

ENVIRONMENTAL ASSESSMENT REPORT

MULTI-STOREY CARPARK AT WESTMEAD HOSPITAL SSD 7262 MOD 2

1. INTRODUCTION

This report is an assessment of an application seeking to modify the State significant development (SSD) approval for the construction and use of a multi-storey carpark (MSCP) at Westmead Hospital, Darcy Road, Westmead.

The application has been lodged by Health Infrastructure, on behalf of Health Administration Corporation (the Applicant) pursuant to section 96(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It seeks approval to amend the timing for compliance with the conditions relating to road intersection enhancements and upgrades for the approved multi-storey carpark on the site.

2. SUBJECT SITE

Westmead Hospital is one of the major hospital facilities within the Western Sydney Local Health District on the Westmead Health Precinct and is located within the Parramatta local government area.

The site is shown in **Figure 1**.

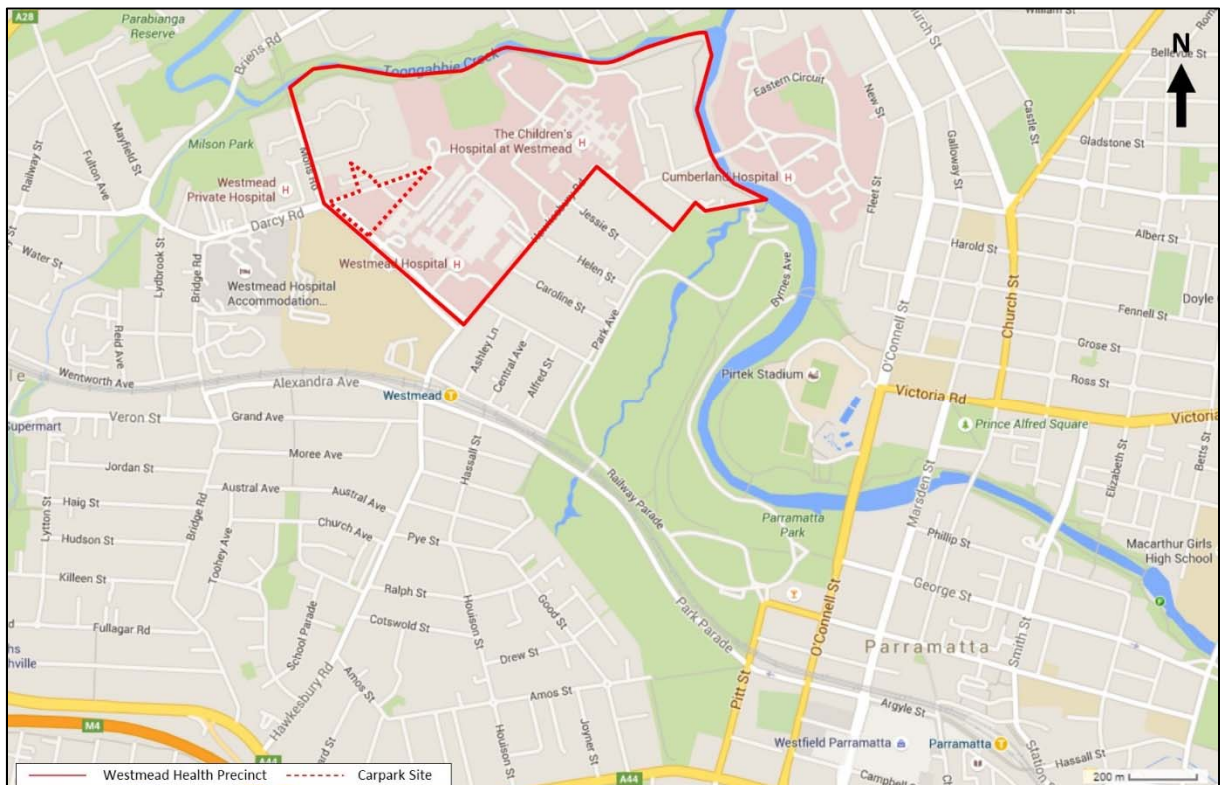


Figure 1: Project Location (Base source: google maps)

The proposed carpark is located on the north-western edge of the Westmead Health Precinct on Lot 1 DP 1194390 and Lot 4 DP 107785. The hospital campus includes a range of hospital buildings varying in height from single storey up to eight storey buildings. The development site is bounded by: Institute Road and future at-grade car parking approved under separate approval (refer to section 1.3) to the north-east: an existing carpark (P6) and Westmead Centre for Oral Health building (Dental Building) to the south; and Darcy Road to the south-west (refer to **Figure 2**).



Figure 2: Site layout (Base source: nearmap)

3. APPROVAL HISTORY

On 25 May 2016, the Executive Director, Priority Projects Assessments granted approval for additional parking at Westmead Hospital, including:

- demolition works, including tree removal
- construction of an eight level carpark building and connecting overhead walkway to the Dental Building
- construction of additional at-grade car parking
- extension and widening of Institute Road
- landscaping works, including new open space area and pathways.

The additional car parking addresses an existing parking shortfall and supports the expansion of Westmead Hospital clinical facilities.

On 30 June 2016, the Director, Social and Other Infrastructure Assessments granted consent for a section 96(1A) application (SSD 7262 MOD 1) to modify conditions relating to intersection enhancements and upgrades required to support the use of the multi-storey carpark. The modified consent removed conditions B3 and B4 and amended condition D1 to allow the further analysis and finalisation of the design of the intersection enhancement and upgrade works to be delayed to prior to occupation.

On 21 December 2016, the Executive Director, Priority Projects Assessments granted approval for the new Central Acute Services Building (CASB) at Westmead Hospital, which would deliver the expansion of clinical facilities.

The construction of the carpark is nearing completion and the construction of the CASB has commenced.

4. PROPOSED MODIFICATION

On 31 May 2017, the Applicant lodged a section 96(1A) application (SSD 7262 MOD 2) seeking approval to amend condition D1 to allow completion of the intersection enhancement and upgrade works to be delayed by 12 months. The condition currently read as follows:

Intersection Enhancements and Upgrades

- D1. *Prior to the commencement of use of the carpark, the Applicant must:*
- a) *consult with Roads and Maritime Services and Transport for NSW to determine that the intersection enhancements/upgrades, which are required to generally maintain the existing average delay at intersections adjacent to the site, are satisfactory;*
 - b) *provide evidence demonstrating that Roads and Maritime Services and Transport for NSW are satisfied with the scope of the intersection enhancements/upgrades works to the Secretary's satisfaction;*
 - c) *prepare signal/civil design plan for the intersection enhancements and upgrades identified in (a) above to meet Roads and Maritime Services requirements and be in accordance with Austroads Guide to Road Design (and any relevant supplements);*
 - d) *enter into a Works Authorisation Deed (WAD) for the intersection enhancements and upgrades, if necessary;*
 - e) *submit certified copies of the signal/civil design plans to Roads and Maritime Services for approval;*
 - f) *complete the intersection enhancements and upgrades works pursuant to condition D1(a) above and any associated utility adjustments/relocation works; and*
 - g) *complete any upgrade to bus service facilities associated with the final intersection enhancements/upgrades, such as new bus stops and associated sign age, if required.*

It is proposed that the D1(f) and (g) be deleted and replaced with the following:

Intersection Enhancements and Upgrades

- D1A *Within 12 months of the opening of the multi-storey carpark:*
- a) *complete the intersection enhancements and upgrades works pursuant to condition D1(a) above and any associated utility adjustments/relocation works; and*
 - b) *complete any upgrade to bus service facilities associated with the final intersection enhancements/upgrades, such as new bus stops and associated sign age, if required.*

The modification is requested as the completion of the intersection works have been delayed and are unlikely to be completed prior to completion of the multi-storey carpark. The modification request is supported by a traffic assessment that concludes the delay in the intersection upgrade would not adversely impact traffic efficiency, subject to implementation of mitigation measures to manage traffic flow within the adjoining road network (refer to **Figure 3**) as follows:

- remove staff access to the temporary carpark to the north of Dragonfly Drive, formerly New Road (accessed from Mons Road), which would then be used by construction workers
- increase parking fees to reduce overall parking demand
- manage the progressive opening of staff carparks and the levels within the MSCP to spread peak arrivals
- reserve areas of the MSCP for staff with later starting times (such as afternoon shift staff) to reduce AM peak period demands

- review the possibility of further staggering start and finish times for staff to try and mitigate peak traffic loads
- implement a monitoring program to review peak period traffic congestion and carpark queuing and adjust management measures where required.

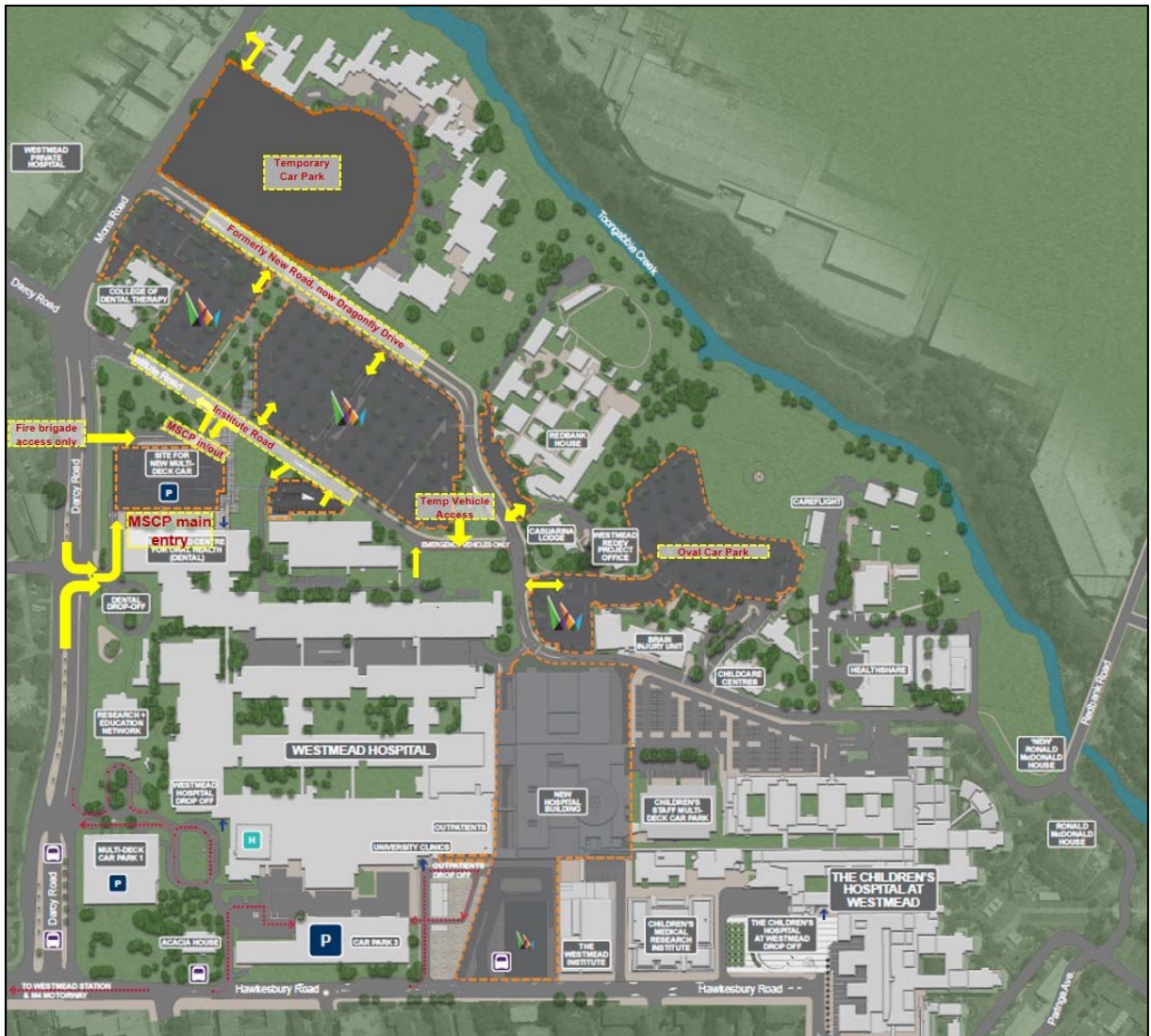


Figure 3: Precinct layout (Source: the Applicant)

5. STATUTORY CONSIDERATION

5.1 Modification of approval

Section 96(1A) of the EP&A Act requires the consent authority to be satisfied that the matters in **Table 1** are addressed in respect of all applications that seek modification approvals:

Table 1: Section 96(1A) matters for consideration

Section 96(1A) matters for consideration	Comment
That the proposed modification is of minimal environmental impact.	Section 7 of this report provides an assessment of the impacts associated with the proposal. The Department is satisfied that the proposed modifications will have minimal environmental impacts.
That the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted	The proposal does not seek to change the overall built form of the approved development or the commitment to undertake the intersection enhancement/upgrade works. The modification

and before that consent as originally granted was modified (if at all).	mainly relates to the timing for finalising the intersection enhancement/upgrade requirements. On this basis, the proposal would result in development that is substantially the same as the originally approved development.
The application has been notified in accordance with the regulations.	The modification application has been notified in accordance with the regulations. Details of the notification are provided in Section 6 of this report.
Any submission made concerning the proposed modification has been considered.	The Department has not received any submissions on the modification request. Details of the consultation are provided in Section 6 of this report.

5.2 Environmental Planning Instruments (EPIs)

The following EPIs are relevant to the application:

- State Environmental Planning Policies (State and Regional Development) 2011
- State Environmental Planning Policy No. 55 – Remediation of Land
- State Environmental Planning Policies (Infrastructure) 2007
- Parramatta Local Environmental Plan 2011 (PLEP 2011).

The Department undertook a comprehensive assessment of the redevelopment against the above mentioned EPIs in its original assessment. The Department has considered the above EPIs and is satisfied that the modification is generally consistent with the EPIs.

5.3 Approval Authority

The Minister for Planning is the approval authority for the application. However, the Director, Social and Other Infrastructure Assessments may determine the application under delegation as:

- the relevant local council has not made an objection
- a political disclosure statement has not been made
- there are no public submissions in the nature of objections.

6. CONSULTATION

The application was notified in accordance with the *Environmental Planning and Assessment Regulation 2000*. The modification request was made publicly available on the Department's website. City of Parramatta Council were also notified in writing.

City of Parramatta Council initially raised concern that the opening of the carpark before the intersection upgrades are completed would potentially exacerbate the traffic congestion and unacceptable delays at the Darcy Road, Mons Road and Institute Road intersection. The operation of the intersection has deteriorated due to the recently re-configured car parking arrangements on the campus. Council has subsequently advised that it raises no objection to the proposed modifications, subject to the implementation of additional mitigation measures as follows:

- restricting staff parking permits to approximately 4,000 permits (previously 13,000 permits)
- reducing staff and increasing the visitor parking space allocation within the MSCP
- relocating stacked cars from the at-grade carparks into the MSCP
- providing vehicle access from Institute Road through to Dragonfly Drive and onto Redbank Road temporarily (currently no through access – upon completion of the intersection upgrade works this access road will revert to an ambulance only route).

Transport for NSW and **Roads and Maritime Services** have advised that it raises no objection to the proposed modifications, subject to the implementation of additional mitigation measures as follows:

- the capacity of the MSCP be limited during the 6 am to 10 am peak period to maintain satisfactory operation, manageable queuing and delays at the Darcy Road/Institute Road and Darcy Road/Dental Access Road intersections

- the temporary vehicle access between Institute Road and Dragonfly Drive be only right-out from Institute Road and left-in from Dragonfly Drive
- physical measures be installed at the new Institute Road/Dragonfly Drive access to prevent direct access from the Oval Carpark to Institute Road
- electronic messaging be implemented to advise vehicles when the carpark is full.

The Applicant must also demonstrate to the satisfaction of TfNSW that the proposed mitigation measures have been implemented and incorporated into the Car Parking Management Strategy required as a condition of consent.

There were no public submissions received on the proposal.

7. ASSESSMENT

The original Transport Impact Assessment (TIA) for the multi-storey carpark concluded that the road intersections impacted by the development would generally maintain similar levels of service except for the Darcy Road/Mons Road/Institute Road intersection. The TIA had identified upgrades and timing adjustments that need to be implemented to maintain traffic efficiency at this intersection and ensure additional capacity would be provided to support the additional traffic being diverted to the new carpark.

RMS and TNSW have been collaborating with the Applicant to identify a satisfactory intersection enhancement / upgrade works to ensure satisfactory operation of the road network, manageable queuing and delays. There has been a delay in the finalisation of these plans due to the complexities regarding redevelopment of the health campus, including regional impacts that need to be addressed and future light rail impacts. Measures are being implemented in the interim, including improvement to traffic signal phasing and development of a precinct wide Sustainable Travel Plan, to improve the operation of the Darcy Road/Mons Road/Institute Road intersection. Both the agencies and the Applicant are working towards a solution with delivery anticipated within 12 months of commencement of operations of the carpark.

The Department considers the modification request is acceptable as:

- the revised timing is a direct consequence of the further consultation the Applicant has undertaken with the agencies and has the support of RMS and TNSW subject to additional mitigation measures
- Council has no objections to the revised timing subject to additional traffic mitigation measures that have been agreed to by the Applicant
- the delay would ensure that a collaborative approach is maintained and that a suitable outcome is achieved while local traffic impacts can still be managed in the interim through spreading traffic and minimising impacts during peak periods
- the delivery of the intersection upgrade would still be completed well in advance of completion of the CASB, which would be a significant traffic generator due to the forecast increase in staff, patients and visitors to the precinct.

The Department is satisfied that the proposed changes are minor as the works would still need to be delivered, subject to implementation of the interim traffic management measures to address any temporary impacts before completion of the upgrades, and therefore support the modification request. The Department has included recommended conditions that require the Applicant to monitor the operation of the relevant surrounding intersections and maintain traffic efficiency at the same levels prior to development.

8. CONCLUSION

The Department has assessed the modification application and supporting information in accordance with the relevant requirements of the EP&A Act. The Department's assessment concludes that the proposed modification is appropriate on the basis that:

- the modifications would allow the commencement of use of the carpark whilst the intersection upgrade and enhancement works are delivered whilst traffic on the adjoining network can be maintained before the new hospital facilities are delivered
- the proposal would not result in any additional impacts beyond those already assessed and approved.

Consequently, it is recommended that the modification be approved subject to the recommended revised and additional conditions.

9. RECOMMENDATION

It is recommended that the Director, Social and Other Infrastructure Assessments, as delegate for the Minister for Planning:

- consider the findings and recommendations of this report
- determine that the application falls within the scope of section 96(1A) of the EP&A Act
- approve the modification application SSD 7262 MOD 2, subject to revised conditions
- sign the notice of modification (Appendix A).

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Recommended by:



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Decision

Approved by:



18/9/17

Dominic Crinnion
A/Director
Social and Other Infrastructure Assessments
as delegate of the Minister for Planning.

APPENDIX A: NOTICE OF MODIFICATION

APPENDIX B: SUPPORTING INFORMATION

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Environment's website as follows:

1. Modification request

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8532

2. Submissions

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8532