



Planning

**MAJOR PROJECT ASSESSMENT:
*Chris O'Brien Lifehouse at RPA
Bounded by Salisbury Road, Brown
Street, Missenden Road and Susan
Street, Camperdown, NSW
(MP10_0036)***



Director-General's
Environmental Assessment Report
Section 75I of the
Environmental Planning and Assessment Act 1979

December 2010

ABBREVIATIONS

CIV	Capital Investment Value
Department	Department of Planning
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning
EA	Environmental Assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
MD SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning
PAC	Planning Assessment Commission
Part 3A	Part 3A of the <i>Environmental Planning and Assessment Act 1979</i>
PEA	Preliminary Environmental Assessment
PFM	Planning Focus Meeting
PPR	Preferred Project Report
Proponent	Lifehouse at RPA Limited

Cover Photograph: South East Corner 3D View

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EXECUTIVE SUMMARY

Lifeshouse at RPA Limited is seeking approval for the staged development of a new 10 storey, 44,800sqm, cancer medical facility, to be known as the Chris O'Brien Lifeshouse at RPA. The subject site, now vacant, is located within the western precinct of the existing Royal Prince Alfred (RPA) hospital campus (see Figure 1), and has frontages to Missenden Road, Salisbury Road, Susan Street and Brown Street. The site is located approximately 1000 metres northeast of Newtown Train Station, 600 metres south of Parramatta Road and 300m north of King Street.

The site was previously occupied by the Page Chest Pavilion and Brown Street Outpatients Building, which have been demolished in accordance with Clause 58 of *State Environmental Planning Policy (Infrastructure) 2007*. Separate approval was also granted by the City of Sydney Council on 19 October 2010 for excavation, perimeter shoring and erection of retaining walls and graphics to hoarding to facilitate future construction of the Chris O'Brien Lifeshouse.

The project application seeks approval for the construction of a new 10 storey, integrated cancer medical facility, comprising clinical services & treatment, cancer research, inpatient areas & accommodation (96 beds), support accommodation for the families of patients, intensive care unit (18 beds), operating theatres, educational facilities and 3 basement levels including associated basement car parking.

The proposal has a Capital Investment Value (CIV) of **\$230,350,000** and is anticipated to generate **400** full time equivalent construction jobs and **295** full time equivalent operational jobs following completion of all stages of development.

On 3 March 2010, the Director, Government Land and Social Projects, as a delegate for the Minister, formed the opinion that the project is a major project under Clause 18 of Schedule 1 of the MD SEPP, as it is for a hospital with a capital investment value of more than \$15 million.

Under the provisions of *South Sydney Local Environmental Plan 1998*, the subject site is zoned No.5 –Special Uses (Hospital). The proposed development is permissible within the zone subject to consent.

The proposal was exhibited from 11 August 2010 to 10 September 2010. The Department received four submissions from public authorities, one from City of Sydney Council and two public submissions. Key issues raised within the submissions included: the need for additional car parking; the mass, scale and height of the proposed building; vehicle access arrangements; overshadowing impacts; pedestrian safety and access and public domain improvements.

On 21 October 2010, the Proponent submitted a Preferred Project Report (PPR) to address the issues raised during the exhibition of the project. Key amendments to the proposed major project include:

- Relocation of bicycle parking and amenities to basement Level 1 (formally Basement Level 2) near lifts to maximise access and surveillance;
- Provision of bicycle parking rails at main entrance on Salisbury Road;
- Relocation of proposed substation from former Basement Level 1 to Ground Floor Level within main building envelope;
- Relocation of Mortuary to Basement Level 2 (formally Basement Level 3);
- Full extent of Basement Levels 1 & 2 (formally Basement Levels 2 & 3) to be excavated;
- Main kitchen relocated to Basement Level 1 (formally Basement Level 2) and Hotel Services relocated to Lower Ground Floor (formally Basement Level 1);
- Plant Room floor space of Level 4 reduced, making provision for an additional 2 'Assisted Accommodation' rooms;

- Plant Room floor space of Level 8 reduced, making provision for additional Inpatient Unit floor space; and
- Amended Statement of Commitments, in response to the submissions received.

The Department has considered all relevant documents and submissions in accordance with the provision of the *Environmental Planning and Assessment Act 1979* and has found the key issues associated with the project include: height, bulk and scale; built form and urban design; environmental and residential amenity; heritage impacts; transport impacts; soil and water; and ecologically sustainable development.

The Department is satisfied that the impacts of the proposed development have been adequately addressed within the Environmental Assessment, Preferred Project Report and revised Statement of Commitments, and can be adequately managed through the imposition of the recommended conditions of approval.

Accordingly, the Department considers the project is in the public interest and recommends that the project be approved, subject to conditions.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
1. BACKGROUND	1
1.1. SITE CONTEXT AND LOCATION	1
1.2. SURROUNDING DEVELOPMENT	2
1.3. STRATEGIC CONTEXT	4
2. PROPOSED PROJECT	6
2.1. PROJECT DESCRIPTION	6
2.2. PROJECT NEED AND JUSTIFICATION	11
3. STATUTORY CONTEXT	13
3.1. MAJOR PROJECT	13
3.2. PERMISSIBILITY	13
3.3. ENVIRONMENTAL PLANNING INSTRUMENTS (EPIs)	14
3.4. OBJECTS OF THE EP&A ACT	14
3.5. ECOLOGICALLY SUSTAINABLE DEVELOPMENT	14
3.6. STATEMENT OF COMPLIANCE	15
4. CONSULTATION AND SUBMISSIONS	16
4.1. EXHIBITION	16
4.2. PUBLIC AUTHORITY SUBMISSIONS	16
4.3. PUBLIC SUBMISSIONS	20
4.4. PROPONENT'S RESPONSE TO SUBMISSIONS	21
5. ASSESSMENT	22
5.1. HEIGHT, BULK AND SCALE	22
5.2. PUBLIC DOMAIN AND URBAN DESIGN	27
5.3. ENVIRONMENTAL AND RESIDENTIAL AMENITY	28
5.4. HERITAGE IMPACTS	32
5.5. TRANSPORT IMPACTS	33
5.6. SOIL AND WATER	36
5.7. ECOLOGICALLY SUSTAINABLE DEVELOPMENT	36
6. RECOMMENDATION	38
APPENDIX A	ENVIRONMENTAL ASSESSMENT
APPENDIX B	SUBMISSIONS
APPENDIX C	PROPONENT'S RESPONSE TO SUBMISSIONS
APPENDIX D	CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS
APPENDIX E	AGENCY SUBMISSIONS
APPENDIX F	RECOMMENDED CONDITIONS OF APPROVAL

1. BACKGROUND

1.1 SITE CONTEXT AND LOCATION

Lifehouse at RPA Limited proposes to construct the Chris O'Brien Lifehouse at RPA at 119 – 143, Wollongong, known legally as:

- Lot 1 DP 133045
- Lot 1 DP 721834
- Lot 1 DP 116729
- Lot 1 DP 79785
- Lot 1 DP 74291
- Lot 1 DP 66645
- Lot 1 DP 79561
- Part Lot 79 DP 866035

The development site, under the ownership of Sydney Southwest Area Health Service, forms part of the larger Royal Prince Alfred Hospital campus (see Figure 1). The hospital campus is bound by Sydney University to the east and residential and mixed use land uses of Camperdown to the north, south and west. The subject site is located in the local government area of Sydney City.

Figure 1: Locality Plan



The subject development has a site area of approximately 4200m² and is located on the eastern edge of Missenden Road in the western precinct of the RPA Hospital Campus. The hospital campus is bisected into the eastern and western precincts by Missenden Road, which also forms the main frontage for the subject site. The subject site is also bounded by Salisbury Street, Susan Street and Brown Street (see Figure 2). The site is relatively flat and is identified as being located within a high point within the local drainage catchment, falling approximately 1.0 metre to the north of the site towards Salisbury Street.

The site was previously occupied by two buildings, the Page Chest Pavilion building (8 storeys) and Brown Street Outpatients building (2 storeys), which have since been demolished in accordance with Clause 58 of *State Environmental Planning Policy (Infrastructure) 2007* as

exempt development. Remnant parts of the existing ground level of the Page Chest Pavilion building still remain on site. The subject site is also provided access to the existing underground RPA service tunnel network that links a number of buildings within the hospital precinct. Separate approval is being sought by the Proponent to divert the existing tunnel network so as to accommodate the proposed works to the site.

Figure 2: Project Location



The site's main frontage to Missenden Road provides no vehicular access, with existing access to the site provided at the rear along Susan Street (private RPA service road, see Figure 8) via Salisbury Street. Currently, direct access from Brown Street to Missenden Road is restricted, providing for parking and access to adjacent buildings and services.

Pedestrian access to the subject site is satisfactorily provided along existing Missenden Road, with existing signalised intersections at its junctions with Salisbury Street and Carillon Avenue, providing opportunities for safe crossing.

1.2 SURROUNDING DEVELOPMENT

Immediately surrounding the site is the existing RPA hospital campus, Sydney University and existing residential flat developments. Within the greater context, the site is located approximately 500 metres west of Sydney University, 1000 metres northeast of Newtown Train Station, 600 metres south of Parramatta Road and 300 metres north of King Street (see Figure 3).

Figure 3: Contextual Location



Development along Missenden Road (see Figures 4 and 5) consists of a number of different land uses and development scales, including the existing buildings within the RPA hospital precinct ranging in height from two storeys to seven storeys (highest being the King George V Memorial Hospital for Mothers and Babies, see Figure 6), commercial functions, residential mixed use development up to six storeys in height and the existing university colleges (see Figure 7).

Figure 4: Missenden Rd (south)



Figure 5: Missenden Rd (north)



Figure 6: King George V Hospital



Figure 7: St Andrews College



Figure 8: Susan St (Private RPA road)



Figure 9: RPA Hospital



1.3 STRATEGIC CONTEXT

1.3.1 NSW State Plan

Key goals of the NSW State Plan include the development of healthy communities within NSW and establishment of opportunity and support for the most vulnerable. Key priorities identified within these categories include improving access to quality health care, improving

survival rates and quality of life for people with potentially fatal or chronic illness through improvements in health care and improving outcomes in mental health. The proposed development will complement the NSW State Plan through the establishment of a purpose built, cancer research and medical facility, aimed at providing the necessary support, care, treatment for patients and their associated family and cancer research.

Further, the Sydney Local Action Plan identifies the Chris O'Brien Lifehouse development as a key component of the NSW Government's commitments to delivering and improving the quality and access to health services within Sydney.

1.3.2 Metropolitan Plan for Sydney 2036

The Metropolitan Plan for Sydney 2036 has been developed to enhance Sydney's population growth, plan for its changing population, generate more suitable and affordable housing and jobs closer to home, create more efficient transport and infrastructure delivery, ensure Sydney develops into a more sustainable city that address climate change as it grows, while maintaining its global competitive. The proposed Chris O'Brien Lifehouse will ensure that Sydney's growing population has access to a world-class, purpose built cancer care, treatment and research facility, within a building design that incorporates sustainable development initiatives, including the implementation of ecologically sustainable development principles and promotion of sustainable transport.

1.3.3 Draft Sydney City Subregional Strategy

The Draft Sydney City Subregional Strategy has been developed to provide an interpretation of the Sydney Metropolitan Strategy and provide the broad framework to guide long term development, investment and preparation of new local policies and key legislation. Key directives identified within the subregional strategy include the reinforcement of global competitiveness and strengthening of regional economic links, ensure adequate capacity for new office and hotel development, plan for sustainable development of major urban renewal project, plan for housing, development of an improved integrated transport network, improve the quality of the built environment and enhance the city's prominence as a diverse global cultural centre.

The subregional strategy identifies Lifehouse as being located within the Sydney Education and Health Precinct (SEHP), described as a "...major area for education, medical and research and technology based jobs.". One of the key directions for the City of Sydney, as outlined in the strategy, is for the NSW Government and the City of Sydney to continue to promote existing and emerging 'clusters', including the education hubs around the University of Sydney, and health and medical research hubs around Royal Prince Alfred Hospital. The co-location of the proposed Chris O'Brien Lifehouse within the precinct will have a positive contribution to Australia's body of medical research facilities and the future location of medical research institutions within the RPA Hospital precinct.

Further, the Chris O'Brien Lifehouse project is considered to be wholly consistent with the strategy's specific targets and actions, in particular:

- Action A2.1.2 – ...strengthen partnerships and investigate opportunities for government and institutions to work together within the Sydney Education and Health Precinct and the wider 'creative crescent' to promote innovation;
- Action A2.1.3 – ...work together to identify opportunities for collaboration and to raise the profile of research in Sydney; and
- Action A2.2.3 – ...promote the City East and the Sydney Education and Health precincts as centres of excellence in biomedical research and development.

2. PROPOSED PROJECT

2.1. PROJECT DESCRIPTION

The project application seeks approval for the staged development of a new 10 storey medical facility having a gross floor area of approximately 44,800sqm, comprising an integrated medical facility for clinical services & treatment, cancer research, inpatient areas & accommodation (96 beds), support accommodation for patient's family, intensive care unit (18 beds), operating theatres, educational facilities and basement car parking for 102 vehicles. The project layout is shown in Figure 9. The CIV for the proposal is **\$230,350,000** and will create **400** full time equivalent construction jobs and **295** full time equivalent operational jobs.

Figure 9: Project Layout (Ground Floor)

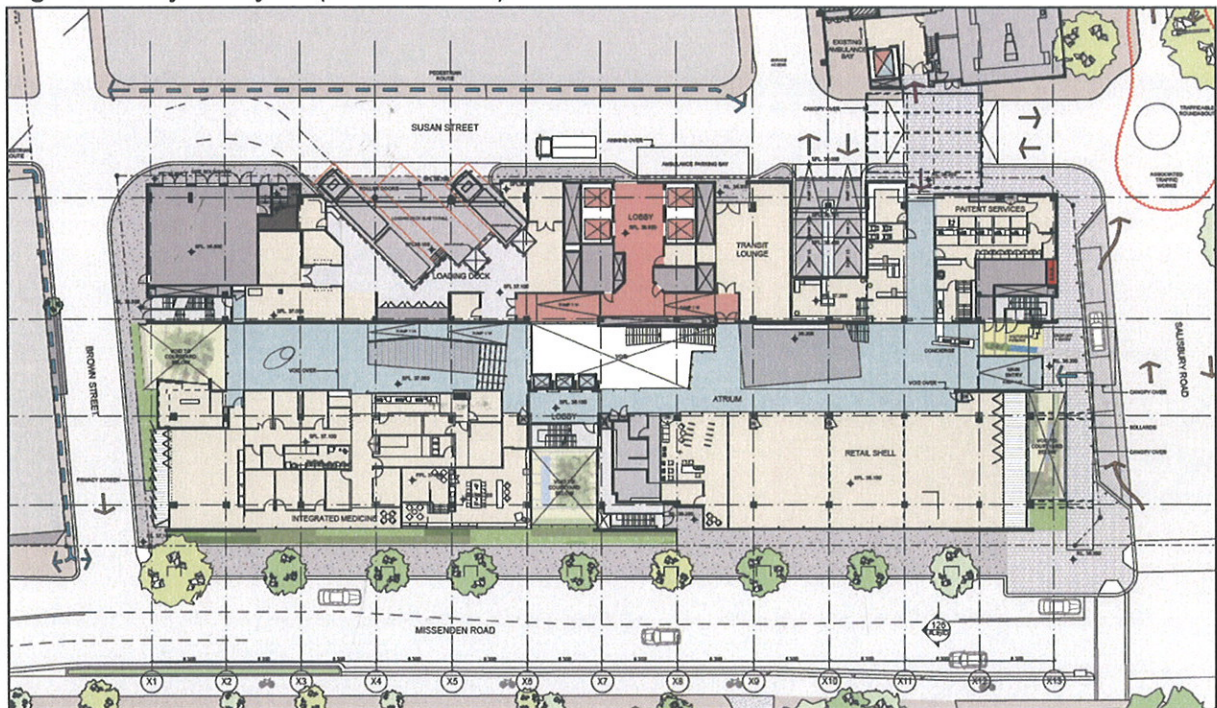


Figure 10: Missenden Road & Salisbury Street Photomontage



The proposal will provide a world class Integrated Cancer Centre that unites clinical research, treatment and education under one roof, and one that reflects the vision of the late Professor Chris O'Brien. The Chris O'Brien Lifehouse will also accommodate the existing Sydney Cancer Centre and integrated with the cancer facilities from Royal Prince Alfred Hospital and research facilities from Sydney University.

The proposed new Chris O'Brien Lifehouse will be located on the site of the former Page Chest Pavilion and former Brown Street Outpatients Building. As noted, the proposal will be developed over two stages. Stage A will involve the construction of the building envelope and comprise of approximately 26,000sqm of gross floor area, including the fit out of the clinical services, ambulatory care, research space, ground floor retail, plant and circulation areas, lower ground floor and basement levels and construction of the inpatient unit shells.

Fit out for Stage B works will comprise of approximately 16,000sqm of gross floor area, including the inpatient unit areas, intensive care unit and additional interventional suite operating theatres on Level 3.

The current proposal does not seek approval for the excavation of the lower ground and basement levels for the Lifehouse. Separate approval for early works in preparation, involving bulk excavation, perimeter shoring and erection of retaining walls the was granted by the City of Sydney Council on 19 October 2010.

The key components of the project are listed in Table 1 below.

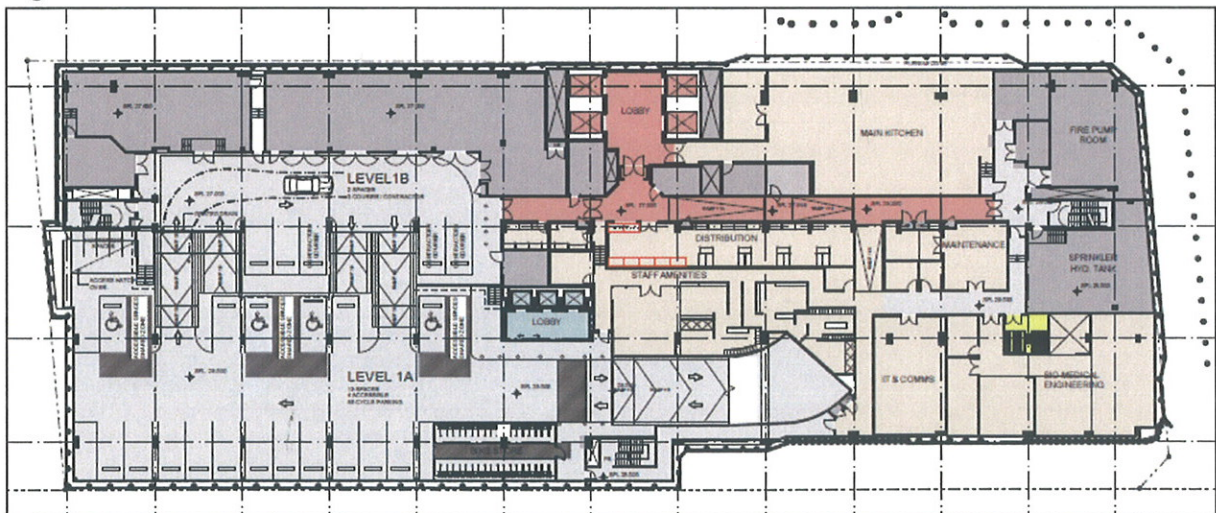
Table 1: Key Project Components

<i>Aspect</i>	<i>Description</i>
<i>Project Summary</i>	• Staged development of a 10 storey, purpose built cancer centre comprising clinical, educational, research activities, support accommodation and ancillary retail tenancies; • Total GFA of 44,856sqm; • Three basement levels, comprising 102 parking spaces and associated services; • Minor upgrades works to the adjacent Radiation Oncology Building, including the provision of a new pedestrian bridge at Level 1 connecting to Lifehouse and new lift and associated excavation works; and • Separate 'staff/patient' and 'public/visitor' lift cores, providing access to all building levels (except on Level 3 for 'public/visitor' access).
<i>Basement Level 2</i>	• Provision for 80 car parking spaces; and • Mortuary and associated secure vehicle pickup area.
<i>Basement Level 1</i>	• Provision of 22 car parking spaces (including 4 accessible and 3 courier spaces), 5 motorbike parking spaces and up to 68 secure bicycle parking spaces; • Staff amenities, main kitchen, IT and communications services and bio medical engineering; and • Plant and equipment floor space.
<i>Lower Ground Floor</i>	• Provision of three landscaped garden area, diagnostic imaging (further expansion during Stage B) and associated public lobby waiting area, integrated medicine and hotel and patient services;

Aspect	Description and
	New connection to existing RPA underground services tunnel network.
Ground Level	- Provision of main entrance at Salisbury Road, adjacent to new covered drop-off bay; - Central atrium and circulation space for public reception and seating, including patient concierge services; - Retail floor space shell (future café, pharmacy/health store and info centre) and Integrated medicine or 'Wellness Centre' fronting Missenden Road; - Major services zone along Susan Street, including three loading docks (limited to medium rigid vehicles), covered ambulance parking bay, basement entrance/exit and new substation; - Transit lounge, patient services and security; and - Sunken landscaped garden and green screen wall along Missenden Road.
Level 1	- Provision of a new pedestrian bridge link from Lifehouse to the adjacent Radiation Oncology Building; and - Day Therapy Centre fronting Missenden Road, Phlebotomy, main pharmacy (fit out to occur during Stage B) and Tissue Bank, facilitating chemotherapy treatment, clinical trials and general medical services.
Level 2	Dedicated Ambulatory Care clinics and associated consultation and diagnostic services.
Level 3	- New Peri-Operative and Interventional suites and associated reception area and patient/family waiting area; and - First stage recovery and associated theatre zone consisting of ten operating rooms (Stage A comprising the fit out of 3 theatres and Stage B comprising the fit out of 7 theatres).
Level 4	- Main Peri-Operative suite reception and waiting area; - Theatre change and staff support accommodation areas; - Provision of assisted accommodation for patients and family members undergoing treatment at Lifehouse; and - Large plant and equipment zone, largely dedicated to the western half of the floor.
Level 5	- Main Administration Department and Executive suites, as well as a multi-purpose Education Centre; - Sterile Supply Department, located vertically above Level 3 Peri-Operative and Interventional suites for integration of services; - Provision of assisted accommodation for patients and family members undergoing treatment at Lifehouse; and - Large plant and equipment zone, largely dedicated to the western half of the floor.

Aspect	Description
Level 6	- Dedicated Research floor, divided into 'pods' for each research group around a flexible framework to accommodate changing research requirements; and - Lifehouse Clinical Trials Department, including the provision of direct links to Ambulatory Care Clinics on Level 2 below.
Level 7	- Provision for the Ambulatory Care Clinical offices, including direct linkage to Ambulatory Care Clinics on Level 2; and - Provision of 18 individual bed Intensive Care Unit (fit out to occur during Stage B).
Level 8	- Inpatient Unit, including two units comprising 24 single patient rooms with ensuite accommodation (Fit out to occur during Stage B); - Provision of staff support facilities centrally to provide better services to inpatient rooms; and - Roof top landscaped garden to the Missenden Road building edge, with secure access provided from Level 8 only.
Level 9	- Inpatient Unit, including two units comprising 24 single patient rooms with ensuite accommodation (Fit out to occur during Stage B); and - Centrally located staff support facilities and plant and equipment cooling towers.

Figure 11: Basement Level 1



The main pedestrian entrance to the facility is provided from Salisbury Street, adjacent to a sunken landscaped garden below on the Lower Ground Level. Smaller pedestrian entrances are also proposed from Missenden Road, Brown Street and Susan Street, while independent entrances are also provided to the proposed retail shells fronting Missenden Road. A drop-off bay on Salisbury Street, adjacent to the main building entrance (see Figure 9), is also proposed. The main vehicular access to the site proposed on Susan Street (see Figure 9) provides access to the proposed loading dock facilities and ambulance parking bay. Access to the proposed 102 basement car parking spaces within Basement Levels 1 & 2 (see Figure 11, detailing Basement Level 1, comprising 21 parking spaces) is also proposed.

The proposed development includes the provision of a number of landscaped gardens, including three landscaped courtyard areas on the Lower Ground Level (see Figure 12), sunken garden along the Missenden Road frontage (see Figure 9) and a terrace roof garden on Level 8 (see Figure 15). The proposed terrace roof garden on Level 8 has been designed to integrate into the Inpatient Unit, to provide patients with a green landscaped outlook during recovery and treatment. The proposal also involves works to accommodate future connections to the existing RPA underground tunnel network.

Figure 12: Lower Ground Floor

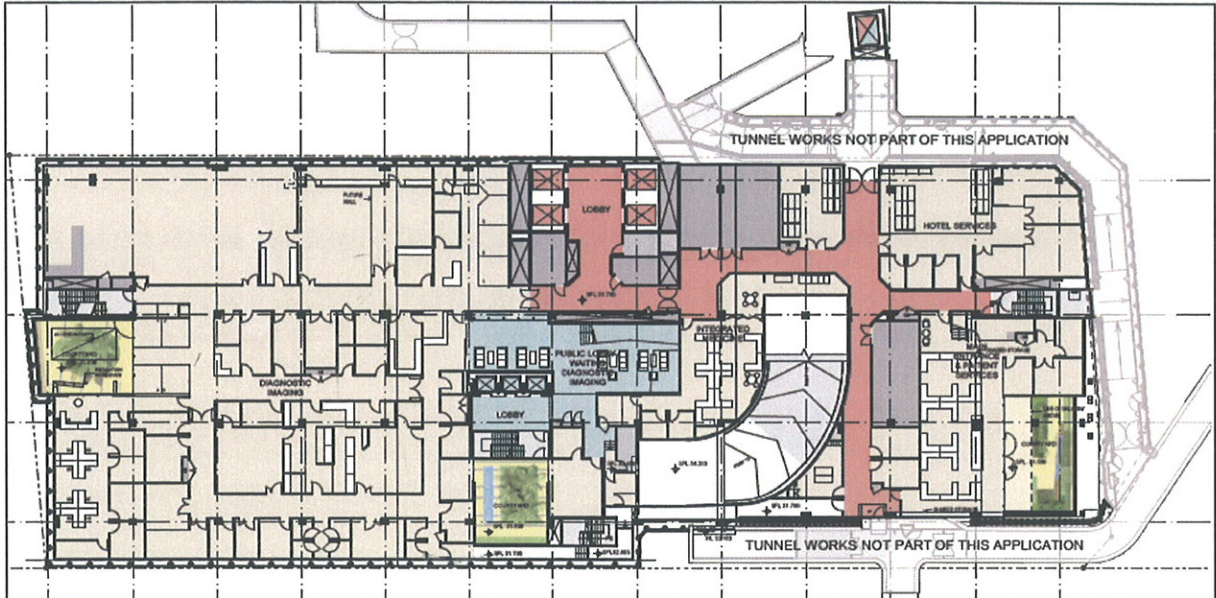
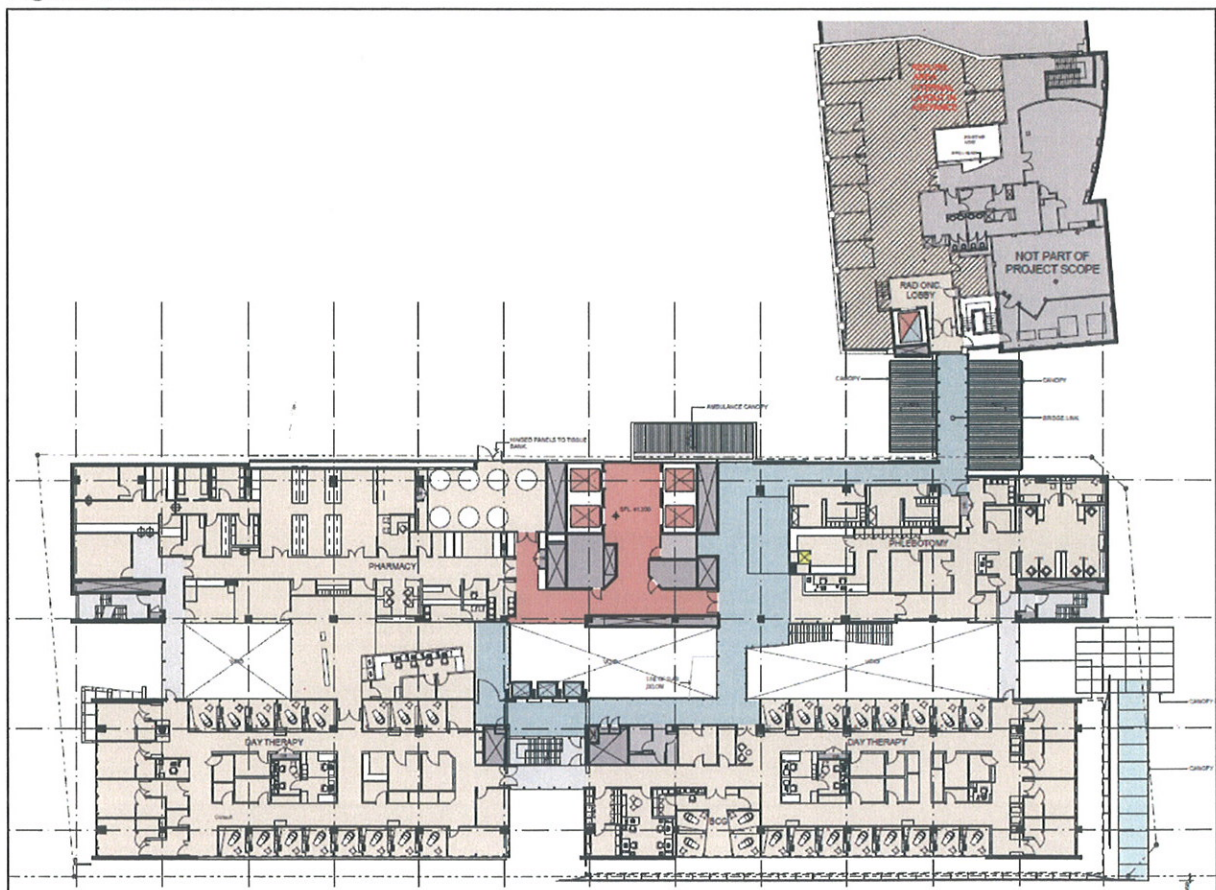


Figure 13: Level 1



The proposed development also involves minor refurbishment works to the adjoining Radiation Oncology Building, including works to provide new meeting rooms and offices, a new lift, providing access to the existing RPA service tunnel network (see Figure 12) and new pedestrian bridge on Level 1 (see Figure 13).

Integrated throughout a number of levels within the development are the proposed plant and equipment areas, including an extensive use of floor space on Level 4 (see Figure 14) and Level 5. In doing so, the proposed overall height of the development is better contained, removing the need for additional roof level structures.

Figure 14: Level 4

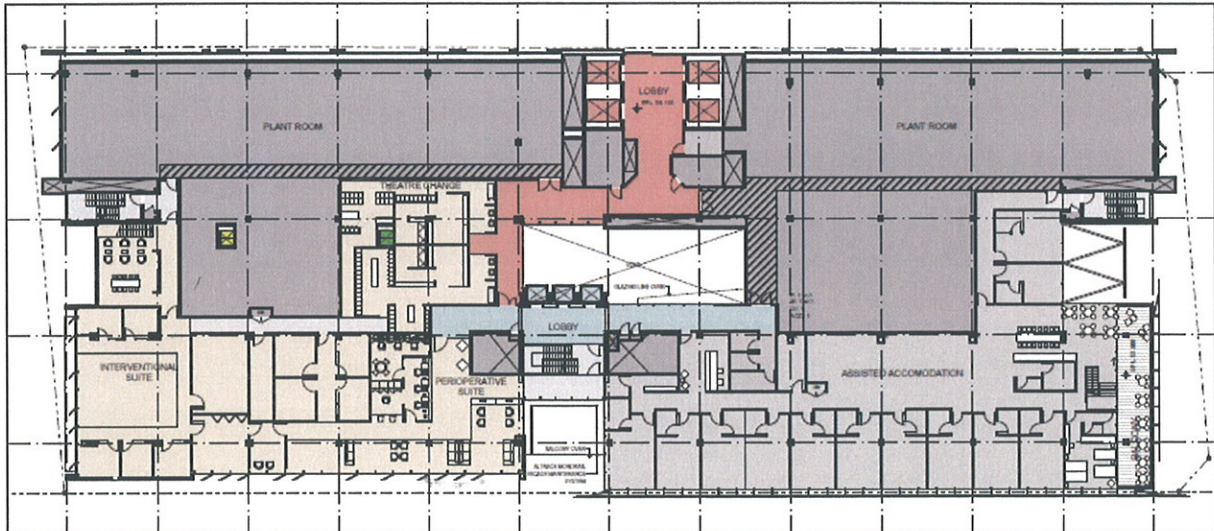


Figure 15: Level 8



2.2. PROJECT NEED AND JUSTIFICATION

The Chris O'Brien Lifehouse will result in significant social and health benefits to the broader community through the provision of a world class medical facility, dedicated to the research and treatment of cancer. The integrated medical facility comprises of facilities for clinical treatment, cancer research and education within the one centre, consolidating the existing cancer and research facilities of Royal Prince Alfred Hospital and Sydney University.

The proposed design and scale of the development reflects the role and function of the building, with its contemporary design expressing the state of the art technology and approach to

researching and treating cancer. The proposed design will contribute to key State priorities and targets in delivering improved health care services, improving survival rates of potentially fatal or chronic illness and promoting healthy lifestyles. The proposal will also become a major contributor to the medical educational, medical and research role of the Sydney Education and Health Precinct, identified within the Draft Sydney Subregional Strategy.

3. STATUTORY CONTEXT

3.1. MAJOR PROJECT

The proposal is a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development for the purpose of Hospitals under clause 18 of Schedule 1 of *State Environmental Planning Policy (Major Development) 2005*. Therefore the Minister for Planning is the approval authority.

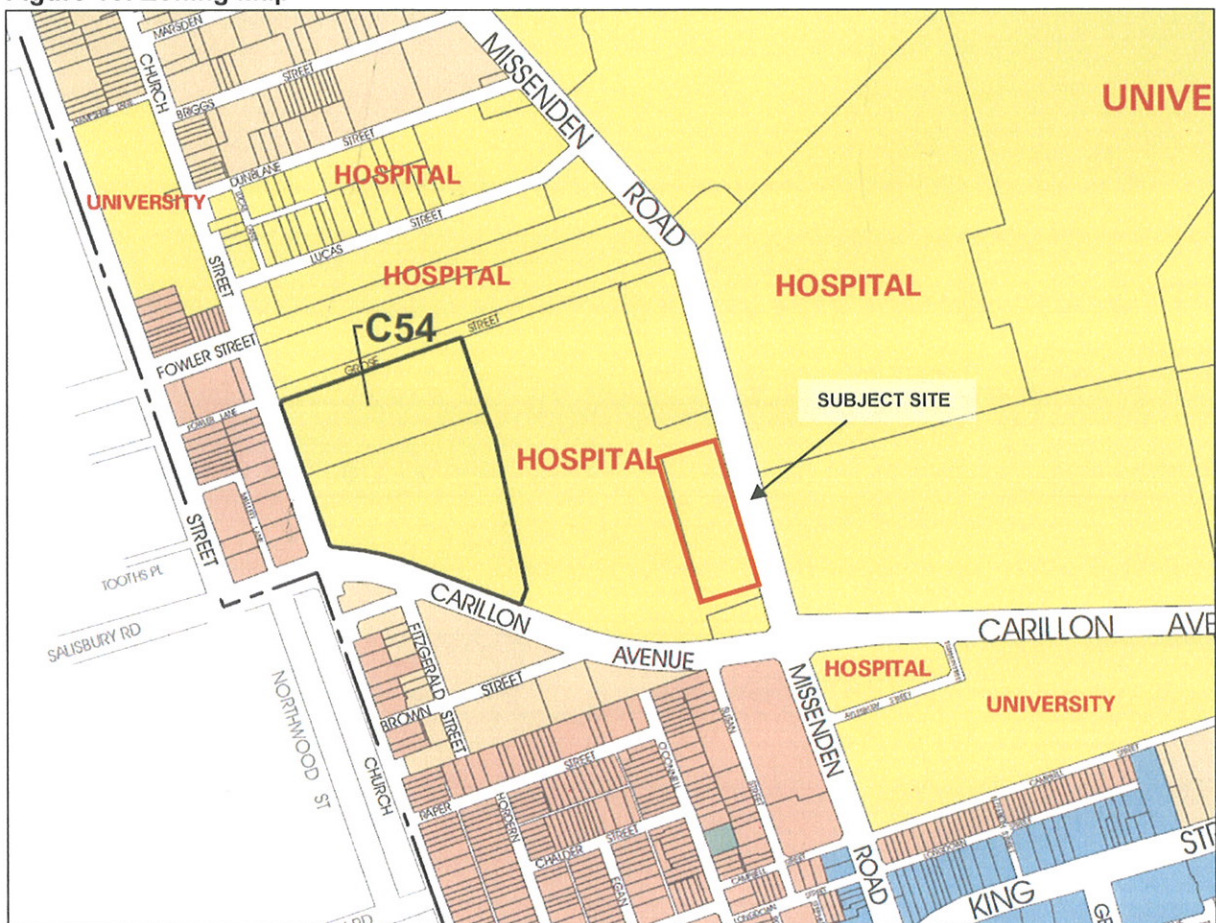
On 25 January 2010, the Minister for Planning delegated responsibility for the determination of project applications under Part 3A of the *Environmental Planning and Assessment Act 1979* to the Deputy Director-General, Development Assessment and Systems Performance/Director-General where:

- there are fewer than 25 submissions in the nature of objections in respect of the project application; and
- the project is not a critical infrastructure project under section 75C of the EP&A Act.

3.2. PERMISSIBILITY

The subject site and surrounding Royal Prince Alfred Hospital Precinct is zoned No.5 – Special Uses (Hospital) under South Sydney LEP 1998. The proposal is permitted within the zone with consent and is considered consistent with the zone objectives, which includes facilitating development which is used by public authorities, institutions and organisations to provide community facilities and services and to allow for ancillary development which is incidental to the primary use specified on the map (i.e. hospital facilities) (see Figure 16).

Figure 16: Zoning Map



3.3. ENVIRONMENTAL PLANNING INSTRUMENTS

Under Sections 75I(2)(d) and 75I(2)(e) of the EP&A Act, the Director-General's report for a project is required to include a copy of, or reference to, the provisions of any State Environmental Planning Policy (SEPP) that substantially governs the carrying out of the project, and the provisions of any environmental planning instruments (EPI) that would (except for the application of Part 3A) substantially govern the carrying out of the project and that have been taken into consideration in the assessment of the project.

The Department's consideration of relevant SEPPs and EPIs is provided in Appendix D.

3.4. OBJECTS OF THE EP&A ACT

Decisions made under the EP&A Act must have regard to the objects of the Act, as set out in Section 5 of the Act. The relevant objects are:

- (a) *to encourage:*
 - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
 - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
 - (iii) *the protection, provision and co-ordination of communication and utility services,*
 - (iv) *the provision of land for public purposes,*
 - (v) *the provision and co-ordination of community services and facilities, and*
 - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
 - (vii) *ecologically sustainable development, and*
 - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

The Department has considered the objects of the EP&A Act and considers that the project application is consistent with the relevant objects. The assessment of the application in relation to the relevant objects of the EP&A Act is outlined below in Section 5 of this report.

3.5. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The EP&A Act adopts the definition of Ecologically Sustainable Development (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:

- (a) *the precautionary principle - namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:*
 - (i) *careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*
 - (ii) *an assessment of the risk-weighted consequences of various options,*
- (b) *inter-generational equity—namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,*

- (c) *conservation of biological diversity and ecological integrity—namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,*
- (d) *improved valuation, pricing and incentive mechanisms—namely, that environmental factors should be included in the valuation of assets and services, such as:*
 - (i) *polluter pays—that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,*
 - (ii) *the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,*
 - (iii) *environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.*

The Department has fully considered the objects of the EP&A Act, including the encouragement of ESD, in its assessment of the application. Further and detailed assessment of ESD is outlined in Section 5 of this report. On the basis of this assessment, the Department is satisfied that the proposal encourages ESD, in accordance with the objects of the EP&A Act.

3.6. STATEMENT OF COMPLIANCE

In accordance with section 75I of the EP&A Act, the Department is satisfied that the Director-General's environmental assessment requirements have been complied with.

4. CONSULTATION AND SUBMISSIONS

4.1. EXHIBITION

Under section 75H(3) of the EP&A Act, the Director-General is required to make the environmental assessment (EA) of an application publicly available for at least 30 days. After accepting the EA, the Department publicly exhibited it from 11 August 2010 until 10 September 2010 (30 days) on the Department's website, and at the Department of Planning Information Centre and City of Sydney Council's One Stop Shop. The Department also advertised the public exhibition in the Sydney Morning Herald and The Daily Telegraph on Wednesday, 11 August 2010 and notified landholders, local community groups and relevant State and local government authorities in writing.

The Department received four submissions during the exhibition of the EA - two submissions from public authorities and two submissions from the general public. A further three submissions, including from the City of Sydney Council, were received after the exhibition period, making a total of seven (7) submissions.

A summary of the issues raised in submissions is provided below.

4.2. PUBLIC AUTHORITY SUBMISSIONS

Five (5) submissions were received from public authorities. Within the submissions received, City of Sydney Council provided general support for the project, but raised some issues, particularly over the bulk and scale of the proposal, whilst also providing general comments and conditions for the Department's consideration. Sydney Water, Roads and Traffic Authority and NSW Transport raised no objections to the proposal, providing general comments and recommendations for conditions, while the Department of Environment, Climate Change and Water advised they had no further interest in being involved in the matter (beyond the approved Council DA for excavation). A summary of the matters raised within the submissions received is provided below.

4.2.1. City of Sydney Council

Council support the proposed establishment of a world class medical facility at the RPA. While supporting the proposal, Council advised that the height and bulk of the proposal were still a critical issue and provided a number of comments and conditions, as summarised below:

Built Form

- Council has raised concern that the proposed building dominates the streetscape and surrounding area which contain many heritage items and is adjacent to a conservation area;
- The proposed height significantly exceeds heights of most surrounding buildings. In addition, the building has a width of nearly 100 metres adding to its overall massing. It is considered that the height should be reduced;
- Consideration should be given to retaining the street wall height of the existing building (Page Chest Pavilion – recently demolished) to create a more pedestrian-scaled building. While the proposed street wall height is only one storey higher than existing, the footprint of the Page Chest Pavilion was smaller and sympathetic to the streetscape;

Overshadowing

- The City has raised concerns about overshadowing, in particular shadows cast on residents south of Carillon Avenue. It was recommended that information be sought from the applicant as to the methodology of determining shadow impacts;

Heritage

- Council has recommended that a condition be imposed requiring a heritage interpretation strategy, given that items of heritage significance on the site have been demolished;

Public Domain Improvements

- The City will soon commence construction of the *Missenden Road Traffic Calming and Cycleway Project*. The project includes a cycleway on the eastern side of Missenden Road (opposite side to Lifehouse). A commitment has been made by the Proponent to work with Council on the delivery of the public domain to Missenden Road.

A Memorandum of Understanding between the Proponent and Council should be established for the division of public domain works. A public domain plan, prepared in consultation with Council will also be required to be submitted for approval to Council;

- The project also includes provision for a JCD type shelter for waiting taxi patrons. It is considered that an awning integrated into the building design to the Missenden Road frontage in lieu of the shelter will provide better amenity for waiting patrons;

Landscaping

- The proposed landscaping generally provides appropriate treatment for the use of the building, however, a more detailed landscape plan should be submitted to Council for approval, particularly noting the interface of public domain works, prior to the issue of a construction certificate;

Floor Levels/Stormwater

- Council acknowledges the statement of commitment for the designing of stormwater systems and on site detention, however, no details have been provided about flood levels or stormwater issues that may affect the development. It is recommended that a detailed assessment of stormwater be provided to establish any freeboard requirements for the development and detail how the building's stormwater discharge will be connected to Council's system;

Traffic and Parking

- The car park exit is located across from an ambulance bay and Rochester Street. Rochester Street is described as a 'service access', while the ambulance bay appears to require a reversing movement;
- The loading dock requires vehicles to reverse from Susan Street across the footway. The Proponent will need to ensure safety measures are in place to minimise conflicts between vehicles and pedestrians;
- The swept path turning movements for articulated vehicles servicing the site do not adequately show that truck turning movements will be possible in a safe and acceptable manner. It is recommended that the Proponent provide sufficient turning paths for assessment prior to determination, detailing the largest vehicle proposed to service the site;
- It is noted that temporary access has been granted for the use of Brown Street for construction vehicles. As previously discussed with the Proponent's traffic consultant, to permanently open Brown Street will require separate approval from Council and concurrence of the Sydney Traffic Committee (STC). Any permanent opening of Brown Street will need to ensure that there are no impacts on the future Missenden Road cycleway. Should the proposed opening of Brown Street be rejected by either Council or STC, the applicant will be required to redesign their loading area to facilitate vehicles exiting onto Salisbury Road;

Green Travel Plan

- Council supports the development of a Green Travel Plan for the site. This will help to achieve modal split targets set for the development;

Drop-off/pickup area

- The City requires a minimum 20m distance separation between traffic signals and any parking areas (including the drop off bay in this case) to ensure vehicle queuing and/or manoeuvres do not impact with signal operations. Exemption from this can be gained with RTA approval;

Section 94 Contributions

- The City supports the exemption from Section 94 Contributions under Section 2.14 of the City's Development Contributions Plan 2006;

Contamination

- The submitted documentation indicates that large quantity of soils will be excavated from the site which will be classified prior to disposal. The report indicates that soils outside of the building footprint are safe to remain under the existing roadway.

It is recommended that prior to determination, a Site Audit Statement, prepared by a NSW DECCW accredited auditor, be submitted to the approving authority certifying that the site is suitable for the intended use. Where the Site Audit Statement recommends ongoing review, these should be discussed with Council before the Site Audit Statement is issued;

Construction Noise

- It is recommended that the Proponent consider the preparation of a detailed community consultation plan prior to any works commencing.

Future Ground Level Uses (Retail Shell)

- Consideration should be given to ensuring that adequate provision is made at the design development stage for any required mechanical ventilation associated with anticipated future uses. It is also recommended that those future retail uses be subject to future development applications, particularly food premises.

Comment

The matters raised by Council have been individually commented upon and addressed by the Proponent within the submitted PPR, including the provision of additional information and additional commitments (including the acceptance of a number of recommended conditions provided by Council) relating to heritage, public domain, landscaping, traffic safety, future retail land uses, contamination and management and construction and operational impacts.

The Proponent acknowledged Council's concerns regarding built form, but noted that the design of the building was a response to the functionality requirements of the Lifehouse and has not proposed any modifications to the height or bulk of the building within the PPR. Following initial consultation with Council (prior to the lodgement of the EA), modifications were made to the roof design to reduce the parapet height, amended materials and treatment of the upper levels so they read as roof elements and amended the cooling towers to be more recessed into the building. However, this was still a concern of Council's following their review of the Proponent's PPR.

In relation to the comments provided regarding the excavation of soil and contamination, a separate Part 4 development application for bulk earthworks and perimeter shoring of the subject site has been approved by Council. The approval includes requirements for those materials removed from the site, including soil, to be classified in accordance with the provisions of the POEO Act and relevant DECCW guidelines. Further, the Proponent has provided a commitment that a Site Audit Statement will be issued following the excavation of the site to certify that the site is suitable for the intended use.

In response to recommendations from Council requiring appropriate freeboard levels to be established, the Proponent advised that the subject site is located within a high point within the local drainage catchment and is not subject to flooding or overland flows. The Proponent detailed additional commitments to ensure stormwater disposal from the site is designed in accordance with the relevant Council, Sydney Water and Australian Standards.

Following their review of the PPR, Council noted that the proposal had addressed many of the initial issues raised.

The key environmental issues have been considered and addressed by the Department in Section 5 of this report and also recommended appropriate conditions where relevant.

4.2.2. Department of Environment, Climate Change and Water

DECCW raised no objections to the proposal and noted that they have no further interest in being involved.

Comment

Notwithstanding the above, the Department has recommended appropriate conditions relevant to the construction and operation of the proposal.

4.2.3. Transport NSW

Transport NSW raised no objections to the proposal, noting that the development provided a significant opportunity to contribute to the public transport and cycling mode share targets in the NSW State Plan. In addition, Transport NSW requested that a number of matters be addressed within any final Statement of Commitments or conditions as summarised below:

- A Workplace Travel Plan is to be prepared in accordance with the Premier's Council for Active Living (PCAL) guidance prior to construction. TNSW request the opportunity to liaise with the Proponent during the preparation of the Plan;
- A minimal approach to car parking provision is recommended due to the sites high public transport accessibility, future public and active transport commitments, State Plan targets, City of Sydney Council's objectives and recent approval of a 1000 space car parking structure on the RPA campus;
- Improvements to pedestrian/bicycle access between the site and the local pedestrian/bicycle networks based on the assessment of the catchment of the site;
- Provision of bicycle parking and amenities for staff at a convenient location on Level Basement Level 2, not Basement Level 3;
- Provision of visitor bicycle parking at the appropriate entrances to the development; and;
- The preparation of transport access guides prior to occupation and place in prominent locations within the development.

Comment

Within the Proponent's PPR, further commitments were made in relation to the preparation of a Work Place Travel Plan prior to the occupation of the development and minor amendments to the location of bicycling parking and amenities were undertaken to improve access and surveillance. The Department has considered these matters further in Section 5 of this report and also recommended appropriate conditions where relevant.

4.2.4. Roads and Traffic Authority

The RTA raised no objection to the proposal and provided general comments, as summarised below:

- The Department should note that future streetscape upgrade works to Missenden Road will be subject to separate approval from RTA in due course;
- Consideration should be given to the provision of bicycle parking facilities within the development or close to it, and end trip facilities, to encourage usage;
- The proposal will generate addition pedestrian movements in the area. Consideration should be given to ensuring pedestrian safety;

- Layout of the car parking areas and relevant sight lines at the property boundary should be in accordance with the relevant Australian Standards;
- The swept path of the longest vehicle entering and exiting the subject site shall be in accordance with AUSTROADS and submitted to the Department for approval;
- All vehicles are to enter and leave the site in a forward direction and be wholly contained on site prior to stopping;
- All loading and unloading shall occur on site;
- A Construction Traffic Management Plan (CTMP) shall be prepared and submitted to the Department, Council and RTA for review prior to the commencement of works;
- Relevant approvals must be obtained in the event of works which require the use of cranes or other construction vehicles which occupy the road reserve;
- All demolition and construction vehicles to be contained wholly within the site;
- The developer shall be responsible for all public utility adjustments/relocation works; and
- All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

Further correspondence was received from the RTA, following comments sought in relation to the required 20m distance separation from a signalised intersection for the proposed vehicular drop-off bay on Salisbury Road. The RTA later advised that the current proposed 5m separation is not sufficient and that a minimum 10m separation must be provided between the drop-off bay and existing signalised intersection at Missenden Road.

Comment

In response to the comments made by the RTA, the Proponent has improved the location of bicycle parking facilities and amended the ground floor building line at the entrance to the basement car park to improve sight lines for vehicles. Additional swept path investigations have been undertaken by the Proponent, demonstrating that the rear loading docks will adequately accommodate Medium Rigid Vehicles and that service from garbage truck movements will be satisfactorily maintained.

Further, the Proponent has provided additional commitments in relation to a number of comments raised, including assurances that all vehicles will enter and leave the site in a forward direction, that turning areas will remain clear of obstructions, and that all necessary approvals for any road occupation during construction will be obtained.

The Department has considered the comments made by the RTA in Section 5 of this report and also recommended appropriate conditions, where relevant, including the requirement for the CTMP to be prepared and reviewed by the Department, RTA and Council prior to the commencement of works.

4.2.5. Sydney Water

Sydney Water raised no objections to the proposal, but provided general comments in relation to the possible conflict with identified wastewater mains and associated vent shaft that traverse the property. However, Sydney Water note that further assessment will be undertaken when an application for a Section 73 Certificate is made by the Proponent.

Comment

The Proponent has addressed the comments made by Sydney Water, including additional commitments. The Department has recommended appropriate conditions requiring the relevant consultation with Sydney water to be undertaken.

4.3. PUBLIC SUBMISSIONS

Two (2) submissions were received from general members of the public. Both submissions provided their support for the project, noting the significant benefits the purpose-built medical

facility would provide for cancer sufferers. Of those two submissions however, one raised concerns over the amount of car parking proposed, noting that additional parking should be provided given the inability for cancer patients to travel by public transport, requiring family members and friends to drive patients to and from the facility.

The Department has considered the issues raised in submissions in its assessment of the project.

4.4. PROPONENT'S RESPONSE TO SUBMISSIONS

On 21 October 2010, the Proponent provided a response to the issues raised in submissions (see Appendix C). The response included a Preferred Project Report (PPR) which addresses the issues raised during the exhibition of the project. Key changes to the proposed major project include:

- Relocation of bicycle parking and amenities to basement Level 1 (formally Basement Level 2) near lifts to maximise access and surveillance;
- Provision of bicycle parking rails at main entrance on Salisbury Road;
- Relocation of proposed substation from former Basement Level 1 to Ground Floor Level within main building envelope;
- Relocation of Mortuary to Basement Level 2 (formally Basement Level 3);
- Full extent of Basement Levels 1 & 2 (formally Basement Levels 2 & 3) to be excavated;
- Main kitchen relocated to Basement Level 1 (formally Basement Level 2) and Hotel Services relocated to Lower Ground Floor (formally Basement Level 1);
- Plant Room floor space of Level 4 reduced, making provision for an additional 2 'Assisted Accommodation' rooms;
- Plant Room floor space of Level 8 reduced, making provision for additional Inpatient Unit floor space; and
- Amended Statement of Commitments, in response to the submissions received.

5. ASSESSMENT

The Department considers the key environmental issues for the project to be:

- Height, bulk and scale;
- Public domain and urban design;
- Environmental and residential amenity;
- Heritage impacts;
- Transport impacts;
- Soil and water; and
- Ecologically sustainable development;

5.1. HEIGHT, BULK AND SCALE

5.1.1. Height

The proposed development comprises a new ten storey building, having a maximum height of approximately 41m. The upper two storeys of the building are proposed to be setback from the Missenden Road, providing an eight storey street wall measuring approximately 33.5m above Missenden Road.

Previously, the Page Chest Pavilion and General Outpatients Building occupied the subject site. The Page Chest Pavilion had a height of eight storeys, with additional height generated by the plant and equipment towers at roof level.

Surrounding development is characterised by differing heights (see Figures 16 & 17), including:

- King George V Memorial Hospital at seven storeys, adjacent on the northern side of Salisbury Road;
- Heart Research Institute building at two storeys, adjacent on the southern side of Brown Street;
- Radiation Oncology Building at two storeys to the rear of the proposed development;
- Residential development at six storeys on the southern corner of Carillon Avenue and Missenden Road;
- Administration Building and Victoria and Albert Pavilions at three storeys, on the eastern side of Missenden Road;
- St Andrews College at three storeys, on the corner of Missenden Road and Carillon Avenue;
- RPA Medical building at five storeys, on the southern corner of Carillon Avenue and Missenden Road.

Figure 16: Height Comparison – Lifehouse vs. Page Chest (demolished) vs. St Andrews

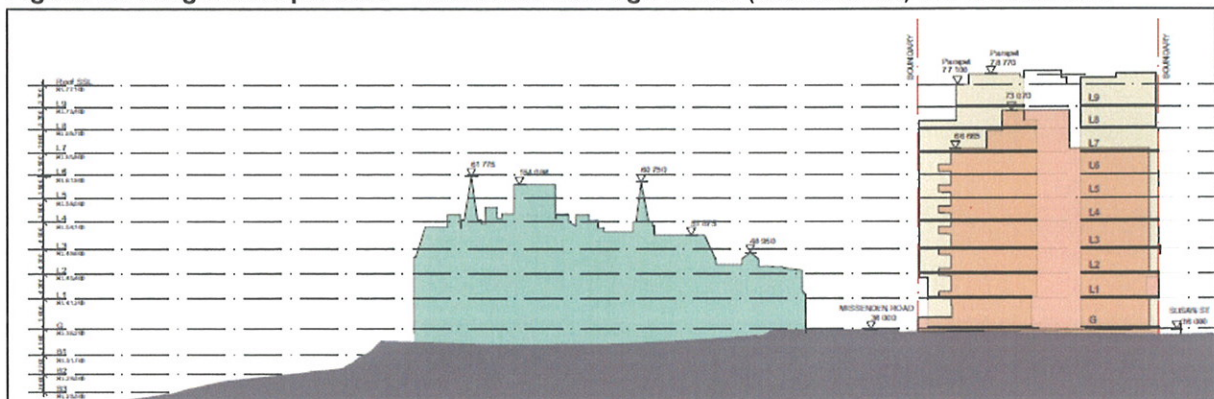
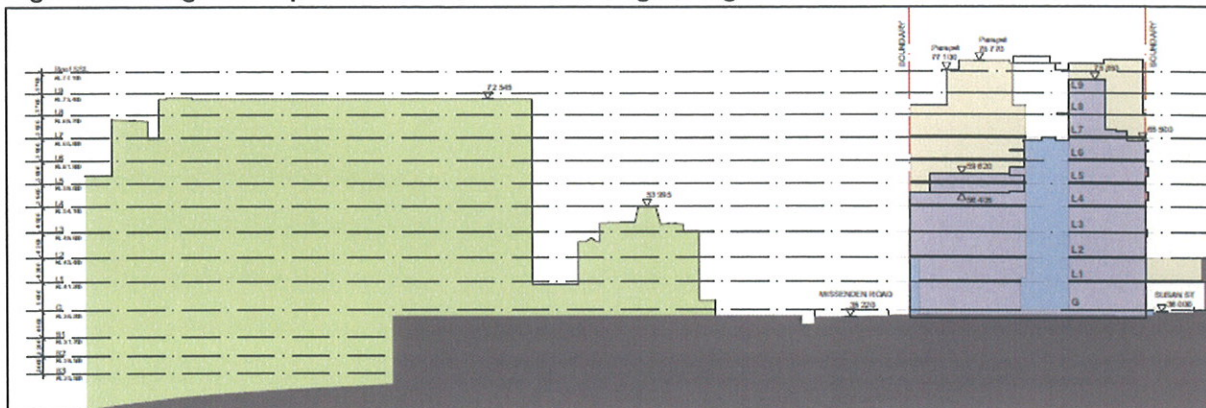


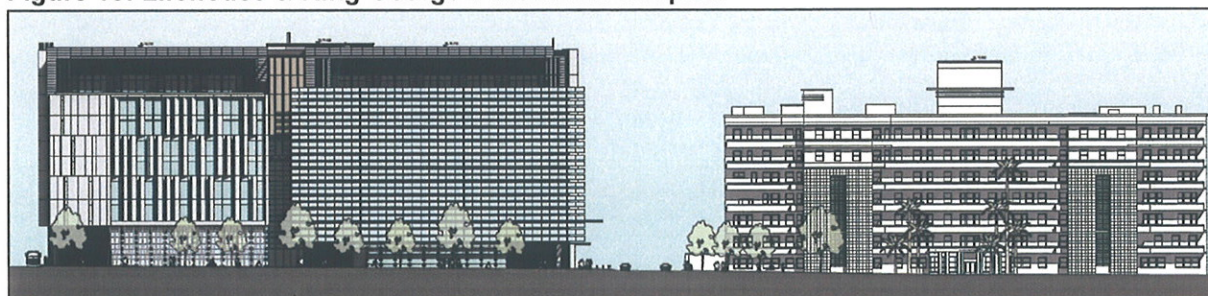
Figure 17: Height Comparison – Lifehouse vs. King George V vs. RPA



The proposed height and scale of the Lifehouse building was identified as a key issue by Council, noting that the height of the development should be reduced by one storey to be more consistent with the existing Page Chest Pavilion and existing buildings within the subject sites surroundings. Currently, the Chris O'Brien Lifehouse development is proposed to be two storeys higher than that of the existing Page Chest Pavilion and three storeys higher than the adjoining King George V Memorial Hospital.

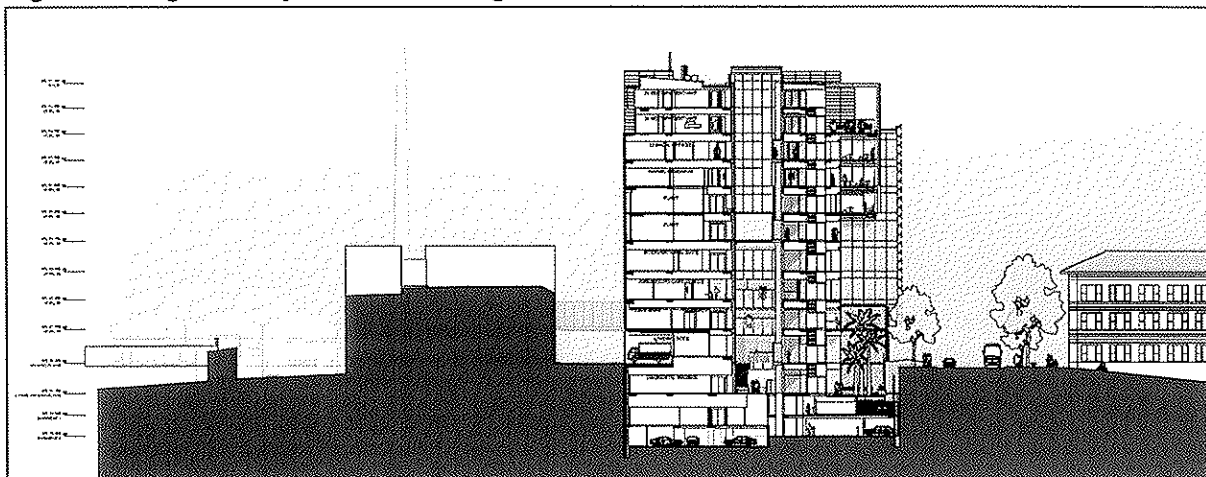
It is evident from the existing built environment that a consistent building height within the RPA Hospital Precinct and surroundings has not been established. Further, the height of the adjoining King George V Memorial Hospital includes a large services tower that extends the perceived height of the building to approximately nine storeys (see Figures 17 & 18). Further, the existing Administration Building and Victoria and Albert Pavilions are provided with generous setbacks from Missenden Road, reducing their contribution to the street wall, similar to that of other development along Missenden Road. In this respect, it can be concluded that the existing street wall height of seven to eight storeys was only established by the previous Page Chest Pavilion and adjoining King George V Memorial Hospital.

Figure 18: Lifehouse & King George V Memorial Hospital



Notwithstanding the existing development along Missenden Road, the design of the development has been appropriately modulated to provide a street wall height of eight storeys along Missenden Road, setting back the upper two levels of the building (see Figure 19). In doing so, the proposed development will maintain an eight storey street wall height, previously established by the now demolished Page Chest Pavilion, and further reinforce the strength of the street wall through the larger foot print of the Chris O'Brien Lifehouse building. In this respect, the Department considers that the height of the proposed development is satisfactory and will positively contribute to the existing street wall height and Missenden Road streetscape.

Figure 19: Eight Storey Street Wall Height - East-West Section

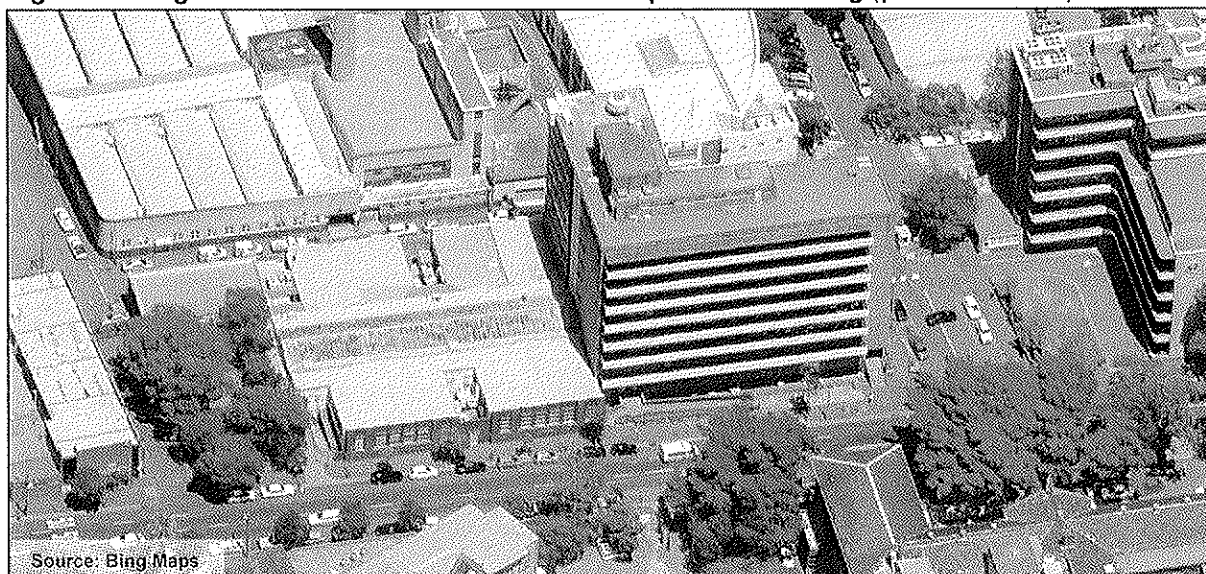


5.1.2. Bulk and Scale

The proposed development has been designed to be built to the boundaries of the subject site, that being the area bounded by Missenden Road, Salisbury Road, Susan Street and Brown Street. However, a 4.5m setback is provided from Salisbury Road to accommodate the proposed vehicle drop-off bay and main entry to the proposal. The ten storey height of the development, as noted above, is intended to be developed across the whole of the site, increasing the mass of development that previously occupied the site.

The previous Page Chest Pavilion distributed its mass in an 'L' shaped configuration at the northern end of the site, while the adjoining Brown Street Outpatients Building was a large single storey structure that covered the southern end of the site. Concern has been raised by Council in relation to the additional bulk and scale of proposal, noting that the mass of the previous Page Chest Pavilion only covered approximately half of the subject site to be developed (see Figure 20).

Figure 20: Page Chest Pavilion & Brown Street Outpatients Building (pre-demolition)



It is acknowledged that the proposal will result in additional bulk, however, the potential impacts from the bulk and scale of the development have been adequately addressed by the Proponent, noting that the proposal will have minimal impact on the surrounding residential and environmental amenity. The continuation of the buildings functions to within the Lower

Ground Level and Basement Level 1 (i.e. main kitchen, staff amenities, bio medical engineering, diagnostic imaging, hotel services, integrated medicine and patient services) have further reduced the overall bulk and scale necessary for the development.

As detailed within Figures 21 and 22, the bulk and scale of the proposed development is considered to be consistent with that previously established by the Page Chest Pavilion when travelling south on Missenden Road. When viewed travelling north along Missenden Road and from other nearby locations, the prominent architectural merit of the development will positively contribute to the streetscape, defining a strong Missenden Road frontage and extending the established street wall element further south.

Figure 21: 'Before' & 'After' Visual Analysis – View south along Missenden Road



Figure 22: 'Before' & 'After' Visual Analysis – View north along Missenden Road



When considered in context with the adjoining RPA Hospital, existing residential apartment building and medical centre on the corner of Missenden Road and Carillon Avenue, the proposed mass of the Lifehouse building is considered appropriate.

Importantly, the building's mass has been satisfactorily articulated through the break-up and use of different elements of each of the building's facades. The transition of materials used within the buildings façade and setback to the upper two floors help to reduce the bulk and scale of the development. The northern, southern and eastern facades of the building have been modulated with a recessed element that continues to the roof of the structure. This assists in helping to further break-up the perceived visual bulk and mass, having the appearance of two buildings when viewed from these positions.

The Department is satisfied that the bulk and scale of the proposal have been satisfactorily addressed through the careful use of materials and design treatment to the building's

facades and will have a positive contribution to the existing built form within the RPA precinct and surrounding built environment.

5.2. PUBLIC DOMAIN AND URBAN DESIGN

5.2.1. Public Domain and Urban Design

Public domain improvements to Missenden Road are planned by the City of Sydney Council, including installation of a new two-way cycleway, traffic calming measures (40km/hr zone), creation of shared footpaths along Carillon Avenue, distinctive road and footpath pavements between Salisbury Road and Groves Street to calm traffic within the hospital precinct, and provision of additional street tree planting. Further, the treatment to Missenden Road is proposed to be continued around the corner to the Salisbury Road frontage, up to and including the new entry area Radiation Oncology Building, including a new drop-off bay design to be consistent with the proposed treatment of these areas.

Concerns were raised by Council regarding the proximity of the drop-off bay to the signalised intersection of Salisbury Road and Missenden Road by Council. Following consultation with the RTA, concurrence was provided that only a minimum 10m separation would be necessary, not 20m as normally required. Currently, the design of the proposed drop-off bay provides only a 5m separation, to which, the Department recommends a condition requiring the minimum distance separation from the intersection to be in accordance with the RTA's requirements, being 10m. Imposition of this requirement will not be detrimental to the function and purpose of the drop-off bay, with provision for three vehicles still maintained.

The Proponent has noted that the design of Lifehouse has taken into consideration the proposed public domain works and upgrades. The Proponent has committed to entering into a Memorandum of Understanding with Council in relation to the completion of works on public land, prior to the issue of a Occupation Certificate, for the development and to submitting a Public Domain Plan for the public land/road areas adjacent to the proposed new medical facility.

A key consideration of the Chris O'Brien Lifehouse is the visual prominence of the proposal and its integration within the surrounding built environment and urban context. The modern design of the proposed medical facility will positively reflect the world class quality at the forefront of cancer research and treatment. Furthermore, the use of modern materials and design will ensure that the building does not compete with the existing items of heritage significance, but rather demonstrate the transition and advancement of development within the RPA Hospital precinct.

Importantly, the building design incorporates key urban design features to ensure that the characteristics of the surrounding development, particularly within the western precinct of the RPA Hospital are maintained. In this regard, the built form of the proposal defines the street, which, in conjunction with the ground floor retail land uses, will assist in activating the street and providing passive surveillance within the public domain. Further, the articulation and use of recessed building elements within the design of the building adds to the break up of the bulk and scale of the proposal, visually expressing the different sections and functions of the building.

The proposed design of the Chris O'Brien Lifehouse will also ensure that the safety and security of pedestrians, patients and staff is adequately catered for. A number of crime preventative design elements have been incorporated into the development to ensure this occurs, including natural and formal surveillance measures comprising open floor plans, CCTV, visual access to landscaped courtyard, security lighting and personnel. The building has also been functionally designed to ensure access control is achievable, with designated public and medical staff access controlled through appropriate security passes, boom gates and the separated circulation system within the building itself.

To support the interface of the development with the public domain and improve passive surveillance for staff, patients and pedestrians, a ground floor retail shell has been identified on Missenden Road, with future uses indicated as likely being a café, book shop and retail pharmacy. The Proponent has made a commitment to lodging separate development applications with the City of Sydney Council for the ground floor retail shell.

The Department is satisfied that the proposal will positively contribute to the public domain of the immediate locality through works undertaken with Council in accordance with the proposed commitments made.

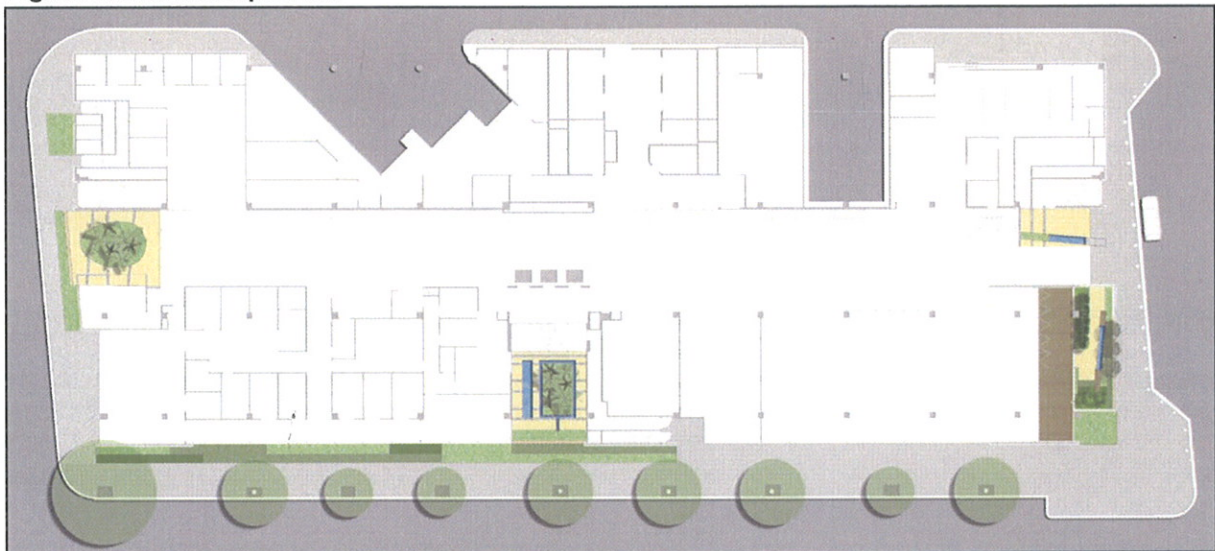
5.2.2. Landscaping

The proposed landscaped lower ground courtyard areas will provide patients and staff with a green landscaped outlook and 'breakout' space (see Figure 23). The areas are proposed to consist of species such as native *Livistonia* Palms, *Cyathea* tree ferns and viola/ fern understory and will include some with shallow water pools. The proposal also includes a landscaped entry feature along Salisbury Road, integrated into the whole main entry element.

The proposal will also include a landscaped green roof top terrace on Level 8, providing a green outlook for patients on Levels 8 and 9 and improving the visual aspect from these areas and general amenity for patients and their visiting families. The Proponent has also committed to submitting a landscape plan to Council for approval and to implement the approved works, which will also address the proposed landscaping within the public domain, prior to the issue of an Occupation Certificate for the development.

The Department is satisfied that landscaping has been appropriately addressed by the Proponent.

Figure 23: Landscape Plan



5.3. ENVIRONMENTAL AND RESIDENTIAL AMENITY

5.3.1. Overshadowing

Overshadowing impacts generated by the development that previously occupied the site were largely restricted to within the RPA hospital precinct. The previous Page Chest Pavilion did, however, generate minor overshadowing at the 3:00pm winter solstice on the western façade of St Andrews College. Existing hospital development adjacent to the west of the subject site also currently projects minor shadows onto the northern façade of an existing residential apartment building on the south-western side of Carillon Avenue.

As detailed within the figures below, the overshadowing impacts generated by the proposed Lifecare building are still largely contained within the RPA hospital precinct. Generally, additional shadowing generated by the proposed development is cast south of the subject site, given the north-south orientation of the development. The most noticeable changes occur at the southern end of the subject site at 9:00am, given the additional built form of the proposed development. Beyond 3:00pm, however, the changes result in only minor impacts.

Figure 24: Winter Solstice 9:00am



Figure 25: Winter Solstice 12:00noon

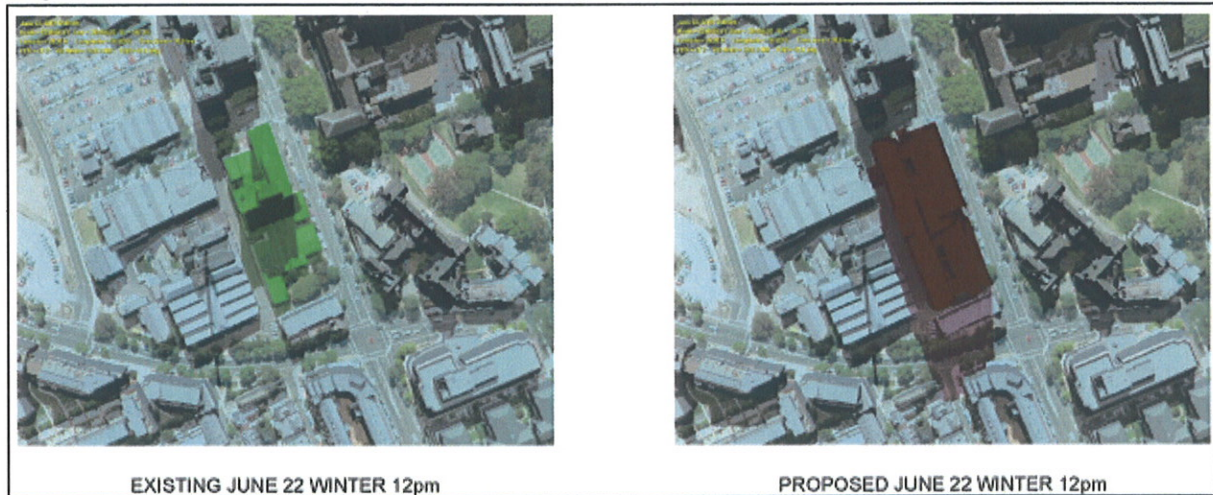
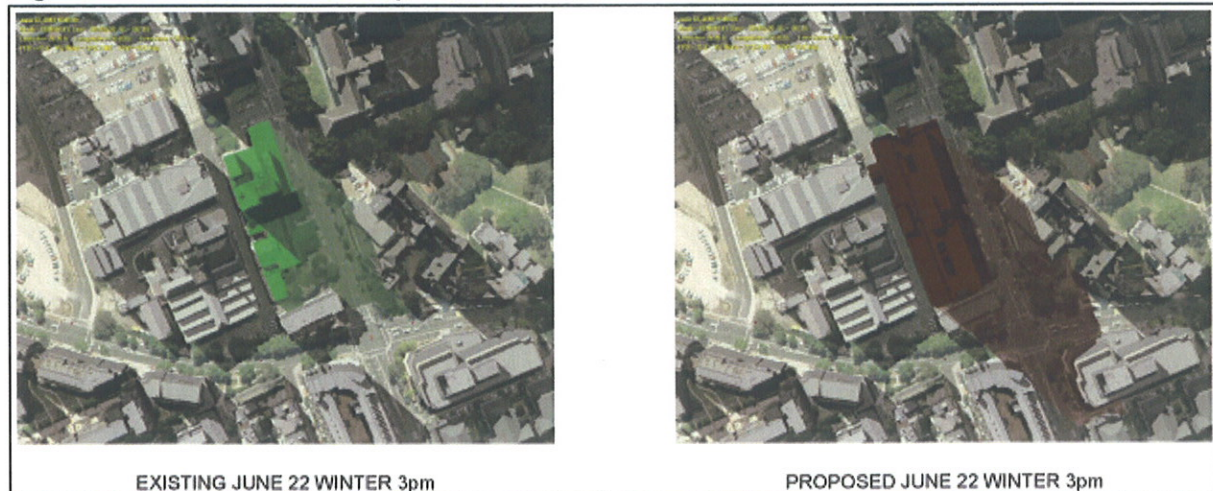


Figure 26: Winter Solstice 3:00pm



During the 9:00am winter solstice, an existing block of residential apartments on the south-western side of Carillon Avenue will experience additional minor overshadowing, however, a minimum of four hours of sunlight during the winter solstice is retained. Beyond 9:00am, impacts on the property will significantly reduce.

The shadowing impacts cast initially at 9:00am are further reduced by the Lifehouse building's north-south orientation, which reduces the width and cover of shadow cast as the azimuth of the sun moves during the day.

The western facade of St Andrews College, located on the north-eastern side of intersection at Missenden Road and Carillon Avenue, will experience minor additional shadowing during the 3:00pm winter solstice. The level of additional overshadowing experienced on the college is considered minor. Minor shadowing will also occur on the corner of the existing medical centre and existing residential apartment building, located on the south-eastern and south-western corners of the intersection at Missenden Road and Carillon Avenue.

Details provided by the Proponent satisfactorily demonstrate that the proposed development will have minimal impacts on the surrounding built environment. In particular, a minimum four to five hours of sunlight during the winter and summer solstice and equinox will be maintained to St Andrews College, medical centre and residential apartment building within close proximity at the intersection of Missenden Road and Carillon Avenue and residential apartment building further west along Carillon Avenue. The impacts generated by the proposal are considered minor and the Department considers the overshadowing to be acceptable.

5.3.2. Construction Noise

The Noise and Vibration Assessment, prepared with the EA, acknowledges that the proposed construction of the Lifehouse will generate noise and vibration impacts from the construction equipment used and associated construction traffic. It is noted that construction methods and materials will be selected to ensure that noise and vibration levels generated are kept to within the relevant criteria.

Accordingly, the Proponent has committed to the preparation of a Construction Noise and Vibration Management Plan in accordance with DECCW's Interim Construction Noise Guideline, which will also include the preparation of a quantitative assessment of construction noise levels.

Further commitment was made by the Proponent within the PPR to a number of draft conditions recommended by Council, including the preparation of a Noise Management Plan, that all works will be carried out between 7:30am and 5:30pm, Monday to Friday and 7:30am to 3:30pm, Saturdays, that no works will be undertaken on Sundays or public holidays, and that all works must comply with the City of Sydney Building Site Noise Code and Australian Standard 2436-1981 'Guide to Noise Control on Construction, Maintenance and Demolition Sites'.

The Department is satisfied that commitments made by the Proponent will appropriately mitigate any potential noise impacts during the construction of the proposal.

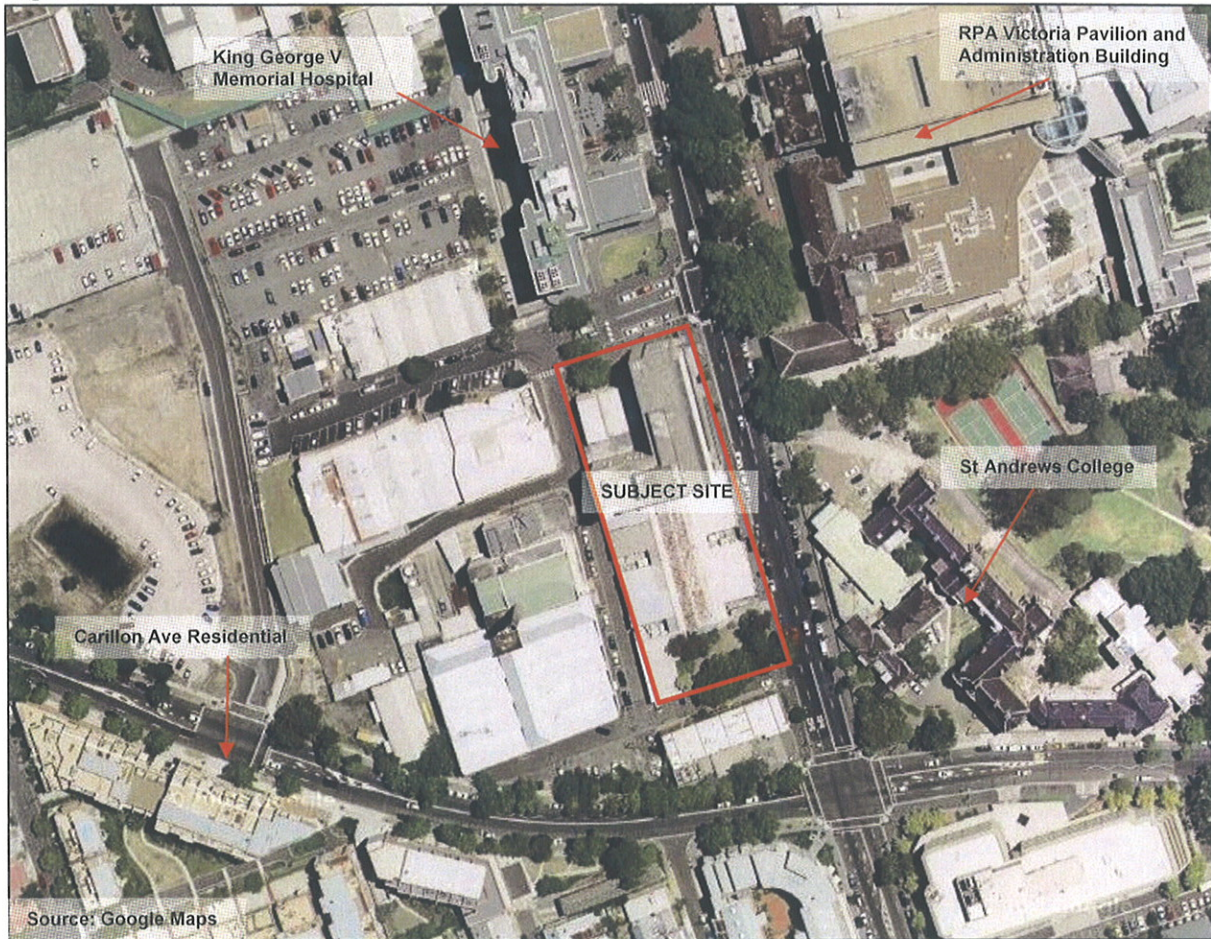
5.3.3. Operational Noise

During the operation of the Lifehouse, there will be potential noise impacts on adjoining noise-sensitive areas, including residential receivers on Carillon Avenue, St Andrews College student accommodation and adjoining healthcare (those with accommodation) land uses (see Figure 27).

The Proponent's Noise and Vibration Assessment notes that once operational, the development is expected to generate noise impacts from general plant and equipment

associated with the new medical facility, operational noise from the site and traffic noise from the site on public roads.

Figure 27: Location of Sensitive Receivers



The assessment further identified potential noise impacts on the development from the surrounding environment and development itself,

- Plant and services equipment associated with adjoining properties;
- Operational noise from the site (e.g. deliveries);
- Vertical inter-level noises and lift vibration;
- Noise transfer via the atrium;
- Noises associated with use of the landscaped garden/courtyard areas;
- Traffic and pedestrian noise from both on-site and surrounding streets;
- Helicopter noise from the use of the RPA helipad; and
- Aircraft noise from aircraft on approach/departure from Sydney Airport.

Appropriate noise mitigation measures are identified within the report, including the requirement for all mechanical services to be acoustically treated to meet the site boundary noise level requirements, as well as acoustically treating the loading dock and main services areas. Further, the proposed façade design of the building will make use of double glazed surfaces to ensure that external noise impacts on the internal operations of the medical facility are minimised.

The Proponent has committed to ensuring compliance with DECCW's Industrial Noise Policy, Environmental Noise Criteria for Road Traffic Noise, Assessing Vibration Guideline and Interim Construction Noise Guideline. In addition, further assessment of traffic noise levels

and internal noise and vibration impacts during the detailed design stage of the building have been committed to by the Proponent to ensure noise levels impacting on adjoining properties and the development itself are maintained at a satisfactory level. In addition, within the Proponent's PPR submission, further commitment was made to the preparation of a Community Consultation Plan prior to the commencement of works.

The Department is satisfied that the recommended conditions and Proponent's commitments will satisfactorily mitigate any detrimental impacts on the amenity of the surrounding built environment.

5.4. HERITAGE IMPACTS

5.4.1. Cultural Heritage

The Royal Prince Alfred Hospital precinct is identified as having significant cultural heritage value, which is embodied in the physical form of the precinct, its buildings and setting, including the adjoining Sydney University precinct. Within the hospital precinct, a number of buildings and structures are identified as having heritage significance, being listed on the State Heritage Register, Department of Health Register (National Trust) and Local Heritage Register within South Sydney LEP 1998. These include, but not limited to, the RPA Administration and Admissions Building, Albert and Victoria Pavilions, St Andrews College Salisbury Road and King George V Memorial Hospital. The site is also subject to the RPA Conservation Management Plan, which identifies conservation strategies for the whole site and individual buildings.

The submitted Statement of Heritage Impact notes that the proposed Lifecare development presents opportunities for the precinct, including the adoption of the approximate scale of the existing Page Chest Pavilion to present as an expression of the hospital precinct's expansion, key elements of heritage significance from the site are proposed to be retained and the width of Salisbury Road will be restored. Additionally, the report satisfactorily demonstrates compliance with the main key objectives of the RPA Conservation Management Plan.

Specific impact assessments on the King George V Memorial Hospital (see Figure 6), the RPA Administration Building and Albert & Victoria Pavilions (see Figure 9), St Andrews College (see Figure 7) and Salisbury Road concluded that the proposed development will have a negligible impact on these items of significance and also provide a positive impact on the street layout of Salisbury Road, restoring the 'symmetry' of the vista towards the Victoria Pavilion.

The Proponent has also committed to the relocation of the Sir Earl Page plaque and other plaques to Lifecare, in accordance with the recommendations provided within the Statement of Heritage Impact. Given the importance of these works, the Department has also recommended a condition to reinforce this requirement. Further, additional commitments were provided within the PPR submission, including the preparation of a Heritage Interpretation Strategy prior to occupation.

The Department considers the proposed development has been appropriately designed to ensure that there are minimal impacts on the existing items of heritage significance and provide a new interpretation on the tradition of health care innovation within the precinct.

5.4.2. Aboriginal Heritage

The subject site is identified as once being occupied by the Gadigal, however, the level of post-contact development and disturbance has resulted in much of the area being extensively disturbed. It is also noted within the submitted Aboriginal Heritage Report, that a search of DECCW's records revealed no known Aboriginal sites of significance within the RPA hospital precinct. Furthermore, separate approval has already been granted by the City

of Sydney Council for the bulk excavation of the site to facilitate the development. Minor excavation works associated with the Radiation Oncology Building lift, proposed under the current Part 3A proposal, are also proposed within an area previously disturbed by the existing PRA services tunnel, and are not likely to have any impact.

Notwithstanding the above, the report recommends that consultation with the Metropolitan Local Aboriginal Land Council be undertaken to ensure that the local community's views and concerns are considered appropriately. In this respect, the Proponent has committed to such consultation. The Department is therefore satisfied that the proposed development will not have an adverse impact on the Aboriginal Heritage of the Gadigal.

5.5. TRANSPORT IMPACTS

The proposed Chris O'Brien Lifehouse development will accommodate a total of approximately 818 full time staff following the completion of both Stage A and B, 295 of which will be new staff. In addition, upon completion of Stage B of the facility, it is forecast that the Chris O'Brien Lifehouse will attract approximately 84,000 outpatients per annum.

In assessing the impact of the proposed development on traffic movements, a Transport and Accessibility Impacts Report has been prepared as part of the EA. The Report found that approximately 80% of all RPA staff and patients arrive via a private vehicle, with approximately 13.1% of staff either walking or cycling to work. However, studies undertaken of those RPA staff, who will eventually move into the Chris O'Brien Lifehouse building, indicate that only approximately 25% arrive via private vehicle, with the remaining staff using public transport, walking or cycling.

The report notes that an assessment has been undertaken, taking into consideration the proposed future public domain upgrade works by the City of Sydney Council, including the installation of a new two-way cycleway along the eastern side of Missenden Road. In continuing its expansion of the City's cycleway network, the City of Sydney Council is planning the construction of a new two-way cycleway along Missenden Road and Lyons Road, between King Street and Pyrmont Bridge. Due to the proposed works, operational changes to a number of signalised intersections will occur, including modifications to the local road networks and associated Level of Service (LOS). As part of the planning work undertaken by Council, a traffic study was commissioned, where it was determined that the proposed new cycleway network would result in the following changes to Missenden Road intersections:

- Missenden Road/Carillon Avenue: LOS F in both AM and PM peak periods;
- Missenden Road/Salisbury Road: Unlikely that LOS will be impacted upon; and
- Missenden Road/John Hopkins Drive/Gross Street: Minor impact to overall LOS.

5.5.1. Traffic Impacts

As noted above, the majority of future Lifehouse staff will be relocated from existing facilities from within the RPA Hospital. Survey data on the travel pattern details of these future staff members indicates that only 25% use a private vehicle for their journey to work, meaning that the remainder utilise public transport or cycle/walk. To assess the performance of the surrounding intersections, a SIDRA analysis was undertaken, investigating Missenden Road & Carillon Avenue, Missenden Road & Brown Street and Missenden Road & Salisbury Road intersections.

The analysis undertaken concluded that the Missenden Road & Salisbury Road intersection performance would not deteriorate further following the completion of Stage B works. It also noted that following the dispersion of forecast vehicle movements from the Missenden Road & Salisbury Road intersection, the impact on surrounding intersections would be relatively minor. Also considered during the analysis of the intersections was the forecast peak traffic

generation movements from the Lifehouse, which were found to be outside of commuter peak hours.

It should be noted that, following the completion of Stage B works, the forecast level of service for the Missenden Road & Carillon Avenue intersection would fall from E to F, during the AM peak. However, the Report notes that the additional level of traffic generated from the proposal would not significantly impact on the overall operation of the intersection, with the average vehicle movement delay increasing from only 63.8 seconds to 72.6 seconds, during the AM peak.

Based on the above, the Department considers that the traffic generated by the development will not have significant impact on the existing traffic. With only a minor reduction in the AM peak level of service of the Missenden Road/Carillon Avenue intersection that can be satisfactorily accommodated, it is noted that the majority of patient activity for the development occurs outside of peak travel periods. The Proponent has committed to the development of a Travel Plan that will assist patients, staff and visitors in making sustainable travel choices and reduce the travel of people by cars to the site. This approach has also been supported by the Department through recommended conditions.

5.5.2. Car Parking

The proposed Chris O'Brien Lifehouse includes the provision for a total of 102 car parking spaces within Basement Levels 1 & 2, including 99 staff, patient and visitor spaces (inclusive of four accessible spaces) and three courier spaces, access from Susan Street at the rear of the proposed development. Minimal car parking was provided within the development given the site's high accessibility to public transport and existing car parking services within the RPA Hospital precinct, including an existing multi storey staff car park and recently approved multi storey car park with a capacity for 1000 vehicles.

A proposed 40/60 split of the car parking spaces is envisaged, with approximately 40 spaces being provided for staff. The proposed accessible spaces are to be located on Basement Level 1 and within close proximity to the public lift core. Also included on Basement Level 1 is provision for 5 motorcycle spaces and secure storage for up to 68 bicycles. Staff amenities are also proposed to be located on this level, providing greater incentive for staff to make use of the facilities provided.

Based on forecast patient and staffing numbers, it is expected that a car parking demand of 280 vehicles will be generated by the proposal once fully completed. However, many of the existing staff will continue to make use of existing parking services, while the approved multi storey car park is also anticipated to be completed prior to occupation of the development.

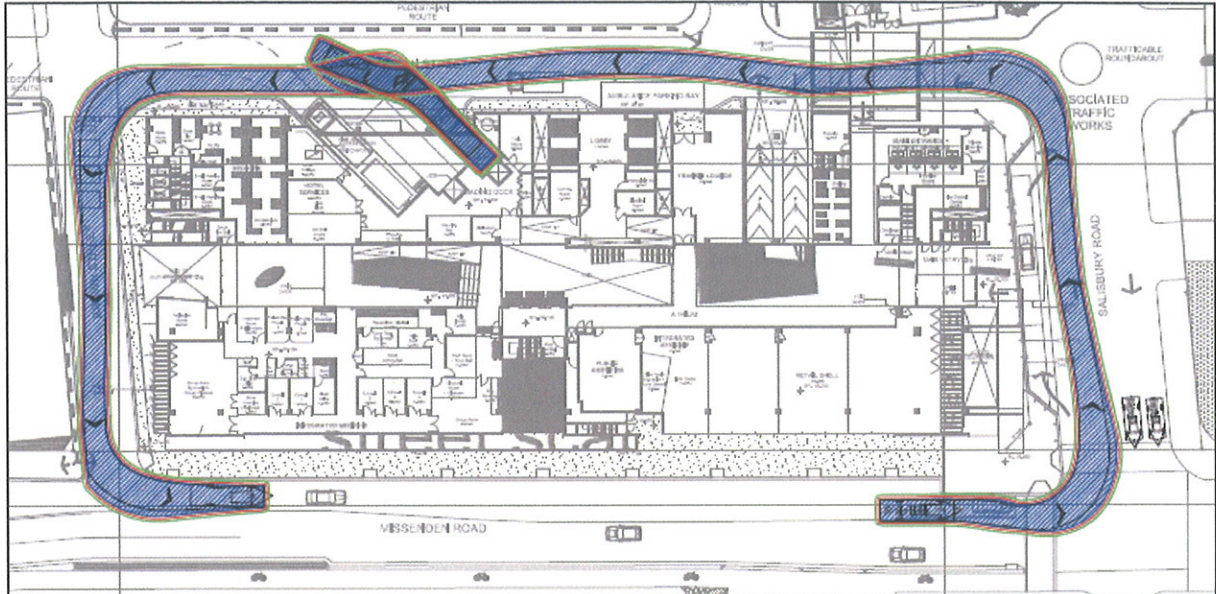
Based on the high public transport and future cycleway network connections, approved multi storey car park, existing staff arrangements, proposed bicycle parking and amenities and proposed Work Place Travel Plan, the 102 car parking spaces proposed to be provided within the Chris O'Brien Lifehouse proposal are considered by the Department to be sufficient.

5.5.3. Access and Servicing

The proposed development includes the provision of the main servicing area for the medical facility at the rear of the development, serviced by Susan Street, a private RPA road, including the entrance to the basement levels and parking spaces and an ambulance parking bay. The proposal also involves opening Brown Street to provide egress and access to Missenden Road for vehicles leaving the sites.

General concerns were raised by the City of Sydney Council and the RTA in relation to the provision of adequate space for vehicle manoeuvres, specifically at the rear of the site within the location of the proposed loading docks. In response, the Proponent provided updated

Figure 28: Medium Rigid Vehicle Turning Path



The Department considers that adequate provisions for access to the development have been provided. Furthermore, the Proponent has provided a number of commitments, ensuring that the site can be serviced and will not generate adverse impacts on general traffic movements around the development.

- construction vehicle routes;
- number of trucks;

- hours of operation; and
- access arrangements.

The Proponent will be required to consult with the RTA and Council during the preparation of the Plan, and submit to the Director General for approval prior to the commencement of works. A condition to this effect is recommended by the Department. Within the submitted Transport and Accessibility Impacts Report, it is noted that the Plan will need to address the high pedestrian activity of the site and surroundings, with suitable pedestrian crossings points essential. Additionally, the Proponent has committed to ensuring that all necessary approvals from Council, the RTA or the Police are acquired prior to construction works commencing on site.

The Department is satisfied that the proposed construction of Lifecare will not have a detrimental impact on the surrounding local road network during its development, and that the preparation of a Construction and Environmental Management Plan will appropriately address the necessary safety precautions to ensure that minimal impacts are achieved during construction.

5.6. SOIL AND WATER

The proposed development involves excavation for the new lift within the adjacent Radiation Oncology Building and construction of three basement levels with Lifecare. The proposed excavation of the Lifecare basement levels has previously been approved by the City of Sydney Council on 19 October 2010. In this respect, appropriate conditions have been imposed under Council's separate consent issued for the basement excavation works. Appropriate conditions are also recommended by the Department to ensure that the minor excavation works for the lift have regard to the recommendations provided within the Geotechnical Investigation Reports.

The Proponent has noted within the EA that the site is not subject to flooding or overland flow from stormwater. The EA submits that the site is situated at a high point within the local catchment, having an approximately 1m fall across the site towards the north. The Proponent has committed to ensuring stormwater disposal from the site is designed in accordance with the relevant Council, Sydney Water and Australian Standards.

5.7. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

The proposed development is identified as being located within the footprint of two existing medical facility buildings, having been previously demolished under separate approval, by the Page Chest Pavilion and Brown Street Outpatients Building. In this regard, the proposal would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats. The subject is not identified as being flood affected or subject to bushfires. The site is also unlikely to be detrimentally impact upon changing sea levels from climate change.

The Building Services Report prepared by the Proponent as part of the EA has identified the following objectives for ESD:

- Lower life cycle costs;
- Indoor environment quality: solutions that will improve the sense of well-being of Patients and staff;
- Flexibility and adaptability; and
- Environment performance benchmark (using Green Star with minimum 4 star rating).

Further to the above objectives, the proposed design of the new medical facility commits to include a number of ESD principles as outlined below in Table 2.

Table 2: ESD Principles

ESD Principle	Lifehouse Design Description
Maximise natural daylight penetration	• Central atrium will permit daylight access to the building core; • High performance floor to ceiling glass facades; and • Lower level open floor plates.
Reduce solar gains	• Glass façades to be shaded horizontally and/or mesh screening; • Central atrium orientated along north-south axis; and • Glass on western elevation limited to 30%.
Maximise natural ventilation	• Central atrium will provide natural ventilation; and • Openable windows will be provided in inpatient units on L8 & L9.
Utilise sustainable materials	• Concrete structure will incorporate 15-20% recycled aggregates; • Low Volatile Organic Compound (VOC) materials selected; and • Timber supplies will be from sustainable sources where possible.
Promote sustainable transport	• Green Travel Plan to be implemented; • Investigations into the provision of a dedicated staff and visitor shuttle bus service; and • Provision of cyclist facilities to be provided within development.
Maximise water efficiency	• Potable water use will be minimised through rainwater harvesting from the roof for toilets, irrigation and cooling towers; • Provision of low-flow taps and fittings; and • Different water uses, including hot water plant, sterilisation plants, kitchens, cooling towers and mechanical systems, will have separate metres to be monitored by Building management System (BMS).
Maximise energy efficiency	• After-hour energy loss to be minimised through use of a zone control system that will shut down zones in the building that operate during normal 9am to 5pm business hours; • A thermal storage system for chilled water to be provided using fire water tank system to reduce peak cooling demand; • Fan-coil units and openable windows to be provided on L8 & L9 inpatient units to reduce reliance on air conditioning; • Energy efficient lighting provided with automated after hour controls and illumination provided at no greater than 25% above minimum AS recommended illumination levels; and • Small bore pipes will be specified to save many litres of wasted hot and warm water at no added capital cost.

The Proponent notes that the feasibility for the provision of a cogeneration plant is currently being investigated. Whilst DECCW were consulted and provided no detailed response to the proposal, the Department is aware of the relevant performance requirements for emissions from cogeneration plants and further, depending on the capacity of the cogeneration plant, may require separate licensing under the *Protection of the Environment Operations Act 1997*. In this regard, appropriate conditions will be imposed to ensure that the Proponent consults with DECCW and that the relevant approvals are gained the event that installing a cogeneration plant is sought by the Proponent.

The Department considers that the proposed ESD initiative and commitments made by the Proponent will ensure that the Chris O'Brien Lifehouse is a sustainable development and provides both positive short term and long term economic, social and environmental benefits. The Department is satisfied that the proposal has satisfactorily incorporated ESD into the design of the development and that through the implementation of the proposed sustainable management initiatives, the development will represent a sustainable use of the site.

The Department has recommended appropriate conditions to ensure that the proposal implements the proposed ESD measures and achieves a Green Star rating of a minimum 4 stars.

6. RECOMMENDATION

The Department has assessed the EA and considered the submissions in response to the proposal. The key issues relating to the proposal include: height; bulk and scale; public domain and urban design; environmental and residential amenity; heritage impacts; transport impacts; soil and water; and ecologically sustainable development.

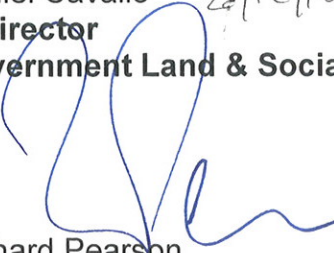
The Department considers that the proposal positively responds to the surrounding built environment and character of the Royal Prince Alfred Hospital Precinct. The proposal would provide for new consolidated world class cancer trial, research and treatment facilities for the wider community. The proposed design and façade treatment of the proposal responds to the innovative and research functions of the facility, while ensuring the bulk and mass of the building is integrated into the surrounding built environment.

The proposal provides appropriate responses to mitigate potential impacts on the surrounding environment, residential amenity, transport and access. In addition, the Department has recommended appropriate conditions in response to the key issues, including requirements to support proposed access arrangements, the submission of a construction management plan, noise and vibration management plan, implementation of ESD principles and heritage considerations.

The project is consistent with key objectives in the State Plan, Sydney Metropolitan Plan and Draft Sydney City Subregional Strategy and would provide significant public benefits to the broader community through the provision of an innovative world class medical, research and educational facility.

The Department is therefore satisfied that the impacts of the proposal can be suitably mitigated and/or managed to ensure a satisfactory level of environmental performance, pursuant to section 75J of the EP&A Act. Accordingly, the Department recommends the project application be approved, subject to conditions.


Daniel Cavallo 24/12/10
A/Director
Government Land & Social Projects


Richard Pearson 20/12/10
Deputy Director-General
Development Assessment & Systems Performance

APPENDIX A ENVIRONMENTAL ASSESSMENT

See the Department's website at

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3818

APPENDIX B SUBMISSIONS

See the Department's website at

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3818

APPENDIX C PROPONENT'S RESPONSE TO SUBMISSIONS

See the Department's website at

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3818

APPENDIX D CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

State Environmental Planning Policy (Major Development) 2005

On 25 August 2009, the Deputy Director General, as delegate of the Minister, formed an opinion that the project is a major project under clause 18 of Schedule 1 to the MD SEPP, as it is for a hospital with a capital investment value of more than \$15 million. The Minister is the approval authority. The Capital Investment Value for the project is estimated at \$230,350,000.

State Environmental Planning Policy (Infrastructure) 2007

The aim of this policy is to assist in the effective delivery of public infrastructure throughout the State. Schedule 3 of the SEPP requires traffic generating development to be referred to the RTA. The proposed development does not constitute traffic generating development under the SEPP, but was separately referred to the RTA for comment. Refer to Section 4 of this report.

Previous demolition works undertaken on the subject site to remove the Page Chest Pavilion and Brown Street Outpatients Building in accordance with Clause 58 of State Environmental Planning Policy (Infrastructure) 2007.

State Environmental Planning Policy No. 55 – Remediation of Land

SEPP 55 requires a consent authority to consider whether the land is contaminated, and if so, whether the land will be remediated before the land is used for the intended purpose. Accordingly, Argus Pty Ltd have undertaken a number of geotechnical and environmental site investigations, including:

- Detailed site walk-over inspection;
- On-site subsurface services locating;
- Concrete coring at the intended borehole locations;
- Drilling of 6 boreholes, advanced into the shale bedrock of the site;
- Recovery of rock cores for laboratory testing; and
- Reinstatement of boreholes and concrete capped.

Interim advice was provided by an accredited NSW DECCW Site Auditor, wherein it was noted that the subject site will be suitable for the proposed development when all material from the site has been appropriately excavated and removed from the site. Following its removal, the Site Auditor will issue a site audit statement clearing the site for development. The Site Auditor also recommended that the old roadbase and ash material in the fill layer should not be recycled as roadbase material, given the likely contaminants present and that this material be appropriately disposed of at a suitably licensed landfill site in accordance with DECCW.

It was noted that fill material was identified at each of the five borehole locations, comprising asphaltic concrete, concrete and road base pavement materials and poorly compacted sand, clay and gravels. Based on these results and investigations, it was concluded that the risks to human health and the environment were low and that the site is therefore considered suitable for the medical facility proposal.

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

SEPP 33 provides clear definitions of hazardous and offensive industries for use in environmental planning instruments, to facilitate development defined as hazardous and offensive or potential so, in accordance with the SEPP and to ensure that in determining this form of development that appropriate measures are employed to reduce the impact of the

development and require advertising of applications proposing to carry out such development.

Included within the EA was a Waste and Hazards Report, which identified the following dangerous goods to be present at Lifehouse:

- Cryogenic liquefied nitrogen;
- C1 combustible liquid (diesel for the emergency generator set);
- Flammable liquids (in very small quantities only);
- Class 6.1 cytotoxic drugs (with small quantities of active ingredients);
- Cytotoxic contaminated waste; and
- Class 6.2 infectious substances.

It should be noted that it is not intended for any radioactive wastes of Class 7 (radioactive substances) to be generated within Lifehouse. Further, based on the proposed quantities of the identified dangerous goods, the provisions of SEPP 33 do not apply to the project.

Notwithstanding the above, diagnostic and clinical treatment radiation equipment is proposed to be present within Lifehouse. To ensure that the relevant Australian Standards are fully complied with, during the detailed design stage of the development, the Proponent advised within the EA that a radiation consultant will be consulted on the appropriate shielding requirements for the internal structure and equipment.

South Sydney Local Environmental Plan 1998

South Sydney Local Environmental Plan 1998 (SSLEP) is the principle statutory planning instrument applying to the site. Under SSLEP, the subject site is zoned No.5 – Special Uses. The relevant objectives of the zone include:

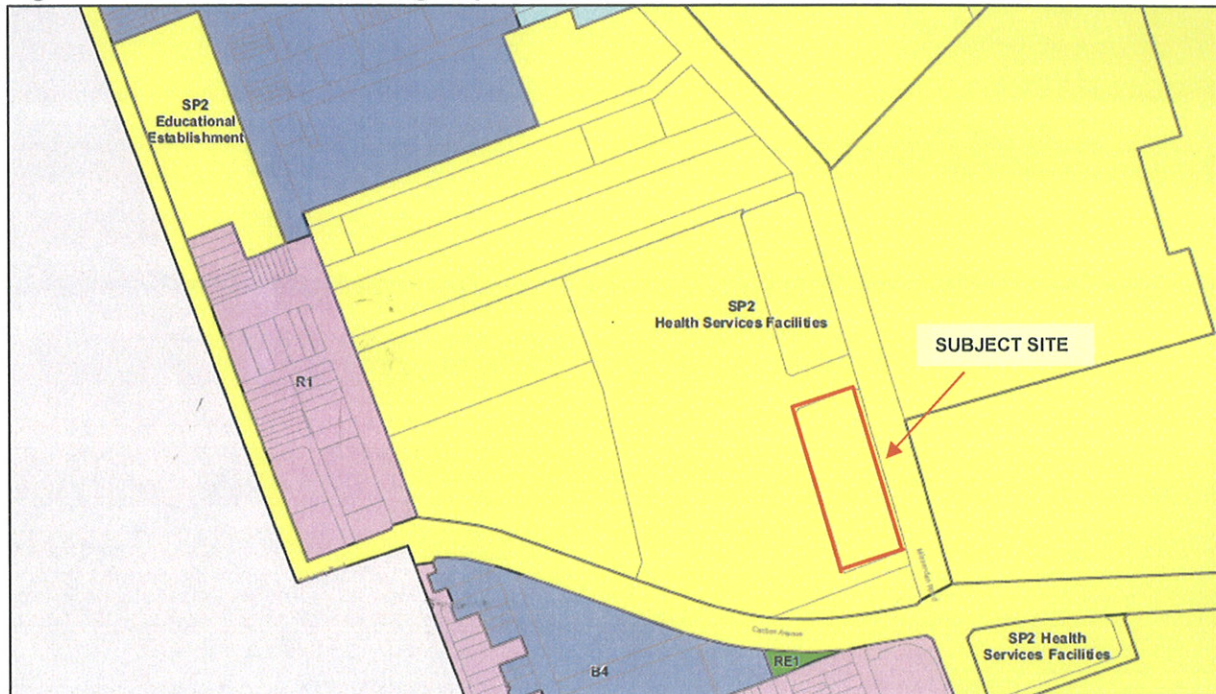
- (a) to facilitate certain development on land which is, or is proposed to be, used by public authorities, institutions, organisations or the Council to provide community facilities, services, utilities or transport facilities, and*
- (b) to allow other ancillary development which is incidental to the primary use specified on the map, and*
- (c) to provide flexibility in the development of sites identified for special uses by allowing development which is permissible on adjoining or adjacent land, and*
- (d) for land in the zone and within Green Square, in addition to the above:*
 - (i) to reflect and reinforce the need for proper recognition of community land and facilities as part of a robust public domain in the Green Square locality, and*
 - (ii) to recognise that protecting and improving the quality, accessibility and impact of the public domain makes a fundamental contribution to the social, economic, environmental and urban design outcomes for the area, and*
 - (iii) to ensure that development contributes to a sustainable, vibrant community, and reflects equal and integrated consideration of social, economic and environmental design issues.*

The proposed development is permissible with consent under the SSLEP. Further it is considered that the proposed Chris O'Brien Lifehouse satisfactorily meets the objectives of the SSLEP No.5 Special Uses zone, wherein the proposal will be utilised by public authorities and institutions to provide a community health service and facilitate ancillary retail and support land uses within the ground floor retail shell.

The subject site is also subject to heritage conservation provisions, which are considered to have been appropriately addressed within the Statement of Heritage Impact, as outlined above in Section 5 of this report.

Further, the City of Sydney Council is currently preparing a new City Plan, being the Sydney Local Environmental Plan 2010 – draft, that will consolidate all relevant statutory planning controls and provisions, including those statutory provisions of land formally within the Local Government Areas of Leichhardt and South Sydney. In this respect, the subject site has been identified as SP2 Infrastructure – Health Services Facilities (see Figure 29), retaining its special uses zoning characteristics.

Figure 2: Draft SLEP 2010 Zoning Map



Airports Act 1996 and Airport (Protection of Airspace) Regulations 1996

The proposed development is located under a flight path that is under the protection of *Airports Act 1996* and *Airports (Protection of Airspace) Regulations 1996*. Given the proposed maximum height of the development and its intrusion into the conical surface of the Obstacle Limitation Surface (OLS) for Sydney Kingsford Smith Airport by up to 11.6 metres, the proposal constitutes a controlled activity.

Accordingly the proposal was referred to the Sydney Airport Corporation Limited independently by the Proponent for review and further assessment. Given the permanent intrusion of the proposed development within the OLS of Sydney Airport, approval is required from the Commonwealth Department of Infrastructure, Transport, Regional Development and Local Government (DITRD LG).

In assessing the proposal, DITRD LG considered assessments submitted by the Proponent, Sydney Airport Corporation Limited, the Civil Aviation Safety Authority, Airservices Australia and relevant airlines. Generally, no objections were raised to the proposal, subject to the maximum height of the proposal being restricted to 81.6m AHD and that the buildings highest points are obstacle lit, with these respective details being forwarded to Sydney Airport Corporation Limited upon completion of the development.

Accordingly, DITRD LG recommended that the proposal be approved subject to relevant conditions being imposed.

APPENDIX E AGENCY SUBMISSIONS

See the Department's website at

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3818

APPENDIX F RECOMMENDED CONDITIONS OF APPROVAL
