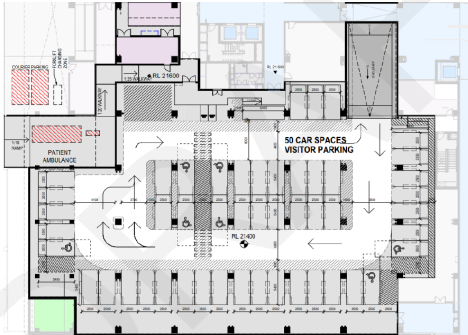
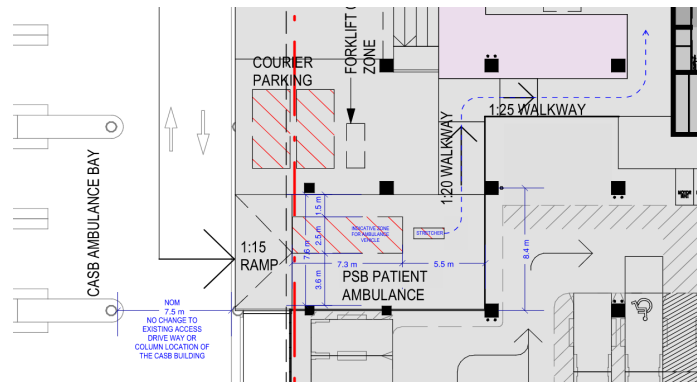


Response to Submissions (RtS) Comments 12 and 15 November 2021

Item	Description	Consultants Advice
COUNCIL - CITY OF PARRAMATTA		
1	<p>Parking requirements</p> <p>The Parramatta DCP 2011 and RMS Guide to Traffic Generating Developments does not specify parking rates for public hospitals. This development proposes a total of 50 visitor parking spaces including seven disabled parking spaces in the new PSB building. The applicant's justification that the additional 50 spaces are provided as an interim use of Level 02 of the PSB building which is master planned for future clinical services expansion and that the 50 spaces will provide an interim opportunity for particular "at need" users such as disabled parking and frequent hospital visitors e.g. day oncology patients is considered acceptable.</p>	Noted
2	<p>Pick up/drop off facility</p> <p>In response to Council's submission, the applicant states that a designated pick up/drop off facility for the Westmead Children's Hospital is provided on the corner of Hawkesbury Road and Hainsworth Street which is currently being provided under PLR. 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 Westmead Children's Hospital forecourt and pick up/drop off area. There appears to be an interim opportunity to provide a pickup/drop off facility within the PSB building prior to the clinical services expansion. It is therefore recommended that a pickup/drop off facility be provided within the new PSB car park near the entrance/lift access.</p>	<p>The PSB car park is accessible by patients to park and pick-up/drop-off where convenient.</p> <p>As per the master plan, the designated pick-up/drop-off facility will be retained at the corner of Hawkesbury/Hainsworth to maintain consistency in short and long term, and to provide proximal access for visitors from the primary visitor multistorey car park on Hainsworth Street. Furthermore, the front entrance to The Children's Hospital at Westmead will continue to be from Hawkesbury Road, consistent with the existing entrance and entrance to the Central Acute Services Building (Block K) which houses the Children's Hospital Emergency Department.</p>
3	<p>Motorcycle Parking</p> <p>The provision of 2 motorcycle parking spaces is considered acceptable. Motorcycle parking spaces are to be provided in accordance with Clause 2.4.7 and Figure 2.7 of AS2890.1-2004</p>	Noted
4	<p>Bicycle Parking</p> <p>The Parramatta DCP 2011 does not require hospitals to provide bicycle parking. The traffic report states that 50 bicycle parking spaces will be provided in the Kid's Research Building (adjacent to the PSB building) however, this does not form part of this development. Therefore, the provision of no bicycle parking spaces for this development is considered acceptable.</p>	Noted
5	<p>Loading requirements</p> <p>Loading vehicles for the retail spaces will access via the driveway adjacent the Children's Medical Research Institute (CMRI). It is unclear where and when the loading activities will occur. Should loading activities occur in the cul-de-sac at the end of this driveway, there appears to be insufficient space for other vehicles to simultaneously undertake u-turn manoeuvres at this cul-de-sac based on the swept paths provided. The swept paths also demonstrate all loading vehicles utilising the full width of the driveway when undertaking manoeuvres and 12.5m HRV trucks reversing onto Hawkesbury Road which is a safety hazard for pedestrians and oncoming vehicles.</p>	<p>It is intended that deliveries to the retail pods in the KIDSPARK Forecourt would be undertaken outside of the core operating hours of businesses in the Westmead Health Precinct, consistent with current practice. The retail pods will be front loaded and serviced using either the access driveway adjacent CMRI or the CHW drop off zone (as per current practice). This is indicated in Section 5.3.1 of the Architectural Design Statement provided at Attachment B of the RTS Report.</p> <p>Delivery vehicles to the retail pod would also be able to park within KIDSPARK as shown in Attachment B of the revised Traffic Letter dated 19 November 2021.</p> <p>Furthermore, the CMRI driveway is considered a service road, and is projected to continue to utilised infrequently as it provides access to the following:</p> <ul style="list-style-type: none"> — occasional access to the CMRI generator in the event of a catastrophic failure or maintenance — delivery vehicles to service the retail pods in the KIDSPARK Forecourt, proposed to be undertaken outside of the core business hours.
6	<p>Based on the above, it is therefore recommended that a Loading Dock Management Plan for the PSB loading dock (including the ambulance parking bay) and the retail spaces in the Westmead Children's Hospital forecourt be submitted prior to the issue of the construction certificate, to the satisfaction of Council's Traffic and Transport Manager. The Plan must address the above concerns and the following matters:</p> <ul style="list-style-type: none"> - Delivery requirements and service schedules; - Operational aspects on how to use facilities; and - Management duties and responsibilities 	Noted, a Loading Dock Management Plan to be provided as part of the Condition of Consent.

7	<p>Parking space layout and dimensions</p> <p>It is recommended that the plans be revised to provide shared areas for disabled parking spaces that is compliant with AS2890.6-2009. Note that bollards are to be installed in accordance with Figures 2.2 and 2.3 of AS2890.6-2009. Furthermore, it is also recommended that plans be revised to include directional pavement arrows/signs to indicate the one-way traffic flow within the car park.</p>	<p>As depicted in the image below, shared areas with complying dimensions have been provided for car parking spaces for people with disability. Additionally, the traffic circulation within the car park has been indicated to be one-way in the clockwise direction as shown on drawing CHW-AR-DG-PSB-SSD011 - PROPOSED PLAN - LEVEL 02 and CHW-AR-DG-PSB-SSD026 - PROPOSED PLAN - LEVEL 02 CARPARKING .</p> <p>Bollards in the shared area and pavement arrows can be readily included in the car park layout to comply with the Australian Standards (AS2890.1 and AS2890.6 for off-street car park and off-street parking for people with disability respectively) as part of the Conditions of Consent.</p>  <p>Figure 1 PSB Level 02 off-street car parking</p>
8	<p>Vehicular access</p> <p>Changes are proposed to the vehicle access into the Children's Medical Research Institute to accommodate loading vehicles for the retail spaces in the Westmead Children's Hospital forecourt. Swept paths demonstrate that two-way traffic flow at this driveway cannot be maintained during loading vehicle access. This is a concern as this can impact traffic flows on Hawkesbury Road which is narrow with one lane provided in both directions. It is recommended that the driveway access width be widened to maintain two-way traffic flow and accommodate a B99 vehicle with trailer.</p>	<p>A revised swept path analysis has been provided demonstrating two way traffic flow can be achieved for B99 vehicles with trailer. Refer to Attachment B of the revised Traffic Letter dated 19 November 2021. Additionally due to the infrequent use of the service road, it is envisaged that the operation of this intersection will not impact on traffic flows on Hawkesbury Road.</p>
9	<p>Sight Lines</p> <p>No sight triangle splays for the driveway into the Children's Medical Research Institute are shown in the submitted plans. It is recommended that the plans be revised to show sight triangle splays compliant with Figure 3.3 of AS2890.1 to improve pedestrian safety.</p>	<p>Pedestrian sight lines of 2.0 m x 2.5 m as required in AS2890.1 clause 3.2.4 has been considered in the design. The alignment of the service road to the north-east of CMRI and its intersection with Hawkesbury Road will be retained as existing, as shown on the landscape plan, this area consists of established eucalyptus trees and ground cover which do not restrict sight lines to pedestrians on Hawkesbury Road footpath. Refer to Attachment B of the revised Traffic Letter dated 19 November 2021</p>
10	<p>On-site manoeuvring</p> <p>Based on the swept path plans provided, on-site manoeuvring in the PSB car park appears to be satisfactory. HRV vehicles accessing the 2 HRV spaces in front of the compactor bay spaces may have difficulty undertaking the parking manoeuvre should one space be occupied due to the smaller aisle width at this location. It is considered reasonable that this can be managed and addressed under a Loading Dock Management Plan (see above for further details).</p>	<p>Noted, a Loading Dock Management Plan to be provided as part of the Condition of Consent.</p>
11	<p>Swept path plans for loading vehicles (i.e. a B99 vehicle with trailer, 8.8m service vehicle and a 12.5m HRV) accessing the driveway into the Children's Medical Research Institute was provided. Loading vehicles accessing this driveway will obstruct two-way traffic flow as the swept paths demonstrate all loading vehicles occupying most of the driveway width when undertaking manoeuvres. A B99 vehicle with trailer and 8.8m service vehicle crosses to the other side of the driveway to undertake u-turn manoeuvres at the cul-de-sac and the 12.5m HRV truck occupies the whole driveway width on entry. Furthermore, the 12.5m HRV truck reverses out onto Hawkesbury Road which can be a safety hazard for pedestrians and oncoming vehicles. It is noted that access for 12.5m HRV truck is only required in the event of a catastrophic failure of the CMRI generator. Some of the access concerns can be addressed using a LDMP and widening of the driveway width (see above for further details).</p>	<p>As per item 5.</p>
12	<p>It is noted that the plans submitted (Dwg No. CHW-AR-DG-PSB-SSD011 Rev E) appears to show a concrete median proposed close to the cul-de-sac at the end of the driveway. It is recommended that the concrete median be removed to facilitate loading manoeuvres.</p>	<p>The architectural drawings have been updated to reflect the removal of the median island.</p>

13	<p>Construction Pedestrian and Traffic Management Plan</p> <p>It is recommended that a condition be imposed to provide a Construction Pedestrian and Traffic Management Plan (CPTMP) prior to the commencement of the works to the satisfaction of Council's Traffic and Transport Manager.</p>	Noted, to be incorporated in the Conditions of Consent.
14	<p>Ambulance bay</p> <p>Based on the Level 02 plan (Dwg No, CHW-AR-DG-PSB-SSD011 Rev E), the ambulance bay appears to reduce to approx. 2.2m in width at the adjacent driveway entrance. This width is considered too narrow to accommodate an ambulance vehicle. Aerial images show that the width of the ambulance bay is approx. 3.4m with Keep Clear installed at this location. However, it appears there are no changes proposed to this ambulance bay as part of this development. It is recommended that the plans be amended to reflect the current site arrangements to ensure the bay can accommodate an ambulance vehicle.</p>	<p>The PSB scope of works do not impact the existing structure, circulation area or ambulance bay area provided in the Central Acute Services Building (CASB).</p> <p>The new PSB Ambulance Bay on L02 is accessible via the existing CASB driveway. The bay is a dedicated space and does not provide access to the parking level. The proposed dimensions for the Ambulance Bay are width: ~7.6m, Length: ~12.8m to allow for the ambulance vehicle to park and for sufficient stretcher movement, as per the below markup. There is no change proposed to the existing CASB Ambulance Bays or the access driveway as a result of this.</p> 
15	<p>Conclusion</p> <p>It is noted that this is the recommendation of Council officers and this submission has not been endorsed at a Council meeting.</p> <p>Council appreciates the opportunity to comment on the above application, are supportive of the continued investment in the Westmead Hospital Precinct and look forward to continued collaboration.</p>	Noted
EPA		
16	<p>"Noise and Vibration</p> <ul style="list-style-type: none"> Construction hours are consistent with the standard hours set out in the Interim Construction Noise Guideline (ICNG) (DECC, 2009). Any works that are required to be undertaken outside of standard construction hours meet the requirements of condition 2.3 of the ICNG. Intra-day respite periods from highly intensive noise-generating works are scheduled. The applicant coordinates with other construction projects in the area to minimise the cumulative impacts from construction. This includes, but is not limited to, scheduling respite periods in cooperation with other construction works in the vicinity. An out of hours work protocol is prepared to govern any out of hours works. The applicant prepares a Construction Noise and Vibration Management Plan (CNVMP) that details all reasonable and feasible mitigation measures to minimise 	Noted, to be incorporated in the Conditions of Consent
17	<p>Water</p> <ul style="list-style-type: none"> The applicant implements erosion and sediment control management measures so that the project does not result in any pollution of waters, as per section 120 of the Protection of the Environment Operations Act 1997. Managing Urban Stormwater Soils and Construction, 4th Edition published by Landcom (the 'Blue Book') provides guidance material for achieving effective sediment control on construction sites. 	Noted, to be incorporated in the Conditions of Consent
18	<p>Air</p> <ul style="list-style-type: none"> The applicant be required to implement appropriate dust control measures to minimise dust emissions on site during construction. 	Noted, to be incorporated in the Conditions of Consent

19	<p>Vehicle queuing from the proposed pick-up/drop-off zone can cause isolated delays affecting the Hawkesbury Road/Hainsworth Street intersection, impacting the Parramatta Light rail journey time, and the operation of buses on Hawkesbury Road and Hainsworth Street. It should also be noted that the PLR end-state design for Hawkesbury Road includes a single trafficable lane in each direction alongside the light rail track and road capacities are reduced.</p> <p>A vehicle queuing assessment or SIDRA modelling of the pick-up/drop-off zone is to be submitted for review to ensure increased movements can be accommodated on Hawkesbury Road without vehicle queuing into the Hawkesbury Road/Hainsworth Street intersection.</p>	<p>As per Attachment E of the submitted RtS report, the set-down and pick-up area in reference is being delivered as part of the PLR project, under a separate planning approval. This area does not form part of the PSB project scope or SSD application.</p> <p>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.</p> <p>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.</p> <p>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. Considering a typical minimum green time of 5 seconds (TfNSW Traffic Signal Operation RTA-TC-106-B), the arrival of 2 vehicles per cycle would be serviceable at the intersection.</p> <p>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.</p> <p>It is noted that the SIDRA modelling was provided to TfNSW on 23 July 2020 prior to EIS lodgement. TfNSW noted that it was satisfied with the preliminary modelling and noted no specific requirements in relation to PLR on 21 August 2020. This was further discussed with TfNSW in a coordination meeting dated 27 November 2020, where it was noted that TfNSW was comfortable with the adopted traffic growth. Meeting Minutes are provided at Attachment C of the revised Traffic Letter dated 19 November 2021. It is also noted that the Preliminary Traffic Assessment was provided to TfNSW on 14 December 2020 prior to EIS lodgement with no comments received.</p>
20	<p>TfNSW is seeking confirmation that the development traffic of the Parramatta Light Rail (PLR) has been considered as part of the future 2030 scenario without development, to consider cumulative traffic impact.</p> <p>Upon receipt of the above requested SIDRA modelling or queuing assessment and confirmation, TfNSW will undertake assessment and provide comments accordingly.</p>	<p>The background growth rates assessed in the Transport Assessment report were established based on historical growth in the area and recognise the ongoing traffic growth associated with both surrounding developments and an increase in the through traffic that uses the local and arterial road network.</p> <p>It is noted that the SIDRA modelling was provided to TfNSW on 23 July 2020 prior to EIS lodgement. TfNSW noted that it was satisfied with the preliminary modelling and noted no specific requirements in relation to PLR on 21 August 2020. This was further discussed with TfNSW in a coordination meeting dated 27 November 2020, where it was noted that TfNSW was comfortable with the adopted traffic growth. Meeting Minutes are provided at Attachment C of the revised Traffic Letter dated 19 November 2021. It is also noted that the Preliminary Traffic Assessment was provided to TfNSW on 14 December 2020 prior to EIS lodgement with no comments received.</p>
21	<p>The Preliminary Green Travel Plan identifies numerous actions also identified in the Westmead Travel Plan to which WCH and NSW Health have previously subscribed in accordance with SSD-7642.</p> <p>Recommendation</p> <p>In consultation with TfNSW and for TfNSW's endorsement prior to occupation, the applicant shall prepare a Green Travel Plan, or update the existing Green Travel Plan to which WCH and NSW Health have previously subscribed in accordance with SSD-7642, to account for travel demand generated by the PSB and to encourage the use of sustainable modes of transport to the site. The plan shall:</p> <ul style="list-style-type: none"> • Include a commitment of funding, a delivery strategy (including agreed timeframes) and appropriate human resourcing for the GTP actions for which Health Infrastructure and WCH have responsibility; 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 	<p>Noted, to be incorporated in the Conditions of Consent.</p>

22	<p>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.</p>	<p>Health Infrastructure representatives have met with Sydney Metro on 3 August 2021 for an initial briefing and early discussion of their construction traffic flows as presented, refer to Attachment D of the revised Traffic Letter dated 19 November 2021.</p> <p>As noted in the RTS dated 13 October 2021, it is anticipated that the construction works for PSB would commence early to mid-2022 and would be completed late 2024. The exact construction staging, timeframe and duration would be confirmed once a contractor is appointed for the project. In terms of program timeline, it is expected construction of the PSB would coincide with construction of the PLR and Sydney Metro West. However, in terms of construction haulage route, construction of PSB would utilise different routes as compared to those nominated for PLR and Sydney Metro West.</p> <p>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. The preliminary estimated peak construction volumes for the PSB are up to 20 vehicles per hour and up to 100 vehicles per day.</p> <p>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 following routes have been specifically identified for Sydney Metro's construction:</p> <p>Inbound Construction Routes</p> <ul style="list-style-type: none"> — Hawkesbury Road Northbound to Pye St, between 6am to 8pm, and — Hawkesbury Road Northbound to Bailey St, between 8pm to 6am <p>Outbound Construction Route</p> <ul style="list-style-type: none"> — Hawkesbury Road, South bound <p>General Traffic Diversions (allowance for current traffic volumes)</p> <ul style="list-style-type: none"> — Eastbound via Bailey St — Westbound via Priddle St — Northbound via Mowle St <p>Given the low anticipated peak construction activity and the 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.</p> <p>Noting the above, a condition of consent would be imposed on the proponent to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) prior to the issue of any construction certificate in consultation with TfNSW. As part of the CPTMP, coordination with Transport for NSW and PLR Contractors will be done to limit any adverse impact associated with PLR project during construction, testing, commissioning, and regular service operation.</p>
23	<p>It is noted that the RTS states "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."</p> <p>However, TfNSW request that consultation be carried out now to ensure that there is open communication and that Sydney Metro West project related information is included within any CPTMP developed by the proponent. This will ensure any CPTMP is considered accurate and includes all potential projects within close proximity to the proposed development.</p>	<p>Consultation with Sydney Metro has commenced with an initial presentation held on 3 August 2021, with ongoing consultation to occur.</p>
24	<p>Recommendation</p> <p>Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:</p> <ul style="list-style-type: none"> • Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) 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: <ul style="list-style-type: none"> o Construction; o testing; o Commissioning; and o Regular service operation. <p>The CPTMP needs to specify matters including, but not limited to, the following:</p> <ul style="list-style-type: none"> o A description of the development; o Location of any proposed work zone(s), noting that Hawkesbury Road is not a suitable location; o Details of crane arrangements including location of any crane(s) and crane movement plan; o Haulage routes; o Proposed construction hours; o 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; o Construction vehicle access arrangements; o Construction program and construction methodology, including any construction staging; o A detailed plan of any proposed hoarding and/or scaffolding; o Measures to avoid construction worker vehicle movements within the precinct; 	<p>Noted, to be incorporated in the Conditions of Consent</p>

25	<p>It is advised that future mode share targets for public transport are considered too low for the extremely high level of transport infrastructure to be provided at the site. Given the large amount of public transport infrastructure planned for the precinct, a mode share increase of 10% for public transport is considered insufficient for the site. By limiting provision of car parking and encouraging the use of public and active transport, higher mode shares for sustainable transport should be attainable.</p>	<p>A detailed assessment of the mode share and its impact to the parking demand is provided in the Car Park Demand Study completed by GTA submitted as part of Attachment E of the RTS report. It is noted that this Car Parking Demand Study was provided to TfNSW for review on 8 November 2019 with no comments received.</p> <p>The proposed reduction in mode share has been based on detailed staff survey, post code study and existing infrastructure analysis, which has informed the mode share change that will be supported by PLR and Sydney Metro West, once both are operational.</p> <p>It should be noted that this Car Park Demand Study was issued and approved as part of the Multi Storey Car Park SSD10434896 Revised Transport Assessment during RTS.</p> <p>Additionally, the preliminary Green Travel Plan has highlighted a number of actions to:</p> <ol style="list-style-type: none"> 1. Establish current situation 2. Provide attractive alternatives to private vehicles 3. Provide information on choices 4. Promote non-private vehicle modes <p>This includes a monitoring process during operation to review the travel plan and adapted over time to consider new opportunities that exist as development plans are realised. A review of usage across different modes and car park utilisation rate would be included as part of the monitoring plan</p>
26	<p>Recommendation</p> <p>It is requested that the applicant revise the mode share targets accordingly and only provide the minimum car parking spaces required for the future PBS to support patients, short term visitors and those with a disability. The additional spaces for staff parking demand should be revised with no extra parking to be provided.</p>	<p>As per item 25.</p>
27	<p>Recommendation</p> <p>As this proposal results in a net increase of only 10 additional bike parking spaces and no additional showers or lockers, it is requested that the applicant catalogue existing end of trip facilities at the KRI and CASB and identify how this level of provision will meet the expected increase in site users over the life of the PSB. If this cannot be substantiated, additional end of trip facilities sufficient to service the expected active travel mode share should be provided as part of the development.</p>	<p>A detailed assessment of the precinct End of Trip facilities was provided during EIS lodgement. Refer to Attachment N of the EIS, specifically Section 3.10 and 6.3. It should be noted that the provisions of precinct end of trip facilities was issued and approved as part of the Multi Storey Car Park SSD10434896 Revised Transport Assessment during Response to Submission.</p> <p>Notwithstanding, the preliminary Green Travel Plan has identified opportunities to monitor and review the demand for end of trip facilities and bicycle parking during operation and respond appropriately. This includes identifying opportunity to replace car parks with bicycle and motorcycle parking as a medium-term commitment and install end-of-trip facilities as a long-term commitment.</p>
28	<p>The Transport Assessment report makes limited commentary and recommendations for improving links to the surrounding pedestrian and cycle networks. This is considered necessary to achieve mode shifts to public and active transport. The preliminary GTP and Transport Assessment report make no assessment of surrounding pedestrian and cycling infrastructure to access the site. Further, the proposed pedestrian connections between the PSB and public transport (indented bus bay along the frontage of the site and "Children's Hospital" light rail stop on Hainsworth Street via the pedestrian crossing on Hawkesbury Road) via the proposed KIDSPARK are indirect.</p>	<p>A detailed assessment was completed and provided during EIS lodgement. Refer to Attachment O of the EIS, specifically Section 3.2.</p> <p>The GTP has identified a number of plans developed by City of Parramatta and as part of the Parramatta Light Rail project to strengthen the pedestrian and bicycle network around the CHW.</p> <p>The proposed Parramatta Cycling Network identifies several corridors within the study area of varying typology. Corridors that may be beneficial to the CHW's staff and visitors include:</p> <ol style="list-style-type: none"> 1. Proposed painted bicycle lanes on Park Avenue, Hainsworth Street and Hawkesbury Road in Westmead 2. Existing physically separated bicycle lanes from Westmead to Parramatta CBD (Queens Road and Parramatta Park) 3. Existing off-road separated bicycle lanes along Darcy Road and Mons Road (North-West T-way) 4. Proposed Toongabbie Creek shared path 5. Proposed on-road facilities on Redbank Road, Balmoral Road and Kleins Road. <p>Parramatta Light Rail will also include an active transport link along its alignment which will also strengthen cycling connections to Parramatta CBD and the wider region.</p> <p>Pedestrian access between CHW and the surrounding public transport network and the surrounding active transport network would be via the Hawkesbury Road footpath. Within this site, KIDSWAY would facilitate this safe pedestrian access. Externally, current and future pedestrian crossing facilities will be provided along Hawkesbury Road to accommodate safe access to and from the Station and stops.</p>
29	<p>Recommendation</p> <p>It is requested that the applicant undertake the following:</p> <ul style="list-style-type: none"> • Undertake a detailed assessment of surrounding pedestrian and cycling infrastructure, including identify recommendations on any improvements that are required to encourage the use of active transport to access the site, particularly along major desire lines between the PSB and public transport interchanges, and any other significant areas of trip generation, and consider incorporating recommendations as part of the delivery of the development; and • Improve the directness of the proposed pedestrian connections between the PSB and public transport (indented bus bay along the frontage of the site and "Children's Hospital" light rail stop on Hainsworth Street via the pedestrian crossing on Hawkesbury Road) via the proposed KIDSPARK. 	<p>As per item 28.</p>
30	<p>The proponent must be in contact with the Parramatta Light Rail Operator during construction as PLR may be operational during the construction period.</p>	<p>Noted, regular consultation with PLR continues to progress. The Project Control Group for PLR also consists of representatives from HI and PwC who are the Project Managers engaged for PLR on behalf of TfNSW and the PSB.</p>
DPIE		

31	<p>provide updated architectural plans showing a consistent building height - the elevations currently detail a maximum building height of RL90.800, while the floor plans and Amendment Report detail a maximum building height of RL90.750.</p>	<p>The architectural documentation has been updated to reflect a consistent RL of 90.800 and removal of the median island including:</p> <p>CHW-AR-DG-PSB-SSD004-01 SITE PLAN - DEMOLITION CHW-AR-DG-PSB-SSD005 SITE PLAN - PROPOSED CHW-AR-DG-PSB-SSD011 PROPOSED PLAN - LEVEL 02 CHW-AR-DG-PSB-SSD012 PROPOSED PLAN - LEVEL 03 CHW-AR-DG-PSB-SSD013 PROPOSED PLAN - LEVEL 04 CHW-AR-DG-PSB-SSD014 PROPOSED PLAN - LEVEL 05 CHW-AR-DG-PSB-SSD015 PROPOSED PLAN - LEVEL 06 CHW-AR-DG-PSB-SSD016 PROPOSED PLAN - LEVEL 07 CHW-AR-DG-PSB-SSD017 PROPOSED PLAN - LEVEL 08 CHW-AR-DG-PSB-SSD018 PROPOSED PLAN - LEVEL 09 CHW-AR-DG-PSB-SSD019 PROPOSED PLAN - LEVEL 10 CHW-AR-DG-PSB-SSD020 PROPOSED PLAN - LEVEL 11 CHW-AR-DG-PSB-SSD021 PROPOSED PLAN - LEVEL 12 CHW-AR-DG-PSB-SSD022 PROPOSED PLAN - LEVEL 13 CHW-AR-DG-PSB-SSD023 PROPOSED PLAN - LEVEL 14 CHW-AR-DG-PSB-SSD024 PROPOSED PLAN - LEVEL 15 CHW-AR-DG-PSB-SSD025 PROPOSED PLAN - LEVEL 16 CHW-AR-DG-PSB-SSD027 PLAN - FORECOURT RETAIL & CANOPY CHW-AR-DG-PSB-SSD028 ROOF PLAN - FORECOURT RETAIL & CANOPY CHW-AR-DG-PSB-SSD040- SITE PLAN - SOLAR STUDY - SHEET 01 CHW-AR-DG-PSB-SSD041 - SITE PLAN - SOLAR STUDY - SHEET 02 CHW-AR-DG-PSB-SSD055 GFA CALCULATIONS SHEET 1 CHW-AR-DG-PSB-SSD060 VIEW ANALYSIS - PHOTO MONTAGE - RENDERS - SHEET 01</p>
32	<p>provide a response to the recommendations of Council, in particular the following:</p> <ul style="list-style-type: none"> - plans be revised to provide shared areas for disabled parking spaces that is compliant with AS2890.6-2009 and include directional pavement arrows/signs to indicate the one-way traffic flow within the carpark. - the Children's Medical Research Institute driveway access width be widened to maintain two-way traffic flow and accommodate a B99 vehicle with trailer and plans be revised to show sight triangle splays compliant with Figure 3.3 of AS2890.1 to improve pedestrian safety. - the concrete median be removed from Dwg No. CHW-AR-DG-PSB-SSD011 Rev E to facilitate loading manoeuvres. 	<p>Noted, refer to responses above.</p>