

Department of Planning, Industry and Environment
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2124

Your Ref	SSD-10434896
Our Ref	NCA/12/2020
Contact	Paul Sartor
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12 May 2021

ATTN: Ferdinando Macri,

COUNCIL SUBMISSION

NOTICE OF EXHIBITION OF ENVIRONMENTAL IMPACT STATEMENT FOR MULTI-STOREY CARPARK AT THE CHILDREN'S HOSPITAL AT WESTMEAD (CORNER OF REDBANK ROAD AND LABYRINTH WAY, WESTMEAD)

I refer to the above application and the request to provide advice on the proponent's *Environmental Impact Statement*. Council Staff have reviewed the Environmental Impact Statement and wish to provide the following comments for consideration:

City Strategy

Consideration should be given to delivering key pedestrian and cyclist connections in consultation with Council, preferably in a workshop style, to connect into the existing and proposed regional network, as follows:

- E-W along Toongabbie Creek southern bank, north of Redbank Road (separate walking and cycling paths where space allows and opportunities for upgrading labyrinth way and Redbank road).
- N-S shared path to connect Toongabbie Creek paths to Cnr Hainsworth/Bridge and PLR ATL.
- Western shared path along northern side of Redbank Road to connect to existing Dragonfly Drive shared paths.
- Pedestrian and cyclist priority across Redbank Road at key locations/desirelines.

Consideration should also be given to delivery or future-proofing the ability to deliver a high-quality playground and open space with better aspect, proportions and connections to the creek. This should be provided in consultation with Council's City Strategy Team, preferably in a workshop style.

The drawings refer to a 20m Riparian Zone offset for the river, the creek is a second order stream to which a 30m Vegetation Riparian Zone applies under the former Office of Water guidelines. Confirmation is required that the top of bank has been surveyed correctly as per the Office of Water guidelines, which requires top of bank to be taken from the top of the highest bank.

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Public Art

A Public Art Plan that addresses the PSB and MSCP should be prepared prior to determination of both applications. Council's Public Art Officer encourages that there is opportunities for Public Art in the Public Domain and KidsPark.

Traffic and Transport

Council's Traffic and Transport Team has reviewed the Transport Assessment report and Architectural Plans and provide the following comments:

- At the SEARS stage, Council requested justification for the need for additional spaces. Although the Transport Assessment (TA) report references a Car Parking Demand Study conducted in 2019 by GTA Consultants, where it identified a need for an additional 280 spaces by 2031/32, this study was not provided. As such, it is still unclear why an additional 280 spaces are required, and the Car Parking Demand Study has not been peer reviewed.
- Under a separate planning proposal for the new PSB, it mentions that 50 of the additional 280 car spaces will be provided on Level 2 of the new Paediatrics Services Building and the remainder, i.e. 230 car spaces, will be accommodated in the new multistorey carpark (this development). This is not mentioned in the report accompanying this application as the TA report and architectural plans indicate an additional 280 spaces will be accommodated in the new MSCP. This should be clarified in both applications.
- It is unclear from the architectural plans which spaces will be allocated to staff and which will be allocated to visitors. This is requested to be marked on further iterations of plans.
- 50 EV (electrical vehicle) spaces are shown in the architectural plans however it is unclear how this amount of EV spaces was determined.
- The TA report indicates that no bicycle parking will be provided in the PSB carpark as the Parramatta DCP 2011 does not specify the bicycle parking requirements for public hospitals. 50 bicycle spaces will be proposed in the Kid's Research Institute building however, this doesn't appear to be part of this planning proposal. Although bicycle parking provision for public hospitals is not specified in the Parramatta DCP 2011, it is recommended that some bicycle parking spaces be provided in the MSCP to encourage the use of active transport particularly as on-road cycleways are proposed around the vicinity of the Westmead Children's Hospital.
- The submitted architectural plans show only four motorcycle spaces accommodated in the car park although 21 motorcycle spaces have been identified to be required in the TA report. The car park design should be amended to accommodate 21 motorcycle parking spaces.
- The dimensions of the parking spaces and aisle width as shown in the submitted architectural plans are 2.6m wide and 5.4m long for normal car spaces except for the ones along the fencing in Level P1 where they are 2.6m wide and approx. 5.1m long. Dimensions for small cars are 2.3m wide and 5.4m long and accessible car spaces are 2.4m wide and 5.4m long. The length of the car spaces along the fencing in Level P1 will need to be lengthened to at least 5.4m to comply with Australian Standards. Motorcycle parking dimensions are 1.2m wide and 2.5m long and aisle widths are at least 5.8m wide which is considered acceptable.
- The car park design including aisle widths, column locations, swept paths and sight lines are to comply with AS2890.1
- Swept path for a 6.4m service truck indicates that several spaces would need to be unoccupied in order to park/exit the designated car space. Additionally, the truck is required to park in two car spaces which means the adjacent car space will also need to be kept unoccupied. It is unclear how these spaces will be managed and kept unoccupied to allow the service truck to access/exit the spot.
- It is unclear whether the car space under the entry ramp has enough headroom as RLs were not provided. This is to be clarified.

- A separate entry and exit driveway access is provided. The entry driveway has a width of approx. 10m and narrows to approx. 8m on the ramp. The exit driveway has a width of approx. 9.5m and transitions to 4.5m then to 7.2m on the ramp. This is considered acceptable.
- Entry and exit ramp gradients were not provided and therefore cannot be peer reviewed. Note that ramp gradients will have to comply with Clauses 2.5 and 2.6 of AS2890.1-2004.
- The submitted Transport Assessment report estimated that the development would generate an additional 89 and 76 vehicles in the AM and PM peak hour respectively. The development's set-down/pick-up activity could also generate an additional 23 vehicle trips (two-way) and 29 vehicle trips (two-way) during the AM and PM peak hours respectively. The report, then, concludes that the projected increase in traffic as a result of the Development Proposal will have a marginal impact on the existing traffic conditions.

Council's Traffic and Transport Team has concerns with the incremental increases in traffic generation from this precinct resulting from individual DA's. They have a cumulative impact and increases traffic congestion and delays in the area. This is occurring without any proposed intersection upgrades, particularly on Cumberland Highway. Council will continue to promote measures to address this issue outside of the DA process for this application.

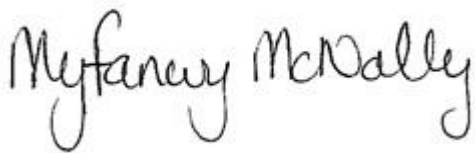
Conclusion

It is noted that this is the recommendation of Council Staff and this submission has not been endorsed at a Council meeting.

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.

Should you wish to discuss the above matters, please contact Paul Sartor (Development Assessment Officer) on 9806 5740 or at psartor@cityofparramatta.nsw.gov.au

Yours sincerely

A handwritten signature in black ink that reads "Myfanwy McNally". The script is cursive and fluid, with the first name "Myfanwy" being more prominent than the surname "McNally".

Myfanwy McNally
City Significant Development Manager