



The Children's Hospital at Westmead Multi-storey Carpark

State Significant Development Assessment
SSD-10434896

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Glossary

Abbreviation	Definition
AHD	Australian Height Datum
BCA	Building Code of Australia
CIV	Capital Investment Value
Council	City of Parramatta Council
Department	Department of Planning, Industry and Environment
EESG	Environment, Energy and Science Group
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
Heritage	Heritage NSW, Department of Premier and Cabinet
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
RMS	Roads and Maritime Services, TfNSW
SEARs	Planning Secretary's Environmental Assessment Requirements
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW

Executive Summary

This report provides an assessment of a State significant development (SSD) application for a new multi-storey carpark (SSD-10434896) at The Children's Hospital at Westmead, located at the intersection of Redbank Road and Labyrinth Way, Westmead. The Applicant is Health Administration Corporation and the proposal is located within the Parramatta local government area (LGA).

Assessment summary and conclusions

The proposal would offset the loss of the P17 Carpark (demolished under separate application) and provide additional carparking to support increased demand generated by the proposed Paediatric Services Building (SSD-10349252) at The Children's Hospital at Westmead. The Department concludes the proposal is in the public interest and recommends that the application be approved, subject to conditions.

The Department has considered the merits of the proposal in accordance with the relevant matters under section 4.15(1) and the objects of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the principles of Ecologically Sustainable Development (ESD), the issues raised in submissions, as well as the Applicant's response to these.

The Department identified built form and urban design, traffic and transport, noise and vibration and heritage as the key issues for assessment. The Department's assessment concluded:

- the built form is appropriate for the site, consistent with the height and floor plate of existing structures, ameliorates environmental impacts to sensitive land uses and the surrounding public domain and has been developed through a design review process.
- the proposal includes sufficient public domain improvements, including offset tree planting, around the curtilage of the carpark to provide improved access and green space across the site.
- the traffic generated by the proposal can be accommodated on the surrounding road network and sufficient carparking would be provided to meet demand generated by the new Paediatric Services Building and existing staff demand.
- noise impacts associated with the development can be appropriately mitigated, subject to detailed design incorporating acoustic attenuation measures to achieve recommended noise limits and the preparation of construction noise and vibration management plans and out-of-hours protocols where construction works are proposed on Saturday afternoon.
- the proposal would have acceptable impacts on heritage items adjacent to the site, while potential impacts on archaeology are required to be managed in accordance with relevant guidelines and unexpected finds protocols applied as part of the construction process.

The impacts of the proposal have been addressed in the Environmental Impact Statement, the Response to Submissions (RtS) for the new multi-storey carpark. Conditions of consent are recommended to ensure that the identified impacts are managed appropriately.

The proposal

The SSD-10434896 proposal seeks approval for the demolition of The Lodge (former Ronald McDonald House) and the construction of an eight level carpark comprising of 996 car spaces. The proposal also includes site works, remediation, road/driveway works and landscaping works.

The application was amended after exhibition to reduce the number of parking spaces from 1,003 to 996, raise the parking floor levels by an additional 350mm and as a result increase the overall building height from RL 43.1 to RL 43.350 (top of lift overrun). Revisions were also made to landscaping, the new alignment of Redbank Road, the alignment and gradient of the entrance driveway, the addition of a steel roof canopy (to support solar panels) and the consolidation of wayfinding signage to the northern façade.

The application would support 233 construction jobs and provide for operational jobs through additional staff parking and investment in health infrastructure.

The site

The proposal is located at the north-eastern corner of the Westmead Hospital campus, which is legally described as Lot 101 in DP 1119583 and Lot 1 in DP 808447. The land is a part of the Parramatta LGA. The proposed multi-storey carpark is situated approximately 20m to the south of the Toongabbie Creek, adjoins the State heritage item no. I00820 'Cumberland District Hospital (including Wisteria Gardens)' to the east and is within the view corridor of numerous national, State and local items of heritage significance.

Statutory context

The proposal is SSD under clause 14 of Schedule 1 of the State Environmental Planning Policy (State and Regional Development) 2011, as the development is for the purpose a carpark facility that is ancillary to the primary hospital use with a capital investment value of more than \$30 million. Therefore, the Minister for Planning and Public Spaces is the consent authority.

Engagement

The application was publicly exhibited between Thursday 22 April 2021 until Wednesday 28 May 2021 (28 days). The Department of Planning, Industry and Environment (the Department) received nine submissions from public authorities, one from an organisation and two from the public on the application. An additional five submissions from public authorities were received in response to the Applicant's RtS,

The key issues raised in the submissions included: disabled and motorcycle parking rates; carpark design; Redbank Road traffic generation impacts during construction and operation; electric vehicle charging rates; bicycle parking facilities; cycling and pedestrian access; contamination; open space design; operational noise and odour impacts; protection of existing utilities; road safety; construction works within the riparian corridor and archaeological impacts.

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1 Introduction

This report provides an assessment of the State significant development (SSD) application for a new a multi-storey carpark (SSD-10434896) at The Children's Hospital at Westmead, located at the intersection of Redbank Road and Labrinth Way, Westmead.

The proposal seeks approval for the demolition of The Lodge (former Ronald McDonald House) and the construction of an eight level carpark comprising of 996 car spaces, site preparation works, remediation works, road/driveway works and landscaping works.

The application has been lodged by Health Infrastructure, on behalf of Health Administration Corporation (the Applicant) and is located within the Parramatta local government area (LGA).

1.1 Site description

The site forms part of The Children's Hospital at Westmead within the broader Westmead Health Precinct. The hospital campus is bounded by Toongabbie creek to the north, Parramatta River and Cumberland Hospital to the east, Parramatta Park and Parramatta CBD to the south and the Westmead Railway Station and Western Sydney University (WSU) to the west, as illustrated in **Figure 1**. The health precinct is undergoing a range of local transport improvements, including the under-construction Parramatta Light Rail Stage 1 stop on Hainsworth Street and the commitment to a future Sydney Metro link through the hospital campus.

The proposed multi-storey carpark development site is legally described as Lot 101 DP 1119583 and Lot 1 DP 1194390, and is currently occupied by 'The Lodge' (former Ronald McDonald House), an at-grade parking area and a children's playground. The land exhibits a minor slope towards the northern boundary. The existing site layout is shown in **Figure 2**.

The proposal intends to offset the loss of the 679 parking spaces previously provided in the P17 carpark, which was demolished to enable the development of a new Paediatric Services Building, which is SSD and currently under assessment by the Department (SSD-10349252). Additionally, the carpark will provide a further 280 parking spaces needed to support the operational requirements of this new Paediatric Services Building.

A State heritage item, known as the 'Cumberland District Hospital (including Wisteria Gardens)' (Item no. I00820), is situated around the south eastern edge of the campus and the site is within the view corridor of two items of national significance, including the Old Government House and the Parramatta Female Factory and Institutions Precinct (see **Figure 4**).

The site is classified as flood prone land due to the proximity of Toongabbie Creek and the northern edge of the proposal being located within the riparian zone of the watercourse (see **Figure 5**). Records of previous agricultural and heavy industrial landfill site activities have also identified the potential presence of contaminated fill (asbestos and heavy metals) within topsoil layers.



Figure 1 | Local Context Map (Base Source: EIS)



Figure 2 | Site Layout – development site outlined in blue (Source: Nearmap)

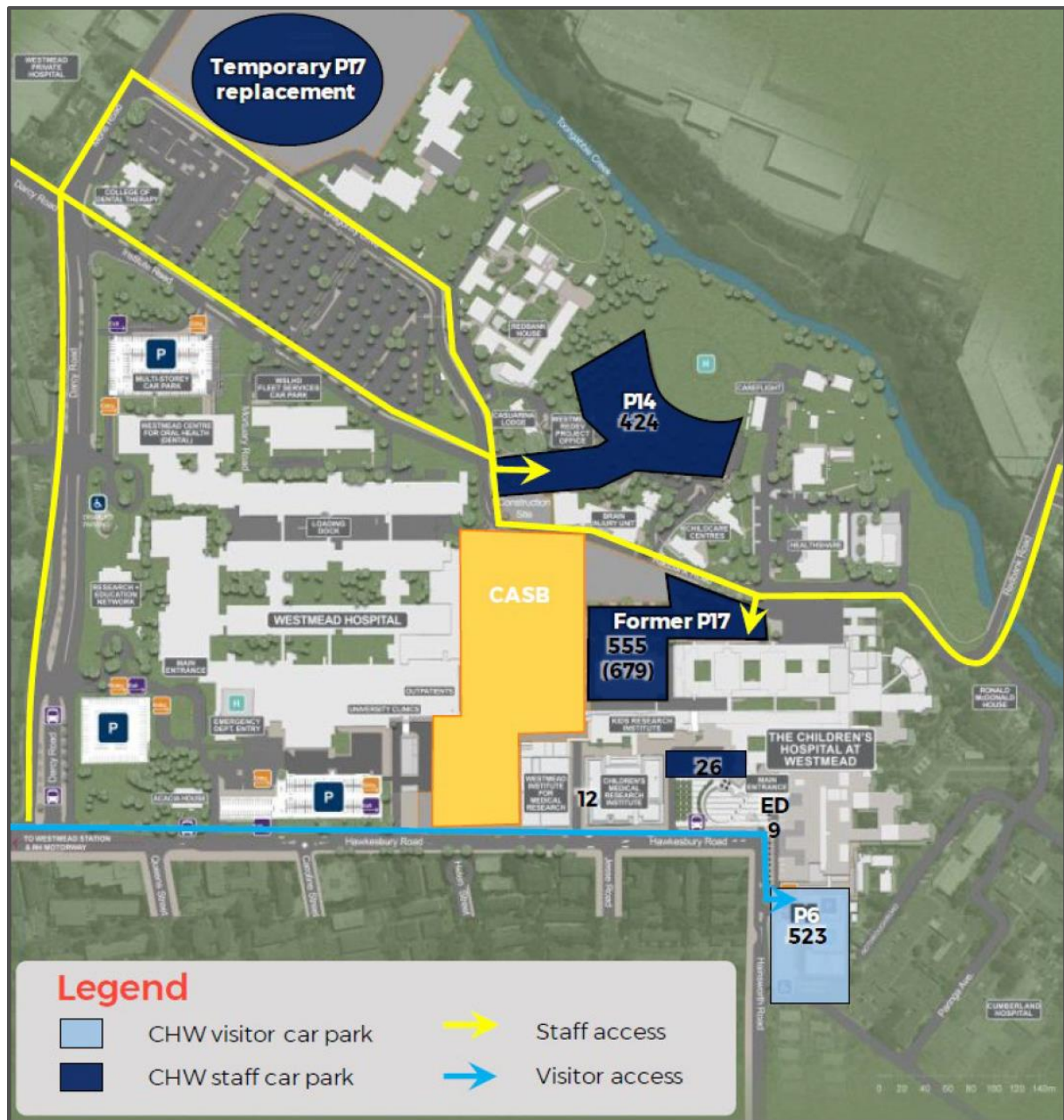


Figure 3 | Existing site access and hospital parking supply (Source: EIS)

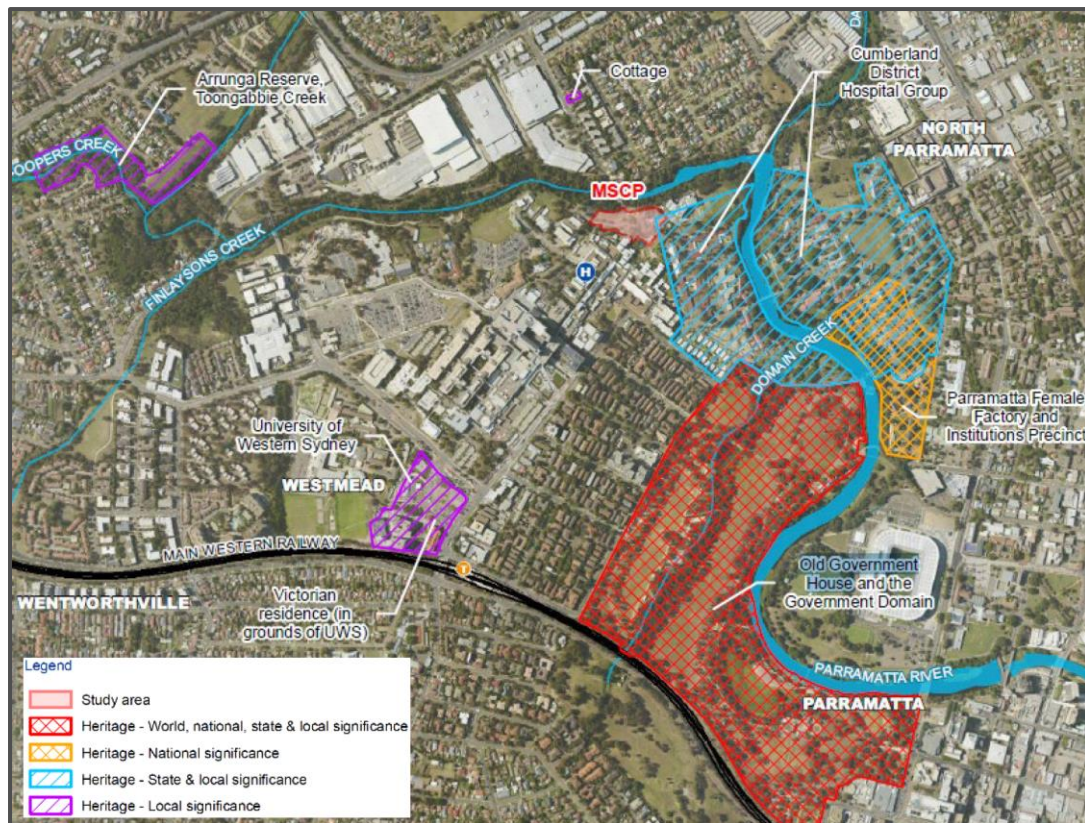


Figure 4 | Heritage Conservation Map (Source: EIS)

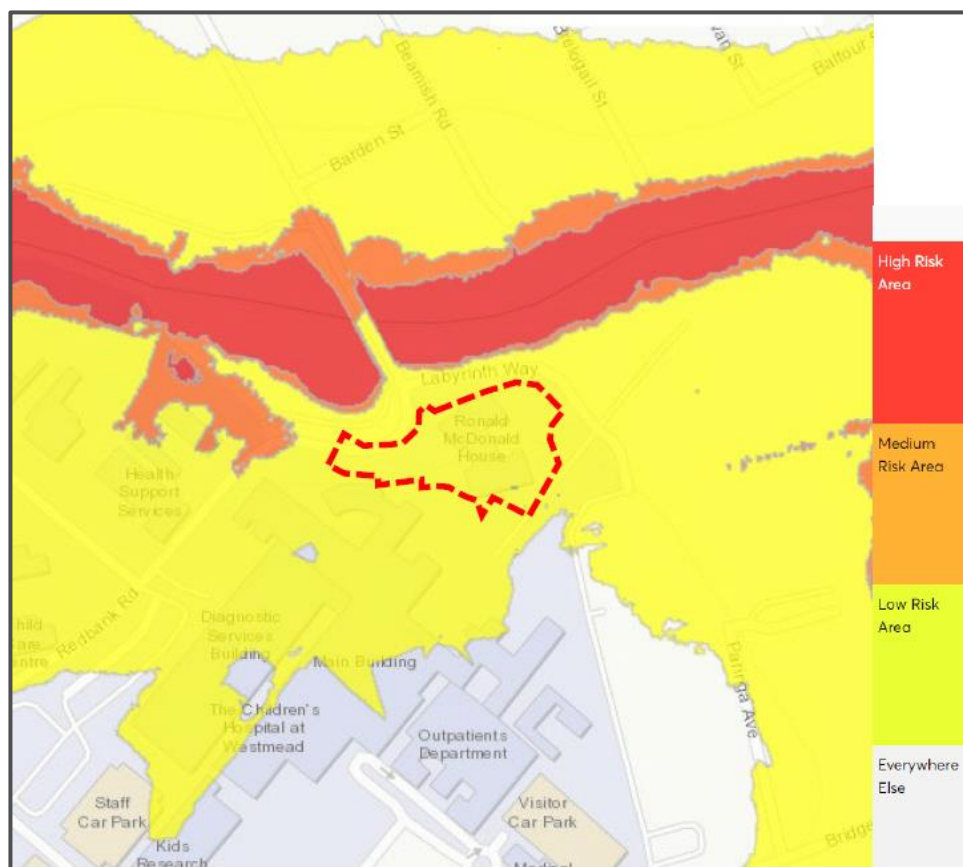


Figure 5 | Flood Zone Map – development site outlined in red dotted line (Source: EIS)

1.2 Surrounding development

Development surrounding the development site:

- to the north is the Toongabbie Creek and the intersection of Redbank Road and Labyrinth way.
- to the east is the Ronald McDonald House facility that replaced the building that is proposed for demolition under this application and the Cumberland Hospital Group. Further east is the nationally heritage significant Old Government House and the Parramatta Female Factory and Institutions Precinct
- to the south of the site is the State listed Glengarriff House and Wisteria Gardens heritage item (I00820) that forms a part of the natural Parramatta River and Park setting, beyond the Parramatta River is the Parramatta CBD.
- to the west of the site, is The Children's Hospital at Westmead Hospital campus (notably the currently under construction Central Acute Services Building at the intersection of Hawkesbury Road and Hainsworth Street and the under assessment Paediatric Services Building on Redbank Road), the WSU and Westmead Railway Station.

2 Project

The key components and features of application (as modified in the Response to Submissions) are provided in **Table 1**. The demolition works, project layout and views from street frontages are shown in **Figures 6 to 9**.

Table 1 | Main Components of the Project

Aspect	Description
Project Summary	Demolition of existing structures, road works and associated site preparatory works. Construction and operation of an eight storey multi-level carpark.
Uses	60% Staff / 40% Visitor
Demolition (refer to Figure 6)	<ul style="list-style-type: none"> the Lodge Building with ancillary shed and gazebo (former Ronald McDonald House). the existing at-grade carparking to the north-west of the site along the edge of Redbank Road and around The Lodge (33 spaces). part of the existing road along Redbank Road to the west of Labyrinth Way. part of the existing footpath and adjacent landscape north of Redbank Road.
Contamination	Remediation and minimal ground disturbance proposed
Site area	Approx. 11,880sqm (project area including buildings, road reserves and landscaping)
Built form	Eight levels (maximum height 25-28m – sloped site)
Gross floor area (GFA)	Nil - No maximum parking rate applicable health services facilities or common circulation areas.
Site FSR	N/A – land zoned SP2 (Health Services Facility)
Vehicle access	Entrance from Redbank Road (Ground level) Exit from Labyrinth Way (Ground level)
Car parking	996 spaces total, comprising of: <ul style="list-style-type: none"> 679 Staff spaces to replace the loss of the former P17 carpark 280 spaces to support the Paediatric Services Building (110 Staff / 170 visitor)

	<ul style="list-style-type: none"> • 33 spaces to replace the demolished at-grade carpark on Redbank Road • 4 additional spaces to service future demand
Disabled Parking	14 spaces to be included in the total provision
Bicycle parking	Nil – proposed within the Central Acute Services Building (SSD-7642)
Motorcycle parking	26 spaces
Public domain and landscaping	<ul style="list-style-type: none"> • Redbank Road and footpath realignment works. • reinstatement of landscaping along external road and internal boundaries. • tree removal – 58 trees. • tree replacement – 39 trees.
Hours of operation	24 Hours / 7 days a week

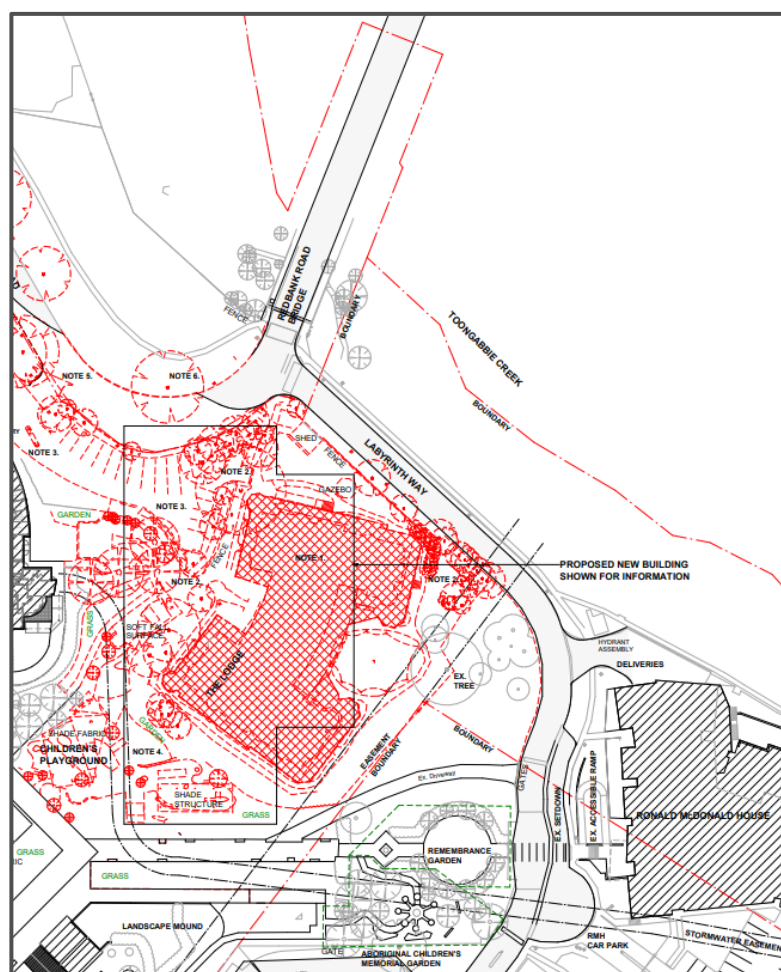


Figure 6 | Demolition plan (Source: Applicant's EIS)

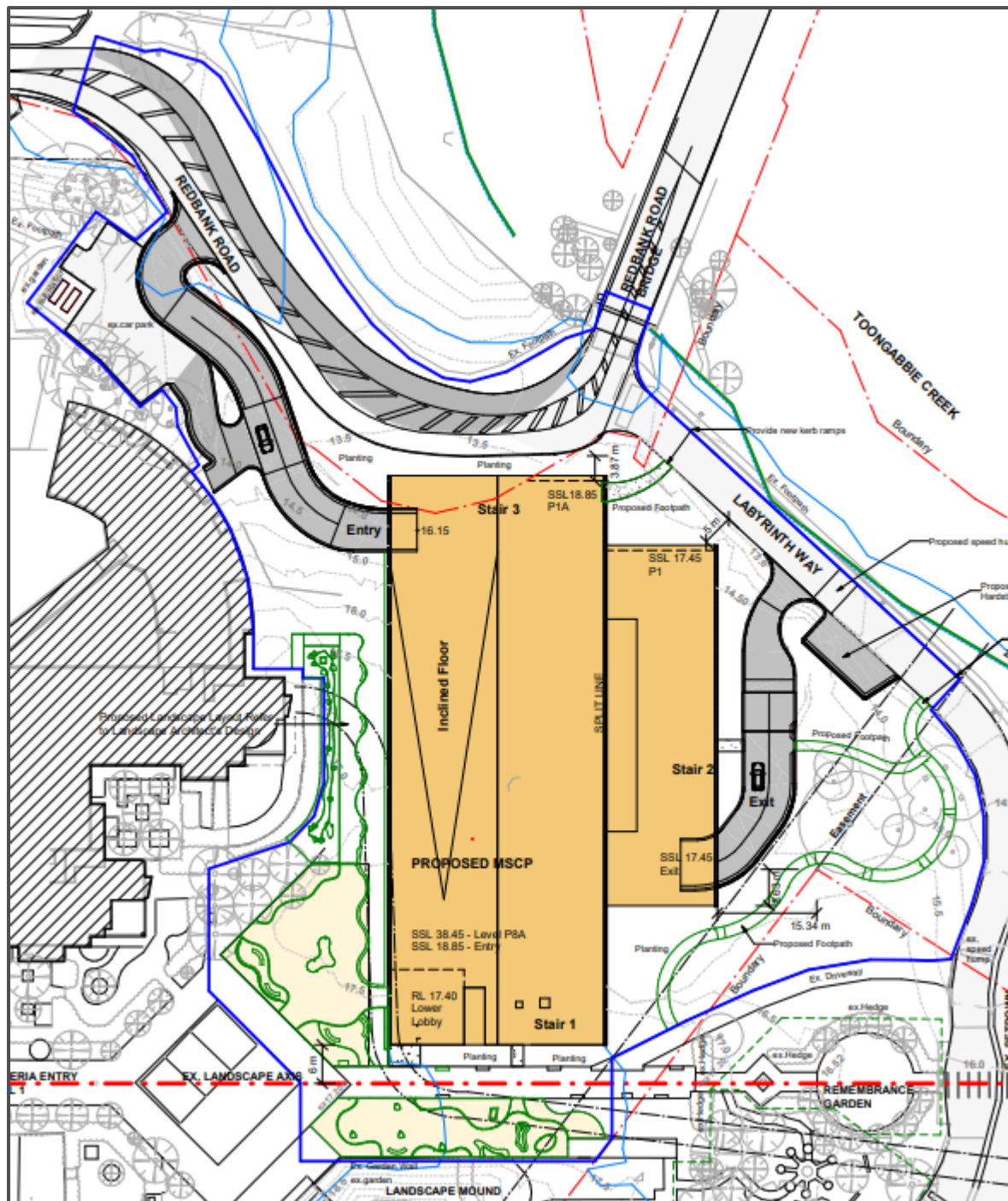




Figure 8 | Perspective from MSCP southern entrance (Source: Applicant's architectural plans)



Figure 9 | Perspective of MSCP from Labyrinth Way to the east (Source: Applicant's architectural plans)

2.1 Physical layout and design

The proposed carpark is located at the intersection of Labriynth Way and Redback Road and is situated within the north eastern corner of the hospital campus. Located to the east is the new Ronald McDonald House that will replace the redundant Lodge facility, which is proposed for demolition as part of this application.

Vehicular entrance to the carpark will be via a left-in dual lane driveway from Redbank Road and egress from a dual lane left-out egress onto Labriynth Way. Pedestrian entrances are provided on the northern Redbank Road frontage and the southern elevation adjacent to the Galleria access path.

The application also includes works for the realignment of Redbank Road along the northern boundary and public domain improvements on all remaining internal boundaries comprising of new landscaping, outdoor seating areas and access pathways. The realignment of the road reserve is required to facilitate suitable vehicular access to the proposed carpark and prevent the coverage of existing service easements along the eastern and western site boundaries (electrical and stormwater easement locations shown in **Figures 6 and 7** above).

2.2 Timing

The application is expected to commence construction in Q4 2021 and be completed by Q2 2023. The construction would be staged as follows:

- Stage 1 – demolition of 'Lodge' Building and ancillary structures and earthworks, remediation, inground structure and supporting infrastructure.
- Stage 2 – construction of multi-level carpark.

2.3 Related development

Paediatric Services Building (SSD-10349252)

The Department is currently assessing a Project Application for the construction of a new 15 storey Paediatric Services Building (PSB) located adjacent to the Central Acute Services Building (CASB), and on the site of the former P17 carpark, including redevelopment of The Children's Hospital at Westmead (CHW) Forecourt and access links. The project approval includes a new front entry, enhanced green space, public domain works on Hawkesbury Road.

Clinical Acute Services Building (SSD-7642)

On 21 December 2016, the Executive Director Priority Projects approved a Project Application for the development of the Westmead Hospital Clinical Services Building. The application included the construction of part 6 and part 13 storey building, with a rooftop helipad, basement carpark, loading dock on Redbank Road and a drop-off and pick-up forecourt area to Hawkesbury Road.

The development consent was modified on three occasions:

- on 18 October 2018, a delegate of the Minister approved an amendment to façade cladding and internal and forecourt alterations to Level 2.
- on 7 August 2018, a delegate of the Minister approved the extension of construction hours for works associated with concrete pours.
- on 30 August 2019, a delegate of the Minister approved the installation of four (4) façade mounted illuminated signs on the approved CASB building.

The works, as modified are currently under construction.

Hawkesbury Road multi-level carpark (SSD-7262)

On 25 May 2016, the Executive Director Priority Projects approved a Project Application for the construction of an eight-level carpark building and connecting overhead walkway. The works included the demolition of existing structures, construction of an at-grade parking area, the widening of Institute Road and landscaping.

This project approval was modified on two occasions:

- on 30 June 2016, a delegate of the Minister approved to delay the timing of intersection enhancement and upgrade works to the occupation certificate.
- on 18 September 2017, a delegate of the Minister approved to further delay the timing of intersection enhancement and upgrade works to 12 months after the occupation certificate.

The works, as modified, have been completed.

3 Strategic context

The proposed carpark is located within the Westmead Health Precinct and would support the delivery of health-related services to the Greater Sydney region. The Children's Hospital Westmead is a key component of the Sydney Children's Hospital Network that provides health care to children of the Western Sydney Local Health District (WSLHD). The carpark redevelopment would provide additional patient parking in-line with the increase to bed numbers proposed by the under assessment Paediatric Services Building (SSD-10349252) and encourage employment opportunities through further staff parking.

The proposal is consistent with the priorities of the Greater Sydney Commission's Greater Sydney Regional Plan *A Metropolis of Three Cities* and the Central City District Plan, which aims to expand health and education activities in the Westmead Health precinct and contribute to the delivery of 50,000 new jobs by 2036. It would also assist in the delivery of the 30-minute-City by providing upgraded parking facilities for health workers and administrative support staff. These transport connectivity upgrades are also reflective of NSW State Priorities and the NSW State Infrastructure Strategy that requires the expansion of public health services to deal with increasing population demands in the Greater Parramatta and Olympic Park Peninsula and wider NSW. The proposed carpark is a key project needed to meet forecasted employment targets, address population growth and enable improved access to quality health care, health education and research facilities.

The Westmead Health Precinct is envisioned to become an innovation district, under the Central City District Plan and the *Parramatta Local Strategic Planning Statement 2036*. The Westmead Alliance, which comprises key stakeholders across health, education, business transport and local council, was established in 2013 to support the delivery of the innovation district. Both the Westmead Health Core Master Plan and the Westmead 2013 – Draft Westmead Place Strategy have been prepared by the Westmead Alliance to identify future planning needs and guide redevelopment initiatives. The positioning of the proposed multi-storey carpark on the periphery of the hospital campus and the consolidation of smaller parking facilities to improve precinct connectivity were identified as a part of this strategic analysis (see **Figure 9** below).

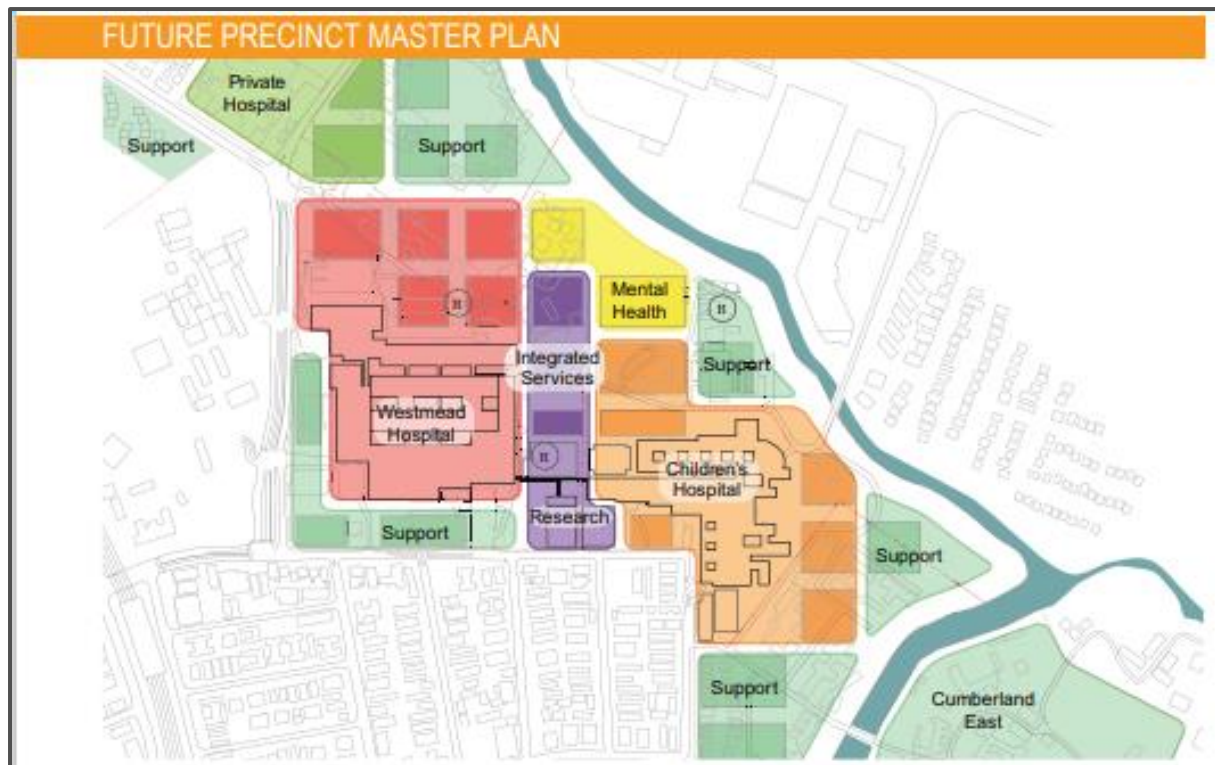


Figure 10 | Future Precinct Master Plan (Source: Westmead Precinct and Westmead Hospital Master Plan)

The application would also support 233 construction jobs over the duration of the development.

4 Statutory Context

4.1 State significance

The proposal is classified SSD under section 4.36 (development declared SSD) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as the development has a CIV in excess of \$30 million and is for the purposes of hospital carparking, under clause 14 of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011.

The Minister is the consent authority under section 4.5 of the EP&A Act.

In accordance with the Minister for Planning and Public Spaces delegation to determine SSD applications, signed on 26 April 2021, the Director, Social and Infrastructure Assessments may determine this application as:

- the relevant Council has not made an objection to the application.
- there are less than 50 public submissions in the nature of objection to the application.
- a political disclosure statement has not been made for the application.

4.2 Permissibility

The site is identified as being located within the SP2 Infrastructure - Health Services Facility zone by the Parramatta Local Environmental Plan (PLEP) 2011. Car parking that is ancillary to a hospital is permissible with consent within the zone. Therefore, the Minister for Planning and Public Spaces or a delegate may determine the carrying out of the development.

4.3 Other approvals

Under section 4.41 of the EP&A Act, a number of other approvals are integrated into the SSD approval process, and consequently are not required to be separately obtained for the proposals.

Under section 4.42 of the EP&A Act, a number of further approvals are required, but must be substantially consistent with any development consent for the proposals (e.g. approvals for any works under the Roads Act 1993).

The Department has consulted with the relevant public authorities responsible for integrated and other approvals, considered their advice in its assessment of the proposals, and included suitable conditions in the recommended conditions of consent for the proposal (see Appendix C).

4.4 Mandatory Matters for Consideration

4.4.1 Environmental Planning Instruments

Under section 4.15 of the EP&A Act, the consent authority is required to take into consideration any environmental planning instrument (EPI) and draft EPIs that are of relevance to the development the subject of the development application. Therefore, the assessment report must include a copy of, or reference to, the provisions of any EPIs and draft EPIs that substantially govern the proposals and that have been considered in the assessment of the proposals.

The Department has undertaken a detailed assessment of these EPIs and draft EPIs in **Appendix B** and is satisfied that the application is consistent with the requirements of the EPI's and draft EPI's.

4.4.2 Objects of the EP&A Act

The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent) are to be understood as powers to advance the objects of the legislation, and limits on those powers are set by reference to those objects. Therefore, in making an assessment, the objects should be considered to the extent they are relevant. A response to the objects of the EP&A Act is provided at **Table 2**.

Table 2 | Response to the objects of section 1.3 of the EP&A Act

Objects of the EP&A Act	Consideration
a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The proposed development would ensure the proper management and development of land for the provision of a health infrastructure support facility. The improved accessibility and operation of the hospital campus would provide significant social and economic benefits to the community.
b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal includes measures to deliver ecologically sustainable development (ESD). ESD is discussed in Section 4.4.3 .
c) to promote the orderly and economic use and development of land,	The proposal delivers health services consistent with the objectives of the State Environmental Planning Policy (Infrastructure) 2007 and overarching strategic policies for the locality. The expansion would also be of economic benefit through job creation and infrastructure investment.
d) to promote the delivery and maintenance of affordable housing,	Not applicable

e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The proposal would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats.
f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The proposed development is not anticipated to result in any significant impacts upon building and cultural heritage, including Aboriginal cultural heritage. See Section 6.4 .
g) to promote good design and amenity of the built environment,	The proposed multi-storey carpark has been developed through the State Design Review Panel process. The Department considers the overall built form of the development to be complementary to existing development within the health and education precinct. See Section 6 .
h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Department has considered the proposed development and has recommended a number of conditions of consent to ensure that construction and maintenance is undertaken in accordance with legislation, guidelines, policies and procedures (Appendix C).
i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Department publicly exhibited the proposal (Section 5.1) and consulted with Council and other public authorities and considered their responses (Sections 5.1 and 6).
j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the proposal as outlined in Section 5.1 , which included notifying adjoining landowners and displaying the proposal on the Department's website during the exhibition period.

4.4.3 Ecologically sustainable development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle.
- inter-generational equity.
- conservation of biological diversity and ecological integrity.
- improved valuation, pricing and incentive mechanisms.

The application proposes ESD initiatives and sustainability measures, including:

- an open façade design to facilitate air circulation and reduce reliance on mechanical ventilation. The use of small air-conditioning systems is limited to servicing the COMMS and switch rooms.
- daylight penetration through the open façade to reduce energy consumption and the use of artificial lighting.
- all LED lighting fitted with occupancy sensors for improved energy efficiency and to minimise the impact of light spill on local fauna.
- incorporation of photovoltaic panels within the façade and roof top shading elements, with energy distributed to the proposed carpark facility and the wider hospital campus.
- installation of 50 electric vehicle charging stations.
- incorporation of rooftop solar shades and soft landscaping around the carpark to dampen heat transfer and the heat island effect.
- selection of durable, sustainable and low toxicity building materials.
- native low water landscaping.
- rainwater harvesting for irrigation.
- efficient water fixtures and fittings.

The abovementioned sustainability measures will be implemented to ensure the development achieves a 4-star equivalency rating under the Health Infrastructure Engineering Service guidelines (ESG) and enables consistency with the other buildings across the hospital campus. A condition of consent is recommended to certify that each of these measures have been delivered and that the targeted rating has been attained by the proposed development.

The Department has considered the proposed development in relation to the ESD principles. The precautionary and inter-generational equity principles have been applied in the decision-making process via a thorough and rigorous assessment of the environmental impacts. The proposed development is consistent with ESD principles as described in sections 5.4 and 6.6 of the Applicant's EIS, which have been prepared in accordance with the requirements of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).

Overall, the proposal is consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

4.4.4 Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

4.4.5 Planning Secretary's Environmental Assessment Requirements

The EIS is compliant with the Planning Secretary's Environmental Assessment Requirements (SEARs) and are sufficient to enable an adequate consideration and assessment of the proposal for determination purposes.

4.4.6 Section 4.15(1) matters for consideration

Table 3 identifies the matters for consideration under section 4.15 of the EP&A Act that apply to SSD in accordance with section 4.40 of the EP&A Act. The table represents a summary for which additional information and consideration is provided in Section 6 and relevant appendices or other sections of this report and EIS, referenced in the table.

Table 3 | Section 4.15(1) matters for consideration

Section 4.15(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The Department's consideration of the relevant EPIs is provided in Appendix B .
(a)(ii) any proposed instrument	The Department's consideration of the relevant draft EPIs is provided in Appendix B .
(a)(iii) any development control plan (DCP)	Under clause 11 of the SRD SEPP, DCPs do not apply to SSD. Notwithstanding, consideration has been given to DCPs where relevant in Section 6 and Appendix B .
(a)(iii) any planning agreement	Not applicable.
(a)(iv) the regulations <i>Refer Division 8 of the EP&A Regulation</i>	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6 of the EP&A

	Regulation), public participation procedures for SSD and Schedule 2 of the EP&A Regulation relating to EIS.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	Likely impacts can be appropriately mitigated or conditioned - refer to Section 6 .
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Sections 3, 4 and 6 .
(d) any submissions	Consideration has been given to the submissions received during the exhibition period. See Sections 5 and 6 .
(e) the public interest	Refer to Sections 6 and 7 .

4.5 Biodiversity Conservation Act 2016

Under section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act), SSD applications are “to be accompanied by a biodiversity development assessment report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values”.

The proposed works are not likely to have a significant impact on biodiversity values. Delegates of the Planning and Environmental Agency Heads have determined that the application is not required to be accompanied by a BDAR and a waiver has been granted accordingly.

5 Engagement

5.1 Department's engagement

In accordance with Schedule 1 of the EP&A Act, the Department publicly exhibited the application from Thursday 22 April 2021 until Wednesday 28 May 2021 (28 days). The application was exhibited on the Department's website.

The Department notified adjoining landholders and relevant State and local government authorities in writing. Department representatives visited the site to provide an informed assessment of the development.

The Department has considered the comments raised in the public authority and public submissions during the assessment of the application (**Section 6**) and/or by way of recommended conditions in the instrument of consents at **Appendix C**.

5.2 Summary of submissions

The Department received twelve submissions, comprising nine submissions from public authorities, one submission from an organisation and two submissions from the public. A summary of the issues raised in the public authority submissions is provided at **Table 4** and copies of the submissions may be viewed at **Appendix A**.

The two public submissions raised concerns in relation to traffic generation impacts on nearby residential properties, equitable access for mobility impaired users and the potential for land contamination. Each of these matters are key assessment considerations that have been addressed in **Section 6** below. The correspondence also raised concerns with the operation of the new Ronald McDonald House facility, however this is not a matter for consideration within the scope of the proposed development works.

5.3 Public authority and organisation submissions

No public authority or organisation objected to the proposal, however, Council, Transport for NSW (TfNSW), DPIE Water, Heritage NSW, Sydney Water, EPA, DPIE - Place, Design and Public Spaces and Endeavour Energy provided comments for consideration in the Department's assessment of the application. A summary is provided below.

Table 4 | Summary of Public authority submissions to the EIS exhibition

Parramatta City Council

Council provided comments regarding:

- the design of pedestrian and cycling connections in the context of the wider regional network (east-west along Redbank road and north-south from Toongabbie Creek to the proposed Parramatta Light Rail stop on Hainsworth street).
- managing the impacts of the proposed development and road realignment on the 20-30 metre Toongabbie creek vegetation riparian zone.

- the preparation of a Public Arts plan to coordinate the delivery of arts installations throughout the development site.
- the design of the relocated playground area.
- clarification on the parking rate of 280 spaces adopted to support staff and visitor demand generated by the Paediatric Services Building (PSB) and the distribution of these spaces within the PSB basement and the proposed multi-storey carpark.
- updating the plans to include annotations that assign each of the car spaces to staff or visitors.
- clarification on the parking rate that informed the commitment to deliver 50 electrical vehicle charging stations.
- providing for bicycle storage facilities within the proposed multi-storey carpark.
- updating the plans to show the location of all 21 motorcycle spaces required by the traffic assessment.
- updating the plans to confirm that all standard car, small car and motorcycle spaces comply with the relevant Australian Standard dimensions.
- ensuring that the design of carpark aisle widths, column locations, swept paths and sight lines comply with the relevant Australian Standards.
- further analysis of swept path requirements for the entry/exit of 6.4m service vehicles.
- reviewing overhead height clearances for parking spaces marked under entrance ramps.
- support for the exit/entry driveway widths, however requested a review of the driveway gradients to ensure compliance with the relevant Australian Standards.
- developing an understanding of traffic improvements needed to not only support the marginal impact of the proposed multi-storey carpark, but also the cumulative increases to traffic generation from other concurrent development applications in the Westmead Precinct.

Transport for NSW (TfNSW)

TfNSW recommended conditions relating to the updating of the existing precinct Green Travel Plan to account for the additional travel demand generated by the proposed development in consultation with TfNSW and the preparation of a detailed Construction Traffic and Pedestrian Management Plan (CTPMP) that mitigates any impacts to the Parramatta Light Rail Project, should the application be supported.

DPIE – Water

DPIE - Water recommended conditions relating to the management of groundwater, soil contamination and the implementation of sedimentation controls measures for works in the Toongabbie Creek riparian zone, should the application be supported.

Heritage NSW

Heritage NSW, as delegate of the Heritage Council of NSW, advised the following in relation to European culture:

- the proposed development is partly situated within the precinct of the State heritage significant Cumberland District Hospital Group (SHR 00820) and in the vicinity of Glengariff / Wisteria Gardens and the World heritage-listed Old Government House and Government Domain.
- the proposed development is located within the Parramatta Archaeological Management Unit (PAMU) 3070, which is assessed as being of moderate archaeological research potential and may contain evidence of early agricultural practices and the Government Domain.
- noted that the known history and early plans of the area, as shown in the assessment, did not identify any built form elements that would be impacted by the proposal.
- noted that the degree of ground disturbance in the development area suggests there would be little to no potential for surviving archaeological resources.
- concurred with the assessment there would be a low potential impact to archaeological relics within the development area.

Based on the above considerations, Heritage NSW recommended a condition to manage archaeological relics in accordance with an unexpected finds protocol.

The authority advised the following in relation to Aboriginal culture:

- noted there are no registered Aboriginal sites, areas of potential archaeological deposit (PAD) or Aboriginal Places located within the proposed development area.
- noted borehole testing found that sediment fill had been heavily modified within the proposed development area, with low to moderate potential for Aboriginal objects.
- considered the Chapter 8 recommendations of the Aboriginal Cultural Heritage Report (ACHAR) and Section 6.11 in the EIS, which propose monitoring and collection of Aboriginal Objects during pile installation in the northern portion of MSCP proposal area to be adequate given the level of ground disturbance and asbestos contamination.

Environment, Energy and Science Group (EESG) of the Department

EESG reviewed and supported the Flood Impact Assessment prepared by Arup and reaffirmed that the proposal was not anticipated to result in significant biodiversity impacts, in accordance with their biodiversity waiver approval issued on 11 November 2020.

Sydney Water

Sydney Water advised that the application is in the proximity of Sydney Water's assets and approved plans must be provided to determine any further protection measures and water servicing requirements.

Endeavour Energy

Endeavour Energy advised that:

- the Applicant has initiated the process for electrical supply increase, which is being reviewed, but awaiting information from the Applicant. The expansion of an existing

substation and a new supply line is proposed along Redbank Road frontage to service the multi-storey carpark.

- provided the load of the new carpark is incorporated in the application for the above supply increase, then there is no further consultation required.

DPIE - Place, Design and Public Spaces

Place, Design and Public Spaces noted that the proposed development was in line with the Westmead Health Core Master Plan prepared by Health Infrastructure NSW. In addition, they also advised that the intent of the proposed development was to replace the recently demolished staff carpark and provide for a net increase of 280 operational car parking spaces.

NSW Environmental Protection Authority (EPA)

EPA raised no objection to the proposal.

5.4 Response to submissions

Following the exhibition of the application, the Department placed copies of all submissions received on its website and requested the Applicant respond to the issues raised in the submissions.

On 27 July 2021, the Applicant provided a Response to Submissions (RtS) (**Appendix A**) on the issues raised during the exhibition of the application. The RtS:

- clarified the overall hospital campus parking supply and the distribution of new car spaces between the multi-storey carpark (280 spaces) and the paediatric services building (128 spaces provided initially that will be removed in the future to accommodate further hospital services expansion).
- provided a staging plan for the use of car spaces, which would initially be limited to the replacement of the 679 spaces replaced in the demolished P17 carpark and the 33 at-grade spaces removed from Redbank Road. The remaining 280 spaces needed to service the Paediatric Services Building (PSB) would only come online after the new facility has commenced operation.
- provided a copy of the requested hospital campus parking demand study.
- explained that the 50-space electrical vehicle charging rate had been developed in accordance with the Health Infrastructure NSW Ecologically Sustainable Development Guidelines.
- requested that the proposed update to the Green Travel Plan be only applied to the occupation of the PSB and not the multi-storey carpark. Given that the proposed 280 spaces cannot come online until the PSB has commenced operation.
- provided a public art strategy for the wider hospital campus.
- removed the ancillary retail offering and playground relocation from the SSD scope of work, as both will be undertaken via the exempt development assessment pathway.
- clarified that cumulative construction noise impacts of the PSB and carpark would be managed through varied construction timeframes and the 250m distance of site separation.

- justified the extended Saturday (1pm to 5pm) construction hours, notably that the recommended noise criteria would not be exceeded for sensitive receivers and that the proposed additional hours would shorten the duration of construction.
- provided further details on the solar roof and façade panel specifications.
- reaffirmed that current bicycle storage facilities within the hospital campus are underutilised and more centrally located than the multi-storey carpark development site.
- reaffirmed that public amenities are not a BCA requirement for the carpark facility and that the 24-hour nature of the use would result in potential public safety issue.
- outlined that the conflict between the project and Parramatta Light Rail (PLR) Stage 1 could be managed through alternate construction routes being approved as a part of the Construction Traffic Management Plan (CTMP).
- provided further details in relation to the wayfinding and signage strategy, along with a SEPP 64 assessment.
- confirmed the Toongabbie Creek 20m vegetation riparian zone and noted that DPIE – Water had not raised any concern for road realignment works along the northern site boundary.
- acknowledged the need for conditions of consent to manage the final design of signage zones, the preparation of a CTMP and the process for unexpected archaeological relics.

The RtS also included the following minor amendments to the proposal:

- a reduction in the number of car spaces from 1,003 to 996, arising from the reconfiguration of the vertical circulation core layout, BCA compliance improvements and the allocation of additional motorcycle spaces.
- updating plans to include the 26 motorcycle spaces originally recommended by the transport assessment.
- updating the carpark layout, disabled access provisions, vehicle swept paths and parking space dimensions in accordance with BCA requirements.
- raising the parking floor levels by an additional 350mm and as a result increasing the overall building height from RL 43.1 to RL 43.35 (top of lift overrun). The change was proposed to reduce the amount of cut and fill required to facilitate the proposal and minimise the exportation of contaminated fill from the development site.
- a revised landscape plan with additional details related to proposed mature tree planting throughout the site curtilage and the updated design of pedestrian access paths.
- a revised alignment of Redbank Road for road safety improvements, to accommodate large service vehicle swept paths and to enable staging that minimises construction impacts to commuters.
- a revised alignment and gradient of the carpark entrance driveway.
- addition of a steel roof canopy to support solar panels.
- the deletion of southern façade signage zone and the addition of a second façade signage zone on the northern elevation.
- inclusion of a fire truck hardstand area and the relocation of the pump room adjacent to the northern elevation in accordance with the emergency service requirements of NSW Fire and Rescue.

The RtS was made publicly available on the Department's website and referred to the relevant public authorities. The Department received an additional five submissions from public authorities including

Council in relation to the application. No further submissions were received from the members of the public.

Given that the submissions were received outside the statutory community participation period, the Department has not placed these on the website. Nonetheless, the Department has reviewed all submissions and requested the Applicant to respond to the additional matters raised in these submissions. A summary of the issues raised by public authorities is provided at **Table 5**.

Table 5 | Summary of public authority submissions to the RtS

Parramatta City Council

Council reviewed the RtS and Amended proposal and noted they had addressed some aspects of its original submission. However, Council reiterated the following comments:

- noted the justification provided by the applicant related to regional cycling and pedestrian connections. Requested future involvement in the strategic review of precinct wide accessibility.
- acknowledged the preparation of the concept art strategy and recommended that a condition of consent be applied to secure the implementation of these works within the PSB or MSCP.
- outlined that the proposed vehicular sight lines, speed calming devices and gradient of the Labyrinth Way exit driveway required further resolution.
- recommended that signage, wheel stops and line markings are designed to comply with relevant Australian Standards.

TfNSW

Reaffirmed their recommendation for the inclusion of consent conditions requiring the preparation of a CPTMP and the revision of the campus GTP.

EPA

No comment in relation to the proposal.

Heritage NSW

No further comment in relation to the proposal.

DPIE - Water

Reiterated the need to mitigate potential ground water impacts during piling excavations and recommended conditions to this process.

6 Assessment

The Department has considered the EIS, the issues raised in submissions and the RtS in its assessment of the proposal. The Department considers the key issues associated with the proposal are:

- built form and urban design.
- transport and parking impacts.
- noise and vibration impacts.
- heritage impacts.

Each of these issues is discussed in the following sections of this report. Other issues considered during assessment are discussed at **Section 6.5**.

6.1 Built form and urban design

The proposal is not subject to a maximum building height or floor space ratio (FSR) control under PLEP 2011. Furthermore, the proposed siting and eight storey height of the MSCP will not result in any overshadowing impacts to sensitive land uses or substantial environmental impacts to public domain areas. It is also noted that the overall height of the carpark would remain below existing hospital helicopter flight paths.

6.1.1 Carpark design

Height and built form

The proposal is for an eight storey car parking facility that would accommodate 996 car spaces. As part of the redevelopment, the Applicant has proposed the realignment of Redbank Road and landscaping improvements around the site curtilage. At the RtS stage, each of the floor levels were raised by an additional 350mm and as a result increased the overall building height by 250mm from RL 43.1 to RL 43.35 (top of lift overrun). The change was proposed by the Applicant to reduce the amount of cut and fill required to facilitate the proposal and minimise the exportation of contaminated fill from the development site. Therefore, due to slopping nature of the development site towards the northern boundary, the proposed carpark has an overall maximum height that ranges from 25m to 28m

The new building works comprise an irregular shaped carpark with rectangular shaped footprints situated over the site of a former accommodation building. The floorplate extends the length of the development site along the north-south axis in the north eastern edge of the campus and is appropriately set back from the Children's Hospital eastern forecourt and the Galleria pedestrian link that traverses along the southern site boundary. The carpark would have a consistent floorplate (dimensions of approximately 87m by 51m) and is setback 3.5m from Redbank Road to the north, which is uniform with the prevailing setback of health buildings along the road reserve that range from three to 10 metres.

The siting of the carpark also ensures that adjoining electrical and stormwater easements are not enclosed by the building envelope. It presents as a low-rise tower at the intersection of Redbank Road and Labyrinth Way, with each of the eight storeys configured in a split-level design and the

inclusion of a partial undercroft area incorporated as a part of the southern elevation pedestrian entrance (see **Figures 11 to 14** for elevations of the carpark and **Figure 15** for the level 1 layout).

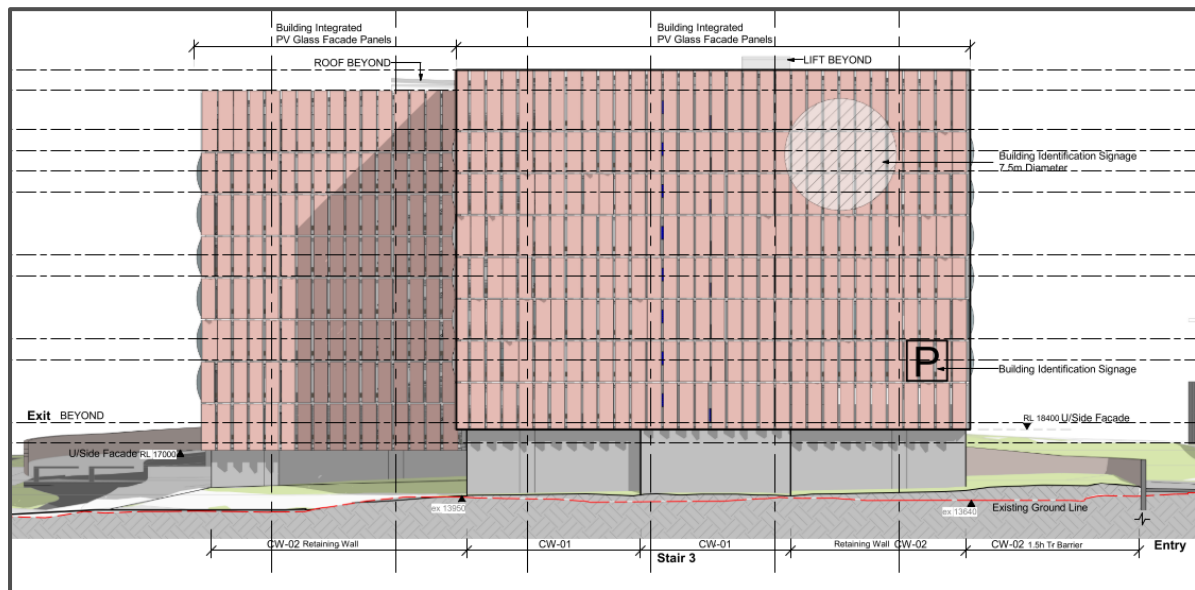


Figure 11 | North elevation of MSCP (Source: RtS)

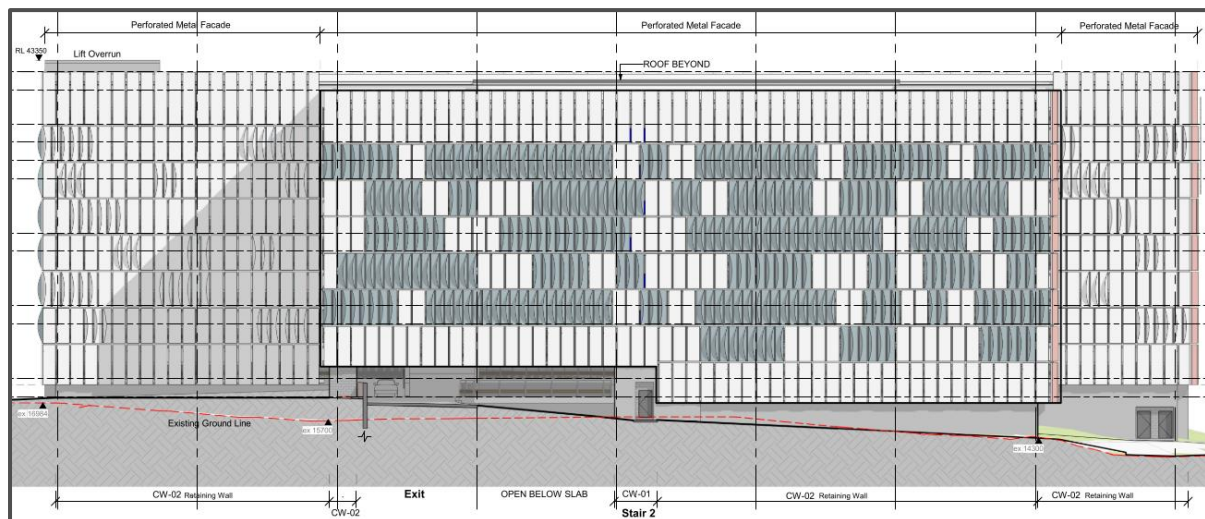


Figure 12 | East elevation of MSCP (Source: RtS)

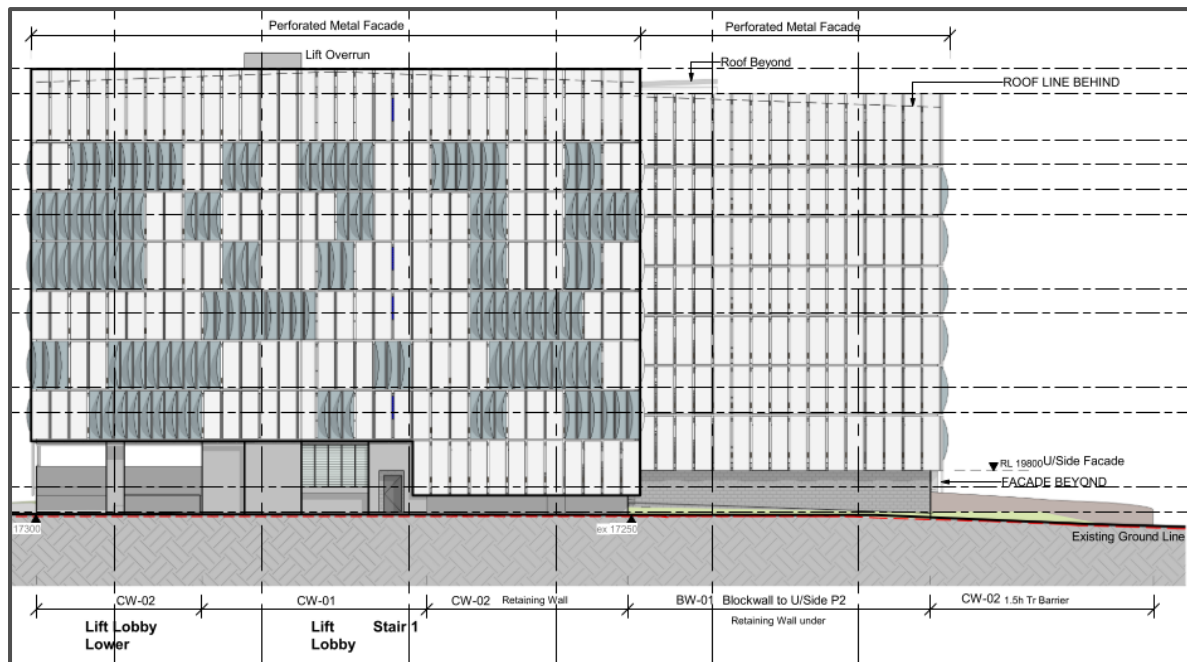


Figure 13 | South elevation of MSCP (Source: RtS)

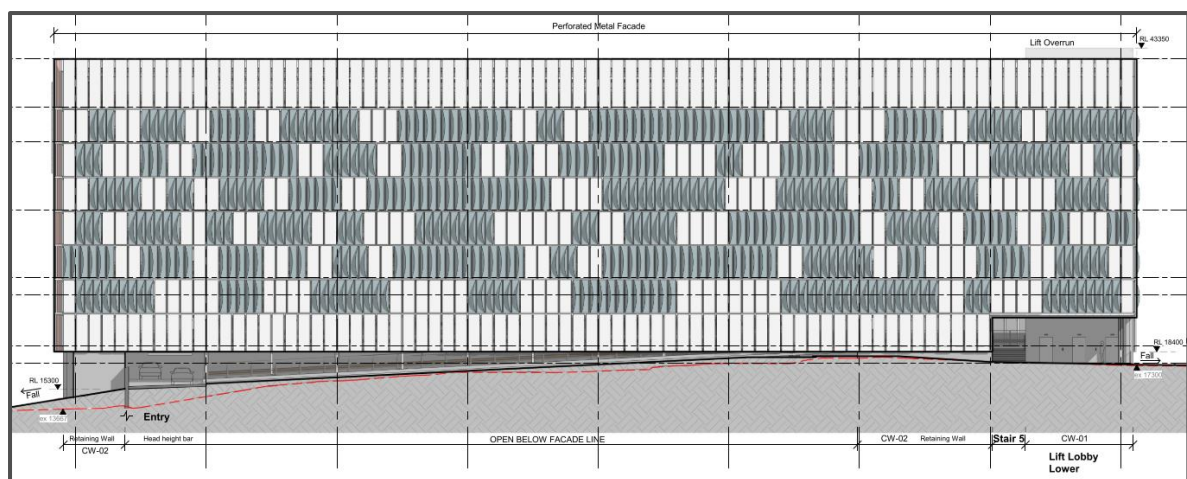


Figure 14 | West elevation of MSCP (Source: RtS)

whilst maintaining transparency, daylight and natural ventilation. The lower levels of the carpark will utilise diverse finishes including brickwork, pre-cast concrete panels and horizontal louvres to screen plant facilities from the public domain. The carpark has incorporated architectural design features to screen the car parking within and provide visual interest to the typically flat and blank façades of carpark structures.

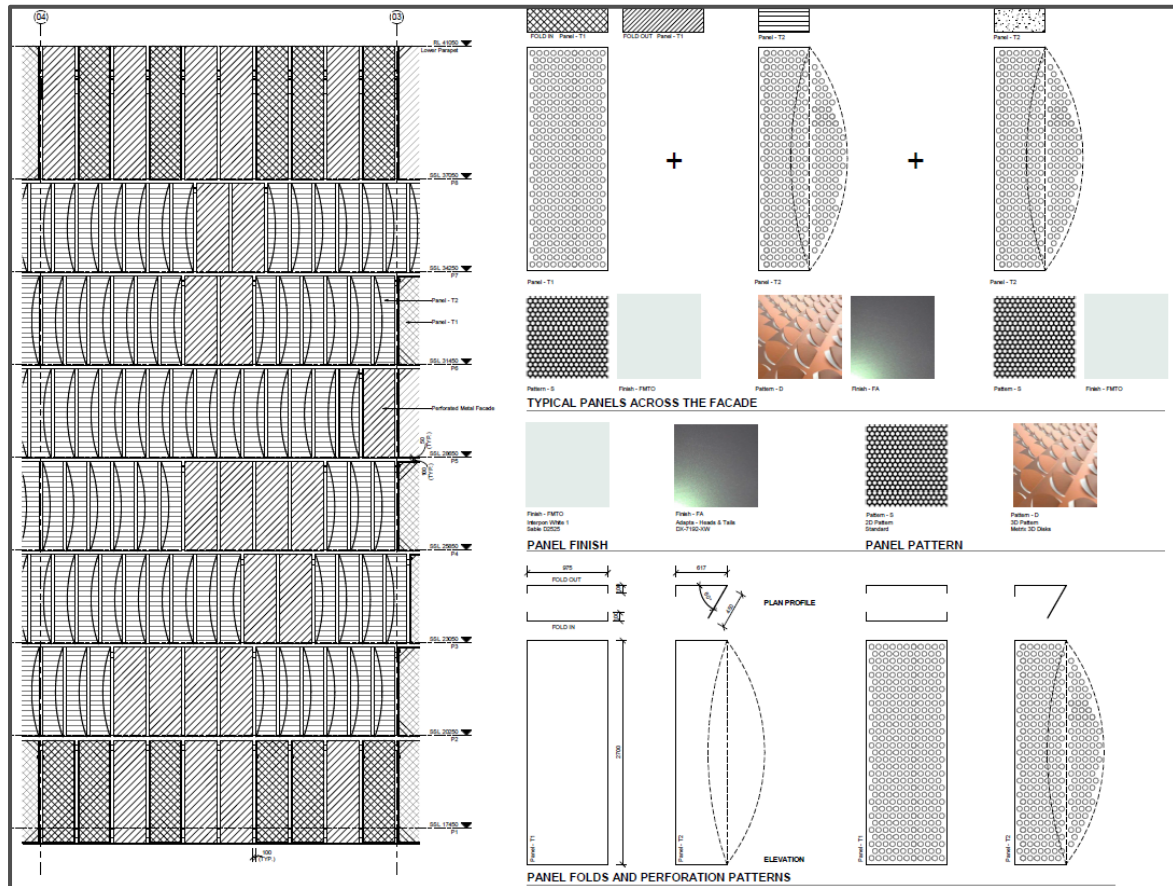


Figure 16 | Schedule of carpark materials and finishes (Source: RtS)

The design of the carpark has been guided by the Government Architect NSW's (GANSW) State Design Review Panel (SDRP) process. The Applicant has responded to concerns raised by the SDRP as a part of the RtS package and modified the proposal to include the preparation of a public arts strategy, the incorporation of a southern undercroft area to enable future retail activation, the refinement of the landscape concept design and the adoption of indigenous façade design elements.

The panel also sought justification in relation to the location of the carpark on the edge of the hospital campus and in the vicinity of Toongabbie Creek. The Department notes that the Applicant advised that the rationale for positioning the consolidated carpark on the north eastern corner of the campus and at the Redbank Road entrance was to reduce the levels of traffic congestion centrally within the health precinct and improve wayfinding for commuters.

The Department considers that the built form of the development, including its location on the site and orientation, is acceptable within the context of the wider hospital campus and better responds to the objective of improving connectivity for motorists and pedestrians. As a result of the design changes made to the application, GANSW advised the proposal had addressed matters raised through the SDRP process.

In its submission on the EIS, Council raised concerns regarding the connection of the carpark with the regional pedestrian and cycling network. The Applicant responded in the RtS that the northern and southern pedestrian access points would offer adequate connectivity for pedestrians travelling east-west along Redbank Road and north-south from the Galleria to Labyrinth Way. Council was generally satisfied with the Applicant's response and raised no further comment on the matter.

Accordingly, the Department concludes that the proposed height, built form and design of the proposed carpark is acceptable for the site, particularly noting that: there is no height limit applicable to the development under the PLEP 2011; no submissions were received during exhibition in objection to the height of the development; no view corridor, overshadowing or other amenity impacts to sensitive land uses or key public domain areas were identified during assessment; there are clear benefits regarding contamination management and a reduction in excavation volumes resulting from the minor increase in height from the EIS to the RtS design.

6.1.2 Public domain

The application included a conceptual landscape design to the Redbank Road and Labyrinth Way frontages and internal site boundaries. These landscaping and public domain improvements will also benefit the Children's Hospital forecourt in the south western corner of the site (see **Figure 17**).



Figure 17 | Public domain and landscaping works

In its comments on the EIS, Council raised concerns regarding the relocated playground's aspect, proportion and proximity to Toongabbie Creek. It was noted in the RtS that the Applicant advised that the positioning of the relocated playground area to the south of the Galleria path is currently indicative and that these works are proposed to be undertaken under a separate approval. Notwithstanding, the Department considers that the approximate location to be acceptable given that the Applicant has committed to retain the size and equipment of the playground proposed for demolition under the current application and that the accessibility to Toongabbie Creek would not be obstructed by the MSCP.

As part of the RtS, the Applicant provided a revised landscape design to increase the amount of mature tree planting and the tree canopy coverage, reduce the grading of the southern access paths to provide an equitable level access and the addition of further through site pedestrian links in accordance with the SDRP advice.

The proposal includes the removal of 56 trees and planting of 39 trees. The trees are proposed to be planted across the site with a concentration of trees at pedestrian entrances. The proposed site canopy cover of 2,614sqm (26 per cent) is less than the existing canopy cover of 2,837sqm. However, once each of these new plantings have reached maturity, it is anticipated that the canopy will become consistent with pre-development coverage levels.

Furthermore, the Department accepts the site is constrained by the location of easements and the protected riparian zone that limit the opportunities for additional landscaping improvements along the northern and eastern boundary. It is anticipated that further improvements are planned as a part of wider hospital precinct works.

The SDRP were generally supportive of the landscaping for the site, which was considered to tie the whole project together and provide green links from the proposed PSB to the MSCP. GANSW advised that the proposal had addressed matters raised through the SDRP process.

The Department considers the landscaping proposed along the street frontages and internal edges of the site would result in a positive public domain, which provides intuitive wayfinding to the Children's Hospital entrances and encourages the activation of these spaces.

Conditions of consent are recommended requiring tree species to be indigenous to the area and of appropriate pot sizes to ensure restoration of the canopy cover within an appropriate timeframe. Subject to the recommended conditions, the Department considers that overall, the proposed landscaping and public domain works would deliver an improved outcome for the site and the tree planting and open spaces along this public domain interface would soften the appearance of the carpark and surrounding hospital facilities.

Accordingly, the Department concludes that the proposed public domain works and proposed landscaping are acceptable for the site.

6.2 Transport and parking impacts

6.2.1 Traffic

Construction traffic

The Applicant submitted a preliminary Construction Traffic Management Plan (CTMP) with the Transport Assessment for the application. The CTMP anticipates the primary travel routes for construction vehicles will be:

- Route 1: approach from the north and east via Briens Road and Redbank Road; depart via Redbank Road and Briens Road (preferred option).
- Route 2: approach from the south and west via Cumberland Highway, Darcy Road, Dragonfly Drive and Redbank Road; depart via Redbank Road, Dragonfly Drive, Darcy Road and Cumberland Highway (alternate option).

Access routes and the number of vehicles would vary throughout the construction period that is anticipated to commence in Q4 2021 and be completed by Q2 2023, with up to 80 construction related vehicles per day or around 10 vehicles per hour. The Applicant has also indicated that a limit of 30 construction vehicles per hour would be applied to the MSCP and PSB construction program to mitigate potential cumulative traffic impacts and maintain acceptable levels of local intersection service.

The preliminary CTMP encourages construction workers to use public transport to access the site and minimise traffic and parking impacts, particularly given the current demand for operational staff parking in the precinct. On this basis, the Applicant has advised that all construction worker parking will take place within the development site.

In response concerns raised by the Department at the EIS exhibition stage, the Applicant provided details in the RtS on the staging of the Redbank Road realignment works to ensure that access is maintained for general commuters, large service vehicles and emergency services. The Applicant reaffirmed that traffic controllers would be on-site during partial lane closures and that at least one lane would remain operational for hospital users over the duration of the realignment works.

TfNSW advised that a final Construction Traffic and Pedestrian Management Plan (CTPMP) should be developed to ensure that construction traffic impacts are minimised and appropriately managed, including any cumulative construction impacts to the nearby Parramatta Light Rail project on Hawkesbury Road and hospital access arrangements. The Applicant's preliminary CTMP has outlined that the proposed MSCP construction routes would approach from the north and that there would not be any conflict with the southern vehicle routes servicing the Parramatta Light Rail construction works. TfNSW will be consulted for final endorsement of the CTPMP and to confirm that satisfactory arrangements are in place. Council also requested that the Department ensure that the CTPMP be reviewed and endorsed by Council.

The Department has recommended conditions of consent requiring the Applicant to prepare and implement a CTPMP, in consultation with Council and TfNSW. Subject to preparation and implementation of the CTPMP, the Department is satisfied that construction traffic impacts would be appropriately managed.

Operational traffic

The proposed works are situated in the north eastern corner of the campus and will replace the P17 staff carpark to support the existing operations of the Children's Hospital and the proposed intensification of the hospital use resulting from the under assessment PSB expansion.

The streets surrounding the development are a combination of local roads controlled by Council and State roads maintained by Health NSW and TfNSW (RMS). Entrance to the MSCP would be from the north via the intersection of Briens and Redbank Road or from the south via Labyrinth Way. Exit from the site would direct staff and visitors along Redbank Road, Dragonfly Drive and Darcy Road to the west.

The Transport Assessment has assessed the peak hourly traffic generation that would access the new carpark based on the number of car spaces previously provided within decommissioned facilities and additional 280 spaces proposed to support the under assessment PSB. Based on a new car parking supply of 280 spaces (approximately 110 staff spaces and 170 visitor spaces), the development would generate an additional 89 vehicles in the AM peak hour and an additional 76 vehicles in the PM peak hour. The development's set-down/pick-up activity could also generate an additional 23 vehicle trips (two-way) in the AM peak and 29 vehicle trips (two-way) during the PM peak.

The modelling was accompanied by a SIDRA analysis of the impacts on nearby intersections, including the cumulative impacts from the adjacent PSB development, and concluded that a majority of the impacted intersections would maintain similar levels of service (LOS) and remain at satisfactory levels (see **Table 6**). It was noted that only the signalised intersection of Darcy Road, Institute Avenue and Mons Road would reduce in LOS from D to E during the PM peak. The Applicant's traffic consultant concluded that the intersection is currently operating at capacity and while a minor increase in traffic volumes would alter the level of service, the development's overall impact to existing traffic conditions at the Darcy Road, Institute Road and Mons Road intersection and the Darcy Road corridor is considered minor.

In this regard, the Transport Assessment notes that precinct wide traffic upgrades and intersection improvements are currently being investigated by the Sydney Children's Hospital Network in consultation with TfNSW. This Place Based Transport Strategy aims to reduce arterial road congestion levels throughout the Westmead precinct and is projected for completion in 2021 to ensure that improvements are undertaken before the 2025 operation of the additional 280 spaces required to support the proposed PSB. Prior to this stage, the carpark will only provide for the replacement of existing staff parking spaces and there will be no change to existing levels of service.

In conjunction, with these future traffic upgrades the Sydney Children's network is required to update the Green Travel Plan (GTP) as a part of the Paediatric Services Building (PSB) approval to further reduce staff private vehicle dependence, with the existing GTP targeting a reduction to 65 per cent by 2026. A proposed target that is considered achievable due to the anticipated timing of proposed public transportation accessibility upgrades (Parramatta Light Rail and Sydney West Metro) that will further alleviate the pressure on local intersections by providing higher frequency and capacity public transportation options that were previously unavailable to hospital users.

Table 6 | Existing and proposed LOS

Intersection	Peak	Pre-development LOS	Post-development LOS
Briens Road and Redbank Road	AM	D	D
	PM	C	C
Bridge Road and Darcy Road	AM	C	C
	PM	B	B
Darcy Road, Institute Avenue and Mons Road	AM	C	C
	PM	D	E
Dental Hospital, Marist High School and Darcy Road	AM	A	A
	PM	A	A
Hospital Access, WSU and Darcy Road	AM	B	B
	PM	C	C
Darcy Road and Hawkesbury Road	AM	B	B
	PM	B	B
Railway Parade and Hawkesbury Road	AM	A	A
	PM	C	C
Alexandra Avenue and Hawkesbury Road	AM	C	C
	PM	C	C

Following exhibition of the EIS, TfNSW and Council raised no issue with the assumptions or conclusions of the traffic assessment or the proposed realignment of Redbank Road. The Department concludes that the additional traffic generated by the project would not have a significant impact on the surrounding road network and all intersections would continue to operate satisfactorily.

The Department considers that the traffic generation associated with the proposal would be acceptable, subject to recommended conditions.

6.2.2 Parking and alternate transport

The proposal would result in the replacement of 712 at-grade car parking spaces with 996 spaces within a multi-storey carpark, including 280 spaces (110 Staff / 170 visitors) to support the proposed new PSB.

The RMS Guide to Traffic Generating Development does not provide a rate for public hospital car parking. The Transport Assessment is accompanied by a Carparking Demand Study, which calculated the current parking demand generated for the existing hospital and proposed PSB to be a maximum of 1,977 car spaces based on peak demand from staff and visitors (including patients). The study was based upon parking occupancy data, the capacity of public transportation services, staff mode share surveys undertaken in 2019 and the precinct-wide Green Travel Plan commitment to reduce staff car dependence to 65 per cent by 2026.

The hospital campus currently provides approximately 1,657 on-site car parking spaces, with 679 of these staff spaces accommodated within interim facilities or stacked arrangements. As such, the hospital campus currently has a shortfall in car parking of approximately 999 spaces (including spaces needed to address growth demands and the replacement of the temporary staff spaces).

The estimated demand includes the 280 car spaces associated with the PSB expansion of 115 beds and 460 Full-time equivalent staff, as well as the replacement of the 679 staff spaces provided temporarily in existing facilities and the 33 at-grade staff spaces removed from Redbank Road to facilitate the MSCP. These estimates have accounted for the targeted mode shift away from private vehicle travel by staff and the future uptake of public transport resulting from Parramatta Light Rail and the Sydney West Metro being delivered within the hospital campus.

Based on this, the proposed 996 carparking supply would predominantly meet the new demand generated and offset parking loss as a result of the demolition of the P17 carpark (currently managed within interim facilities and stacked arrangements) and the Redbank Road at-grade carpark (see **Table 7**).

It is proposed that the carpark will be occupied in stages, with only the 679 replacement staff parking spaces and the 33 at-grade spaces removed from Redbank Road becoming operational at the completion of construction works in Q2 2023. The remaining 280 car spaces needed to service the PSB would then come online after the new facility has commenced operation in Q1 2025 and would be limited to 152 spaces until the 128 car spaces available in the PSB have been decommissioned for future clinical expansion works. After these future works have commenced, the entirety of the new 280 MSCP car parking spaces would be utilised to support the PSB.

Table 7 | Existing and proposed parking on campus

Location	Existing	Q2 2023 (MSCP Operational)	Q1 2025 (PSB Operational)	Future (PSB Clinical expansion)
P6 (Hawkesbury Road)	523	523	523	523
P14 (Dragonfly Drive)	422	422	422	422

Redbank Road (at-grade carpark)	33	-	-	-
P17 Car staff park transferred to P23 (interim parking) & P6, P14 & P23 (stacked parking)	679*	-	-	-
PSB (basement and at-grade parking on Redbank Road)	-	-	128 (provided temporarily and will be decommissioned after the PSB clinical fit-out and expansion)	-
MSCP	-	712	864-996 (limited to 152 of the additional 280 spaces with the remainder temporarily provided in PSB)	996 (balance of spaces transferred from PSB as it undergoes clinical fit-out and expansion)
Total	1,657	1,657	1,937 – 2,069	1,937

* Car spaces being removed under separate approvals

Council and TfNSW raised no issues with the assumptions used regarding the calculations for car parking demand by the proposal or the provision of additional car parking for the hospital and the targeted modal shifts. TfNSW raised concern regarding the preparation of an amended precinct-wide Green Travel Plan (GTP) to reflect the new parking accommodated in the MSCP and the PSB development. TfNSW recommended that it be consulted in the preparation of the GTP.

In the RtS the Applicant contended that the existing hospital GTP does not need to be updated prior to the occupation of the MSCP, given that it is a replacement carpark and the new parking spaces will only be released once the PSB is in operation. Notwithstanding, the Department agrees with TfNSW and has recommended a consent condition requiring the amendment of the existing GTP prior to the commencement of use of the 280 new parking spaces. The anticipated occupation timing of 2025 will also enable the review of the GTP to align with the timing of public transport service improvements delivered by Parramatta Light Rail and the commitment to the Sydney West Metro.

The Department has recommended a GTP be prepared and implemented upon occupation of the new parking spaces, ensuring that a shift in travel behaviour is fostered before completion of the PSB development.

The Department considers that the car parking proposed satisfactorily addresses the requirements of the proposed future PSB and the replacement of existing staff parking facilities.

6.3 Noise and vibration impacts

The EIS was accompanied by an Acoustic Assessment (AA) that assessed the operational noise and construction noise and vibration impacts associated with the application. A revised AA was provided by the Applicant with the RtS to address the Department's concerns for cumulative noise impacts generated by surrounding concurrent developments (PSB works) and to offer additional justification for their outside of hours work request (OOHW) on Saturday from 1-5pm. The report assessed the impacts on nearby sensitive land receivers, including the adjoining short-term accommodation use, existing health buildings and residential receivers (see **Figure 18**).



Figure 18 | Carpark noise sensitive receivers (Source: RtS)

A summary of the rating background levels (RBLs) for the most sensitive receivers are identified in **Table 8**.

Table 8 | RBLs for residential and short-term accommodation receivers

Sensitive receiver	Day	Evening	Night
Residential	43 dB(A)	44 dB(A)	42 dB(A)
Short term accommodation (Ronald McDonald House) *	55 dB(A)	45 dB(A)	40 dB(A)

* Baseline established by NSW Noise Policy for Industry (NPI) amenity criteria.

6.3.1 Construction noise and vibration impacts

The Interim Construction Noise Guideline (ICNG) and Draft Construction Noise Guideline (DCNG) establish construction noise management levels (NMLs) for surrounding sensitive residential receivers and non-residential sensitive land uses, along with standard construction hours of 7am to 6pm on Mondays to Fridays and 8am to 1pm on Saturdays.

The AA establishes a noise management level (NML) of 52dB(A) for the residential receiver and an internal level of 35dB(A) for short-term accommodation and 45dB(A) for adjacent health buildings. The proposed works are planned to be undertaken within and outside the standard construction hours in the ICNG. A noise management level (NML) of 48dB(A) is identified for the residential receivers for works to be undertaken outside the standard construction hours in the ICNG and DCNG. The works proposed outside of the standard construction hours from 1pm to 5pm on Saturday will be regulated via a recommended consent condition, which requires the Applicant to submit an OOHW protocol and works plan that confirms the nominated construction activities would meet the recommended noise management level.

Without noise mitigation, the predicted noise levels are expected to marginally exceed the NML at the residential receiver, but would be below the highly noise affected management level of 75dB(A) with noise levels reaching a maximum 66dB(A) during standard construction hours. It is anticipated that the NML at internal hospital receivers (69 dB(A)) and the adjacent short-term accommodation building (68dB(A)), would also be exceeded during standard construction hours.

Noise mitigation measures are recommended but require further resolution on appointment of a contractor. The AA recommended for standard construction hours: that a respite hour is observed at midday during intensive periods of rock breaking and hammering; that receiver consultation is undertaken and contact information is available to manage potential noise complaints; that construction equipment be located away from sensitive receivers and screened (where necessary); manage vehicle noise and maintain equipment. Other standard mitigation measures would need to be investigated to address the impacts, including acoustic barriers, silencing devices and treating noisy equipment.

Vibration impacts would be generated during demolition and excavation works, with the noise assessment establishing safe working distances for heavy machinery and encouraging a 1-hour respite period at midday. Sample testing of vibration impacts and ongoing monitoring is recommended via a consent condition.

In response to the Department's concerns for cumulative construction noise impacts from the concurrent development of the MSCP and PSB, the Applicant has advised that mitigation would result from the 250m site separation distance and the varied timing of construction works. It is projected that the MSCP would reach the less intensive construction stage (façade and structure) from July 2022 to March 2023, whilst the construction of the PSB is expected to occur from July 2022 to February 2024. The Department notes that the Applicant has provided an acceptable response to address preliminary concerns.

The Department initially advised that the proposed extended construction hours sought in the EIS had not been adequately justified. In the RtS the Applicant provided the following justification to address the Department's request:

- the nearest residential receiver is situated 80m from the development site to alleviate concerns for vibration transmission.
- the proposed OOHV construction activities would be made to comply with the noise management levels recommended by the ICNG and the DCNG.
- the application would meet the ICNG test for works that can be undertaken outside of the standard construction hours, given that it is classified as “Public infrastructure works that shorten the length of the project”.

The Department has recommended that a detailed Construction Noise and Vibration Management Plan be prepared by a suitably qualified expert and that consultation be undertaken with all noise sensitive receivers where noise levels are predicted to exceed the NML in the preparation of each of the plans. Further, the Department has recommended that an OOHV protocol be prepared for the application.

Subject to compliance with the recommended conditions of approval and implementation of the proposed mitigation measures, the Department is satisfied that construction noise impacts can be appropriately managed.

6.3.2 Operational noise and vibration impacts

The noise generating activities associated with the operation the carpark would comprise the operation of mechanical plant and equipment and the associated traffic impacts. The AA identified the operational noise criteria under the relevant provisions of the Noise Policy for Industry (EPA, 2017) (NPI).

The AA outlined that the potential impacts associated with the carpark from traffic noise is predicted to remain below the noise limits set in **Table 9** during the day and evening periods without the need for mitigation measures. The AA asserts that the carpark facility and traffic related noise emissions can be controlled to acceptable levels at the nearest noise sensitive receivers during the night period, through the implementation of attenuation measures. These measures include the design of the façade, floor finishes and mechanical plant to achieve a noise reduction of 5dB and predicts a night period maximum of 37dB(A)Leq for residential receivers and a maximum of 42dB(A)Leq for short term accommodation.

Detailed noise predictions will be conducted during the design refinement phases of the proposal to ensure that the mechanical plant noise emissions, floor finishes and the façade treatment satisfy the noise emission criteria.

It is requested that detailed quantitative noise impact assessment of mechanical plant and compliance with noise limits be provided as a part of the detailed construction design. A condition is recommended to ensure that the noise limits in **Table 9** for the operation of the proposal be complied with at the residential and short-term accommodation receivers in the vicinity of the development site.

Table 9 | Noise limits at residential and short-term accommodation receivers

Sensitive receiver	Noise Limits in dB(A) at sensitive receivers			
	Day	Evening	Night	Night
	L _{Aeq} (15 minute)	L _{Aeq} (15 minute)	L _{Aeq} (15 minute)	L _{AFmax}
Residential	48	43	38	57
Short term accommodation (Ronald McDonald House)	53	48	43	-

The Department is satisfied the noise impacts generated by the development can be adequately managed and mitigated, subject to the verification of noise attenuation measures during the detailed design stage and verification of operating conditions upon commencement of operations. The Department has recommended conditions requiring the Applicant to demonstrate compliance with the noise limits set by the acoustic assessment and that post occupation monitoring is undertaken.

6.4 Heritage Impacts

6.4.1 European heritage

A Statement of Heritage Impact (SHI) was submitted in support of the application. It was identified that:

- the proposed development is partly situated within the precinct of the State heritage significant Cumberland District Hospital Group (SHR 00820) and in the vicinity of Glengariff / Wisteria Gardens and the World heritage-listed Old Government House and Government Domain.
- the proposed development is located within the Parramatta Archaeological Management Unit (PAMU) 3070, which is assessed as being of moderate archaeological research potential and may contain evidence of early agricultural practices and the Government Domain.

The SHI concluded that the proposed development:

- would have little to no potential for surviving archaeologic resources, given the degree of ground disturbance in the area.
- has no built form elements that would be impacted by the proposal.
- is sufficiently distanced from nearby heritage items to mitigate construction related vibration impacts.
- construction works should cease if unexpected archaeological resources are identified, and Heritage NSW notified.

Furthermore, the submitted view analysis did not identify any view corridor impacts to the historical setting of both State and Nationally significant heritage items located to the south east of the development site. The potential impacts are mitigated by landscape elements screening direct visibility of the MSCP and the considerable distance from the items. It is also noted that the design of the MSCP does not include any signage zones on the southern or eastern elevations to mitigate potential illumination concerns.

Heritage NSW (HNSW) concurred with the findings of the archaeological assessment and raised no objection in relation to the development application. In addition, HNSW supported the conclusion that there would be low potential for archaeological relics and recommended a consent condition to manage any relics in accordance with an unexpected finds protocol.

The Department notes the advice of Heritage NSW and has recommended conditions of consent consistent with its comments. Subject to conditions of consent, the Department is satisfied there would be no significant, detrimental impacts on historic heritage and archaeology.

6.4.2 Aboriginal cultural heritage

The Aboriginal cultural heritage assessment (ACHA) report documents investigations undertaken on and around the site and provided a range of mitigation measures. The report noted high levels of historic and modern disturbances in the southern portion of the site. The ACHA report included consultation with Aboriginal parties and an assessment of potential significance.

The ACHA report found that the proposal would not impact on Aboriginal cultural heritage as no Aboriginal objects or areas of archaeological potential were identified.

The Department has recommended conditions of consent requiring implementation of the relevant recommendations of the ACHA report, noting the commitment to monitor and collect Aboriginal objects discovered during pile installation in the northern portion of the MSCP proposal area. Subject to recommended conditions, the Department is satisfied that impacts on Aboriginal cultural heritage would be appropriately managed.

6.5 Other issues

The Department's consideration of other issues is provided at **Table 10**.

Table 10 | Department's assessment of other issues

Issue	Findings	Recommendations
Contamination	The Applicant submitted a detailed Stage 2 Environmental Assessment in support of the application. This report concluded that the sites is suitable for the proposed hospital carpark use subject to the implementation of a Remedial Action Plans (RAP). The RAP was also provided as a part of the EIS that was placed on public exhibition.	The Department has recommended conditions requiring a Site Audit Report and Site Audit Statement in accordance with the requirements of SEPP 55, along with the preparation of construction phase

	<p>A number of contaminants of concern were identified in soils that exceeded their nominated soil acceptance criteria as well as friable asbestos from previous landfill activities at the proposal site. Petroleum hydrocarbons, zinc and heavy metals were also found to exceed the adopted criteria in some soil samples at the site, but not to the extent that would pose an unacceptable ecological or safety risk.</p> <p>In response, the proposal is configured with a suspended ground floor slab and only requires minimal excavation to enable pilling installation.</p> <p>Further, the submitted RAP recommended the preparation of a Construction Environmental Management Plan (CEMP), a Construction and Long-term Asbestos Management Plan and a Work Health and Safety Management Plan (WHSP).</p>	<p>management and safety reports.</p> <p>A condition requiring the RAP be revised to address further detailed site investigations post demolition works is also recommended.</p> <p>The Department is satisfied that the assessment has been undertaken in accordance with the relevant guidelines, and consistent with SEPP 55, and the site is suitable for the new carpark, subject to remediation.</p>
Flooding and stormwater drainage	<p>The development site is within the AEP and PMF flood risk areas and the subject of localised overland flooding from the hospital campus to the south.</p> <p>The supporting flood assessment has proposed that Level 1 and its entrances are designed to be above the 1% AEP flood level plus 0.5 m freeboard. It will also be configured with a direct connection into the existing drainage system without on-site-detention to improve stormwater discharge away from the development site.</p> <p>It was also noted that the stormwater design was not anticipated to result in any unacceptable downstream impacts to Toongabbie Creek and that overland flood levels would not be adversely affected by the development.</p> <p>In the aim of further addressing AEP flood events and the low probability PMF event, an</p>	<p>The Department is satisfied that the proposal would not affect overland flow or existing flood patterns and that the proposed drainage system would operate satisfactorily.</p> <p>In regard to flooding impacts, the Department has recommended a consent condition requiring that structures below the PMF be constructed from flood compatible building components and the preparation of a final evacuation strategy in consultation with Council and relevant emergency services.</p>

evacuation plan has been considered with both shelter-in-place and off-site evacuation considered acceptable options to mitigate risk.

In response to the EIS, Council and EESG did not raise any concerns in relation to the flood assessment and were satisfied that the proposed management measures had satisfactorily addressed flooding impacts.

Signage	<p>The application proposes two illuminated wayfinding sign zones on the northern elevation (main entrance) of the MSCP.</p> <p>Both signage emplacements have been assessed to ensure compliance with SEPP 64 – Advertising and Signage and are considered sympathetic to the character of the area and the design of the building. It is proposed that 24-hour illumination levels (consistent with operative use) are managed via a consent condition that will require that the final detailed signage design to be submitted to the Department for endorsement and demonstrate compliance with the relevant Australian Standards.</p> <p>In addition, it was evaluated that the location of signage will not result in view corridor or illumination impacts to National and State Heritage Items situated to the south east of the development site.</p> <p>A full SEPP 64 assessment of the proposed signage is provided in Appendix B.</p>	<p>The Department has recommended conditions of consent ensuring the dimming of illuminated signs during the overnight operating period in accordance with the relevant Australian Standards.</p> <p>Subject to compliance with consent conditions, the Department is satisfied that the proposed signage zones would be consistent with the guidelines set out in SEPP 64.</p>
Crime Prevention through environmental design (CPTED)	<p>The application has considered CPTED requirements in the overall design of the 24-hour carpark, through the inclusion of internal lighting, external landscape and access path lighting, an open façade to enable passive surveillance, wayfinding signage, CCTV, electronic security systems and overnight security patrols in accordance with current hospital arrangements.</p>	<p>The Department has recommended a consent condition requiring the preparation of plan of management that secures the nominated crime prevention measures prior to the construction for incorporation in the detailed design.</p>

Disabled Access Provisions (DDA compliance)	<p>The application was accompanied by BCA report at the EIS stage demonstrating compliance with the relevant Australian Standards.</p> <p>The proposed carpark would comply with equitable access provisions internally as 14 mobility impaired parking spaces have been provided in the vicinity of the vehicular and pedestrian entrances. The ground floor location of these spaces also enables a level transition from the carpark to the eastern Children’s Hospital forecourt that assists mobility impaired patients and parents with prams.</p> <p>In the RtS the Applicant confirmed that DDA provisions did not require the inclusion of public amenities within the carpark and that facilities were available in the adjacent hospital building.</p>	<p>Equitable access has been considered in the design of the proposal and the Department is satisfied that the proposal would deliver a DDA compliant outcome.</p>
Aviation Impacts	<p>The height of the proposed eight storey carpark would remain well below the rooftop helipads provided at the recently constructed CASB (13 storeys) and the under assessment PSB (15 storeys) developments.</p> <p>Accordingly, the height of the proposal would not obstruct the approach and departure procedures of the helipads on the hospital campus and no concerns were raised by aviation authorities.</p>	<p>The Department is satisfied that the proposed development would not impact aviation flight paths.</p>

7 Evaluation

The Department has reviewed the EIS and RtS and assessed the merits of the proposal, taking into consideration advice from the public authorities, including Council and TfNSW. Issues raised in the public submissions have been considered and all environmental issues associated with the proposal have been addressed, with conditions recommended to address any outstanding issues. The Department concludes the impacts of the proposed development is acceptable and can be appropriately mitigated through the implementation of consent conditions. Consequently, the Department considers the development is in the public interest and should be approved subject to conditions.

The proposed development is consistent with the objects of the *Environmental Planning and Assessment Act 1979* (including ecologically sustainable development) and with the State's strategic planning objectives for the site as set out in the Greater Sydney Regional Plan, *A Metropolis of Three Cities*, the Central City District Plan, Westmead Health Core Master Plan, Westmead 2013 – Draft Westmead Place Strategy, and Parramatta Council's Local Strategic Planning Statement 2036.

The Department is satisfied the proposed built form and scale of the development is appropriate when considered in the context of the surrounding development and the protection of nearby National and State significant heritage items. The overall public domain and landscaping works provide significant improvements for the campus, particularly contributing to improved pedestrian accessibility and additional landscaping adjacent to the Children's Hospital eastern forecourt.

The Department concluded that the surrounding road network has adequate capacity to cater for the expected increase in traffic to the site and proposed access arrangements would be acceptable. Further, the car parking provided would meet demand generated by the expansion of the future Paediatric Services Building and accommodate the demand required to replace staff parking lost due to demolition of existing parking facilities. This would be supported by the update of the precinct-wide GTP that would further address demand by promoting a modal shift away from private vehicle usage.

The Department notes that the extended construction hours over the weekend would comply with the noise management levels recommended by the relevant NSW guidelines. However, as details are currently unknown the Department has recommended a consent condition requiring the preparation of an out-of-hours work protocol and works plan to regulate these construction activities.

The Department has concluded that the Applicant's intention to manage impacts on archaeology through an unexpected find protocol unacceptable and has recommended a monitoring program.

The proposal is in the public interest as it would deliver public benefits, including:

- the provision of health infrastructure to meet the demands of the growing population.
- improved service levels in hospitals through the construction of new health facilities in an accessible location.
- economic benefits, generating approximately 233 construction jobs and support operational jobs through additional staff parking and investment in health infrastructure.

8 Recommendation

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

- **considers** the findings and recommendations of this report.
- **accepts and adopts** the findings and recommendations in this report as the reasons for making the decision to grant consent to the application.
- **agrees** with the key reasons for approval listed in the notice of decision.
- **grants consent** for the application in respect of Westmead Multi-storey Carpark (SSD-10434896), subject to the conditions in the attached development consent.
- **signs** the attached development consent and recommended conditions of consent.

Recommended by:



Ferdinando Macri
Planning Officer
Infrastructure Assessments

Recommended by:



David Gibson
Team Leader
Social Infrastructure

9 Determination

The recommendation is **Adopted** by:

A handwritten signature in black ink, appearing to be 'KH' followed by a long horizontal flourish.

15 September 2021

Karen Harragon

Director

Social and Infrastructure Assessments

Appendices

Appendix A – List of referenced documents

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

1. Environmental Impact Statement: <https://www.planningportal.nsw.gov.au/major-projects/project/40506>
2. Submissions: <https://www.planningportal.nsw.gov.au/major-projects/project/40506>
3. Applicant's Response to Submissions: <https://www.planningportal.nsw.gov.au/major-projects/project/40506>
4. Applicant's Response to Request for Additional Information: <https://www.planningportal.nsw.gov.au/major-projects/project/40506>

Appendix B – Statutory Considerations

To satisfy the requirements of section 4.15(a)(i) of the EP&A Act, this report includes references to the provisions of the EPIs that govern the carrying out of the proposals and have been taken into consideration in the Department's environmental assessment.

Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State & Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney Harbour SREP)
- Draft State Environmental Planning Policy (Infrastructure) 2007 – Amendment Health Services Facilities (Draft Infrastructure SEPP)
- Draft State Environmental Planning Policy (Remediation of Land) (Draft Remediation SEPP)
- Draft State Environmental Planning Policy (Environment) (Draft Environment SEPP)
- Parramatta Local Environmental Plan (PLEP) 2011.

COMPLIANCE WITH CONTROLS

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

Table B1 | SRD SEPP compliance table

Relevant Sections	Consideration and Comments	Complies
3 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development	The proposed development is identified as SSD.	Yes
8 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and b) the development is specified in Schedule 1 or 2.	The proposed development is permissible with development consent. The proposal is for carparking that is ancillary to a hospital with capital investment values (CIV) in excess of \$30 million and therefore is development specified under clause 14 of Schedule 1 of the SRD SEPP.	Yes

State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

An assessment of the developments against the relevant considerations of the Infrastructure SEPP is provided in **Table B2**.

Table B2 | Consideration of the relevant provisions of Infrastructure SEPP

Clause(s)	Consideration and Comments
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44 - 45 Development likely to affect an electricity transmission or distribution network	<p>The development is located within the vicinity of an electricity transmission or distribution network, notably an electrical easement that traverses the eastern site boundary. In accordance with the Infrastructure SEPP, the development was referred to the relevant electricity supply authority for comment. The applications were referred to Endeavour Energy and it noted that:</p> <ul style="list-style-type: none"> the Applicant has initiated the process for electrical supply increase, which is being reviewed but awaiting information from the Applicant. the expansion of an existing substation and a new supply line is proposed along Redbank Road frontage to service the multi-storey carpark. provided the load of the new carpark is incorporated in the application for the above supply increase, then there is no further consultation required. <p>The Department considers no additional conditions or amendments are necessary.</p>
98 – 104 Development in or adjacent to road corridors and road reservations	<p>The application constitutes traffic generating development in accordance with clause 104 of the Infrastructure SEPP as it would provide more than 200 car parking spaces and meets the capacity increase requiring referral to TfNSW. The Infrastructure SEPP requires traffic generating development to be referred to Roads and Maritime Services for comment.</p> <p>The application was referred to TfNSW (incorporating Roads and Maritime Services), in accordance with the Infrastructure SEPP. TfNSW recommended conditions of consent requiring the updating of the existing Green Travel Plan for the hospital campus and the preparation of a Construction Traffic and Pedestrian Management Plan. These have been included in the conditions at Appendix C.</p>

State Environmental Planning Policy No. 55 - Remediation of Land

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application.

The Applicant submitted a detailed Stage 2 Environmental Assessment in support of the application. This report concluded that the sites is suitable for the proposed hospital carpark use subject to the implementation of a Remedial Action Plan (RAP). The RAP was also provided as a part of the EIS that was placed on public exhibition.

A number of contaminants of concern in soils that exceeded their nominated soil acceptance criteria as well as friable asbestos from previous landfill activities were identified at the proposal site. Petroleum hydrocarbons, zinc and heavy metals were also found to exceed the adopted criteria in some soil samples at the site, but not to the extent that would pose an unacceptable ecological or safety risk. Further, the submitted RAP recommended the

preparation of the following documentation to ensure risks during remediation works are managed in a controlled manner:

- a Construction Environmental Management Plan (CEMP).
- a Construction and Long-term Asbestos Management Plan.
- a Work Health and Safety Management Plan (WHSP).

The Department has recommended conditions requiring the preparation of the abovementioned documents and a Site Audit Statement in accordance with the RAP and Stage 2 Environmental Assessment. Conditions requiring the RAP be revised to address further detailed site investigations post demolition works are also recommended.

The Department is satisfied that assessments have been undertaken in accordance with the relevant guidelines, and consistent with SEPP 55, and the site is suitable for the new hospital carpark use, subject to remediation.

State Environmental Planning Policy No. 64 – Advertising and Signage

The proposal includes two building identification signage zones on the northern elevation with dimensions:

- proposed building identification signage 7.5m diameter.
- proposed building identification signage 2.6m x 2.6m.

The proposed façade signs are shown in **Figure 19** below

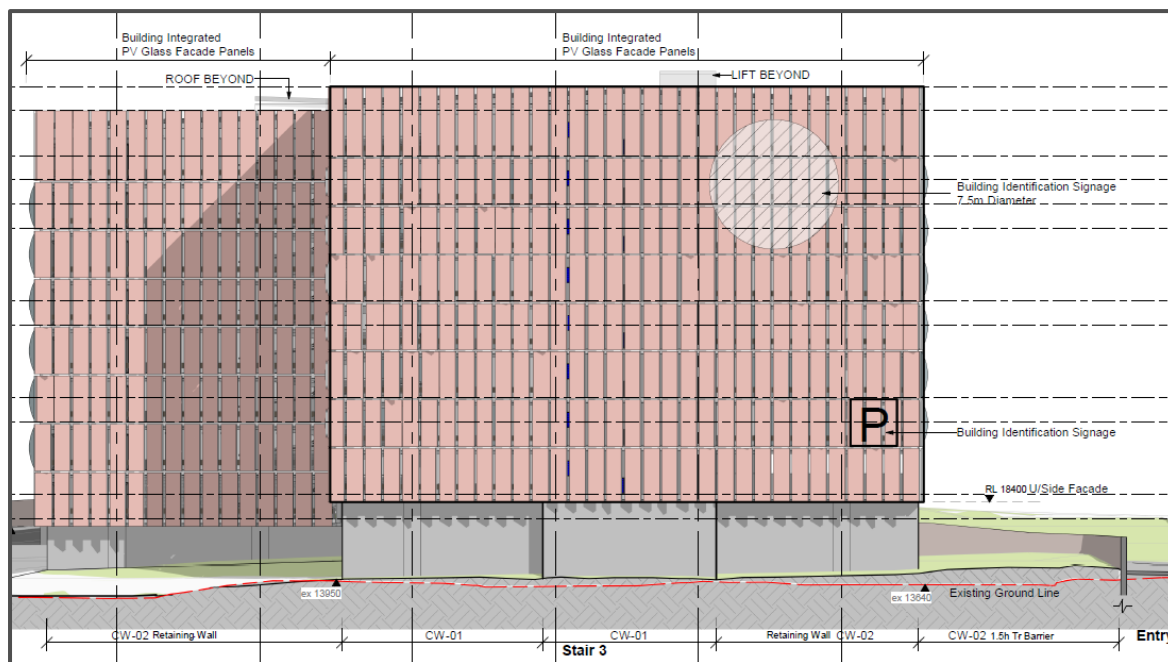


Figure 19 | Proposed Northern Elevation Signage (Source: Applicant's Architectural Plans)

SEPP 64 aims to ensure that outdoor advertising is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high-quality design and finish.

Clause 8 of SEPP 64 requires the signage is consistent with the objectives of Clause 3 and satisfies the assessment criteria in Schedule 1 of the Policy.

Aims and Objectives

The proposed signage is compatible with the desired amenity and visual character of the area, namely a Westmead Hospital infrastructure zone and the surrounding development in place or expected into the future. Both of the proposed signage emplacements are located at the developments major vehicular and pedestrian access points to animate the public domain and assist the wayfinding for staff, patients and visitors in the health precinct.

The proposal provides effective communication in suitable locations, is of high-quality design and finish, and is therefore consistent with the aims and objectives of Clause 3 of SEPP 64.

Assessment Criteria

The following table evaluates the proposed signage against the assessment criteria of SEPP 64.

Table B3 | SEPP 64 compliance table

Relevant Sections	Consideration and Comments	Complies
Character of the area	<p>The subject site is located within the Westmead Hospital campus, which is characterised by health services and ancillary uses with large building identification and wayfinding signs.</p> <p>The proposed signage is generally consistent with the expectations of signage for a multi-storey carpark facility, with building identification signage affixed to the main vehicular and pedestrian access point.</p> <p>Furthermore, the recently completed of CASB has similarly placed identification signage at top of building elevations for way finding and identification purposes and therefore the proposed façade signs would be considered suitable for the locality.</p>	Yes
Special Areas	The proposed signage is consistent with that existing throughout the hospital precinct and constitutes a moderate improvement to visual quality and would not result in any impacts to sensitive adjoining land uses.	Yes
Views and Vistas	The submitted view analysis undertaken for the proposed building has demonstrated that there would be limited visibility of the proposed signs from prominent public domain locations and adjoining areas of heritage significance	Yes

located to the south east of the site. The proposed identification signage would be primarily visible from the northern Redbank road frontage to assist with wayfinding.

Streetscape, setting or landscape	The signage does not extend beyond the building facades and is in keeping with the form and scale of the building. Signage is consolidated to the carpark's principle entrance on the northern elevation. Overall, the signage is in keeping with the hospital Precinct and in particular, the placement and style of the CASB building identification signage.	Yes
Site and building	As discussed above, the two fascia signs are considered to be appropriately scaled and proportioned when compared with the characteristics of the area and the carpark itself.	Yes
Associated devices and logos with advertisements and advertising structures	It is anticipated that Logos and internal illumination will comprise part of the final signage design. A condition of consent is recommended to enable the future review of the detailed design and to ensure that the compliance is attained with the Australian Standard 4282:2019 for the control of obtrusive outdoor lighting effects.	Yes
Illumination	<p>It is anticipated that the fascia signage will be illuminated, 24 hours consistent with the existing hospital operating hours. The proposed signage would not project towards sensitive adjoining land uses and are therefore considered acceptable.</p> <p>As noted above, Conditions included in the use of the site will secure the dimming of illumination outside of peak hospital operational hours and ensure compliance is attained with the Australian Standard 4282:2019 for the control of obtrusive outdoor lighting effects (Refer to Appendix C).</p>	Yes
Safety	The proposed signage will not reduce the safety of the adjoining public road or	Yes

obstruct sight lines for vehicles,
pedestrians, or cyclists.

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney Harbour SREP)

The SREP covers all the waterways of the Harbour, the foreshore and entire catchment. It zones the waterways into nine different zones to suit the differing environmental characteristics and land uses of the harbour and its tributaries.

The SREP establishes a framework for assessing development within the Foreshores and Waterways Area of the Plan. These are aimed at promoting planning decisions that consider issues such as ecological and scenic quality, built form and design, maintenance of views, public access and recreation and working harbour uses. The SREP includes provisions relating to heritage conservation and wetlands protection and provides planning controls for strategic foreshore sites.

The development site is a part of the mapped Sydney Harbour Catchment, however it is not within a Foreshore or Waterways area and does not contain heritage items under the SREP. The site is a part of an existing health services facility, and will not detract from the environmental, scenic or functional quality of the Sydney Harbour Catchment. Furthermore, the Department has recommended sediment and erosion control conditions of consent in **Appendix C** to mitigate the potential for downstream water quality impacts.

Draft State Environmental Planning Policy (Infrastructure) 2007 – Amendment Health Services Facilities (Draft Infrastructure SEPP)

An amendment is proposed to State Environmental Planning Policy (Infrastructure) 2007 (the Infrastructure SEPP) to provide a more efficient planning framework for health infrastructure in NSW.

The proposed amendments form part of the NSW Planning Reform Action Plan to update certain planning provisions that will ensure the efficient delivery of important government infrastructure that serves the NSW community. This amendment will specifically facilitate efficient planning pathways for low impact health infrastructure.

The scope of the proposed amendment extends to development with consent, development without consent, complying development and exempt development provisions within the Infrastructure SEPP. The amendments would enable efficient delivery of infrastructure that is important to support the health and wellbeing of NSW communities such as community health centres, consulting rooms and ambulance facilities.

The updated provisions would ensure there is an appropriate level of environmental assessment commensurate with the impacts of the development, whilst also helping to deliver essential social infrastructure in a timely manner to the direct benefit of the people of NSW.

As the proposed development is not low impact health infrastructure, the proposal is not affected by the Draft Infrastructure SEPP.

Draft State Environmental Planning Policy (Remediation of Land)

The Draft Remediation SEPP will retain the overarching objective of SEPP 55 promoting the remediation of contaminated land to reduce the risk of potential harm to human health or the environment.

Additionally, the provisions of the Draft Remediation SEPP require all remediation work carried out without development consent to be reviewed and certified by a certified contaminated land consultant. Remediation work is to be categorised based on the scale, risk and complexity of the work. Environmental management plans relating to post-remediation management of sites, including the ongoing operation, maintenance and management of on-site remediation measures (such as a containment cell) are to be provided to Council.

The Department is satisfied that the proposal will be consistent with the objectives of the Draft Remediation SEPP.

Draft State Environmental Planning Policy (Environment)

The Draft Environment SEPP is a consolidated SEPP which proposes to simplify the planning rules for a number of water catchments, waterways, urban bushland, and the Willandra Lakes World Heritage Property. Once adopted, the Draft Environment SEPP will replace seven existing SEPPs. The proposed SEPP will provide a level of environmental protection that is consistent with the control framework currently delivered under the existing SEPPs. Where existing provisions are outdated, no longer relevant or duplicated by other parts of the planning system, they will be repealed.

Given that the proposal is consistent with the provisions of the Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 that are applicable, the Department concludes that the proposed developments will generally be consistent with the provisions of the Draft Environment SEPP.

Parramatta Local Environmental Plan (PLEP) 2011

The PLEP 2011 aims to encourage the development of housing, employment, recreation and transport to meet the needs of the existing and future residents of the Parramatta LGA. Of particular relevance to the proposed development, the PLEP 2011 aims to enhance the Parramatta City Centre as the pre-eminent centre in the Greater Metropolitan Region and to foster economic, social and physical wellbeing so that Parramatta develops as an integrated, balanced and sustainable city.

The Department has consulted with Council throughout the assessment process and considered all relevant provisions of the PLEP 2011 and matters raised by Council in its consideration of the proposal (**Section 5**). The Department concludes the development is consistent with relevant provisions of the PLEP 2011. Consideration of the relevant clauses of the PLEP 2011 is provided in **Table B4**.

Table B4 | Consideration of the PLEP 2011

PLEP 2011	Department Comment / Assessment
Land Use Table – Zone SP2 Infrastructure – Health services facilities	Hospitals and ancillary facilities are permissible with consent in the SP2 zone. The proposed carparking facility is considered to meet the objectives of the zone as it is providing an ancillary facility that supports health infrastructure.
Clause 2.7 Demolition requires development consent	Demolition is included the scope of the subject development application.
Clause 4.3 Building height	There is no maximum Height of Building applicable to the development site under the PLEP 2011. As discussed in Section 6 above, the proposed built form is in keeping with the surrounding development context.
Clause 4.4 Floor space ratio	There is no maximum Floor space ratio applicable to the development site under the PLEP 2011. As discussed in Section 6 above, the proposed built form is in keeping with the surrounding development context.

Clause 5.10 Heritage conservation	<p>The SSD application seeks development consent for the construction of an 8 storey carparking facility adjacent to a state heritage item, known as the 'Cumberland District Hospital (including Wisteria Gardens)' (Item no. I00820) and is within the view corridor of two items of national significance, including the Old Government House and the Parramatta Female Factory and Institutions Precinct.</p> <p>The Department's consideration of the heritage impacts is detailed in Section 6.4, including archaeological impacts.</p>
Clause 5.21 Flood Planning	<p>The Department is satisfied that flood risk has been appropriately considered as:</p> <ul style="list-style-type: none"> (a) the design addresses the flood hazard of the land and would be designed to address the 1% AEP flood event plus 0.5m freeboard, through recommended floor levels and the cresting of vehicular and pedestrian entrances. The proposed design would comply with the DCP Table 2.4.2.1.2 requirements for carparks within flood prone land. (b) would not adversely affect flood behaviour as pre-development and post-development overland flows would be maintained at the same levels. (c) measures to manage risk to life from flood, including the need for preparation of an evacuation plan have been considered and a shelter-in-place or an off-site evacuation strategy have been conditioned for preparation prior to occupation (Refer to Appendix C). (d) would not affect riverbanks or watercourses. (e) the buildings would be constructed to ensure they are able to withstand inundation up to the PMF, with the flood consultant involved in the detailed structural and stormwater design. <p>The flood assessment and stormwater strategy have been reviewed by Council and there are no issues with the Applicant's assessment that was prepared in accordance with local flood mapping, modelling and the Parramatta Development Control Plan 2011.</p>
Clause 6.1 Acid Sulfate Soils	<p>The site is identified as containing Class 5 Acid Sulfate Soils (ASS) under the PLEP 2011 and is not within 500m of any Class 1-4 land. The submitted Geotechnical Report with the application found a low potential for the presence of ASS and did not require the preparation of an Acid Sulfate Soils Management Plan (ASSMP).</p> <p>In addition, the proposed development comprises of minimal excavation works to enable piling installation and would also limit any impact to the ground water table with appropriate conditions recommended to mitigate any potential construction impacts.</p>
Clause 6.2 Earthworks	<p>Development consent is being sought for minor earthworks as part of this SSD application. The proposed extent of earthworks is considered acceptable as:</p>

- (a) the works would not adversely impact on the existing drainage patterns and soil stability of the locality.
- (b) the proposed works will not impact on the capacity for any future redevelopment of the land.
- (c) excavated fill exported off site will be conditioned to be suitably validated prior to its removal.
- (d) the extent of earthworks proposed will not detrimentally impact on the amenity of adjoining land uses, with the suspended ground level slab only requiring minor excavation for piling installation and the grading of vehicular entrances.
- (e) no fill is required to be imported to the site.
- (f) the likelihood of discovering and impacting on any relics has been assessed as low and conditions for unexpected finds have been recommended.
- (g) sediment and erosion control measures are proposed to be implemented on-site by the Applicant during site works to minimise any potential for off-site impacts.

Clause 6.5 Water Protection	The Redbank road realignment works are proposed outside of the 20-metre vegetation riparian zone of Toongabbie Creek and conditions of consent have been recommended to manage sediment and erosion control and groundwater impacts. In addition, DPIE – Water have reviewed and raised no concerns in relation to the proposal, subject to the inclusion of recommended conditions.
Clause 6.12 Design Excellence	Not applicable – given that the development is not located within a mapped area, the proposed height does not exceed 55 metres and the proposed cost of works will not exceed 100 million dollars.

Other policies

In accordance with clause 11 of the SRD SEPP, Development Control Plans do not apply to State significant development.

Appendix C – Recommended Instrument of Consent