

TECHNICAL NOTE

Reference: P0592t02v01

7 February 2020

Ben Selwood
Erilyan Pty Ltd
60 Strathallen Avenue
Northbridge NSW 2063

Dear Ben,

Re: Westmead Private Hospital (WPH), Stage 3 – Responses to Design Excellence Advisory Panel Recommendations

I refer to the meeting held on 30 January 2020 with City of Parramatta Council officers regarding provision of further analysis and advice addressing issues raised in the Parramatta Design Excellence Advisory Panel's (DEAP) recommendations, dated 10 October 2019 in relation to Westmead Private Hospital – Stage 3A and 3B Development Applications.

Regarding the outcomes and actions from the meeting, we have updated the parking assessment and swept path analysis—contained in Attachment A—based on the proposed, revised car park layout. The results are discussed in this document.

The sections below provide a summary of the traffic and transport issues raised at the meeting and Ason Group's response to each relevant issue following revisions to the drawings. In preparing this response, reference has been made to the following documents:

- Ason Group, *Transport Impact Assessment, Westmead Private Hospital – Stages 3a and 3b*, (AGTIA)
- Ason Group, *Traffic Impact Assessment Addendum, Westmead Private Hospital – Stage 3*, (AGTIAA)
- Ason Group, *Technical Note, Westmead Private Hospital, Stage 3 – Responses to Design Excellence Advisory Panel Recommendations*, (DEAP TN)

Revised Layout

In response to discussions with Council, the following is a summary of the revisions made to the proposed consolidated parking to the east of the existing WPH building with the construction of a new at grade car park (Stage 3A) as well as the Front of House access and parking provided for Stage 3B:

- Increased footpath width to 1800mm wide minimum in the patient drop off area.
- Paved drop off area now has level finish with no kerb.
- Addition of a pedestrian crossing for the accessible parking from spaces 71/72 to the main entry.
- Addition of ramping for accessible access to footpaths.
- Additional tree planting provided in the car park.

Parking Provision

Adjustments to the car park layout to accommodate the compromise between AS2890 and DCP compliance, swept paths and increased landscaping to provide more shade has resulted in the parking provision shown in Table 1.

Table 1: Revised Parking Provision

Type	Existing	Previously Proposed	Revised Provision
Standard	314	361	351
Accessible	21	23	23
Ambulance Bays	2	2	2
Obstetrician	2	2	2
Medical Centre	10	10	10
Total	349	398	388
Additional Parking Spaces		49	39
Parking Requirement		23	23
Surplus Parking Spaces		26	16

Table 1 shows that the proposed development now provides 388 additional parking spaces—compared with the previously proposed 398 from AGTIAA—and would accommodate all operational parking demands, preventing any potential parking spill over to the adjacent on-street parking. Additionally, as discussed in sections 4.3 and 4.4 of AGTIA, the Site is well serviced by local public transport infrastructure, which will reduce the on-site parking demand.

Swept Path Analysis

The updated design review and swept path analysis in Attachment A provides further information regarding accessibility of critical parking spaces and compliance with AS2890.1:2004. It should be noted that the existing spaces 300 to 303 have been approved under a previous DA, will not be altered and do not form part of the Proposal.

As can be seen from drawing AG01 in Attachment A, 1800+mm width is provided on the footpath from the western pedestrian crossing, through the drop off zone and to the eastern pedestrian crossing, except for the left turn around the existing building as shown in **Figure 1**.

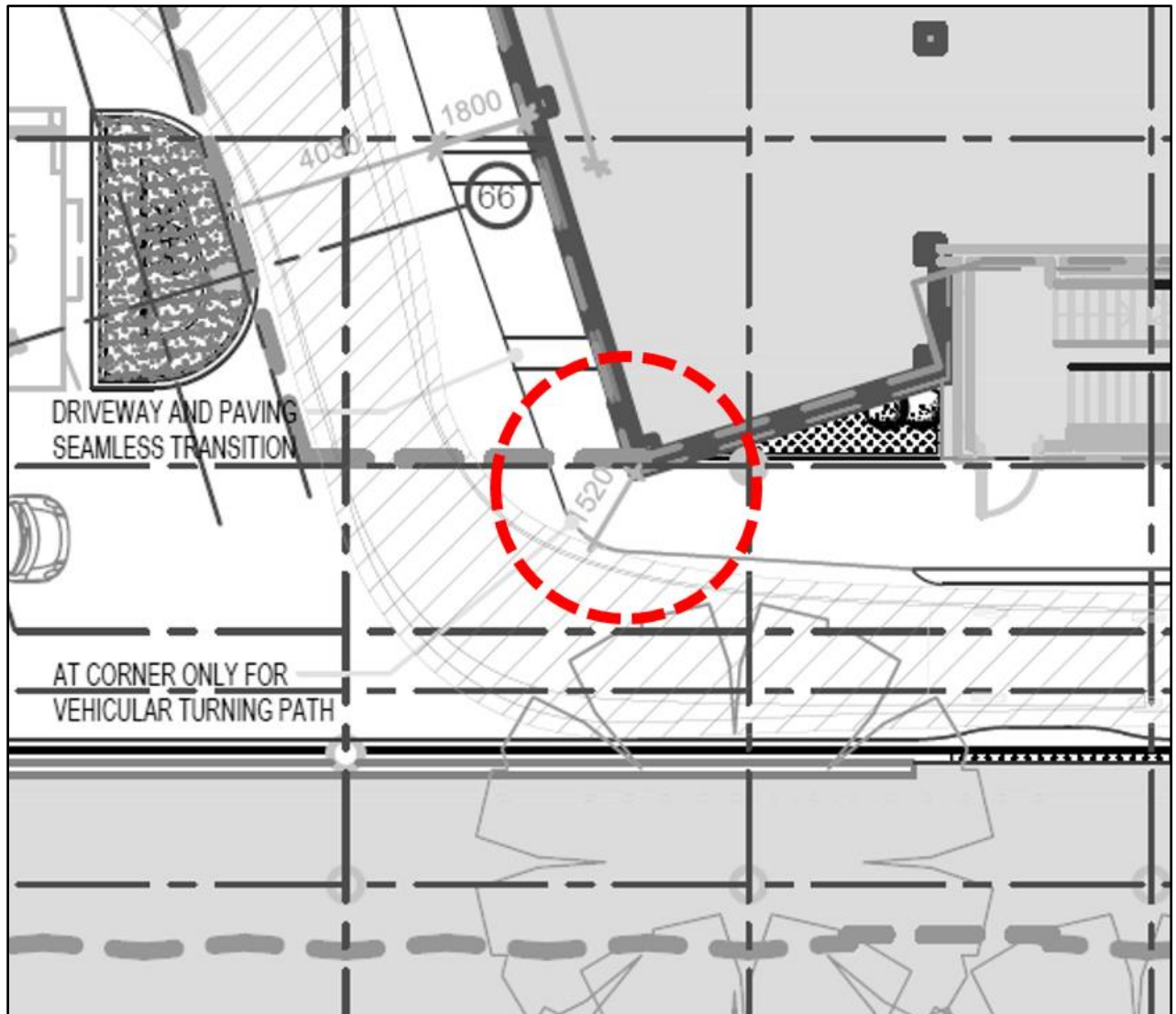


Figure 1: Swept Path Detail

It should be noted that the southern parking area and drop off zone now has a seamless transition with the footpath and there is no longer a kerb around the corner of the existing building shown in Figure 1. Also, the Australian Standards swept paths are regarded as being conservative and incorporate 300mm clearances on both sides of the design vehicle. Therefore, the 1520mm clearance shown is likely to be greater in practicality and is deemed to be acceptable.

Pedestrian Access

In accordance with Austroads, Australian Standards and TfNSW policy, the pedestrian crossing from spaces 71/72 to the main entry are aligned to minimise pedestrian crossing distances and are, as far as is practicable, close to actual pedestrian desire lines.

The intended pedestrian path through the parking facility from the accessible spaces south of the main entry is clearly identified for pedestrians and vehicle drivers. In addition to standard signage, this is now achieved at this location through the use of raised, textured pavements and line marking.

Recommendations

The following comments are provided in summary:

- Site access, internal circulation and car parking arrangements for the revised design have been developed with consideration of the requirements of Council's DCP and relevant Australian Standards (i.e. AS2890.1, AS2890.2 and AS2890.6) and has been deemed acceptable for the car park to the south of the main entry and the temporary car park to the east of the site.
- The footpaths to the east and west of the southern car park should not be adjusted, relocated or impeded as the current proposed locations have been designed to consider that they lie along the main pedestrian desire lines and doing so would compromise safety and traffic management for the site for both pedestrians and vehicles.
- Proposed changes to landscaping including the type of plants chosen should assist with delineation and not impede sight lines for vehicle and pedestrian traffic.

Finally, I trust the above information provides clarification on the impacts of the proposed changes from a traffic and transport perspective as well as a greater appreciation of the prioritisation necessary in relation to the issues identified in the DEAP recommendations. Please contact me should you have any queries or require further information.

Yours sincerely,



Dan Budai

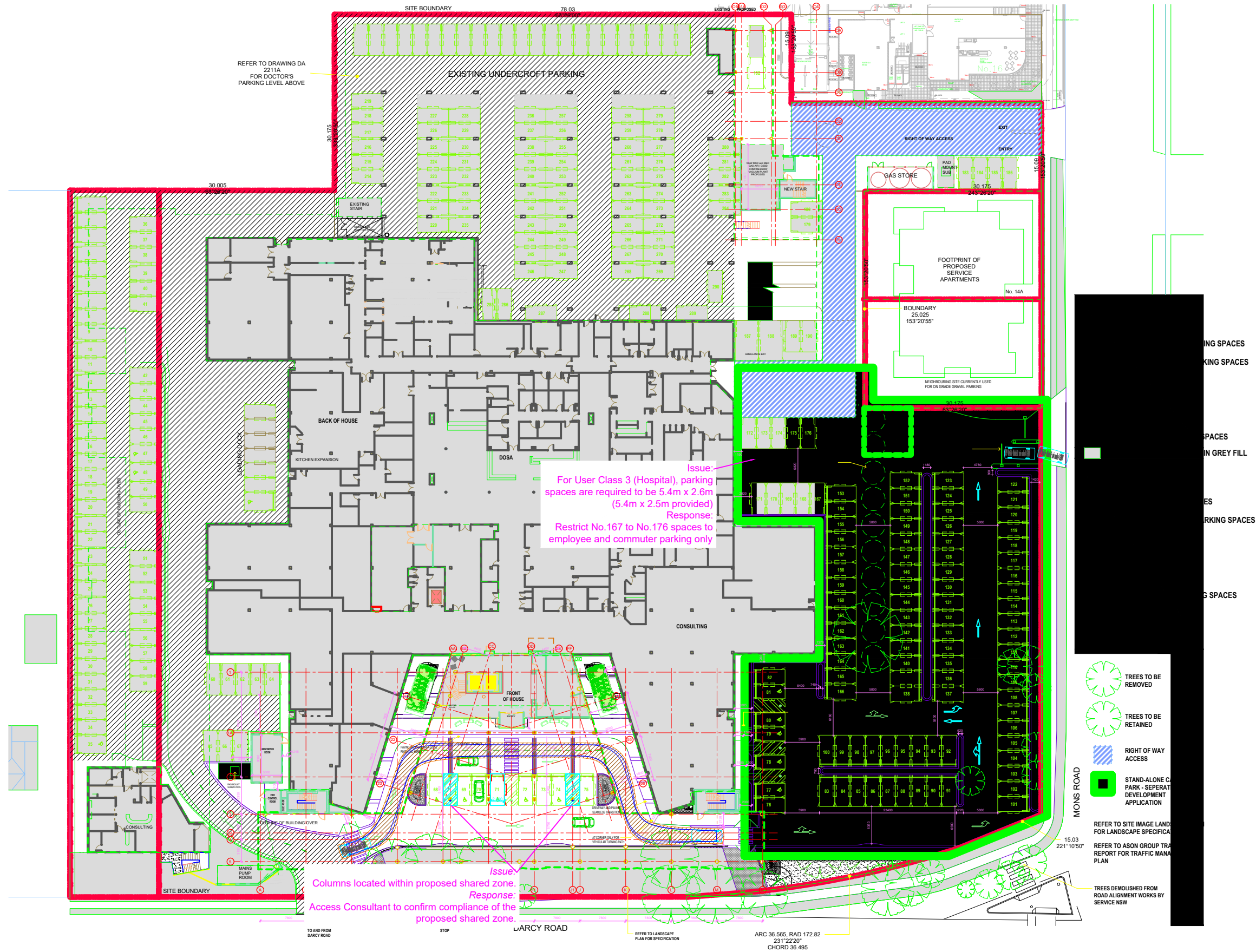
Senior Traffic Engineer – Ason Group

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Attachment A : Revised Swept Path Analysis

Attachment A

Revised Swept Path Analysis



Notes:

This drawing is provided for information purposes only and should not be used for construction.

Document Info:

Drawn by: Vincent Cheng

File name: AG0592d05 WPH Stage 3, Westmead.dwg

Client:

Ramsay Health Care Pty Ltd

Project:

0592

Westmead Private Hospital

Drawing Title:

Overview

Date:

7-Feb-20

Scale @ A3:

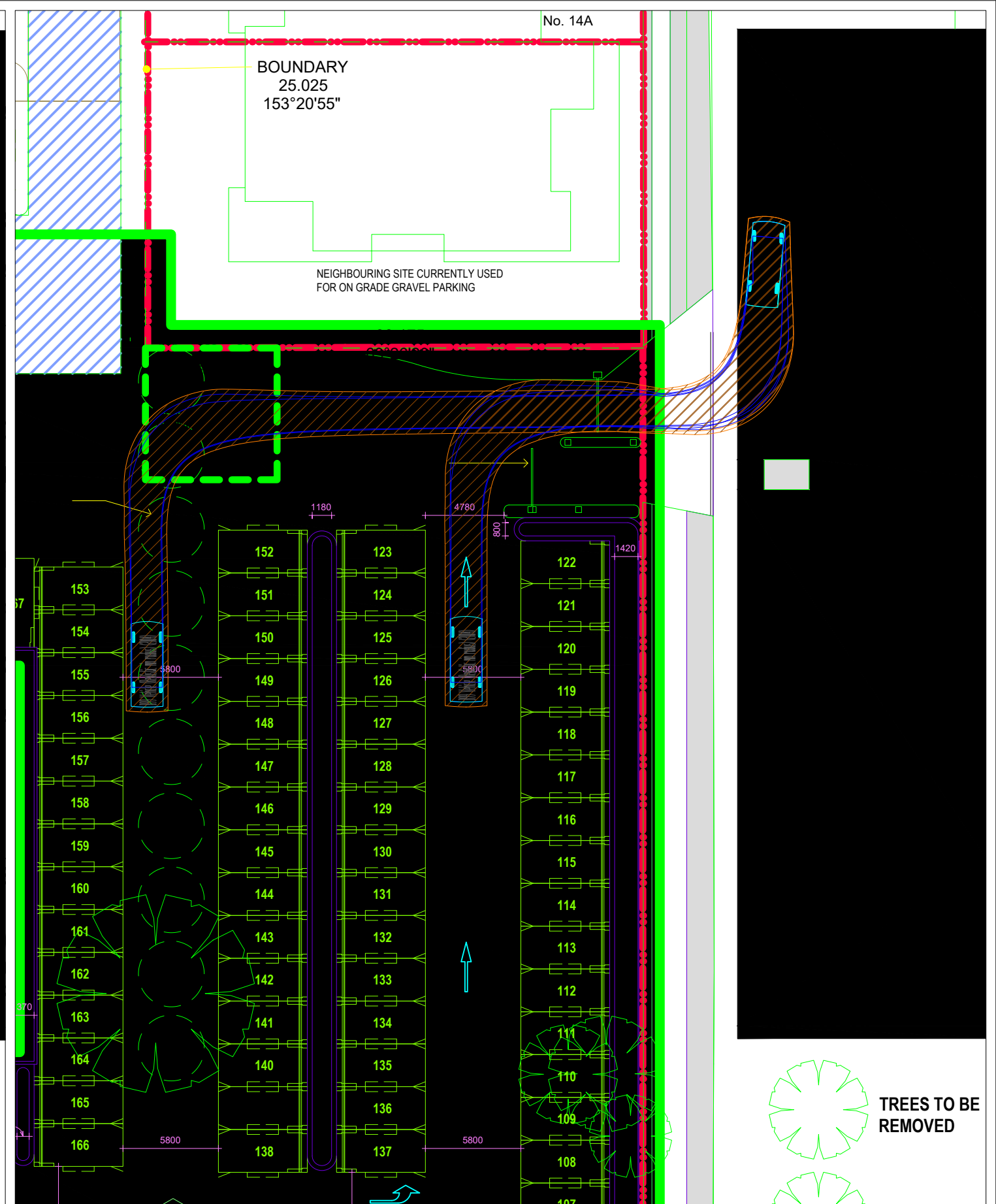
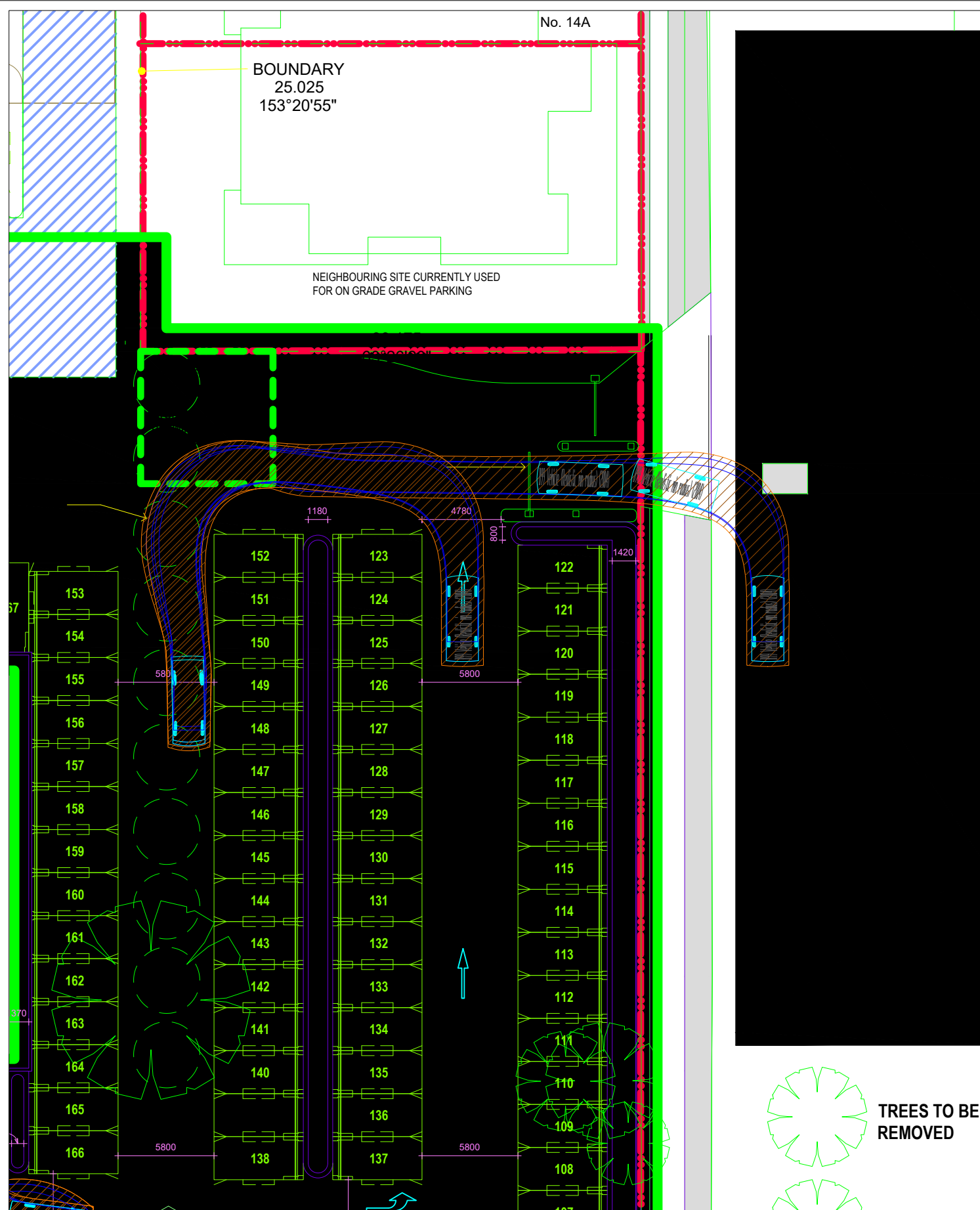
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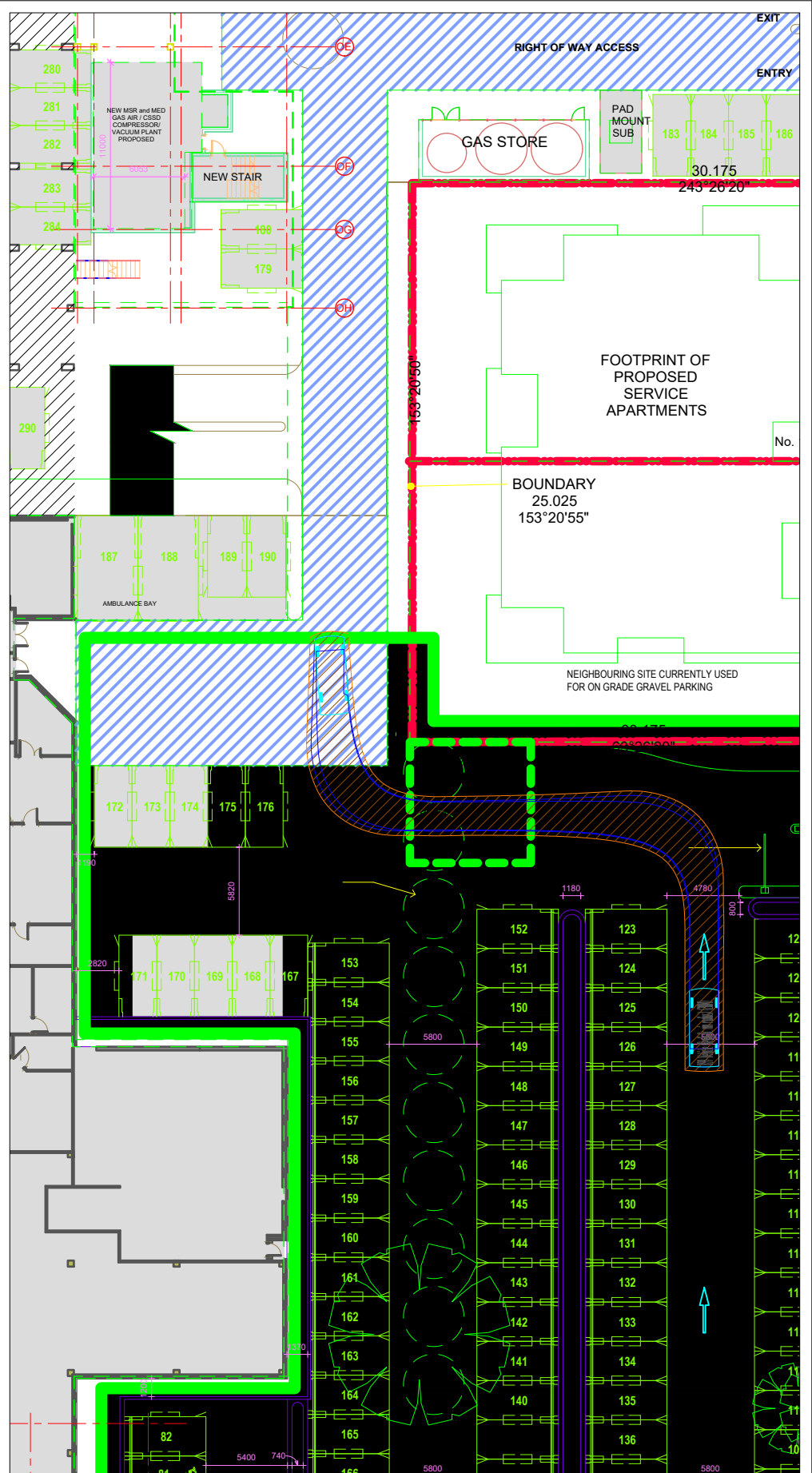
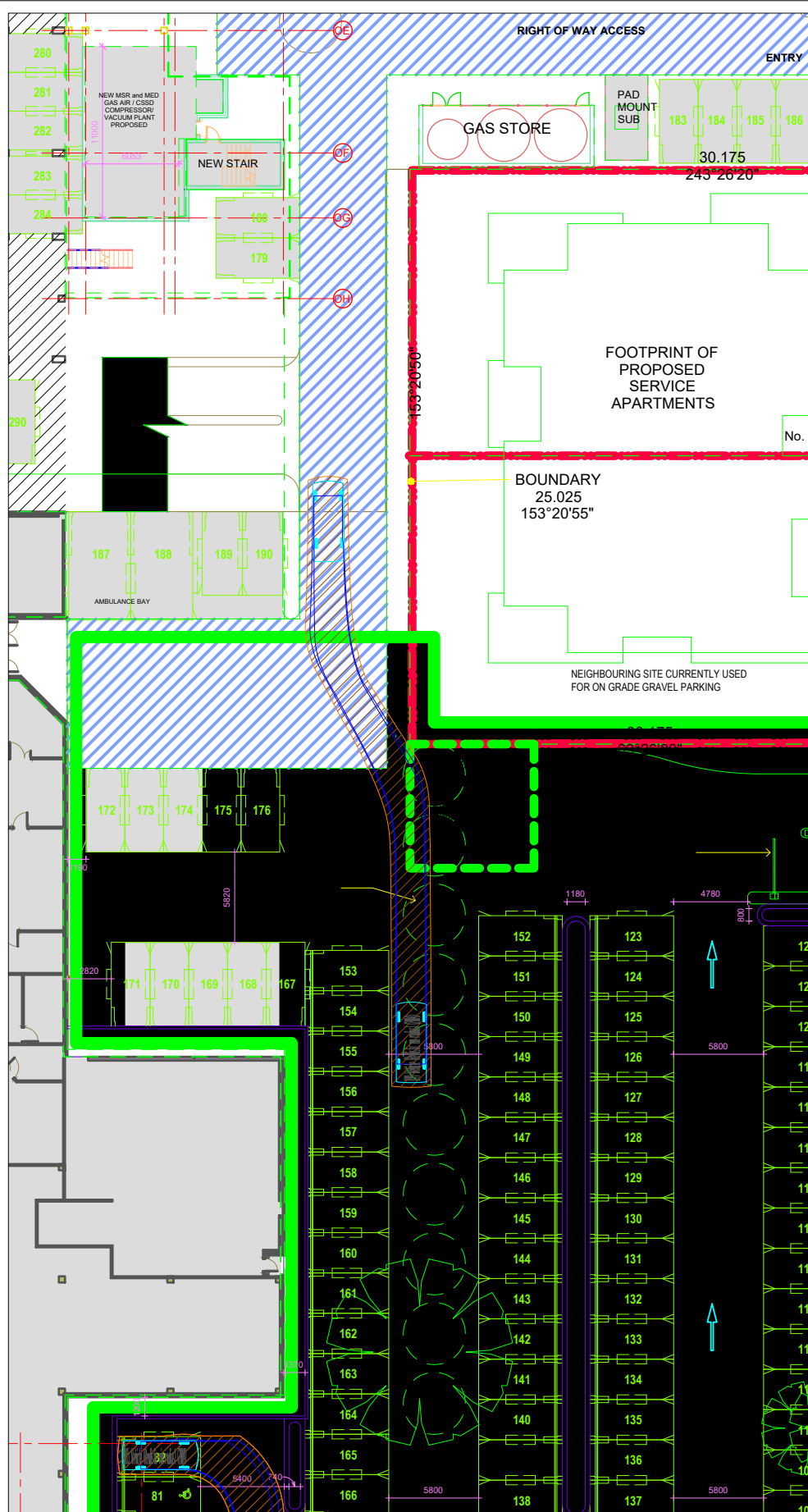
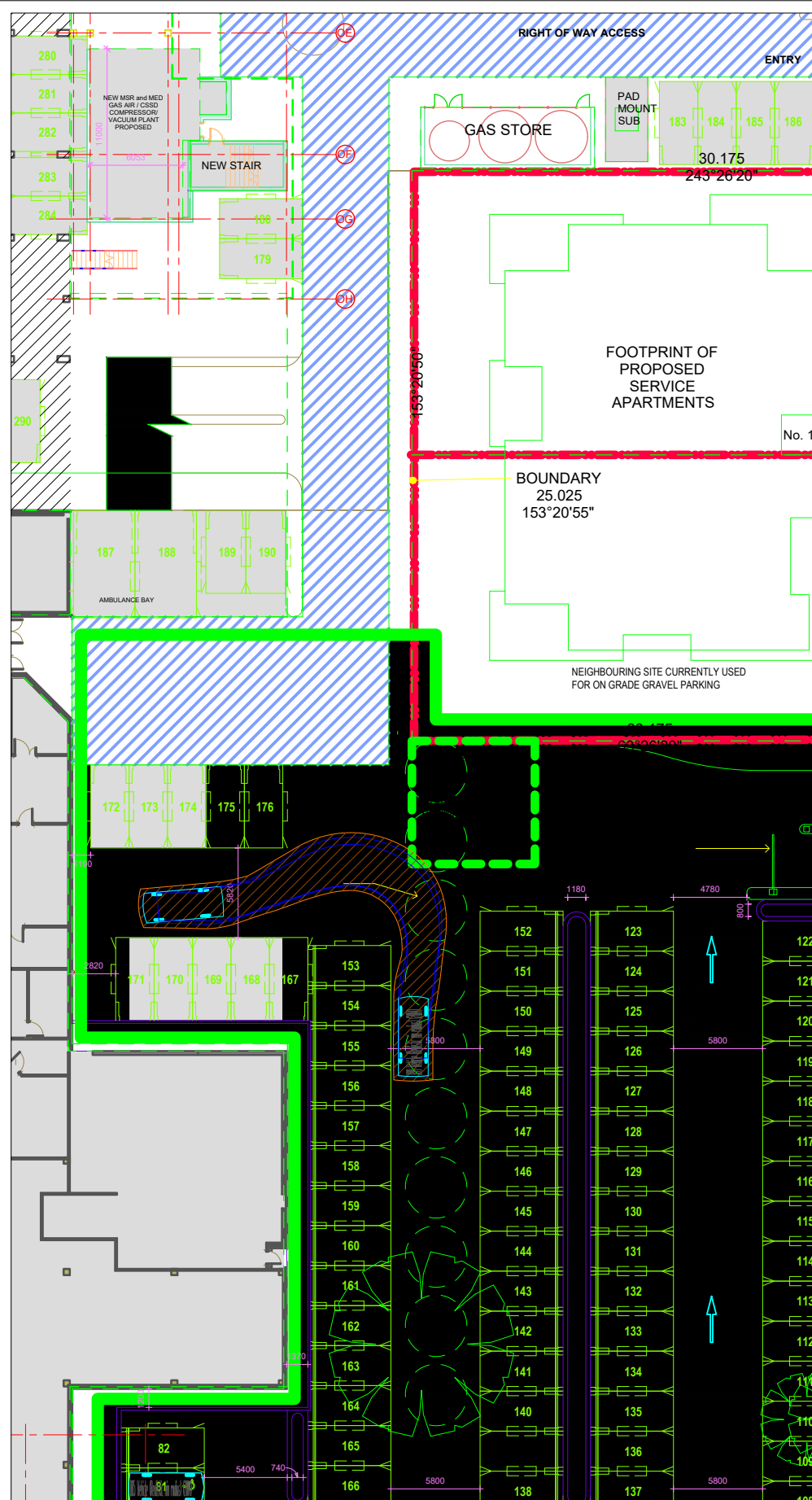
AG01

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		Client: Ramsay Health Care Pty Ltd	Drawing Title: B99 Site Access	Scale @ A3: [scale]	
				Drawing Number: AG02	



Notes:

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Document Info:

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File name: AG0592d05 WPH Stage 3, Westmead.dwg

Client:

Ramsay Health Care Pty Ltd

Project:

0592
Westmead Private Hospital

Drawing Title:

B99
Circulation

Date:

7-Feb-20

Scale @ A3:

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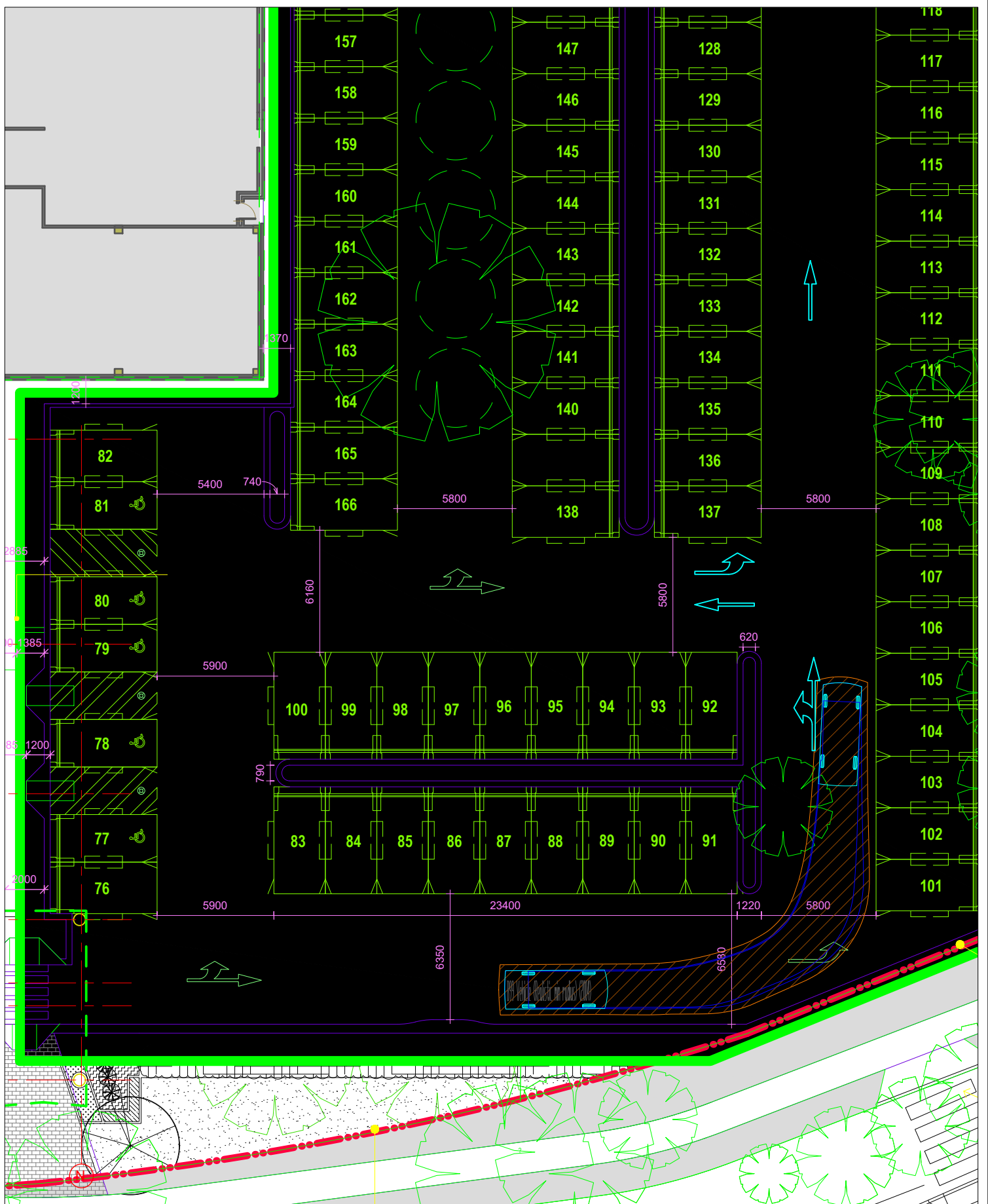
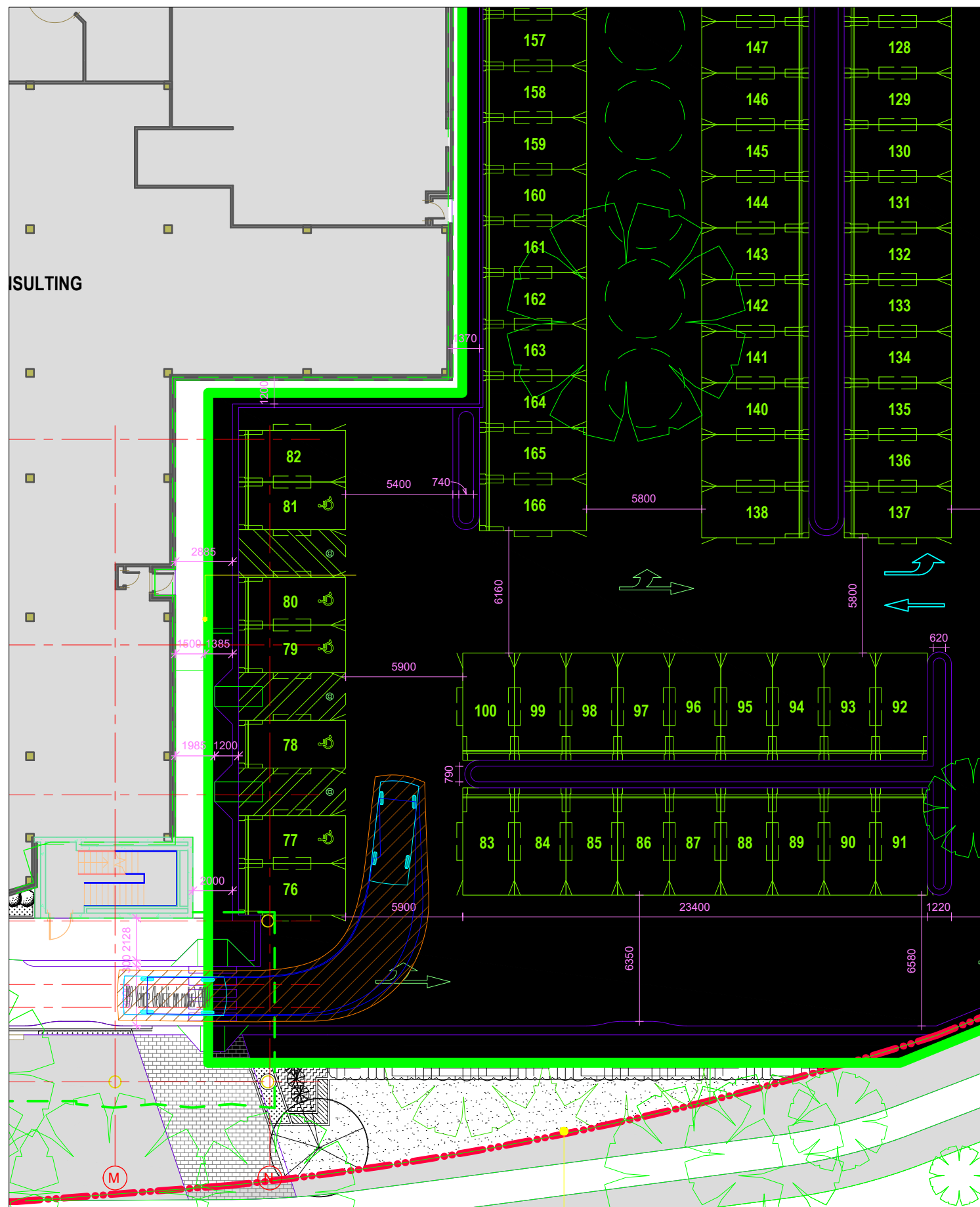
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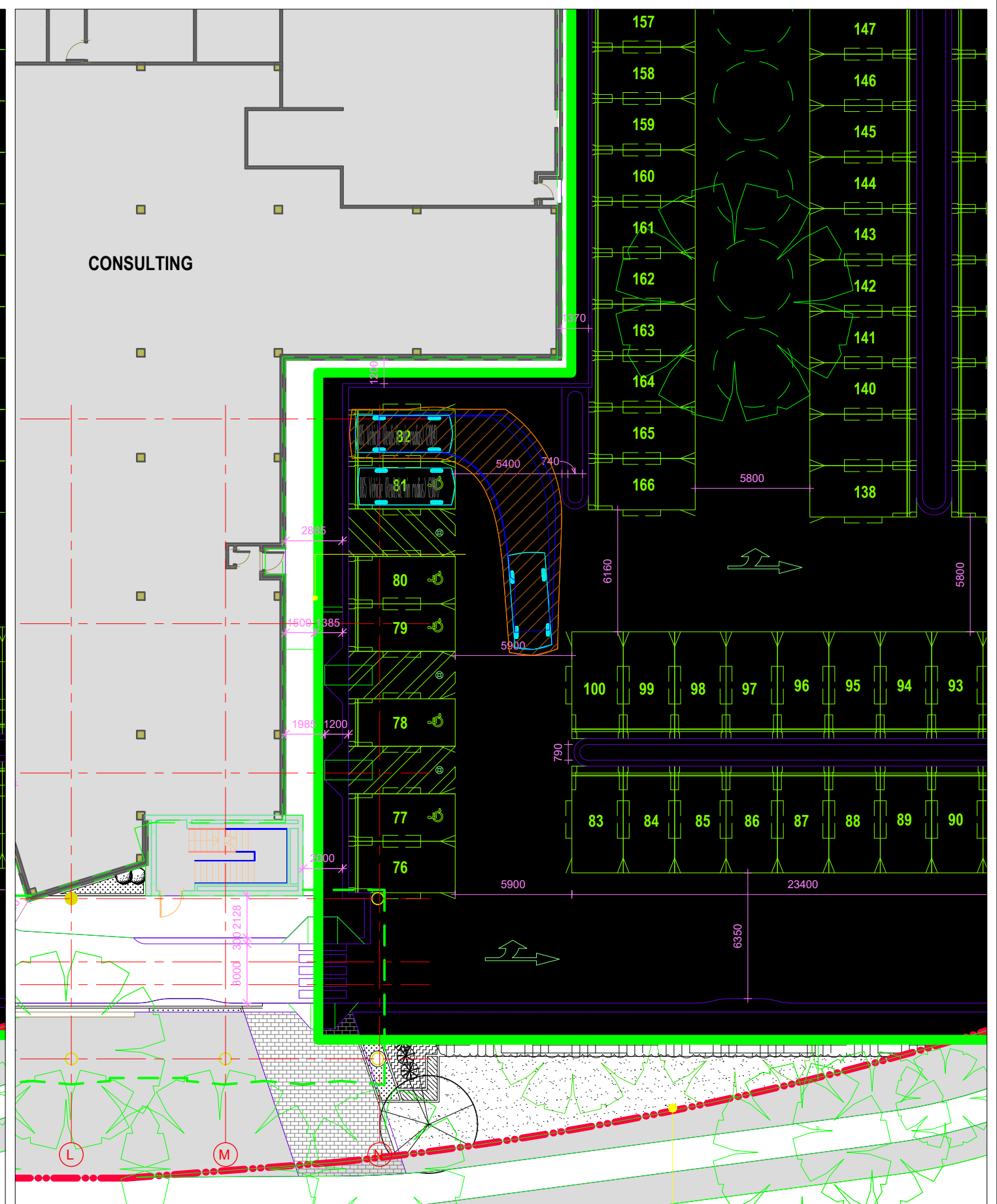
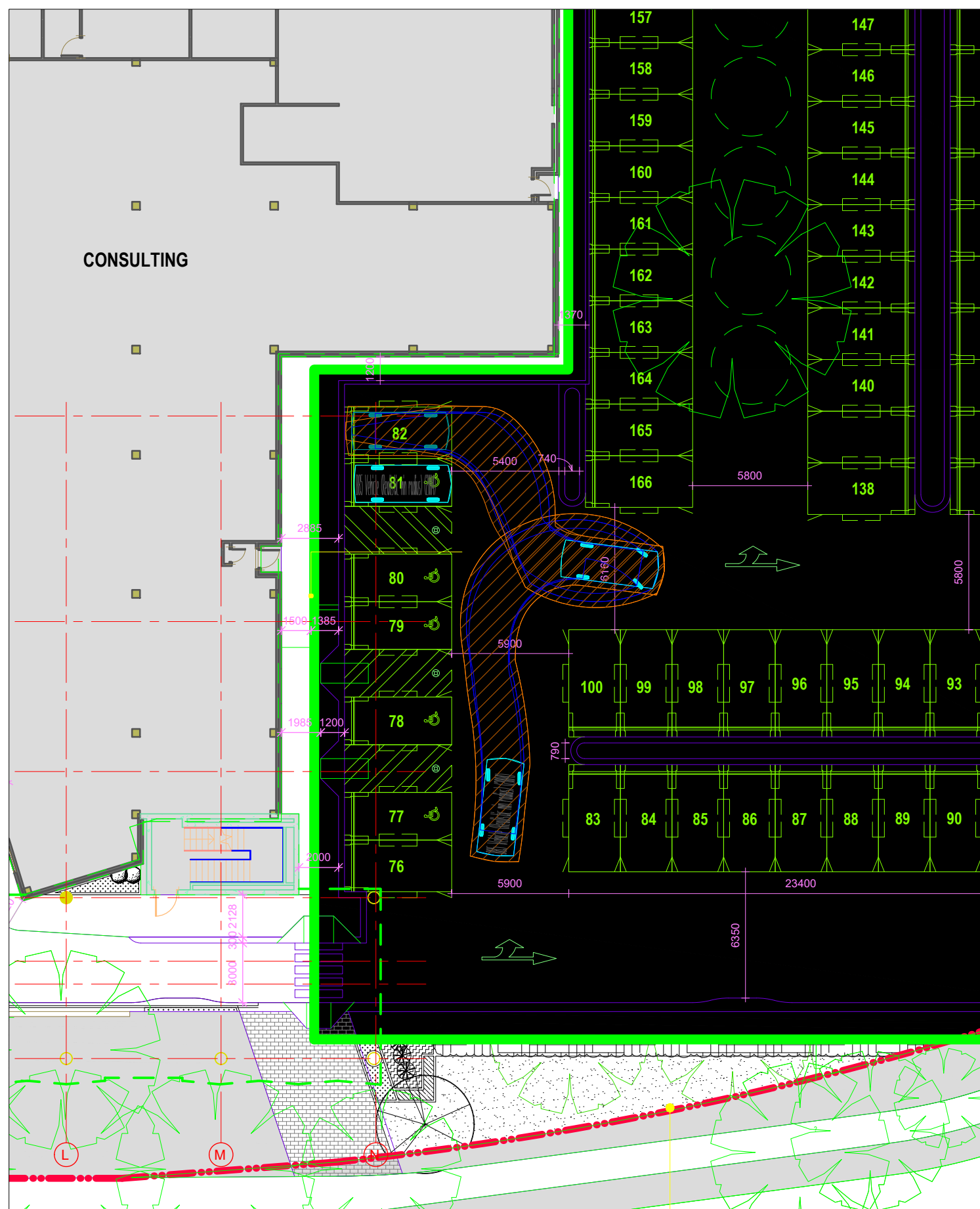
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Client: Ramsay Health Care Pty Ltd		Drawing Title: B99 Site Access		Scale @ A3: [scale]		Drawing Number: AG04	
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Document Info:
Drawn by: Vincent Cheng
File name: AG0592d05 WPH Stage 3, Westmead.dwg

Client:
Ramsay Health Care Pty Ltd

Project:
0592
Westmead Private Hospital

Drawing Title:
B85
Car Parking Space Access

Date:
7-Feb-20

Scale @ A3:
[scale]

Drawing Number:
AG05

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