

Section 75W to Project Approval (MP10_0050)



Westmead Millennium Institute, Westmead Health Campus

Submitted to Department of Planning and Infrastructure
On Behalf of Westmead Millennium Institute for Medical Research

September 2013 ■ 13254

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This report has been prepared by: Alexis Cella

Signature

Date 23/09/2013



This report has been reviewed by: Amanda Harvey

Signature



Date 23/09/2013

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1.0 Introduction

This Environmental Assessment Report (EAR) for modifications to the Project Approval for the Westmead Millennium Institute at the Westmead Health Campus, is submitted to the Minister for Planning in accordance with section 75W and Clause 3C of Schedule 6 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The Project Approval (MP 10_0050) allows for the construction and use of an 8 storey medical research building, including landscaping provision of at-grade parking for 50 car spaces.

This report has been prepared by JBA on behalf of Westmead Millennium Institute for Medical Research (the proponent). The report describes the proposed modifications, outlines the purpose of the modifications, and incorporates an environmental assessment of relevant matters arising from the proposed changes.

In summary, this Section 75W application seeks the following modifications to the Project Approval:

- Amendment to vehicle access arrangements for the at grade car park, with access/egress from Hawkesbury Road via Hospital Road adjacent to the Children's Medical Research Institute (CMRI);
- Amendment to the main entry, including provision of new accessible ramp;
- Minor extension to the approved construction hours;
- Clarification regarding ESD measures and initiatives to be incorporated and the achievement of a Green star rating;
- Adjustment to the timing for submitting the travel demand management plan;
- Provision of an additional bridge link from the WMI building to the adjoining skywalk along the public car park to the west;
- Deletion of the pedestrian links/connections to CMRI;
- Minor changes to façade materials; and
- Minor changes to façade line along western elevation.

1.1 Background

Westmead Millennium Institute

The Westmead Millennium Institute (WMI) is one of the largest and most productive medical research institutes in Australia, conducting world class biomedical, population health and translational research.

Established in 1996, WMI has grown rapidly and is approaching 500 staff and students (400 full-time equivalents). The Institute's research focus spans infectious and immune diseases; cancer and leukaemia; mental illness and liver, kidney, eye, heart and respiratory disease.

WMI is closely affiliated with Westmead Hospital (with researchers currently accommodated within the hospital) and University of Sydney and research extends from the laboratory to the patient using the basic tools of molecular and cell biology, genetic epidemiology, imaging technology and clinical research. The growth of WMI has created enormous strains on research space within Westmead Hospital, leading to overcrowding and dislocation of research groups into multiple locations (often separated by up to 450m) and has resulted in an inability to accept applications from leading scientists and groups to join the Institute from interstate and overseas.

Project Application

A Project Application under the then *Part 3A of the Environmental Planning and Assessment Act 1979* for a new medical research facility to house WMI was lodged in September 2010 to the Department of Planning.

The Project Application was approved by the Minister for Planning under delegation to the Deputy Director General of Planning on 30 January 2011 subject to a number of conditions (MP 10_0050).

The new, standalone and state of the art medical research facility provides WMI with significant improvements to existing conditions and supports the Westmead Health Campus to continue to attract internationally-renowned scientists and reinforce its position as a world leader in health and medical research.

Development Status

Construction is well underway on the project, with completion (subject to funding) expected in 2014, refer to **Figure 1**.

In completing the project there are a number of detailed design aspects that have been reviewed and evolved since the original Project Approval was granted. This S75W modification seeks to reflect those design development changes as well as other administrative and operational changes.



Figure 1 – Aerial Photo (May 2013)

Source: Nearmap

It is also noted that Director General Requirement's for Stage 2 of WMI have been issued. Stage 2 (subject to funding) is planned to involve a four (4) storey rear infill extension to the approved WMI building.

2.0 Description of Proposed Modifications

The proposed modifications to the Project Approval are described in this section. This Section 75W application seeks the following modifications to the approved Project Application:

- Amendment to vehicle access arrangements for the at grade car park, with access/egress from Hawkesbury Road via Hospital Road adjacent to the Children's Medical Research Institute (CMRI);
- Amendment to the main entry, including provision of new accessible ramp;
- Minor extension to the approved construction hours;
- Clarification regarding ESD measures and initiatives to be incorporated and the achievement of a Green star rating;
- Adjustment to the timing for submitting the travel demand management plan;
- Provision of an additional bridge link from the WMI building to the adjoining skywalk along the public car park to the west;
- Deletion of the pedestrian links/connections to CMRI;
- Minor changes to façade materials; and
- Minor changes to façade line along western elevation.

Revised architectural plans prepared by BVN Architecture illustrating the proposed modifications (where relevant) are provided at **Appendix A**.

The different components of the proposal as they relate to specific conditions are discussed further below.

2.1 Proposed Modifications to the Approval

The above modifications necessitate modifications to the instrument of approval for the Project Approval. Words proposed to be deleted are shown in ~~**bold strike through**~~ and words to be inserted are shown in ***bold italics***.

Schedule 2

Part A – Administrative Conditions

Condition A2 – Development in Accordance with Plans and Documentation

The development will be undertaken in accordance the following drawings and documents:

- *Environmental Assessment titled 166 – 174 Hawkesbury Road, Westmead, Westmead Millennium Institute and Westmead Research Hub, dated September 2010, prepared JBA Planning*
- *Preferred Project Report titled 166 – 174 Hawkesbury Road, Westmead, Westmead Millennium Institute and Westmead Research Hub, dated December 2010, prepared JBA Planning*
- *Statement of Commitments at Schedule 3 prepared by JBA Planning dated December 2010*
- ***the Section 75W Modification prepared by JBA dated September 2013***
- *Architectural (or design) drawings prepared by BVN Architects:*

<i>Drawing No</i>	<i>Revision</i>	<i>Name of Plan</i>	<i>Date</i>
DA-A02	Issue 5	Site Survey Plan	23.08.10
DA-A03	Issue 6	Site Analysis Plan	24.08.10
DA-D-B1	Issue 4	Floor Plan Level B1 - Basement	23.08.10
DA-D-00	Issue 8 Issue 9	Floor Plan Level 00 – Lowe Ground	15.09.10 03.09.13
DA-D-00M	Issue 5	Floor Plan Level 00M – Mezzanine	15.09.10
DA-D-01	Issue 7 Issue 8	Floor Plan Level 01 – Upper Ground	15.09.10 03.09.13
DA-D-02	Issue 6	Floor Plan Level 02	25.08.10
DA-D-03	Issue 6	Floor Plan Level 03	25.08.10
DA-D-04	Issue 4	Floor Plan Level 04	25.08.10
DA-D-05	Issue 4	Floor Plan Level 05	25.08.10
DA-D-06	Issue 4	Floor Plan Level 06	25.08.10
DA-D-07	Issue 6	Floor Plan Level 07 – Plant	25.08.10
DA-D-08	Issue 3	Roof Plan	23.08.10
DA-E-01	Issue 6 Issue 7	South Elevation	25.08.10 03.09.13
DA-E-02	Issue 6 Issue 7	West Elevation	25.08.10 03.09.13
DA-E-03	Issue 6 Issue 7	North Elevation	25.08.10 03.09.13
DA-E-04	Issue 6 Issue 7	East Elevation	25.08.10 03.09.13
DA-F-01	Issue 6	Section 01	25.08.10
DA-F-02	Issue 6	Section 02	25.08.10
DA-F-03	Issue 6	Section 03	25.08.10
DA-F-04	Issue 6	Section 04	25.08.10
DA-Z-40	Issue 2	Floor plan level 01 – upper ground showing proposed link to existing CMRI	23.08.10
LD001	Rev B	Landscape concept plan	15.09.10
LD002	Rev A	Plant schedule and design statement	24.08.10

Reason:

This condition has been updated to reflect the proposed architectural changes as sought under this modification application (refer to **Appendix A** for specific details), and which include:

- Changes to the access arrangements to the at grade car park. These changes aim to provide a more efficient car park access arrangement and prevent the need for vehicles having to unnecessarily access areas of the hospital not associated with WMI;
- Change to the configuration of the entry ramp from Hawkesbury Road. This change is required in order to address level differences between the footpath along Hawkesbury Road and the main entry;
- Provision of an additional bridge link from the WMI building to the adjoining skywalk along the public car park to the west. This additional link will provide for improved integration with the existing Hospital;
- Deletion of the links/connections to CMRI. Since the Project Approval was granted those opportunities of linking with the adjoining CMRI are no longer available due to internal changes in the layout and configuration of CMRI;

- Changes to façade materials. The changes have occurred in response to detailed design development and to suit internal functional arrangement. Changes in the main relate to reducing the extent of glazing to the less visible facades; and
- Changes to façade line along the western elevation, resulting from a rationalisation of the café space.

Part D – During Construction

D1 Ecologically Sustainable Development

The project ~~shall achieve as a minimum~~ will target a 4 star Green Star design rating and shall further investigate the measures and initiatives outlined within the EA and relevant modification applications.

Reason:

Since this project application was approved, there has been a general approach adopted for health related projects by the Department of Planning and Infrastructure to only require the targeting of a Green Star rating. This is on the basis that the mandating of achieving a Green Star rating is considered unreasonable and onerous, especially from a financial feasibility perspective.

Further, the WMI building is a research facility containing highly specialised Class 8 laboratory areas and as such does not meet the minimum 50% BCA Class 9B eligibility requirements for a formal Green Star Education VI Design rating. Notwithstanding, suitable ESD measures and initiatives have been adopted from this rating tool and incorporated into the design (refer to the ESD Initiatives Report prepared by AECOM at **Appendix B**).

Accordingly it is proposed that achievement of a Green Star rating is targeted.

D2 Hours of work

The hours of excavation and work on the development must be as follows:

- *All excavation and construction work and activities in the vicinity of the site generating noise associated with preparation for the commencement of work (e.g. loading and unloading of goods, transferring of tools etc) in connection with the approved development must only be carried out between the hours of:*
 - o ~~7.30am~~ **7.00am** and ~~5.30pm~~ **6.00pm** on Mondays to Fridays;
 - o 7.30am and ~~3.00pm~~ **4.00pm** on Saturdays; and
 - o No work must be carried out on Sundays or public holidays.
- *Works may be undertaken outside these hours where:*
 - o *The delivery of materials is required outside these hours by the police or other authorities;*
 - o *It is required in an emergency to avoid the loss of life, damage to property and/or to prevent environmental harm; or*
 - o *The work is approved by the Director General or his nominee.*

Reason:

The proposed hours are generally in line with normal City/centre construction industry working hours. Further, in the context of the site being located within a precinct that operates 24 hours, 7 days a week (including the operations of a helicopter) these hours are considered reasonable.

It is noted that these hours are consistent with those approved for a number of other health and research projects, including the adjoining Children Medical Research Institute project (MP08_0159) and the Chris O'Brien Cancer Project (MP10_0036).

The extended hours will also have the added benefit of reducing the overall construction program for the project and therefore result in a shorter period of time in which there will be potential construction impacts on surrounding development.

Part F – During Operations

F1 Ecologically Sustainable Development

The project ~~shall achieve as a minimum~~ will target a 4 star Green Star design rating and shall further investigate the measures and initiatives outlined within the EA and relevant modification applications.

Reason:

Since this project application was approved, there has been a general approach adopted for health related projects by the Department of Planning and Infrastructure to only require the targeting of a Green Star rating. This is on the basis that the mandating of achieving a Green Star rating is considered unreasonable and onerous, especially from a financial feasibility perspective.

Further, the WMI building is a research facility containing highly specialised Class 8 laboratory areas and as such does not meet the minimum 50% BCA Class 9B eligibility requirements for a formal Green Star Education VI Design rating. Notwithstanding, suitable ESD measures and initiatives have been adopted from this rating tool and incorporated into the design (refer to the ESD Initiatives Report prepared by AECOM at **Appendix B**).

Accordingly it is proposed that achievement of a Green Star rating is targeted.

Schedule 3 Proponent's Statement of Commitments

3. Ecologically Sustainable Development

- *The measures and initiatives outlined within the ESD Report prepared by ~~Arup (July 2010)~~ AECOM (December 2012) will be investigated.*
- *The development will ~~target~~ ~~comply~~ compliance with the Engineering Services and Sustainable Development Guidelines Technical Series TS11 (Version 2.0 December 2007).*
- *The development will ~~achieve as a minimum~~ target 4 Star Green Star Design Education v1 rating.*

Reason:

- The project design as part of design development has investigated and tested the feasibility of the measures and initiatives outlined within the original Arup ESD Report. This process has led to the adoption of some but not all of the identified measures and initiatives, acknowledging the constraints of the functional needs of a medical research institute and the available budget. The ESD Initiatives Report at **Appendix B** (prepared by AECOM) details the measures and initiatives that are now proposed to be incorporated as part of the final project build.
- The WMI Project was initially commenced as a NSW Health project. WMI transitioned in June 2010 from a Department of SWAHS to an independent research institute. TS11 is a mandatory requirement of NSW Health, however after the transfer of control, TS11 is no longer mandatory. Further, it is worth noting that TS11 is intended to apply to hospitals and health care buildings (which the WMI building is not) and therefore some of the requirements of TS11 are not relevant or appropriate. The WMI facility proposes to utilise the good design intent and principles of the TS11 as a minimum standard where applicable. However the project will not be fully complying with its requirements. All design will comply with applicable Australian Standards and the BCA on a deemed to satisfy or a performance based approach. Accordingly it is proposed that compliance with TS11 is targeted.

- The WMI building is a research facility containing highly specialised Class 8 laboratory areas and as such does not meet the minimum 50% BCA Class 9B eligibility requirements for a formal Green Star Education VI Design rating. Notwithstanding, suitable ESD measures and initiatives have been adopted from this rating tool and incorporated into the design (refer to the ESD Initiatives Report prepared by AECOM at **Appendix B**). Accordingly it is proposed that achievement of a Green Star rating is targeted.

4. Transport Demand Management

*A travel demand management plan, as outlined within the Transport and Access Report prepared by Scape (August 2010), will be prepared and implemented prior to **occupation of the building the commencement of works.***

Reason:

A travel demand management plan is a document that will develop and evolve over the life of the project and be implemented at the commencement of operations. It forms an important part of managing the transport demand generated by the operations of a development.

Work has already commenced in terms of the initial preparation of the travel demand management plan, however it is not able to be completed until the project is completed. From a timing perspective, the importance of implementing the travel demand management plan is post occupation.

20. Traffic and Parking

- *The layout of the proposed car parking areas associated with the subject development will be in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002 for heavy vehicle usage.*
- *The swept path of the longest vehicle entering and exiting the site, as well as manoeuvrability through the site, will be in accordance with AUSTROADS.*
- *All vehicles will enter and leave the site in a forward direction.*
- *All vehicles will be wholly contained on site before being required to stop.*
- *A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control will be submitted to the Department/Council prior to the issue of a Construction Certificate.*
- *All works/regulatory signposting associated with the proposed development will be at no cost to the RTA.*
- *50 off-street parking spaces will be provided, permanently marked on the pavement and used accordingly. The dimensions for parking spaces and aisle width will be in accordance with AS 2890.1-2004 (minimum of 2.4m wide x 5.4m long clear of columns plus 300mm clearance adjacent walls & 6.2m aisle width minimum).*
- *25 bicycle spaces for staff & visitors will be provided including change rooms with toilets, shower facilities & lockers.*
- *Vehicle access points to the carpark that can be accessed from Hawkesbury Road, Westmead will be provided accordingly. **Access/egress Entry to the site & carpark** will be provided via ~~the service road to the south (for WMI vehicles only) and exit to the north on to~~ Hospital Road.*
- ~~*Traffic into & out of the carpark will be a one way traffic movement (from southern end to northern end) and will be marked on the pavement with directional arrows.*~~
- *The existing vehicle access point located centrally along the site's Hawkesbury Road frontage will be removed upon construction of the development site.*
- *Driveway and ramp gradients will comply with Clause 2.5, Clause 2.6 and Clause 3.3 of AS2890.1-2004.*

- *Traffic facilities to be installed, such as; wheel stops, bollards, kerbs, signposting, pavement markings, lighting and speed humps, will comply with AS2890.1-2004.*
- *A Road Occupancy Permit will be obtained from Council for occupation of any part of footpath or road at or above (including construction and/or restoration of footpath and/or kerb or gutter) during construction of the development. An application for a Road Occupancy Permit will be submitted through Council's Traffic & Transport Services, prior to carrying out construction/restoration works.*

Reason:

Since the original access arrangements were devised for the at grade car parking serving WMI, it has now become evident that there are a number of issues related with this option.

As outlined within the Car Park Access Statement at **Appendix C** prepared by Cattell Cooper, the main issues with the present approved access arrangements are:

- WMI staff and visitors would require access through the WH boom gate and while theoretically staff could be provided with a pass, this would be difficult to arrange for visitors. As the boom gates are controlled by WH (not WMI), special access arrangements for WMI visitors would be difficult to organise.
- On passing through the boom gate WMI staff and visitors would effectively have access to any WH parking.
- On leaving the WMI car park WMI staff and visitors would have access to CHW staff parking.
- The one-way arrangement through the WMI car park is not necessary, control measures are required at both the entry and egress locations and it requires measures to prevent access to both the WH and CHW staff car parks.

Following an analysis of alternative options, Cattell Cooper advise that a preferred option for access/egress for WMI staff and visitors is from Hawkesbury Road via Hospital Road adjacent to CMRI. This preferred option has been reflected within the revised architectural plans include at **Appendix A**.

3.0 Environmental Assessment

This chapter contains an assessment of the environmental effects of the proposed modified development as described in the preceding chapters of this report.

3.1 Accessibility

As part of design development it has become evident that the difference in levels between the Hawkesbury Road footpath and the main building entrance are such that it warrants the provision of a new ramp access arrangement to be provided.

Detailed survey of the levels demonstrate that the original design intent incorporating the 1 in 20 ramped entry starting from the western edge of the footpath cannot be accommodated. An alternative design involving extending the ramp across the footpath to the eastern edge (i.e. the curb line) was considered however given objection raised by Parramatta City Council (on the basis that the crossfall of the footpath would exceed 1 in 40 gradient) it has not been progressed.

The only other alternative to potentially maintaining the original access arrangement would have been to lower the entire building. However this outcome would have significant implications for the project and compromise access to the loading dock area from Hospital Road.

Accordingly, a revised compliant solution is now being proposed for the main entrance that comprises a 1 in 40 wheelchair accessible ramp running north-south along the south-eastern corner of the building with a complementary adjacent stepped connected between the footpath and the main entrance levels.

This solution is considered to be acceptable and continues to ensure that both 'able' and 'disabled' persons can share the same entrance to the building.

The addition of a new sky bridge will support the integration of the building with the Westmead Health Campus, via an accessible access.

3.2 Transport and Access

An assessment of the proposed changes to vehicle access arrangements has been undertaken by Cattell Cooper, refer to the Car Park Access Statement included at **Appendix C**.

Cattell Cooper advises:

- That in order to accommodate both entry and exit to the WMI car park from Hospital Road, without the need to enter an adjacent controlled carpark, will require the re-location of the existing boom gate along Hospital Road. This will allow staff and visitors to access the WMI car park without the need to go through this controlled access point.
- There is sufficient space beyond the WMI car park entry/egress to accommodate the relocated boom gate without impacting current buildings, activities and traffic movements.
- The relocation of the boom gate supports the redevelopment of CMRI, which will see the loading dock access/egress moved north, beyond the current boom gate location.
- The proposed entry/exit barriers at the WMI car park will be located well into the WMI car park to facilitate queuing on site without impacting vehicles accessing the adjacent Children's Hospital staff parking.

- The proposed amended access arrangements would result in a slight increase in vehicles using Hospital Road in the morning peak period. The expected level of increase is unlikely to have an impact on vehicles accessing the Children's Hospital car park.
- As egress arrangements are essentially unchanged from what was originally approved, there would be no increase in traffic due to vehicles leaving the WMI car park under these arrangements.
- The proposed access arrangements prevents WMI staff and visitors gaining access to the broader Westmead Health Campus and Children's Hospital staff parking.

3.3 Noise

The proposed minor extension to construction hours are not considered to result in any adverse impacts on surrounding noise sensitive uses. The proposed minor extension is consistent with that approved for the adjoining CMRI redevelopment project. Importantly, the extended hours will assist with ensuring the project is completed efficiently and potentially reducing the overall construction period.

3.4 Built Form / Urban Design

A range of minor changes to the façade are proposed as part of this s75W modification application. The changes have occurred in response to detailed design development and to suit internal functional arrangement.

The proposed changes include:

North elevation:

- Translucent facade panels have been changed to solid facade panels to suit internal functional arrangements
- Extent of vertical louvres and external glazing reduced
- Within the Setback area the previous vertical louvres and glazing have been replaced with a solid concrete wall

East elevation

- The extent of glazing has been reduced with a section of windows at the Eastern and Western ends removed.

South elevation

- Translucent facade panels have been replaced with a combination of glazed and solid facade panels with vertical louvres to suit internal functional arrangements with vertical louvres (glazing behind)
- A solid concrete wall to incorporate building signage has been included adjacent to the main entry.
- The extent of vertical louvres has been increased to screen the escape stair at the Northern end.

West elevation

- The alignment of facade line has been modified at the lower levels to be consistent with the internal planning layout.

As evident from the above description and the revised elevations included within **Appendix A**, the changes to materiality do not undermine the original design aesthetic of the building:

- Continuing to ensure the building reflects a further modern and iconic addition to the Westmead Health Campus; and
- With materials selected that create a distinct and identifiable presence for WMI;
- Complementing surrounding existing and future medical research and hospital buildings; and
- Strengthening the community's and the medical worlds appreciation for the important contribution research facilities such as WMI make.

The minor extension to the façade line along with western elevation provides for a more useable café area that is protected from the elements and able to be used all year round.

In addition, the provision of a new glazed bridge linking with an existing skywalk will not be readily visible from the street and supports important integration of facilities across the Westmead Health Campus.

4.0 Conclusion

This Section 75W modification seeks approval for a range of matters resulting from the design development of the project and other administrative changes. The proposed changes are critical to ensuring the project is delivered and that the significant public benefits of the medical research facility are realised.

The assessment contained within this report has identified that there will not be any adverse environmental impacts resulting from the proposed modifications.

Due to the merit of the proposed modifications and the lack of any adverse environment, social and economic impacts, the modifications are therefore warranted in this instance.