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# Response to Submissions Report (SSD-10434896) Multi-Storey Car Park The Children's Hospital at Westmead

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<b>Attachment A</b>	Revised Architectural Drawings <i>Prepared by Billard Leece Partnership Pty Ltd</i>
<b>Attachment B</b>	Amended Architectural Design Report – Response to Submissions <i>Prepared by Billard Leece Partnership Pty Ltd</i>
<b>Attachment C</b>	Architectural Statement – Response to Submissions <i>Prepared by Billard Leece Partnership Pty Ltd</i>
<b>Attachment D</b>	Survey Statement – Response to Submissions <i>LTS Lockley</i>
<b>Attachment E</b>	Revised Landscape Plan <i>Prepared by McGregor Coxall</i>
<b>Attachment F</b>	Revised Landscape Strategy Report <i>Prepared by McGregor Coxall</i>
<b>Attachment G</b>	Revised Transport Assessment <i>Prepared by WSP</i>
<b>Attachment H</b>	Revised Acoustic Report <i>Prepared by Stantec</i>
<b>Attachment I</b>	Arts, Play and Discovery Strategy <i>Prepared by Health Infrastructure NSW</i>
<b>Attachment J</b>	Meeting Minutes – Health Infrastructure NSW / Parramatta Council meeting on 16 June 2021 <i>Prepared by Health Infrastructure NSW</i>
<b>Attachment K</b>	Response to Submissions Table <i>Prepared by Architectus Australia Pty Ltd</i>

# 1. Introduction

## 1.1 Purpose of this Report

This Response to Submissions Report has been prepared for the State Significant Development Application (**SSDA**) (**SSD-10434896**) for the construction of a new Multi-Storey Car Park (**MSCP**) for the Children's Hospital at Westmead (**CHW**). The carpark is to accommodate both staff and visitor car parking and is located on Redbank Road and Labyrinth Way, Westmead 2145 NSW, on the site of the Lodge.

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

The SSDA was publicly exhibited from 22 April 2021 to 19 May 2021. A total of ten (10) submissions were received in relation to the RTS to SSD-10434896, including seven (7) public authority submissions 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 K**.

This Response to Submissions report should be read in conjunction with the exhibited Environmental Impact Statement (**EIS**) prepared by Architectus Australia Pty Ltd (including appendices) exhibited from 22 April 2021 to 19 May 2021, and other supporting documents (at **Attachments A to K**).

## 1.2 Overview of Proposed Development

### Description of Exhibited Development

SSD-10434896 was lodged with DPIE on 22 April 2021, under Division 4.7 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and proposes demolition of The Lodge and construction of a new eight level car park comprising 1,003 spaces, tree removal and associated road and landscaping works.

Specifically, the EIS for the SSDA sought development consent for:

- Demolition of The Lodge;
- Construction of a new MSCP, comprising 8 car parking storeys, which is equivalent to the height of 5 storeys of the hospital;
  - Facilitating 1,003 car parking spaces for staff and visitors:
    - 280 new spaces (110 staff spaces and 170 visitor spaces) to address the car parking requirements generated by the PSB;
    - Up to 11 additional spaces of additional capacity available to service future car parking demands at CHW as a result of optimising the car parking design;
    - 679 replaced staff spaces from the recently demolished P17 staff carpark:
    - 33 replaced spaces from the removal of parking accessed via Redbank Road, for the MSCP entry ramp;
    - Of the 1,003 parking spaces, 14 are to be disabled parking spaces; and

- Minimum 21 motorcycle parking spaces.
- Vehicular access from Labyrinth Way and / or Redbank Road; and
- A split-level approach to the MSCP to respond to the natural ground level.
- Opportunity for an ancillary retail kiosk and associated public amenities (subject to commercial viability assessment);
- Realignment of Redbank Road with vehicular access connection to MSCP;
- Tree removal; and
- Associated landscape works.

### 1.3 Proposed Changes to Development

Since public exhibition of the proposal, several changes have been made to SSD-10434896. The key changes are summarised below:

- Raising the ground floor level of the building by 350mm and as a result increasing the maximum building height to RL 43.350 (to the top of the lift overrun);
- Revised number of car parking spaces from 1,003 car parking spaces to 996 spaces;
- Revised motorcycle spaces from 4 motorcycle spaces to 26 spaces;
- Revised layout of Redbank Road; and
- Revised way finding signage and recommended condition of consent for building identification signage.

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 revised Architectural Design Report at **Attachment B**.

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

### 1.4 Authorship

This report has been prepared by Paris Wojcik, Senior Urban Planner, and Jasmine Bautista, Student Planner.

Jane Fielding, Senior Associate, Urban Planning has reviewed the report.

# 2. Response to Submissions

## 2.1 Summary of Submissions

The SSDA was publicly exhibited from 22 April 2021 to 19 May 2021. During this period, ten (10) submissions were received, comprising seven (7) public authority submissions from government agencies and local council, one (1) organisation submission and two (2) public submissions. These included submissions from:

- DPIE Biodiversity and Conservation Division;
- Sydney Water (SW);
- Heritage NSW – Aboriginal Cultural Heritage;
- Heritage NSW – Heritage Council of NSW;
- Transport for NSW (TfNSW) incorporating Roads and Maritime Services (RMS);
- Environment Protection Authority (EPA); and
- City of Parramatta Council.

One (1) organisation submission was received from:

- Endeavour Energy.

Two (2) submissions were also received from members of the community.

In addition, an Issues Letter was received from DPIE.

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

- Acoustic impact;
- Architectural and Landscape Plans;
- Asbestos Disturbance;
- Biodiversity and flooding
- Construction hours;
- Construction Pedestrian and Traffic Management;
- Easements;
- Aboriginal and Non-Aboriginal Heritage;
- Playground and open space;
- Public Art;
- Transport, Transport and Parking;
- Construction;
- Cumulative impacts; and
- Other issues.

## 2.2 Response to Submissions

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



# 3. Description of Changes

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

## 3.1 Description of Changes to the Proposed Development

Since public exhibition of the proposal, several changes have been made to SSD-10434896. The key changes are summarised below:

- Raising the ground floor level of the building by 350mm and as a result increasing the maximum building height of RL 43.350 (to the top of the lift overrun);
- Revised number of car parking spaces from 1,003 car parking spaces to 996 spaces;
- Revised motorcycle spaces from 4 motorcycle spaces to 26 spaces;
- Revised layout of Redbank Road; and
- Revised building identification signage.

Several other minor changes to the design have been made because of design development and are further detailed in the revised Architectural Plans at **Attachment A** and revised Architectural Design Report 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:

- Demolition of The Lodge;
- Construction of a new Multi-Storey Car Park (MSCP), comprising 8 storeys, which is equivalent to the height of 5 storeys of the hospital including:
  - 996 car parking spaces;
  - 14 disabled car spaces; and
  - 26 motorcycle parking spaces.
- Vehicular access from Labyrinth Way and / or Redbank Road;
- A split-level approach to the MSCP to respond to the natural ground level;
- Realignment of Redbank Road with vehicular access connection to the MSCP;
- Tree removal; and
- Associated landscape works including a pedestrian crossing path.

Note: The possibility of a retail kiosk and associated public amenities have been refined to a potential coffee cart, i.e. mobile food and drink outlet which, could be sought in the future under an exempt development pathway. As such, ancillary retail use is not sought as part of the subject application.

Key numeric development information is summarised at **Table 1** below.

Table 1 Numerical overview of key development parameters

	As exhibited	RTS proposal
<b>Building height</b>		
<i>Storeys</i>	8 car parking storeys, which is equivalent to the height of 5 storeys of the hospital	8 car parking storeys, which is equivalent to the height of 5 storeys of the hospital
<i>Ground level RL</i>	Varies RL 17.1 to RL 18.50	Varies RL 17.450 to RL 18.850
<i>Lift Overrun RL</i>	RL 43.10	RL 43.350
<i>Upper Parapet RL</i>	RL 42.10	RL 42.45
<b>Parking spaces (total)</b>	1,003	996*
<i>Staff</i>	789	
<i>Visitors</i>	203	
<i>Disabled</i>	14	14
<i>Motorcycle</i>	4**	26
<i>Bicycle</i>	0	0

Notes.

\* The staff and visitor allocation of car parking spaces will be managed operationally in stages, to address the projected growth of, and demand for, staff and visitor parking.

\*\* Although the proposed description of works in the original EIS sought approval for 21 motorcycle spaces, only 4 motorcycle spaces were documented on the original architectural plans, prepared by Billard Leece Partnership Architects, Dwg CHW-AR-DG-MCP-DA031, Rev E, dated 21/12/20. As such, this has now been amended and increased to 26 spaces, refer to architectural plans, prepared by Billard Leece Partnership Architects, Dwg CHW-AR-DG-MCP-DA031, Ref F, dated 22/06/21

**3.3 Updated DA Document Register**

For clarity, **Table 2** below provides a consolidated register of the architectural plans and their applicable revision date to support the RTS proposal.

Table 2 DA Document Register

Drawing Number	Title	Revision	Date
CHW-AR-DG-MCP-DA000	COVER SHEET AND DRAWING LIST	F	22/06/21
CHW-AR-DG-MCP-DA008	SITE PLAN - DEMOLITION	D	22/06/21
CHW-AR-DG-MCP-DA009	SITE PLAN - PROPOSED ROOF LEVEL	D	22/06/21
CHW-AR-DG-MCP-DA010	SITE PLAN - SOLAR STUDY - SHEET 01	D	22/06/21
CHW-AR-DG-MCP-DA011	SITE PLAN - SOLAR STUDY - SHEET 02	D	22/06/21
CHW-AR-DG-MCP-DA012	SITE SECTIONS AND ELEVATIONS	D	22/06/21
CHW-AR-DG-MCP-DA031	PARKING LEVEL - P1 PLAN	F	22/06/21
CHW-AR-DG-MCP-DA032	PARKING LEVEL - TYPICAL PLAN Levels P2 - P7	F	22/06/21
CHW-AR-DG-MCP-DA038	PARKING LEVEL - P8 PLAN	E	22/06/21
CHW-AR-DG-MCP-DA039	PARKING LEVEL - ROOF PLAN	D	22/06/21
CHW-AR-DG-MCP-DA040	ELEVATIONS - SHEET 01	J	23/07/21

CHW-AR-DG-MCP-DA041	ELEVATIONS - SHEET 02	J	23/07/21
CHW-AR-DG-MCP-DA050	SECTIONS - SHEET 01	J	23/07/21
CHW-AR-DG-MCP-DA051	SECTIONS- SHEET 02	J	23/07/21
CHW-AR-DG-MCP-DA060	FACADE TYPES	C	22/06/21
CHW-AR-DG-MCP-DA095	PERSPECTIVE VIEWS - SHEET 01	C	22/06/21
CHW-AR-DG-MCP-DA097	PERSPECTIVE VIEWS - SHEET 03	D	22/06/21
CHW-AR-RT-MCP-DA098	ARCHITECTURAL DESIGN REPORT	F	5/07/21
CHW-AR-SC-MCP-DA092	SCHEDULE – MATERIAL AND LEGEND	C	22/06/21
<b>Amended Landscape Plan</b>			
CHW-LD-DG-MSCP-SD101	MSCP Plan	7	15/06/2021

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 3** below provides a register of the additional technical studies to support those submitted with the original EIS documentation.

Table 3 Additional technical studies register

Document Title	Consultant	Revision	Date
Amended Architectural Design Report – Response to Submissions	Billard Leece Partnership Pty Ltd	F	5/07/21f
Architectural Statement – Response To Submissions	Billard Leece Partnership Pty Ltd	N/A	25/06/21
Survey Statement – Response To Submissions	LTS Lockley	N/A	29/06/21
Revised Landscape Plan	McGregor Coxall	6	15/06/21
Revised Landscape Strategy Report	McGregor Coxall	6	18/06/21
Transport Assessment	WSP	G	29/06/2021
Acoustics Report	Stantec	007	15/06/2021
Arts, Play and Discovery Strategy	Health Infrastructure NSW	Final V1	22/03/21

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

# 4. Additional Information and Assessment

This section provides additional assessment of the proposed development (RTS proposal) 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 13 April 2021.

## 4.1 Building Height and Massing

The proposed building footprint, site layout and design of the RTS proposal remain generally unchanged from that which was originally proposed. However, the RTS proposal seeks consent for a minor increase to the overall height of building as a result of cut and fill taking place between the PSB (subject of a separate planning approval) and MSCP.

The ground level has been raised by 350mm, which as a result has increased the overall maximum building height from RL 43.10 to RL 43.350 (to the top of the lift overrun). Refer to **Table 4** below.

Table 4 Summary of change in height

	As exhibited	RTS proposal
Maximum building height	RL 43.1 to lift overrun (8 storeys)	RL 43.350 to lift overrun (8 storeys)
Ground level (levels P1 & P1A)	Varies RL 17.1 to RL 18.50	Varies RL 17.450 to RL 18.850
Roof (to Upper Parapet)	RL 42.1	RL 42.450

There is no maximum building height control which applies to the site under Parramatta LEP 2011, and therefore the proposed development (RTS proposal) 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, is relevant to the RTS proposal.

The proposed development (RTS proposal) is shown at **Figure 1** and in the revised Architectural Plans at **Attachment A** and revised Architectural Design Report at **Attachment B**.

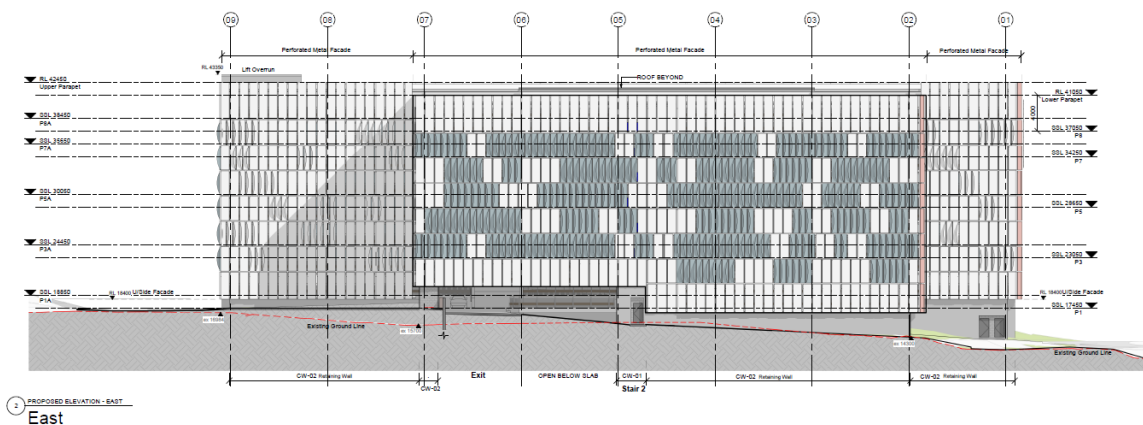


Figure 1 East elevation  
Source: Billard Leece Partnership Architects

## 4.2 Traffic and Parking

As a result of design development changes, car parking spaces have been revised from 1,003 car parking spaces to 996 spaces.

Refer to revised Transport Assessment, prepared by WSP at **Attachment G**.

## 4.3. Operational Parking

A Car Parking Demand Study prepared by GTA has 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). Note: this Study has appended to the revised Transport Assessment at **Attachment G**.

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.

The MSCP will provide a total of 996 spaces that will service both additional demand (in conjunction with the PSB parking) and the replacement of lost spaces. This includes all 280 spaces required to accommodate the 2031/32 demands from the Stage 2 Redevelopment, as well as the replacement of Redbank Road parking and the P17 staff car park.

The MSCP car parking supply is proposed to be operated (in conjunction with the other Precinct car parks) in stages, allowing car parking supply to be operationalised by the SCHN as demand across the Precinct increases.

A summary of the parking supply at each stage is shown in **Table 5**.

Table 5 Car Parking Staging

	CURRENT	Q2 2023 (MSCP OPERATIONAL)	Q1 2025 (PSB OPERATIONAL)	FUTURE (PSB CLINICAL EXPANSION)
P6	523	523	523	523
P14	422	422	422	422
Redbank Road	33	-	-	-
P23 (Interim Parking)	479	-	-	-
Stacked Parking (P6, P14, P23)	200	-	-	-
PSB	-	-	128 (subject to clinical fit-out and expansion)	-
MSCP	-	712	864 – 996	996
Total	1,657	1,657	1,941 – 2,069	1,941

For further information refer to revised Traffic Assessment prepared by WSP at **Attachment G**.

### 4.3.1. Accessible Parking

There are no changes to accessible car parking. The total number of accessible car spaces remains as 14 spaces.

#### 4.3.2. Motorcycle Parking

The proposed development (RTS proposal) seeks to provide 26 motorcycle parking spaces which is an increase in provision from what was previously proposed.

Note. Although the proposed description of works in the original EIS sought approval for 21 motorcycle spaces, only 4 motorcycle spaces were documented on the original architectural plans, prepared by Billard Leece Partnership Architects, Dwg CHW-AR-DG-MCP-DA031, Rev E, dated 21/12/20.

#### 4.3.3. Bicycle Parking

The proposed MSCP development will provide no additional bicycle spaces. There are ample bicycle provisions across the Precinct which are located in more convenient locations (i.e. closer to the clinical and research departments) for staff. Refer to **Figure 2** for map of bicycle facilities across the Site.

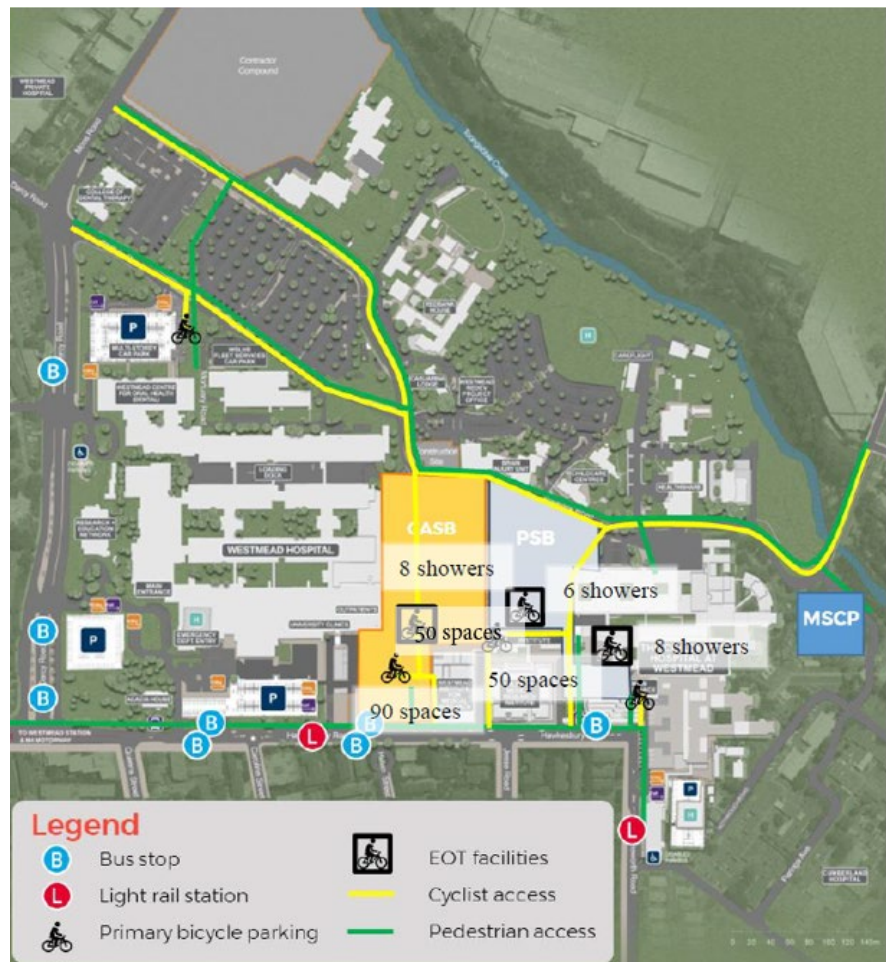


Figure 2 Bicycle Parking at the Children's Hospital Westmead campus  
Source: WSP

#### 4.4. Wayfinding

The proposed development (RTS proposal) includes revised way finding signage to reflect the wayfinding strategy, which is indicative only and subject to further development.

Refer to Section 3.4 of the revised Architectural Design Report at **Attachment B**, or extracts shown in **Figures 3 to 5**.

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

*“Way finding signage for pedestrians and cyclists must be installed prior to commencement of use of the PSB”.*

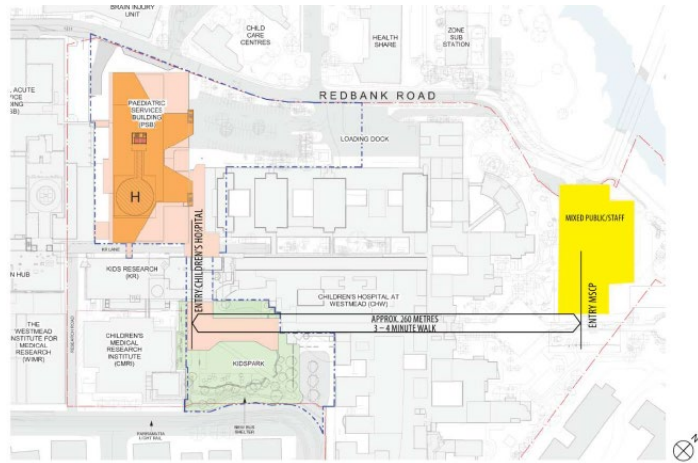


Figure 3 Indicative Wayfinding Diagram  
Source: Billard Leece Partnership Architects

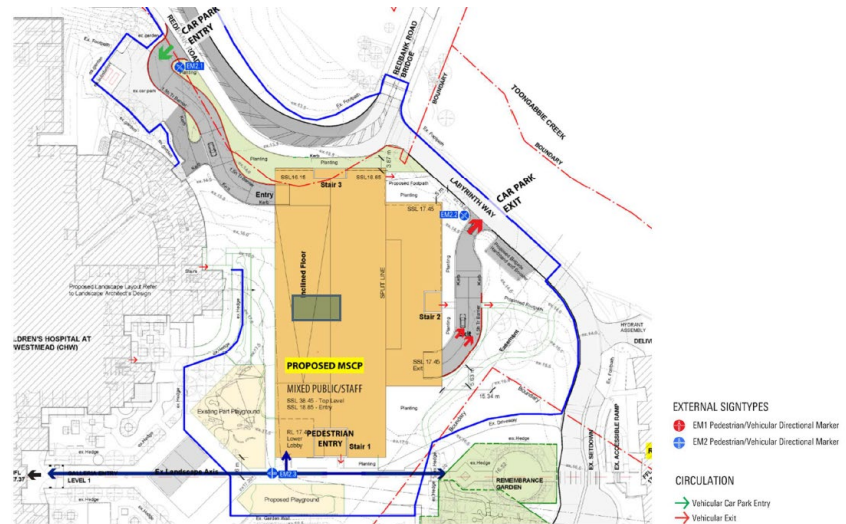


Figure 4 Indicative Wayfinding Diagram for the MSCP  
Source: Minale Tatterfield

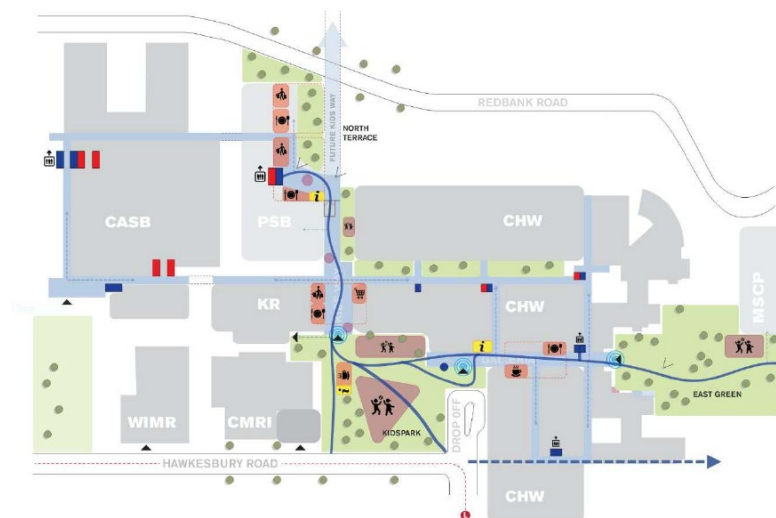


Figure 5 People Journey Wayfinding Diagram  
Billard Leece Partnership Architects



#### 4.5. Building Identification Signage

The revised Architectural Plans prepared by Billard Leece Partnership Architects (**Attachment A**) show building identification signage “zones”. Refer to **Figure 6**.

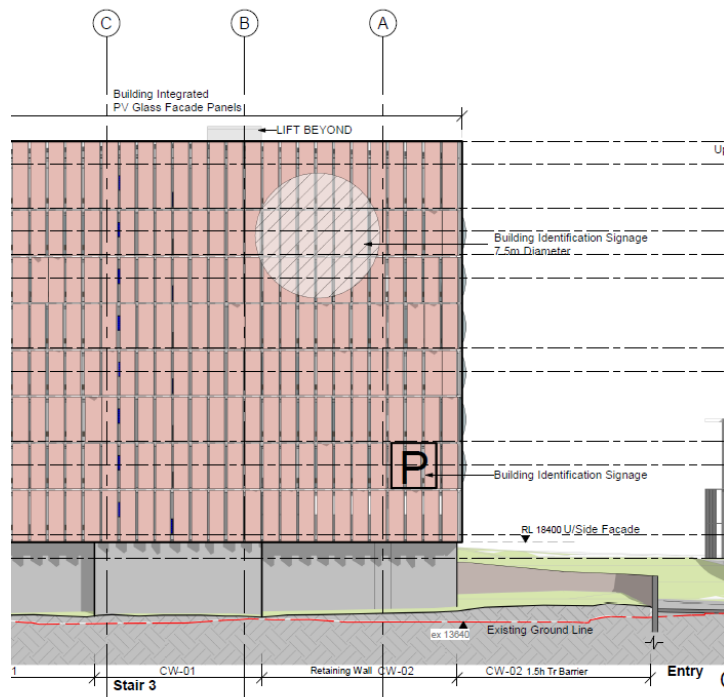


Figure 6 Building identification signage zones on north elevation  
Source: Billard Leece Partnership Architects

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

*“Two (2) building identification “zones” are nominated on the following building elevations with dimensions:*

- North elevation: proposed building identification signage 7.5m diameter.*
- South elevation: proposed building identification signage 1.2m x 7.5m.*

Within the revised architectural plans, it is noted that building identification signage zone has been deleted from the southern elevation. Building identification signage is now only proposed for the northern elevation and the signage zone is of 7.5m diameter. Below the proposed signage zone on the northern elevation is a new signage zone depicting the parking symbol (“P”) which will assist way finding in the precinct.

An assessment of the proposed building identification signage zones has been 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 the remaining and proposed additional signage.

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

*“Detailed signage plans are to be prepared for building identification signage in accordance with the signage zones shown on architectural elevation drawings prepared by Billard Leece Partnership Architects. These drawings are to be submitted to the Secretary for information. The signage is to be installed prior to commencement of use of the MSCP.”*



# 5. Conclusion

This Response to Submissions Report has been prepared for SSD-10434896 for the construction of a new MSCP for the Children's Hospital at Westmead (CHW), accommodating both staff and visitor car parking, located on Redbank Road and Labyrinth Way, Westmead 2145 NSW, on site of The Lodge.

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 Response to Submissions Report makes minor changes to the design of the proposed MSCP 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.