

**MAJOR PROJECT ASSESSMENT:
Sydney Children's Hospital
High Street, Randwick
(MP 10_0096)**



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

April 2011

ABBREVIATIONS

CIV	Capital Investment Value
Department	Department of Planning and Infrastructure
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning and Infrastructure
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 and Infrastructure
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	Health Infrastructure
RtS	Response to Submissions

Cover Photograph: Photomontage from Hospital Road (*Source: BVNArchitecture*)

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EXECUTIVE SUMMARY

This report is an assessment of a Project Application seeking approval for the construction and operation of a new five storey building to support the Sydney Children's Hospital pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The proposal is located at the Randwick Health Campus, which is bound by High Street to the north, Avoca Street to the east, Barker Street to the south and Hospital Road to the west. The proposal is located to the south of the existing Sydney Children's Hospital on the eastern side of Hospital Road.

The Project Application seeks approval for the construction and fit-out of a five storey building with approximately 4,660m² of floor space to accommodate: children and adolescent mental health services; paediatric rehabilitation services; day only and short stay facility; respiratory medicine treatment and consultation services, and consultation area for Child Protection Services (including 35 beds, offices, administration spaces, consulting rooms, meeting rooms; communal areas, a school room); 11 at-grade car parking spaces; courtyards; landscaping; and plant and infrastructure.

The Capital Investment Value (CIV) of the proposal is approximately \$25.772 million.

On 8 July 2010, the Director, Government Land and Social Projects, as delegate of the Minister for Planning, formed an opinion that the project is a major project under clause 18 of Schedule 1 to the MD SEPP, as it is a development for the purpose of providing professional health care services with a CIV of more than \$15 million. The Minister is the approval authority.

The site is zoned 5 Special Uses under Randwick Local Environmental Plan 1998 (Consolidation) and the proposed development is permissible in this zone.

The proposal was exhibited from 10 November 2010 until 10 December 2010. The Department received submissions from Randwick City Council, the Roads and Traffic Authority (RTA), Transport NSW and Sydney Water. One submission was also received from the public. The key issues raised in the submissions were location of car parking spaces for persons with a disability and provisions of bicycle facilities.

The Department has assessed the merits of the proposal and has found the key issues associated with the project include: built form and urban design; amenity impacts; transport and access; and heritage. The Department is satisfied that the impacts of the proposed development have been addressed via the Environmental Assessment, Preferred Project Report and Statement of Commitments, and can be adequately managed through the recommended conditions.

The Department considers the site to be suitable for the proposed development and that the application is in the public interest and is consistent with the objects of the EP&A Act (including ecologically sustainable development), the Metropolitan Plan for Sydney 2036 and the Draft East Subregional Strategy. Consequently, the Department recommends that Project Application for the construction of a five storey building and operation as part of the Sydney Children's Hospital be approved, subject to conditions.

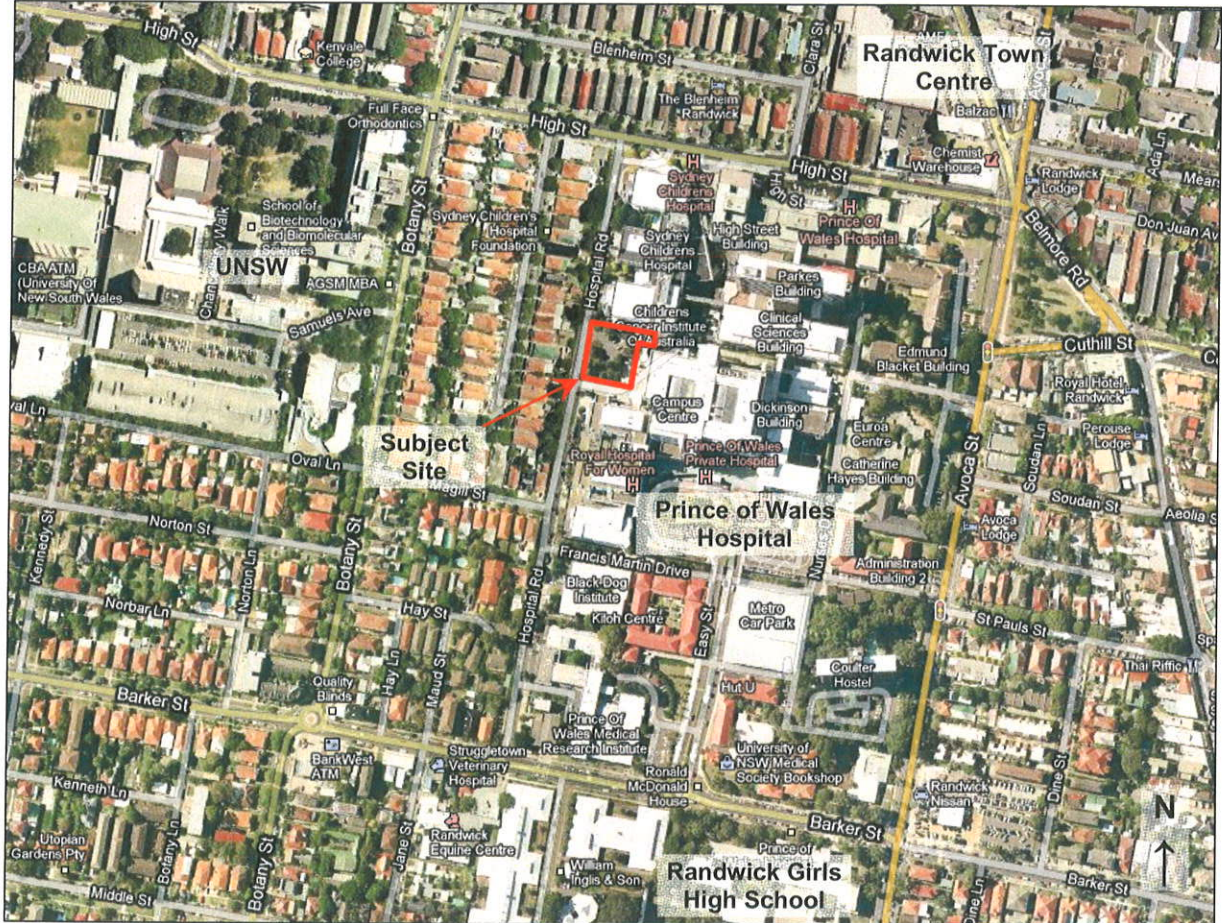
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1. BACKGROUND

Health Infrastructure (the Proponent) proposes to construct and operate a five storey building to support the Sydney Children's Hospital (SCH), at Randwick Health Campus. The Randwick Health Campus is bound by High Street to the north, Avoca Street to the east, Barker Street to the south and Hospital Road to the west and is located in the Randwick LGA. The proposal is located on the eastern edge of the Campus and to the south of the existing SCH. The Randwick Health Campus, the existing SCH and proposed project location is shown in Figure 1.

Figure 1: Project Location



1.1 Site Location and Description

The Randwick Health Campus is located within the Randwick Health and Education Precinct and the locality is well serviced by bus services. The University of New South Wales (UNSW) is located 160 metres to the west and Randwick Town Centre adjoins the Campus to the north and is located approximately 280 metres to the north-east of the project location site. The land is owned by the Health Administration Corporation.

The Campus comprises an area of over 13 hectares and contains a variety of medium and high rise hospital buildings. High Street is the primary access point into the site for the SCH, with vehicular access also available via Hospital Road, Barker Street and Avoca Street. The SCH access does not connect to other areas of the Campus.

The project location forms part of the Campus (Lot 1, DP870720) and is located adjoining the existing SCH to the south. The site is currently occupied by an outdoor rehabilitation area, at-grade car park/drop-off area, driveway, service areas and garden areas (see Figures 2-6). Refer to Figure 7 for the existing site layout.

The development site was inspected by Departmental officers on 23 February 2011.

Figure 2: Existing at-grade car parking on site



Figure 3: Existing vehicle access



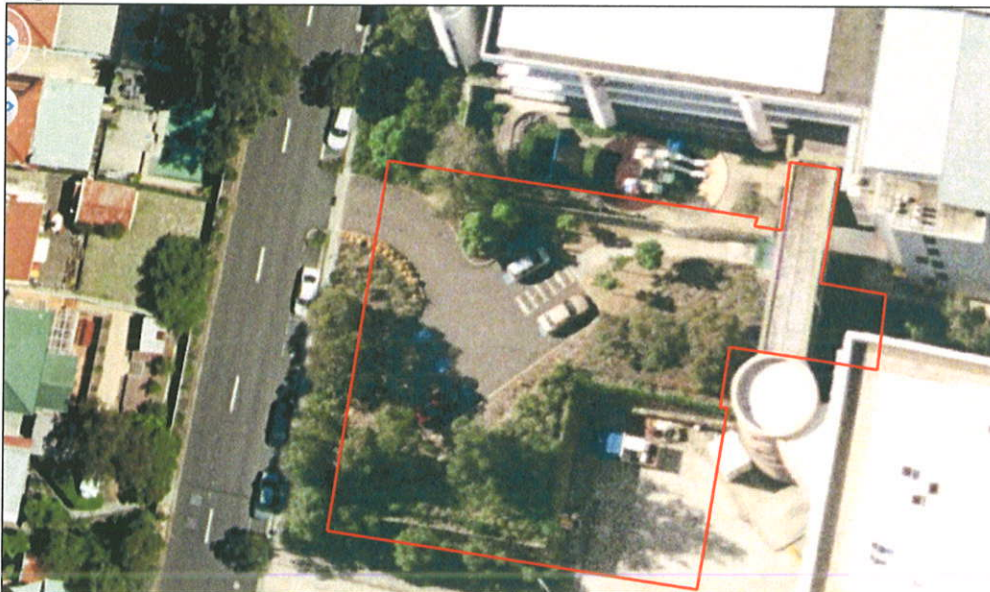
Figure 4: Existing retaining wall and retained service bays in basement level



Figure 5: At-grade parking at the front of the site on Hospital Road



Figure 6: Aerial view of site



The site plan shows the layout of the former St. Mary's Hospital. A large area, outlined in red and filled with red diagonal hatching, represents the asbestos management area. This area includes a central building complex, several gardens, and a carpark. Key features labeled within the red area include: 'VARIOUS PLAYGROUND EQUIPMENT' in a circular area at the top; 'LAPPED & CAPPED PALING FENCE ON LOW CEMENT RENDERED RETAINING WALL' along the northern boundary; 'BITUMEN CARPARK' in the center; 'REMAINS OF ASBESTOS ENCASED PIPE' on the western side; 'CONCRETE BLOCK RETAINING WALL' in the southern part; and 'GARDEN' in several locations. Outside the red area, labels include 'HOSPITAL ROAD' on the left, 'ST. MARY'S HOSPITAL' at the top, '5 STOREY CEMENT RENDERED FLAT ROOF' on the right, and 'ELECTRICAL PLANTROOM' at the bottom right. The plan is covered with numerous elevation points and structural details.

Development surrounding the Campus consists of:

- the Randwick Town Centre and low-scale residential to the north;
- low-scale residential development of one to two storeys to the west and east;
- horse stables, a veterinary clinic and Randwick Girls High School to the south.

Development immediately surrounding the project location site comprises the existing SCH to the north, Prince of Wales Public and Private Hospital's buildings to the east, the Royal Hospital for Women building to the south and one to two storey residential development to the west.

2. PROPOSED PROJECT

The Project Application (as exhibited in the EA and as amended by the PPR) seeks approval to construct a five storey hospital building to support the delivery of children's health services at the existing SCH at the Randwick Health Campus, including children and adolescent mental health services; paediatric rehabilitation services; day only and short stay facility; respiratory medicine treatment and consultation services, and consultation area for Child Protection Services. Project approval is also sought for a loading area, car parking, new footpath and landscaping.

The project layout is shown in Figure 8. The key components of the project are listed in Table 1.

Figure 8: Project Layout (ground floor)

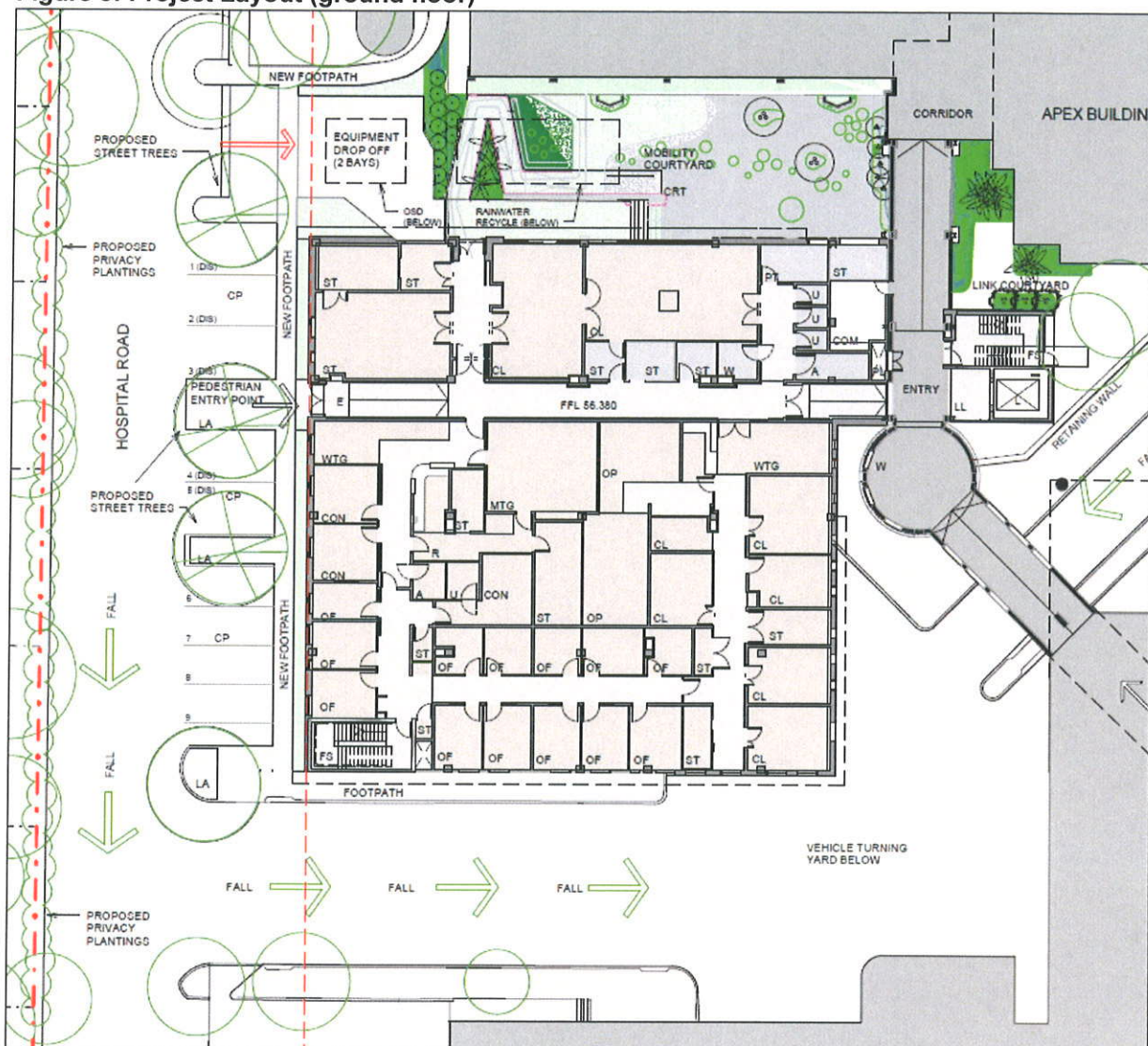


Table 1: Key Project Components

Aspect	Description	
Height	25.81 metres	
Site Area	1,890 m ²	
GFA	4,660 m ²	
Car parking spaces	11 (nine car parking spaces and two service vehicle spaces)	
Levels	Basement	Plant and services including 2,000 litre fuel tank (retention of the five existing service bays)
	Level 00 (Ground)	Pedestrian entrance, linkage to existing SCH and Prince of Wales Hospital, reception area, waiting rooms, consultant rooms, offices, storage areas, amenities and 11 at-grade parking spaces in front of the building (including two service area spaces)
	Level 1	27 day only and short stay beds, staff rooms, offices, consultant rooms, storage areas, linkage to existing SCH and Prince of Wales Hospital
	Level 2	Staff rooms, offices, consultant rooms, storage areas, linkage to existing SCH and Prince of Wales Hospital

Aspect	Description	
	Level 3	Eight children and adolescent mental health service inpatient unit beds, staff areas, lounges, a school room a courtyard, linkage to existing SCH
	Level 4	Meeting rooms, plant rooms
CIV	\$25.772 million	

2.2. Project Need and Justification

The Department considers that the proposed construction of the additional facility to support the existing SCH is appropriate given it would primarily support mental health services, rehabilitation services, short stay and ambulatory care services for children and adolescents. The proposal would redress operational and accommodation inefficiencies within the hospital and support SCH performing at Level 6 tertiary facility standards.

The proposal would provide a secondary entrance to the SCH and additional floor space that connects to the existing SCH facilities. The proposal is located on an at-grade car parking area and outdoor rehabilitation area. The car-parking would be relocated to the edge of the site immediately to the west of the building and adjoining the footpath and pedestrian entry point. The outdoor rehabilitation area would be relocated immediately to the north of the building and designed as a mobility courtyard specifically designed for rehabilitation activities. This results in a better utilisation of the space and orderly and economic development of the land for social infrastructure.

The facility would provide public benefits to the wider community through providing improved facilities and services to support care and treatment of children and adolescents, including mental health care and treatment. The proposed hospital upgrade would also improve and maintain access to quality healthcare in the face of increasing demand and deliver better services to facilitate growing prosperity across NSW.

The proposed development would contribute to the ongoing development and consolidation of the Health Campus, which forms one of the two anchors in the Randwick Education & Health Specialised Centre in the Metropolitan Plan for Sydney 2036 and Draft East Subregional Strategy. The proposal would support the future directions for the Specialised Centre identified in the Metropolitan Plan for Sydney 2036, which seek to intensify the cluster of education and health enterprises and support increased investment in medical infrastructure. The expansion of the SCH, a key asset and driver in the Specialised Centre, would promote and consolidate growth of hospital facilities at the Randwick Education & Health Specialised Centre.

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) as it is development for the purpose of providing professional health care services under clause 18 (Hospitals) of Schedule 1 of *State Environmental Planning Policy (Major Development) 2005*. Therefore the Minister for Planning and Infrastructure is the approval authority.

On 25 January 2010, the former 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 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.

The project received fewer than 25 submissions in the nature of objections, and is not a critical infrastructure project. The Deputy Director-General can therefore determine the project under delegated authority.

3.2. Permissibility

The site and adjoining land is zoned 5 Special Uses under the Randwick Local Environmental Plan 1998 (Consolidation). The proposal is permissible in the zone.

3.3. Environmental Planning Instruments

Under Sections 75(2)(d) and 75(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 and include:

- *State Environmental Planning Policy (Major Development) 2005;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy No. 55 - Remediation of Land; and*
- *Randwick Local Environmental Plan 1998 (Consolidation) (RLEP1998).*

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 application is consistent with the relevant objects. The assessment of the application in relation to these relevant objects is provided in Section 3.5 and 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.

3.5. 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,*
- (b) *inter-generational equity,*
- (c) *conservation of biological diversity and ecological integrity,*
- (d) *improved valuation, pricing and incentive mechanisms.*

The proposal is located within an urban footprint on a previously developed and disturbed site and would not result in loss of any threatened or vulnerable species, populations, communities or significant habitats. The site will not be impacted by changes in sea level rising resulting from climate change. The Proponent has incorporated ecologically sustainable design initiatives in this proposal and aims to achieve the energy efficient standards in the Building Code of Australia and the Environmental Performance Guide for Buildings (EPGB), which sets sustainability requirements for NSW government buildings. The following sustainable design initiatives have been incorporated in the design and construction process:

- energy efficient fixtures including LED fittings, motion sensors, timers, daylight sensors, flexible lighting circuits linked with a building management system;
- high efficiency, low loss water cooled chillers;
- multi zone air handling units;
- gas fired boilers to provide heating and gas boosted solar hot water system;
- 3 star WELS rated water fixtures;
- 50,000 litre rainwater tank and non-potable water supply for irrigation and heat rejection;
- energy efficient glazing to improve thermal transmittance;
- maximise opportunities for natural light; and
- replacement of portland cement with cementitious materials including a minimum 20% slag aggregates.

The Department considers the EPGB is an appropriate guide for design, construction and operation of public buildings and has recommended that the initiatives outlined in the EA and appendices be implemented in the construction and operation of the proposal. 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 10 November 2010 until 10 December 2010 (31 days) on the Department's website, and at the Department's Information Centre and at Randwick City Council's offices. The Department also advertised the public exhibition in the Daily Telegraph and Sydney Morning Herald on 10 November 2010. Adjoining landholders and relevant State and local government authorities were also notified in writing.

The Department received six submissions during the exhibition of the EA - five submissions from public authorities and one submission from the general public. A summary of the issues raised in submissions is provided below.

4.2. Public Authority Submissions

A total of five submissions were received from public authorities. None of the authorities objected to the proposal, however, all authorities either raised issues or provided recommended conditions. A summary of the issues and recommended conditions is discussed below.

Randwick City Council (Council) does not object to the project and provided the following comments and recommended conditions for consideration:

- the proposal should demonstrate consistency with campus master planning principles;
- supports the landscape design elements and also the tree removal required to support the development;
- acknowledges that the traffic would not be an issue as no increase to staff or patient numbers;
- compliance with BCA and fire safety provisions should be demonstrated at the construction certificate stage;
- standard drainage requirements;
- site management requirements during construction; and
- further demonstration that the project complies with requirements for access for persons with a disability is required.

The **Roads and Traffic Authority (RTA)** does not object to the project and provided the following comments and recommended conditions for consideration:

- does not support the relocation of the five car parking space for persons with a disability to Hospital Road;
- car parking areas should be in accordance with Australian Standards;
- swept path for longest vehicle shall be in accordance with AUSTROADS;
- all vehicles must enter and leave in a forward direction and stop wholly on site;
- a loading dock management plan and construction management plan shall be prepared; and
- all works/signposting should be carried out at no cost to the RTA.

Sydney Airport Corporation Limited (SACL) does not object to the project and noted that the proposal was below the Obstacle Limitation Surface (OLS) conical surface for Sydney Airport, however, the proposal would penetrate the PARM Radar navigation aid surface. Accordingly, the proposal was forwarded to Airservices Australia for a PARM Radar assessment and the Civil Aviation Safety Authority (CASA). SACL have since received responses from these authorities and incorporated their recommendations into the approval for the proposal to a maximum height of RL 76.83 metres above ground.

Transport NSW does not object to the project and requested that the Proponent provide bicycle parking facilities on the ground level, and recommended the Proponent prepare a workplace travel plan and transport access guide.

Sydney Water does not object to the project and provided the following comments and recommended conditions:

- the existing water system has sufficient capacity for connection and connection shall be made to the Avoca Street drinking water supply;
- a 225 mm wastewater main traverses the property and has sufficient capacity for connection;
- a trade waste permit or trade waste agreement is required prior to discharging trade waste into Sydney Water's system;
- Sydney Water will further assess the impact of individual developments when the Proponent applies for a Section 73 certificate; and
- the Proponent must fund any adjustments needed to Sydney Water infrastructure.

4.3. Public Submissions

One submission was received from the public. The public submission did not object but raised concerns. The key issue raised in the public submission was the loss of open space.

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

4.4. Proponent's Response to Submissions

The Proponent submitted a Preferred Project Report (PPR) which incorporated amendments to the proposal as a result of further design development and also provided a response to issues raised in submissions (Appendix B). The PPR included the following changes:

- reduction of glazing on facades to improve the environmental performance of the building;
- simplified cladding including removal of the fins and replacement with vitrapanels;
- removal of the vertical louvers on the west façade bay windows; and
- removal of one car parking space from 12 to 11 spaces.

5. ASSESSMENT

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

- built form and urban design;
- amenity impacts;
- transport and access; and
- heritage.

5.1. Built Form and Urban Design

The proposal comprises a five storey building containing 4,660m² of GFA, with a length of approximately 46 metres and width of approximately 34 metres. The new building is a stand alone building to be located on Hospital Road with connections to the existing SCH and the Prince of Wales hospital buildings. The proposal would also provide a secondary entrance to the SCH from Hospital Road. The proposed entrance supports the location of the proposed parking spaces for persons with a disability located on Hospital Road.

The RLEP 1998 does not set any height controls for the site, however, a height constraint that does apply to the site is the Sydney Airport Obstacle Limitation Surface (OLS). The OLS height for buildings on the project site is approximately 95 metres above the Australian Height Datum (AHD). The maximum height proposed for the building is RL 76.83 metres which equates to approximately 25.81 metres above ground level. The proposal does not penetrate the OLS, however, any structures on the site that are greater than 15.24 metres above ground level require approval from the Civil Aviation Safety Authority (CASA) in accordance with the *Civil Aviation (Buildings Control) Regulations 1988*. CASA has indicated it does not object to the proposal.

The Department considers the new building at five storeys is comparable in height and scale with the surrounding hospital buildings which vary from four to eight storeys. Furthermore, the five storey building would provide an appropriate transition along Hospital Road from the existing four storey SCH building to the six storey Royal Hospital for Women building to the south (see Figure 9). The existing hospital buildings on the Campus reach a height of RL 94.81 metres and the proposed building at RL 76.83 is below the highest building on the site.

The height of the proposed building is also comparable with the heights of buildings in the UNSW Kensington Campus, which is approximately 160 metres west of the site, which reach are generally 4-6 storeys and a maximum 15 storeys (see Figure 10). The proposal is also comparable with the maximum heights that have been specified for development within the UNSW Campus in its site specific masterplan, which allow for up to 60 metres above ground level.

The Department considers the proposed height responds to the context of the Health Campus and the character of the Randwick Education & Health Specialised Precinct and is therefore supported.

Figure 9: Western elevation with surrounding hospital buildings

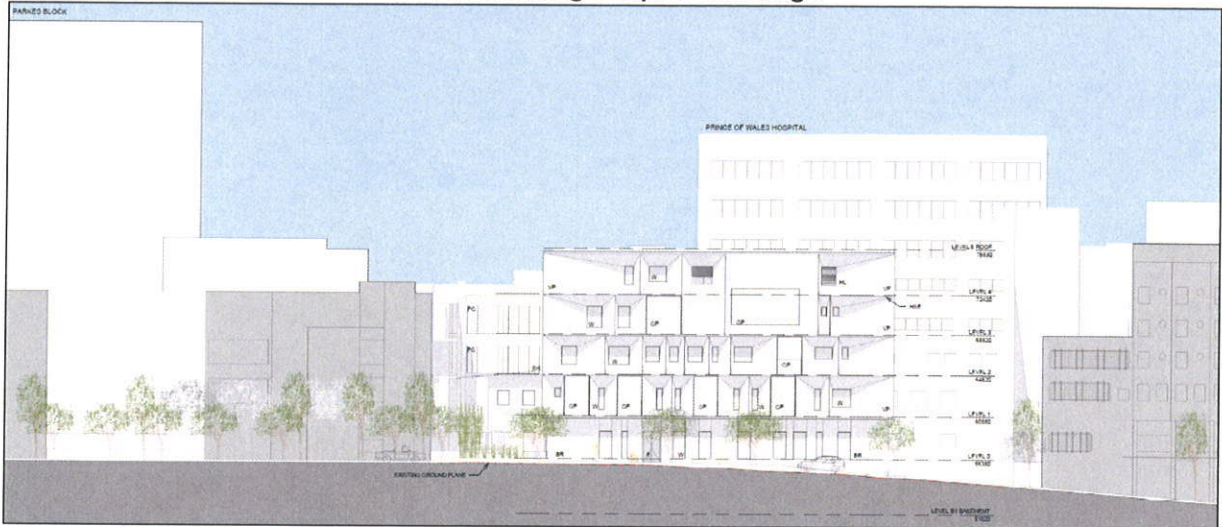


Figure 10: View of UNSW Campus buildings reaching 15 storeys to the west of the site from the site



A proposed landscape courtyard on the northern side of the building would also provide relief from the adjoining SCH building. The design of the building incorporates a number of design elements to minimise the solid appearance of the

building through modulation of the façade and landscaping along Hospital Road and in the mobility courtyard immediately to the north of the building.

The Department considers the bulk and scale of the proposal is appropriate as:

- the proposal is generally consistent with the scale of buildings located at the Randwick Health Campus and provides an adequate response to the larger forms of the existing hospital buildings surrounding the development;
- the proposal allows for the retention of a mobility courtyard and incorporates sufficient landscaping to soften the appearance of the building (see Figure 11) and screen the building including a privacy tree planting along the western edge of Hospital Road;
- the proposal would not have adverse amenity impacts on the residential development to the west (see Section 5.2); and
- the proposal responds to the regional objectives of consolidating and expanding infrastructure at the Randwick Health Campus.

It is noted that no height or floor space ratio controls apply to the site.

Figure 11: Photomontage of western elevation (Hospital Road)



The proposed building is setback from Hospital Road by approximately 6 metres which supports the provision of 9 at-grade parking spaces in front of the building and a footpath. This setback is consistent with the setback of the existing SCH building. The Department considers the alignment of the building is appropriate as it provides a more defined edge to the Campus than currently exists in this location and activates the urban edge along Hospital Road, as the location of the secondary entrance for the SCH would provide increased activity and security through surveillance on Hospital Road.

The new building would be constructed from a variety of finishes, including brickwork, transparent and translucent glazing, various coloured lightweight vitrapanel cladding and horizontal louvres. The Department considers the unique design of the building

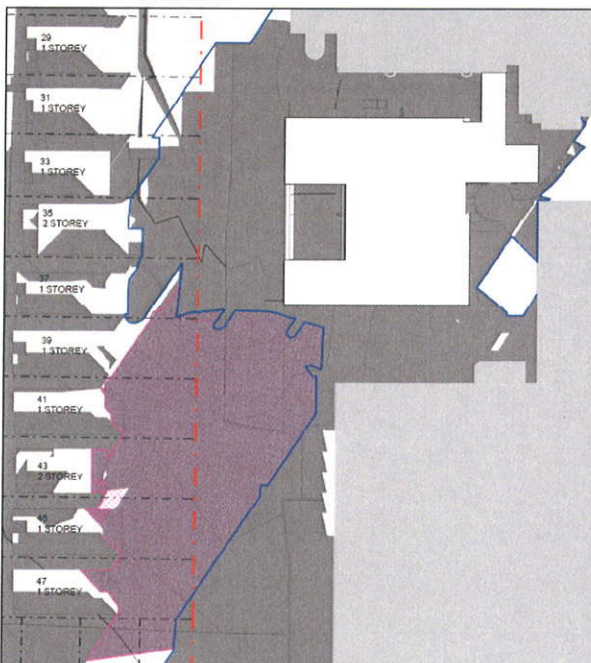
achieved through the modulated and varied size of the glazing and vitrapanels is appropriate to reduce the institutional appearance of the building and distinguishes it from surrounding hospital buildings.

5.2. Amenity Impacts

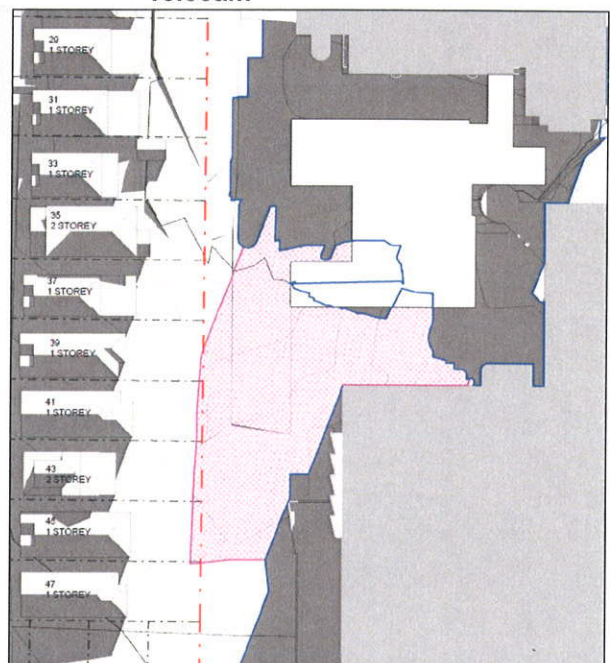
5.3.1 Overshadowing

The proposal would have overshadowing impacts on the rear of the residential properties to the west. The overshadowing impact during the winter solstice would occur between 9am and approximately 10am (see Figures 12-15). The residential properties to the west would still maintain a minimum three hours of sunlight during the winter solstice in any living rooms at the rear of the properties and a minimum three hours of solar access to the rear yards of these properties, which is consistent with relevant principles and guidelines for solar access. Accordingly, the Department considers the overshadowing impacts of the proposal acceptable.

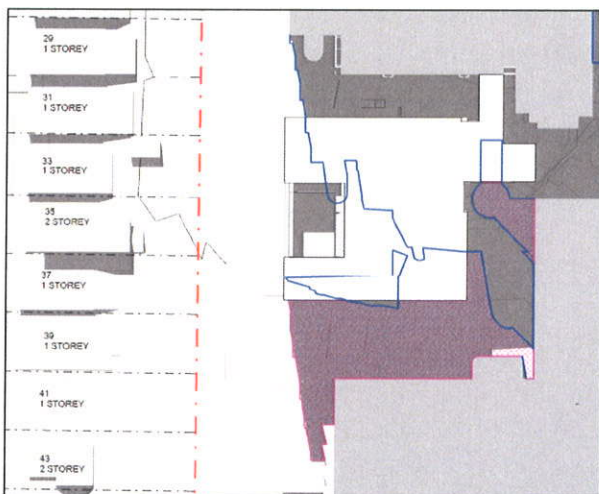
**Figure 12: Overshadowing - Winter Solstice
9.00am**



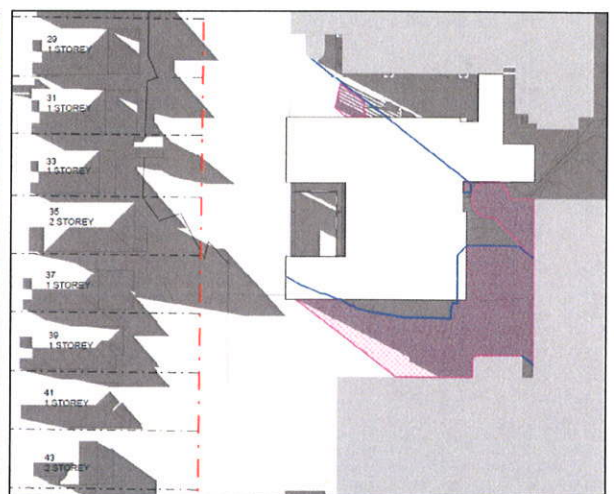
**Figure 13: Overshadowing - Winter Solstice
10.00am**



**Figure 14: Overshadowing - Winter Solstice
midday**



**Figure 15: Overshadowing - Winter Solstice
3.00pm**



5.3.2 Privacy

The proposal would provide a minimum 24 metre separation between the houses to the west and the proposed hospital building (see Figure 16). Furthermore, the Proponent has incorporated translucent glazing on windows to minimise direct overlooking. The Department considers the residential flat design code is an appropriate guide to determine a minimum separation requirement for the proposal and adjacent residential development as it provides minimum separation requirements that would ensure visual and acoustic privacy impacts are minimised. The minimum separation for buildings between five to eight storeys is 13 metres between habitable and non-habitable rooms.

Figure 16: Building separation



The Department considers there would be minimal adverse privacy impacts as the separation exceeds the minimum separation requirements between habitable and non-habitable rooms in the residential flat design code and the design incorporates treatment to the windows that would prevent overlooking. In addition, proposed privacy tree planting at two metre intervals along the western edge of Hospital Road would provide greater visual privacy for the rear yards of the adjacent houses (see Figure 17).

Figure 17: Western edge of Hospital Road (existing situation)



5.3.2 Operational Noise Impacts

The Proponent has prepared an Acoustic Report which acknowledges that during operation, there would be potential adverse noise impacts of up to 5dB over established criteria on the noise sensitive receivers in the vicinity of the site (residential development, hospital buildings and playground areas) from mechanical plant services. The proposed generator would exceed by up to 26dB. The acoustic assessment identifies several recommendations that would be able to mitigate the impacts of the plant and equipment, including:

- selection of quiet plant;
- locating plant and louvres to minimise impacts;
- acoustic linings and louvres;
- lined duct work; and
- silencers and barriers.

The Acoustic Report recommended the following measures be considered in the detailed design to mitigate the impacts of the generator:

- acoustically designed room for the generator, including lining;
- silencers and mufflers;
- barriers; and
- isolation mounts.

The Department accepts that further detailed design of the plant room and generator are required prior to establishing the final mitigation measures required to manage noise levels. Accordingly, the Department recommends that a condition be imposed that requires the Proponent submit to the Department a further acoustic assessment by a qualified acoustic engineer that confirms the detailed design has incorporated the recommendations of the Acoustic Report and is capable of mitigating noise impacts from the generator prior to certification of building works. The Proponent will need to demonstrate that the proposal is capable of meeting the project specific noise levels recommended in the Acoustic Report, based on Industrial Noise Policy

guidelines for residential, hospital and playground areas. The maximum noise levels identified for these receivers are:

- 51dB $L_{Aeq (15min)}$ during the daytime, 46dB $L_{Aeq (15min)}$ during the evening and 38dB $L_{Aeq (15min)}$ during the night time for residential;
- 35dB $L_{Aeq (15min)}$ during the noisiest one hour period for hospital wards (internal) and 50dB $L_{Aeq (15min)}$ during the noisiest one hour period for hospital wards (external); and
- 55dB $L_{Aeq (15min)}$ for recreation areas when in use.

The Proponent will also need to demonstrate that prior to occupation of the building that the operation of the installed plant and equipment and generator would not result in noise levels above those recommended in the Acoustic Report, identified above.

The Acoustic Report also considered potential noise impacts from traffic generated by the proposal. The assessment concluded that no adverse noise impacts would result as no additional traffic is generated by the proposal.

5.3.3 Construction Noise Impacts

The Proponent has identified that the proposal would have potential adverse noise impacts on the noise sensitive receivers (residential development, hospital buildings and playground areas) during construction with some adjacent residents being highly noise affected, as defined in the Department of Environment, Climate Change and Water's *Interim Construction Noise Guidelines*. A 3.0 metre construction hoarding has been recommended to mitigate the noise impacts and ensure none of the residential receivers would be highly noise affected. The noise assessment also recommends all reasonable and feasible mitigation measures are adopted in the excavation and construction process, including localised hoardings for noisy plant, as the 3.0 metre hoarding will not be effective in mitigating the noise impacts on the mid to upper levels of the surrounding hospital buildings and playground areas. These would need to be identified by a suitably qualified acoustic engineer and incorporated into the Construction Management Plan.

The Department has recommended conditions to ensure that adequate measures, including those recommended in the acoustic assessment, are incorporated into the Construction Management Plan.

5.3. Transport and Access

The proposal does not propose to support any additional hospital staff or patients. The proposal seeks to redistribute services within the existing SCH building to improve operational and accommodation efficiency. Accordingly the Proponent concludes that the proposal would not generate any additional traffic. The existing vehicle access to the main loading dock would be maintained and an additional pedestrian access to the new building would be located on Hospital Road.

The site currently supports five car parking spaces within the at-grade car park, five parallel car spaces along Hospital Road and six existing service vehicle car spaces within the loading dock area. The proposal would relocate the at-grade car spaces and reorientate the existing parallel car spaces on Hospital Road to provide 11 perpendicular car parking spaces along Hospital Road (a private road). Five service vehicle spaces would be retained in the basement level. Accordingly, car parking

provision on the site would remain the same (see Table 2), including the retention of five car parking spaces for persons with a disability.

Table 2: Car parking provisions

	Existing	Proposed	Change
Service vehicle bays in loading area	6	5	-1
On-street (Hospital Road)	5	11 (including 5 disabled car spaces)	+6
At-grade car park	5 disabled car spaces	0	-5
Total	16	16	0

The Department considers as no additional staff or patients are proposed that the traffic impacts would be negligible and no bicycle parking spaces would be necessary. In discussions with the Department, Transport NSW has also acknowledged that the request for a workplace travel plan where no new staff are proposed may not be warranted. Accordingly, the Department does not consider a work place travel plan would be required as all the staff are existing. The Department however recommends a transport access guide be prepared to promote awareness of alternate modes of transport.

5.4. Heritage

Located on the Randwick Health Campus are significant heritage items, specifically the nineteenth century hospital buildings along Avoca Street to the east and High Street to the north-east. The Department's Heritage Branch reviewed the application and as the proposed building is surrounded to the north, east and south by existing contemporary hospital buildings of no particular heritage significance and the parapet of the proposed building would generally be below the skyline of the existing buildings, the proposal would have negligible impact on the views and vistas associated with the heritage buildings located within Campus.

Significant Aboriginal archaeological findings have also previously been found on the Campus, including hearths which are 7,800 years old. The Department notes that limited excavation works would be undertaken at the project location and the site has been previously disturbed, including fill of 0.2 to 1 metres across the site. The Department's Heritage Branch acknowledged that there is little likelihood of there being any relics on the site due to previous extensive disturbance and use of the site. Accordingly, the Department considers the proposal would not have adverse impacts on Aboriginal cultural heritage, however, has recommended conditions to ensure if any items are found that appropriate notification and documenting requirements are followed.

6. RECOMMENDATION

The Department has reviewed the environmental assessment and duly considered advice from public authorities in accordance with Section 75(2) of the EP&A Act. All the relevant environmental issues associated with the proposal have been extensively assessed.

The construction and operation of the facilities to support the Sydney Children's Hospital, would provide a significant contribution to the ongoing development and consolidation of the Randwick Health Campus. The development is consistent with the strategic objectives for the area, as outlined in the Metropolitan Plan for Sydney 2036, the draft East Subregional Strategy and the Major Development SEPP. The

proposal would also complement and expand the public assets in the proposed Randwick Education and Health Specialised Centre.

The Proponent has adequately addressed the Director General's Environmental Assessment Requirements and satisfactorily mitigated the potential environmental impacts associated with the proposal. The recommended conditions, implementation of the measures detailed in the Proponent's EA and appendices, PPR and appendices, and Statement of Commitments seek to maintain the amenity of the local area, and adequately mitigate the environmental impacts of the proposal.

The Department sought comment from the Proponent and incorporated Council's recommended conditions in the draft recommended conditions, where relevant. The Proponent's comments where relevant have been incorporated into the recommended conditions at Appendix E.

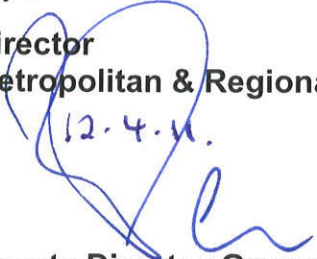
The Department considers the site to be suitable for the proposed development and that the application is in the public interest. Consequently, the Department recommends that Project Application be approved, subject to conditions.

It is recommended that the Deputy Director-General, as delegate for the Minister for Planning and Infrastructure:

- a) **Consider** the findings and recommendations of this report;
- b) **Approve** the Project Application (MP 10_0096), subject to conditions, under Section 75J(1) of the EP&A Act, having considered all relevant matters in accordance with (a) above; and
- c) **Sign** the attached Instrument of Approval.


**Director
Metropolitan & Regional Projects North**

 12.1.11
**Executive Director
Major Projects Assessment**

 12.4.11
**Deputy Director-General
Development Assessment & Systems Performance** 3/5/11