



16 October 2011

Chris Milne  
Capital Insight  
77 Berry Street  
North Sydney NSW 2060

## Westmead Millennium Institute Proposed Car Park Access

Our Ref: WMI\_11

Dear Chris,

This letter reviews proposals for vehicles entering and exiting the Westmead Millennium Institute (WMI) car park including arrangements to ensure WMI staff do not gain access to hospital staff parking.

The WMI car park will be located to the rear of the WMI building, adjacent to the existing Westmead Hospital (WH) multi-storey car park. The existing at-grade WH staff car park located on the WMI development site is to be relocated to the south west of the site and its access/egress arrangements must be considered alongside the WMI car park access/egress arrangements.

At the time of the development application for the WMI building and car park it was proposed that vehicles access the WMI car park from the Westmead Hospital car park access road immediately to the south west of the site. The relocated WH staff car park would also be accessed from this road. Vehicles would then egress the WMI car park via the road adjacent to the Children's Medical Research Institute (CMRI). This is considered as **Option 1**.

Access/egress proposals in Option 1 conflict with the current arrangements designed to prevent unauthorised vehicles gaining access to hospital staff parking areas. Specifically, vehicles entering the WMI car park would need to pass through the boom gates which control access to WH staff parking. The WMI car park egress location beyond the boom gate controlling access to CHW staff parking would enable WMI staff and visitors to access the CHW staff car parks. Following a more detailed review these proposed arrangements have been reconsidered.

The main issues arising from Option 1 are:

- WMI staff and visitors would require access through the WH boom gate and while theoretically staff could be provided with a pass, this would be difficult to arrange for visitors. As the boom gates are controlled by WH (not WMI), special access arrangements for WMI visitors would be difficult to organise.
- On passing through the boom gate WMI staff and visitors would effectively have access to any WH parking.
- On leaving the WMI car park WMI staff and visitors would have access to CHW staff parking.
- The one-way arrangement through the WMI car park is not necessary, control measures are required at both the entry and egress locations and it requires measures to prevent access to both the WH and CHW staff car parks.



There are two further options for access/egress for WMI staff and visitors, both of which focus on a single point of access and egress:

- **Option 2** - access/egress from Hawkesbury Road via the Westmead Hospital car park access road (immediately to the south-west of WMI). This would involve relocating the boom gate controlling access to the WH staff parking areas.
- **Option 3** - access/egress from Hawkesbury Road via the access road adjacent to Children's Medical Research Institute (CMRI) on the other side of the WMI building. This proposal would involve the relocation of the boom gate controlling access to CHW staff parking.

Option 2 is problematic for two reasons:

- There is little space to relocate the boom gate beyond the WMI car park entry/egress due to current building and pedestrian walkway locations. Further, the relocated boom gates may impact the effective egress of NETS ambulances which are stationed immediately to the north west.
- The access/egress of the relocated WH staff parking area would be located before vehicles arrive at the boom gate which would result in the relocated staff car park having no entry control or requiring a separate boom gate. A separate boom gate would be costly and take valuable parking space at the car park entry.

Option 3 proposes to relocate the boom gate adjacent to CMRI to a location just beyond the WMI car park entry/exit. This will allow WMI staff and visitors to access the WMI car park without the need to go through the boom gate. Entry/exit barriers at the WMI car park will be located well into the WMI car park to facilitate queuing on site without impacting vehicles accessing CHW staff parking.

A review of the site plan suggests there is sufficient space beyond the WMI car park entry/egress to accommodate the relocated boom gate without impacting current buildings, activities and traffic movements. While there is an intersection relatively near the proposed location of the boom gate, these are internal hospital circulation roads with relatively low vehicle speeds. Traffic passing through the boom gate will be travelling at particularly low speeds. It is recommended that appropriate signage be installed at this intersection with road markings to ensure traffic queuing to exit through the boom gates keeps clear of the intersection, maintaining vehicle safety.

The relocation of the boom gate supports the redevelopment of CMRI, which will see the loading dock access/egress moved north, beyond the current boom gate location.

This arrangement would result in a slight increase in vehicles using the access road in the morning peak period. The WMI car park will have 50 spaces, some of which will be reserved for visitors arriving through the day. Based on the Transport and Access report (SCAPE, August 2010), which supported the development application, 63.5% of WMI staff arrive in the peak hour, equating to, at most, just 32 vehicles accessing the WMI car park in the peak hour. This level of increase is unlikely to have an impact on vehicles accessing the CHW car park.

As egress arrangements are essentially unchanged from Option 1, there would be no increase in traffic due to vehicles leaving the WMI car park under these arrangements.

Option 3 is preferred. It is possible to relocate the boom gate controlling access to the CHW staff car parks and problems with access/egress arrangements at the relocated WH staff car park are negated. Option 3 also prevents WMI staff and visitors gaining access to WH and CHW staff parking.



**Cattell  
Cooper**

I recommend that consideration is given to the expected arrival rate of vehicles at the WMI car park in the peak hour when specifying the access control mechanisms.

Should you have any queries, please contact me.

Regards,

**Bryony Cooper**  
Director