# Meeting Minutes

## The Children's Hospital Westmead Stage 2 – Health Infrastructure / Parramatta Council Meeting

**Meeting No.:** 06

**Date/Time:** 16 June 2021 Start: 11:00am End: 11:30am

**Venue:** Video Conference

**Attendance:**

| Name | | Organisation | Role |
|---|---|---|---|
| Paul Sartor | PS | City of Paramatta Council | Development Assessment Officer |
| Mark Leotta | ML | City of Paramatta Council | Director Strategic Outcomes and Development |
| Richard Searle | RS | City of Paramatta Council | Manager Traffic and Transport |
| Geoff King | GK | City of Paramatta Council | Group Manager, City Planning |
| Christopher Wong | CW | WSP | Traffic Engineer |
| Ody Murlianto | OM | WSP | Senior Traffic Engineer |
| Katharina Koschitz | KK | BLP | Senior Project Architect |
| Mary Sakr | JW | PwC | Project Manager |
| Hannah Urquhart | WH | PwC | Project Manager |
| **Apologies** | | **Organisation** | **Role** |
| Caleb Teh | CT | Health Infrastructure | Project Director |
| Hanan Husaini | HH | PwC | Project Manager |
| Jane Fielding | JF | Architectus | Town Planner |

| Item | Topic - Actions | Action | By |
|---|---|---|---|
| **1.0** | **Apologies and Introductions** | | |
| 1.1 | Apologies and introductions noted. | Note | - |
| 1.2 | PwC introduced the session noting its purpose is to discuss City of Parramatta Council's (CoPC) traffic comments on the Paediatric Services Building (PSB) and Multi Storey Car Park (MSCP) State Significant Development Applications (SSDAs). | Note | - |
| **2.0** | **Car Parking and Access for the Children's Hospital at Westmead** | | |
| 2.1 | **Summary of existing parking:**<br>● Demolition of P17 car park to make way for PSB<br>● Interim car park replaced P17 temporarily | Note | - |
| 2.2 | **GTA report summary:**<br>● Based on staff survey and projections, private car travel for staff to the site targeted to reduce from 79% (2019) to 69% (2031)<br>● A Green Travel Plan (GTP) had been developed for Stage 1 that CHW are a part of – further mode shift will be an extension of the GTP | Note | - |
| 2.3 | **Bicycle Facilities**<br>Bicycle Facilities at Westmead Health Precinct are available at:<br>● Central Acute Services Building (CASB)<br>● End of Trip Facilities and showers adjacent to Chinese Gardens<br>In addition, the development is providing the following:<br>● KR Undercroft bicycle parking which will be completed by the project under a separate planning application – REF<br>● PSB to provide additional amenities within staff areas | Note | - |
| 2.4 | The car parking operations as the MSCP and PSB come online were discussed and are evident in Attachment A. | Note | - |
| **3.0** | **MSCP Design** | | |
| 3.1 | The MSCP design was discussed in particular a summary of Electrical Vehicle Spaces was provided as follows:<br>● Health Infrastructure (HI) design guidelines have electric vehicle charging requirements of power supply allowance for 1% of car spaces and power and comms conduit provision for 2% of car spaces.<br>● Comms conduit provision for 5% of car spaces (50 spaces) will be accommodated within the MSCP. | Note | - |
| **4.0** | **PSB Car Park Design** | | |
| 4.1 | Total car parking spaces within the PSB equate to 128: 78 at grade and 50 on Level 02. | Note | - |
| **5.0** | **CoPC Comments on PSB** | | |
| 5.1 | ● Responses to the traffic related comments were discussed with CoPC with no further comments raised by CoPC. These responses will be provided as part of the Responses to Submissions (RtS).<br>● For further information please refer to Attachment A. | Note | - |
| **6.0** | **CoPC Comments on MSCP** | | |
| 6.1 | ● Responses to the traffic related comments were discussed with CoPC with no further comments raised by CoPC. These responses will be provided as part of the Responses to Submissions (RtS).<br>● For further information please refer to Attachment A. | Note | - |
| **7.0** | **Other Items** | | |
| 7.1 | **Precinct Congestion:** | Note | - |

| | | | |
|---|---|---|---|
| | ● General comment on precinct traffic concerns within the area, although CoPC noted they will not be looking to the MSCP to solve these issues. | | |
| 7.2 | **Redbank Road Pedestrian Footpath:**<br>● CoPC queried the impact on the pedestrian footpath along Redbank Road as a result of the realignment.<br>**Acton:** PwC to verify the pedestrian pathway would remain. | PwC | At RtS |
| 7.3 | **Landscaping along northern façade of MSCP:**<br>● General comment to review Landscaping along the northern end of the car park along Redbank road. PwC advised the northern façade will be solar panels which limits the selection of Landscape option. | Note | - |
| **8.0** | **Next Meeting** | | |
| 8.1 | To be confirmed. | Note | - |

**Attachments:**

**Attachment A - Presentation**

# Attachment A: Presentation

# CHW Stage 2 Redevelopment

*City of Parramatta Council SSDA Submissions*

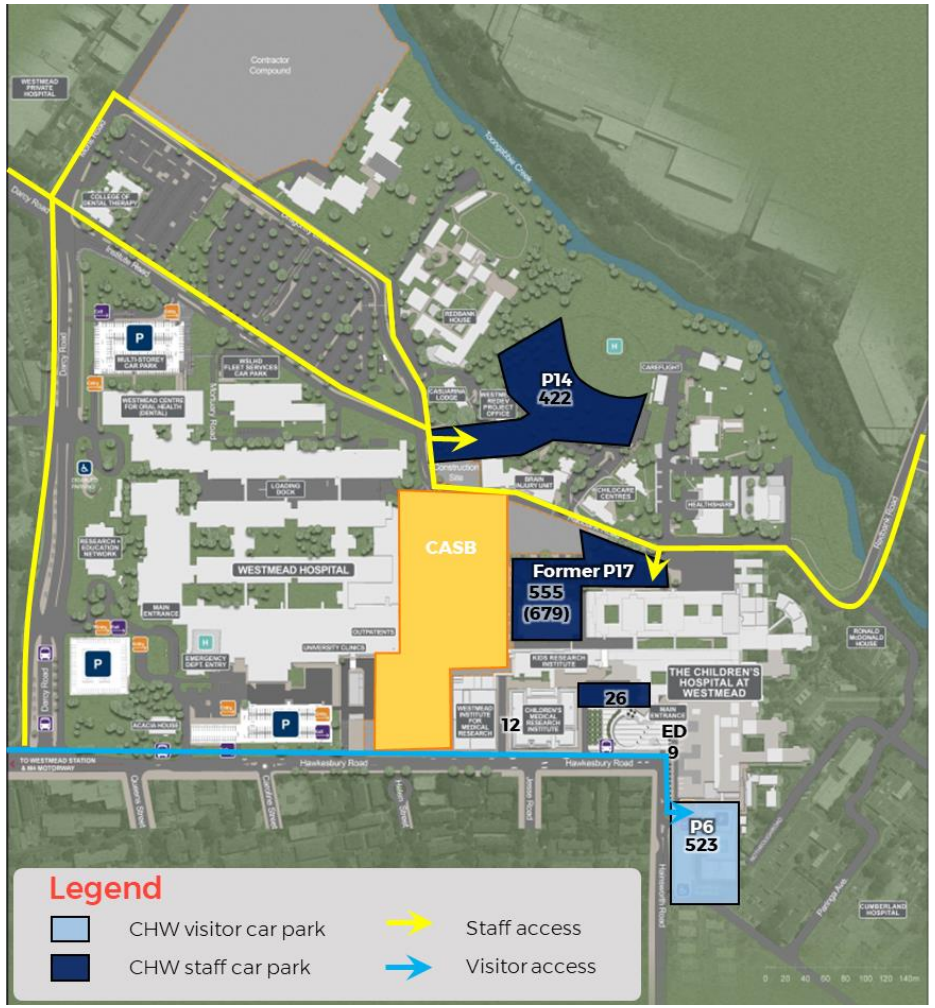
# Agenda

1. Car parking and access to The Children's Hospital at Westmead
2. MSCP Design
3. PSB Design
4. CoPC comments on PSB
5. CoPC comments on MSCP

# 1. Car Parking and Access for The Children's Hospital at Westmead

# SUMMARY OF EXISTING PARKING

MS/
WSP





- Demolition of P17 car park to make way for PSB
- Interim car park has replaced P17 temporarily

- Private car travel for staff to the site targeted to reduce from 79% (2019) to 69% (2031) - noting a high proportion of staff live in North-west and not easily serviced by public transport.
- A Green Travel Plan had been developed for Stage 1 that CHW are a part of – mode shift is an an extension of the GTP

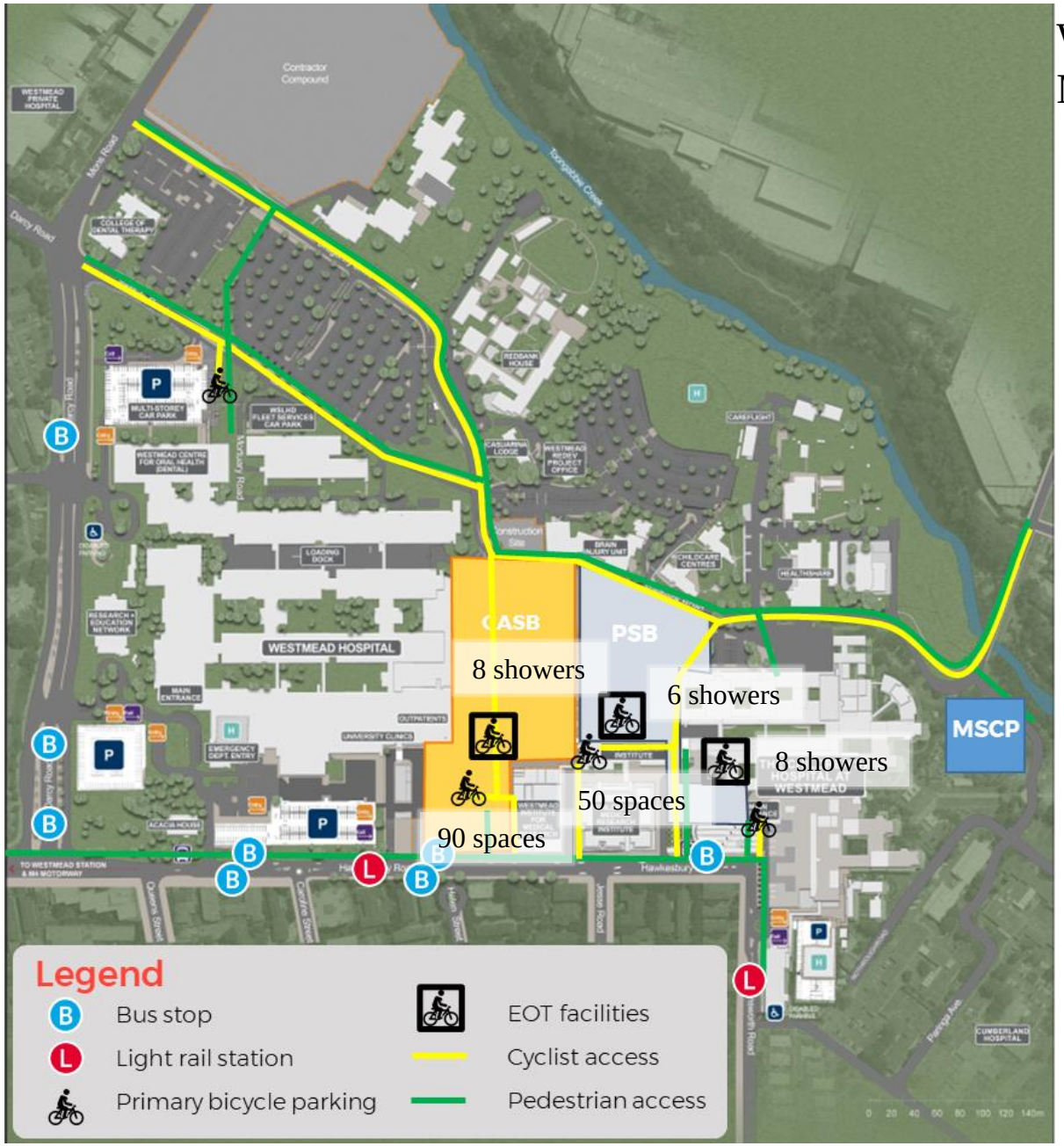
# Bicycle Facilities Overview

Westmead Health Precinct Bicycle Facilities are located:

1. CASB - End of Trip Facilities
2. Existing showers adjacent to Chinese Gardens

In addition, the development is providing the following:

1. KR Undercroft to re-use available bike racks as a long-term facility (this is being completed by the project under a separate planning application – REF)
2. PSB to provide additional amenities within staff areas




WSP/
MS

# CHW Stage 2 Car Parking Numbers

| Required Car Spaces | |
|---|---|
| P17 Replacement | 679 |
| Growth Estimate (GTA Study) | 280 |
| *Staff - 110* | |
| *Public - 170* | |
| Redbank Road Access Lost | 33 |
| Total Car Parking | 992 |

| PSB Car Spaces | |
|---|---|
| At Grade | 78 |
| Level 02 | 50 |
| Total Car Parking | 128 |

| MSCP Car Spaces | |
|---|---|
| Level 7 | 869 |
| Level 8 | 996 |

Numbers to be finalised for mobility and motorbike spaces

Inclusive of:
- 14 Mobility spaces
- 8 Motorbike spaces
- 50 EV Charger spaces (conduits to be installed)

# Car Parking Operations

| | 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[1] | - |
| MSCP | - | 712 | 996 | 996 |
| **Total** | **1,657** | **1,657** | **1,941 - 2,069** | **1,941** |

[1] Subject to clinical fit-out and expansion

# Current Car Parking Spaces at CHW


200 additional spaces are accommodated via stack parking at P23, P14 and P6

# Current Car Parking Spaces at CHW and Growth


200 additional spaces are accommodated via stack parking at P23, P14 and P6

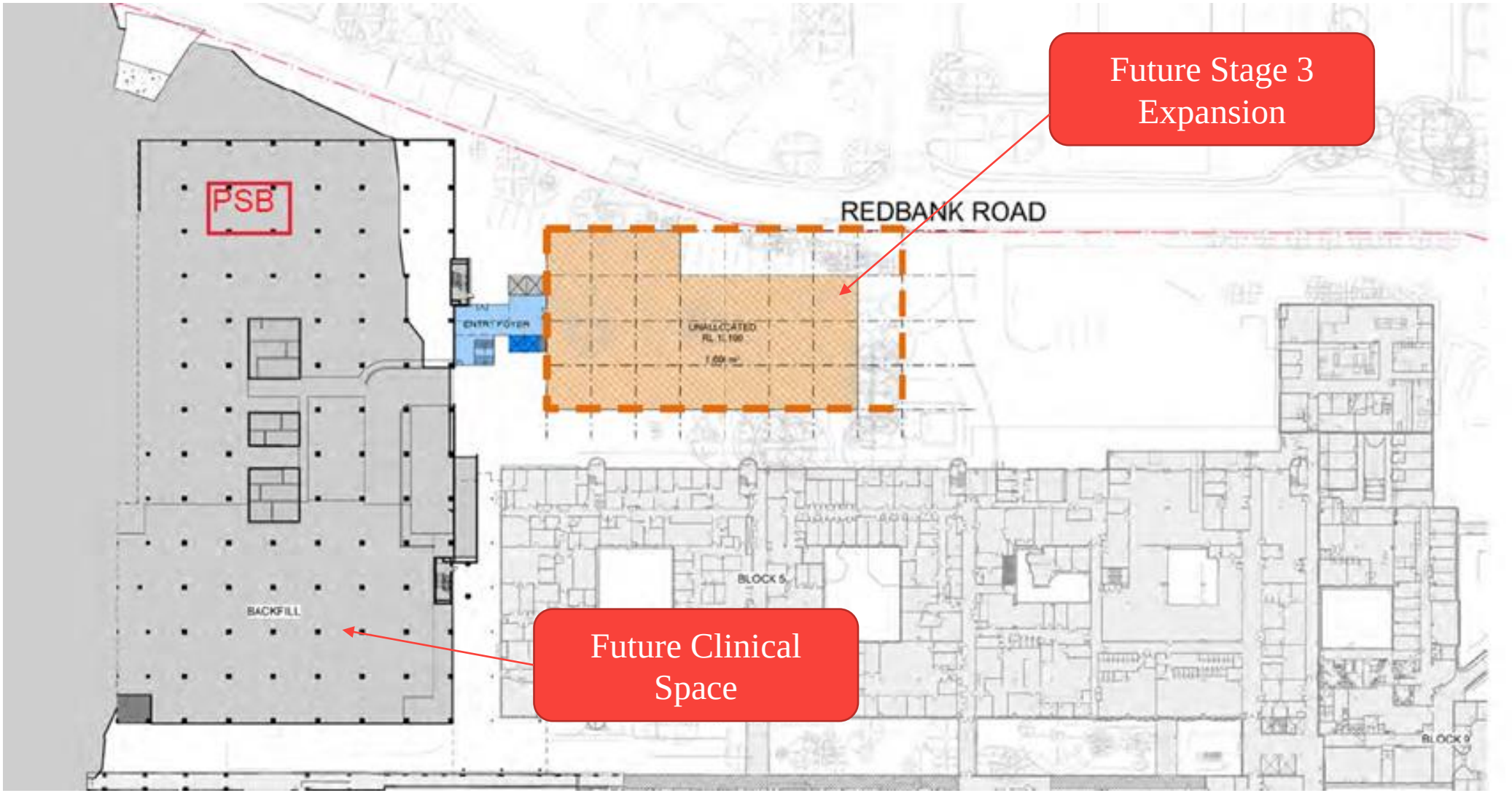
# Car Parking Spaces at Q2 2023 (MSCP Operational)

# Car Parking Spaces at Q1 2025 (PSB Operational)

# Car Parking Spaces in the Future

# Car parking staging – Q1 2025

Interim car parking to be used prior to future expansion



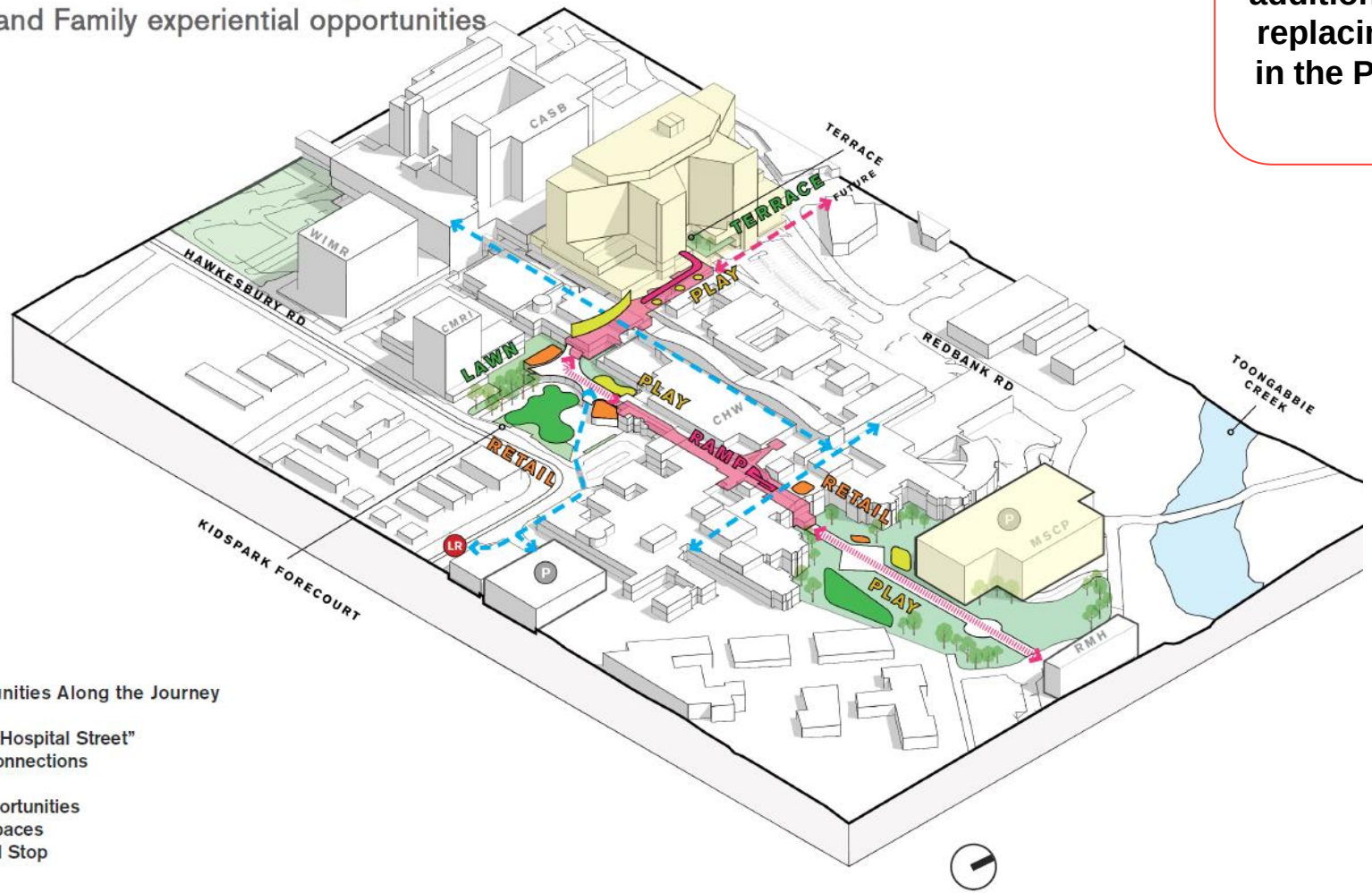
# 2. MSCP Design

# MSCP Design

**The Car Park will be 8 storeys high (equivalent height of 5 clinical storeys) and will include an additional 280 car parking spaces, in addition to replacing the 679 spaces that were demolished in the P17 car park (actual and stacked spaces)**

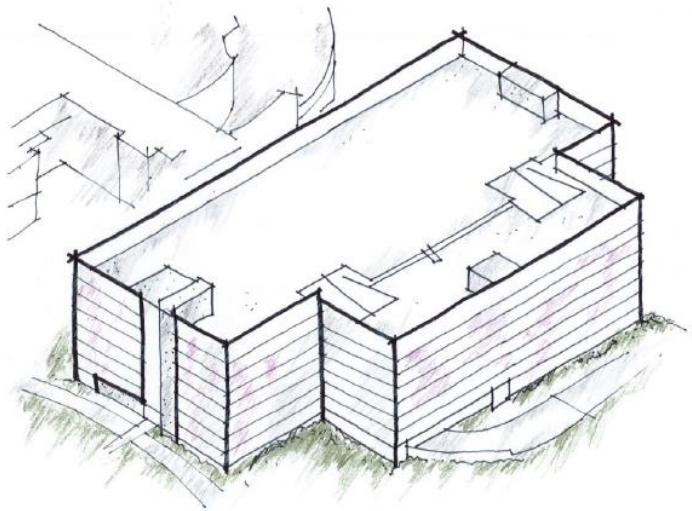
## Urban Relationships

Patient and Family experiential opportunities

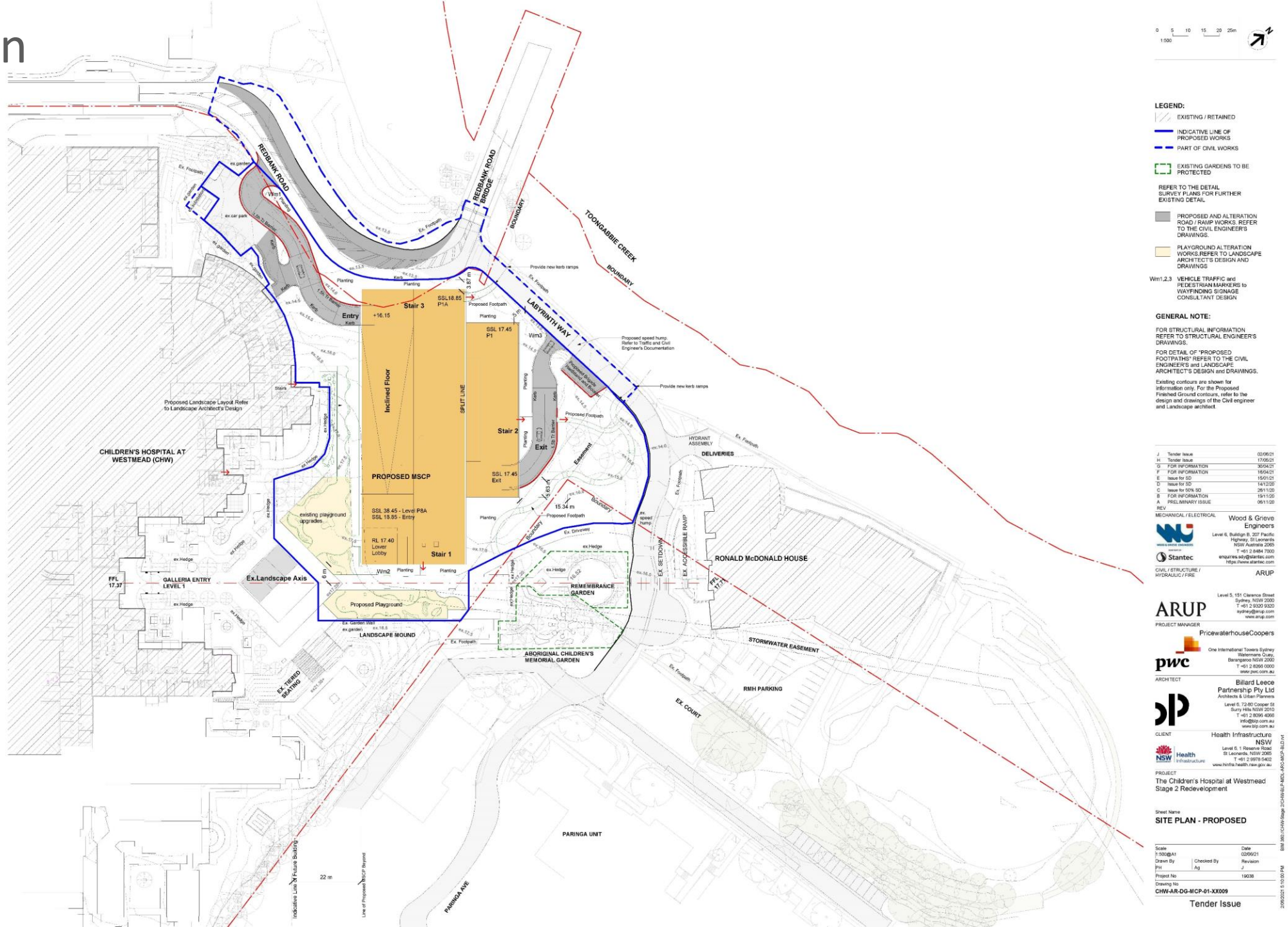



Key Opportunities Along the Journey

- Internal "Hospital Street"
- Public Connections
- Retail
- Play Opportunities
- Green Spaces
- Light Rail Stop
- Carpark



# Site Plan




0 5 10 15 20 25m
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**LEGEND:**

- EXISTING / RETAINED
- INDICATIVE LINE OF PROPOSED WORKS
- PART OF CIVIL WORKS
- EXISTING GARDENS TO BE PROTECTED

REFER TO THE DETAIL SURVEY PLANS FOR FURTHER EXISTING DETAIL

- PROPOSED AND ALTERATION ROAD / RAMP WORKS. REFER TO THE CIVIL ENGINEER'S DRAWINGS.
- PLAYGROUND ALTERATION WORKS.REFER TO LANDSCAPE ARCHITECT'S DESIGN AND DRAWINGS

Wm1,2,3 VEHICLE TRAFFIC and PEDESTRIAN MARKERS to WAYFINDING SIGNAGE CONSULTANT DESIGN

**GENERAL NOTE:**

FOR STRUCTURAL INFORMATION REFER TO STRUCTURAL ENGINEER'S DRAWINGS.

FOR DETAIL OF "PROPOSED FOOTPATHS" REFER TO THE CIVIL ENGINEER'S and LANDSCAPE ARCHITECT'S DESIGN and DRAWINGS.

Existing contours are shown for information only. For the Proposed Finished Ground contours, refer to the design and drawings of the Civil engineer and Landscape architect.

| REV | | |
|---|---|---|
| J | Tender Issue | 02/06/21 |
| H | Tender Issue | 17/05/21 |
| G | FOR INFORMATION | 30/04/21 |
| F | FOR INFORMATION | 16/04/21 |
| E | Issue for SD | 15/01/21 |
| D | Issue for SD | 14/12/20 |
| C | Issue for 50% SD | 25/11/20 |
| B | FOR INFORMATION | 19/11/20 |
| A | PRELIMINARY ISSUE | 06/11/20 |

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PROJECT MANAGER: PricewaterhouseCoopers
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ARCHITECT: Billard Leece Partnership Pty Ltd
Architects & Urban Planners
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PROJECT
The Children's Hospital at Westmead Stage 2 Redevelopment

Sheet Name
**SITE PLAN - PROPOSED**

| | | | |
|---|---|---|---|
| Scale | 1:500@A1 | Date | 02/06/21 |
| Drawn By | PH | Checked By | Ag |
| Revision | J | | |
| Project No | 19038 | | |
| Drawing No | CHW-AR-DG-MCP-01-XX009 | | |

Tender Issue

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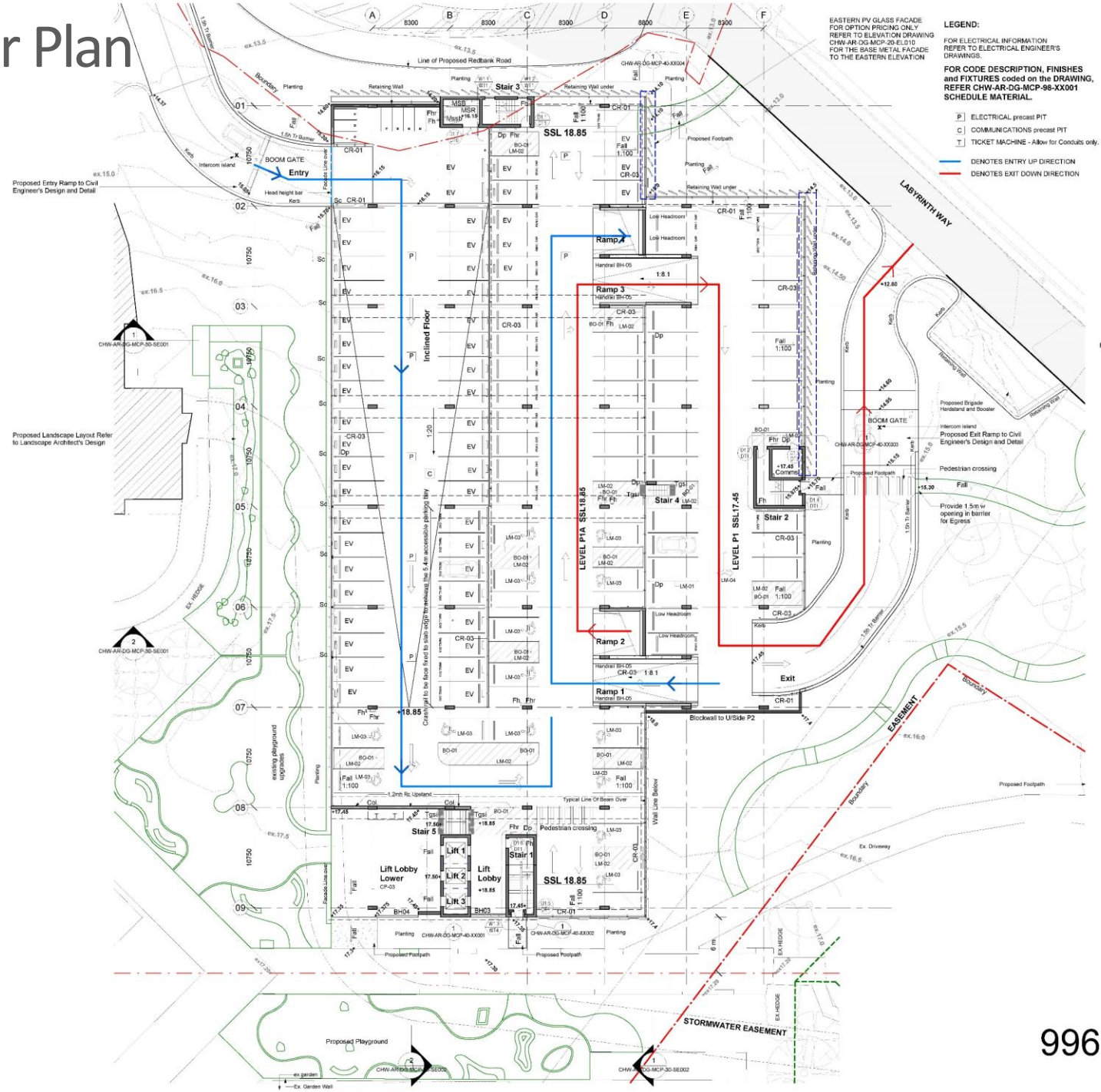
# Ground Floor Plan




EASTERN PV GLASS FACADE FOR OPTION PRICING ONLY REFER TO ELEVATION DRAWING CHW-AR-DG-MCP-20-EL010 FOR THE BASE METAL FACADE TO THE EASTERN ELEVATION

**LEGEND:**

FOR ELECTRICAL INFORMATION REFER TO ELECTRICAL ENGINEER'S DRAWINGS.

**FOR CODE DESCRIPTION, FINISHES and FIXTURES coded on the DRAWING, REFER CHW-AR-DG-MCP-98-XX001 SCHEDULE MATERIAL.**

P ELECTRICAL precast PIT
C COMMUNICATIONS precast PIT
T TICKET MACHINE - Allow for Conduits only.

DENOTES ENTRY UP DIRECTION
DENOTES EXIT DOWN DIRECTION

**GENERAL NOTE:**

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REFER TO THE HYDRAULIC ENGINEER'S DESIGN and DRAWINGS.

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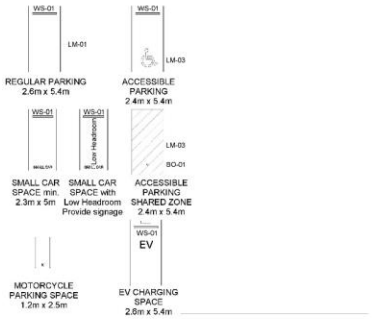
0 2 4 6 8 10m
1:200

**Facade Type T10(PV) Key Plan**
= T10
= T10 optional pricing

**NOTE:**

INFRASTRUCTURE FOR ELECTRICAL VEHICLE (EV) CHARGING POINT CONDUITS TO BE INSTALLED. EV PARKING CHARGER NUMBERS and LOCATIONS TBC. REFER TO THE ELECTRICAL ENGINEER'S SPECIFICATION FOR THE DESIGN. ALL CAR BAYS NOT INSTALLED AS EV BAYS ARE TO BE CONSTRUCTED AND USED AS REGULAR PARKING. REFER TO THE ELECTRICAL ENGINEER'S SPECIFICATION.

**PARKING LEGEND:**




**PARKING SCHEDULE**

| Level | Type | Count |
|---|---|---|
| P8A | SMALL CAR | 7 |
| P8A | REGULAR PARKING | 92 |
| 99 | | |
| P8 | SMALL CAR | 1 |
| P8 | REGULAR PARKING | 27 |
| 28 | | |
| P7A | SMALL CAR | 5 |
| P7A | REGULAR PARKING | 94 |
| 99 | | |
| P7 | SMALL CAR | 1 |
| P7 | REGULAR PARKING | 27 |
| 28 | | |
| P6A | SMALL CAR | 5 |
| P6A | REGULAR PARKING | 94 |
| 99 | | |
| P6 | SMALL CAR | 1 |
| P6 | REGULAR PARKING | 27 |
| 28 | | |
| P5A | SMALL CAR | 5 |
| P5A | REGULAR PARKING | 94 |
| 99 | | |
| P5 | SMALL CAR | 1 |
| P5 | REGULAR PARKING | 27 |
| 28 | | |
| P4A | SMALL CAR | 5 |
| P4A | REGULAR PARKING | 94 |
| 99 | | |
| P4 | SMALL CAR | 1 |
| P4 | REGULAR PARKING | 27 |
| 28 | | |
| P3A | SMALL CAR | 5 |
| P3A | REGULAR PARKING | 94 |
| 99 | | |
| P3 | SMALL CAR | 1 |
| P3 | REGULAR PARKING | 27 |
| 28 | | |
| P2A | SMALL CAR | 6 |
| P2A | REGULAR PARKING | 93 |
| 99 | | |
| P2 | SMALL CAR | 1 |
| P2 | REGULAR PARKING | 27 |
| 28 | | |
| P1A | SMALL CAR | 1 |
| P1A | EV CHARGE SMALL CAR | 13 |
| P1A | SMALL CAR | 9 |
| P1A | REGULAR PARKING | 6 |
| P1A | EV CHARGE | 37 |
| P1A | ACCESSIBLE | 14 |
| 80 | | |
| P1 | SMALL CAR | 6 |
| P1 | REGULAR PARKING | 21 |
| 27 | | |
| TOTAL: 996 | | |

996

| REV | | |
|---|---|---|
| H | Tender Issue | 02/06/21 |
| G | Tender Issue | 17/05/21 |
| F | FOR INFORMATION | 30/04/21 |
| E | FOR INFORMATION | 31/03/21 |
| D | Issue for SD | 14/12/20 |
| C | Issue for 50% SD | 26/11/20 |
| B | FOR INFORMATION | 19/11/20 |
| A | PRELIMINARY ISSUE | 06/11/20 |

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PROJECT
The Children's Hospital at Westmead Stage 2 Redevelopment

Sheet Name
**PARKING LEVEL - P1 PLAN**

| Scale | Date |
|---|---|
| 1 : 200@A1 | 02/06/21 |
| Drawn By: PH | Checked By: Ag |
| | Revision: H |
| Project No | 19038 |
| Drawing No | CHW-AR-DG-MCP-10-01002 |

Tender Issue

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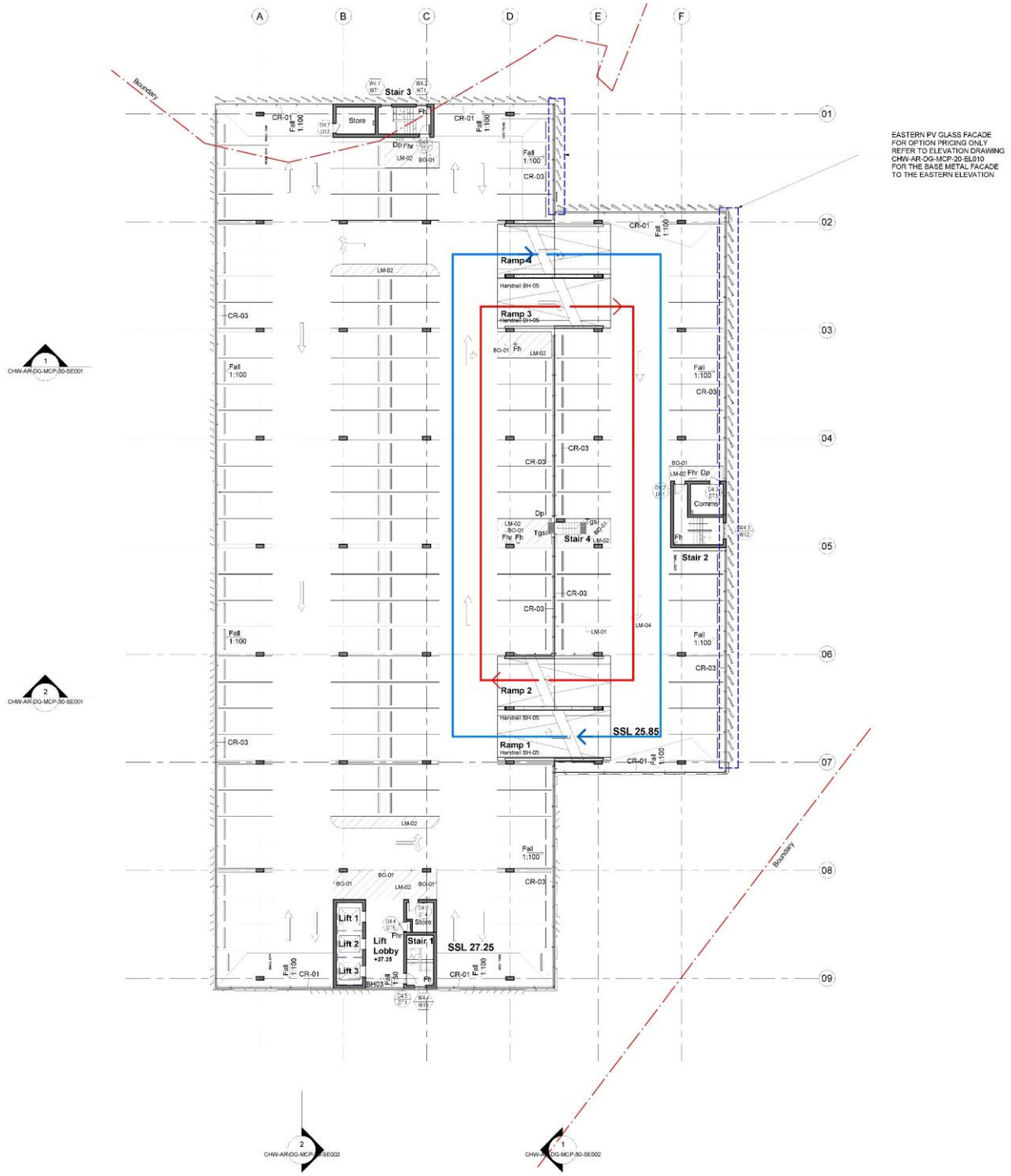
# Typical Floor Plan

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1:200

**GENERAL NOTE:**

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REFER TO STRUCTURAL ENGINEER'S
DRAWINGS.

REFER TO THE HYDRAULIC
ENGINEER'S DESIGN and DRAWINGS.

**FOR CODE DESCRIPTION, FINISHES and FIXTURES coded on the DRAWING, REFER CHW-AR-DG-MCP-98-XX001 SCHEDULE MATERIAL.**

| REV | | |
|---|---|---|
| B | Tender Issue | 02/06/21 |
| A | Tender Issue | 17/05/21 |

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PROJECT
The Children's Hospital at Westmead Stage 2 Redevelopment

Sheet Name
**PARKING LEVEL - P4 PLAN**

| | | | |
|---|---|---|---|
| Scale | 1 : 200@A1 | Date | 02/06/21 |
| Drawn By | PH | Checked By | Ag |
| Revision | B | | |
| Project No | 19038 | | |
| Drawing No | CHW-AR-DG-MCP-10-04001 | | |

Tender Issue

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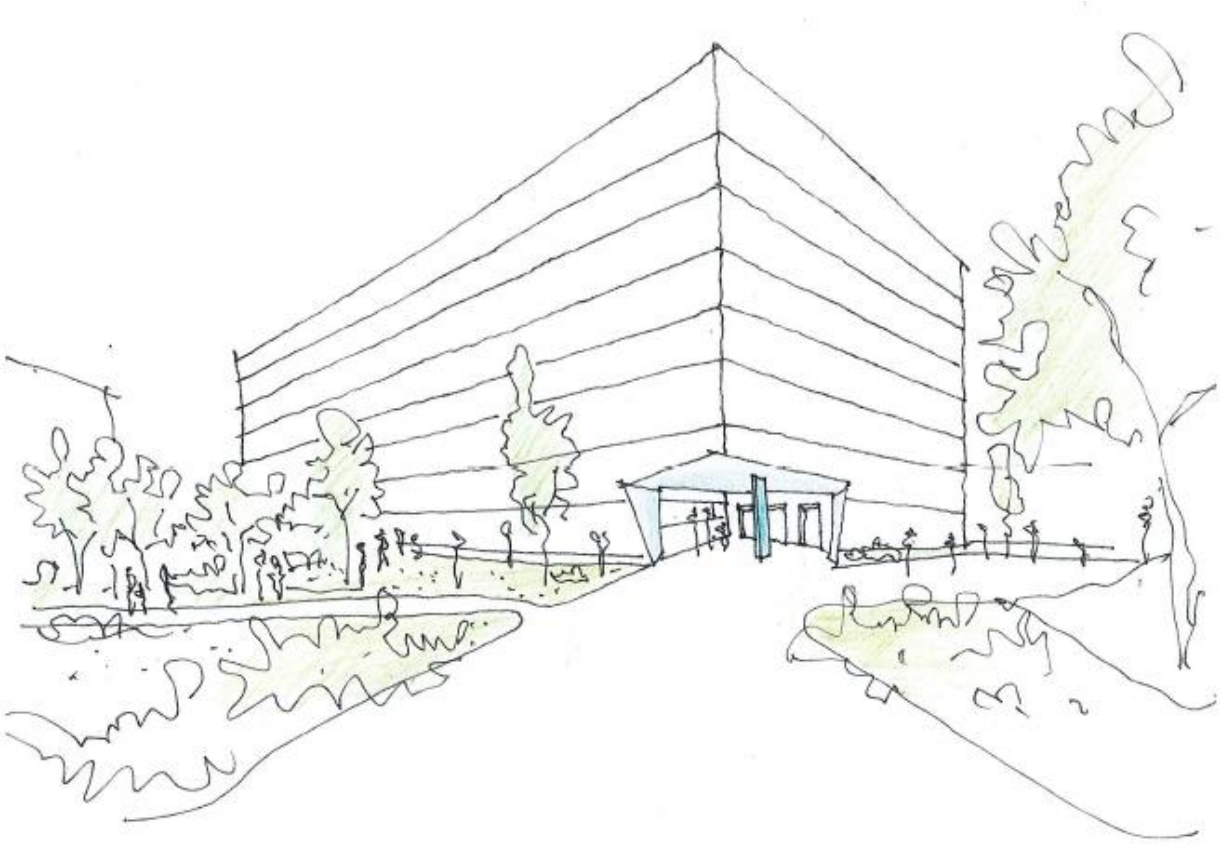
# Electric Vehicle Spaces

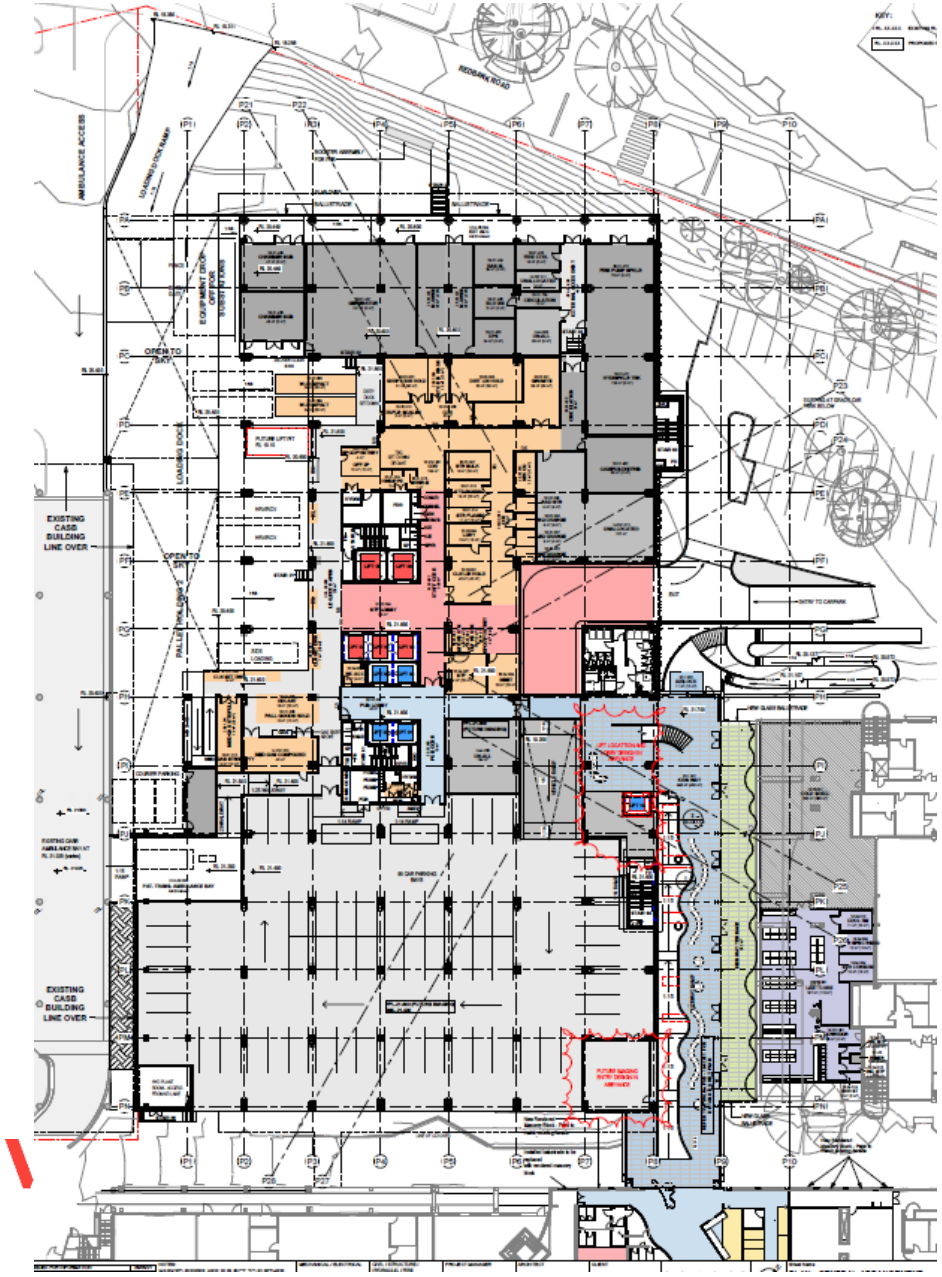


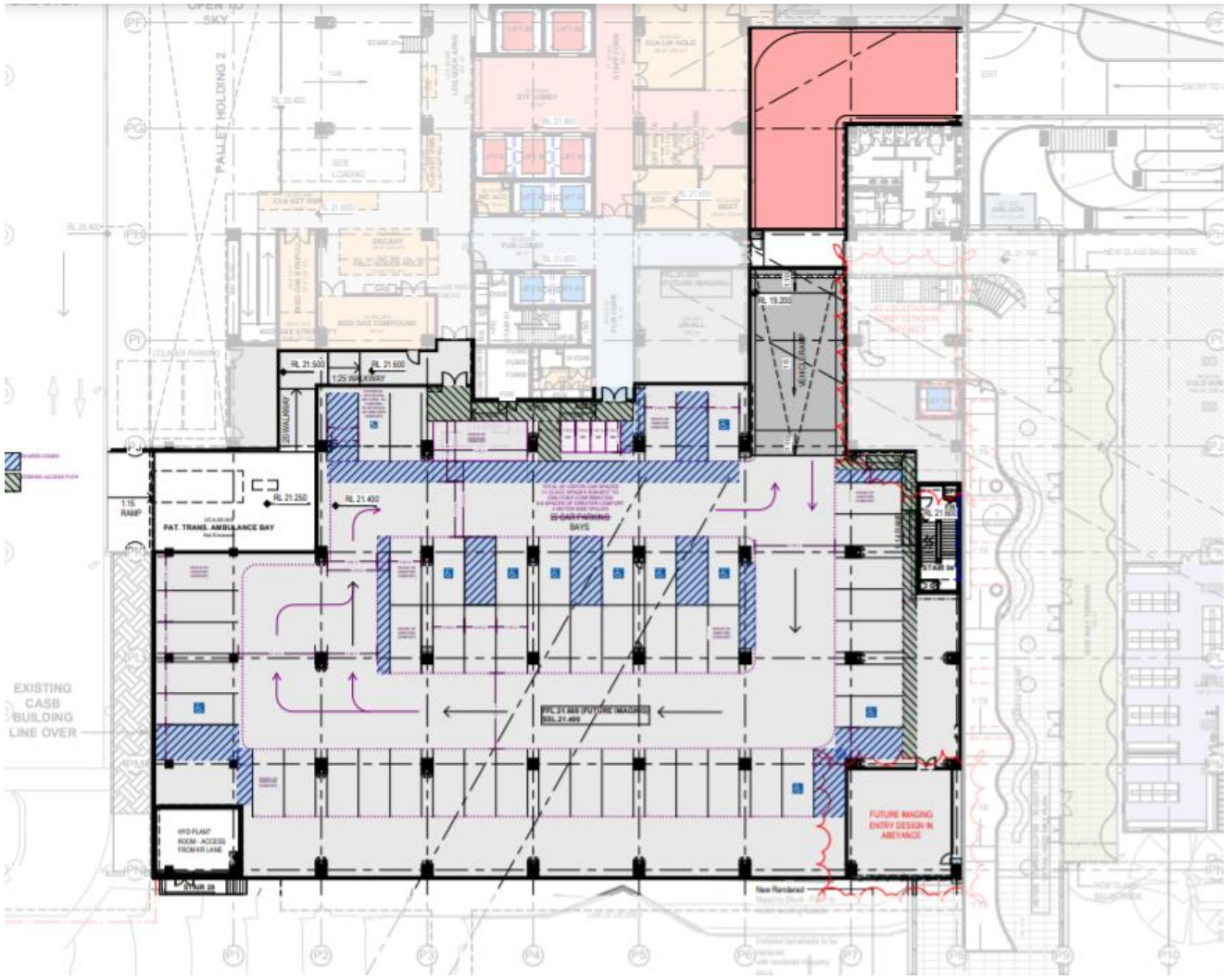
- Health Infrastructure design guidelines have electric vehicle charging requirements of power supply allowance for 1% of car spaces and power and comms conduit provision for 2% of car spaces.
- Following a review by Health Infrastructure and the project's Environmentally Sustainable Design (ESD) consultant, comms conduit provision for 5% of car spaces (50 spaces) to be accommodated within the MSCP.

# 3. PSB Car Park Design

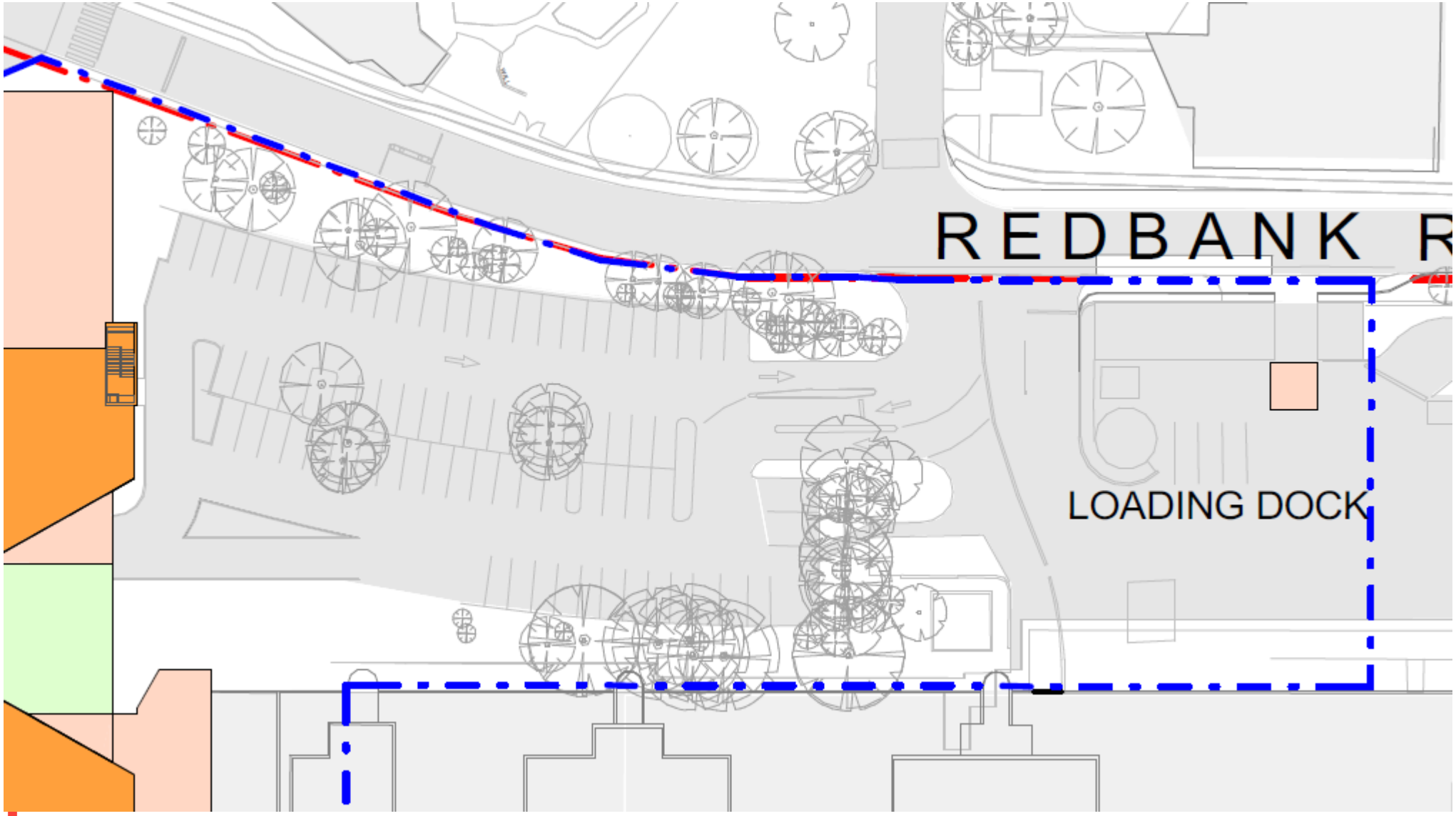
MS

# PSB Level 2 Car Parking



# PSB On-Grade Car Parking



# 4. CoPC Comments on PSB

***Comment: The architectural plans provided indicates that the parking dimensions proposed will be 2.4m wide and 5.4m long. This will need to be amended to comply with the Australian Standards for Class 3 vehicles (i.e. 2.6m wide and 5.4m long).***

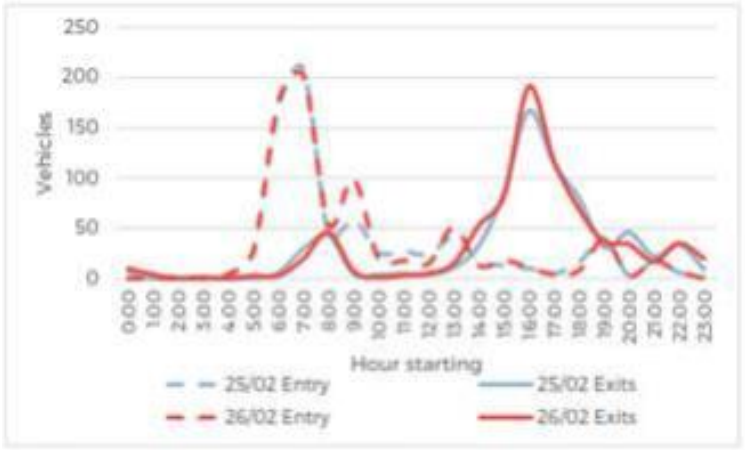



Figure 3.7 Former P17 staff car park boomgate daily profile

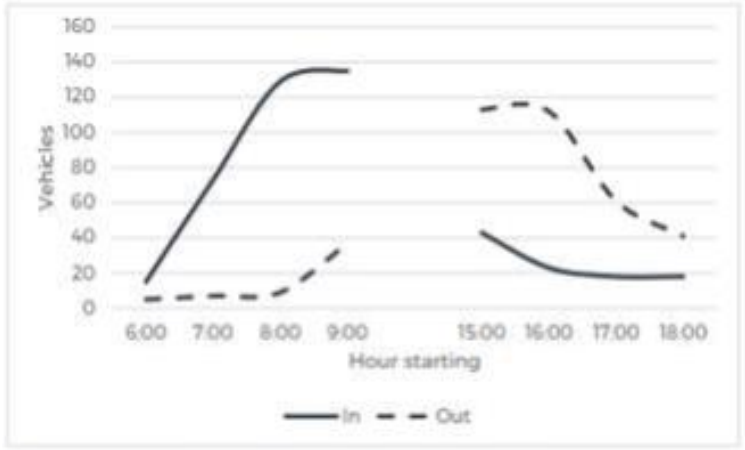


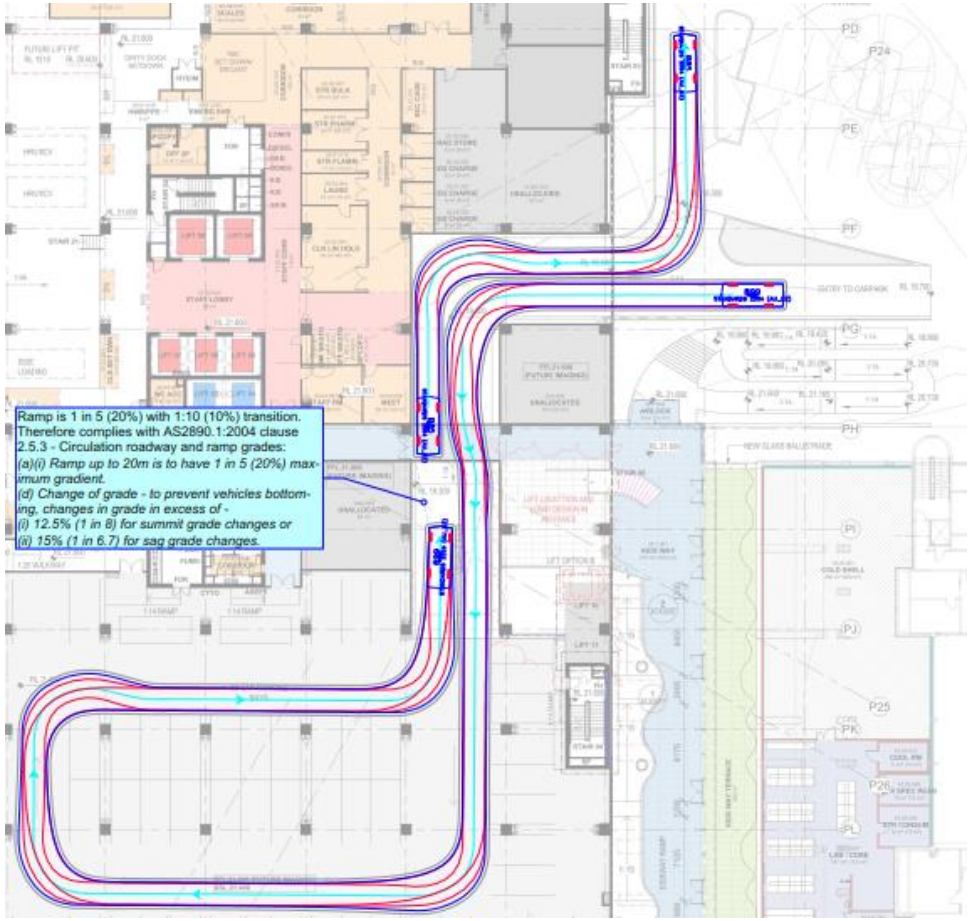

Figure 3.9 P6 visitor car park boomgate peak period profile

- Visitor and staff boom gate activities were monitored as part of the study to understand the ingress/egress patterns.
- The lack of activity in between the two peak periods indicates longer stay with minimal short stay high turnover demand.
- Considerations for the use of Class 2 car parking spaces:
  - Importance of the architectural grid and column sizes for the design of the PSB building,
  - Minimal dimension and operational difference between Class 3 (2.6m) and the proposed Class 2 (2.5m) car parking spaces, and
  - Low-turnover currently reflected in existing visitor and staff car parks.
- Additionally, car parking in this area provided as interim usage of space only.

***Comment: The architectural plans provided indicates that the parking dimensions proposed will be 2.4m wide and 5.4m long. This will need to be amended to comply with the Australian Standards for Class 3 vehicles (i.e. 2.6m wide and 5.4m long).***

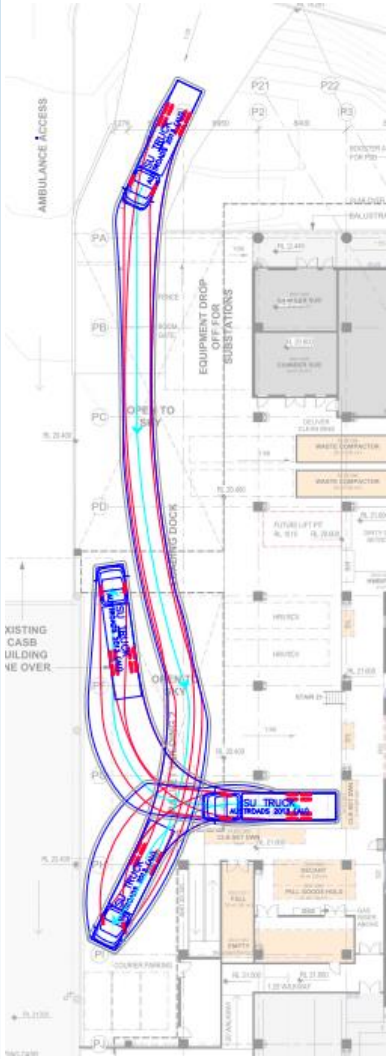
- The spaces are proposed to be 2.5m wide (Class 2,  AS2890.1). The width of the spaces was limited to 2.5m due to the standard grid and column sizes required from an operational and structural perspective.
- Limited difference in Class 3 vs Class 2 (based on turnover)
  - Class 3 is generally defined for short-term parking with the design criteria requiring **full opening for all doors** and 2.6m wide angled (90 degrees) parking spaces. It is understood that hospital and medical centres were used as examples for Class 3 in AS2890.1.
  - Class 2 is generally defined for medium-term parking with the design criteria requiring **full opening for all doors** and 2.5m wide angled (90 degrees parking spaces). Long-term city and town centre parking were used as examples for Class 2 in AS2890.1.

***Comment: Swept path plans for the PSB car park; particularly for the ramp; have not been provided to demonstrate satisfactory on-site manoeuvring and therefore, cannot be peer reviewed.***




- This will be provided as part of the RtS.
- Swept path has been completed and design allows for concurrent movements of a B85 and B99 – **compliant with AS2890.1**

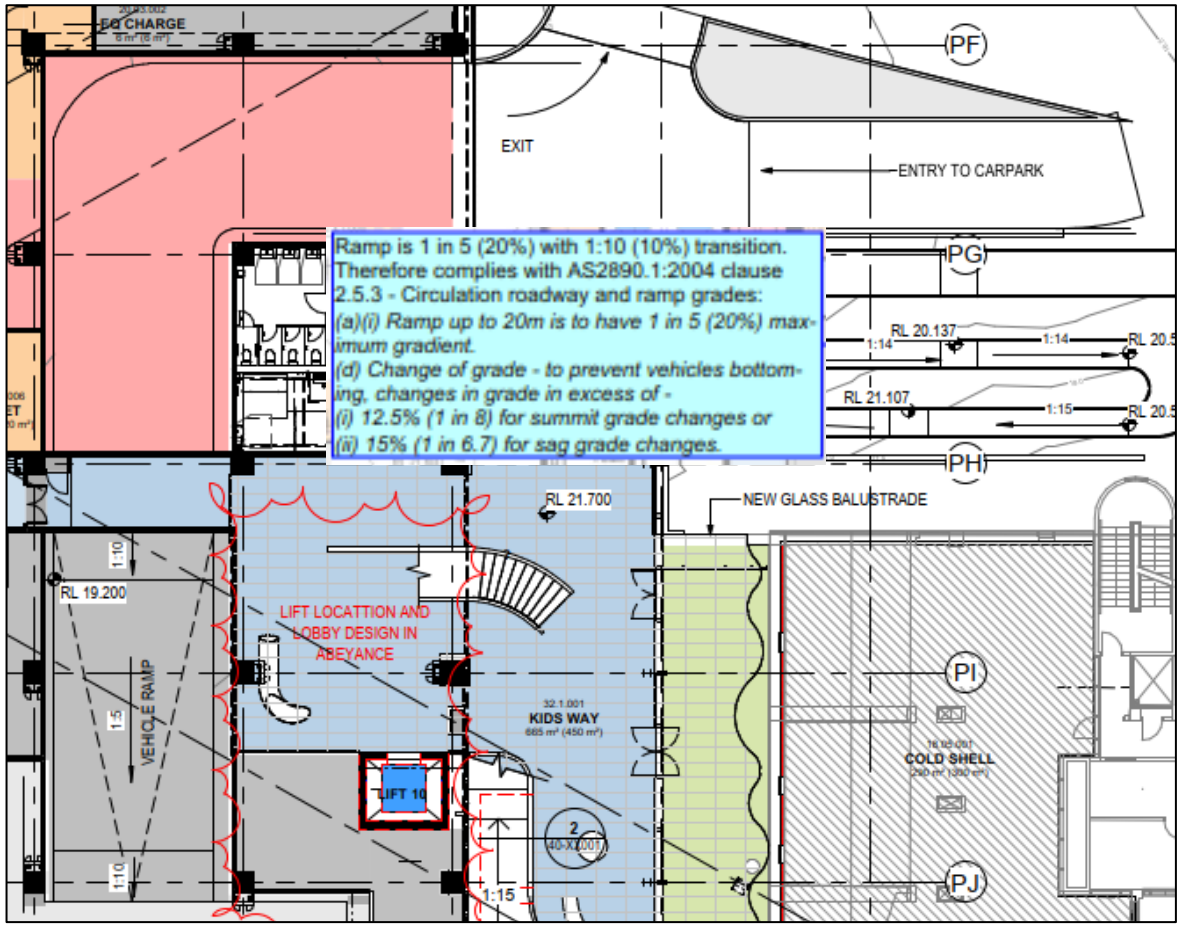
***Comment: Loading Dock Management Plan should be provided and reviewed to address concerns.***

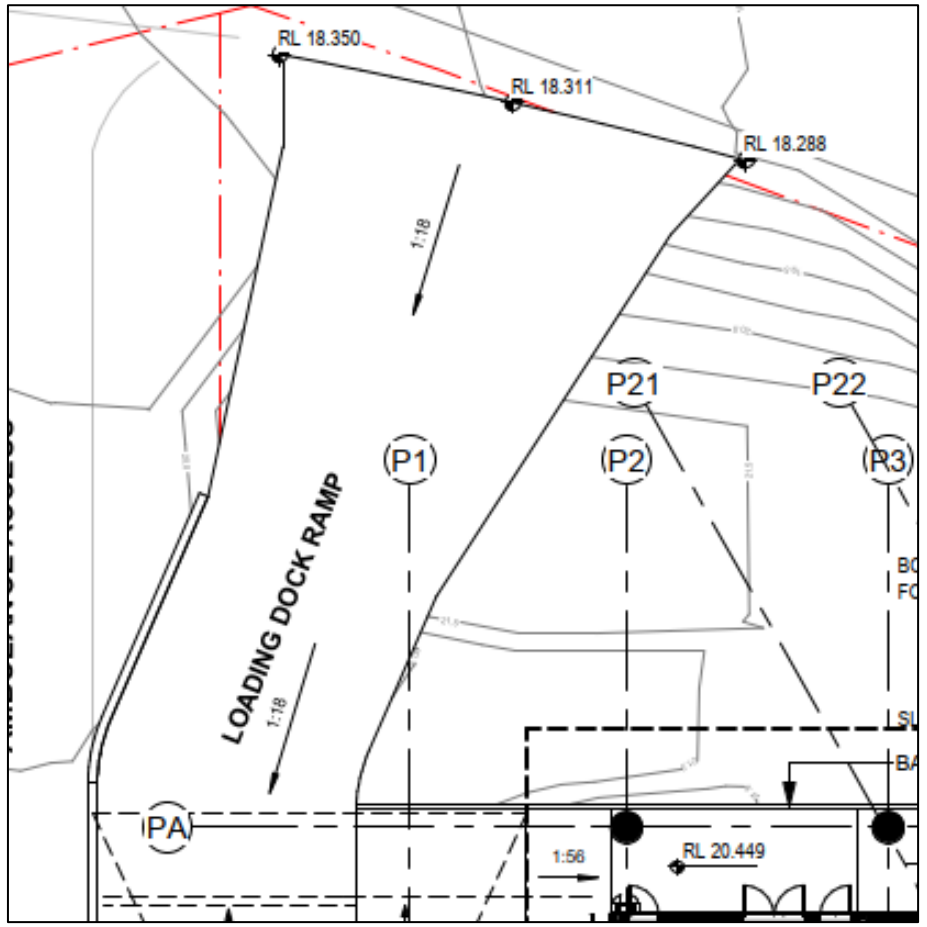



- The current CHW loading dock will be maintained as the primary delivery point for CHW, PSB loading dock will serve as a satellite purpose for deliveries direct to the PSB.
- The operation of the PSB loading dock would be incorporated into the CHW operational loading dock management systems and management plans to ensure loading spaces are managed adequately within the loading dock.
- Design changes since SSDA lodgement have shifted the courier bays to the south to enable the **side-loading dock** to be accessed without affecting the courier spaces.
- **Substation maintenance bays** would be required infrequently and could be managed to ensure its access does not coincide with loading/unloading of the compactors. Additionally, **access to Compactor 2** could be managed to ensure that access to both compactors is not needed simultaneously.
- Nonetheless, a Loading Dock Management Plan (LDMP) tailored to address these conflicts can be prepared as part of the conditions of consent.

***Comment: Driveway and ramp gradients for both the PSB carpark and Loading Dock have not been provided and cannot be peer reviewed.***

- This will be provided as part of the RtS.
- Ramp grade for car park is 1 in 5 with 1 in 10 transitions. **Compliant with AS2890.1** maximum grading for ramps (1 in 5) and transitions (1 in 6.7)
- Ramp grade for loading dock is 1 in 18. **Compliant with AS2890.2** maximum grade change (1 in 16)



***Comment: It is recommended that a pick-up/drop-off facility be provided within close vicinity to the PSB entrance as this would provide a convenient and designated area for staff or visitors to pick-up/drop off passengers.***

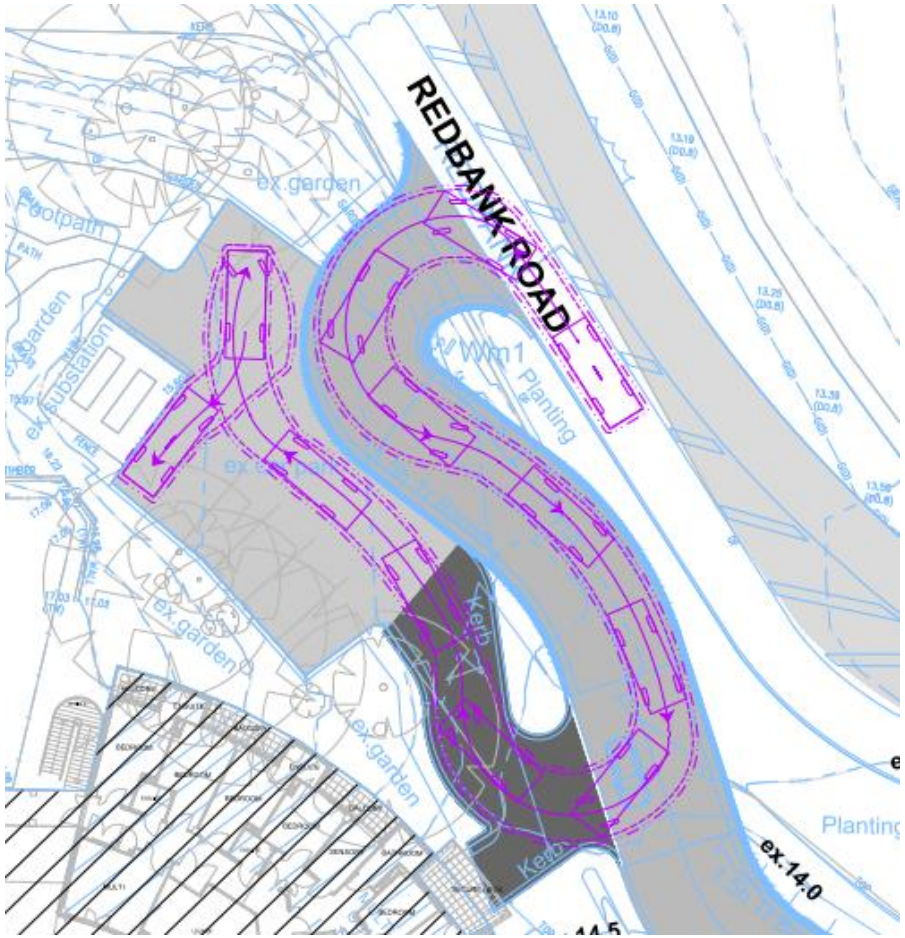
- As part of Parramatta Light Rail (subject to separate planning approval) a designated pick-up/drop-off facility for the CHW is provided on the corner of Hawkesbury Road and Hainsworth Street.
- The PSB can be accessed from this area via the new pedestrian canopy link proposed as part of this development, connecting the PSB to the CHW forecourt and pick-up/drop-off area.

# 6. CoPC Comments on MSCP

***Comment: 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.***

- Plans updated
- All car spaces 2.6m by 5.4m long
- All small car spaces 2.3m by 5m long

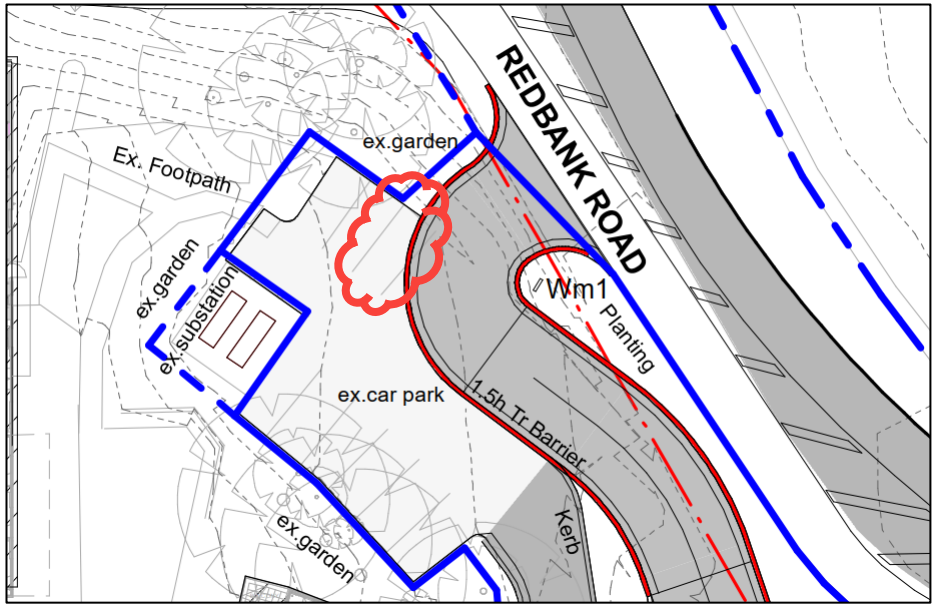
***Comment: Swept path for a 6.4m service truck indicates that several spaces would need to be unoccupied in order to park/exit the designated car space. Additionally, the truck is required to park in two car spaces which means the adjacent car space will also need to be kept unoccupied. It is unclear how these spaces will be managed and kept unoccupied to allow the service truck to access/exit the spot.***



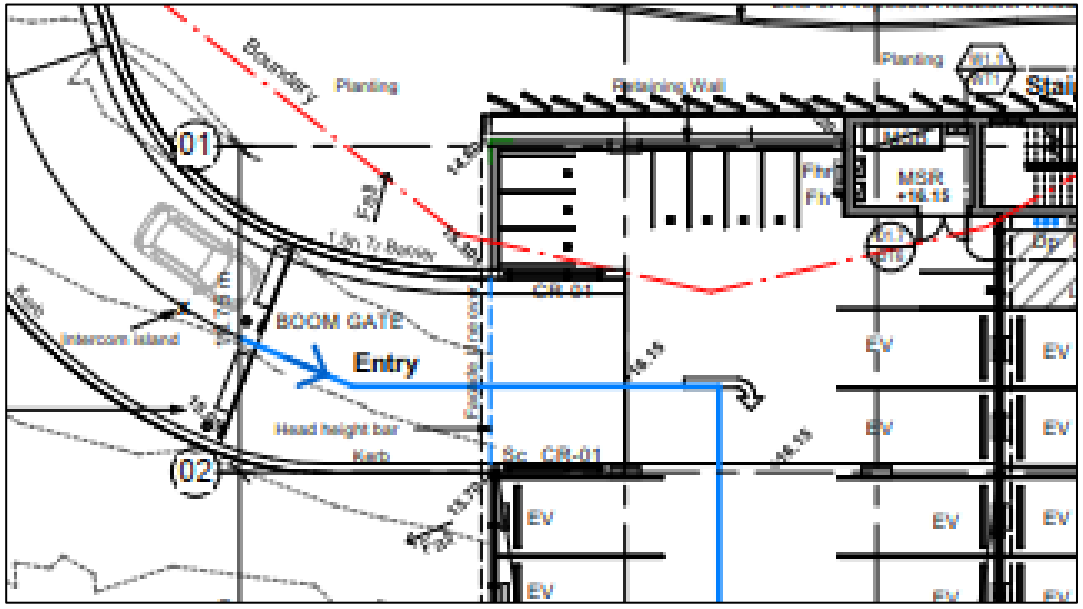

- Plans updated - park in one spot
- These spaces would be maintained for substation access only. Substation access would be in a managed scenario only. It is not anticipated multiple vehicles would require this area at the same time
- Can remove linemarking – informal parking area for maintenance vehicle only.

***Comment: It is unclear whether the car space under the entry ramp has enough headroom as RLs were not provided. This is to be clarified.***

- Spaces to be removed. Anticipated only one space is needed in this area

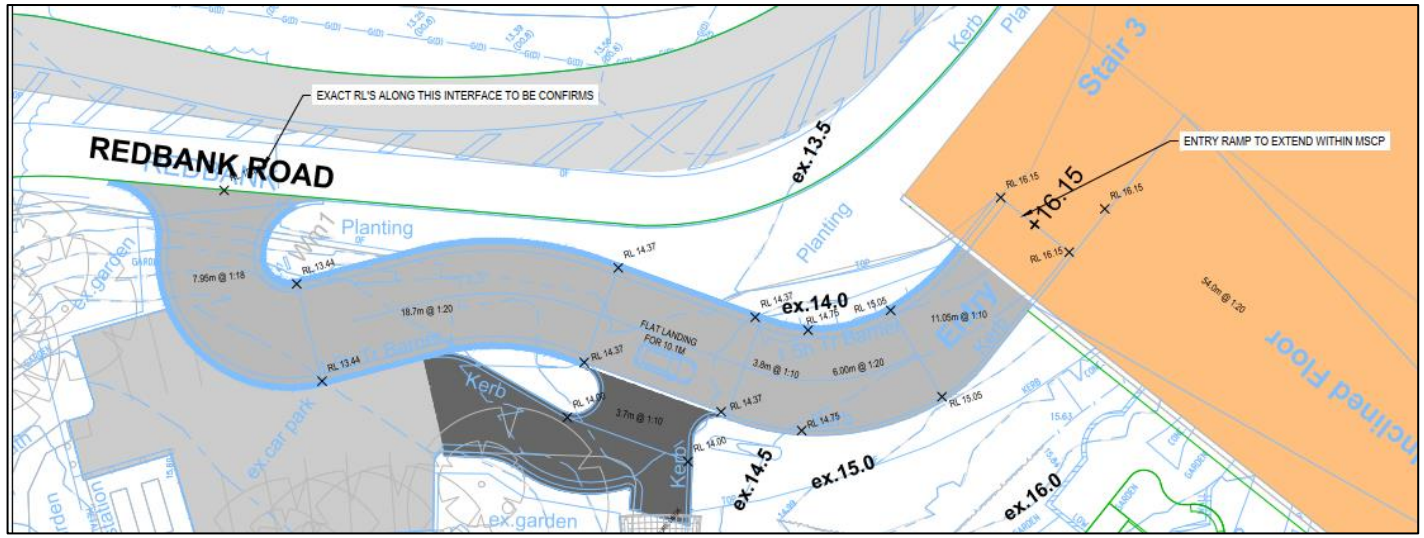



Ground level




Level P1

***Comment: 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.***




- This will be provided as part of the RtS.
- Entry ramp grade is max 1 in 10 with max 1 in 10 transitions. **Compliant with AS2890.1** maximum grading for ramps (1 in 5) and transitions (1 in 6.7)
- Entry ramp grade is max 1 in 6.5 with 1 in 10 transitions. **Compliant with AS2890.1** maximum grading for ramps (1 in 5) and transitions (1 in 6.7)