include to/from north and east via Redbank Road and Briens Road and to/from south and west via Institute Road, Darcy Road and Cumberland Highway. Redbank Road would be the preferred route, as it provides a more direct access between the site and the arterial road network to/from the site from the north-east. These routes are shown below in **Figure 7** and Figure 8.

Comment in submission	Applicant's response
	 Figure 7 PLR construction vehicle route Source: NSW Department of Planning, Industry and Environment

Comment in submission	Applicant's response
	 Figure 8 Sydney Metro West construction vehicle route Source: NSW Department of Planning, Industry and Environment It is understood that the primary construction vehicle route for Sydney Metro West and Westmead Metro Station would be Hawkesbury Road and the M4 to the south, and that the primary construction vehicle route for PLR would be Hawkesbury Road, Darcy Road and Cumberland Highway. The preliminary estimated peak construction volumes for the PSB are up to 20 vehicles per hour and up to 100 vehicles per day. Given the low anticipated peak construction activity and the

Comment in submission		Applicant's response
		differing primary construction vehicle routes for the PSB, it is not anticipated that the cumulative construction impacts would be measurably greater than isolated construction impacts. Nonetheless, as a condition of consent, the proponent shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) prior to the issue of any Crown building works certificate in consultation with TfNSW.
12	***Transport*** *The Department questions how an analysing of staff travel patterns over two days provides for accurate results. A more comprehensive analysis or justification is required.*	Staff travel patterns were analysed solely to provide an indication of the peak travel demand and peak travel period for the hospital. As the hospital operates the same shifts on any given weekday, it was expected that peak travel periods and patterns would be very consistent across weekdays – the results of the two-day survey reflect this view, given each day displayed a similar result. This informed the further quantitative analysis and ensured the estimated peak arrivals and departures were captured in the modelling. See Transport Response to Submissions Letter at **Attachment E**.
13	***Transport*** *Identify whether any motorcycle parking is incorporated into the proposal and if so, the relevant architectural plans are to be updated accordingly to show the available parking.*	Two (2) motorcycle parking spaces are included at Level 02 of the PSB, at the northern side of the car park, near the lift lobby. Motorcycle parking rates for the Parramatta City Centre have been adopted for the proposed PSB, requiring 1 motorcycle parking space for every 50 car parking spaces. The provision of two (2) motorcycle spaces complies with this rate. The proposed motorcycle parking spaces have been designed in accordance with Australian Standards, with dimensions of 1.2m wide by 2.5m long. Refer to the revised Architectural Plans at **Attachment A**.
14	***Hazards*** *Confirm the scope of dangerous goods storage for the PSB will only involve the installation of one new 15,000 Litre main liquid oxygen tank and one new 1,200 Litre backup liquid oxygen tank.*	The Children's Hospital Westmead is currently serviced by a 15,000 L primary oxygen VIE tank and a 1,200L secondary VIE tank, located in the main gas compound off Redbank Road. The new building requires additional oxygen capacity beyond the current supply at the hospital. It was previously proposed to accommodate the new building with an additional 15,000 L primary oxygen tank and 1,500 L back-up tank and this was the arrangement analysed by Arup in the Preliminary Hazards Assessment report exhibited with the EIS. However, since this time the design has developed further and it is now proposed to remove the existing 15,000 L tank and 1,200 L back up tank with install larger tanks that will be able to accommodate not only the PSB, but the broader expansion of the hospital as part of the longer-term masterplan. As a result, the existing tanks will be replaced with a primary 48,000 L oxygen tank and a 5,000 L back up tank. Tanks of this size will allow for a constant fill level of around 20% with fortnightly replenishment.

Comment in submission		Applicant's response
		The primary oxygen tank will be located on the lower-level platform of the existing CHW loading dock, while the back-up tank will be located on the upper-level platform of the existing CHW loading dock. The transitional arrangement is for the 5,000 L back up vessel to be installed on the upper platform and commissioned to supply the hospital, before the existing vessels are removed, and the main supply tank is replaced. This will ensure the continuous supply of oxygen to the hospital during the installation of the new tanks. A revised Preliminary Hazard Analysis (**PHA**) has been prepared by Arup at **Attachment J,** and a Design Memo relating to the Gas compound prepared by Stantec at **Attachment K.** Both documents provide support and assurance for the revised arrangement.
15	***Hazards*** *Confirm that the two liquid oxygen tanks are to be located within the loading dock area located to the south of Redbank Road as indicated in drawing CHW-AR-DG-PSB-SSD00 Revision A..*	It is confirmed that the liquid oxygen tanks will be located in the existing CHW loading dock. Refer to the Design Memo prepared by Stantec at **Attachment K**.
16	***Hazards*** *It is acknowledged that the loading dock area would be used to unload dangerous goods.* *Please confirm whether storage of other dangerous goods (other than the storage proposed in Item 1) would be undertaken in the loading dock area as well. If so, please provide the following:* *a) a list of the dangerous goods including classification, type of storage, and quantity of storage (in kilograms) in the loading dock area; and* *b) a layout of the dangerous goods storage locations in the loading dock area.*	There are no other dangerous goods to be stored in the Loading Dock located on Level 02. <u>Flammable Liquids Store</u> Although, on Level 02 approximately 16m east of the Loading Dock, the Pharmacy Department houses a separate flammable store (refer to **Figure 9** for layout), including a 250L flammable liquids cabinet, containing the following Packing Group II flammable liquids: – Ethanol 96%; – Acetone; – Ethanol based products for topical use: Bonny's Blue Solution, Carnoy's solution and Coal tar solution; – Chlorhexidine in 70% alcohol; and – Alcohol 70% spray bottles. The addition of the 250L Class 3 flammable liquids cabinet does not exceed the screening thresholds when applying SEPP33 State Environmental Planning Policy No 33—Hazardous and Offensive Development (**SEPP33**). Thus, no further action is required in accordance with SEPP33.

Comment in submission	Applicant's response
	 Figure 9 Medical Gas Compound and Flammable Store Location at Level 02 (shaded in pink). Source: Arup <u>Medical Gas Compound</u> The Medical Gas Compound on Level 02 of the PSB provides 2.5 hours of emergency storage. This is in addition to the storage provided in the existing Loading Dock, as detailed in Appendix A of the PHA at **Attachment J**. A summary of the gas cylinder contents at CHW is as follows:

Comment in submission	Applicant's response

Table 1 CHW summary of gas cylinders in the original bulk medical gas storage

Dangerous goods	Class	Total Gas content
Nitrogen	2.2	328,200L
Medical Air	2.2	897,600L
Nitrous Oxide	2.2/5.1	248,000L

In addition, the PSB medical gas compound will provide the following:

Table 2 PSB 2.5 hour emergency storage within medical gas compound

Dangerous goods	Class	Applicable under *Applying SEPP33*	Quantity / Size	Total Gas Content (at 101.3kPa and 15ºC)
Oxygen	2.2/5:1	Yes	5xMAN15	633,000L
Carbon dioxide	2.2	No	4xG-size	66,200L
Medical air	2.2	No	3xMAN15	336,200L
Nitrous oxide	2.2/5.1	Yes	2xF8-size	248,800L

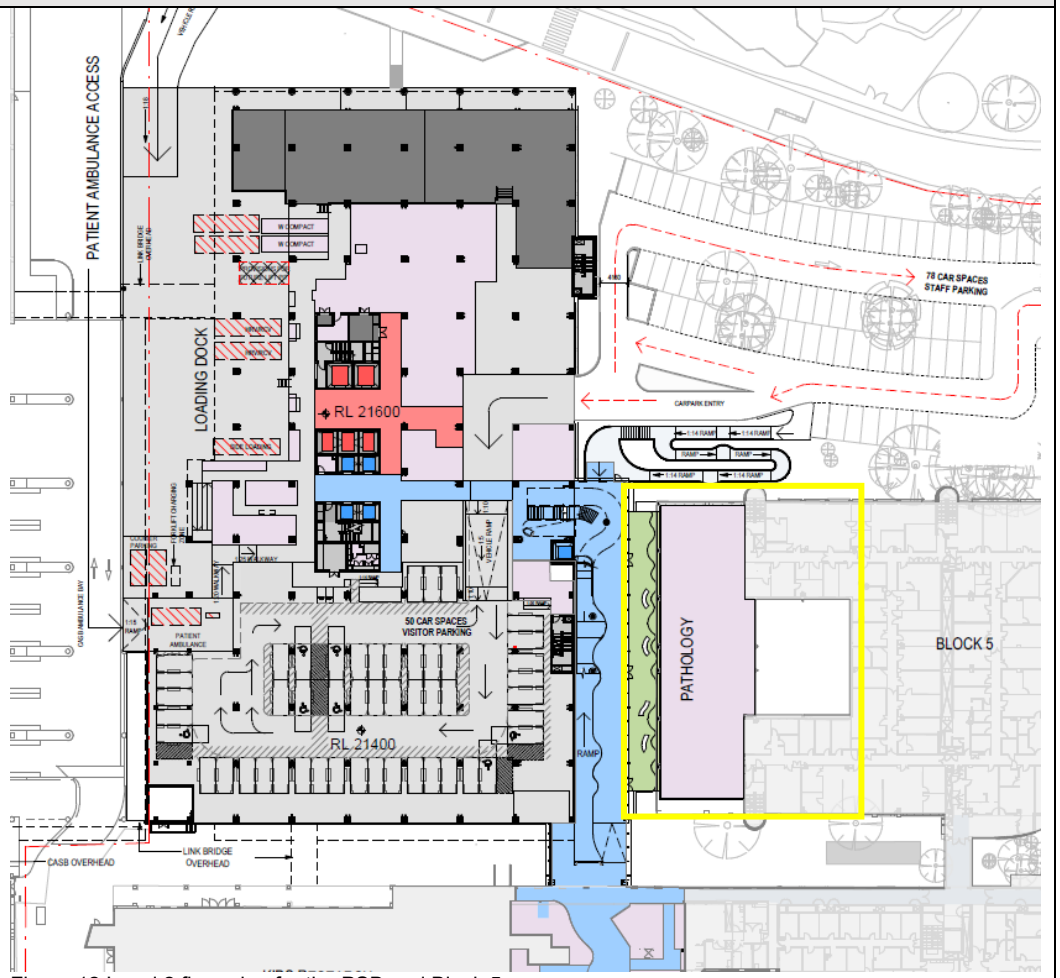
Applying SEPP33 excludes Class 2.2 from the risk screening.

A MAN15 is approximately equivalent to 15 G-size bottles. AS 4332 Table C1 outlines the water capacity for a F-size and G-size cylinder to be 34L and 50L, respectively. Therefore, the additional total water capacity of these oxygen, carbon dioxide, medical air, nitrous oxide cylinders is approximately 3,750L, 200L, 2,250L and 68L, respectively.

Regarding Class 5.1 (which includes subsidiary risks), the quantity does exceed the threshold. With the addition of the oxygen manifolded cylinders and nitrous oxide cylinders this obviously

Comment in submission		Applicant's response
		still applies. The requirements and conclusions outlined in the PHA at **Attachment J** continue to apply. Additional separation requirements for this medical gas compound in accordance with AS 4332 Table 4.1 include: – The minimum separation distance to a protected place for both Class 2.2 and 2.2/5.1 is 5m; – The minimum separation distance to an on-site protected place for both Class 2.2 and 2.2/5.1 is 3m; – The minimum separation distance to stores of other dangerous goods, combustible liquids or combustible materials for Class 2.2 and 2.2/5.1 is 2 m and 3 m, respectively; – The minimum separation distance to filling/decanting points for packages of dangerous goods or combustible liquids, dangerous goods or combustible liquids in bulk for Class 2.2 and 2.2/5.1 is 3m and 5m, respectively.
17	***Hazards*** *Confirm the dangerous goods, listed in Appendix A of the PHA are existing stores of dangerous goods, located in Block 5 of the CHW, and the quantity is not altered by the scope of works.*	The Dangerous Goods listed at Appendix A of the PHA (**Attachment J**) are existing stores of dangerous good, located in Block 5 of the CHW. The scope for PSB does not include any amendments, alterations of expansion to the existing stores of dangerous goods located in Block 5. It is anticipated that there would be no significant change in the use of dangerous goods or hazardous substances. Refer to the PHA prepared by Arup at **Attachment J** for further detail.
18	***Helipad*** *Provide confirmation or otherwise that a helipad and helipad operations form part of the proposed development. If so, provide an analysis of all environmental and amenity impacts associated with the operation of the helipad and its relationship with the adjacent CASB helipad. In this regard, the Department is not able to support the location of helipad infrastructure on the roof on the new PSB without considering the potential impacts of the operation of the helipad should it be constructed and commissioned at a later date.*	The construction of a helipad is not proposed as part of the development. Notwithstanding, the PSB has been future proofed (structurally and services wise) to enable construction of a helipad in future. A rooftop helicopter landing site (HLS) on the PSB would provide an additional HLS in the precinct and potentially would replace the present CHW HLS, which is located in a zone that has been master planned for research and education uses as per the Westmead Place Strategy. At such time that a helipad is required to be replaced or an additional helipad is needed for the site, the issues noted above will be given detailed consideration. The crane arms associated with the construction the PSB will impact the eastern CASB flight path. However, once the construction phase is completed, and the cranes have been dismantled and removed, flight paths will, on the whole, be largely unaffected and manageable.
19	***Pathology***	As part of the application, the existing pathology department located within Block 5 is proposed to be expanded through the enclosure of the existing balcony. The current GFA occupied by the

Comment in submission		Applicant's response
	Include further detail of the expansion and refurbishment of the pathology component on the architectural plans and outline in the RtS the exact works being sought, confirming: the increase in GFA; integration to the PSB; and the associated environmental impacts	Pathology department is 3,400 sqm and this will be expanded by 569 sqm, subject to the refurbishment. The expansion will improve efficiencies across the existing hospital and provide updated technology and processes to support the PSB. The proposal is for infill of the roof slab within the existing concrete frame of the building and therefore no change to the overall envelope. Given the refurbishment does not modify the use and is accommodated entirely within the envelope of an existing building, it is not anticipated that there will be any additional environmental impacts compared to the current situation. The revised Architectural Plans at **Attachment A** have been revised to clearly mark the location of the pathology use. There are no environmental impacts anticipated that are specific to the pathology uses within the PSB.

Comment in submission	Applicant's response
	 Figure 12 Level 2 floor plan for the PSB and Block 5 The indicative area of expansion and refurbishment to the pathology department is outlined in yellow. Source: Billard Leece Partnership Architects

<table>
<tr><th colspan="2">Comment in submission</th><th>Applicant's response</th></tr>
<tr><td>20</td><td>Demolition

Identify clearly on the architectural plans and within the RtS the demolition works being sought under this proposal.</td><td>A Demolition Site Plan (drawing no. CHW-AR-DG-PSB-SSD004) is provided at Attachment A, detailing demolition works sought under the proposed PSB.

The items proposed to be demolished are:

– The existing car park located in the footprint of the PSB building;

– On grade parking to the north towards Redbank Road;

– Vegetation; and

– An existing ambulance bay and playground to the south of the site, adjacent to the existing drop off point on Hawkesbury road.</td></tr>
<tr><td>21</td><td>In-patient beds

Provide the total number of inpatient beds for the PSB.</td><td>A total of 170 inpatient beds will be provided as part of the PSB (including 118 transferred and +52 growth). This excludes 108 beds provided as part of the cold shell IPUs, located on Levels 6 and 13 of the PSB and are shown as 'clinical department' use on the architectural drawings.

The future proofing of the PSB for the fit out of up to 108 additional beds is subject to clinical activity requirements. Based on the current clinical service planning, it is expected that all these beds would also be transferred from the existing Children's hospital and hence represent nil net growth.

A total of seventy-three (73) beds (including 56 transferred and +17 growth) are to be critical care beds. Therefore, the effective increase in beds as a result of the development is 69 beds.

Note: the demand for carparking has been based on beds generated by the entire CHW, inclusive of the additional activity expected to occur within the existing facility (as a result of the the growth of activity to be accommodated within the existing facility) and additional activity generated through the PSB. The total uplift in activity is equivalent to 115 beds and this figure is used in the Car Parking Demand Study by GTA (See Attachment E). Based on the net growth of beds, the car parking spaces provided in the Multi-Storey Car Park (SSD-10434896) and PSB are sufficient to meet the projected demand.

Table 3 – Total and net beds as a result of the development.

<table>
<tr><th></th><th>Existing</th><th>Net growth</th><th>Total (post development)</th></tr>
<tr><td>Inpatient beds (excluding cold shell IPUs)</td><td>118</td><td>+52</td><td>170</td></tr>
<tr><td>Critical care beds</td><td>56</td><td>+17</td><td>73</td></tr>
</table>
</td></tr>
</table>

Comment in submission		Applicant's response
		Total (PSB) | 174 | +69 | 243 **Note: Up to an additional 108 beds will be provided on Levels 6 and 13 in the future but this is not currently proposed with this planning application. When complete, these beds will represent nil net growth as they will be transferred and decommissioned from the existing CHW facility.*
22	***CASB helipad operation*** *Provide detail of the impacts of crane use during construction on the operation of the existing Central Acute Services Building helipad and identify appropriate mitigation and management procedures.*	An assessment of the impact of helipad operation was completed by Aviation consultant, Avipro, in an Aviation Flight Path Assessment – Children's Hospital Westmead as part of the site wide planning for the expansion of the hospital campus. Note it has not been appended as it includes assessment of possible future projects. It was noted by the aviation consultant at the time that if the building does not exceed the elevation of the CASB HLS and there are no obstructions/protrusions such as isolation room vents, cooling towers etc., on approach and departure paths, then theoretically there should not be restrictions on the operation of a helipad on the roof of the PSB. It was noted however that the operation of cranes during construction had the potential to disrupt operation of the helipads and that this would have to be carefully managed. As noted previously, the construction of a helipad is not proposed as part of the development. Notwithstanding, the PSB has been future proofed (structurally and services wise) to enable construction of a helipad in future. In relation to the existing helipad located on CASB and the potential for construction cranes to interfere with its operation, it is recommended that the following factors be considered: – *Crane positioning: Careful positioning of cranes associated with the developments.* – *Crane selection: consideration of a luffing type crane as this will have a reduced radius of free slew during the night and when the crane is not operational* – *Crane illumination: This will be essential regardless of the type of crane selected.* – *Crane colour: The crane must be of a colour that is highly visible (red and white preferred) during daylight hours.* – *Crane/helicopter interoperation procedures: During work hours the cranes will be manned and a crane management plan to be developed to ensure alignment of crane jib to reduce obstruction to surrounding Helicopter Land Sites (HLS)* Noting that the final construction methodology will be determined once a contractor has been engaged, it is suggested that this matter be addressed post approval and prior to commencement of works on site. In **Item 44** Transport for NSW recommended wording for a condition of consent for the Construction Pedestrian and Traffic Management Plan (CPTMP). As

Comment in submission		Applicant's response
		noted against **Item 44** the CPTMP would include consideration of crane arrangements including location of any crane(s) and a crane movement plan. The wording of this condition is accepted by the Applicant.
23	***Accessible parking*** *The additional disabled spaces included within Level 02 of the PSB are scattered and don't seem to be ideally located for those with disabilities, rather located where convenient and to reduce loss of normal spaces.*	Parking has been provided in the PSB as an intermediate use of the space before being decommissioned in line with the Children's Hospital expansion strategy. The requirement for accessible spaces will be met in the MSCP in the long term. Based on submissions received by City of Parramatta, it was recommended three accessible spaces be provided within the PSB itself. The proposed plans have been reviewed by DDA consultant, iAccess and their findings are set out below. Four accessible parking spaces have been located near the entrance to the public lobby, meeting this requirement. An additional three accessible parking spaces have been provided purely as an additional opportunity to utilise the car park to provide a larger number of accessible spaces. It is noted that users of these further placed spaces would still only need to travel around 50 metres within the car park. All 7 accessible parking spaces provided in this parking arrangement meet the requirements for accessible parking. NCC DP1(a)(i) states that access must be provided, to the degree necessary, to enable people to approach the building from any accessible carparking spaces associated with the building. The NCC does not nominate where the accessible spaces are to be provided only that an accessible path of travel is to be provided from the accessible parking space to the building entry, and this is the case for the proposed accessible parking. NCC D3.2(a)(iii) states an accessway must be provided to a building required to be accessible from any required accessible carparking space on the allotment. The design as proposed for the 7 accessible parking spaces satisfies this NCC requirement. NCC Clause D3.5 does not stipulate where accessible parking is to be located in relation to entrances to buildings. *AS2890.6:2009 - Parking Facilities Off Street parking for people with disabilities* does not nominate any requirement to be satisfied for location of parking spaces in relation to building entrances.

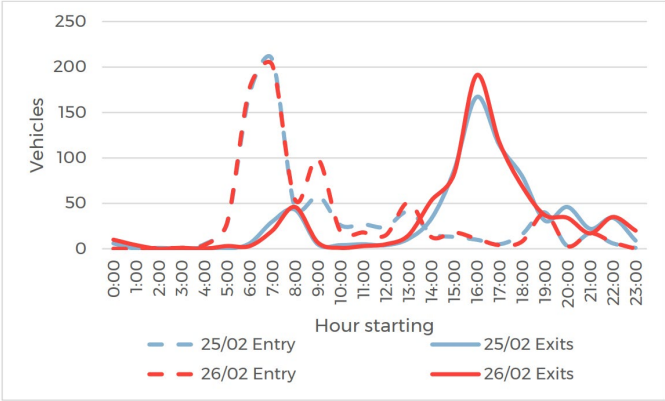
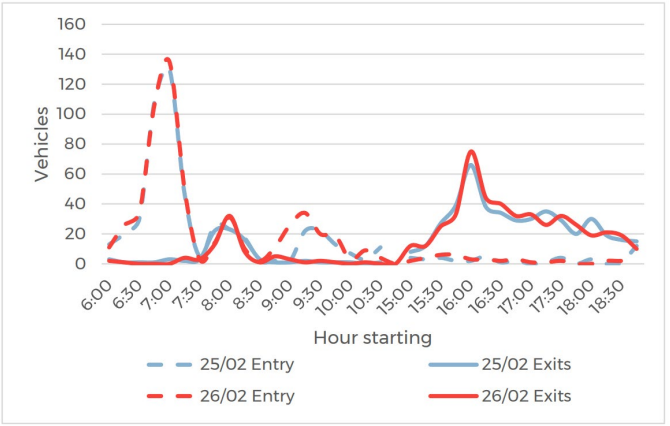
Comment in submission		Applicant's response
		The note to Figure 2.1 of AS2890.1:2004 states 'A proportion of parking spaces for people with disabilities is required to be located near the accessible entrance to the development the carpark serves.' The design as proposed provides 57% of accessible parking spaces close to the accessible entrance satisfying this requirement. While the spatial configurations of the 3 accessible parking spaces located on the perimeter of the parking level are not exactly as per the configuration nominated in AS2890.6:2009 the functionality of the provisions of the Australian Standard are satisfied in that vehicle sweep paths to enter / exit the parking bay and access to adjacent shared zones are provided in accordance with the provisions of AS2890.6:2009. DDA consultant, iAccess conclude that the design as proposed satisfies the provisions of NCC Performance Requirement DP8 in that Carparking spaces for use by people with a disability must be— a) provided, to the degree necessary, to give equitable access for carparking; and b) designated and easy to find.
City of Parramatta Council		
24	***Public Domain*** *Regarding the Hawkesbury Road Frontage coordination with the Parramatta Light Rail Design is essential to rationalise the pavement levels and type of paving. This Public Domain works must be as per the Parramatta Public Domain Guidelines for paving, street tree planting and street furniture requirements.*	The Hawkesbury Road frontage is in accordance with the Parramatta Public Domain Guidelines. It is noted that the public domain design to be provided as part of the PLR project, is required to consider relevant Council design standards, including the Parramatta Public Domain Guidelines and its standards for paving.
25	***Public Art*** *A Public Art Plan that addresses the PSB and MSCP should be prepared prior to determination of both applications. Council's Public Art Officer notes that there are opportunities for Public Art in the Public Domain and KIDSPARK.*	Health Infrastructure NSW acknowledge the vital role of public art in health settings and have prepared an *Arts, Play and Discovery Strategy*, which envisions the Sydney Children's Hospital Network to 'lead an evolving Model of Care engaging arts, play & discovery'. Refer to **Attachment I**. This vision of the strategy is guided by three (3) inter-reliant objectives: 1. Stewardship: Enhance patient and staff wellbeing through arts, play and discovery as a holistic treatment option, an inter-disciplinary Model of Care, administered centrally;

Comment in submission		Applicant's response
		2. Connection: Create restorative spaces for meaningful human connection, with a focus on culturally safe environments for Aboriginal families; and 3. Lifelong learning: Lead developmentally appropriate programs through arts, play and discovery to foster engagement, curiosity, critical and creative thinking. Opportunities for public art in the public domain and KIDSPARK will be further explored as part of the project.
26	***Traffic and Transport*** *The Transport Assessment (TA) report references a Car Parking Demand Study conducted in 2019 by GTA Consultants where it identified a need for an additional 280 spaces by 2031/32. This study was not provided and it remains unclear why an additional 280 spaces is required. and it cannot be peer reviewed.*	The Car Parking Demand Study undertaken by GTA Consultants (dated 23 October 2019) has been included in the appendix of the Transport Response to Submissions Letter at **Attachment E**.
27	***Traffic and Transport*** *It is noted that 50 of the 280 car spaces will be accommodated on Level 2 of the Paediatrics Services Building (PSB). The remainder will be accommodated in a new multistorey car park which is under a separate planning proposal. This is considered acceptable.*	Noted. The 50 car parking spaces at Level 02 of the PSB are provided as an interim use of the space, as the parking associated with the PSB is located in an area that has been master planned for clinical services expansion, and will be lost to this clinical expansion in the future. These spaces within the PSB provide an interim opportunity for proximal parking for particular "at need" users. Therefore, in the future, these 50 parking spaces will eventually be captured by the MSCP (subject of a separate planning approval).
28	***Traffic and Transport*** *It is unclear of the 50 spaces, which are for staff and which are for visitors. This is to be noted on future versions of architectural plans.*	The 50 spaces at Level 02 of the PSB provide an interim opportunity for proximal parking for visitors, particular "at need" users such as those with disabilities and frequent hospital visitors like day oncology patients. As mentioned above, the PSB parking spaces are provided as an interim arrangement, as the parking associated with the PSB is located in an area that has been master planned for clinical services expansion, and will be lost to this clinical expansion in the future. These spaces within the PSB provide an interim opportunity for proximal parking for particular "at need" users. These car parking spaces will be accessed and managed through the existing ticketing system at the P17 at-grade car park. For further detail refer to the Transport Response to Submission Letter prepared by WSP at **Attachment E**.

Comment in submission		Applicant's response
29	***Traffic and Transport*** *The TA report indicates that based on the Building Code of Australia (BCA) requirement for the provision of accessible parking, at least 1 accessible parking space is required for the PSB carpark as it accommodates 50 car spaces. The report also recommends that a higher portion of disabled spaces be provided in the PSB car park. Council recommends that although 50 car spaces is accommodated in the PSB carpark, as this development appears to generate an additional 280 car spaces, this should be used to determine the provision of accessible parking instead. Therefore, it is recommended that at least 3 disabled parking spaces be provided in the PSB carpark.*	Seven (7) accessible car parking spaces are provided at Level 02 of the PSB, positioned next to the public lobby/corridor access. The proposed accessible parking spaces are designed in accordance with Australian Standards, with dimensions of 2.4m wide by 5.4m long, with an adjacent space for mobility impaired persons to access and egress vehicles comfortably and safely. Refer to the revised Architectural Plans at **Attachment A**.
30	***Traffic and Transport*** *The TA report indicates that no bicycle parking will be provided in the PSB carpark as the Parramatta DCP 2011 does not specify the bicycle parking requirements for public hospitals. 50 bicycle spaces will be proposed in the Kid's Research Institute building however, this doesn't appear to be part of this planning proposal. Although bicycle parking provision for public hospitals is not specified in the Parramatta DCP 2011, it is recommended that some bicycle parking facilities be provided in the new PSB to encourage the use of active transport and allow cyclists to have easier access into the building.*	The bicycle parking facility that was provided on site (within the recently demolished P17 car park) is to be relocated to an unused undercroft area located in the Kids Research (KR) building, adjacent to the proposed PSB (subject of a Review of Environmental Factors that was approved in May 2020). This bike facility could be accessed via Redbank Road and Hawkesbury Road via Kids Research Lane. The new bicycle parking would have capacity for up to 50 spaces (an increase of 10 bicycles), generally set out with the Australian Standards. On-site observations indicated that the existing bike parking facilities within the KR building typically has plenty of spare capacity (refer to **Figure 10**). The facility had capacity for around 40 bicycles, therefore, the proposed larger facility would be suitable to accommodate the existing and future staff bicycle parking demand.

Comment in submission	Applicant's response
	 Figure 10 Existing bike parking facility Source: PwC Although no end-of-trip facilities or bike parking are proposed within the PSB, the Transport Assessment (Appendix N of the exhibited Environmental Impact Statement) notes that there are sufficient bike parking facilities offered across the Westmead Health Precinct, such as within the CASB and KR building. Staff and visitors to the CHW could also use alternative bike parking and End of Trip facilities that are provided across the Precinct, including: – Recently opened CASB: 8 showers, change rooms, and 90 bike spaces; – Proposed PSB: 6 staff showers, and change rooms available throughout the building, co-located with clinical departments; – The existing CHW has centralised end-of-trip facilities including 8 showers and change rooms located near the new bicycle storage. Anecdotally, these are located due to staff

Comment in submission		Applicant's response
		preference to utilise facilities adjacent to the clinical departments, of which there are facilities throughout the existing CHW. These facilities combined provide considerable end-of-trip facilities for those arriving to the site via bicycle or by foot. Therefore, the KR bike parking, the CASB bike parking, and the precinct's existing bike parking areas and end-of-trip facilities would be well placed to encourage sustainable transport use to/from the CHW. There is sufficient capacity to accommodate the existing and future bicycle parking demands at the CHW.
31	***Traffic and Transport*** *The TA report indicates that at least 1 motorcycle parking space is required and will be accommodated in the PSB car park. This motorcycle parking provision is considered acceptable.*	Noted. Two (2) motorcycle parking spaces are included at Level 02 of the PSB, at the northern side of the car park, near the lift lobby. Refer to the revised Architectural Plans at **Attachment A**.
32	***Traffic and Transport*** *The architectural plans provided indicates that the parking dimensions proposed will be 2.4m wide and 5.4m long. This will need to be amended to comply with the Australian Standards for Class 3 vehicles (i.e., 2.6m wide and 5.4m long).*	The architectural plans have been amended to reflect that the parking spaces are proposed to be 2.5m wide, complying with Australian Standards for Class 2. The width of the spaces is limited to 2.5m due to the column sizes and standardised grid design required for the clinical nature of the building. In terms of the difference in car parking space 'class': – Class 3 is generally defined for short-term parking with the design criteria requiring full opening for all doors and 2.6m wide angled (90 degrees) parking spaces. It is understood that hospital and medical centres were used as examples for Class 3 in AS2890.1. – Class 2 is generally defined for medium-term parking with the design criteria requiring full opening for all doors and 2.5m wide angled (90 degrees parking spaces). Long-term city and town centre parking were used as examples for Class 2 in AS2890.1. To understand the length of stay at car parks, the boom gate activities for both the former P17 staff car park and P6 visitor car park were monitored as part of the study to understand the ingress/egress patterns for staff and visitors to the hospital – shown in the graphs at **Figure 11 and Figure 12**. The graph shows that ingress activities are highest in the AM peak and egress activities highest in the PM peak. The lack of activity in between the two peak periods indicates longer stay with minimal short stay high turnover demand.

Comment in submission	Applicant's response
	 Figure 11 Former P17 staff car park boom gate daily profile Source: WSP  Figure 12 Former P17 staff car park boom gate peak period profile Source: WSP Considering the importance of the column sizes for the design of the PSB, minimal dimension and operational difference between Class 3 (2.6m) and the proposed Class 2 (2.5m) car parking spaces, and the low-turnover currently reflected in existing visitor and staff car parks, the use of Class 2 – 2.5m wide car parking space – is considered appropriate for this use.

Comment in submission		Applicant's response
		Additionally, the car park is seen as temporary, with the space master planned for future clinical services expansion. It provides an interim opportunity for particular "at need" users such as those with disabilities and frequent hospital visitors like day oncology patients.
33	***Traffic and Transport*** *Swept path plans for the PSB car park; particularly for the ramp; have not been provided to demonstrate satisfactory on-site manoeuvring and therefore, cannot be peer reviewed.*	Car Park Circulation and Ramp Swept Path plans for the PSB car park and ramp are provided as Attachment B to the Transport Response to Submissions Letter at **Attachment E**.
34	***Traffic and Transport*** *Swept path plans for the loading dock have been provided and indicate that on-site manoeuvring for vehicles accessing the HRV, Substation Maintenance bays and Compactor bays require certain spaces to be unoccupied and at times, utilise the full width of the driveway/ramp in order to park the vehicle rear to kerb. It is unclear how the spaces will remain unoccupied, how the trucks will be coordinated within the loading dock and who will have priority should there be vehicles (particularly HRVs) wanting to enter and exit the facility simultaneously. Therefore, a Loading Dock Management Plan should be provided and reviewed to address these concerns.*	The current CHW loading dock will be maintained as the primary delivery point for CHW, and the loading dock proposed as part of the PSB will serve only a satellite purpose for deliveries direct to the PSB. The operation of the loading dock would be incorporated into the CHW operational loading dock management systems and management plans to ensure loading spaces are managed adequately within the loading dock. However, it is recognised that per the plans submitted as part of SSDA lodgement, on-site manoeuvring for vehicles accessing the HRV (side-loading), Substation Maintenance bays and Compactor bays require certain spaces to be unoccupied, and that vehicles exiting the loading dock in a left-out manner may conflict with vehicles entering the loading dock. Design changes since SSDA lodgement have shifted the courier bays to the south to enable the side-loading dock to be accessed without affecting the courier spaces. As such, all HRV bays can operate independently. The swept path plan for the HRV (side-loading) bay is shown in **Attachment C** of the Transport Response to Submissions Letter at **Attachment E**. It is reiterated that the substation maintenance bays would be required infrequently and could be managed to ensure its access does not coincide with loading/unloading of the compactors. Additionally, access to compactor 2 could be managed to ensure that access to both compactors is not needed simultaneously. Nonetheless, a Loading Dock Management Plan (**LDMP**) tailored to address these conflicts can be prepared as part of the conditions of consent.
35	***Traffic and Transport*** *Driveway and ramp gradients for both the PSB carpark and Loading Dock have not been provided and cannot be peer reviewed.*	The driveway and ramp gradients for the PSB car park and loading dock are shown on the Revised Architectural Plans included in Attachment D of the Transport Statement at **Attachment E**.
36	***Traffic and Transport***	The car park design is compliant with AS2890.1 for Class 2.

Comment in submission		Applicant's response
	The car park design including parking dimensions, aisle widths, column locations, swept paths and sight lines are to comply with AS2890.1	It is noted that the PSB car park is designed with Class 2 car parking spaces due to the column sizes and standardised grid design required for the clinical nature of the building. The proposed PSB car park is anticipated to be low-turnover; hence, the use of Class 2 car parking spaces is considered appropriate for its use. Moreover, the car park is seen as temporary, with the space master planned for future clinical services expansion. Refer to **Item 32** for further detail.
37	***Traffic and Transport*** *It is recommended that a pick-up/drop-off facility be provided within close vicinity to the PSB entrance as this would provide a convenient and designated area for staff or visitors to pick-up/drop off passengers.*	A designated pick-up/drop-off facility for the CHW is provided on the corner of Hawkesbury Road and Hainsworth Street. This facility is being provided under the PLR project i.e., under a separate planning approval. The PSB can be accessed from this area via the new pedestrian canopy link through the existing Galleria extension proposed as part of this development, connecting the PSB to the CHW forecourt and pick-up/drop-off area.
38	***Traffic and Transport*** *The submitted Transport Assessment report estimated that the development would generate an additional 89 and 76 vehicles in the AM and PM peak hour respectively. The development's set-down/pick-up activity could also generate an additional 23 vehicle trips (two-way) and 29 vehicle trips (two-way) during the AM and PM peak hours respectively. The report, then, concludes that the projected increase in traffic as a result of the Development Proposal will have a marginal impact on the existing traffic conditions.* *Council's Traffic and Transport team has concerns with the incremental increases in traffic generation from this precinct resulting from individual DA's. They have a cumulative impact and increases traffic congestion and delays in the area. This is occurring without any proposed intersection upgrades, particularly on Cumberland Highway. Council will continue to promote measures to address this issue outside of the DA process for this application.*	Noted.
39	***Catchment Engineer*** *A review of the Flood Impact Assessment completed by ARUP (12 February 2021) has been completed there are no objections to the submission for the PSB. The proposals meet Council requirements and acceptable standards of development planning and environmental impact mitigation regarding flooding and stormwater management.*	Noted.

Comment in submission		Applicant's response
Transport for NSW		
40	***Pick up / Drop-off*** *Page 8 of the Transport Impact Assessment states that "a minor increase in set-down and pick-up activity is expected to occur along Hawkesbury Road. Based on CHW's forecast growth, the existing drop-off activity could increase by 25 per cent" TfNSW advises that currently Hawkesbury is designated a classified road at this location currently and will be a transitway in the future, due to the build of Parramatta Light Rail (PLR).* *TfNSW is concerned that any increase in pick-up / drop-off activities might impact bus and light rail operations along Hawkesbury Road.* *TfNSW recommends that the proponent undertake a vehicle queuing assessment to ensure that the increase can be accommodated on Hawkesbury Road without impacting the operation of the current and future (PLR end state) transport network.*	The set-down and pick-up area in reference is being delivered as part of the PLR project i.e., under a separate planning approval. This area does not form part of the proposed development. It is however noted that the increased pick-up and drop-off activity would result in additional traffic volumes of 13 vehicles in both the AM and PM peak hours. These 13 vehicles have been assumed to enter the drop-off area either via Hawkesbury Road to the south or via Darcy Road in line with the existing split of traffic at the intersection of Hawkesbury Road and Darcy Road. The impact of this additional traffic has been assessed at this intersection and indicates there would be limited impact on the surrounding road network. Additionally, the proposed changes to the drop-off area, as part of the PLR project scope, have been the subject of extensive consultation between Health Infrastructure, the Sydney Children's Hospitals Network, TfNSW and the PLR project team. Nonetheless, an increase of 13 additional vehicles per hour is approximately one additional arrival every 5 minutes. Given existing drop-off volumes of 52 vehicles an hour, total future development drop-off volumes are estimated at 65 vehicles per hour. With an indicative cycle time of 120 seconds, total demand for the drop-off area is estimated at 2 vehicles per cycle. With such low traffic demand for the drop-off area, it is therefore concluded that the additional traffic generated by increased pick-up and drop-off activity at CHW would have limited impact on bus and light rail operations on Hawkesbury Road.
41	***Green Travel Plan*** *TfNSW has been working with the proponent regarding a precinct-wide GTP in association with SSD-7642. There has been recognition between both parties of the importance to collectively address the transport challenges in the precinct and the need to encourage the use of public and active transport, particularly among staff employed in the precinct.*	Noted.
42	***Green Travel Plan*** *TfNSW recommends that the proponent should be conditioned to update the existing GTP (as required under SSD-7642), to account for the travel demand generated by this development and to continue to address the transport challenges in the precinct and encourage the use*	It is recommended that an update to the existing GTP (as required under SSD-7642) is conditioned as part of the development consent. Suggested draft condition wording may read as follows:

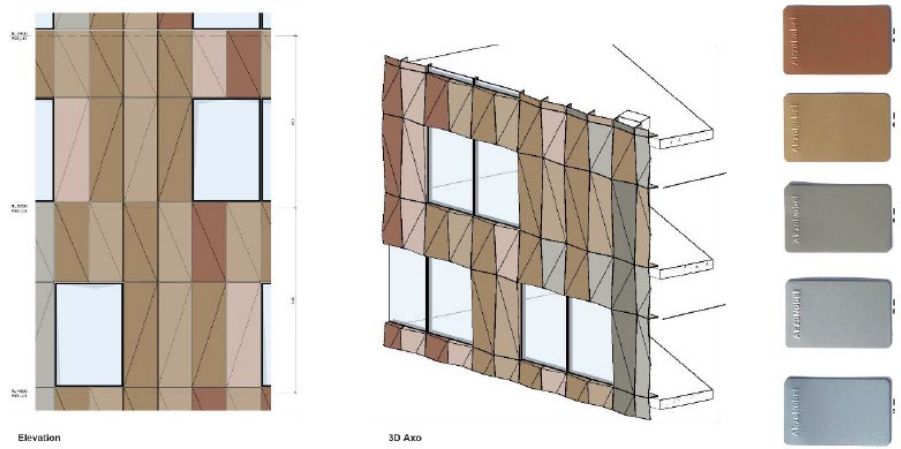
	Comment in submission	Applicant's response
	of future users to utilise public and active transport. The updated GTP should: • *Be developed in consultation with TfNSW and endorsed prior to the issuing of an occupation certificate for this development;* • *Agree with TfNSW regarding the future mode share targets of the GTP* • *Include a commitment of funding, a delivery strategy (including agreed timeframes) and appropriate human resourcing for the GTP actions from the proponent; and* • *Consider the Travel Plan Toolkit for Hospital Precincts at* *https://www.mysydney.nsw.gov.au/travelchoices/tdm in the development of the Green Travel Plan.*	*"Green Travel Plan* *The proponent is required to update the existing GTP (as required under SSD-7642), to account for the travel demand generated by this development and to continue to address the transport challenges in the precinct and encourage the use of future users to utilise public and active transport. The updated GTP will:* • *Be developed in consultation with TfNSW and endorsed prior to the issuing of an occupation certificate for this development;* • *Agree with TfNSW regarding the future mode share targets of the GTP* • *Include a commitment of funding, a delivery strategy (including agreed timeframes) and appropriate human resourcing for the GTP actions from the proponent; and* • *Consider the Travel Plan Toolkit for Hospital Precincts at* *https://www.mysydney.nsw.gov.au/travelchoices/tdm in the development of the Green Travel Plan."*
43	***Construction Pedestrian and Traffic Management Plan (CPTMP)*** *Several construction projects, including the PLR Project and Sydney Metro West Project are likely to overlap at the same time as the development. The cumulative increase in construction vehicle movements from these projects could further have the potential to impact on general traffic and bus operations within the precinct as well as the safety of pedestrians and cyclists.*	Noted. The CPTMP will seek to minimise impacts on the PLR project and Sydney Metro West project.
44	*TfNSW recommends that the proponent is conditioned to prepare CPTMP prior to the issue of any construction certificate in consultation TfNSW. The CPTMP needs to ensure that the construction of the development does not in any way adversely impact the following phases of the Parramatta Light Rail Project:* – *Construction;* – *Testing;* – *Commissioning; and* – *Regular service operation.*	In relation to requirement for "Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and PLR and Sydney Metro West builders", it should be noted the primary construction routes for the PLR project differ the primary construction vehicle routes for the PSB, as covered in **Item 11** above. It is not anticipated that the cumulative construction impacts would be measurably greater than isolated construction impacts. It is therefore requested the wording of this dot point be amended to delete the reference to Sydney Metro West builders, as per the struck through text below: – *"Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and PLR ~~and Sydney Metro West builders~~*

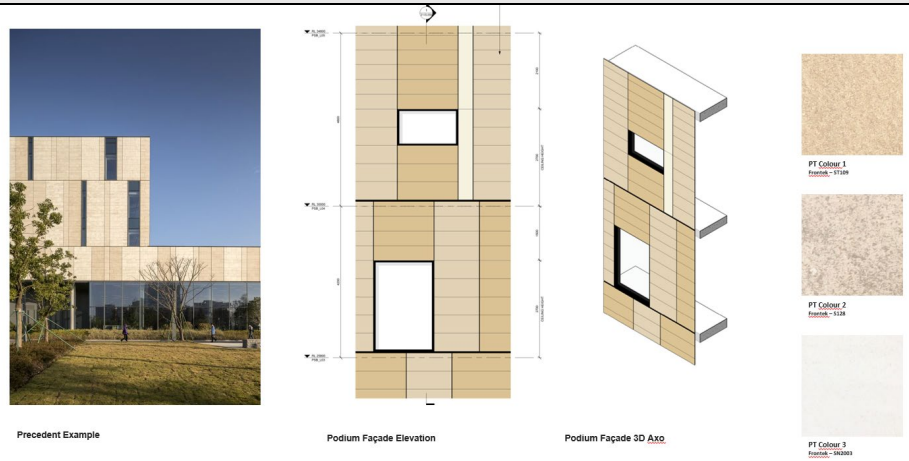
Comment in submission	Applicant's response
– *The CPTMP shall include (but not limited) the following:* – *A description of the development;* – *Location of any proposed work zone(s), noting that Hawkesbury Road is not a suitable location;* – *Details of crane arrangements including location of any crane(s) and crane movement plan;* – *Haulage routes;* – *Proposed construction hours;* – *Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;* – *Construction vehicle access arrangements;* – *Construction program and construction methodology, including any construction staging;* – *A detailed plan of any proposed hoarding and/or scaffolding;* – *Measures to avoid construction worker vehicle movements within the precinct;* – *Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and PLR and Sydney Metro West builders;* – *Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and* – *Identify the cumulative construction activities of the development and other projects within or around the development site, including*	Furthermore, as Sydney Metro West are not yet at the site it is instead suggested that Sydney Metro should be consulting with the MSCP Contractor and SCHN, noting that engagement between the Westmead Health Precinct and the Sydney Metro West project team has commenced.

	Comment in submission	Applicant's response
	the PLR Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP; – *Submit a copy of the final plan to TfNSW for endorsement; and* – *Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre within TfNSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.* *The applicant shall update the CPTMP to reflect the different phases of the PLR Project when required by TfNSW. The applicant shall submit a copy of the final updated plan to TfNSW for endorsement within two weeks of being notified by TfNSW to update the plan. Please send information to development.sco@transport.nsw.gov.au.*	
DPIE Water		
45	***Groundwater*** *In the unlikely event groundwater is intercepted during construction, the proponent must ensure that any take is appropriately licenced unless eligible for an exemption. For take less than 3 megalitres per year (ML/yr) during construction, the proponent should refer to Division 3 Exemptions, Clause. 21 of the NSW Water Management (General) Regulation 2018 regarding relevant conditions.*	This is noted by DPIE Water as a matter to be addressed post approval and it is anticipated this will form a condition. *Groundwater* *In the unlikely event that groundwater is intercepted during construction, the proponent must ensure that any take is either appropriately licenced or eligible for an exemption under Division 3 Exemptions, Clause. 21 of the NSW Water Management (General) Regulation 2018.*
46	***Acid Sulphate soils*** *If Acid Sulphate Soils are encountered prior to or during construction, the proponent should prepare and submit an Acid Sulphate Soils Management Plan.*	Noted. It is recommended that this is conditioned as part of the development consent. It is anticipated this would be covered by the unexpected find protocols detailed in the final CEMP to the effect of: *An unexpected finds protocol for contamination and associated communications* *procedure to ensure that potentially contaminated material is appropriately managed*

	Comment in submission	Applicant's response
Sydney Water		
47	***Water Servicing*** *As per the advice of the feasibility case lodged with Sydney Water (CN 185637), the water mains being constructed under Parramatta Light Rail CN 177339 in Hawkesbury Road will serve this development. The development must have its own connection to that water main and a water service and meter.* *Amplifications, adjustments, and/or minor extensions may be required.*	Noted. A Section 73 application is to be submitted by Water Services Coordinator.
48	***Wastewater servicing*** *Wastewater servicing should be available via WSLHD's private 375mm water main as per the advice in feasibility case CN 185637.* *Amplifications, adjustments, and/or minor extensions may be required.*	It is confirmed that the proposed PSB will connect into the private 375mm water main.
49	***Water – General*** *This advice is not formal approval of our servicing requirements. Detailed requirements, including any potential extensions or amplifications, will be provided once the development is referred to Sydney Water for a Section 73 application. More information about the Section 73 application process is available on our web page in the Land Development Manual.*	Noted. A Section 73 application is to be submitted by Water Services Coordinator.
Heritage Council of NSW		
50	*The proposed works may have a low-moderate visual impact on the Glengariff/Wisteria Gardens Precinct of the Cumberland District Hospital Group. The assessment recommends suitable trees be planted as soon as practical along the western boundary of the Glengariff/Wisteria Gardens Precinct. While this advice is useful it is noted that this is not a change to the project to attempt to mitigate this impact. As such it is recommended that additional investigation is*	The planting of trees within Wisteria Gardens was previously proposed as a mitigation measure however it was considered by Jacobs (the heritage consultant) and the applicant that changes to the visual appearance of the building would represent a more meaningful and effective means to minimize the heritage impact, being the view of the building from the Wisteria Gardens and Glengariff. Further, the Wisteria Gardens land is not managed by the Department of Health which raises potential issues with access to land and the delivery of this landscaping work. For more detail see the Statement of Heritage Impact at **Attachment H** and for the previous building design see **Figure 13** and for the revised building design see **Figure 1** and **Figure 2.**

Comment in submission		Applicant's response
	completed to identify if a visual treatment on the project buildings or in the project area can be used to mitigate this impact.	The external colour scheme of the PSB has been revised and the building now sits more subtly in the landscape with tones inspired by the earth and river; developing further the river narrative of the original design, to have a stronger heritage response to the Glengariff/Wisteria Gardens Precinct of the Cumberland District Hospital Group. The intent is to ground the PSB in its context with the Parramatta River, Toongabbie Creek and surrounds, and to embody its 'Connection to Country' through use of natural colours and textures. The building design comprises two main features, a tower and a podium, separated from each other by a recessed plant level on Level 5. The revised tower design draws inspiration from the texture and play of light across the surface of the river (**Figure 14** and **Figure 15**), while the podium provides a strong foundation, with references to geological stratification, colours and textures (**Figure 16** and **Figure 17**).  Figure 14 Revised external colour scheme of the PSB tower (Levels 06 and above) Source: Billard Leece Partnership Architects

Comment in submission	Applicant's response
	 Figure 15 Study of Folded Metal Panels with the revised external colour scheme of the PSB tower (Levels 06 and above) Source: Billard Leece Partnership Architects  Figure 16 Revised external colour scheme of the PSB podium (Levels 04 and below) Source: Billard Leece Partnership Architects

Comment in submission		Applicant's response
		 Figure 17 Study of the PSB podium (Levels 04 and below) with the revised external colour scheme Source: Billard Leece Partnership Architects As noted in the Heritage Impact Statement, the amended proposed development allows for a reduced visual impact to locations of heritage significance, as the previously one-dimensional and visually stark external colour scheme has now changed to allow the PSB to blend better with its landscape context and immediate surrounds (refer to **Figure 20** and **Figure 21**). Therefore, this mitigates the visual impacts to Glengariff House/ Wisteria Gardens Precinct.

Comment in submission		Applicant's response
		 Figure 20 Photomontage looking towards the existing PSB from Glengariff. Source: Billard Leece Partnership Architects

Comment in submission		Applicant's response
		 Figure 21 Photomontage looking towards the PSB from Glengariff; current design. Source: Billard Leece Partnership Architects For further detail, refer to the revised SoHI at **Attachment H**.
51	*The proposal identifies that the works are in Archaeological Management Unit 3070, which is considered to have moderate potential for locally significant relics. However, the assessment provides additional research that indicates that the works area is unlikely to have retained this potential due to the impacts from previous developments. This is an appropriate assessment. The recommendation of unexpected finds for the project is adequate.*	Noted.
Heritage NSW – Aboriginal Cultural Heritage Regulation – North		
52	*There are no direct impacts to Aboriginal objects identified by the ACHAR. Potential visual impacts to the Parramatta River and associated Aboriginal cultural heritage values (ACH) have been*	Noted.

Comment in submission		Applicant's response
	identified. It is understood that specific design elements for external portions of the proposed structures have been developed in consultation with the Parramatta City Council Aboriginal and Torres Strait Islander Advisory Group Workshop. These design elements would mitigate potential visual impacts by referencing identified ACH values with specific emphasis on the convergence of the three waterways, Toongabbie creek, Mills creeks, and Parramatta River.	
53	*It is understood that consultation in accordance with the Aboriginal Cultural Heritage Consultation Requirements for Proponents (2010) is ongoing. It is noted that the draft version of the ACHAR was provided to Registered Aboriginal Parties (RAPs) on 1 March 2021. Comments from RAPs have not been incorporated into this version of the ACHAR.*	A complete and final version of the ACHAR has been prepared by Jacobs Group at **Attachment G**. This incorporates comments from RAPS.
54	*The ACHAR has been prepared in accordance with the Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (2011). However, the ACHAR is not considered to be complete and a final version of the ACHAR is required.*	A complete and final version of the ACHAR has been prepared by Jacobs Group at **Attachment G**.
55	*The management and mitigation recommendations provided in Section 8.0 (page 48) of the ACHAR and Table 16 (page 105) of the EIS are considered adequate. In addition, the following recommendations are provided:* • *A final version of the ACHAR should be provided that incorporates any comments received from RAPs in accordance with the Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW (2011).* • *Mitigation strategies around "Unexpected Finds" protocols and a cultural heritage induction should be incorporated into the CEMP for the proposal.* • *An Aboriginal heritage interpretation strategy for the proposal should be developed that reflects the ACH values identified within and surrounding the general vicinity of the proposal area. This should be developed in consultation with the RAPs for the proposal.*	The recommended management and mitigation recommendations have been included in the final ACHAR prepared by Jacobs Group at **Attachment G**. The ACHAR had been updated and finalised following closure of Stage 4 consultation. Comments from the RAPs have been addressed and incorporated within the document.

Comment in submission		Applicant's response
DPIE – Biodiversity and Conservation Division		
56	***Biodiversity*** *A Biodiversity Development Assessment Report (BDAR) Waiver Request was approved on 2 November 2020.*	Noted.
57	***Flooding*** *EES has reviewed the relevant flood risk assessment and flood emergency management/mitigation report prepared by ARUP (Rev 1 Job No. 271985) dated 12 February 2021 and advise that all flood risk management issues have been adequately addressed.*	Noted.
Government Architect		
58	*This project is currently engaging with the Government Architect through the SDRP process. GA will not be providing commentary on the EIS. However, it is expected that commentary will be provided at the RtS stage to ensure the issues raised through the SDRP sessions have been addressed.*	A response to comments received from the NSW State Design Review Panel Session 5 dated 2 June 2021, is provided at Section 6 of the Architectural Design Statement Addendum at **Attachment B**.
Endeavour Energy		
59	*Endeavour Energy's Asset Planning & Performance Branch have advised they have no further recommendations or comments in respect of the EISs for either the Paediatric Services Building or the Multi-storey Carpark. The advice provided in Endeavour Energy's previous submissions to the request for Secretary's Environmental Assessment Requirements (SEARs) of 10 November 2020 and 12 November 2020 for the respective developments remain valid.*	Noted.
60	*In regard to the broader context of the provision of electricity supply to the Westmead Health Precinct, Endeavour Energy has been working with Western Sydney Local Health District (WSLHD) and Health Infrastructure for 2-3 years now for the Westmead Zone Substation upgrade which is required to continue to supply their ongoing expansion plans. It is important formal written agreement is provided to the plans for the substation and transmission line feeder route within the next 3*	These works are not subject of this SSD application i.e., subject of a separate planning approval. Nevertheless, Western Sydney Local Health District (WSLHD) and Health Infrastructure NSW will liaise with the utility provider.

Comment in submission		Applicant's response
	months. Otherwise, the lead time for the delivery of the zone substation upgrade which involves several crucial steps to be able to continue to supply the ongoing expansion plans will be impacted.	
61	*The property tenure requirements must be resolved as Endeavour Energy is unable to consent to or progress any proposed works unless the network assets are secured by appropriate easements (or at least a binding agreement to grant the easements). The easements are required for:* • *The existing zone substation, presently held under a lease, plus the additional area required for expansion* • *The transmission line feeder route, noting the various complicating factors including traversing heritage listed and riparian lands.* *There are also significant heritage aspects to consider for a large portion of the proposed feeder route, that will require permitting beyond the project determination. In short, considerable lead time is required prior to construction of the zone substation and feeder connection commencing.*	These works are not subject of this SSD application i.e., subject of a separate planning approval. Nevertheless, WSLHD and Health Infrastructure NSW will liaise with the utility provider.
62	*Endeavour Energy has a self-determination function under Part 5 of the Environmental Planning and Assessment Act 1979 (NSW). This requires detailed environmental assessment and community consultation including zone substation and transmission feeder design prior. There are also significant heritage aspects to consider for a large portion of the proposed feeder route, that will require permitting beyond the project determination. In short, considerable lead time is required prior to construction of the zone substation and feeder connection commencing.*	These works are not subject of this SSD application i.e., subject of a separate planning approval. Nevertheless, WSLHD and Health Infrastructure NSW will liaise with the utility provider.
Environmental Protection Authority		
63	*The EPA has no further comment regarding this project*	Noted.
Public submission 1		

Comment in submission		Applicant's response
64	*I am ok with the proposal as long as it does not impact the residential properties with high traffic and disruption. Let us know if there will be any assumed disruption.*	In relation to traffic impacts during construction, the anticipated peak construction vehicle volumes are unlikely to impact the surrounding and/or campus transport network, or its operations including the key campus access intersections of Darcy Road/Mons Road/ Institute Road, Briens Road/Redbank Road and Darcy Road/Hawkesbury Road. This is due to there being existing construction activities occurring across the Campus over the last few years that would be replaced by the proposed works. In relation to the impacts to residents once the PSB were operational, approximately an additional 600 hospital staff are required to operate the new building and this will contribute to additional vehicle trips, particularly during the AM and PM peak. The traffic assessment submitted with the EIS modelled the performance of key intersections around the site comparing traffic levels in 2020 and 2030, and for a scenario with development and without development. The traffic modelling assessment indicated that the anticipated traffic volumes associated with the development's traffic generation would have limited impact on the surrounding road network. The performance of key intersections is anticipated to be lower between 2020 and 2030 due to the increase in population expected in the Westmead area, rather than as a result of the proposed development. See Section 7 of the Transport Assessment lodged with the EIS for more detail.
Public submission 2		
65	*I am a local resident in Helen Street and live near where the proposed project would be. I am concerned about the impact on noise that a helipad would generate for local residents like me.* *I was woken up yesterday night by loud helicopter noise. Hearing helicopter noise is not an unusual event in this part of Westmead, presumably because the Westmead Hospital Precinct already has a helipad.* *I am concerned that another helipad is a sign of more helicopters being used in the hospital precinct. I am sympathetic to developing the hospital precinct to meet future demand for health services, but this should not be at a loss to the quality of life for local residents.* *It would be reasonable to expect that a helipad should only be constructed if there are clear and tight restrictions on when during the day the helicopters would operate. They should not operate remotely*	The proposed PSB helipad does not form part of this planning application. The PSB has been future proofed both structurally and services wise to enable the future construction of a helipad. Refer to **Item 18** above regarding the helipad.

Comment in submission		Applicant's response
	during people's usual sleeping hours. A helipad risks generating more noise pollution for local residents, which would be particularly problematic during nighttime and mornings. *I ask for a response on what the Government intends to do to deal with this problem. If it does not have an adequate plan to minimize noise pollution, then this project should be cancelled. The development should not be at a loss to the wellbeing of local residents.*	