

Attachment K – Detailed Response to Submissions Table

A response to submissions made by government agencies, other bodies and members of the public to the public exhibition of SSD-10434896 is set out in detail below. A total of 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 the Department of Planning, Industry and Environment (**DPIE**).

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Attachment K – The Children’s Hospital at Westmead - Multi-storey Carpark (SSD-10434896) – Detailed Response to Submissions Table

Row	Issue raised	Proponent’s response
Department of Planning, Industry and Environment		
1	<p>Acoustic Impacts</p> <p><i>Cumulative construction noise impacts associated with surrounding concurrent developments are to be provided (particularly the Paediatric Services Building Redevelopment).</i></p>	<p>The construction program indicates the following timing for construction:</p> <ul style="list-style-type: none"> • The MSCP construction will be occurring for the duration of the Paediatric Services Building (PSB) construction; • The structure and façade work for the MSCP are proposed to occur from July 2022 to March 2023; and • The PSB (subject of a separate planning approval) inground works will take place approximately from January 2022 to July 2022. The upper structure will commence from July 2022 to Feb 2024. The PSB construction, commissioning and handover is not until Q1 2025. <p>Given that the MSCP and PSB (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.</p> <p>For further information refer to updated Acoustics Report, prepared by Stantec at Attachment H.</p>
2	<p>Construction Hours</p> <p><i>Detailed justification is to be provided for any works proposed outside of recommended construction hours. If works outside of recommended construction hours are proposed, a works plan must be included to detail how often works would occur outside the recommended times, the activities permitted and the period of time these works would continue.</i></p>	<p>The construction of the proposed MSCP is expected to occur during the following hours:</p> <ul style="list-style-type: none"> • Monday to Friday: 7am to 6pm; and • Saturday: 8am to 5pm. <p>Under the NSW DEC Interim Construction Noise Guideline, out of hours work (OOHW) may be undertaken outside of the recommended standard hours for ‘public infrastructure works that shorten the length of a project and are supported by the affected community’.</p>

		<p>The proposed MSCP is identified as public infrastructure works. Note that the standard construction work hours on Saturdays are between 8am to 1pm, and the proposed MSCP construction work hours on Saturdays are between 8am and 5pm.</p> <p>An updated acoustics assessment has been undertaken to assess potential impacts of the proposed OOHV. Refer to Attachment H.</p> <p>The results of the noise and vibration impact assessment are summarised below:</p> <ul style="list-style-type: none"> – The results of the noise and vibration impact assessment conclude that none of the main construction phases of the proposed MSCP exceeds the established noise criteria during standard hours of construction and comply with the established criteria. – If we are assuming that outside of standard hours construction have the potential to greater impact the surrounding community or occupants of adjacent buildings, the results show that lower noise levels will be achieved. – The nearest external resident receiver (R1) has been assessed against both the standard hours and the OOHV and no exceedances are predicted. – The surrounding residential receivers (refer R1) are located approximately 80m from the construction site. These distances eliminate the risk for any vibration impact and hoarding will be provided to mitigate noise disturbance to nearby receivers. <p>All these factors considered clearly indicate that the risks for noise and vibration impact associated with conducting construction works outside of standard hours on the surrounding community and adjacent occupant of surrounding buildings are minimal..</p> <p>Given the OOHV will result in no exceedances of noise criteria to surrounding sensitive receivers, and the works are for public infrastructure which will shorten the construction timeframes of the project and therefore limit duration of project to the surrounding community, it is considered a works plan is not required.</p>
3	<p>Parking</p> <p><i>Clarification is required regarding the distribution of the 280 additional Paediatric Services Building (PSB) parking spaces throughout the hospital campus. The</i></p>	<p>A Revised Transport Assessment Report has been prepared by WSP detailing the car parking staging strategy for how the additional 280 car spaces (110 staff and 170 visitors) will be provided as part of the proposed MSCP and PSB (subject of a separate planning approval). Both the new MSCP and PSB (subject to separate</p>

current plans have nominated that all 280 spaces will be accommodated within the multi-storey car park but have not accounted for the 50 car spaces in the PSB basement or the at-grade car spaces adjacent to the PSB on Redbank Road. The overall parking provision may need to be revised to account for these other parking facilities.

planning approvals) will provide for the additional 280 spaces required to accommodate the 2031/32 demands from the Stage 2 Redevelopment.

The PSB (subject to a separate planning approval) will provide 128 of the 280 additional car parking demand, located on Level 2 of the PSB and adjacent to an existing at-grade parking. 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 128 spaces within and adjacent to the PSB provide an interim opportunity for proximal parking for particular “at need” users. Therefore, in the future, these 128 spaces will eventually be required to be provided by the MSCP.

The MSCP will be eight storeys high and provide 996 car parking spaces, servicing both the additional 280 car parking demand (in conjunction with the PSB parking as mentioned above) and the replacement of lost parking spaces from Redbank Road, the P23 Interim Car Park, and stacked parking at P6, P14 and P23. 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 Sydney Children’s Hospitals Network (SCHN) as demand across the Precinct increases.

In summary, the staged car parking supply will be captured in accordance with **Table 1** and **Figures 1-3**.

Table 1 Car parking supply summary

	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) Note that this accounts for 128 of the additional 280 spaces required to accommodate the 2031/32 demands from the Stage 2 Redevelopment	-
		MSCP			864 – 996 Note that this accounts for 152 of the additional 280 spaces required to accommodate the 2031/32 demands from the Stage 2 Redevelopment	996 Note that this accounts for the balance of spaces as the PSB undergoes clinical fit-out and expansion; hence, this number accounts for the additional 280 spaces required to accommodate the 2031/32 demands from the Stage 2 Redevelopment.
		Total	1,657	1,657	1,941 – 2,069	1,941



Figure 1 Car parking supply at first operational stage (Q2 2023)
Source: WSP



Figure 2 Car parking supply at second operational stage (Q1 2025)
Source: WSP

		 <p>Figure 3 Car parking supply end-state Source: WSP</p> <p>For further detail refer to the Revised Transport Assessment by WSP at Attachment G.</p>
4	<p>Parking</p> <p><i>A copy of the GTA Parking Study 2019 that has informed the requirement for an additional 280 parking spaces to support the PSB is to be attached as an appendix to the submitted traffic report (noting that this study is referenced throughout the traffic report document).</i></p>	<p>The Car Parking Demand Study undertaken by GTA Consultants (dated 23 October 2019) has been included as Appendix B of the updated Transport Assessment at Attachment G.</p>
5	<p>Architectural and Landscape Plans</p> <p><i>Updated architectural / landscape plans are to be submitted providing:</i></p> <ul style="list-style-type: none"> a) <i>further detail of the proposed solar panel façade and/or roof canopy design in accordance with the ESD report.</i> b) <i>confirmation of compliance with relevant Australian Standards for off-street parking facilities (parking space dimensions).</i> c) <i>identify the location of motorcycle parking spaces.</i> 	<p>The architectural and landscape plans have been updated to reflect the above. Refer to Attachment A for Updated Architectural Drawings, and Attachment E for Updated Landscape Plan.</p> <p>Refer to responses to the above below:</p> <ul style="list-style-type: none"> a) The Architectural Design Report prepared by Billard Leece Partnership Architects has been revised to include detail of the PV glass façade. b) The proposed parking space dimensions have been developed in accordance with the relevant Australian Standards for off-street parking facilities and the traffic engineer's recommendations.

	<p>d) <i>the inclusion of public amenities, preferably in the vicinity of disabled parking spaces.</i></p> <p>e) <i>the integration of a retail offering adjacent to the kidsway and playground area.</i></p> <p>f) <i>the detailed design of the new universal access playground, including an investigation into potentially relocating these facilities to the vacant turfed area opposite the Remembrance Garden to enable improved solar access.</i></p>	<p>c) The location of motorcycle parking spaces is identified on the revised architectural plans provided at Attachment A. Refer to Dwg No. CHW-AR-DG-MCP-DA031, Rev F, Date 22/06/21.</p> <p>d) Public amenities are not a code requirement and have not been requested by the BCA or DDA consultant. As the car park is a 24-hour operational facility, the provision of public amenities within the building could pose a security risk during quieter hours. Accessible parking spaces are positioned close to the lift lobby and in turn, the car park is sited within close proximity to the Galleria and its public facilities. Wayfinding signage will also be used to direct patrons to the Galleria.</p> <p>e) The proposed MSCP building design has been developed to include an open undercover area and lift lobby, situated adjacent the main pedestrian pathway and playground. It is envisaged this space could provide opportunity for a potential coffee cart i.e. mobile food and drink outlet, which will be sought under exempt development pathway (subject of a separate planning approval). As such, ancillary retail use is no longer sought as part of the subject application.</p> <p>f) The removal and relocation of the existing playground equipment and shade structure located south of the site will be undertaken as exempt development .</p>
6	<p><i>Transport</i></p> <p><i>The cumulative construction impacts are to be further investigated and assessed, taking into consideration light rail works and concurrent building construction works.</i></p>	<p>It is expected construction of the MSCP may coincide with construction of the Parramatta Light Rail (PLR) and Sydney Metro West.</p> <p>While construction vehicles will have origins and destinations from a wide variety of locations, construction vehicles are generally limited to the arterial road network, and dedicated construction vehicle routes are developed with the aim to provide the shortest distances to/from the arterial road network.</p> <p>The primary construction vehicle routes for the MSCP are likely to include to/from north and east via Redbank Road and Briens Road and to/from south and west via Institute Road, Darcy Road and Cumberland Highway. Redbank Road would be the preferred route, as it provides a more direct access between the site and the arterial road network to/from the site from the north-east.</p> <p>It is understood that the primary construction vehicle route for Sydney Metro West and Westmead Metro Station would be Hawkesbury Road and the M4 highway to</p>

the south, and that the primary construction vehicle route for PLR would be Hawkesbury Road, Darcy Road and Cumberland Highway.

These routes are shown in Figure 6.3 of the updated Traffic Assessment Report, at **Attachment G**, and extracts also provided below in **Figure 4** and **5**.

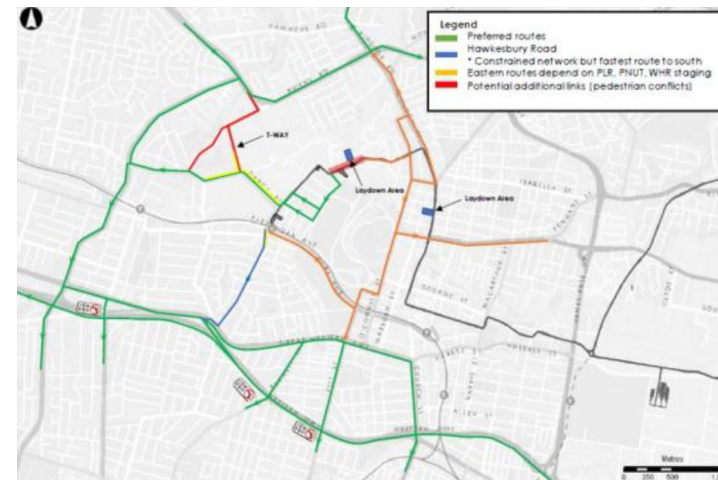
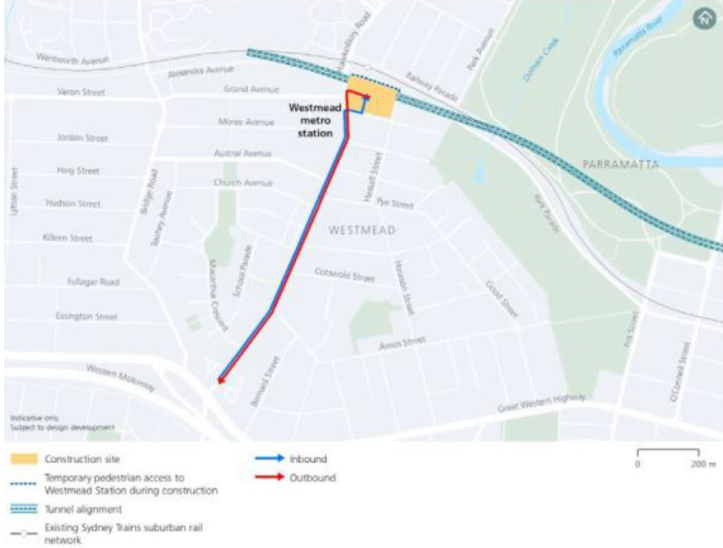


Figure 4 PLR construction vehicle route
Source: NSW Department of Planning, Industry and Environment

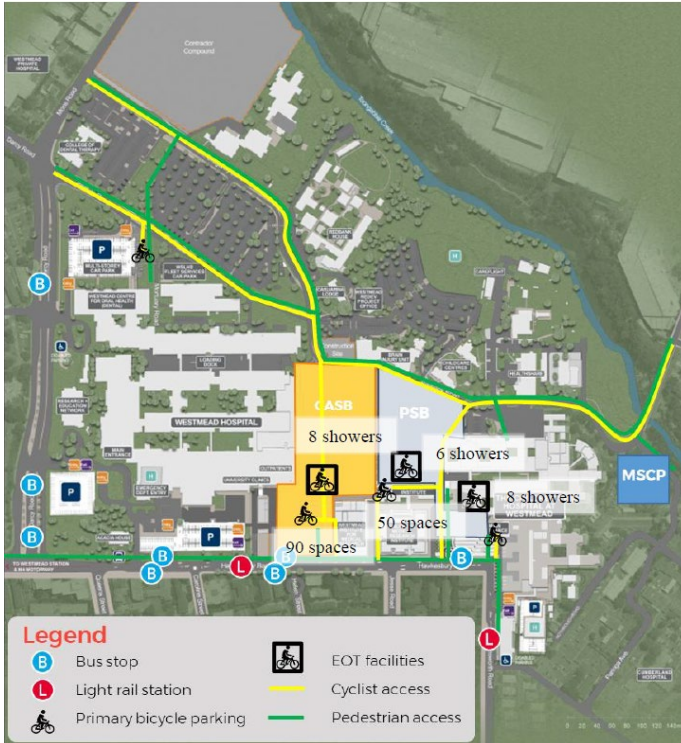
		 <p>Figure 5 Sydney Metro West construction vehicle route Source: NSW Department of Planning, Industry and Environment</p> <p>Given the low anticipated peak construction activity and the differing primary construction vehicle routes for the MSCP, it is not anticipated that the cumulative construction impacts would be measurably greater than isolated construction impacts.</p> <p>Nonetheless, it is anticipated as a requirement of a condition of consent, the proponent shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) prior to the issue of any Crown building works certificate in consultation with TfNSW.</p>
7	<p>Transport</p> <p><i>Outline the staging that will be implemented in the realignment of Redbank Road to minimise the impact on vehicles and pedestrians.</i></p>	<p>The realignment of Redbank Road is to be implemented in stages to minimise the impact on vehicles and pedestrians. The appointed contractor will be responsible for the detailed construction staging. It is anticipated the contractor will always ensure a single traffic lane is maintained along Redbank Road during all stages of the realignment. The contractor would be responsible for maintaining two-way traffic activity with stop-go traffic control whilst ever the single lane is in place. However, the final staging will be confirmed by the appointed contractor for the</p>

		<p>project. The staging and its management will be also set out in a Detailed Construction Pedestrian and Traffic Management Plan (CPTMP).</p> <p>Refer to Section 6.1.2 of the Transport Assessment at Attachment G.</p>
City of Parramatta Council		
8	<p><i>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:</i></p> <ul style="list-style-type: none"> <i>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).</i> <i>N-S shared path to connect Toongabbie Creek paths to Cnr Hainsworth/Bridge and PLR ATL.</i> <i>Western shared path along northern side of Redbank Road to connect to existing Dragonfly Drive shared paths.</i> <i>Pedestrian and cyclist priority across Redbank Road at key locations/desire lines.</i> 	<p>Health Infrastructure NSW is actively involved in the whole-of-government place-based approach to address short, medium and long term transport issues in a coordinated way, including pedestrian and cyclist connections.</p> <p>TfNSW and DPIE are leading the development of a Place-Based Transport Strategy, that will consider government investments in the Westmead Health and Innovation District, growth and development over the coming years. Health is part of the Steering Committee for this work.</p>
9	<p>City Strategy</p> <p><i>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.</i></p>	<p>The existing playground is proposed to be removed and relocated.</p> <p>The proposed new playground will match the size of the existing playground set for demolition, with some existing equipment to be retained and relocated.</p> <p>It is noted that the proposed playground is to be undertaken as exempt development i.e. not subject to approval under this SSDA.</p> <p>A additional new playground is proposed nearby on site in the KIDSPARK under the separate, but concurrent, SSDA application for the PSB.</p>
10	<p>City Strategy</p> <p><i>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.</i></p>	<p>Arup Civil have identified Toongabbie Creek as a second order waterway in accordance with the Strahler System, requiring a 20m Vegetated Riparian Zone (VRZ) width. This accords with past expert advice and decisions made for development abutting that waterway, such as the approval by the former Joint Regional Planning Panel (Sydney West Region) for Integrated DA, DA_670_2014, for new Ronald McDonald House. The supporting Riparian Report prepared by Northrop for that DA similarly identified Toongabbie Creek as a second order waterway in accordance with the Strahler System, requiring a 20m VRZ width.</p>

		<p>General Terms of Approval were granted by the (former) Office of Water for that DA.</p> <p>The NSW Office of Water "Guidelines for riparian corridors on waterfront land" specify the VRZ is determined in relation to the "top of bank" of the adjoining watercourse (i.e. Toongabbie Creek). The surveyor for the CHW MSCP project, LTS Lockley, have identified that, "The creek bank in the vicinity of the proposed development is heavily vegetated and is covered with dense underground both to the East and West of Redbank Road Bridge. For LTS to survey the Creek Bank accurately significant clearing of the undergrowth on the Creek Bank will need to be undertaken" (refer Attachment D).</p> <p>Instead, LTS provided earlier guidance to the project architects as to a reasonable assumption for top of bank to the creek at the site. The creek bank to the east of Redbank Road bridge has been defined by a previous survey (note not physically verified) conducted in 2008 (DP1119583) which forms the boundary in the location currently shown in the detail survey.</p> <p>It is noted that the EES Group (former Office of Water), did not raise any riparian issues during public exhibition.</p>
11 1 2	<p>Public Art</p> <p><i>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.</i></p>	<p>Health Infrastructure NSW acknowledge the vital role of public art in health settings and have prepared an <i>Arts, Play and Discovery Strategy</i>, which envisions the Sydney Children's Hospital Network to 'lead an evolving Model of Care engaging arts, play & discovery'. Refer to Attachment I.</p> <p>This vision of the strategy is guided by three inter-reliant objectives:</p> <ol style="list-style-type: none"> 1. Stewardship: Enhance patient and staff wellbeing through arts, play and discovery as a holistic treatment option, an inter-disciplinary Model of Care, administered centrally; 2. Connection: Create restorative spaces for meaningful human connection, with a focus on culturally safe environments for Aboriginal families; and 3. Lifelong learning: Lead developmentally appropriate programs through arts, play and discovery to foster engagement, curiosity, critical and creative thinking. <p>Opportunities for public art in the public domain and KIDSPARK (under a separate planning application) will be further explored as part of the project.</p>

12	<p>Traffic and Transport</p> <p><i>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.</i></p>	<p>The Car Parking Demand Study undertaken by GTA Consultants (dated 23 October 2019) has been included at Appendix B of the updated Transport Assessment at Attachment G.</p>
13	<p>Traffic and Transport</p> <p><i>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).</i></p> <p><i>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.</i></p>	<p>A revised Transport Assessment Report has been prepared by WSP detailing a car parking staging strategy for how the additional 280 car spaces will be provided as part of the proposed MSCP and PSB (subject of a separate planning approval). In summary, the additional 280 car spaces required to accommodate the 2031/32 demands from the CHW Stage 2 Redevelopment, will be captured in accordance with Table 1 above.</p> <p>Refer to the response in Row 3 above, and the revised Transport Assessment by WSP at Attachment G for further detail.</p>
14	<p>Traffic and Transport</p> <p><i>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.</i></p>	<p>As per the CHW Car Parking Demand Study (Appendix B of the updated Transport Assessment at Attachment G), the parking requirements for the CHW include:</p> <ul style="list-style-type: none"> – 679 replacement car parking spaces, consisting of: <ul style="list-style-type: none"> ○ 479 spaces from the demolished P17 staff car park (subject of a Part 5 Review of Environmental Factors that was approved in May 2020) and the P23 Interim Car Park; and ○ 200 spaces from existing stacked parking arrangements at P6, P14, P23 Car Parks. – 33 replacement car parking spaces, due to the removal of on-grade staff car parking spaces along Redbank Road; – 110 staff parking (due to growth, to accommodate the 2031/32 demands from the CHW Stage 2 Redevelopment); and – 170 visitor parking (due to growth, to accommodate the 2031/32 demands from the CHW Stage 2 Redevelopment).

		<p>Initially, the MSCP will be used solely as staff parking, to replace the staff car parking spaces lost from the former P17 staff car park, the P23 Interim Car Park, and the on-grade staff car parking spaces along Redbank Road.</p> <p>Although, as demand for car parking increases, and as clinical expansion occurs, 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. This would lead to the provision of visitor car parking spaces within the MSCP.</p> <p>Note that areas of the PSB (subject of a separate planning approval i.e. SSD-10349252) have been master planned for clinical services expansion, which will eventually result in the loss of interim spaces located on Level 2.</p> <p>The allocation of staff and visitor car parking within the MSCP will be managed at a holistic level, with consideration of all car parks available at the CHW. This will not result in any change to the total amount of parking at the CHW (as documented in the CHW Car Parking Demand Study at Attachment G). This operational approach will allow for greater flexibility in managing staff and visitor parking across the CHW campus, to ensure parking coordinates with demand and growth.</p>
15	<p>Traffic and Transport</p> <p><i>50 EV (electrical vehicle) spaces are shown in the architectural plans however it is unclear how this amount of EV spaces was determined.</i></p>	<p>Health Infrastructure NSW design guidelines outline electric vehicle charging requirements of power supply allowance for 1% of car spaces and power and comms conduit provision for 2% of car spaces.</p> <p>Following a review by Health Infrastructure NSW and Steensen Varming (Environmentally Sustainable Design consultant of the proposed development), it was therefore decided that comms conduit provision for 5% of car spaces (50 spaces) to be accommodated within the MSCP. This provision was an initiative to meet the Health Infrastructure NSW Ecologically Sustainable Development Guidelines.</p>
16	<p>Traffic and Transport</p> <p><i>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</i></p>	<p>The proposed MSCP is located on the periphery of the campus to keep vehicular traffic away from the centre of the Precinct.</p> <p>Ample bicycle parking is located throughout the campus, in much more convenient locations near clinical and research departments, promoting active transport. This includes 50 spaces at the Kids Research Building (through a separate REF</p>

	<p><i>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.</i></p>	<p>approval), 90 spaces at CASB and auxiliary bicycle hoops in the CHW forecourt. Refer to location of bicycle facilities at Figure 6.</p>  <p>Figure 6 Bicycle Parking at the Children's Hospital Westmead campus Source: WSP</p>
17	<p>Traffic and Transport</p> <p><i>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.</i></p>	<p>The number of motorcycle spaces has been increased to 26 spaces in the MSCP. Refer to the revised architectural plans prepared by Billard Leece Partnership Architects at Attachment A.</p>
18	<p>Traffic and Transport</p> <p><i>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</i></p>	<p>The proposed car parking design has been revised to comply with AS2890 with provision of car spaces at 2.6m by 5.4m and small car spaces at 2.3m by 5.0m.</p>

	<i>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.</i>	Refer to the updated Architectural Plans prepared by Billard Leece Partnership Architects at Attachment A .
19	Traffic and Transport <i>The car park design including aisle widths, column locations, swept paths and sight lines are to comply with AS2890.1</i>	The proposed development complies with AS2890.1. Refer to the Revised Transport Assessment at Attachment G and Architectural Statement at Attachment C .
20	Traffic and Transport <i>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.</i>	These spaces would be maintained for substation access. Substation access would be in a managed scenario only (would likely require entry ramp to be partially or fully closed, and managed such that it occurs outside of peak times). It is not anticipated multiple vehicles would require this area at the same time.
21	Traffic and Transport <i>It is unclear whether the car space under the entry ramp has enough headroom as RLs were not provided. This is to be clarified.</i>	There is no car space proposed under the entry ramp. Additionally, spaces in this area (at the substation and entry way) are expected to operate in managed scenarios only. It is not anticipated that multiple vehicles would require this area at the same time. Refer to updated Architectural Plans prepared by Billard Leece Partnership Architects at Attachment A .
22	Traffic and Transport <i>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.</i>	Noted.
23	Traffic and Transport <i>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.</i>	The Transport Assessment at Attachment G has been updated with to include a Swept Path Assessment and Design Review (Appendix C of the updated Transport Assessment), showing entry and exit ramp gradients. The entry and exit ramp gradients are compliant with AS2890.1:2004. The maximum ramp grades

		proposed are 1:6.5, with maximum transitions of 1:10, while AS2890.1-2004 allows for maximum ramp grades of 1:6 and maximum transitions of 1:6.7.
24	Traffic and Transport <i>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.</i>	Noted.
25	Traffic and Transport <i>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.</i>	Noted.
Transport for NSW		
26	Green Travel Plan (GTP) <u>Comment</u> <i>TfNSW has been working with the proponent in regards to a precinct-wide GTP in association with SSD-7642. There has been recognition between both parties of the importance to collectively address the transport challenges in the precinct and the need to encourage the use of public and active transport, particularly among staff employed in the precinct.</i>	Noted.
27	Green Travel Plan (GTP) <u>Recommendation</u> <i>TfNSW recommends that the proponent should be conditioned to update the existing GTP (as required under SSD-7642), to account for the travel demand generated by this development and to continue to address the transport</i>	The above condition for GTP recommended by TfNSW should only apply to the PSB SSDA given the operational growth of the MSCP (and car parking for CHW) is linked to activity growth of the PSB. The MSCP is a replacement car park (not changing the current site conditions), and a growth in parking will only be released once the PSB is in operation.

	<p>challenges in the precinct and encourage the use of future users to utilise public and active transport. The updated GTP should:</p> <ul style="list-style-type: none"> • Be developed in consultation with TfNSW and endorsed prior to the issuing of an occupation certificate for this development; • Agree with TfNSW regarding the future mode share targets of the GTP; • Include a commitment of funding, a delivery strategy (including agreed timeframes) and appropriate human resourcing for the GTP actions from the proponent; and • Consider the Travel Plan Toolkit for Hospital Precincts at https://www.mysydney.nsw.gov.au/travelchoices/tdm in the development of the Green Travel Plan. 	
28	<p>Construction Pedestrian and Traffic Management Plan (CPTMP)</p> <p><u>Comment</u></p> <p>Several construction projects, including the PLR Project and Sydney Metro West Project are likely to overlap at the same time as the development. The cumulative increase in construction vehicle movements from these projects could further have the potential to impact on general traffic and bus operations within the precinct as well as the safety of pedestrians and cyclists.</p>	Noted.
29	<p>Construction Pedestrian and Traffic Management Plan (CPTMP)</p> <p><u>Recommendation</u></p> <p>TfNSW recommends that the proponent is conditioned to prepare CPTMP prior to the issue of any construction certificate in consultation TfNSW. The CPTMP needs to ensure that the construction of the development does not in any way adversely impact the following phases of the Parramatta Light Rail (PLR) Project:</p> <ul style="list-style-type: none"> • Construction; • Testing; • Commissioning; and • Regular service operation. 	Noted. The CPTMP will seek to minimise impacts on the PLR project.

30	<p>Construction Pedestrian and Traffic Management Plan (CPTMP)</p> <p><i>The CPTMP shall include (but not limited) the following:</i></p> <ul style="list-style-type: none"> • <i>A description of the development;</i> • <i>Location of any proposed work zone(s), noting that Hawkesbury Road is not a suitable location;</i> • <i>Details of crane arrangements including location of any crane(s) and crane movement plan;</i> • <i>Haulage routes;</i> • <i>Proposed construction hours;</i> • <i>Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;</i> • <i>Construction vehicle access arrangements;</i> • <i>Construction program and construction methodology, including any construction staging;</i> • <i>A detailed plan of any proposed hoarding and/or scaffolding;</i> • <i>Measures to avoid construction worker vehicle movements within the precinct;</i> • <i>Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and PLR and Sydney Metro West builders;</i> • <i>Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and</i> • <i>Identify the cumulative construction activities of the development and other projects within or around the development site, including the PLR</i> 	<p>In relation to requirement for “Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and PLR and Sydney Metro West builders”, it should be noted PLR is at the front of the Precinct and MSCP is at the back, and so as such there shouldn't be any overlap.</p> <p>It is therefore requested this draft potential condition wording is changed to, “The final CPTMP will be shared with PLR”.</p> <p>Furthermore, as Sydney Metro West are not yet at the site it is instead suggested that Sydney Metro should be consulting with the MSCP Contractor and SCHN.</p>
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	<p><i>Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP;</i></p> <ul style="list-style-type: none"> <i>Submit a copy of the final plan to TfNSW for endorsement; and</i> <i>Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre within TfNSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.</i> 	
Heritage NSW Aboriginal Cultural Heritage Regulation – North		
31	<p><i>The management and mitigation recommendations provided in Chapter 8 (page 55) of the ACHAR and Section 6.11 in the EIS propose monitoring and collection of Aboriginal Objects during pile installation in the northern portion of MSCP proposal area. This provision is considered adequate for the conservation of Aboriginal Cultural Heritage values under the current proposal.</i></p>	Noted.
Heritage Council of NSW		
32	<p><i>The assessment considers that it is unlikely that any significant archaeological relics would be impacted by the proposal. Heritage NSW notes that the known history and early plans of the area, as shown in the assessment, do not identify any built form in the area that would be impacted by the proposal. Further, the nature and degree of ground disturbance within the area suggest that there is little to no potential for archaeological resources predicted for in the AMU to survive in the proposal area. Heritage NSW concurs with the assessment that the potential for archaeological relics within the area that would be impacted by the proposal is low.</i></p>	Noted.
33	<p><i>Heritage NSW recommends that the project conditions the management of archaeological relics in accordance with an unexpected finds protocol.</i></p>	Noted. If any unexpected archaeological relics are uncovered during the work, then all works will cease immediately in that area and Heritage NSW will be contacted. Depending on the possible significance of the relics, an archaeological assessment and management strategy may be required before further works can continue in that area. Works may only recommence with the written approval of Heritage NSW.

Endeavour Energy		
34	<i>Endeavour Energy's Asset Planning & Performance Branch have advised they have no further recommendations or comments in respect of the EISs for either the Paediatric Services Building or the Multi-storey Carpark.</i>	Noted.
35	<i>It is important formal written agreement is provided to the plans for the substation and transmission line feeder route within the next 3 months. Otherwise the lead time for the delivery of the zone substation upgrade which involves a number of crucial steps to be able to continue to supply the ongoing expansion plans will be impacted.</i>	These works are not subject of this SSD application i.e. subject of a separate planning approval. Nevertheless, Health Infrastructure NSW will liaise with the utility provider.
36	<p><i>The property tenure requirements must be resolved as Endeavour Energy is unable to consent to or progress any proposed works unless the network assets are secured by appropriate easements (or at least a binding agreement to grant the easements). The easements are required for:</i></p> <ul style="list-style-type: none"> <i>The existing zone substation, presently held under a lease, plus the additional area required for expansion</i> <i>The transmission line feeder route, noting the various complicating factors including traversing heritage listed and riparian lands.</i> 	As above.
37	<i>There are also significant heritage aspects to consider for a large portion of the proposed feeder route, that will require permitting beyond the project determination. In short, considerable lead time is required prior to construction of the zone substation and feeder connection commencing.</i>	As above.
Environment Protection Authority		
38	<i>No Comment to Planning Advice Request and do not require any follow-up consultation. Parramatta City Council should be consulted as the appropriate regulatory authority for the Protection of the Environment Operations Act 1997 in relation to the proposal.</i>	Noted.
DPIE (Biodiversity and Conservation Division):		
39	<p><i>EES has reviewed the relevant documentation and make the following comments.</i></p> <p><u><i>Biodiversity</i></u></p>	Noted.

	<p><i>A Biodiversity Development Assessment Report (BDAR) Waiver Request was approved on 11 November 2021.</i></p> <p><u>Flooding</u></p> <p><i>EES has reviewed the Flood Impact Assessment prepared by ARUP dated 12 February 2021 and all flood risk management issues have been adequately addressed.</i></p>	
Sydney Water		
40	<p><u>Water Servicing</u></p> <ul style="list-style-type: none"> • <i>Potable water servicing should be available via a 100mm PE watermain (laid in 2017) on Redbank Road.</i> • <i>Amplifications, adjustments, and/or minor extensions may be required.</i> <p><u>Wastewater Servicing</u></p> <ul style="list-style-type: none"> • <i>Our servicing investigation shows that trunk wastewater infrastructure within the site can service the proposed development.</i> <p><u>Protection of assets</u></p> <ul style="list-style-type: none"> • <i>Care should be taken with demolition to protect existing services. The proponent should engage with Sydney Water to ensure that adequate controls are in place to protect assets during demolition and construction.</i> • <i>A Section 73 Compliance Certificate under the Sydney Water Act 1994 must be obtained from Sydney Water.</i> 	Noted and accepted.
Public submission 1		
41	<p><i>The Redbank Road on the construction side is a very small street however incredibly busy with cars using it to and from the Westmead Hospital and Ronald McDonald House, cars using this street as short cut to Briens Street, cars and trucks entering and leaving Bunnings. The residents at the Redbank Road do not support the proposed development which will bring more cars, more noise and more exhaust fumes. The road cannot be safely crossed between 5 and 6pm. Is there another street/ road to use for the cars which will be using the multi-storey carpark?</i></p>	<p>The proposed MSCP will be used by both visitors and staff accessing the hospital campus. Much like the former P17 car park, the new MSCP will be located on Redbank Road. Redbank Road and the proposed MSCP will be accessed from a variety of routes, including Dragonfly Drive, Institute Road and direct from Cumberland Highway. Traffic modelling indicates that the intersection of Redbank Road and Cumberland Highway is expected to continue operating with similar operating conditions during both the AM and PM peak hours, with limited impact from the development's anticipated traffic generation.</p>

Public submission 2		
42	<i>The Old RMH and Playground will be on the Old James Hardie Site which raises asbestos disturbance for sick children inside the hospital.</i>	A Remedial Action Plan (RAP) has been prepared for the proposed development by JBS&G at Appendix Q of the EIS. The RAP documents the procedures and standards to be followed in order to address the identified asbestos impacted soils and make the site suitable for the proposed development.
43	<i>Number of disabled parking spaces is poor.</i>	<p>The Building Code of Australia (BCA) outlines requirements for the provision of car parking for people with disabilities.</p> <p>Under the BCA the proposed MSCP, which is to be used by both staff and visitors of the hospital, is considered to be a Class 9A building and attracts a requirement of 1 disabled space for every 100 car parking spaces or part thereof. Given 996 car spaces are to be provided within the MSCP, the development generates a requirement to provide at least 11 disabled parking spaces. The proposed MSCP plans currently include 14 disabled parking spaces, which is considered suitable given the above requirement.</p> <p>Disabled parking as well as the adjacent disabled shared zones need to be designed in accordance with the Australian Standards AS2890.6:2009, which require minimum dimensions of 2.4m width by 5.4m length.</p>
44	<i>Loss of playground due to MSCP development</i>	<p>The existing playground is proposed to be removed and relocated.</p> <p>The proposed new playground will match the size of the existing playground set for demolition, with some existing equipment to be retained and relocated.</p> <p>It is noted that the proposed playground is to be undertaken as exempt development i.e. not subject to approval under this SSDA.</p> <p>A additional new playground is proposed nearby on site in the KIDSPARK under the separate, but concurrent, SSDA application for the PSB.</p>
45	<i>Need Bathroom facilities for disabled children in the carpark</i>	Public amenities including bathroom facilities are not a code requirement and have not been requested by the BCA or DDA consultant. As the car park is a 24-hour operational facility, the provision of public amenities within the building could pose a security risk during quieter hours. Accessible parking spaces are positioned close to the lift lobby and in turn, the car park is sited within close proximity to the Galleria and its public facilities which includes accessible bathrooms and change rooms (refer to Figure 7). Wayfinding signage will also be used to direct patrons to the Galleria.

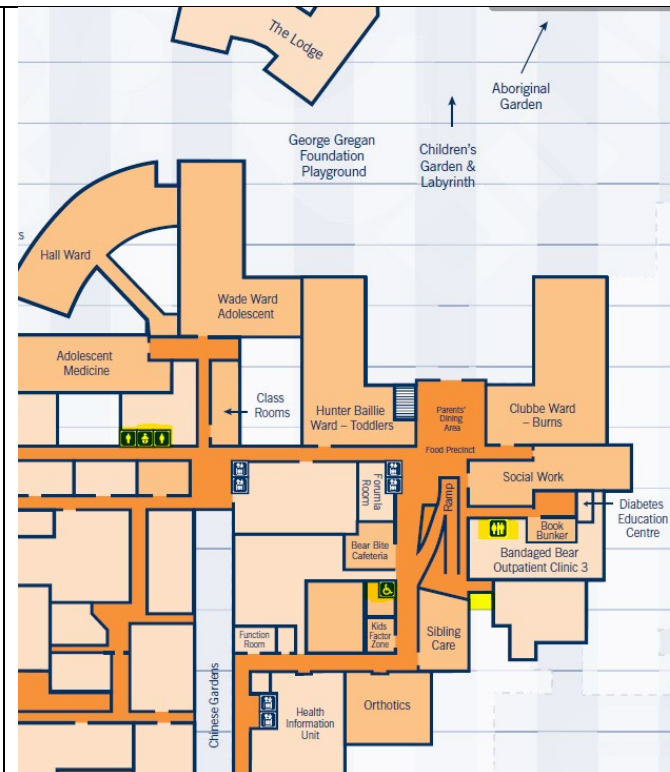


Figure 7 Bathroom facilities including accessible toilets at Level 1 of the existing Children's Hospital at Westmead and near the Galleria
Source: SCHN (2021)