

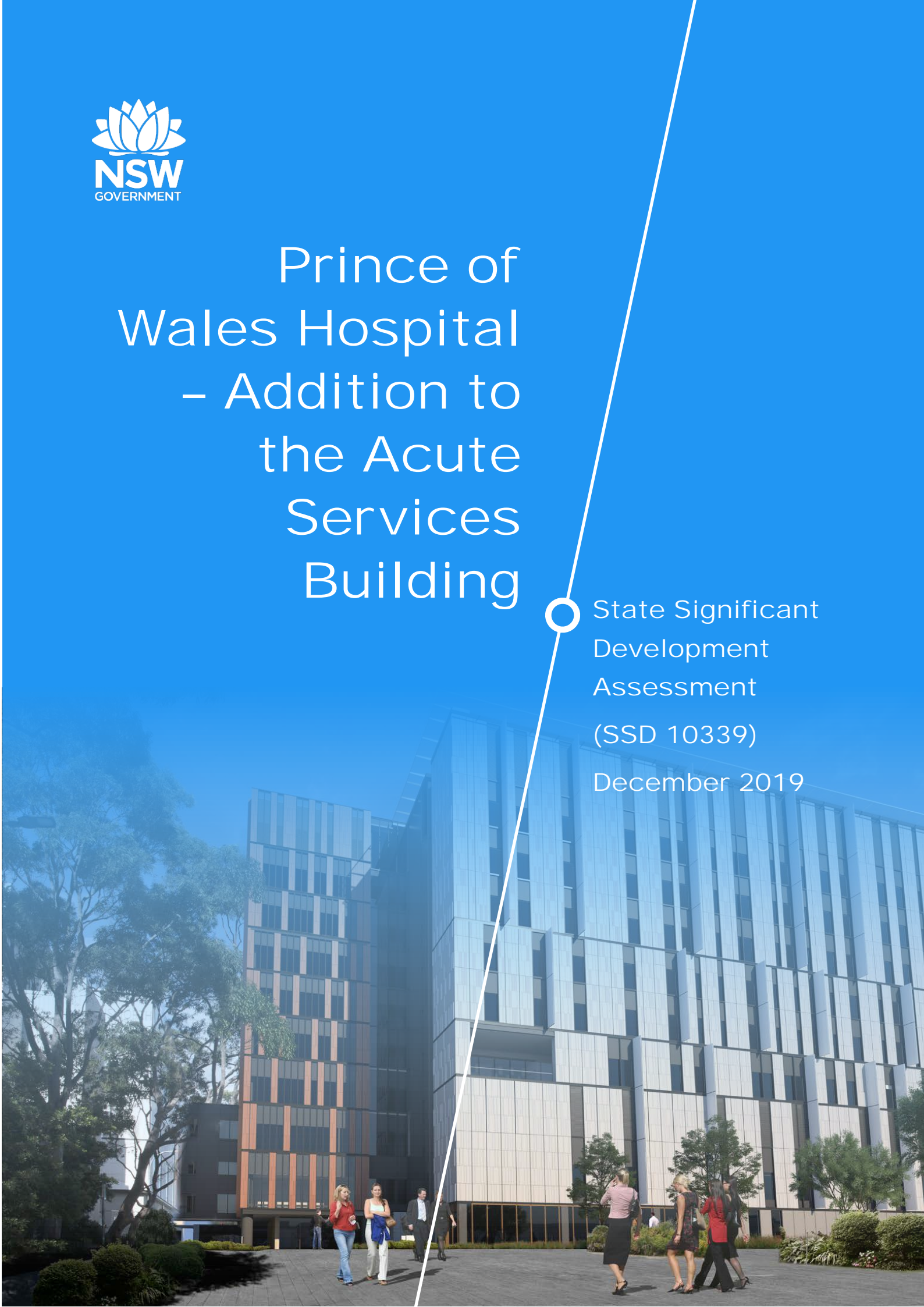


Prince of Wales Hospital – Addition to the Acute Services Building

State Significant
Development
Assessment

(SSD 10339)

December 2019



December 2019

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Prince of Wales Hospital – Addition to the Acute Services Building (Source: EIS)

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Glossary

Abbreviation	Definition
AHD	Australian Height Datum
BCA	Building Code of Australia
CSELR	CBD and South East Light Rail
CIV	Capital Investment Value
Consent	Development Consent
Council	Randwick City Council
CNVMP	Construction Noise and Vibration Management Plan
CPTMP	Construction Pedestrian and Traffic Management Plan
Department	Department of Planning, Industry and Environment
EESG	The Department of Planning, Industry and Environment's 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
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
GANSW	Government Architect NSW
HAC	Health Administration Corporation
HI	Health Infrastructure
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
RHC	Randwick Hospital Campus
RtS	Response to Submissions

SCO	Sydney Coordination Office in TfNSW
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW
TfNSW (RMS)	TfNSW (Roads and Maritime Services)
UNSW	University of New South Wales



Executive Summary

This report provides an assessment of a State significant development (SSD) application for an addition to the approved Acute Services Building (ASB) (SSD 10339) at the Prince of Wales Hospital, Randwick. The Applicant is Health Infrastructure (HI) on behalf of the Health Administration Corporation (HAC) and the proposal is located in the Randwick local government area (LGA). The proposed addition will provide a new facility for the integration of health education and research initiatives with acute healthcare services, in partnership with the University of New South Wales (UNSW).

The Department of Planning, Industry and Environment (the Department) identified traffic, access and noise as the key issues for assessment. 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) and the issues raised in all submissions. The Department recommends the proposal be approved.

The impacts of the proposal have been addressed in the Environmental Impact Statement (EIS), the Response to Submissions (RtS) and supplementary information. Conditions of consent are recommended to ensure that the impacts are managed appropriately.

The proposed opening of Magill Street to through traffic provides suitable alternative access to Hospital Road following its closure at High Street. The additional traffic noise associated with the redistribution of traffic to the local road network can be mitigated through the implementation of noise attenuation measures to any affected residences in Magill Street.

Project Summary

The proposal seeks approval for:

- construction of a 10 storey addition to the eastern elevation of the approved ASB extending above Hospital Road.
- lowering of Hospital Road and closure at High Street.
- opening of Magill Street for through traffic access.
- installation of a boom gate at the eastern end of Magill Street.
- landscaping and public domain works.
- utility services and stormwater infrastructure works.
- excavation.

Site preparation works have commenced for the construction of the approved ASB under a separate approval.

The proposal has a Capital Investment Value (CIV) of \$66,710,305 and would generate 200 jobs during the construction phase.

The proposal is SSD under clause 14 of the State and Environmental Planning Policy (State and Regional Development) 2011, as it is development for the purpose of a hospital with a CIV of more than \$30 million. Therefore, the Minister for Planning and Public Spaces is the consent authority.

Engagement

The EIS was publicly exhibited between 22 May 2019 until 19 June 2019 (28 days). The Department received a total of eight submissions, all from public authorities (including Randwick City Council). No submissions were received from the public. An additional five submissions were received from public authorities in response to the Applicant's RtS. No objections were received.

The key issues raised in the submissions include: opening of Magill Street to through traffic and residential amenity impacts; transport impacts; access arrangements; landscaping; sustainability; construction impacts; and noise impacts.

The RtS provides responses to the key issues raised in the submissions and includes mitigation measures to address potential impacts to the surrounding area. Some minor changes were made to the façade details, including materials and colours.

Assessment

The Department's assessment of the project concludes that:

- the opening of Magill Street to through traffic will provide a suitable alternative for access to Hospital Road and recommended conditions will mitigate potential noise impacts to any affected residences in Magill Street.
- the development will maintain direct and legible pedestrian connections to the existing hospital campus and the UNSW campus.
- the massing and scale of the built form is contextually appropriate, and the building typology is in keeping with the approved ASB but also provides sufficient textural variation to differentiate its separate function.
- the development will minimise amenity impacts to the surrounding residential and hospital land uses in terms of overshadowing and visual privacy.
- to ensure that the building is ecologically sustainable, conditions are recommended to require the proposed building achieve a minimum 4 Star Green Star rating, as targeted by the Applicant.
- recommended conditions will mitigate and manage potential impacts in relation to construction impacts and operational noise.



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1. Introduction

This report provides an assessment of a State significant development (SSD) application for an addition to the approved Acute Services Building (ASB) at the Prince of Wales Hospital, Randwick (SSD 10339). The proposal seeks approval for:

- construction of a 10 storey addition to the eastern elevation of the approved ASB extending above Hospital Road.
- lowering of Hospital Road and its closure at High Street.
- opening of Magill Street for through traffic access.
- installation of a boom gate at the eastern end of Magill Street.
- landscaping and public domain works.
- utility services and stormwater infrastructure works.
- excavation and site preparation works.

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

1.1 Site description

The site is located on the western boundary of the Randwick Hospital Campus (hospital campus) comprising four major hospitals: Prince of Wales (POW) Hospital; Sydney Children's Hospital (SCH); the Royal Hospital for Women (RHW); and the POW Private Hospital, and associated research institutes Black Dog Institute, Neuroscience Research Australia, and the Bright Alliance. The existing hospital campus is bordered by High Street, Avoca Street, Barker Street and Hospital Road. The site is described as Part Lots 4-11 DP 13995 and Part Lot 1 DP870720.

The existing hospital campus, UNSW Kensington campus to the east and the surrounding health and research institutes are within the Randwick Health and Education Precinct (RHEP).

The proposed addition encompasses part of the ASB site in the first stage of the expanded hospital campus, and a section of Hospital Road and Delivery Drive within the existing campus (see **Figures 1 and 2**). The bulk earthworks have commenced on the ASB site under a separate approval.

Hospital Road is a private service road owned by HAC and travels in a north-south direction between High and Barker Streets on the western edge of the existing hospital campus. The High Street intersection at the northern end of Hospital Road is signalised with access only permitted for vehicles under 8m. The Barker Street intersection at the southern end only permits left-in and left-out vehicular movements to and from Hospital Road. There are two carpark entry/exit points at the midway point of Hospital Road just north of Magill Street.

Delivery Drive is accessed off Hospital Road between the SCH (Ainsworth Building) and the RWH. It provides access to the main loading docks servicing the hospital campus. Truck access for deliveries is only available via Barker Street due to the size restrictions at High Street intersection.

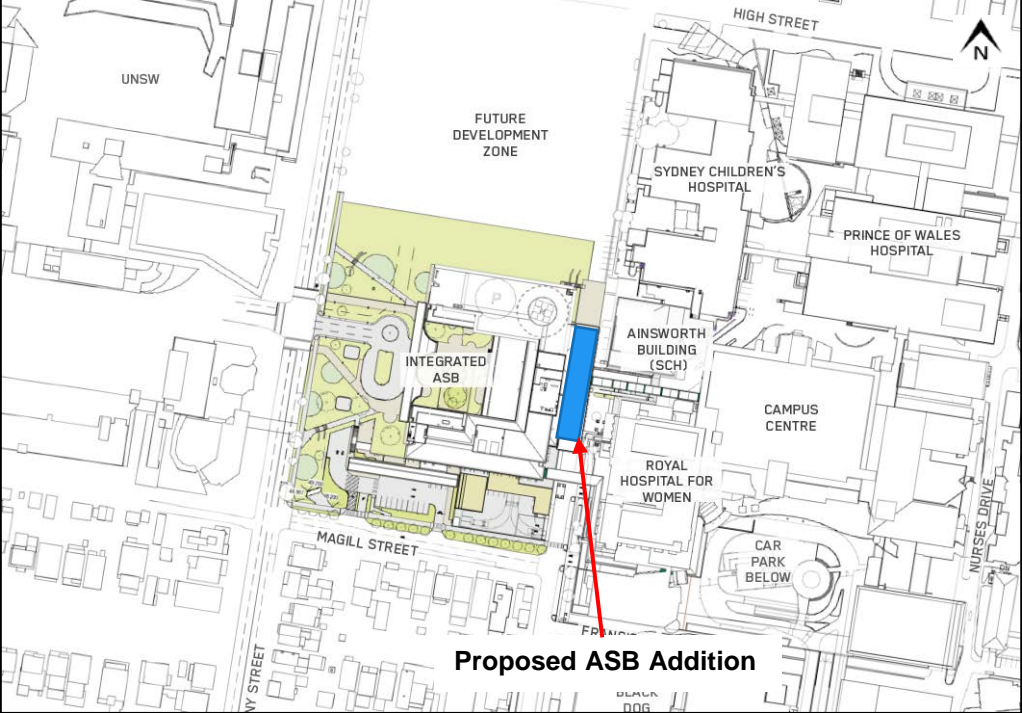


Figure 1 | Site Plan (Source: RtS)

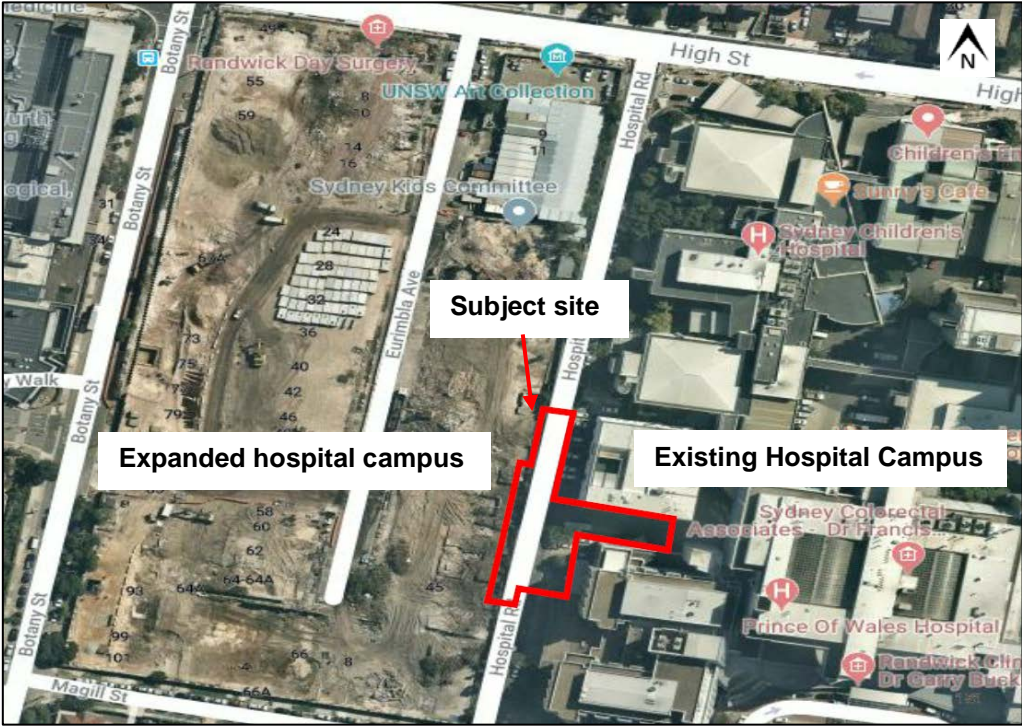


Figure 2 | Aerial view of the subject site (Source: EIS)

1.2 Surrounding development

The land uses in the immediate vicinity of the subject site are as follows:

- to the east is the:
 - SCH Ainsworth Building, a five storey facility containing several outpatient departments and two inpatient units, Peri-Operative/Short Stay and Child and Adolescent Mental Health Service Inpatient unit.
 - RHW Building, a five storey facility containing primarily inpatient units and birth suites in the rooms opposite the proposed addition.
- to the north is a future development site identified for the SCH Stage 1 development, including a Comprehensive Children's Cancer Centre to the northeast and the UNSW health development to the northwest.
- to the west across Botany Street is the UNSW Kensington campus.
- to the south is a low scale residential area with 1-2 storey dwellings on the southern side of Magill Street.

The immediate site context is illustrated in **Figures 3 to 6**.



Figure 3 | View west from Hospital Road along Magill Street (Source: the Department)



Figure 4 | View north from Magill Street along Hospital Road (Source: the Department)



Figure 5 | View east from Hospital Road along Delivery Drive (Source: the Department)



Figure 6 | View northwest from Magill Street along Botany Road (Source: the Department)



2. Project

The key components and features of the proposal (as refined in the Response to Submissions) are provided in **Table 1** and are shown in **Figures 7 to 13**.

Table 1 | Main components of the project

Aspect	Description
Project Summary	Construction of a 10 storey addition to the eastern elevation of the approved ASB, the lowering of Hospital Road and associated public domain and landscaping works, utility services and stormwater infrastructure works.
Built form	A 10 storey addition extending from Level 00 to Level 09 with Levels 06-09 setback from the southern edge to create a stepped building form.
Building Height	<ul style="list-style-type: none">• 44.9m (RL 101.2) measured to the top of the plantroom at Level 09.
Gross floor area (GFA)	<ul style="list-style-type: none">• 5,000sqm (approx.)
Uses	<ul style="list-style-type: none">• Education and research spaces at Levels 00 to Level 08.• Plant and equipment at Level 09.• Part plant and equipment space at Level 05.
Public domain and landscaping	<ul style="list-style-type: none">• New landscape and public domain works at Level 00, including pedestrian connections from Hospital Road to the building entry, raised planters on the podium and social areas/breakout spaces incorporating paving and seating.
Roadworks	<ul style="list-style-type: none">• Lowering of Hospital Road by up to 4m and closure at its intersection with High Street.• Opening of Magill Street to through traffic and installation of a boom gate at its eastern end.
Servicing	<ul style="list-style-type: none">• Existing main loading dock at Delivery Drive for supplies and general waste• Semi-enclosed satellite loading dock at Level 02 of the approved ASB.
Vehicular Access	<ul style="list-style-type: none">• Main vehicular access to the approved ASB off Botany Street.
Pedestrian Access	<ul style="list-style-type: none">• Raised pedestrian deck at Level 00 above Hospital Road.• Pedestrian links across Hospital Road to the existing campus.

Aspect	Description
Hours of Operation	<ul style="list-style-type: none"> 24 hours a day, 7 days a week.
Jobs	<ul style="list-style-type: none"> 200 jobs during the construction phase.
CIV	<ul style="list-style-type: none"> \$63,710,305.

2.1 Physical layout and design

The proposed addition interfaces directly with the lift core and public circulation corridor on the eastern elevation of the approved ASB, providing opportunities for integration from Level 00 to Level 09.

The building envelope at Level 00 is set back from the upper levels to allow pedestrians to move along the proposed pedestrian deck above Hospital Road. The building envelope on the upper levels (06-09 inclusive) is set back from the south by 24m to maximise solar access to existing residential properties on the southern side of Magill Street. A setback of approximately 6.5m is provided to the Ainsworth Building and 14m to the RHW to the east of Hospital Road.

The internal spaces are to be provided as a shell and will be subject to a future fit-out.

The materiality adopts a consistent façade type across all three elevations, in keeping with the approved ASB façade typology as a series of interconnected vertical elements.

The following internal changes will be made to the approved ASB:

- an additional lift within the public lift core.
- re-planned switchboard administration areas and amenities on Level 00.
- general structural implications including increases to column sizes and core wall thickness.

2.2 Lowering of Hospital Road

In accordance with the Precinct Masterplan (see **Section 2.5**), Hospital Road is identified as a key route at the lower level (Level 00) for services vehicles, ambulances, and access to the existing carparks and a major pedestrian thoroughfare above (Level 01) connecting the length of the hospital campus.

The lowering of Hospital Road sets the level at RL 51.05 to allow 4m clear height for truck access to the existing loading dock and any future loading docks associated with development sites to the north. The southern extent of the lowering is defined by the point at which the existing Hospital Road matches RL 51.05. The current steep ramp down to the dock will be replaced by a level route once the road has been lowered.

The Stage 1 extent of the lowering of Hospital Road to the north is aligned with the northern extent of the ASB. It is envisaged that the full extent of the lowering to provide access to the proposed future developments north of the ASB would be completed as part of these future works.

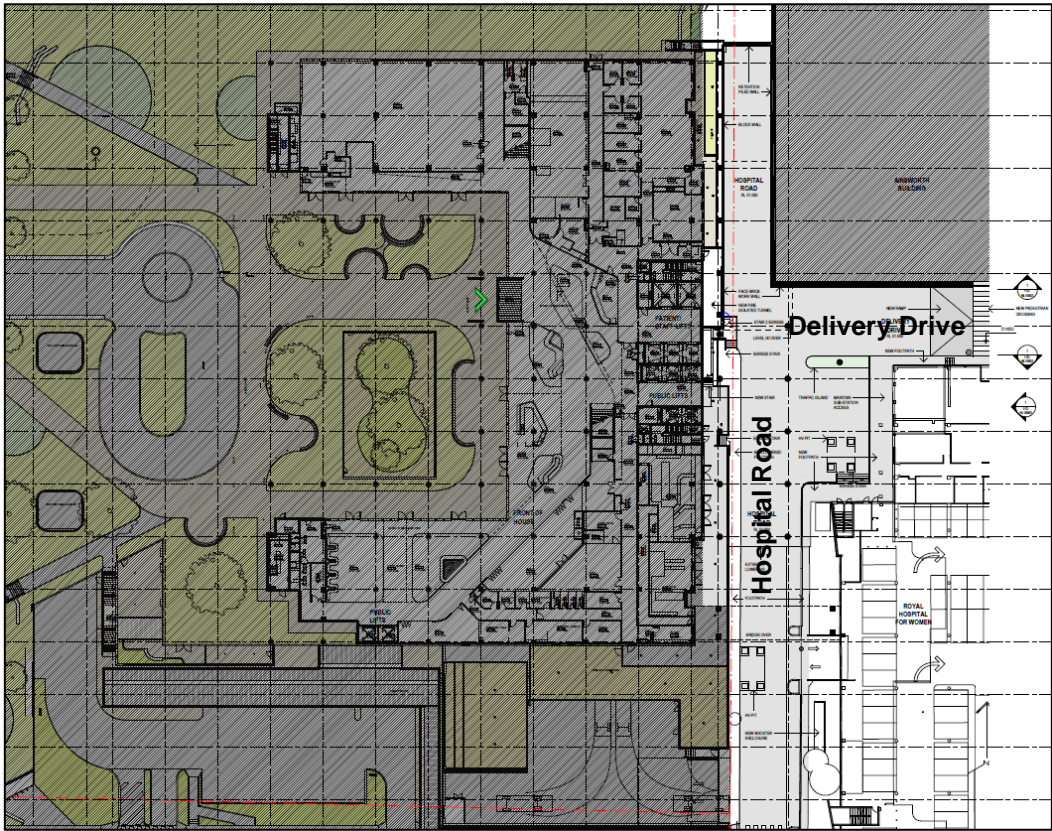


Figure 7 | Level 01 – Hospital Road (Source: EIS)

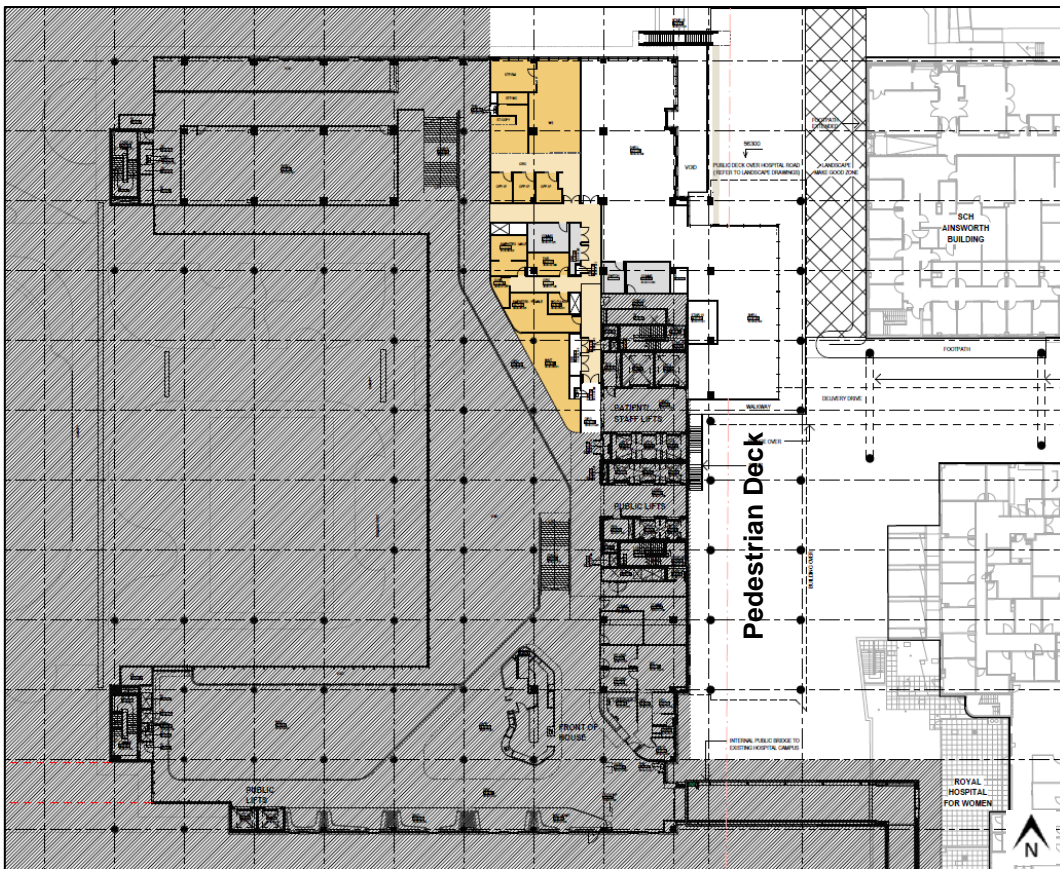


Figure 8 | Level 00 – Pedestrian deck above Hospital Road (Source: EIS)

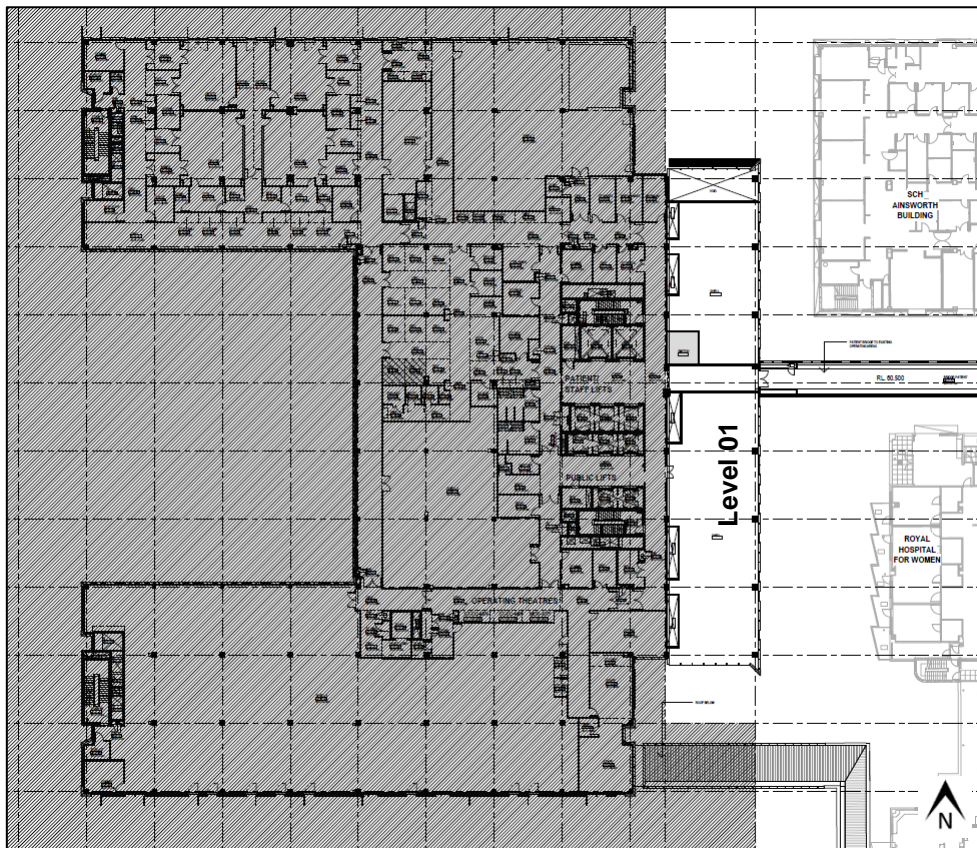


Figure 9 | Level 01 (Source: EIS)



Figure 10 | Level 07 (Source: RtS)

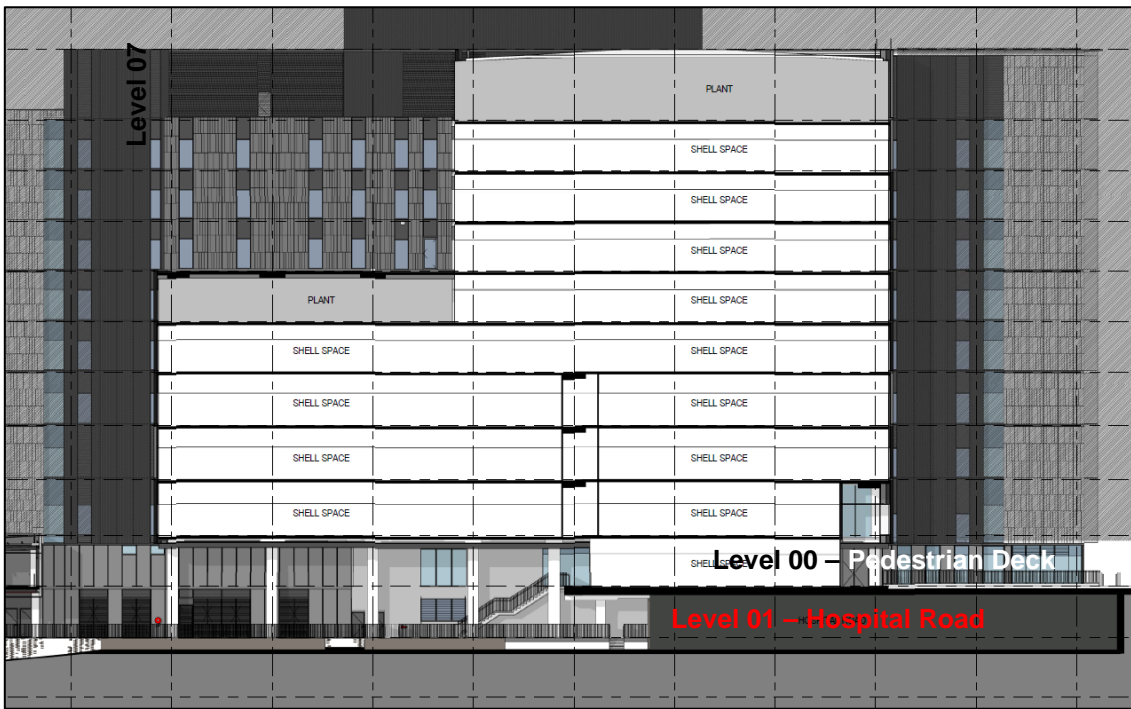


Figure 11 | Section (Source: RtS)



Figure 12 | View from the south (Source: RtS)



Figure 13 | View from the north (Source: RtS)

2.3 Uses and Activities

The proposed addition will be used for health and education research by UNSW in collaboration with the ASB. The activities include clinical innovation and research, biomedical engineering, and clinical translational research laboratories co-located with clinical staff providing acute healthcare services.

2.4 Construction and Timing

The first stage of the building work involves bulk excavation for the lowering of Hospital Road. This will be undertaken in three stages to maintain traffic access to the main loading docks via Delivery Drive. It is anticipated this will be completed by August 2021.

The construction of the building shell (excluding internal fit-out) is anticipated to be completed in September 2022.

2.5 Related Applications

Precinct Masterplan

The Precinct Masterplan (masterplan) was developed by the Randwick Health Collaboration (RHC), incorporating the South Eastern Sydney Local Health District and the SCH Network and UNSW, to guide the priorities for investment in health and education services in the RHEP and respond to the Greater Sydney Commission's strategy for Eastern Sydney (**Section 3**).

The key aspects of the masterplan include:

- lowering of Hospital Road to facilitate loading dock access and ambulance access to the SCH facility.
- a pedestrian deck above Hospital Road (Level 00) to create an interconnected pedestrian environment.
- a public plaza on the future development site to the north.
- a new SCH facility in the north east and a health-related UNSW development in the northwest.

The Structure Plan is illustrated in **Figure 14**.

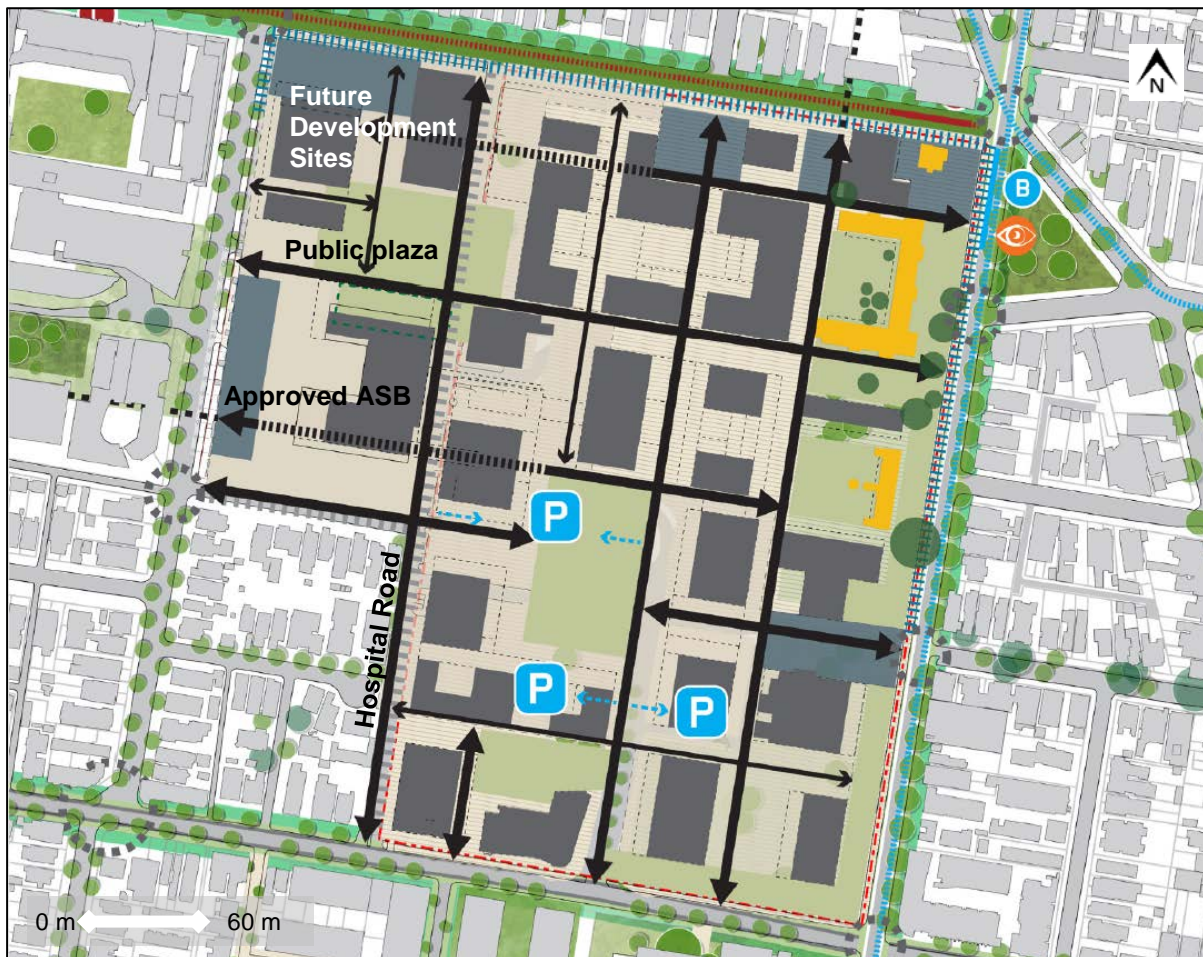


Figure 14 | Precinct Masterplan - Structure Plan (Source: EIS)

State Significant Development Application (SSDA)

SSDA 9113 was approved by the Department of Planning and Environment on 27 February 2019, for the construction of an ASB on land adjoining the western side of the existing hospital campus. The approved ASB comprises a new emergency department, operating theatres, patient accommodation and expanded rehabilitation and ambulatory care facilities.

The key aspects of the approved ASB include:

- construction of a 13 level ASB.
- helipad on top of the building.

- loading dock and ambulance bays at ground level.
- three level bridge over Hospital Road for clinical and operational connections to the existing hospital campus.
- one level public bridge over Hospital Road for public link connection to existing hospital campus.
- upgraded road infrastructure at Magill Street and Botany Street, including potential signalised intersection and pedestrian crossing on Botany Street.
- capacity for a potential future pedestrian bridge link over Botany Street from the ASB to UNSW Kensington Campus.
- new circulation roads to be constructed (in the future) on the newly excavated grade to the west and south of the new building.
- capacity for additional internal access road to be constructed to the northern part of the Project site.
- hospital square with vehicular access and public drop off areas.



3. Strategic Context

The proposed development is consistent with NSW State Priorities to improve the health and education services in NSW. This will be achieved by providing a new facility for the integration of health education, training and research initiatives with acute healthcare services in partnership with UNSW.

The co-location of clinical care, research and education activities in a single setting will enable the rapid translation of research results directly to bedside care. This shared interaction allows researchers to undertake studies that are immediately relevant, with the results of these studies available to the treating clinicians without delay.

The site is ideally located close to the Randwick Town Centre and transport infrastructure, including the CBD South East Light Rail (CSLER).

The Department considers the proposal is justified given it is consistent with:

- the vision outlined in the Greater Sydney Commission's Eastern City District Plan, as it aligns with the directions and planning priorities outlined in the plan, having particular regard to the collaboration between the hospital campus and UNSW in health education and research to improve patient care and support the expansion of the RHEP (Priority E8).
- Transport for NSW's Future Transport Strategy 2056, as the closure of Hospital Road will reduce vehicular traffic onto High Street consistent with the CSELR vision for High Street.
- Infrastructure NSW's State Infrastructure Strategy 2018 – 2038 Building the Momentum, as it would deliver new health infrastructure facilities and services as part of an integrated health strategy to improve outcomes for the community and shared-use opportunities.

The proposed development would provide direct capital investment in the region of \$67,000,000, which would support 200 construction jobs.



4. Statutory Context

4.1 State significant development

The proposal is 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 purpose of a hospital under clause 14 of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011.

The Minister for Planning and Public Spaces is the consent authority.

In accordance with the then Minister for Planning's delegation to determine SSD applications, signed on 11 October 2017, the Executive Director, Infrastructure Assessments, may determine this application as:

- the relevant Council has not made an objection.
- there are less than 25 public submissions in the nature of objection.
- a political disclosure statement has not been made.

4.2 Permissibility

The site is identified as being located within the R2 Low Density zone and SP2 Health Services facility under RLEP 2012. Hospitals are prohibited in the R2 – Low Density Residential zone but permissible with consent within the SP2 – Infrastructure (Health Services Facilities) zone.

Part 3, Division 10 of State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) states that

“development for the purpose of health services facilities may be carried out by any person with consent on land in a prescribed zone.”

The ISEPP identifies the R2 – Low Density Residential zone as a prescribed zone and as such hospitals are a permissible form of development with consent.

Therefore, the Minister for Planning and Public Spaces or 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 State significant development approval process, and consequently are not required to be separately obtained for the proposal.

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 proposal (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 project, and included suitable conditions in the recommended conditions of consent (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) that is 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 that substantially govern the project and that have been taken into account in the assessment of the project.

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

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 ASB addition will provide clinical care, research and education in an integrated single setting, resulting in significant benefits for the community including a rapid translation of research results directly to bedside care for patients.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment.	The proposal incorporates satisfactory measures to achieve ecologically sustainable development, as detailed in Section 4.4.3 .

Objects of the EP&A Act	Consideration
(c) to promote the orderly and economic use and development of land.	The proposal will promote the orderly development of the land as it will contribute to the growth of the RHEP, which is well serviced by public transport infrastructure and amenities within the Randwick Town Centre (RTC).
(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 will not result in the loss of any threatened or vulnerable species, plants, ecological communities or their 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 impacts upon the built and cultural heritage including Aboriginal Cultural Heritage. See Section 6.4 .
(g) to promote good design and amenity of the built environment.	The proposed addition is appropriately sited and designed to minimise impacts on the surrounding land uses. It responds to the guiding principles in the Precinct Masterplan by providing clear and direct access and connections to the hospital campus. The design and materiality builds on the existing ASB and adopts a consistent façade type that reads as a unique part of a unified whole. The overall built form of the development to be complimentary to existing development within the RHEP.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants.	The Department recommends conditions of consent to ensure the construction and maintenance of the proposed building is undertaken in accordance with the relevant legislation, guidelines, policies and procedures (refer to 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), which included consultation with Council and other public authorities and consideration of their responses (Sections 5.3 and 6).
(j) to provide increased opportunity for community participation in	The Department publicly exhibited the proposal as outlined in Section 5.1 , which included notifying adjoining landowners, placing a notice in newspapers

Objects of the EP&A Act	Consideration
environmental planning and assessment.	and displaying the proposal on the Department’s website and at Council 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 Applicant is targeting a 4 star Green Star “As Built” rating as required for the approved ASB and identified initiatives that would minimise the consumption of resources, water and energy. The proposed ESD initiatives and sustainability measures include:

- use of best practice environmental management procedures during construction.
- energy efficient heating, ventilation and air conditioning systems.
- efficient artificial lighting systems.
- sub meters linked to the building management system to monitor energy consumption.
- high efficiency variable speed chillers for mechanical ventilation and energy efficient motors.
- shading of windows and high performance glazing.
- insulation in the walls, floor and roof to reduce heat flow and consequent heat loss in winter and heat gain in summer.
- heating water system utilising gas-fired hot water heaters.
- use of courtyards and lightwells to improve daylight to lower levels.

The Department has recommended a condition that the final design achieves an equivalent minimum 4 star Green star rating and certification be submitted to the Certifying Authority.

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 of the proposed development. The proposed development is consistent with ESD principles as described in section 3.9 and Appendix Q of the Applicant’s EIS, which has 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 is 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 for 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 of this report.
(a)(ii) any proposed instrument	Consideration has been given to draft EPIs at 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 relevant DCPs at Appendix B .
(a)(iiia) 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 EP&A Regulation), public participation procedures for SSD and Schedule 2 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	Appropriately mitigated or conditioned - refer to Section 6 of this report.
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Sections 3 and 6 of this report.

Section 4.15(1) Evaluation	Consideration
(d) any submissions	Consideration has been given to the submissions received during the exhibition period. See Sections 5 and 6 of this report.
(e) the public interest	Refer to Sections 6 and 7 of this report.

4.4.7 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 Environment Agency Head and the Planning Agency Head 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 29 August 2019 until 25 September 2019 (28 days). The application was exhibited at the Department and on its website, at the NSW Service Centre and at Randwick City Council's office.

The Department placed a public exhibition notice in the Wentworth Courier on 28 August 2019 and notified adjoining landholders and relevant State and local government authorities in writing. A representative of the Department visited the site to assist with the assessment of the development.

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

5.2 Summary of submissions

The Department received a total of eight submissions all from public authorities. No objections were received. No submissions were received from the public. A summary of the issues raised in the public authority submissions is provided at **Section 5.3**.

5.3 Public Authority submissions

A summary of the issues raised in the submissions is provided at **Table 4** below and copies of the submissions may be viewed at **Appendix A**.

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

Randwick City Council (Council)

Council raised concerns with the opening of Magill Street to through traffic due to amenity impacts on residents in Magill Street. Concerns were also raised with lack of disabled access along Hospital Road and the cumulative loss of trees.

Council recommended the provision of:

- a separated cycleway and continuous footpath along Hospital Road, between Barker Street and Magill Street.
- pedestrian and wayfinding signage, particularly at the primary pedestrian connection at Level 00.
- high quality end-of-trip facilities to support a modal shift away from private vehicle use.
- bicycle parking in multiple locations across the ASB site.

-
- achievement of a 5-star Green star rating.
 - solar panels on the roof to offset electricity requirements.

Council requested additional information, including:

- detailed architectural plans in relation to setback of the proposed addition from other site boundaries and the street and the north-south pedestrian access along Hospital Road.
- an amended Landscape Design Report, including details of soil depth and volume, a planting plan and schedule and a lighting strategy.

Council also provided a set of recommended consent conditions in relation to construction impacts, operational noise, mechanical ventilation, food safety requirements, cooling systems, outdoor lighting, provision of a site audit statement and loading dock hours of operation.

Transport for New South Wales (TfNSW)

TfNSW noted the development has the potential to impact on the Sydney Light Rail project and the surrounding road network during construction and operation.

TfNSW recommends further consultation with the Sydney Light Rail Operator, TfNSW RMS and Sydney Co-ordination Office (SCO) in TfNSW.

Conditions were also recommended including a Construction Pedestrian Traffic Management Plan (CPTMP), Construction Worker Transportation Strategy and a Travel Demand Management Strategy and Green Travel Plan.

TfNSW (Roads and Maritime Services) (TfNSW RMS)

TfNSW RMS noted the closure of Hospital Road will impact traffic distribution on the surrounding road network, and recommends the Applicant engage with the transport cluster to identify measures to mitigate any impacts on the surrounding road network.

TfNSW RMS requested details of the number of bicycle parking spaces and facilities across the campus and consideration of pedestrian safety.

The following requirements were also requested for the construction phase:

- a Road Occupancy Licence (ROL) for any works on may impact traffic flows on High Street
- restrictions on demolition and construction vehicles to be contained wholly within the site
- a condition requiring a CPTMP.

Department of Planning, Industry and Environment's Environment, Energy and Science Group (EESG)

EESG requested:

- the recommendations in the Aboriginal Cultural Heritage Assessment Report (ACHAR) to be included as conditions of the consent.
- details of whether any buildings to be demolished have potential roosting sites for bats
- potential impact of flooding and consultation with affected property owners and Council.

Environment Protection Authority (EPA)

EPA provided comments in relation to cumulative noise impact of mechanical plant and compliance with noise limits applied to the approved ASB and requested further justification to support the out of standard hours work.

EPA also requested a Site Audit Statement from an EPA Accredited Site Auditor to confirm that the site is or has been made suitable for the intended use pursuant to the Contaminated Land Management Act 1997 and State Environmental Planning Policy No. 55 – Remediation of Land.

Conditions were also recommended in relation to construction hours, noise and vibration, operation of plant and equipment, and standard requirements for waste management, water management and air quality.

Sydney Water (SW)

SW confirmed the site can be serviced subject to recommended conditions of consent.

Heritage Council (HC)

HC requested an unexpected finds protocol to manage any additional archaeological discoveries during the construction period.

Civil Aviation Safety Authority (CASA)

CASA noted the proposed addition (RL 101.2m) is below the height of the approved ASB at 111m AHD.

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 provide a response to the issues raised in the submissions.

The Department also requested additional information to address the impacts associated with the opening of Magill Street, storage of dangerous goods, privacy impacts to neighbouring hospital uses, installation of public art, façade detailing/articulation and activation of the public spaces.

On 1 November 2019, the Applicant provided a Response to Submissions (RtS) (**Appendix A**) on the issues raised during the exhibition of the proposal.

The RtS made minor amendments to the façade detailing and incorporates public artwork to the façade of the approved pedestrian link bridge and further resolution of the public domain at Level 00.

A detailed description of the amendments to the design is provided in **Table 5**.

Table 5 | Description of the amendments to the design in the RtS

Level	Amendment
Façade detail/materiality	<p>The following changes have been incorporated into the proposal:</p> <ul style="list-style-type: none">• a finer grain 600mm wide curtain wall spacing between window openings.• an expressed major joint at each floor level, rather than adopting the main ASB strategy of grouping floors into bands of one, two, three or four levels.• repositioning of windows away from the openings to the Ainsworth Building.• incorporation of aluminium fins at the eastern elevation.• use of matt finishes to reduce reflectivity.• use of dark grey solid panels in the area of ASB facade where the addition steps back from Level 6.
Public Artwork	<ul style="list-style-type: none">• incorporation of public artwork to the façades of the three-storey link bridge.
Public Domain	<ul style="list-style-type: none">• provision of a larger social space and a series of small private seating areas and greenery to the public plaza.

The following additional information was also provided with the RtS:

- Amended Architectural Design Statement and Architectural Plans
- Transport Assessment
- Accessibility Design Review
- Landscape Design Report
- Aboriginal Cultural Heritage Management Plan
- Hazardous Chemicals (Dangerous Goods) Matters – Letter of Advice
- End of Trip – Current Design
- Pedestrian Access Routes
- Truck Haulage Routes
- Microbat Habitat Letter of Advice
- Arts in Health Factsheet – August 2019.

The RtS was made publicly available on the Department website and referred to the relevant public authorities. An additional five submissions were received from Council, TfNSW, TfNSW RMS, Sydney Airport Corporation Limited (SACL) and EPA. A summary of the issues raised in the submissions is provided at **Table 6** and copies of the submissions may be viewed at **Appendix A**.

Table 6 | Summary of public authority submissions to the RtS

Council

Council reiterates concerns in relation to the:

- proposed reopening of Magill Street to through traffic and amenity impacts to residents on the western side of Magill Street.
- need for end-of-trip facilities and bicycle parking in the immediate vicinity of the site.
- need for solar panels to offset electricity requirements.

Council raised additional concerns in relation to:

- traffic and pedestrian safety associated with the alignment of the car park entry/exit at the intersection of Hospital Road and Magill Street.
- potential 'rat runners' using Magill Street/Hospital Road to avoid Barker Street/Botany Road and whether this had been factored into the traffic calculations.

Council advises that adequate information has been provided in relation to building setbacks and landscaping.

TfNSW

TfNSW re-iterated the need for ongoing consultation with transport agencies to minimise impacts on the transport network.

TFNSW RMS

TFNSW RMS advised it had no further comment.

SACL

SACL, as delegates of the Department of Infrastructure, Regional Development and Cities, advised the controlled activity approval for the ASB is still valid as the addition to the ASB is minor and the overall maximum height for the ASB is still 111m AHD.

EPA

EPA advised it had no further comment.

5.5 Supplementary Information

The Applicant provided supplementary information providing further clarification in relation to the traffic volume data and potential noise impacts to existing residents in Magill Street on 28 November 2019, 29 November 2019 and 2 December 2019.



6. Assessment

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

- traffic and access.
- noise impacts.

Each of these issues is discussed in the following sections of this report. Other issues were taken into consideration during the assessment of the application and are discussed at **Section 6.3**.

6.1 Traffic and Access

The Transport Assessment (TA) submitted with the EIS includes an assessment of the traffic and access impacts associated with the proposed addition to the approved ASB and the lowering of Hospital Road and its consequential closure at High Street.

The Department considers the key traffic and access issues relate to:

- impact on the surrounding road network.
- pedestrian connectivity.

6.1.1 Impact on the surrounding road network

The proposed addition will have a gross floor area (GFA) of approximately 5,000sqm, to be used primarily for education and research in partnership with the UNSW Kensington campus. The proposed addition does not provide any additional parking on the site. As the proposed addition will be used by staff and students at the UNSW campus, those that drive will retain their current parking at the UNSW campus and not generate any additional parking demand on the site. The proposed development will therefore not result in any additional traffic to the surrounding road network.

However, the proposed development includes the closure of Hospital Road at its intersection with High Street, resulting in a redistribution of traffic in the surrounding streets. With the closure of the northern end of Hospital Road the existing carpark entry/exit points can only be accessed via Barker Street to the south. Carpark traffic currently using the High Street / Hospital Road intersection for access from the north and west will need to adjust the route of travel via Botany Street to access Barker Street. The traffic from the east will travel via Avoca Street to Barker Street (refer to **Figure 15**).

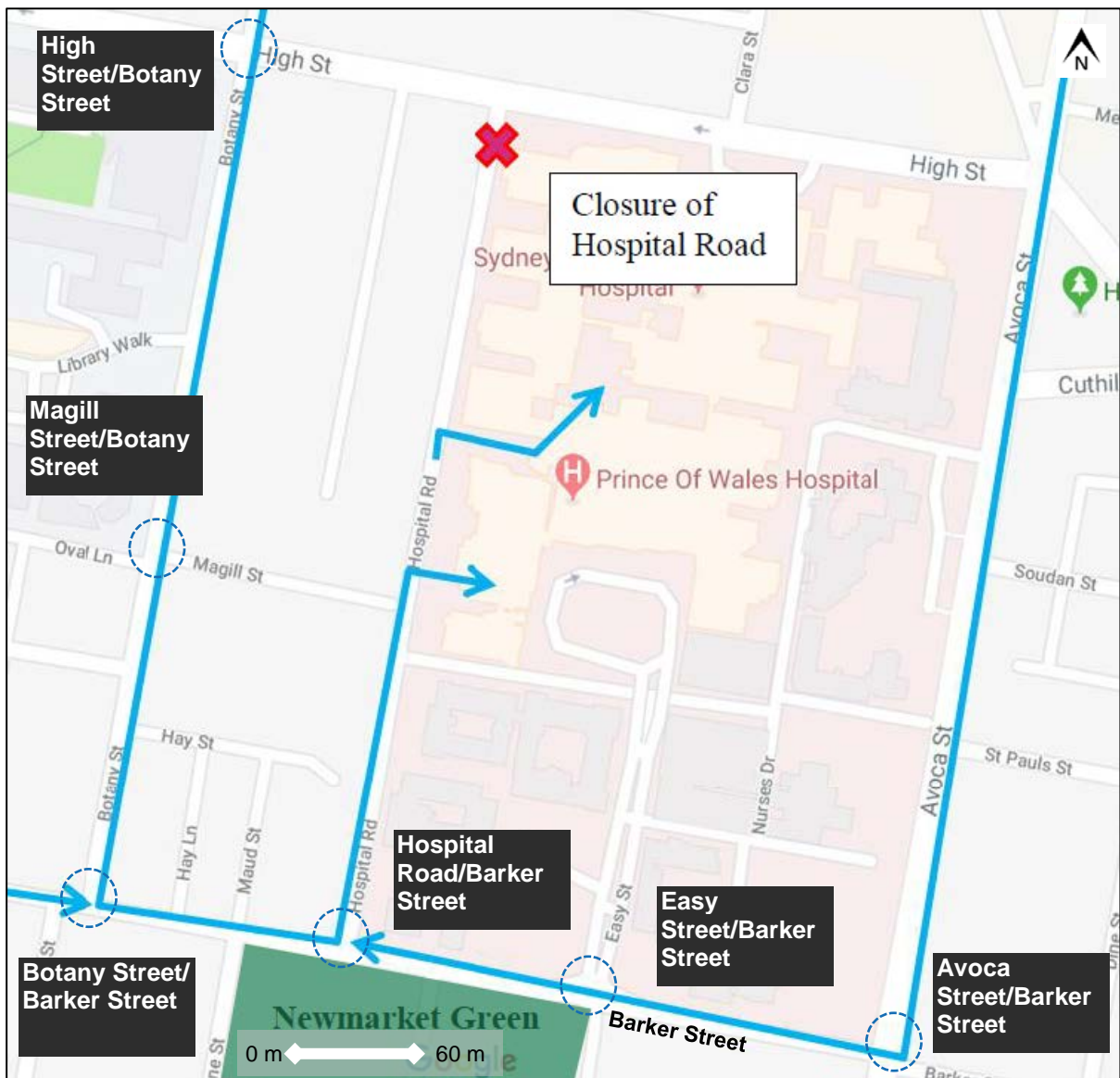


Figure 15 | Alternative traffic routes for the closure of Hospital Road (Source: EIS)

The TA includes modelling of the key intersections to ascertain the existing and future performance of the local road network. As the proposed closure of Hospital Road at High Street will redirect traffic to the southern local road network, the intersections along Barker Street in the vicinity of the Hospital Road have been analysed for the purpose of this assessment (refer to **Tables 7** and **8**).

The intersection performance is assessed in terms of the following metrics:

- Level of Service (LOS) – index based on the average delay A=very good to F=highly congested.
- Degree of Saturation (DOS) – overall measure capability to accommodate additional traffic (DOS 1.0 is at capacity).
- Average delay in seconds.

Table 7 | Existing performance of key intersections

Intersection	AM PEAK			PM PEAK		
	DoS	LoS	Delay	DoS	LoS	Delay
High Street/Botany Street	0.89	D	37	0.91	D	44
Botany Street/Magill Street	0.22	N/A	1	0.28	N/A	1
Barker Street/Botany Street	0.66	C	26	0.66	C	30
Barker Street/Hospital Road	0.39	N/A	2	0.87	N/A	6
Barker Street/Easy Street	0.66	A	7	>1	E	63
Barker Street/Avoca Street	>1	E	70	>1	E	>70

Table 8 | Future performance of key intersections (with proposal) in 2025

Intersection	AM PEAK			PM PEAK		
	DoS	LoS	Delay	DoS	LoS	Delay
High Street/Botany Street	0.88	D	39	0.9	D	41
New Access Road (ASB)/Botany Street	0.44	A	9	0.65	C	23
Botany Street/Magill Street	0.19	N/A	1	0.31	N/A	1
Barker Street/Botany Street	0.74	C	28	>1	E	58
Barker Street/Hospital Road	0.41	N/A	3	>1	N/A	>70
Barker Street/Easy Street	0.59	A	6	0.93	B	10
Barker Street/Avoca Street	>1	F	>70	>1	F	>70

The traffic modelling shows the performance of key intersections in Barker Street will deteriorate in peak periods, particularly the Barker Street / Avoca Street intersection which will operate over capacity at LoS F. The TA includes an assessment of the mitigation measures to reduce the impact of traffic being redirected to the southern road network in critical peak periods (refer to **Table 9**).

Table 9 | Mitigation measures considered in the TA submitted with the EIS

Mitigation Measure	Applicant’s Assessment
Alternative route through the campus using Francis Martin Drive to Nurses Drive and exit to Avoca Street.	<ul style="list-style-type: none"> • Not attractive to drivers as it directs traffic to the east. • Concerns with pedestrian safety and emergency vehicle access. • Not suitable for large trucks.
Closure of the campus carpark earlier to reduce impact on afternoon peak and redirection of traffic to Easy Street access point to Barker Street	<ul style="list-style-type: none"> • Deterioration of Barker Street/Easy Street intersection and additional queuing of vehicles.
Closure of the loading dock during peak periods	<ul style="list-style-type: none"> • Impact delivery critical items for hospital operations.
Allow a right turn movement from Hospital Road to Barker Street	<ul style="list-style-type: none"> • Increase delays for exiting traffic due to limited gaps in Barker Street traffic flow peak periods resulting minimal increase in network performance.
Open Magill Street to through traffic	<ul style="list-style-type: none"> • Legible and direct access to carpark for vehicles and emergency department. • Acceptable impact on performance surrounding road network.

The TA identifies the opening of Magill Street to through traffic as the preferred mitigation measure to offset the impact on the surrounding road network. The TA also includes an assessment of the performance of the key intersections with High Street closed and Magill Street open (refer to **Table 10**).

The modelling shows the Botany Street / High Street intersection will deteriorate in PM peak periods from Level D to Level E but still within acceptable levels. The Magill Street / Botany Street and Barker Street / Botany Street intersections will continue to operate at a similar level to the existing operation.

Based on the intersection analysis, the TA concludes the opening of Magill Street provides a good alternative for traffic access to Hospital Road with the closure of High Street. The Applicant provided supplementary information advising that no deterioration to the Avoca Street / Barker Street intersection is anticipated if Magill Street is open to through traffic and the LoS should remain as existing.

Table 10 | Future performance of key intersections with Hospital Road closed and Magill Street open in 2025

Intersection	AM PEAK			PM PEAK		
	DoS	LoS	Delay	DoS	LoS	Delay
Botany Street/High Street	0.89	D	40	0.98	E	60
Botany Street/new ASB access	0.48	A	8	0.65	C	20
Botany Street/Magill Street	0.2	N/A	3	0.60	N/A	5
Barker Street/Botany Street	0.72	C	29	0.78	D	37

Department’s Assessment

Magill Street is currently a no-through local road primarily used by residents that carries approximately 30 vehicles per hour (vph). When the ASB commences operation, the traffic movements will increase due to vehicles accessing the emergency department (ED) and ambulance bay during the day. These components form part of the approved ASB and will not change irrespective of this proposal.

The proposed opening of Magill Street to through traffic will introduce additional traffic movements from vehicles accessing the carpark in Hospital Road until 6pm (this carpark access closes at 6pm) given the proposed closure of the northern end of Hospital Road. The detailed forecast hourly profile shows that there will be a significant increase in traffic movements between 7am and 6pm up to 238 vph, an increase of up to 750 per cent above the existing situation.

The additional traffic will be from vehicles that have dropped persons off at the ASB in Botany Street then proceed to the carpark in Hospital Road, and from staff and the public arriving from the north and north-west of the site.

The forecast daily traffic volume along Magill Street is 2,500 vpd (inclusive of traffic redirected from Hospital Road north). The Department notes this is lower than the maximum 3,000 vpd for local roads under the *RMS Guide to Traffic Generating Developments 2002*.

Notwithstanding, the opening of Magill Street during the day will result in a significant increase in traffic movements and potential amenity impacts to the existing residents on the southern side of the street, particularly in relation to traffic noise. The TA recommends the installation of a boom gate at the eastern end of Magill Street to restrict access at night-time to emergency access only.

Subject to addressing the potential amenity impacts to residents in Magill Street, the Department accepts the opening of Magill Street provides a suitable alternative for access to Hospital Road (refer to **Section 6.2**).

From a traffic perspective, the Department considers the opening of Magill Street to through traffic to be an acceptable traffic mitigation measure to minimise the impact on the surrounding road network. The

Department has also recommended that pursuant to section 4.17(1)(b) of the EP&A Act and clause 97 of the EP&A Regulation that the development consent for the ASB (SSD 9113) be modified to reflect the supported opening of Magill Street and conditions be included requiring the installation of a boom gate to close access to Hospital Road between 10pm and 7am.

6.1.2 Pedestrian Connectivity

Pedestrian access to the main entry on Level 01 is primarily via a network of paths across the western landscaped zone of the ASB site. It provides links to the south along Botany Street, UNSW to the west via a new signalised intersection and High Street to the north, including the light rail stop located on the corner of High Street and Botany Street. The proposed addition will be positioned immediately east of the ASB eastern corridor and lift core, providing direct access to the lifts within the building and a shared corridor with no clinical crossover. The pedestrian access to the existing hospital campus to the east will be via a public link bridge and a patient bridge over Hospital Road approved as part of the ASB (refer to **Figure 16**).

In its response to the EIS, Council raised concerns with compliance with the *Disability Discrimination Act 1992* (DDA) as pedestrian access between the north and south of Hospital Road from the proposal is only available via a narrow staircase. Council also notes there will be more traffic along Hospital Road between Barker Street and Magill Street, and recommended mode separation in the form of a separated cycleway and a continuous footpath for pedestrians.

The supplementary Accessibility Design Review submitted with the RtS notes that Hospital Road will be used primarily for back-of-house activities, including hospital deliveries, maintenance and staff access, which are exempt under section D3.4 DDA as use of a laneway by a person using a mobility aid would pose a health and safety risk.

The Department notes Hospital Road is not intended to be a pedestrian thoroughfare and the dominant use is for service vehicles and ambulances. The Department accepts there are safety benefits by deterring pedestrians from using Hospital Road, where multiple vehicle accesses are located. The Department also notes that the proposed deck at Level 00 above Hospital Road is designated as a major pedestrian thoroughfare connecting the length of the campus in accordance with the masterplan. The proposed addition will be recessed at Level 00 to ensure a continuous external access along the Hospital Road pedestrian deck. Furthermore, this creates a colonnaded zone offering protection from the elements and the opportunity for entry into the proposed addition.

The Department considers the shared vehicle and bicycle access along the southern part of Hospital Road is acceptable given its function for service and logistics vehicles with a slow vehicle speed is suitable for bicycle use.

The Department is satisfied direct and legible pedestrian access will be maintained to the existing hospital campus and the UNSW campus. The development incorporates flexibility for future connection to the development sites to the north as envisaged in the masterplan.

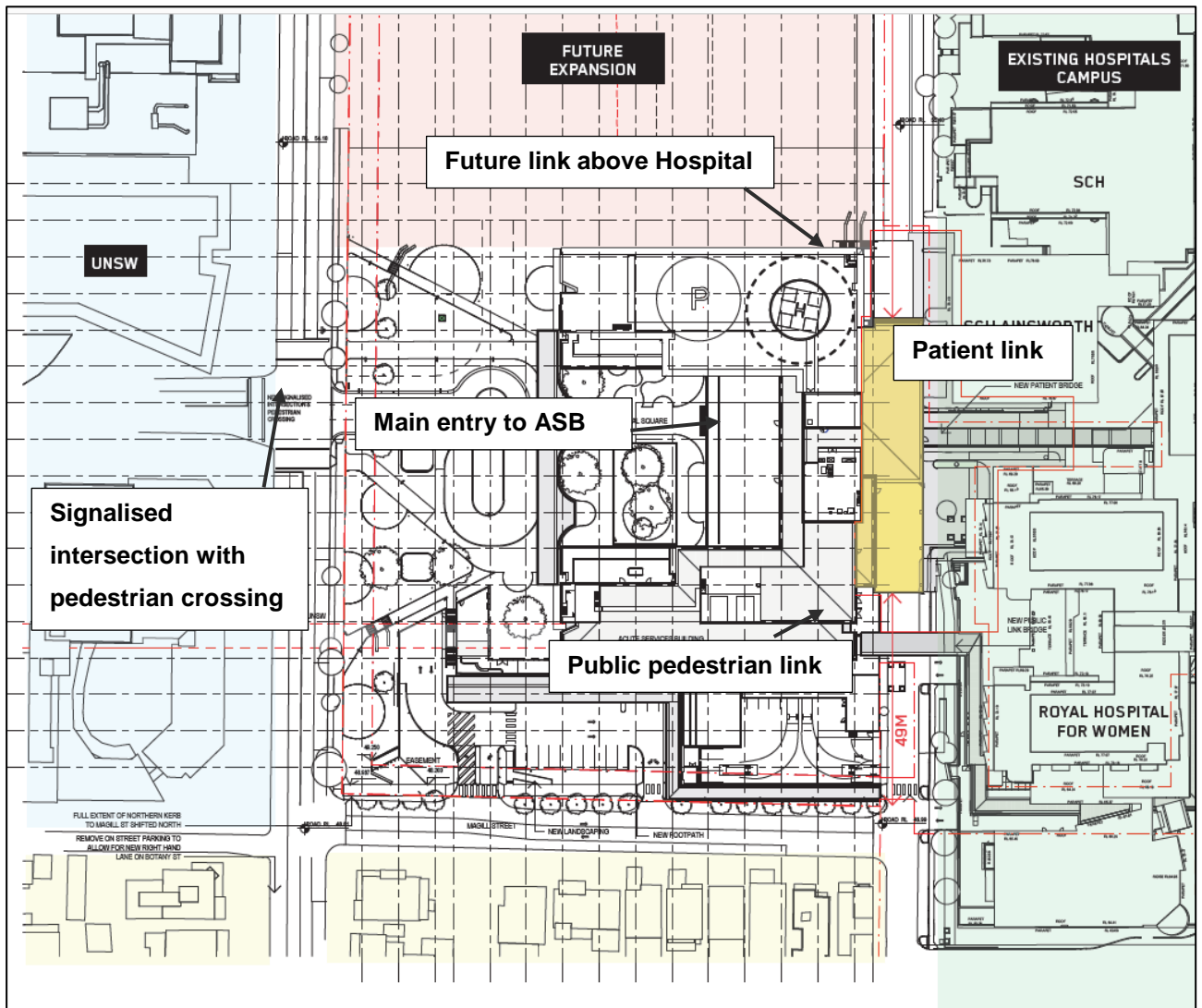


Figure 16 | Pedestrian connections (Source: RtS)

6.2 Noise Impacts

The EIS was accompanied by a Noise and Vibration Impact Assessment (NVIA) in relation to the operational noise and construction noise and vibration impacts associated with the proposed addition to the approved ASB.

6.2.1 Operational Noise

The key noise emission sources from the proposed development include:

- road traffic noise.
- mechanical plant and equipment.

Road Traffic Noise

The proposed opening of Magill Street to through traffic as an alternative access to Hospital Road will redistribute traffic movements in the local street network.

For background, the Applicant proposed the opening of Magill Street as part of the ASB development but amended the proposal whereby Magill Street remains closed to through traffic, except for emergencies, following Council concerns in relation to noise impacts on adjacent residential properties, particularly night time noise and the potential for sleep disturbance.

While the proposed addition will not generate any additional traffic on the surrounding road network, the proposed opening of Magill Street to through traffic will increase traffic movements in Magill Street, resulting in potential traffic noise impacts to the existing residences. Council raised concerns in relation to amenity impacts from opening Magill Street. The Department requested the Applicant provide details of appropriate mitigation measures to the residential properties affected by additional traffic associated with the opening of Magill Street.

In response, the Applicant's RtS included the following mitigation measures:

- a boom gate will be installed at the end of Magill Street to close access to Hospital Road between 10pm and 7am. The closure period would be signposted at the entry to Magill Street from Botany Street and the Emergency Department (ED) access to stop traffic from travelling towards Hospital road through Magill Street during this period.
- traffic calming signage to reduce speed of vehicles using the ED access on Magill Street.
- removal of the northern curb side parking through a clearway to widen Magill Street for traffic flow and safety.
- noise monitoring to individual residences and if noise criteria are exceeded, then implementation of appropriate mitigation measures to the affected residences.

The Applicant also provided supplementary information confirming the traffic data used to forecast the noise impacts in Magill Street. The Applicant contends the daytime noise impacts from the proposed addition will be approximately 2dB(A) lower than the noise generated by the ASB as the updated traffic data based on the completion of detailed modelling indicates a lower worst-case daytime peak hour traffic volume for Magill Street (238 vehicles per hour) compared with the approved ASB data (340 vehicles per hour). The lower vehicle volume of 238vph will result in a worst-case daytime traffic noise level of 56dB(A).

The NSW Road Noise Policy (RNP) DECCW 2011 criterion for traffic noise levels at existing residences is 55dB(A). The NVIA concludes a 1dB(A) differential in noise levels is a negligible increase that is barely perceptible to the average person.

The Applicant has committed to engage and consult with residents during construction and validate the findings in the NVIA when Magill Street is opened to through traffic, and again six months after commencement of operations. The Applicant has also advised they will implement, in consultation with the affected residents, any necessary amenity improvements to achieve relevant noise criteria.

Department's Assessment

While there will only be a minor exceedance of the RNP criterion for traffic noise at existing residences in Magill Street, the Department notes there will be a significant overall relative increase in noise to the

existing residences when compared to the existing situation. The traffic noise levels reported in the approved ASB assessment on Magill Street would exceed day criteria by 3 dB(A), night criteria by 6dB(A) and result in an overall increase of 11dB(A) beyond existing noise levels.

Consequently, the Department recommends a condition of consent requiring operational noise monitoring to identify the actual noise performance of the development and a review of the noise levels from the opening of Magill Street. If the noise criteria in the RNP is exceeded, then noise mitigation measures must be offered to the affected residences. Following installation of acoustic attenuation, it is recommended that further monitoring be undertaken to test the adequacy of the measures.

Mechanical Plant

The proposed addition includes the following mechanical plant:

- Level 05 plant room, including an air handling unit.
- Level 09 plant room, including an air handling unit, a fan coil unit and chillers.
- exhaust fans Levels 05 to 09.

There will be no change to the approved ASB cooling towers and emergency generators as a result of the proposed addition.

The noise predictions in the NVIA show that mechanical plant noise emissions can be controlled to acceptable levels at the nearest noise sensitive receivers with attenuation/acoustic louvres to the plant rooms and treatment of fans.

The NVIA recommended detailed noise assessment be conducted during the design phases of the project, to ensure that the mechanical plant noise emissions satisfy the noise limits at the nearest sensitive receivers.

The Department is satisfied the noise impacts from mechanical plant can be adequately managed, subject to the noise attenuation measures at the detailed design stage.

6.2.2 Construction Noise and Vibration

The proposed development will contribute to an increase in noise and vibration impacts to the surrounding area due to the use of construction equipment and plant associated with the piling and excavation of Hospital Road and construction of the ASB addition.

The proposed construction hours are Monday to Friday: 7am to 6pm and Saturday: 8am to 5pm. The Applicant has requested extended hours on Friday between 6pm and 10pm and Saturday and Sunday between 8am and 10pm for forty weekends over 18 months to ensure operational continuity of the hospital loading dock during the week.

EPA requested further justification be provided to support the out of standard hours work and that if approved an out of standard hours works protocol or Construction Noise and Vibration Impact Statement be required.

The Applicant advises that weekend closures and extended working hours were the only viable option to mitigate impact on the services and business functions of the existing hospital campus. Through consultation with the hospital stakeholders, business continuity can be maintained with weekend closures to the loading dock, noting that some adjustments to internal operations will be necessary. The hospital stakeholders have advised that mid-week closures cannot be accommodated as business operations would be too adversely impacted.

The NVIA found that the construction work activities are predicted to exceed the relevant criteria by up to 32dB(A) during standard construction hours and 30dB(A) when conducted outside the recommended standard hours. The exceedances are primarily as a result of the use of excavators and circular saws. The residences in Magill Street to the south and the existing hospital buildings to the east are the most sensitive noise receivers. The NVIA recommends noise control measures and construction best practices to minimise noise impacts to the surrounding area including:

- scheduling of noisy activities outside sensitive times of the day for sleep (6am to 7am).
- temporary screening for noisy equipment and solid screening such as hoarding.
- locating specific activities such as carpentry to internal spaces or where shielding is provided.
- adoption of quieter methodologies such as concrete sawing as opposed to jack hammering.
- use of quieter equipment.
- work scheduling.
- consultation and complaints handling procedures.
- preparation of a detailed CNVMP at the detailed design stage based on proposed plant, equipment and construction methodology including mitigation measures as referred to in the NVIA.

The NVIA does not include a detailed vibration assessment but some structural and human perception vibration impacts are expected, particularly from the use of piling rigs and excavators with hammers during the excavation works.

The NVIA recommends vibration surveys of the key vibration generating activity/equipment sources to determine whether the existence of significant vibration levels justifies a more detailed investigation. If the assessment indicates the vibration levels may exceed the relevant criteria, appropriate mitigation measures will be required to ensure the vibration impacts are minimised and allow for the planning of works around the use of sensitive equipment and operations within the existing hospital buildings.

The Department is satisfied that with mitigation processes in place, the construction of the proposed development will not result in unreasonable impacts upon nearby sensitive receivers. To ensure that this mitigation is achieved, the following conditions are recommended:

- a Construction Environmental Management Plan is to be prepared prior to the commencement of works.
- a Construction Noise and Vibration Management Sub-Plan (CNVMSP) must be prepared by a suitably qualified expert which includes:
 - procedures in accordance with the EPA *Interim Construction Noise Guideline*.

- consultation with the affected community to manage high noise generating impacts.
- adherence to the recommendations of the NIA, as modified by the conditions of consent.
- a trial period for the weekend construction hours and provision of respite days where there is more than 13 consecutive construction days.

Subject to the recommended conditions, the Department considers the noise and vibration impacts of the construction phase can be sufficiently managed and mitigated.

6.3 Other Issues

The Department's consideration of other issues is provided at **Table 11**.

Table 11 | Department's assessment of other issues

Issue	Findings	Department's consideration/ recommended conditions
Built Form	<ul style="list-style-type: none"> ● The footprint of the proposed addition from Level 01 to Level 05 extending from north to south is defined by the requirement to maintain windows to bedrooms within the approved ASB. ● The building envelope from Levels 06 to Level 09 is set back 24m to the south creating a stepped built form when viewed from the east. ● A setback of approximately 6.5m is provided to the Ainsworth Building within the existing hospital campus to the east. ● The height of the proposed addition building at RL 101.2 will be 9.8m below the overall height of the approved ASB at RL 111. 	<p>The Department is satisfied the massing and scale is contextually appropriate and adequate separation is provided between buildings within the existing campus to maintain privacy and comply with BCA requirements.</p>
Façade Design and Materiality	<ul style="list-style-type: none"> ● The Government Architect New South Wales (GANSW) provided comments in relation to the detailed design and requested additional articulation of the façade and activation of the internal spaces at Level 00 adjacent to the public plaza. ● The RtS incorporates the following amendments to the façade design: <ul style="list-style-type: none"> - a curtain wall spacing of 600mm introducing a finer grain to the façade. - an expressed major joint at each floor level as opposed to the grouping of floors into bands of one, two, three or four levels in the approved ASB. 	<p>The Department is satisfied the overall façade design and materiality is in keeping with the approved ASB but also provides sufficient textural variation to differentiate its separate function.</p>

Issue	Findings	Department's consideration/ recommended conditions
	<ul style="list-style-type: none"> - aluminium fins to provide depth and relief, creating a shifting pattern of shadows over the course of the day. - changes in colour finish. - solid panels changed from a light to dark grey to unify the eastern facade and create a simplified backdrop for ASB. - installation of artwork to both sides of the pedestrian link bridge. • The GANSW advises amendments to the façade design satisfactorily address the issues raised. 	
Overshadowing	<ul style="list-style-type: none"> • Council's solar access controls require a portion of north facing living room windows of neighbouring dwellings to receive a minimum of three hours direct sunlight between 8am and 4pm in midwinter • The detailed shadow analysis submitted with the EIS indicates a reduction of 30 minutes to the north facing windows at 9 Magill Street between 9am and 10am at the winter solstice. • Notwithstanding the reduction in solar access, the affected living room windows at 9 Magill Street will receive in excess of three hours direct sunlight in midwinter. • Whilst a similar solar reduction also affects the properties at 11 and 13 Magill Street in midwinter, the shadow analysis indicates the affected windows at these properties are not to a living room. • The proposed development will also result in some minor additional overshadowing of 5-10 per cent to the western face of the SCH to the east between 1pm and 2pm in midwinter. • The building setback at Levels 06 to 09 by 24m will minimise overshadowing to the existing residential properties in Magill Street. 	<p>The proposal complies with Council's solar access controls under RDCP 2013 as the affected dwelling at 9 Magill Street will continue to receive minimum three hours solar access at midwinter.</p> <p>The additional overshadowing to the western face of the SCH will be negligible.</p> <p>The Department is satisfied there will be no unreasonable overshadowing impacts to the adjoining properties.</p>

Issue	Findings	Department's consideration/ recommended conditions
Visual Privacy	<ul style="list-style-type: none"> • A building setback of approximately 6.5 m is provided to Ainsworth Building at the SCH to the east. • A combination of high sill heights and translucent glass control the extent to which the public can see in and the users can see out of the Ainsworth Building. • The Department requested the use of obscuring film on windows to minimize potential privacy impacts to the Ainsworth Building. • Rather than provided obscuring film to the windows, the RtS included the following additional privacy measures: <ul style="list-style-type: none"> - adjustment to window positions to mitigate cross viewing. - use of aluminium fins to each window opening to limit views and reduce the perception of windows. • Levels 06-09 will be setback 24m to the southern edge to mitigate overlooking to the residential properties in Magill Street. 	<p>The Department is satisfied there will be no unreasonable privacy impacts the Ainsworth building to the east or the residential area to the south in Magill Street.</p>
Car parking	<ul style="list-style-type: none"> • The proposal does not provide any additional health services for patients as it will primarily accommodate education and research spaces for the UNSW. • As part of the integration with UNSW the staff to be accommodated are currently working out of the UNSW campus or the existing hospital campus. The parking demand will continue to be accommodated within the UNSW campus resulting in no additional parking demand 	<p>The Department is satisfied there will be no additional parking demand generated by the proposal.</p>
Bicycle parking and end-of-trip facilities	<ul style="list-style-type: none"> • Council has requested the provision of bicycle parking on the ASB site to meet the demand generated by the proposal and encourage sustainable travel modes for access to the proposed development. • The existing development consent for the ASB requires bicycle parking for 50 staff and 20 visitors. 	<p>The proposed addition will be occupied by UNSW staff who will use the bicycle parking facilities and end-of-trip facilities on the UNSW campus.</p> <p>The Department therefore considers there is no need to</p>

Issue	Findings	Department's consideration/ recommended conditions
	<ul style="list-style-type: none"> The UNSW campus increased bicycle parking by 14% between 2018 and 2019 including a new secure bike facility. Council notes that end-of-trip facilities are not provided but expect they are provided in future redevelopment stages. 	provide any additional facilities on the ASB site.
Vehicular access and servicing	<ul style="list-style-type: none"> The lowered Hospital Road will maintain access for logistics and emergency vehicles into the existing loading dock. The current steep ramp down to the dock will be replaced by a level route once the road has been lowered. 	The Department is satisfied access will be maintained to the existing loading dock in Delivery Drive.
Site Contamination	<ul style="list-style-type: none"> A Detailed Site Contamination Investigation (DSCI) submitted with the EIS did not identify any contaminants at concentrations exceeding the adopted health based investigation and screening levels for a commercial/industrial form of use. Groundwater samples from the monitoring well in Hospital Road did not identify contaminants within groundwater. The DSCI concluded that the site can be made suitable for the proposed development subject to the revised Remediation Action Plan (RAP). 	<p>The Department recommends conditions to engage an EPA accredited Site Auditor to prepare a Site Audit Report and Section A Site Audit Statement. The report and statement must verify the site is suitable for the proposed use and be provided to the satisfaction of the certifying authority before commencement of works.</p> <p>The Department also recommends a condition requiring an unexpected finds contamination procedure.</p>
Flooding and Stormwater	<ul style="list-style-type: none"> The EIS includes a Civil Report detailing the existing stormwater infrastructure services at the site as well as the proposed stormwater design. The lowering of Hospital Road by approximately 4m will result in the exposure of the existing stormwater drainage located on the eastern side of Hospital Road. The stormwater is proposed to be diverted to near the Ainsworth Building connecting back into the existing drain located at the multi-storey carpark entrance. 	<p>The Department recommends a condition which requires detailed stormwater management plans prior to the commencement of works approved by the SSD.</p> <p>The Department is satisfied the flooding aspects of the development have been adequately addressed in the EIS and RtS and no further consultation is required with nearby property owners in</p>

Issue	Findings	Department's consideration/ recommended conditions
	<ul style="list-style-type: none"> • Once lowered, the stormwater will be relocated to the centre of Hospital Road to co-ordinate with other utilities including sewer. • Stormwater and overland flows on the above-ground pedestrian deck is proposed to be collected by a series of rainwater outlets that connect to the underground stormwater trunk system by a system of downpipes. • The loading dock in Delivery Drive is a low point which results in localised ponding and flooding of the area. • Post development flood modelling shows the flood impact is less in all rainfall events up to and including the 1% AEP event, due to the lowering of the surface level of both Hospital Road and delivery Drive. This results in the localised trap point in the loading dock being reduced and the overland flow being directed down Hospital Road. • EESG notes previous modelling shows significant increases in the flood level of the PMF to properties in Blenheim Street and High Street and recommends consultation with the affected property owners and Council. • The Applicant advises the increase in level associated with the Probable Maximum Flood (PMF) is relatively short duration and the subject properties are residential flat buildings with garages at ground level already affected by the PMF. 	<p>relation to potential flooding impacts.</p>
<p>Sediment and Erosion Control</p>	<ul style="list-style-type: none"> • The EIS includes a preliminary Sediment and Erosion Control Plan to manage and mitigate sedimentation and erosion during the construction phase of the development. • It proposed erosion and sediment controls measures for the development throughout the duration of the project, 	<p>The Department is satisfied that erosion and sediment control can be managed appropriately by requiring a Construction Soil and Water Management Sub-Plan to be prepared prior to the commencement of works approved by the SSD.</p>

Issue	Findings	Department's consideration/ recommended conditions
	including sediment fences around stockpiles and construction zones of exposed soils, sediment basin, protection devices and truck wash.	
Ecologically Sustainable Development	<ul style="list-style-type: none"> As outlined in Section 4.4.3, the project includes a range of ESD measures to ensure resource consumption is minimised. The Applicant is targeting a 4 star equivalent Green Star "As Built" rating as required for the approved ASB. Council has requested the development target a 5 star Green Star "As Built" rating and recommends the use of the roof for solar panels. The Applicant advises the proposed development has been designed to achieve a high level of sustainability performance consistent with the approved ASB, whilst also meeting the minimum performance standards of the National Construction Code 2016 (NCC2016): Building Code of Australia (BCA) Section J and the Randwick Development Control Plan 2013. 	The Department has recommended a condition that the development achieves an equivalent minimum 4 star Green star rating with the Green Building Council of Australia, as this is consistent with the requirement for the approved ASB.
Aboriginal Cultural Heritage	<ul style="list-style-type: none"> The Aboriginal Cultural Heritage Assessment (ACHA) Report considers the likelihood of buried undisturbed/intact aboriginal cultural remains is low given there are multiple existing underground services in this area. Archaeological monitoring along Hospital Road and Delivery Drive will be provided during excavation. EESG raised no issues in relation to Aboriginal heritage and recommended compliance with any conditions in the ACHA. 	The Department has recommended a condition requiring an unexpected finds protocol in the event the works identifies any new Aboriginal objects, and compliance with the recommendations in the ACHA Report.
European Heritage	<ul style="list-style-type: none"> The nearest heritage items are located on the eastern side of the site including 	The Department recommends conditions requiring

Issue	Findings	Department's consideration/ recommended conditions
	<p>the POW Hospital on the corner of High Street and Avoca Street. Heritage Conservation Areas are located further north and east of the hospital campus.</p> <ul style="list-style-type: none"> • The Statement of Heritage Impact advises the proposed addition will have any adverse impact on the heritage significance of items and conservation areas in the vicinity of the site including significant trees on Council's Register of Significant Trees primarily due to distance separation and intervening development. • The Archaeological Assessment concludes there is limited potential for archaeological remains and no archaeological testing is necessary, but archaeological monitoring should be undertaken particularly as part of the site contains trenches from WWII. 	<p>archaeological monitoring by a suitably qualified archaeologist and an unexpected finds procedure.</p>
Wind Impacts	<ul style="list-style-type: none"> • The qualitative wind impact assessment concludes some locations are expected to experience elevated wind speeds compared with the approach flow. However, comfort levels are considered suitable for the intended use of the space and classified as suitable for pedestrian walking. • The proposed addition will not result in any changes to the wind conditions resulting from the helipad on top of the approved ASB, to that already assessed and approved by the Department. 	<p>The Department is satisfied pedestrian thoroughfare will be fit for purpose and suitable for pedestrian walking in terms of wind comfort.</p>
Biodiversity	<ul style="list-style-type: none"> • The proposed development involves the removal of seven native trees and three exotic trees. • A Biodiversity Assessment Report concludes the vegetation integrity score is low enough to not warrant a biodiversity offset. • EESG requested revegetation/replacement trees use a 	<p>The Department recommends a condition requiring replacement vegetation/trees to be a mix of species from naturally occurring local plant families.</p>

Issue	Findings	Department's consideration/ recommended conditions
	<p>mix of species from naturally occurring local plant species and to compensate for the loss of foraging habitat for the Grey-headed Flying-fox.</p>	
<p>Hazardous Waste</p>	<ul style="list-style-type: none"> The Dangerous Goods assessment concludes the storage of dangerous goods such as flammable liquids and gases will not exceed thresholds, and therefore does not constitute a potentially hazardous or potentially offensive industry under State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33). 	<p>The Department recommends a condition requiring the storage of dangerous goods in accordance with Australian Standards and below the thresholds under SEPP 33.</p>



7. Evaluation

The Department has reviewed the EIS, RtS and assessed the merits of the proposal, taking into consideration advice from public authorities including Council. Issues raised in submissions have been considered and all environmental issues associated with the proposal have been addressed.

The proposal is in the public interest because:

- it will provide a new facility for the integration of health education, training and research initiatives with acute healthcare services in partnership with UNSW to enable the rapid translation of research results directly to bedside care.
- the potential impacts of the development can be managed and mitigated appropriately.
- approximately 200 construction jobs will result from the development.

In conclusion, the Department considers the site is suitable for the proposed development, the submissions have been adequately addressed and the proposal is in the public interest. The Department recommends the application be approved subject to conditions.

The proposal will allow genuine collaboration of health and education professionals in a co-located setting and contribute to the growth of the Randwick Health and Education precinct. The proposal is consistent with key government strategic plans and policies, including the NSW State Priorities to improve the health and education system. It will also align with the vision outlined in the Greater Sydney Commission's Eastern City District Plan, having regard to the collaboration between the Hospital campus and UNSW in health research to improve patient care.

Key issues raised in submissions include opening Magill Street, residential amenity impacts, transport impacts, access arrangements, landscaping, sustainability, and construction and noise impacts.

The Department 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), principles of Ecologically Sustainable Development (ESD) and issues raised in all submissions.

The Department considered the key issues for assessment were traffic, access and noise impacts.

The proposal is considered acceptable regarding these issues because:

- opening Magill Street to through traffic will provide appropriate alternative for access to Hospital Road and recommended conditions will mitigate potential noise impacts to any affected residences.
- direct pedestrian connections will be maintained to the existing hospital campus and UNSW.
- recommended conditions will mitigate and manage potential impacts in relation to construction impacts and operational noise.



8. Recommendation

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

- **considers** the findings and recommendations of this report.
- **accepts and adopts** all 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 Prince of Wales Hospital – Addition to the Acute Services Building (SSD 10339).
- **signs** the attached development consent and recommended conditions of consent, including modifications to the development consent for the ASB (SSD 9113).

Recommended by:

David Gibson

Team Leader

Social Infrastructure



9. Determination

The recommendation is **Adopted** by:

David Gainsford

18/12/19.

Executive Director

Infrastructure Assessments



Appendices

Appendix A - List of 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/10339>
2. Submissions
<https://www.planningportal.nsw.gov.au/major-projects/project/10339>
3. Applicant's Response to Submissions
<https://www.planningportal.nsw.gov.au/major-projects/project/10339>
4. Applicant's Response to Submissions Supplementary information
<https://www.planningportal.nsw.gov.au/major-projects/project/10339>

Appendix B - Statutory Considerations

COMPLIANCE WITH CONTROLS

ENVIRONMENTAL PLANNING INSTRUMENTS (EPIs)

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 project 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 Structures and Signage (SEPP 64)
- Draft State Environmental Planning Policy (Remediation of Land) (Draft Remediation SEPP)
- Draft State Environmental Planning Policy (Environment) (Draft Environment SEPP)
- Randwick Local Environmental Plan (RLEP) 2012.

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
<p>3 Aims of Policy The aims of this Policy are as follows:</p> <p>(a) to identify development that is State significant development</p>	The proposed development is identified as SSD.	Yes
<p>8 Declaration of State significant development: section 4.36</p> <p>(1) Development is declared to be State significant development for the purposes of the Act if:</p> <p>(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</p> <p>(b) the development is specified in Schedule 1 or 2.</p>	The proposed development is permissible with development consent. The development is a type specified in Schedule 1.	Yes

Schedule 1 State significant development —general
(Clause 8 (1))

14 Hospitals, medical centres and health research facilities

Development that has a capital investment value of more than \$30 million for any of the following purposes:

- (a) hospitals,
- (b) medical centres,

health, medical or related research facilities (which may also be associated with the facilities or research activities of a NSW local health district board, a University or an independent medical research institute).

The proposed development Yes
comprises development is
for the purpose of a hospital
and has a CIV in excess of
\$30 million.

State Environmental Planning Policy (Infrastructure) 2007

The ISEPP 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.

The proposed development is made permissible by Part 3, Division 10 of the ISEPP (**Section 4.2**).

The site is zoned part R2 Low Density Residential and part SP2 Health Services facility under RLEP 2012. These zones are prescribed zones as per clause 56 of the ISEPP.

The development does not constitute traffic generating development in accordance with clause 104 of the Infrastructure SEPP as it does not meet the criteria for the relevant size or capacity.

Notwithstanding, the application was referred to TFNSW RMS for comment, which raised no objections to the development subject to recommended conditions of consent.

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. Contamination is considered in **Section 6.3**.

The Department is satisfied that consistent with Clause 7 of SEPP 55, the submitted preliminary and detailed site investigations have been carried out in accordance with the contaminated land planning guidelines, and that subject to remediation, the site is suitable for the proposed hospital use.

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 will require all remediation work that is to be carried out without development consent, to be reviewed and certified by a certified contaminated land consultant, categorise remediation work based on the scale, risk and complexity of the work and require environmental management plans relating to post-remediation management of sites or ongoing operation, maintenance and management of on-site remediation measures (such as a containment cell) 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 Willandra Lakes World Heritage Property. Once adopted, the Draft Environment SEPP will replace seven existing SEPPs. The proposed SEPP will provide a consistent level of environmental protection to that which is 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 existing SEPPs that are applicable, the Department concludes that the proposed development will generally be consistent with the provisions of the Draft Environment SEPP.

Randwick Local Environmental Plan (RLEP) 2012

The RLEP 2012 aims to encourage the development of housing, employment, infrastructure and community services to meet the needs of the existing and future residents of the Randwick LGA. The RLEP 2012 also aims to conserve and protect natural resources and foster economic, environmental and social well-being.

The Department has consulted with Council throughout the assessment process and has considered all relevant provisions of the RLEP 2012 and those matters raised by Council in its assessment of the development (**Section 5**). The Department concludes the development is consistent with the relevant provisions of the RLEP 2012. Consideration of the relevant clauses of the RLEP 2012 is provided in **Table B2**.

Table B2 | Consideration of the RLEP 2012

RLEP 2012	Department Comment
Clause 4.3 Building height	Part of the site within the existing hospital campus does not have a maximum building height whilst the land zoned R2 has a maximum height of 9.5m. Applying the provisions of clause 5.12 of RLEP, the proposed development is not subject to this development standard and
Clause 4.4 Floor Space Ratio (FSR)	

therefore a clause 4.6 variation is not required as a result of the height of the proposed addition, which is below the height of the approved ASB.

Clause 5.12 Infrastructure development and use of existing buildings of the Crown	<p>The proposed ASB would exceed both the maximum building height and FSR development standards for that part of that site in the R2 zone. However, the Department's assessment of the proposal concludes that the built form is contextually appropriate under the circumstances.</p> <p>Further, clause 5.12(1) of RLEP 2012 provides that the carrying out of any development, by or on behalf of a public authority, that is permitted to be carried out with development consent, is not restricted by the RLEP 2012.</p>
Clause 6.2 Earthworks	<p>The development requires bulk excavation of the site. The Department has recommended conditions of consent to ensure drainage is managed through construction.</p>
6.4 Stormwater management	<p>The Department is satisfied that stormwater would be managed appropriately in accordance with this clause.</p>
6.8 Airspace operations	<p>The approved ASB penetrates the Obstacle Limitation Surface by 21m. As such, the Department has consulted with the Federal Department of Infrastructure, Regional Development and Cities (DIRDC) who issued a controlled activity approval for the development. Delegates of the DIRDC have advised that the addition to the ASB is minor, and as the overall maximum height for the ASB is still 111m AHD, the previous approval is still valid.</p>
6.9 Development in areas subject to aircraft noise	<p>The site is not located within an ANEF contour of 20 or greater.</p>
6.11 Design excellence	<p>The Department has considered the application against the matters of design excellence and concludes the following:</p> <ul style="list-style-type: none">• the proposed development would exhibit a high standard of architectural design that is appropriate for a hospital building within the context of the Randwick Health and Education Precinct.• the building typology is in keeping with the approved ASB but also provides sufficient textural variation to differentiate its separate function.• the proposal responds to the characteristics of the site and would have a positive relationship with the existing hospital buildings to the

east and provides opportunities for a positive connection with the site to the north.

- subject to conditions requiring the development to meet the provisions of 4 Star Green star or an equivalent as agreed to by the Planning Secretary, the proposal would meet the principles of sustainable design.
- the proposal would not result in any significant detrimental impacts on view corridors and landmarks.

Based on the above, the Department is satisfied that the development exhibits design excellence consistent with Clause 6.11.

6.12 Development requiring the preparation of a development control plan

Not applicable as the site is less than 10,000sqm.

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