

## RPA North West Precinct Redevelopment - Response to Submissions

Project Application (MP\_10\_0166)

Issues Raised		Proponent Response
Department of Planning and Infrastructure		
1.	Traffic and pedestrian management details for the shared zone (Brodie Street), in particular the proposed loading and access arrangements.	Noted. Refer responses to Council (item 7) below.
2.	Clarification regarding whether rainwater re-use and collection is to be provided.	<p>Adequate supply of clean, potable water is becoming increasingly important to society. The design team has reviewed several key opportunities to conserve water, including:</p> <ul style="list-style-type: none"> <li>• Capturing and reusing rainwater within the facility;</li> <li>• Recycling greywater from handwashing basins for reuse within the facility; and</li> <li>• Recycling waste reverse osmosis (RO) water from the dialysis unit for reuse within the facility.</li> </ul> <p>A life cycle cost analysis was performed on these options. The results indicate that reusing the waste RO water for cooling tower makeup is the most efficient way to reduce the potable water consumption of the facility.</p> <p>The dialysis unit will generate an estimated 13,500 litres of waste RO water per day. The waste RO water has a higher salinity than tap water, but contains no other chemicals or impurities that require treatment or filtration (unlike rainwater). When used as the primary cooling tower water makeup source, the waste RO water will reduce the cooling tower potable water consumption by approximately 75% over the course of the year.</p> <p>It will also divert approximately 4,000,000 litres of waste water per year from entering the sanitary system, thus reducing the burden on the existing local water infrastructure.</p>



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3.	The details of any further contamination assessment.	<p>Environmental Investigation Services (EIS) has undertaken a Stage 2 Environmental Site Assessment that covers the subject site, included at <b>Attachment 6</b>. The assessment included a detailed site inspection, review of previous phase 1 report prepared by E3 consulting, a soil and groundwater contamination assessment, and a waste classification of the soils for waste disposal.</p> <p>The assessment confirms that elevated concentrations of contaminants were not encountered in the soil samples analysed, with all results being below the site assessment criteria.</p> <p>Overall, EIS consider that the site can be made suitable for the proposed development subject to implementation of recommendations. Health Infrastructure is committed to implementing and complying with the recommendations of the Stage 2 Environmental Site Assessment. This approach is reflected within the Final Statement of Commitments.</p>
4.	Acoustic impacts of the emergency generator	Acoustic Logic have prepared an Acoustic Design Report (included at <b>Attachment 7</b> ) which considers and establishes noise and vibration controls/criteria for mechanical services, including the emergency back-up generator. The implementation of the controls outlined by Acoustic Logic is considered to minimise acoustic impacts of the emergency generator to acceptable levels.
<b>City of Sydney Council</b>		
5.	The City is generally supportive of the proposal subject to the comments and issues provided below and the recommended conditions.	Noted.
6.	<p><b>Street Activation</b> A key design concern of the proposed development is street activation. The Lucas Street facade should be visually interesting and of high design quality and allow for activation of the street edge.</p> <p>The proposed primary entry is located well within the covered forecourt area at the front of the building, is not clearly identifiable from Lucas Street and may rely too heavily on signage.</p>	<p>Improvements to the design to specifically address Council's key issues include:</p> <ul style="list-style-type: none"> <li>• Repositioning of new secondary building entry off Lucas Street which provides a setback to ensure visual prominence</li> <li>• Façade detailing and relationship of solid to void</li> <li>• Providing modulation of the building towards the Missenden Road end of the site</li> <li>• Focusing the pedestrian entry more towards Brodie Street</li> <li>• Improved activation and transparency within the cantilevered section over Brodie Street</li> </ul>



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<p>Improved design and the incorporation of a secondary entry facing Lucas Street will eliminate this issue and improve the activation of the streetscape.</p> <p>It is also recommended that the ground and first floor section of Brodie Street (underneath the cantilever) be designed with greater transparency to provide increased casual surveillance to Brodie Street.</p> <p>The development should be redesigned to consider CPTED and private activation of the public domain at street level.</p>	<p>The Lucas Street façade incorporates three components:</p> <ol style="list-style-type: none"> <li>1. Office accommodation (located to the east extent); expressed by extensive glazing to ensure street activation and openness to the accommodation contained in this zone;</li> <li>2. Lucas Street Entry that incorporates a glass curtain wall at lower levels and screening devices to courtyards contained at higher levels; and</li> <li>3. Health units/accommodation that incorporate terracotta cladding at lower levels and aluminium composite panel cladding at higher levels with a variety of opening types and infill terracotta panels.</li> </ol> <p>The Brodie Street façade incorporates terracotta cladding at ground level and timber cladding at Level 1. These cladding types have been selected to ensure a warmth at ground level.</p> <p>Consideration of CPTED principles in the design:</p> <ul style="list-style-type: none"> <li>• Public zones of the building, such as meeting rooms, staff areas, common spaces and lobbies are located to the building perimeter to ensure street activation and surveillance.</li> <li>• The building provides a “through” connection that links Lucas Street and Brodie Street and provides access to the wider Royal Prince Alfred Hospital campus.</li> <li>• The primary building entry at Brodie Street is located within best proximity to Main Hospital Public Carpark and to Missenden Road.</li> <li>• External CCTV is to be investigated.</li> <li>• Points of entry to the building are clearly defined with visible access from Brodie Street and Lucas Street to a “commons” area that links the Ambulatory Care reception, waiting area and lifts.</li> <li>• Commons areas (including seating and meeting rooms) are provided within the building entrance with direct visibility to the street and the vehicle drop off.</li> </ul>
<p>7. <b>Traffic</b></p> <p>Concern is raised regarding the traffic and loading arrangements for the proposed development and these are discussed further.</p>	<p>Comments are noted. The development site is heavily constrained and the proposed location and configuration of the loading dock is the only available and feasible option for the development.</p>



Issues Raised	Proponent Response
<p>(a) Loading The proposed loading arrangements require manoeuvres that are considered to be unsafe. Specifically, the swept paths show that: (i) vehicles entering and exiting the loading area will be required to perform u-turns and reverse through the intersection of Brodie and Hospital Road; and (ii) vehicles entering the loading area will also need to reverse through the proposed shared zone on Brodie Street. Both movements requiring manoeuvring and reversing through an intersection zone and vehicles entering the loading area also need to reverse in to a shared pedestrian zone. Both movements are considered unsuitable for a new development and it is recommended that the loading arrangements be reviewed and redesigned.</p> <p>(b) Pedestrian Safety A shared zone is proposed for the private road, Brodie Street. Loading, including garbage, patient drop off and ambulance vehicles will use this shared zone to access the site, and as discussed above, accessing the loading area will require reversing through the shared zone. Brodie Street is identified as an important pedestrian connection through the site. Concern is raised that the design will create conflict between vehicles and pedestrians resulting in safety issues and it is recommended that the area be redesigned (possibly with a separated footway of sufficient width be provided).</p>	<p>GTA have undertaken a further review of the loading arrangements (refer to <b>Attachment 4</b>). This review included an additional option being available for service vehicles to exit not only north along New Hospital Road but also south. With this new option being available, no reversing or u-turns will be required on exit.</p> <p>The shared zone has also been amended in response to Council comments to begin/end adjacent to the eastern alignment of the loading dock, resulting in service vehicles manoeuvring largely within Brodie Street, west of the shared zone and adjacent to New Hospital Road.</p> <p>A detailed review of the proposed shard zone along Brodie Street has been undertaken in light of the comments raised by Council, including provision of a separated footpath. Due to site constraints, the provision of a pedestrian footpath is not feasible as it impinges on the required road depth for Brodie Street. A revised and further detailed design of the share zone has been prepared by GTA in support of the proposal (included at <b>Attachment 4</b>) and seeks address concerns raised by Council. The design now provides a minimum 6m wide shared zone area with a posted 10km/h speed limit of a distance of approximately 70m. GTA advise that the existing traffic volumes along Brodie Street is less than 30 vehicles per hour during any peak, with traffic associated with the proposed development not anticipated to result in volumes even close to 100 vehicles per hour.</p> <p>Overall, GTA confirm that the design of the Brodie Street Share zone, together with the anticipated low traffic volumes, appropriate speed control signage and pedestrian activity ensures that the design is appropriate and in accordance with Transport for NSW requirements for a shared zone to ensure the safety of all users.</p>



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<p>The application proposes to convert Brodie Street in to a shared zone and this will require regulatory signage be installed and as such referral to the Local Pedestrian, Cycling and Traffic Calming Committee is required for their endorsement. A separate application will need to be made to Council for this.</p>	<p>It is disagreed that referral and approval for regulatory signage is required from Council's Local Pedestrian, Cycling and Traffic Calming Committee. As advised by GTA (refer to <b>Attachment 4</b>), Brodie Street is a private road under the ownership of the Royal Prince Alfred Hospital. It is generally under boom gate control with limited access permitted to the general public and as such is designed for use by hospital staff, patients and visits alike. Further, the New Hospital Road access is configured as a footway crossing (driveway). Overall, GTA advise that no formal application is required to be made to Council and/or Roads and Maritime Services.</p>
<p>8. <b>Public Domain</b> No encroachment in to the surrounding public domain will be acceptable including encroachment of soft landscaping, ramps, stairs, tactile indicators, service doors or other.</p>	<p>Noted. The proposal has been amended accordingly ensuring no encroachment into the surrounding public domain by soft landscaping, ramps, stairs, doors etc. Refer to revised architectural plans included at <b>Attachment 2</b>.</p>
<p>9. <b>Public Domain Upgrade</b> The proposal will result in an increased demand on the surrounding public domain infrastructure; therefore the development is required to upgrade the public domain along the entire frontage to the development. This includes the frontage to Lucas Street.</p>	<p>The proposed development site only has frontage to one public road, being Lucas Street. No objection is raised to the upgrade of Lucas Street, including up to its juncture with Missenden Road, in accordance with Council requirements.</p> <p>The upgrade of Missenden Road is not considered appropriate or practical. The adjoining area of land fronting Missenden Road does not form part of the Project Application. It will be the responsibility of the future redevelopment project to ensure that Missenden Road is upgraded.</p>
<p>10. <b>Landscaping of the Site – Private Roads</b> Private roadways and footways are to be visually different from the surrounding public domain to ensure private ownership is highlighted by the landscape treatment/finish.</p>	<p>Noted and support approach. A feature paver is provided to the vehicle drop-off and Brodie Street to highlight private ownership and use as a share zone. Further, the boom gates at the perimeter of the Hospital grounds help delineate these are private roads.</p> <p>It is also noted that roads are able to be constructed as 'Development permitted without consent' under the Infrastructure SEPP within the Hospital grounds.</p>
<p>11. <b>ESD</b> The application proposes a target of minimum 4-star Green Star rating. Recommended conditions of consent has been included in Attachment A requiring the achievement of the 4-star Green Star rating.</p>	<p>Strongly object to condition mandating a 4 Star rating be achieved. Such a requirement is considered to be unreasonable and onerous. It is recommended that the general approach agreed between Health Infrastructure and the Department of Planning and Infrastructure to "target" Green Star rating is adopted.</p>



Issues Raised		Proponent Response
		As outlined within the EAR, the project seeks to target a 4 Star Green Star rating, with a corresponding Statement of Commitment identified. This ensures that the proponent will do everything possible in order to target this rating, whilst providing for some flexibility during detail design phase.
12.	<b>Contamination</b> The Environmental Site Assessment (ESA) submitted with the application recommends that if redevelopment of the site is to be undertaken for either continued use or for a more sensitive land use that requires the demolition of existing buildings and/or excavation/earth works, that a phase two ESA be undertaken and, if required, a remediation strategy be implemented.	<p>Environmental Investigation Services (EIS) has undertaken a Stage 2 Environmental Site Assessment that covers the subject site, included at <b>Attachment 6</b>. The assessment included a detailed site inspection, review of previous phase 1 report prepared by E3 consulting, a soil and groundwater contamination assessment, and a waste classification of the soils for waste disposal.</p> <p>The assessment confirms that elevated concentrations of containments were not encountered in the soil samples analysed, with all results being below the site assessment criteria.</p> <p>Overall, EIS consider that the site can be made suitable for the proposed development subject to implementation of recommendations. Health Infrastructure is committed to implementing and complying with the recommendations of the Stage 2 Environmental Site Assessment. This approach is reflected within the Final Statement of Commitments.</p>
13.	<b>Section 94 Contributions</b> The applicant has sought exemption from Section 94 contributions under Section 2.14 of the City's Development Contributions Plan 2006 ("Plan"). The City supports the exemption as the development meets the criteria set out in the Plan to warrant an exemption as the development will facilitate delivery of health services and is associated with the RPA Hospital which would provide a 'distinct community benefit' to the local and wider Sydney region.	Noted and support Council's position.
<b>Transport for NSW</b>		
14.	Concerns are raised in regards to the impact of construction and operation traffic of the proposed development to pedestrian and cycling safety on Missenden Road, Lucas Street and nearby pedestrian crossings.	GTA advise (refer to <b>Attachment 4</b> ) that the Pedestrian and Traffic Management Plan has been prepared in accordance with the relevant Australian Standard and RMS Guidelines.



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15.	Due to existing on-street parking on Lucas Street and Brodie Street, concerns are raised in regards to the local street being too narrow for adequate service vehicle and emergency vehicles access/egress. Service and Emergency vehicles trying to turn into Lucas Street and Brodie Street from Missenden Road, New Hospital Road and into the site may affect the efficiency of emergency response times due to the constraints of the street and site width. Additional information such as Swept Path Plans demonstrating the ability for such vehicles to manoeuvre in an adequate manner should be submitted to the DP&I for consideration.	<p>It is noted that parking along Brodie Street (a private internal street) is to be removed. Further, the proposal will have no effect on the existing parking or street width of Lucas Street or Missenden Road (both being public roads).</p> <p>New Hospital Road does not form part of this application. Swept path diagrams have been prepared for all vehicles, demonstrating that satisfactory movement are provided across the site, from entry through to exit (refer to <b>Attachment 4</b>).</p>
16.	The proponent should prepare and submit a Transport Management Plan in regards to the proposed future two way traffic west of Brodie Street which needs to be approved by Council prior to the determination by DP&I.	Not applicable. New Hospital Road does not form part of this application. In any event, details of the Brodie Street and New Hospital Road layout and circulation have been addressed as part of the Traffic Impact Assessment submitted as part of the original Project Application and further within the traffic response provided at <b>Attachment 4</b> .
17.	The proposed Shared zone and associated speed limits on Brodie Street need to be approved by the Roads and Maritime Services, prior to determination by DP&I.	It is disagreed that the shared zone and associated speed limits require referral and approval from RMS. As advised by GTA (refer to <b>Attachment 4</b> ), Brodie Street is a private road under the ownership of the Royal Prince Alfred Hospital. It is generally under boom gate control with limited access permitted to the general public and as such is designed for use by hospital staff, patients and visits alike. Overall, GTA advise that no formal application is required to be made to Council and/or Roads and Maritime Services.
18.	The proposed landscape at the entry forecourt of the site fronting Brodie Street shall be designed to not obstruct the view of pedestrians and cyclists.	Noted. Landscaping fronting Brodie Street has been reconfigured and rationalised to ensure it does not obstruct the view of pedestrians and cyclists.
<b>Office of Environment and Heritage</b>		
19.	The Statement of Heritage Impact is amended to consider the potential impact the demolition of these buildings may have on the surrounding heritage character of the area and especially the streetscape of Missenden Road.	Demolition has been considered as part of an REF process. A copy of the Heritage Impact Statement prepared in support of the demolition of existing buildings on the site is attached for information (refer to <b>Attachment 5</b> ).
20.	Any recommendations from the City of Sydney to mitigate impacts on heritage items and areas of local heritage significance.	Noted. The mitigation measures outlined by CoS reflect those generally identified within the Heritage Impact Statement prepared in support of the demolition works.



Issues Raised		Proponent Response
21.	In the event substantial intact archaeological relics are discovered during excavation, work must cease in the affected area and the Heritage Council notified in writing in accordance with section 146 of the Heritage Act 1977. A suitably qualified and experienced archaeologist must be contacted to assess the finds and, depending on the nature of the discovery, archaeological recording, excavation and revised interpretation may be required prior to works commencing.	Noted.
<b>Department of Primary Industries</b>		
22.	The Office of Water agrees that the design of the basement excavation and footings systems should allow for the possibility of groundwater influence and that a detailed site geotechnical investigation needs to be undertaken to investigate the potential localised water seepages and / leaky suite services.	Noted.
23.	A Water Access Licence may be required if the proposal is likely to intercept or use groundwater, depending on the volumes of groundwater encountered and the duration of pumping.	Noted.
<b>Public Submission No 1</b>		
24.	To ameliorate the strong visual impact of the proposed building without diminishing the architect's innovative use of materials I suggest as alternatives: Pillars - a more neutral or "invisible" colour instead of white, to increase the impression that the building "floats"; wrapping the pillars in a vine to give the impression of an organic support; or increasing the extent of the existing trellis to fill but not occlude the inter-pillar spaces. Facade - use of a different textured or patterned material with curved lines or sections. Side - use of a non-adherent vine on a close mesh trellis.	Comments are noted and have been considered as part of the design development of the project. For example: <ul style="list-style-type: none"> <li>Pillars - The finish to the expressed structural concrete is grey in tone.</li> <li>Façade - Terracotta cladding is incorporated extensively to the entire building envelope to ensure a warmth, texture and robustness. Timber cladding is introduced to the vehicular drop-off soffit and the soffit to the portion of the building that extends over Brodie Street to also ensure warmth and a human scale to the building entry.</li> </ul>
<b>Public Submission No 2</b>		
25.	Objects	Noted. Without details a suitable response is not able to be formulated.