Agency and Issue	Response
Parramatta City Council	
Section 94 Contributions	
That the 1% development contribution be paid in full.	Council has acknowledged that there is a "greater good" to be achieved by the development of the CMRI facility but is concerned with precedent and a lack of a mechanism to achieve a waiver or reduction in payment of the Section 94A Contributions CMRI understand Councils concerns on these issues but stands by its position put within the Project Application that a payment of almost $1 million is hard to justify for this type of use and is a significant impost on the project. The offer from Council to accept payment on a staged basis is acknowledged however as a 'not for profit' organisation that relies on grants and donations for its important operations, a payment of this magnitude – even paid in stages is considered inappropriate. As stated in the Environmental Assessment: *"Despite Section 94A(4) of the EP&A Act which allows that a "..condition imposed under this section is not invalid by reason only that there is no connection between the development the subject of the development consent and the object of expenditure of any money required to be paid by the condition", it is suggested that the nature of a research facility, even one increasing in numbers, does not warrant a contribution of almost a million dollars towards facilities in the whole of the PLGA.*

	The specific facilities to be provided fall within the sub categories of: *1. "City Development" in respect to a Better Neighbourhood Program with expenditure of $2,500,000 over Westmead, Epping and Granville;* *2. "Roads, Paths, Access and Flood Mitigation" in respect to a Regional Bicycle network ($500,000) and local bicycle facilities ($1,000,000).* *Given the total expenditure identified be made in the locality of Westmead and the nature of the business that is run by CMRI – ie a not for profit, research facility, it is inappropriate to CMRI to contribute to the extent outlined in the Contributions Plan.* *Westmead is a significant area within the PLGA and we support the outcomes sought by Council in respect to the facilities proposed. However, the additional staff that will be employed at the CMRI over time are unlikely to have a significant impact on or create a need for and thereby a nexus between the facilities and the increased population. The only exception is the Regional Bicycle Network which, is proposed to link Westmead (and CMRI) along Hawkesbury Road. As CMRI are committed to reducing the reliance on car travel as outlined earlier, any upgrades to the Regional Bike Network will assist in achieving those objectives.* *On that basis, CMRI are prepared to commit to a one off payment of a contribution of 1% of the value of those works. This would be a contribution of $5000.00 to be paid prior to construction of Stage 1. It is considered that this is in keeping with the not for profit nature of the research facility which has also been recognised by the NSW Government through a reduction in application fee."* **Action: No change to the project application is made as a result of this submission.**

Traffic and Transport	
That the proposed development at 178A Hawkesbury Road, Westmead as a major project application for the redevelopment of Children's Medical Research Institute be supported on traffic and parking grounds including the proposed transport facilities	Noted
That a Master plan for the future redevelopment of the WHC with the CHW, WH and WMI as part of the Westmead Research Hub be submitted to Council for consideration.	At present, there is no official "master plan" as mentioned by PCC in its submission. A number of planning exercises have been undertaken for the Westmead Precinct however none have been adopted. The proposed development has been designed with reference to these exercises in that the CMRI: • forms part of the research hub precinct • is organised to respond to anticipated public circulation routes on the Westmead Campus • orientates the entry, administration, and discovery areas to address both the future Research Park to the South and Hawkesbury Road. However, there is no official endorsed "master plan" for the whole of the Westmead Campus and therefore we are unable to supply any such document at this time. **Action: None**
No objection is raised to the proposal on traffic and parking grounds subject to the following suggested traffic related conditions: a) 20 off-street parking spaces (including at least 1 disabled parking space) to be provided, permanently marked on the pavement and used accordingly. The dimensions for parking spaces and aisle width to be in accordance with AS 2890.1-2004 (2.4m wide x 5.4m long clear of columns plus 300mm clearance adjacent walls & 6.2m aisle width minimum). The disabled parking space dimensions to be 3.8m wide x 5.5m long according to Council's Development Control Plan	Noted and agreed except that the PCC have assumed that the CMRI is a Class 3 parking facility (short term city and town centre parking, parking stations, hospital and medical centres) which is incorrect. The proposal has been designed on the basis that the facility is Class 1 or 1a (employee parking). The CMRI is not a hospital, medical centre, or clinical facility and therefore does not provide visitor parking.

2005.	**Action: A Statement of Commitments has been added which acknowledges the correct Class of Building.**
b) Cycle parking spaces as shown on the plan to be provided and constructed according to the relevant Australian Standards.	Noted and agreed. **Action: A Statement of Commitments has been added**
c) All entry and exit driveways (passenger cars and delivery vehicles) off Hawkesbury Road as shown on the plan to be provided and constructed according to AS 2890.1- 2004 and Council's specifications.	Noted, however the compliant ramp width of 6.1m (including kerbs) is difficult to achieve with the proposed structural grid. Some modification/transfer structure may be possible but add additional expense and may compromise vibration targets. As the ramp services only 7 spaces a shared one lane ramp is considered sufficient. **Action: No change to the proposal is required**. Noted and agreed.
d) Driveway and ramp gradients shall comply with Clause 2.5.3 and Clause 3.3 of AS 2890.1-2004.	**Action: A Statement of Commitments has been added** Noted and agreed.
e) Traffic facilities to be installed, such as; wheel stops, bollards, kerbs, signposting, pavement markings, lighting and speed humps, shall comply with AS 2890.1-2004.	**Action: A Statement of Commitments has been added.**
f) Clear sight lines shall be provided at the property boundary line to ensure adequate visibility between vehicles leaving the carpark and pedestrians along the frontage road footpath (in accordance with Figure 3.3 of AS 2890.1-2004). The required sight lines to pedestrians or other vehicles in or around the site should not be compromised by the landscaping, signage fences, walls or display materials.	Compliant sight lines for traffic exiting the facility will be difficult to achieve (AS2890.1) given the structural grid, and setback including the fact that the road encroaches over the boundary. However flashing warning lights will be installed to reduce the potential conflict and improve safety. **Action: A Statement of Commitment has been added to address this**

	issue.
g) The minimum available headroom clearance is to be signposted at all entrances and clearance is to be a minimum of 2.2m (for cars and light vans including all travel paths to and from parking spaces for people with disabilities) measured to the lowest projection of the roof (fire sprinkler, lighting, sign, and ventilation), according to AS 2890.1-2004.	Noted and agreed **Action: None**
h) The turning and manoeuvring of service vehicles be shown and demonstrated to work on the architectural plans.	Turning circles and manoeuvring for service vehicles are shown on the plans. Refer to EA-101-Issue A **Action: No change to the proposal is required**.
Engineering	
The following issues relate to Stormwater Plan SW01/A (dated 23 January 2009 prepared by Michael Frost & Associates Pty Ltd): 1. Plan SW01/A makes a reference to a plan SW02 which does not form part of the exhibition material. 2. Insufficient information has been provided on the proposed 'emergency overflow Ø225mm pipe from basement level' as indicated on plan SW01/A. 3. Insufficient information has been provided on the overflow path destination as indicated on plan SW01/A. 4. No surface or invert levels have been provided on the stormwater plan. 5. No pipe sizes are shown on stormwater plan. The following issues relate to Architectural Plan No. 0807 EA-101 Revision A (dated 17 Feb 2009 prepared by Ancher/Mortlock/Woolley) regarding parking spaces:	A copy of SW02 is now attached. It addresses the issues raised by Council. **Action: A copy of SW02B is attached which addresses these issues.**

In accordance with Table 1.1 and Figure 2.2 of AS2890.1 carpark spaces for 'User Class 3' is recommended to be 2.6m wide. However, an assessment of the plan has shown that: 1. Parking space widths in 'level 0' do not comply with AS 2890.1:2004. For example; carspace No. 17 is measured at 2.19m wide. 2. Ramp entry width to 'level 0' is less than 5.5m which is required for a two-way ramp. Stormwater Plan No. SW01/A and Architectural Plan No. 0807 EA-101 Revision A to be revised to address the above issues.	As noted above, PCC have assumed that the CMRI is a Class 3 parking facility (short term city and town centre parking, parking stations, hospital and medical centres) which is incorrect. The proposal has been designed on the basis that the facility is Class 1 or 1a (employee parking). The CMRI is not a hospital, medical centre, or clinical facility and therefore does not provide visitor parking. Bay 17 is incorrectly drawn and is now adjusted to suit AS2890.1 (minimum 2.4m wide). A revision of this plan is not required as the issues are shown on the attached Plan SW02. **Action: A revised plan showing the correctly drawn space 17 is provided.**
Landscape and Tree Management	
1. Further information be provided on existing underground services and the suitability for tree planting on the Hawkesbury Road, frontage.	The proposed design seeks to replace trees after the construction of adjacent wings in their current locations. The present location of the trees avoids the subterranean services in Hawkesbury Road. The proposed alignment of the street trees is relatively close to where the existing trees are located and is therefore not anticipated to cause problems to existing services. **Action: No change to the proposal is required.**
2. Advanced replacement trees (minimum container size of 200 litres) of the same or similar species be planted on the Hawkesbury Road frontage at the completion of the construction period to replace the lost amenity that the existing trees provide.	Works to stage 1 and 3 will require works close to the boundary of Hawkesbury Road. During the construction of these stages the suitability of the alignment can be reassessed to confirm the appropriate placement of the new trees. **Action: No change to the proposal is required.**
3. A qualified landscape architect/arborist be engaged to ensure that the correct sized tree pits are installed to allow newly planted trees (400	A specialist arborist/landscape consultant will be engaged for this task.

litres) to establish and develop naturally. A qualified landscape architect or designer should also prepare any landscape plans for the site.	**Action: A Statement of Commitment has been added accordingly**.
Urban Design	
1. Investigate opportunities to reconfigure the proposed courtyard to improve the level of internal amenity and integration with surrounding streets and public spaces.	PCC appears to have misunderstood the nature of the CMRI facility and the generational criteria of the atrium (courtyard) space. The CMRI is not a public facility and public spaces within the building are carefully controlled and limited to a small portion of the building (the western areas of level 1). The primary use of the atrium is as a gathering space for the CMRI staff, and secondly, for the staff of the research hub. As a gathering space it aims to act as a catalyst for innovative research by encouraging interaction between specialists of different areas. The atrium (courtyard) is an opportunistic space “found” by developing laboratory wings around the existing central hub. After the laboratory wings are completed, the atrium is then constructed on the existing plant area on the second level with a roof that spans between the surrounding forms. It is impractical to relocate this space elsewhere as it would severely hamper the ability to provide the primary laboratory spaces by forcing their relocation to the centre of the building. This is highly undesirable for the amenity of the development as it would move many of the work areas into the internal areas of the building – depriving them of the internal and external vistas of the current arrangement. It is also impractical to relocate the atrium as the existing structure of the central hub is incapable of supporting the loading of multiple laboratory floors while maintaining vibration criteria and other critical criteria. In its current location the atrium has a northerly aspect allowing controlled solar access and both visual and physical connection to the adjacent Packer building. **Action: No change to the proposal is required.**

2. Maximise the activation of surrounding streets and public spaces.	The proposed design was developed taking into consideration the draft Westmead Campus Redevelopment Strategy [April 2008]. One feature of this strategy was the development of the research hub and research park to the west and north elevations. Research Park is anticipated to be a more active public space than the open space to the east of the site and hence it is highly desirable to connect this new park with the most public spaces in the CMRI. At the Department of Planning's request, the entry of the CMRI facility was located to the southwest corner of the site in order to address the proposed new park, to provide a visual connection to the research hub, and provide a prominent address to Hawkesbury Road—especially in regard to the typical direction of entry into the campus. The discovery and administration areas—the most active areas in the development and the public face of CMRI—were then located to the west and south elevations respectively. Both these areas have (and require) a direct connection with the entry. It is anticipated that the proposed development will have a considerably enhanced engagement with the street and public domain as the principal entry point will be located on the most prominent corner and at the most appropriate level. If the entry were located at the current ground level the entry point would be over half a level below grade and would struggle to achieve the desired activation objectives. **Action: No change to the proposal is required**.
3. Quantify the sustainable features of the proposed building, through the Green Star System, draft Green Star rating tool for health and stating the proportion of the water that is being collected and how much more efficient the air conditioning system will be from current.	At this stage it is extremely difficult to quantify an energy rating for the building. There is no Laboratory Greenstar, only a draft Health one, which is not the same. Various components of the draft Health rating tool are inconsistent with the nature of a working laboratory – such as significantly higher freezer loads.

	The importance of environmental performance is acknowledged and is evident in many of the initiative under investigation by CMRI, however, given the lack of an appropriate rating tool and the development staging of the project it is premature to commit to a notional rating as environmental performance will certainly improve over the life of the project and can be incorporated as is deemed appropriate. Generally it can be stated that the traditional solution has been to reduce the importance of energy consumption costs, in favour of lowest first capital cost (due to traditionally low energy costs of facilities that are subsidised by health campus energy rates). The result has seen the ongoing use of the traditional central plant overcool and reheat technology for temperature and humidity control serviced by large central plant chillers, boilers, cooling towers and air handlers and all areas running 24/7. The particular solution that has been developed to date has changed focus from the traditional solutions, in the following ways: ▫ Provide a passive building fabric which minimises ambient impacts e.g. solar and heat/cold, via shading and insulation. ▫ Provide internal lighting based on low energy fittings and control to allow management of lighting energy usage. It is assumed control of process equipment and office equipment will be managed by the Client. ▫ Raising the importance of reducing ongoing energy consumption to deliver a best practice Green Building. To this end, the following latest technologies have been integrated into the design intent. They are, VRV systems that are highly efficient at part load, VSD based fan coil systems, desiccant dehumidifiers, evaporative pad humidifiers, refrigerant based heat recovery, airside heat reclaim on 100% outside air systems, outside air cycles and allowing shutdown down to 50% laboratory spaces. This has been modelled as delivering over 30% less energy that the traditional solutions. This will deliver a significantly smaller carbon footprint building. ▫ Building in ease of control to gain the ability to isolate plant in areas, to

	save energy. ▫ Delivering the ability to quickly and easily isolate and decontaminate spaces. ▫ Eliminating any Legionella risk. ▫ Building in future flexibility to add and modify existing systems. ▫ Delivering a plant configuration that addresses plant failure risk and redundancy in business critical spaces, due to failure or maintenance ▫ Delivering the ability to provide varying and spaces with varying levels of temperature, humidity and specialist room differential pressure control, whilst at the same time minimising energy. **Action: No change to the proposal is required**.
Ministry of Transport	
1. The proponent should clarify its intention in regard to parking provision for the proposed development, given its endorsement of a mode shift to non-car transport while securing approximately 100 parking spaces for staff in the new Children's Hospital car park planned for construction. Research by the Transport Data Centre within the Ministry has established a casual link between increased car parking provision and reduced public transport usage. It is considered that the site is relatively well serviced by public transport and the provision of additional parking spaces for the site is not supported.	The redevelopment will result in much larger premises for CMRI and a consequent ability to increase research functions and the number of staff. The proposed increase in parking spaces is disproportional to the future increase in staff. On completion of the redevelopment an increased proportion of staff will be walking, cycling and using public transport to access CMRI. CMRI staff are, at times, required to work long and/or unsociable hours resulting in arriving and/or leaving work at times when current public transport services are limited. To provide no additional parking to support the development would place increased pressure on available public on/off street parking as CMRI staff working unsociable hours seek parking. This will impact on visitors to Westmead Hospital Campus, including outpatients. **Action: No change to the proposal is required.**
2. The use of parking availability as the basis and determinant for the travel demand management strategy should be reviewed, particularly	The use of parking availability as a basis to determine travel demand management targets is well established. In Sydney examples include Optus

	in regard to its implications for achieving a gradual increase in non-car and public transport mode share for the site over time. This approach potentially removes flexibility in setting higher targets in the future for mode shift to public and non-car transport. While it is appropriate for constrained parking to form part of a package of measures to encourage mode shift to non-car transport, the use of this measure as the foundation for managing travel demand is not considered sustainable.	Singtel and Commonwealth Bank of Australia (CBA). Singtel Optus has managed travel demand in advance of and after its relocation to Macquarie Park on the basis of parking provided on site. On site parking was in turn defined through the DA process. Staff travel mode share targets and travel demand management measures are based on parking availability. Similarly CBA has worked on the same basis through its ongoing move to Sydney Olympic Park. Parking availability has defined mode share targets and travel demand management measures. Considerable European experience also supports the use of parking as the basis for travel demand management targets and measures. **Action: No change to the proposal is required**.
3.	The suite of travel demand management measures canvassed in the environmental assessment is supported and endorsed. It is suggested that these measures be detailed in a workplace travel plan to ensure their implementation. Where feasible, it is desirable for the plan to detail the relative contribution of these measures to the achievement of car use reduction.	The suite of TDM measures proposed are consistent with a Workplace Travel Plan and could be termed as such. **Action: No change to the proposal is required.**
4.	It is requested that the final statement of commitments and/or terms of approval include and require the implementation of the transport demand management measures presented in the environmental assessment. It is noted that the implementation of these measures have not been included in the draft statement of commitment despite the substantial discussion about them in the report.	**Action: A Statement of Commitment has been added to address this concern.**

Sydney Water	
Sydney Water Servicing	
Sydney Water has issued a feasibility letter for this development on 28 November 2008 (Case Number 113687). Sydney Water's notice of requirements will be issued after the approval of the proposal. The notice of requirements will specify any works required as a result of the development and assess whether amplification and/or changes to Sydney Water's systems are applicable.	Noted
Trade Waste	
All customers discharging trade waste into Sydney Water's wastewater systems must have written permission from Sydney Water. No contaminated ground water or surface water during the construction phase is to be directed to sewer without prior approval. Approval will be based on the nature of contamination and its suitability for sewer discharge. Special arrangements are required if wastewater containing radionuclides are intended for sewer discharge. The trade waste requirements help Sydney Water discharge or reuse wastewater while protecting the environment and meeting regulatory requirements. Sydney water will either issue the customer a trade waste permit or enter into a trade waste agreement. A trade waste permit must be obtained before any discharge can be made to the sewer system. The permit is also needed for site remediation purposes. Applications for a trade waste permit can be made to Sydney Water at the Section 73 Certificate application stage. For further information refer to the Sydney Water website.	Noted Noted **Action: None**

SRDAC	
Report Inconsistencies	
1. The Transport and Accessibility report indicated different and inconsistent values for the existing modal split in different sections of the report as follows: • Section 2.2 (page 7) - CMRI staff average around 19% public transport use; • Section 4.2.1 (page 21) – 74% of CMRI staff travel at least part of their way to work by car; and • Figure 4.2 (page 22) and Section 5.2 (page 27) – 64% of CMRI staff drive their car to work. The modal split should be presented in a more consistent manner throughout the report.	To provide a complete picture of current travel demand, CMRI staff were asked about how they currently choose to travel to work. Staff could select more than one response allowing for variations between days and trips involving multiple modes. This data is presented in Figure 4-1 (page 22). In section 4.2.1 (page 21) it states: 74% of CMRI staff travel at least part of their way to work by car *on at least some of their working days*. This sentence needs to be read in its entirety and in the context of section 4.2 of the report. In order to obtain a mode share for a single day and to be consistent with Census data, staff were asked to identify their main mode of travel on a particular day. This mode share data is presented in Figure 4.2. Figure 4.2 shows that 64% of staff drive to work and 19% use public transport (as stated in Section 2.2 (page 7). **Action: No change to the proposal is required**.
2. The report indicates in Section 1.3.2 (page3) that 50 car parking spaces would be dedicated to CMRI Staff within the proposed Children's Hospital Westmead car park upgrade while Section 3.4.1 (page17) indicates 100 spaces. The report and any related analysis shall be updated with the correct value. Also, car parking provision within the Children's Hospital (both existing and following upgrade) shall be provided in the report.	Section 3.4.1 is correct. A total of 100 spaces will be provided for CMRI staff in the proposed CHW car park. The analysis is based on 100 spaces. Car parking at WHC is shown in Figure 3.5. CH3 has approximately 35 spaces available for CHW staff only. Detailed information on future parking provision at CHW is not available. **Action: No change to the proposal is required.**
3. The report indicates in Section 5.2 (page27) that CMRI staff currently has access to 47 off-street car parking spaces however the breakdown in	Section 3.4.1 is correct. CMRI staff have access to 37 off street parking spaces (13 spaces in the Westmead Hospital car park and 18 spaces in the

Section 3.4.1 (page17) indicates 6 spaces adjacent to CMRI, 13 spaces in the Westmead Hospital car park and 18 spaces in the Children's Hospital Westmead car park (total 6+13+18=37). It is also unclear how the 160 future off-street car parking spaces was determined considering the Basement and Site plans indicate 20 spaces within the site and the report indicated 50/100 spaces within the Children's Hospital Westmead Car Park (total 20+50/100=70/120 spaces). The report and related analysis shall be updated with the correct amount of existing and future car parking spaces.	Children's Hospital Westmead car park). Survey data indicates that 102 staff drive to work, therefore, it is calculated that 65 staff park on street (102-37=65). Following completion of the development there will be 151 off street spaces available to staff: • 37 spaces currently available • 100 spaces available in the new CHW car park to be provided at completion of Stage 1 and completion of stage 3 (50 spaces per stage) • 20 spaces in the basement of CMRI, taking into account the loss of the 6 spaces adjacent to CMRI in the development of stage 5 the net increase is 14. The increase is shown in Table 5.1 (page 27). The report section 5 has been updated. However, there is no impact on future target mode share or traffic generation. **Action: The Transport and Accessibility Report has been updated and is attached.**
Traffic and Parking Impact Assessment	
4. The traffic and parking impact assessment of the proposed development (detailed in the Transport and Accessibility report) utilised the modal split assumption. It is therefore important that the modal split assumption is reasonably justified. The report indicates a surveyed/existing car modal split of 64% and a future car modal split target for the future would be 42% suggesting a modal shift (from cars to other modes) of 22%. This is a significant change and therefore, further information shall be provided by the applicant to the satisfaction of the DoP justifying that the target is realistic, achievable and	CMRI staff already display a greater propensity to use public transport, walk and cycle than is generally observed amongst those working in the travel zone which predominantly includes Westmead Hospital Campus. No other data for Westmead Hospital Campus is available. No information is available on transport proposals including travel demand management and modal share that may support *future* nearby developments, however, it is evident that if State Plan targets are to be met there will need to be a mode shift across all employers based at Westmead. There is considerable case study history available which demonstrates the

is inline with the future nearby developments (such as Westmead Hospital Campus and Westmead Precinct developments). Further to the above, DoP shall be satisfied that the public transport system would be able to absorb the increase in public transport trips resulting from future developments adopting higher public transport modal split targets.	ability to effect considerable mode shift where parking is constrained and a workplace pursues a proactive travel demand management strategy. The Singtel Optus example demonstrates the effectiveness of this approach. Singtel Optus has achieved around a 30% car driver mode share at its premises in Macquarie Park despite an average car driver mode share in excess of 60% across the business park. It is noted that the MOT has suggested that a target car driver mode share below 42% would be desirable. The MOT has raised no issues regarding the future capacity of public transport systems serving Westmead to meet additional demand generated by the redevelopment of CMRI. It is understood additional capacity will be provided on T-way services with the introduction of additional vehicles later in 2009. Forecasts for the Western Rail Line indicate that in 2016 passenger volumes will exceed available capacity in the morning peak hour east of Parramatta on CBD bound services (Infrastructure Audit Submission to Infrastructure Australia, NSW Government, June 2008). Volume / capacity ratios remain below 1 for eastbound services approaching Westmead. Westbound services(in the morning peak) will be traveling in the counter peak direction. The West Metro project which is currently progressing is partly based on the need to provide additional capacity through the western corridor between Parramatta and Sydney CBD. The realisation of West Metro will see considerable increase in public transport capacity in this corridor. **Action: No change to the proposal is required**.
5. The RTA agrees that traffic generation and car parking demand analysis using "first-principles" would be appropriate for the proposed development. Such analysis requires the following information: • The number of staff (provided);	The staff survey includes data on arrival and departure times. Analysis of staff arrival times indicates that 47% of staff arrive between 8am and 8:59am. Analysis of departure times indicates that 36% of staff leave work between 5:30pm and 6:29pm. **This supports the reduced peak hour traffic**

• Car modal split (see below); • Proportion of staff arriving/exiting during the peak hour – Traffic generation (see below); • Arrival and departure times of staff – Parking demand (see below); and • Car occupancy (not provided). The car modal split shall be assessed further as detailed above. The transport and Accessibility report indicates that the proportion of staff arriving/exiting during the peak hour is 50%, which is 30% less than rate indicated in the Guide to Traffic Generation Development (RTA 2002). Further information (such as details of arrival and departure times of staff) shall be provided to justify the reduced rate. It is noted that arrival and departure times of staff are also necessary for the parking demand analysis. A car occupancy rate shall be provided and justified. The traffic generation and car parking demand analysis for the proposed development shall be updated accordingly.	**generation rate and has been added to the report.** Car occupancy is not given explicitly as *car drivers* have been identified separately from *car passengers*. CMRI staff currently have a car occupancy of 1.0. No staff currently report traveling as a car passenger. **Action: Apart from updating the report as outlined above, no change to the proposal is made. The revised report is attached**.

6	Traffic modeling shall be undertaken to determine the impact of the proposed development and determine the need/associated funding for the upgrading or road improvement works required. All works with the proposed development are to be at no cost to the RTA. The modeling shall be extended to model 10 years into the future (i.e. expected completion date of the project) and shall include the background traffic growth from external and local developments. The intersections to be modeled shall include: • Hawkesbury Road/Darcy Road; • Hawkesbury Road/Alexandra; • Hawkesbury Road/Service Road/Jessie Street; and • Darcy Road/Bridge Road/Mons Parade. It is noted that Council is undertaking a micro-simulation modeling of the Westmead Precinct as part of the Westmead Precinct Transport Study, however the study is currently in the preliminary stages.	Intersection modeling is inappropriate given the proposal and the context. The traffic issues currently experienced in the Westmead precinct and the potential impacts of broader development aspirations require a strategic approach as evidenced through work currently being undertaken by Parramatta City Council. PCC is satisfied with the proposed approach. With the proposed TDM strategy the total CMRI development would result in an additional 57 vehicles arriving into the Westmead area in the morning peak period. Given the dispersed nature of the available parking these vehicles will be distributed across the road network and the net impact on any one of the intersections identified would be less than 57 vehicles in the peak hour **Action: No changes to the project are proposed**.
7.	Car parking provision shall be provided to Council's/DoP's satisfaction.	Council has indicated satisfaction with the proposed car parking. **Action: No changes to the project are proposed**.
8.	The car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004.	These issues have been addressed earlier in response to Councils comments.
9.	All vehicles are to enter/exit the site in a forward direction including service vehicles.	It is not possible for all vehicles to enter and leave the building in a forward direction due to the site and use constraints as is the current situation. The proposed loading dock is further away from Hawkesbury Road providing more visible and safer manoeuvring for vehicles off the service road. The number of vehicles accessing the site is minimal. However as noted earlier, warning lights will be added to address any safety issues and conflicts.

	Action: Warning lights will be added and a Statement of Commitment has been added to confirm this.
Loading/Service Area Assessment	
10. Two (2) loading bays for 34 deliveries a day is insufficient. Additional loading bays and or waiting areas shall be provided to Council's/DoP's satisfaction.	CMRI currently operates with a single loading bay. The redevelopment will result in the provision of a dock area with improved loading / unloading space and more than a doubling of deliveries. The proposed dock has a 10.5m internal width allowing for 3 spaces for smaller vehicles or 2 spaces for large vehicles (MRV, HRV). During the course of a 10 hour day (say 6am – 4pm) this results in under 3.5 deliveries per hour to be accommodated in two loading bays. This is considered to be sufficient. **Action: No change to the proposal is required**.
11. The design of the loading area would require heavy vehicles to reverse in/or out onto the service road which lead to a major car park. This is not acceptable and it is recommended that heavy vehicles should be restricted to enter/exit the service area in a forward direction.	Refer to Comment above to point 9.
12. Swept path analysis showing the largest vehicle entering /exiting the loading area and service road shall be provided to Council's/Dop's satisfaction.	This will be provided and a Statement of Commitment has been made accordingly **Action: Statement of Commitment added**.
In accordance with Clause 104(4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of Councils's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.	Council is not the Consent Authority and the SEPP (infrastructure) 2007 does not apply to this application. **Action: None**