

Prepared for:  
Health Infrastructure NSW

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architectus™

# Submissions and Amendment Report (SSD-10349252)

## Paediatric Services Building

### The Children's Hospital at Westmead

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## Revision history

Issue Reference	Issue Date	Issue Status
A	23 August 2021	Draft for client review
B	02 September 2021	Final
C	03 September 2021	Amended with minor changes
D	01 October 2021	Further amendments
E	14 October 2021	Further amendments
<i>File Ref: \\architectus.local\DFS\Projects\190552.00\Docs\C_Client\3. SSDA\Response to Submissions\2. PSB</i>		



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<b>Attachment B</b>	Architectural Design Statement Addendum <i>Prepared by Billard Leece Partnership Pty Ltd</i>
<b>Attachment C</b>	Revised Landscape Plans <i>Prepared by McGregor Coxall</i>
<b>Attachment D</b>	Revised Landscape Strategy Report <i>Prepared by McGregor Coxall</i>
<b>Attachment E</b>	Transport Response to Submissions Letter <i>Prepared by WSP</i>
<b>Attachment F</b>	Revised Environmental Wind Assessment and Cover Letter <i>Prepared by Arup</i>
<b>Attachment G</b>	Aboriginal Cultural Heritage Assessment Report <i>Prepared by Jacobs</i>
<b>Attachment H</b>	Revised Statement of Heritage Impact <i>Prepared by Jacobs</i>
<b>Attachment I</b>	Arts, Play and Discovery Strategy <i>Prepared by Health Infrastructure NSW</i>
<b>Attachment J</b>	Preliminary Hazard Analysis <i>Prepared by Arup</i>
<b>Attachment K</b>	Medical Gas Compound Memo <i>Prepared by Stantec</i>
<b>Attachment L</b>	Revised Acoustic Report <i>Prepared by Stantec</i>
<b>Attachment M</b>	Detailed Response to Submissions <i>Prepared by Architectus Australia Pty Ltd</i>

# 1. Introduction

## 1.1 Purpose of this report

This Submissions and Amendment Report has been prepared for the State Significant Development Application (SSDA) (SSD-10349252) for the construction of a new Paediatric Services Building (PSB) for The Children's Hospital at Westmead (CHW), including redevelopment of the CHW Forecourt and access links.

This report provides a response to key issues raised in submissions by Government agencies, authorities and the general public, and assesses the changes made to the proposed development in response to submissions and design development.

The SSDA was publicly exhibited from 15 April 2021 to 12 May 2021. During this period, a total of eight (8) public authority submissions were received from government agencies and local council, one (1) organisation submission and two (2) public submissions.

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

Refer to the summary of submissions received at **Section 2** of this report and detailed responses to each of the issues at **Attachment M**.

This RTS should be read in conjunction with the Environmental Impact Statement (EIS) prepared by Architectus (including appendices) exhibited from 15 April 2021 to 12 May 2021, and other supporting document at **Attachments A to L**.

## 1.2 Overview of proposed development

### Description of exhibited development

SSD-10349252 was lodged with DPIE on 6 April 2021, under Division 4.7 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and proposes the construction of a new Paediatric Services Building for The Children's Hospital at Westmead, including redevelopment of the CHW Forecourt and access links.

To achieve this, the EIS for the SSDA sought development consent for:

- Construction of the PSB:
  - The PSB will contain the following uses: perioperative and interventional services, neonatal and paediatric intensive care units, cancer centre, acute inpatient beds, back of house and parent facilities; and
  - Alterations and additions to existing KR and CASB buildings adjoining the PSB to create a connected ground plane and bridge links to the PSB.
- Extension of the existing CHW medical gas compound;
- Construction of a new pedestrian canopy link across the CHW Forecourt, connecting the PSB with the existing hospital entrance;
- CHW Forecourt works to provide a redeveloped ground plane / forecourt landscaped area extending from Hawkesbury Road to the PSB entrance;
- Tree removal to enable construction of the project; and
- Pathology expansion and refurbishment.

## 1.3 Proposed changes to development

The following amendments are made to the SSDA in response to recent submissions received or due to design development following further consultation with the Government Architect NSW.

- Expansion of the building footprint on Level 7, squaring out the northern and southern wing;
- Changes to the colours and materials of the building façade;
- Changes to the outdoor terraces/courtyards;
- Redesign of the retail pods at the Forecourt for activation and integration with the KIDSPARK (forecourt) and landscaping;
- Inclusion of an internal Kid's Way ramp connecting between the entrance on Level 2 and the public areas on Level 3;
- Reconfiguration of the car parking resulting in an increase to seven (7) accessible parking spaces and two (2) motorcycle spaces; and
- Changes to landscaping in the KIDSPARK, including the retention of the existing stand of mature gum trees and greater tree canopy coverage.

Several other minor changes to the design have been made, as a result of design development and are further detailed in the Revised Architectural Plans at **Attachment A** and Architectural Design Statement Addendum at **Attachment B**.

An Amended SSDA Description is provided at **Section 3.2** below.

#### **1.4 Authorship**

This report has been prepared by Genevieve Hastwell, Senior Urban Planner and Jasmine Bautista, Student Planner.

Jane Fielding, Senior Associate, Urban Planning RPIA (Registered Planner, Planning Institute of Australia) has reviewed the report.



# 2. Response to submissions

## 2.1 Submissions to the proposal

The SSDA was exhibited from 15 April 2021 to 12 May 2021. During this period, eleven (11) submissions were received, comprising eight (8) public authority submissions from government agencies and local council, one (1) organisation submission and two (2) public submissions. These include 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**).

The key matters raised in the agency and public submissions include:

- Acoustic impacts;
- Construction impacts;
- Transport, parking and access;
- Traffic impacts and pick up drop up area;
- Green Travel Plan;
- Landscaping and public domain;
- Wind and pedestrian comfort;
- Hazardous goods storage;
- Helipad operation;
- Public Art; and
- Heritage.

## 2.2 Response to submissions

A detailed response to each submission is provided in the Responses to Submissions Table at **Attachment M**, and should be read in conjunction with **Attachments A-L**.

# 3. Description of amendments

## 3.1 Description of amendments to proposal

Since the public exhibition of the SSDA, amendments have been made to the proposal in response to issues raised through submissions and resulting from design development.

A summary of each change and the rationale for each change is provided in **Table 1** below.

Table 1 Summary of amendments and rationale

Amended aspect	Rationale
Expansion of building footprint on Level 7, to square out the northern and southern wings	<p>The exhibited PSB design showed Levels 1-6 to have a squared-out floor plan and shape, while Levels 7 and above showed a chamfered floor plan. The western protrusion and the north and south wing on Level 7 have been amended to match the squared-out floor plan and shape of Levels 1-6. This amendment contributes to the total additional GFA of 583 sqm. Refer to the summary of changes to Gross Floor Area at <b>Table 5</b> below. This design change was in response to evolving clinical requirements.</p> <p>It is noted this change has a nominal impact to the visual appearance of the building. For further detail, refer to <b>Section 4.1</b> for an assessment of Building Height and Massing.</p>
Changes to the colours and materials of the building facade	<p>The exhibited PSB included indicative colour palettes and conceptual impressions of the materials to be used. The colours and materials have been developed to emphasize the connection to country, specifically the nearby waterway (Toongabbie Creek) and associated geology, and to create a sense of playfulness and distinctiveness as a children's hospital. The materials and facade have been subject to detailed review from the SDRP.</p> <p>For further detail on the colours and materials of the PSB building façade, refer to the Revised Architectural Plans and the Architectural Design Statement Addendum prepared by Billard Leece Partnership Architects at <b>Attachment A</b> and <b>Attachment B</b>, respectively.</p>
Changes to outdoor terraces/courtyards	<p>Outdoor terraces/courtyards across several levels of the PSB have been reconfigured to improve access to daylight for adjacent spaces.</p>
Redesign of the retail pods at the Forecourt for activation and integration with the KIDSPARK and landscaping	<p>Indicative retail pods were included in the exhibited SSDA (note though only shown in landscape documentation). However, these retail pods have been reconfigured and expanded to maximise the activation of KIDSPARK.</p> <p>It is now proposed that four (4) tenancies are provided in the KIDSPARK forecourt and meets the project objective to provide amenity for patients and their families. They have floor plates of varying sizes to accommodate a broad range of potential tenants. This approach was pursued following development of a Retail Strategy.</p>
Inclusion of an internal KIDSWAY ramp connecting between the entrance on Level 2 and the public areas on Level 3	<p>This amendment is in response to:</p> <ul style="list-style-type: none"> <li>– The evolving floor plate and layout of the PSB;</li> <li>– Hospital user feedback;</li> <li>– Comments raised by SDRP;</li> </ul>

Amended aspect	Rationale
	<ul style="list-style-type: none"> <li>Extensive consultation with the Consumer Community Advisory Committee, which promoted the playful activation of journeys for children and their families; and</li> <li>The objectives of the Arts, Play, and Discovery and Strategy at <b>Attachment I</b>.</li> </ul>
Reconfiguration of the car parking resulting in seven (7) accessible parking spaces and two (2) spaces for motorcycles	These changes arose because of comments received from submissions clarifying the extent of accessible parking and motorcycle parking spaces available at Level 2 of the PSB.
Changes to landscaping in the KIDSPARK forecourt, including the retention of the existing stand of mature gum trees	<p>The scale and extent of the pedestrian canopy at the KIDSPARK (forecourt) has been amended to reduce overshadowing impacts to KIDSPARK, and to improve protection from inclement weather.</p> <p>In addition, amendments to the landscape design of the KIDSPARK have been in response to:</p> <ul style="list-style-type: none"> <li>Comments from the SDRP;</li> <li>The retention of trees in the 'gum tree lot';</li> <li>The redesign of the retail pods at the KIDSPARK forecourt;</li> <li>Flood mitigation;</li> <li>Changes to the pedestrian canopy design;</li> <li>Providing an improved interface with Parramatta Light Rail (<b>PLR</b>); and</li> <li>Ongoing maintenance access for Children's Medical Research Institute (<b>CMRI</b>).</li> </ul> <p>Overall, this maximizes the retention of existing mature flora, and improves green cover and tree canopy in the forecourt.</p>
Increase in the overall building height from 86.45 RL to 90.75 RL	<p>The building RL has been increased from RL 86.450 to RL90.750 to allow for a machine room above the lift shaft. This is required to provide for a high-speed lift in line with current speed standards usually provided in new hospital developments.</p> <p>Excluding lift overrun, the building RL was increased marginally to allow for structural strengthening to potentially accommodate a future helipad (not subject to this approval). To account for the expected load and, for services to be run below, Level 15 RL changed from 79.300 to 80.250 (0.95m).</p>

Several other minor changes to the design have been made as a result of design development, and are further detailed in the Revised Architectural Plans at **Attachment A** and Architectural Design Statement Addendum at **Attachment B**.

### 3.2 Amended SSDA description

As a result of the above changes, the SSDA description of the development has been amended, as follows:

- Construction of the Paediatric Services Building (**PSB**):
  - The PSB will contain the following uses: perioperative and interventional services, neonatal and paediatric intensive care units, cancer centre, acute inpatient beds, back of house and parent facilities;
  - Alterations and additions to existing Kids Research (KR) and the Central Acute Services Building (CASB) adjoining the PSB to create a connected ground plane and bridge links to the PSB; and
- Extension of the existing CHW medical gas compound.
- Construction of a new pedestrian canopy link across the CHW Forecourt, connecting the PSB with the existing hospital entrance

- CHW Forecourt (KIDSPARK) works to provide a redeveloped ground plane / forecourt landscaped area extending from Hawkesbury Road to the PSB entrance, including new retail pods to activate the space;
- Tree removal to enable construction of the project; and
- Pathology expansion and refurbishment.

The key numeric development information is summarised below at **Table 2**.

Table 2 Numerical overview of key development parameters

Development element	As exhibited	As amended
Total Gross Floor Area	59,207 sqm	59,790 sqm*
<b>Building height</b>		
Storeys	15	15
Highest RL	RL 86.45	RL 90.75
RL (excl lift overrun)	RL 79.60	RL 80.25
<b>Parking spaces (total)</b>	50	50
Accessible	1	7
Motorcycle	0	2
Bicycle	0	0
<b>Retail pods**</b>		
KIDSPARK Forecourt	4**	4
PSB Level 3	2	2

#### Notes

\* Refer to GFA calculations in the Revised Architectural Plans at **Attachment A**.

\*\* Retail pods were previously shown on the exhibited landscape plans for the KIDSPARK forecourt but were not shown on the exhibited architectural plans. Retail pods are now shown in the Revised Architectural Plans at **Attachment A**.

### 3.3 Updated DA document register

For clarity, **Table 3** below provides a consolidated register of the architectural plans and their applicable revision date to support the RTS proposal.

Table 3 DA Document Register

Drawing Number	Title	Revision	Date
CHW-AR-DG-PSB-SSD000	Cover Sheet	E	19/08/21
CHW-AR-DG-PSB-SSD001	Drawing List NTS	I	18/10/21
CHW-AR-DG-PSB-SSD002	Location Plan – Aerial Photograph	B	22/12/20
CHW-AR-DG-PSB-SSD003	Site Plan – Existing	B	22/12/20
CHW-AR-DG-PSB-SSD004	Site Plan – Demolition	D	24/09/21
CHW-AR-DG-PSB-SSD004-02	Plan – Demolition – Level 02 KR Breakthrough	A	24/09/21
CHW-AR-DG-PSB-SSD005	Site Plan – Proposed	C	20/07/21
CHW-AR-DG-PSB-SSD006	Site Plan – Analysis 1	B	22/12/20
CHW-AR-DG-PSB-SSD007	Site Plan – Analysis 2	B	19/08/21
CHW-AR-DG-PSB-SSD008	Site Plan – Analysis 3	A	22/12/20
CHW-AR-DG-PSB-SSD009	Site Plan – Proposed – Infrastructure	B	19/08/21
CHW-AR-DG-PSB-SSD010	Proposed Plan – Level 01	F	13/08/21
CHW-AR-DG-PSB-SSD011	Proposed Plan – Level 02	F	13/08/21
CHW-AR-DG-PSB-SSD012	Proposed Plan – Level 03	E	13/08/21

Drawing Number	Title	Revision	Date
CHW-AR-DG-PSB-SSD013	Proposed Plan – Level 04	E	13/08/21
CHW-AR-DG-PSB-SSD014	Proposed Plan – Level 05	D	13/08/21
CHW-AR-DG-PSB-SSD015	Proposed Plan – Level 06	E	19/08/21
CHW-AR-DG-PSB-SSD016	Proposed Plan – Level 07	E	13/08/21
CHW-AR-DG-PSB-SSD017	Proposed Plan – Level 08	E	13/08/21
CHW-AR-DG-PSB-SSD018	Proposed Plan – Level 09	E	13/08/21
CHW-AR-DG-PSB-SSD019	Proposed Plan – Level 10	E	13/08/21
CHW-AR-DG-PSB-SSD020	Proposed Plan – Level 11	E	13/08/21
CHW-AR-DG-PSB-SSD021	Proposed Plan – Level 12	E	13/08/21
CHW-AR-DG-PSB-SSD022	Proposed Plan – Level 13	E	13/08/21
CHW-AR-DG-PSB-SSD023	Proposed Plan – Level 14	D	13/08/21
CHW-AR-DG-PSB-SSD024	Proposed Plan – Level 15 – Helipad – Roof	D	13/08/21
CHW-AR-DG-PSB-SSD025	Proposed Plan – Level 16 – Roof	C	13/08/21
CHW-AR-DG-PSB-SSD026	Proposed Plan – Level 02 Carparking	B	10/08/21
CHW-AR-DG-PSB-SSD027	Plan – Forecourt Retail & Canopy	B	20/07/21
CHW-AR-DG-PSB-SSD028	Roof Plan – Forecourt Retail & Canopy	B	20/07/21
CHW-AR-DG-PSB-SSD029	Elevations – Forecourt Retail & Canopy	B	20/07/21
CHW-AR-DG-PSB-SSD030	Elevations – Sheet 01	G	18/10/21
CHW-AR-DG-PSB-SSD031	Elevations – Sheet 02	G	18/10/21
CHW-AR-DG-PSB-SSD032	Elevations – External Signage	E	20/08/21
CHW-AR-DG-PSB-SSD035	Sections – Sheet 01	D	13/08/21
CHW-AR-DG-PSB-SSD036	Sections – Sheet 02	D	13/08/21
CHW-AR-DG-PSB-SSD037	Facade Types Sheet 01	D	20/07/21
CHW-AR-DG-PSB-SSD038	Facade Types Sheet 02	C	20/07/21
CHW-AR-DG-PSB-SSD040	Site Plan – Solar Study – Sheet 01	E	24/09/21
CHW-AR-DG-PSB-SSD041	Site Plan – Solar Study – Sheet 02	E	24/09/21
CHW-AR-DG-PSB-SSD055	GFA Calculations Sheet 1	C	20/07/21
CHW-AR-DG-PSB-SSD060	View Analysis – Photo Montage – Renders – Sheet 01	D	13/08/21

Drawing Number	Title	Revision	Date
CHW-AR-DG-PSB-SSD061	View Analysis – Photo Montage – Renders – Sheet 02	D	13/08/21
CHW-AR-DG-PSB-SSD062	View Analysis – Photo Montage – Renders – Sheet 03	D	20/07/21
CHW-AR-DG-PSB-SSD063	CGI – View from Hawkesbury Road	B	20/07/21
CHW-AR-DG-PSB-SSD064	CGI – View from Redbank Road	B	20/07/21
CHW-AR-DG-PSB-SSD070	External Materials Schedule	D	20/07/21
CHW-AR-DG-PSB-SSD080	Architectural Design Report	E	19/03/21
CHW-AR-DG-PSB-SSD081	Architectural Design Statement Addendum	E	24/09/21
<b>Amended Landscape Plans</b>			
CHW-LD-DG-PSB-SD-101	PSB Plan – Lv 02	5	20/07/21
CHW-LD-DG-PSB-SD-102	PSB Plan – Lv 03	4	20/07/21
CHW-LD-DG-PSB-SD-103	PSB Plan – Lv 05	1	20/07/21
CHW-LD-DG-PSB-SD-104	PSB Plan – Lv 06	4	20/07/21
CHW-LD-DG-PSB-SD-105	PSB Plan – Lv 07	1	20/07/21
CHW-LD-DG-PSB-SD-106	PSB Plan – Lv 08	1	20/07/21
CHW-LD-DG-PSB-SD-107	PSB Plan – Lv 09	1	20/07/21
CHW-LD-DG-PSB-SD-108	PSB Plan – Lv 10	5	20/07/21
CHW-LD-DG-PSB-SD-109	PSB Plan – Lv 12	5	20/07/21
CHW-LD-DG-KIDS-SD-101	KIDSPARK Plan	8	20/07/21

Further to this, additional statements and technical studies have been undertaken to support the RTS proposal and provide additional information and responses to the issues raised during submissions.

**Table 4** below provides a register of the additional technical studies to support those submitted with the exhibited EIS documentation.

Table 4 Additional technical studies register

Document Title	Consultant	Revision	Date
Architectural Design Statement Amendment	Billard Leece Partnership Pty Ltd	E	24/09/21
Revised Landscape Strategy Report	McGregor Coxall	8	20/09/21
Transport Response to Submissions Letter	WSP	E	13/10/2021
Arts, Play and Discover Strategy	Health Infrastructure NSW	Final V1	22/03/21

Document Title	Consultant	Revision	Date
Aboriginal Cultural Heritage Assessment Report	Jacobs	4	17/06/21
Environmental Wind Assessment	Arup	3	17/06/21
Wind assessment cover letter	Arup	1	23/09/21
Preliminary Hazard Analysis	Arup	3	4/08/21
Medical Gas Compound Memo	Stantec	N/A	22/07/21
Revised Acoustic Report	Stantec	12	30/09/21
Revised Statement of Heritage Impact	Jacobs	1D	24/08/21

The revised supporting documentation enables DPIE to undertake an informed assessment of the amended proposed development. The findings of the revised supporting consultant documentation that are relevant to the amended proposal are summarized in **Section 4** of this report.



# 4. Additional information and assessment

This section provides additional assessment of the proposed development (as amended) against the relevant matters for consideration under section 4.15(1) of the EPA & Act. The assessment is supplementary to and should be read in conjunction with the original EIS submitted as part of the SSDA, prepared by Architectus, dated 6 April 2021.

## 4.1 Building height and massing

The proposed building height, site layout and design scheme remain generally unchanged from what was originally proposed and exhibited. However, the amended proposed development seeks consent for a minor change to the building footprint and subsequent increase in gross floor area (GFA), as a result of squaring out the northern and southern wings of Level 07 to match the squared-out floor plan and shape of Level 01 to Level 06. Refer to **Figure 1** and **Figure 2**. As noted previously the driver of this design change was to meet clinical requirements, in this instance for critical overnight beds.

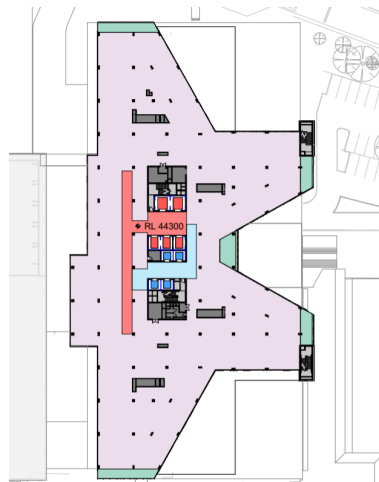


Figure 1 Exhibited Level 07 Proposed Plan  
Source: Billard Leece Partnership Architects

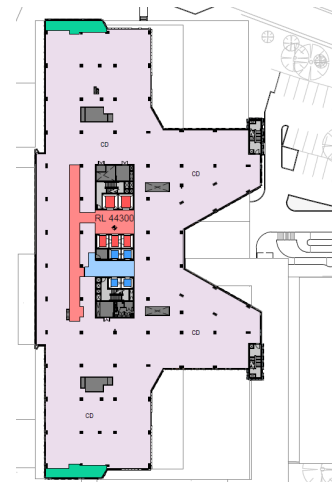


Figure 2 Amended Level 07 Proposed Plan.  
The northern and southern wings have been squared out.  
Source: Billard Leece Partnership Architects

This has resulted in changes to the GFA at Level 07, increasing by 122 sqm from 4,282 sqm to 4404 sqm. It is noted that there have been further changes to the GFA at other levels of the PSB; however, these have not resulted in any change to the building footprint. Refer to Table 5 for a summary of GFA changes by level.

The overall height of the building has increased due to allow for a machine room above the lift shaft. This is required to be able to provide a high-speed lift in line with what is generally provided in new hospital buildings. The height of the building excluding lift overrun remains very similar, increasing only marginally from RL 79.60 to RL 80.25 (0.65m increase).

**Table 5 Summary of changes to Gross Floor Area**

Level	GFA as exhibited (sqm)	GFA as amended (sqm)	GFA Change (sqm)
PSB Level 01 – Fully enclosed covered area	105	0	-105
PSB Level 02 – Fully enclosed covered area	6,450	5,670	-780
<i>PSB Level 02 – Fully enclosed covered area – Pathology</i>	569	569	–
<i>PSB Level 02 – Fully enclosed covered area – Retail</i>	–	620	–
PSB Level 02 – Unenclosed covered area	–	512	–
PSB Level 03 – Fully enclosed covered area	5,835	5,891	+56
PSB Level 04 – Fully enclosed covered area	6,282	6,282	0
PSB Level 05 – Fully enclosed covered area	4,682	4,568	-114
PSB Level 06 – Fully enclosed covered area	4,245	4,242	-3
PSB Level 07 – Fully enclosed covered area	4,282	4,404	+122
PSB Level 08 – Fully enclosed covered area	4,282	4,183	-99
PSB Level 09 – Fully enclosed covered area	4,278	4,038	-240
PSB Level 10 – Fully enclosed covered area	4,056	4,056	+0
PSB Level 11 – Fully enclosed covered area	4,058	4,045	-13
PSB Level 12 – Fully enclosed covered area	4,054	4,054	0
PSB Level 13 – Fully enclosed covered area	4,058	4,043	-15
PSB Level 14 – Fully enclosed covered area	2,423	2,496	+73
PSB Level 14 – Fully enclosed covered area	117	117	0
<b>Total GFA</b>	<b>59,207</b>	<b>59,790</b>	<b>+583</b>

There is no maximum building height control which applies to the site under Parramatta LEP 2011, and therefore the proposed development (as amended) remains compliant with the maximum building height in Parramatta LEP 2011 and the assessment against the strategic plans, state or local legislation as provided in the original EIS prepared by Architectus, dated 13 April 2021, remains as stands.

For further detail, refer to the Revised Architectural Plans at **Attachment A** and Architectural Design Statement Addendum at **Attachment B**.

## 4.2 Traffic and parking

Submissions received during exhibition have resulted in the reconfiguration of the Level 2 car park.

Responses to traffic comments are provided in the Response to Submissions Table at **Attachment M** and the Transport Response to Submissions Letter prepared by WSP at **Attachment E**.

### 4.2.1 Operational parking

A Car Parking Demand Study prepared by GTA Consultants identified that an additional 280 spaces would be required to accommodate the 2031/32 demands associated with the Children's Hospital Westmead Stage 2 Redevelopment (inclusive of the PSB and MSCP). This projected parking demand is based on total net growth of beds, which takes into account beds which will be relocated and decommissioned from the existing CHW and growth of activity projected in the existing CHW. The total net growth associated with the PSB redevelopment is 69 beds. However, the GTA Car Parking Demand Study contemplates the uplift in activity associated with the entire CHW, inclusive of the additional activity expected to occur within the existing facility and additional activity generated through the PSB. At the time of the Car Parking Demand Study, this total uplift in activity was equivalent to 115 beds, as noted in the GTA report.

Note: The Car Parking Demand Study has been appended to the Transport Response to Submissions Letter prepared by WSP at **Attachment E**.

The current total supply of car parking spaces accommodated at the CHW campus is 1,657. This number includes the small parking area on Redbank Road used by maintenance vehicles and visitors to The Lodge and accounts for the interim replacement parking provided due to the loss of P17.

A separate planning application for a Multi-storey Car Park at the CHW campus (SSD-10434896) will provide a total of 996 car parking spaces to service both additional demand (due to the construction of the PSB) and the replacement of lost spaces from the demolished P17 staff car park and the Redbank Road parking spaces.

Therefore, the 50 car parking spaces provided as part of the Paediatric Services Building are not intended to replace parking lost elsewhere at the hospital. 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. The 50 spaces in the PSB provide an interim opportunity for proximal parking for particular "at need" users like day oncology patients.

A summary of the parking supply at each stage is shown in **Table 6**.

**Table 6 Car parking staging**

	Current	Q2 2023 (MSCP operational)	Q1 2025 (PSB operational)	Future (PSB clinical expansion)
<b>P6</b>	523	523	523	523
<b>P14</b>	422	422	422	422
<b>Redbank Road</b>	33	-	-	-
<b>P23 (Interim Parking)</b>	479	-	-	-
<b>Stacked Parking (P6, P14, P23)</b>	200	-	-	-
<b>PSB (Level 2 of the PSB and adjacent existing at-grade parking)</b>	-	-	128 (subject to clinical fit-out and expansion)	-

	Current	Q2 2023 (MSCP operational)	Q1 2025 (PSB operational)	Future (PSB clinical expansion)
			Note that 50 spaces are provided at the Level 2 PSB carpark)	
<b>MSCP</b>	-	712	864 – 996	996
<b>Total</b>	1,657	1,657	1,941 – 2,069	1,941

For further information refer to the Transport Response to Submissions letter prepared by WSP at **Attachment E**.

#### 4.2.2 PSB Parking Provision

A numerical overview of the parking spaces at the Level 02 PSB car park is provided in **Table 7**.

**Table 7 Parking provision numerical overview**

Parking Provision	Number of spaces as exhibited	Number of spaces as amended
Total car parking spaces	50	50
Accessible car parking spaces	1	7
Motorcycle parking spaces	1	2
Bicycle parking spaces	0	0

##### Accessible Parking

Seven (7) Accessible parking spaces are provided as part of the amended development, which is beyond the three spaces City of Parramatta council recommended be provided within the building. Four of the accessible parking spaces are proposed near the entrance to the public lobby and the three accessible parking spaces are located slightly further from the public lobby, at a distance of 50 metres.

The National Construction Code (NCC) and referenced Australian Standard *AS2890.6:2009 - Parking Facilities Off Street parking for people with disabilities* do not nominate locations or and distances which must be satisfied for accessible parking spaces in relation to building entrances. However, the NCC does provide that an accessible path of travel is to be provided from the accessible parking space to the building entry. While 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 proposed plans were reviewed by DDA consultant, iAccess. The consultant concluded, “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 “provided, to the degree necessary, to give equitable access for carparking and designated and easy to find.”

##### Motorcycle Parking

The proposed development seeks to provide two (2) motorcycle parking spaces. 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.

For further detail, refer to the Revised Architectural Plans prepared by Billard Leece Partnership Architects at **Attachment A** and the Transport Response to Submissions Letter prepared by WSP at **Attachment E**.

### 4.3 Wind

Further detail was requested in relation to the pedestrian comfort levels for the landscape terrace spaces at the PSB. As such, further wind testing was undertaken by Arup to assess pedestrian comfort and safety for the PSB at the following locations:

- Level 02 KIDSWAY terrace;
- Level 06 accessible landscaped terraces (north and south); and
- Level 07 courtyards (north and south).

It is concluded that from a comfort perspective, all terraces/courtyards of the PSB are classified as suitable for walking or better, with the majority of areas classified as standing or sitting (refer to **Figure 3** and **Figure 4**). Hence, the safety criterion is met for all terraces/courtyards.

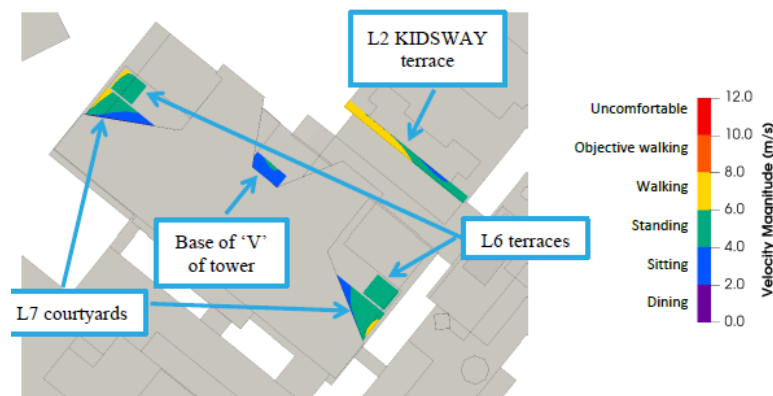


Figure 3 Classification of wind safety at 1.5m above local ground level – external terraces/courtyards  
Source: Arup



Figure 4 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**.

### 4.4 Pathology expansion and refurbishment

Submissions from exhibition have requested further detail of the proposed expansion and refurbishment of the pathology component.

As part of the application, the existing pathology department located within Block 5 is proposed to be refurbished. The current GFA occupied by the Pathology department is

3,400 sqm and this will be expanded by 569 sqm through the enclosure of an existing terrace.

The expansion will improve efficiencies across the existing hospital and provide updated technology and processes to support the PSB. The expansion will involve infill masonry walls and infill roof slab within the existing concrete frame and so there will be no increase to the overall envelope compared to the existing pathology use, and therefore overshadowing and solar impacts remain the same as currently.

In summary, given the expansion does not modify the use and is accommodated entirely within the footprint 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. The materiality of the pathology extension will be the same as the existing pathology department. This consists infill walls with render finish and slot windows to the existing pathology building concrete structural frame. Refer to drawings CHW-AR-DG-PSB-SSD030 and CHW-AR-DG-PSB-SSD03 and **Figure 5**.



Figure 5 Infill of existing masonry (infill location shown in red) as part of the Pathology refurbishment.

Source: Billard Leece Partnership

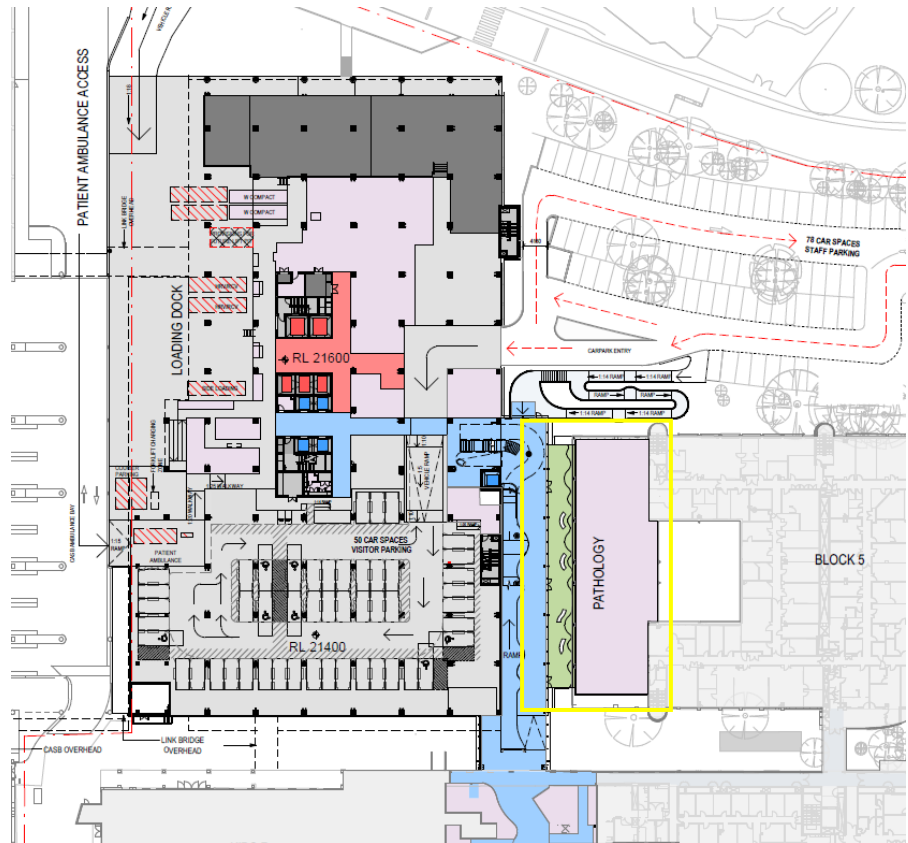


Figure 6 Level 2 floor plan for the PSB and Block 5.  
Source: BLP

#### 4.5 Retail pods

The retail pods at KIDSPARK have been redesigned and expanded to maximise the activation of KIDSPARK, and to provide amenity and activation to the entry journey to the CHW. The amended retail pods have a GFA of 620 sqm, which is a 200 sqm increase from the exhibited retail pods with a GFA of 420 sqm.

Four (4) standalone retail pods are provided in the KIDSPARK forecourt, and outdoor seating and eating areas are provided adjacent to the retail pods. Refer to **Figure 7** below for an amended landscape plan detailing the proposed retail pods. These have been provided in response to feedback from staff and visitors on the lack of retail available on the site. It is equally supported by economic analysis conducted to support Retail Strategy.

Further detail on the amended retail pods is also provided within the Architectural Design Statement Addendum prepared by Billard Leece Partnership Architects at **Attachment B**, and the Revised Landscape Strategy Report prepared by McGregor Coxall at **Attachment D**.





Figure 7 KIDSPARK Landscape Plan showing the four (4) proposed retail pods  
Source: McGregor Coxall

WSP have assessed the revised retail pods arrangements to determine whether there would be an additional traffic generation as a result of the retail pods. WSP concluded that given the customers of these retail facilities would be staff, patients, and carers of hospital patients, there would be no new car trips associated with the provision of these retail facilities and therefore the impact remains the same. Refer to **Attachment E**.

#### 4.6 Noise and vibration

Stantec have provided a revised Acoustic Report at **Attachment E**, to include the anticipated noise impacts associated with the proposed forecourt works.

It is anticipated that there will be an exceedance to the Highly Noise Effected level for the receiver at H2, where the Kids Research Institute is located, during various construction stages. The construction noise will be primarily 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.

Given the proposed development is comprised of multiple levels, this makes it difficult to manage noise by blocking line of sight with hoarding or barriers to the works on ground level. As such, to mitigate and manage noise impacts, mitigation measures will be put in place to limit impacts to sensitive receivers. 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.

Mitigation measures consistent with those recommended by Stantec in their revised Acoustic report (dated 24 September 2021) will be imposed. It is anticipated that consistency with this report will be imposed as a condition of consent.

##### 4.6.1 Cumulative construction noise impacts

Submissions from exhibition have requested further assessment regarding cumulative noise impacts associated with concurrent developments.

The construction program indicates the following timing for construction:

- The PSB construction will commence in 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.

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. There would also be several months where the Parramatta light rail construction would overlap with the early civil works for the PSB. The PSB works are commencing Q1 2022 and the Parramatta light rail (PCPLR) is opening in 2023 after testing is complete meaning an overlap for the whole of 2022 and part of 2023. The overlap is expected to occur during the commissioning and final stages of the PCPLR works, and not during works that would contribute to a significant noise impact to the development or any neighboring receivers. Therefore, from an acoustic perspective, the PCPLR works will not contribute significantly to cumulative impact during PSB construction.

For further information refer to revised Acoustic Report, prepared by Stantec at **Attachment L**.

#### 4.7 Non-aboriginal heritage

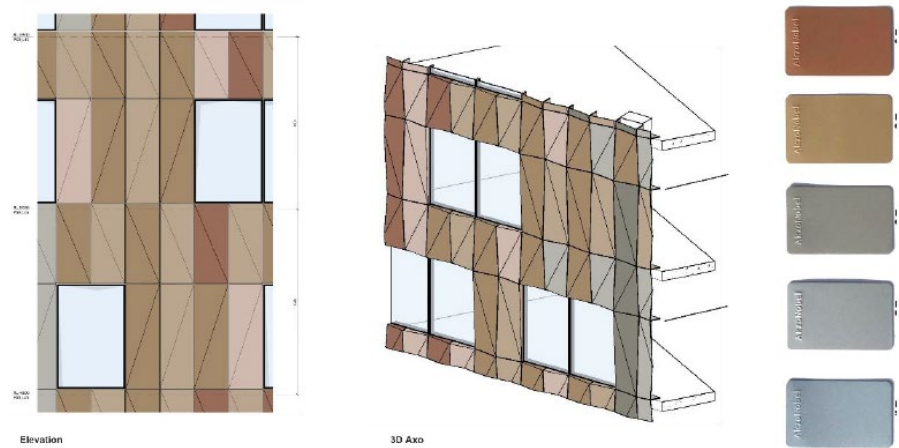
A revised Statement of Heritage Impact (**SoHI**) has been prepared by Jacobs at **Attachment H** to assess any non-Aboriginal heritage impact from the amended proposed development to any built heritage items or potential archaeological deposits, particularly Glengariff House/ Wisteria Gardens Precinct.

The external colour scheme of the PSB has been revised with further consideration of the original design's river narrative. 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 8** and **Figure 9**), while the podium provides a strong foundation, with references to geological stratification, colours and textures ( and ).



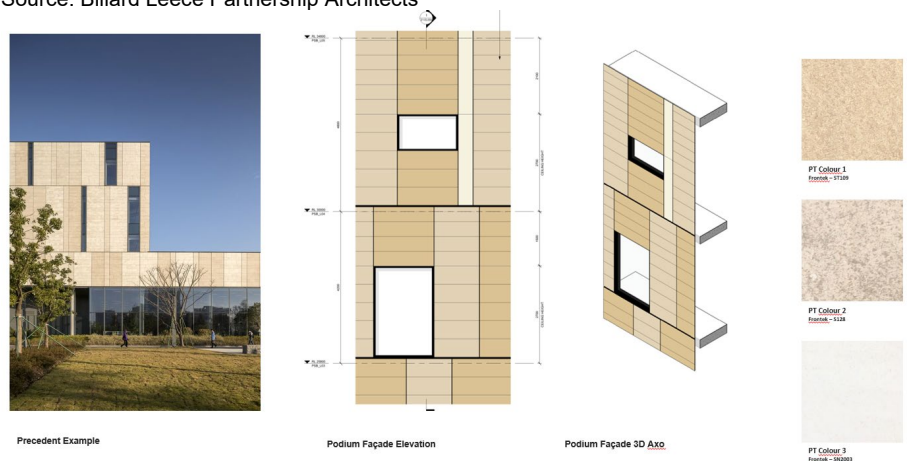
Figure 8 Revised external colour scheme of the PSB tower (Levels 06 and above)  
Source: Billard Leece Partnership Architects



**Figure 9 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 10 Revised external colour scheme of the PSB podium (Levels 04 and below)**  
Source: Billard Leece Partnership Architects



**Figure 11 Study of the PSB podium (Levels 04 and below) with the revised external colour scheme**  
Source: Billard Leece Partnership Architects

The amended proposed development allows for 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. Therefore, this mitigates the visual impacts to Glengariff House/ Wisteria Gardens Precinct (refer to and **Figure 12**).



Figure 12 Photomontage looking towards the PSB from Glengariff: exhibited design  
Source: Billard Leece Partnership Architects



Figure 13 Photomontage looking towards the PSB from Glengariff: RTS design  
Source: Billard Leece Partnership Architects

For further detail, refer to the revised SoHI at **Attachment H**.

#### 4.8 Helipad

Concern was raised about a helipad being provided on the roof of the PSB, in particular due to the operation of an existing helipad on the CASB, and noise impacts from an additional helipad being operational on the site.

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. As such a time that a helipad is proposed for the site, the issues noted above will be given detailed consideration. The cranes 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, overall, be largely unaffected and manageable. The Construction Pedestrian and Traffic Management Plan (CPTMP) prepared prior to commencement of works will include consideration of crane arrangements including location of any crane(s) and a crane movement plan to ensure the operation of the CASB helipad is not impacted.

#### 4.9 Wayfinding

The proposed development includes wayfinding signage to reflect the wayfinding strategy, which is indicative only and subject to further development.

It is recommended that a final wayfinding plan be conditioned as part of the development consent. Suggested wording may read as follows:

*“Prior to commencement of operation, wayfinding signage for pedestrians and cyclists must be installed.”*

This is consistent with the approach taken for the Multi-Storey Carpark development at the site.

#### 4.10 Building Identification Signage

The revised Architectural Plans prepared by Billard Leece Partnership Architects (**Attachment A**) show building identification signage “zones”. Refer to extracts at **Figure 14** to **Figure 15**.

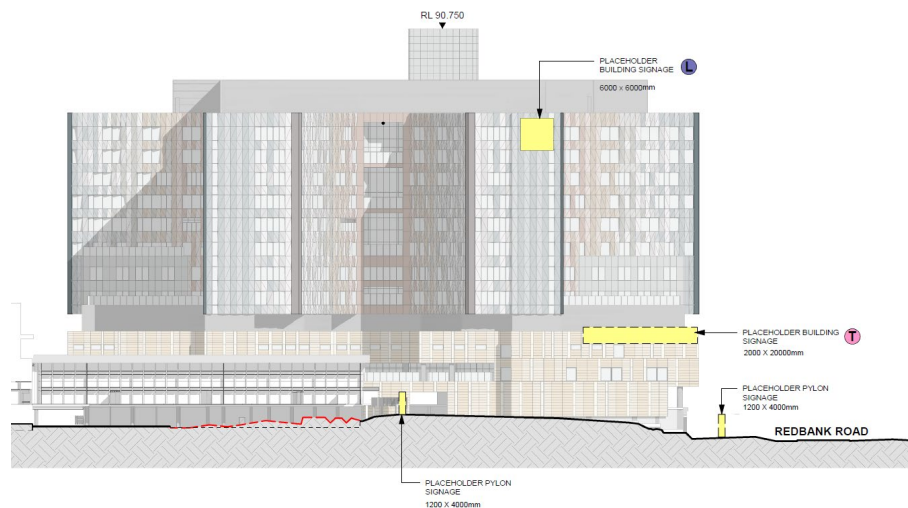
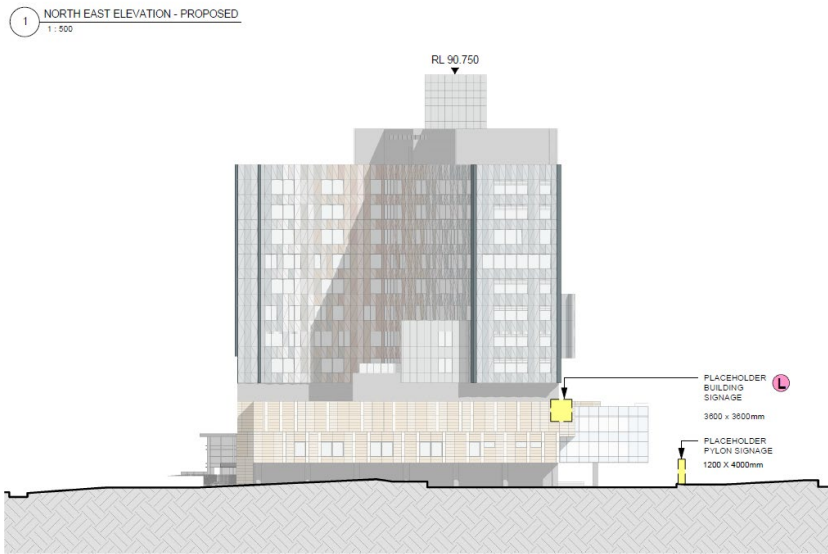


Figure 14 Northeast Elevation – External building identification signage zones  
Source: Billard Leece Partnership Architects



3 NORTH WEST ELEVATION - PROPOSED  
1:500

Figure 15 Northwest Elevation – External building identification signage zones  
Source: Billard Leece Partnership Architects

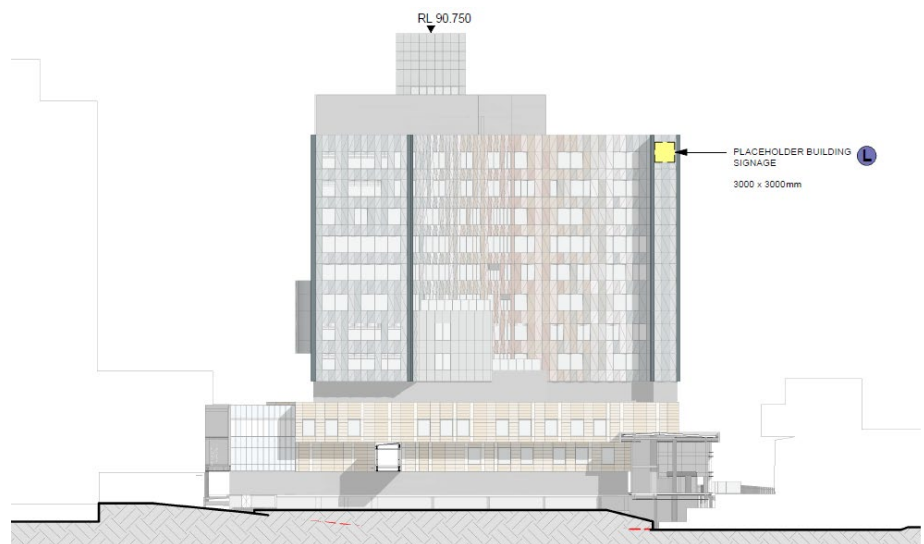


Figure 16 Southeast Elevation – External building identification signage zones\

Source: Billard Leece Partnership Architects

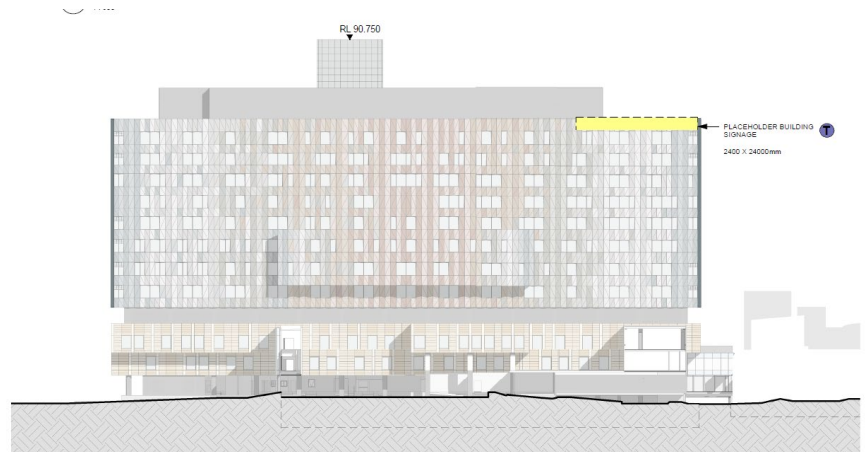


Figure 17 Southwest Elevation – External building identification signage zones  
Source: Billard Leece Partnership Architects

Within the original EIS, building identification signage was proposed as follows:

*“Five (5) building identification “zones” are nominated on the following building elevations with dimensions:*

- North-east elevation: placeholder building signage 6000 x 6000
- North-east elevation: placeholder building signage 3000 x 21000
- North-west elevation: placeholder building signage 3600 x 3600
- North-east elevation: placeholder building signage 3000 x 3000
- South-west elevation: placeholder building signage 2400 x 24000”

An assessment of the proposed building identification signage zones was undertaken against SEPP 64 within the exhibited EIS. It concluded that the proposed building identification signage zones are consistent with the objectives and assessment criteria of SEPP 64. This assessment still applies to signage as proposed.

It is recommended that detailed signage plan/s be conditioned as part of the development consent. Suggested draft condition wording may read as follows:

Signage

*Details of the final building identification signage (design, content and illumination) within the approved signage zones are to be submitted to the satisfaction of the Planning Secretary prior to the installation and display of any signage. The signage is to be installed prior to commencement of operation of the PSB.*

# 5. Conclusion

This Submissions and Amendment Report has been prepared for SSD-10349252 for the construction of a new Paediatric Services Building at the Children's Hospital at Westmead, located at the corner of Hawkesbury Road and Hainsworth Street, Westmead.

The proponent and project team have considered all submissions made in relation to exhibition of the proposed development. A detailed response to all submissions has been provided within this report and supporting documentation.

This Submissions and Amendment Report makes various changes to the design of the proposed PSB that was publicly exhibited.

As detailed within the EIS, it is considered the environmental impacts are acceptable and any potential adverse impacts can be appropriately mitigated. The site is suitable for the proposed development. It is found on balance the development is in the public interest.