

18 April 2011

**PROJECT APPLICATION FOR WOLLONGONG PRIVATE HOSPITAL  
AT 360-364 CROWN STREET AND 9-11 URUNGA PARADE, WOLLONGONG**

## **1.0 THE PROPOSAL**

The project application seeks approval for the development of the Wollongong Private Hospital including:

- Demolition of existing buildings and ancillary structures;
- Construction of a new 8 storey private hospital and 3 basement levels of parking for 321 vehicles; and
- Construction of a new signalised intersection at Crown Street and Staff Street.

## **2.0 DELEGATION TO THE COMMISSION**

The application was submitted with a Political Donations Disclosure Statement disclosing a reportable political donation. Consequently, the project meets the terms of delegation and the Planning Assessment Commission (the Commission) may determine the Project under delegated authority. On 20 March 2011, the Deputy Director General of the Department of Planning and Infrastructure (the Department) referred the project application (MP 07\_0070) to the Commission for determination under a delegation issued by the Minister for Planning on 18 November 2008.

The Commission consisted of Ms Donna Campbell (chair) and Mr Lindsay Kelly (member of the Commission). They met with Departmental staff, Ms Heather Warton and Mr Peter McManus, on 31 March 2011 for a briefing.

## **3.0 KEY ISSUES**

The Director General's report identified the following key issues:

- Built Form and Urban Design;
- Transport;
- Suitability of Private Hospital;
- Environmental and Residential Amenity;
- Heritage;
- Ecologically Sustainable Development; and
- Public Interest

A total of 27 submissions from the public and government agencies were received by the Department during the public exhibition period. The Department considered the issues raised in these submissions can be addressed through appropriate conditions of consent and is satisfied that potential impacts have been adequately addressed by the proponent via the Environmental Assessment, Preferred Project Report, Statement of Commitments and the Department's recommended conditions of approval.

## **4.0 ADDITIONAL INFORMATION PROVIDED TO THE COMMISSION**

Following the briefing with the Commission, the Department prepared a supplementary Director General's report which provided further information on the development's final car parking requirement as a result of changes to the building design (as outlined in the Preferred Project Report). The supplementary report was provided to the Commission on 15 April 2011.

## **5.0 COMMISSION'S COMMENT**

The Commission members have examined the documents and plans provided by the Department, including the supplementary report.

A number of issues were raised and discussed by the Commission during the briefing with the Department including: potential impacts from the development on the Wollongong Public Hospital Helipad, car parking and non-compliance with floor space ratio requirements.

### **5.1 Wollongong Public Hospital Helipad**

The Commission sought clarification on the potential impact of the proposed 8 storey development on the existing flight path used by the State Rescue Helicopter Rescue Service to travel to the Wollongong Public Hospital helipad. The helipad is located within the public hospital grounds approximately 150m north of the proposed development site. The Commission noted this was an issue raised in public submissions and considered it necessary to fully explore potential impacts to ensure the proposed development does not obstruct the flight path and jeopardise existing helipad operations.

At the briefing, the Department advised that this issue was raised with the proponent following the public exhibition. The proponent, in response to this issue, advised that as part of the process in preparing the *Wollongong Local Environmental Plan 2009* (WLEP), Wollongong City Council undertook extensive consultation in preparing development standards which now apply to the site, including a standard which sets a maximum building height of 32m.

The Department also advised that additional advice has been sought from Air Services Australia to obtain their view on the proposed development, including impacts on the Wollongong Public Hospital helipad. At the time of determining this project, additional advice from Air Services Australia had not been provided to the Department.

The Commission considers the potential impact on the existing helicopter operations has not been adequately investigated. To address this issue, the Commission requires an additional condition to be added to the instrument of approval to ensure the Wollongong Public Hospital helipad remains viable following the construction of the Wollongong Private Hospital. The condition is to read as follows:

#### **B1 Wollongong Public Hospital Helipad**

The Proponent is to engage a suitably qualified helicopter consultant to demonstrate, to the satisfaction of the Director-General, that the operation and function of the existing Wollongong Public Hospital Helipad will continue to be viable following the construction of the approved development.

### **5.2 Car Parking**

During the briefing with the Department, the Commission sought clarification on the provision of 321 off street car parking spaces and whether this complied with the relevant RTA and Council Guidelines. The Director General's report states that the RTA's *Guide to Traffic Generating Developments* (the RTA Guidelines) requires the development to provide a minimum of 330 car spaces. The Department concluded that, despite a shortfall of 9 parking spaces, the proposed 321 spaces is acceptable due to the provision of motorcycle and bicycle parking. The site also located within approximately 800m of the Wollongong Railway Station.

The Commission notes a key issue raised in public submissions was the need for adequate car parking. Due to the future operational needs of the Wollongong Private Hospital, the Commission also considers that the provision of safe and sufficient parking for staff and patients is required.

The Commission does not consider a shortfall of parking spaces to be justified and requires the development to comply with the minimum car parking requirements specified by the RTA Guidelines.

Following the briefing, the Department provided a supplementary report to the Commission which confirmed the car parking provisions for the development based on the RTA Guidelines and relevant Council Guidelines. The key points of the supplementary report include:

- The original development, as outlined in the Environmental Assessment, required 330 parking spaces in accordance with the RTA Guidelines and Wollongong Council's Development Control Plan. The original development proposed a gross floor area of 19,095sqm and the provision of 156 hospital beds.
- The amended proposal, as outlined in the Preferred Project Report (PPR), reduced the gross floor area by 705sqm but retained the provision of 156 hospital beds.
- Based on the amended proposal outlined in the PPR, the development produces a requirement for a minimum of 309 parking spaces (and not 330 parking spaces as outlined in the Director General's report).
- The provision of 321 car parking spaces exceeds the minimum parking space requirements and is considered to be satisfactory.

The Commission is satisfied with the Department's response and notes that the provision of 321 car parking spaces will provide adequate parking for a hospital and comply with the RTA and relevant Council guidelines.

### **5.3 Floor Space Ratio**

The Commission notes the WLEP specifies a maximum floor space ratio (FSR) of 3:1 for the site. The development, as outlined in the PPR, proposes an FSR of 3.69:1 which is non-compliant with the WLEP. The Commission notes that, despite the FSR non-compliance, the development proposes a maximum building height of 32m which complies with the height controls outlined in the WLEP.

The Commission has considered the FSR non-compliance and examined the Department's assessment of the development's overall bulk and scale. The Commission concurs with the Department's assessment that the proposed bulk and scale of the development is acceptable within the context of the existing surrounding development and will not result in any significant impacts to the surrounding built environment.

### **5.4 Demolition**

The Commission notes the development seeks approval for the demolition of existing buildings. However, the project description outlined in Schedule 1 of the draft Instrument of Approval does not include the 'demolition of existing buildings'. To address this, the Instrument of approval is amended to include the 'demolition of existing buildings and ancillary structures'. In addition, the following condition has also been incorporated into Part D (During Construction) of the instrument of approval to ensure demolition is undertaken in accordance with the relevant Australian Standard:

#### **D4 Demolition**

The Proponent shall ensure that all demolition work is carried out in accordance with *Australian Standard AS2601-2001: The Demolition of Structures*, or its latest version.

## **6.0 COMMISSION'S DETERMINATION**

The Commission is satisfied that the issues raised in submissions have been appropriately considered by the Department in their assessment and has determined that the project application should be approved, subject to the recommended conditions (as amended by the Commission).



Donna Campbell  
PAC Chair

Lindsay Kelly  
PAC Member