



**Planning &
Infrastructure**

***MAJOR PROJECT ASSESSMENT:
Tamworth Regional Cancer Centre
Tamworth Hospital, Johnston Street,
North Tamworth
(MP 10_0176)***



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

June 2011

ABBREVIATIONS

CIV	Capital Investment Value
Department	Department of Planning & Infrastructure
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning & 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 & 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: View of the southern elevation (Source: *silver thomas hanley*)

© Crown copyright 2011

Published June 2011

NSW Department of Planning & Infrastructure

www.planning.nsw.gov.au

Disclaimer:

While every reasonable effort has been made to ensure that this document is correct at the time of publication, the State of New South Wales, its agents and employees, disclaim any and all liability to any person in respect of anything or the consequences of anything done or omitted to be done in reliance upon the whole or any part of this document.

NSW Government

Department of Planning & Infrastructure

EXECUTIVE SUMMARY

This report is an assessment of a Project Application seeking approval for the construction and operation of a new three storey building for the Tamworth Regional Cancer Centre pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The proposal is located at the Tamworth Hospital site, which is bound by rural land to the north, a former quarry to the east, Johnston Street to the south and Dean Street to the west. The proposal is located on the southern hospital boundary to the east of the existing Johnston House building.

Health Infrastructure (the Proponent) is seeking project approval for the construction and fit-out of a three storey building with approximately 3,696m² of floor space to accommodate: two radiotherapy bunkers; radiotherapy areas; 11 chemotherapy treatment areas; clinic areas; waiting areas; reception; offices; plant and a café space. The proposal also comprises 30 at-grade car parking spaces, landscaping and infrastructure.

The Capital Investment Value (CIV) of the proposal is approximately \$31.82 million.

On 13 October 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 R1 General Residential under Tamworth Regional Local Environmental Plan 2010 and the proposed development is permissible in this zone.

The proposal was exhibited from 27 November 2010 until 4 January 2011. The Department received submissions from Tamworth Regional Council, the Roads and Traffic Authority (RTA) and Transport NSW. The key issue raised in the submissions was management of off-street car parking and traffic impacts.

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 given it will provide advanced medical services to the region and is consistent with the objects of the EP&A Act (including ecologically sustainable development), the NSW State Plan and the Tamworth Regional Development Strategy. Consequently, the Department recommends that Project Application for the construction of a three storey building for the Tamworth Regional Cancer Centre be approved, subject to conditions.

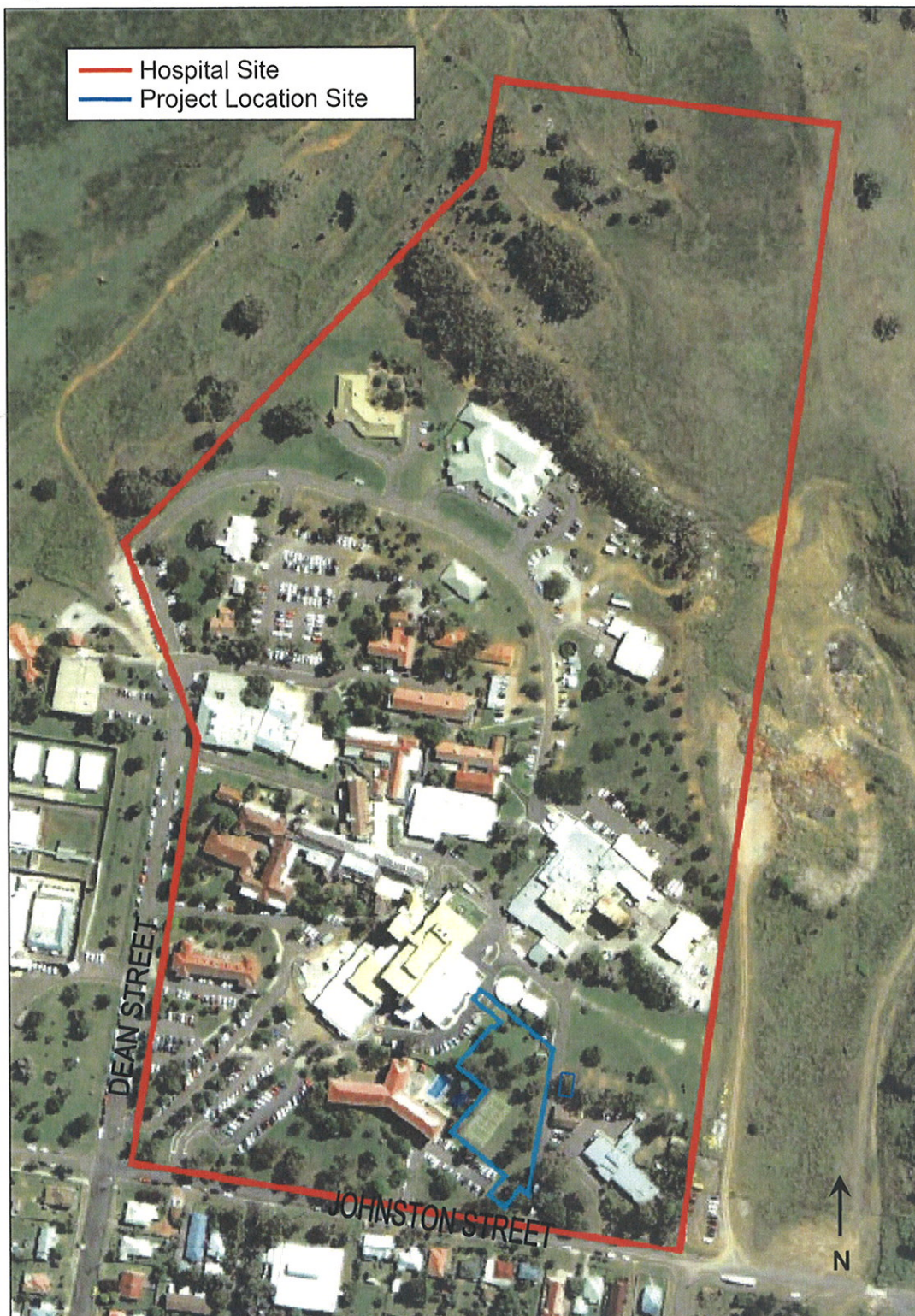
TABLE OF CONTENTS

1.	BACKGROUND	1
1.1	Site Location and Description	2
1.2	Surrounding Development	4
2.	PROPOSED PROJECT	4
2.1.	Project Description	4
2.2.	Project Need and Justification	5
3.	STATUTORY CONTEXT	6
3.1.	Major Project	6
3.2.	Permissibility	6
3.3.	Environmental Planning Instruments	6
3.4.	Objects of the EP&A Act	7
3.5.	Ecologically Sustainable Development	7
3.6.	Statement of Compliance	8
4.	CONSULTATION AND SUBMISSIONS	8
4.1.	Exhibition	8
4.2.	Public Authority Submissions	9
4.3.	Proponent's Response to Submissions	9
5.	ASSESSMENT	10
5.1.	Built Form and Urban Design	10
5.2.	Amenity Impacts	12
5.3.	Transport and Access	14
5.4.	Heritage	18
5.5.	Developer Contributions	18
6.	RECOMMENDATION	19
APPENDIX A	ENVIRONMENTAL ASSESSMENT	20
APPENDIX B	PROPONENT'S RESPONSE TO SUBMISSIONS	21
APPENDIX C	SUBMISSIONS	22
APPENDIX D	CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS	23
APPENDIX E	RECOMMENDED CONDITIONS OF APPROVAL	25

1. BACKGROUND

Health Infrastructure (the Proponent) proposes to construct and operate the Tamworth Cancer Care Centre, at Tamworth Hospital, Johnston Street, North Tamworth. Tamworth Hospital is bound by rural land to the north, a former quarry to the east, Johnston Street to the south and Dean Street to the west, and is located in the Tamworth Regional Local Government Area. The proposed Tamworth Regional Cancer Centre is located on the southern hospital boundary to the east of the existing Johnston House building. The Tamworth Hospital site and project location is shown in Figure 1.

Figure 1: Project Location



1.1 Site Location and Description

Tamworth Hospital is located on the urban fringe of Tamworth, approximately two kilometres from the Tamworth Central Business District.

The Hospital site comprises an area of over 20 hectares and contains a variety of low and medium scale hospital buildings. Dean Street is the primary access point into the site for the Hospital, with vehicular access to the main hospital buildings also available via Johnston Street and the internal ring road. The proposed access for the Tamworth Regional Cancer Centre would be from the existing vehicle entry on Johnston Street.

The project is located on one of the lots forming the Hospital site (Lot 2, DP533835). Refer to Figure 2 for the existing site layout. This land is owned by Hunter New England Health Service. The project site is currently occupied by a tennis court, landscaped open areas and at-grade car parking (see Figures 3-4).

Figure 2: Existing project location site layout

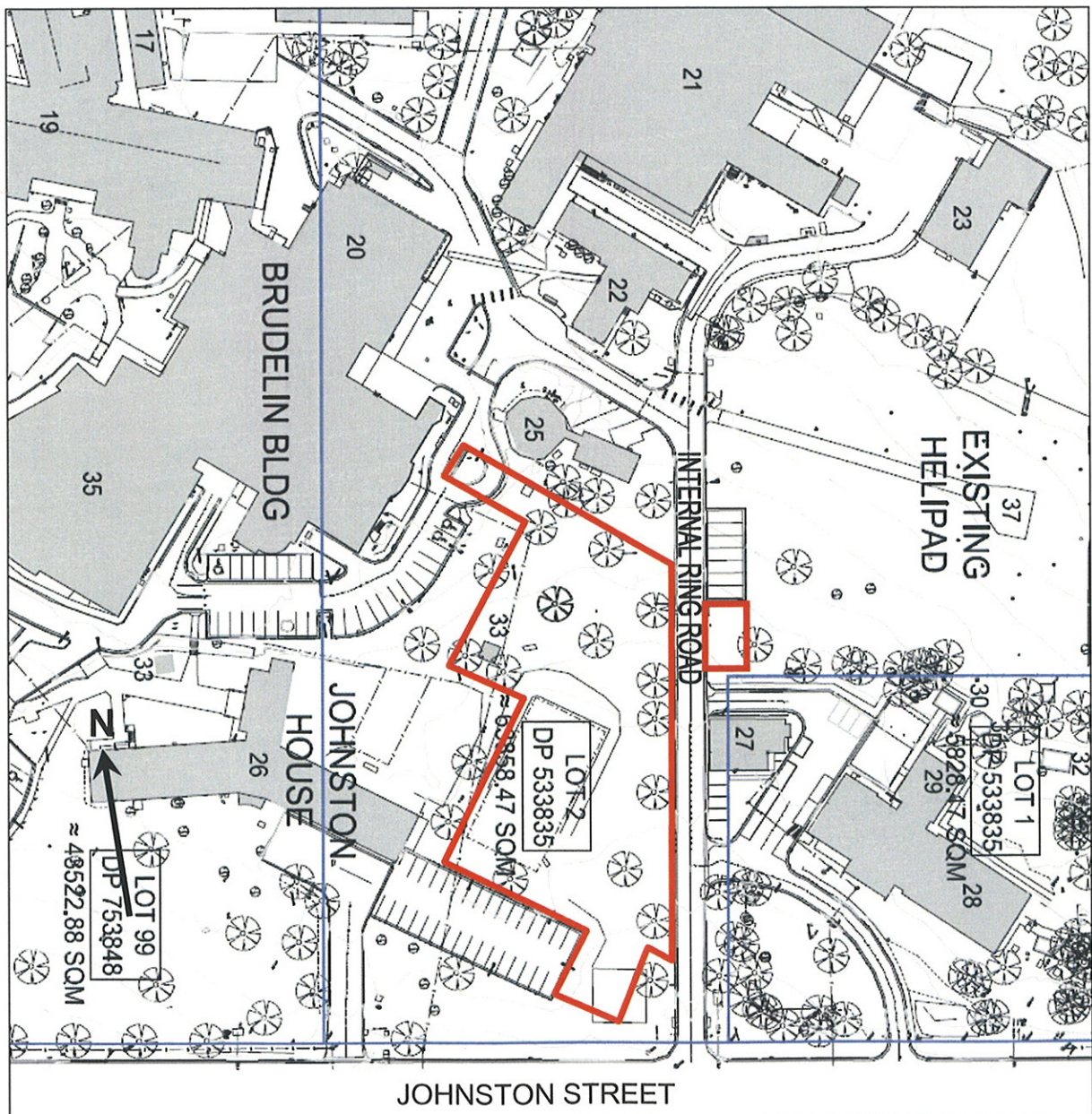


Figure 3: Tennis court currently located on project location site



Figure 4: Landscaped open areas and at-grade car parking along access road within the project location site



The development site was inspected by Departmental officers on 1 February 2011.

1.2 Surrounding Development

The Hospital site is surrounded by rural land to the north, a former quarry to the east, low density residential development to the south and the Tamworth Correctional Centre to the west.

The project site is surrounded by:

- single storey Blood Bank buildings to the north;
- the helicopter landing surface and the single storey dental clinic building to the east;
- an existing at-grade car park area and Johnston Street to the south; and
- the three storey Johnston House and the four storey main hospital building (Brudelin Building) to the west.

2. PROPOSED PROJECT

2.1. Project Description

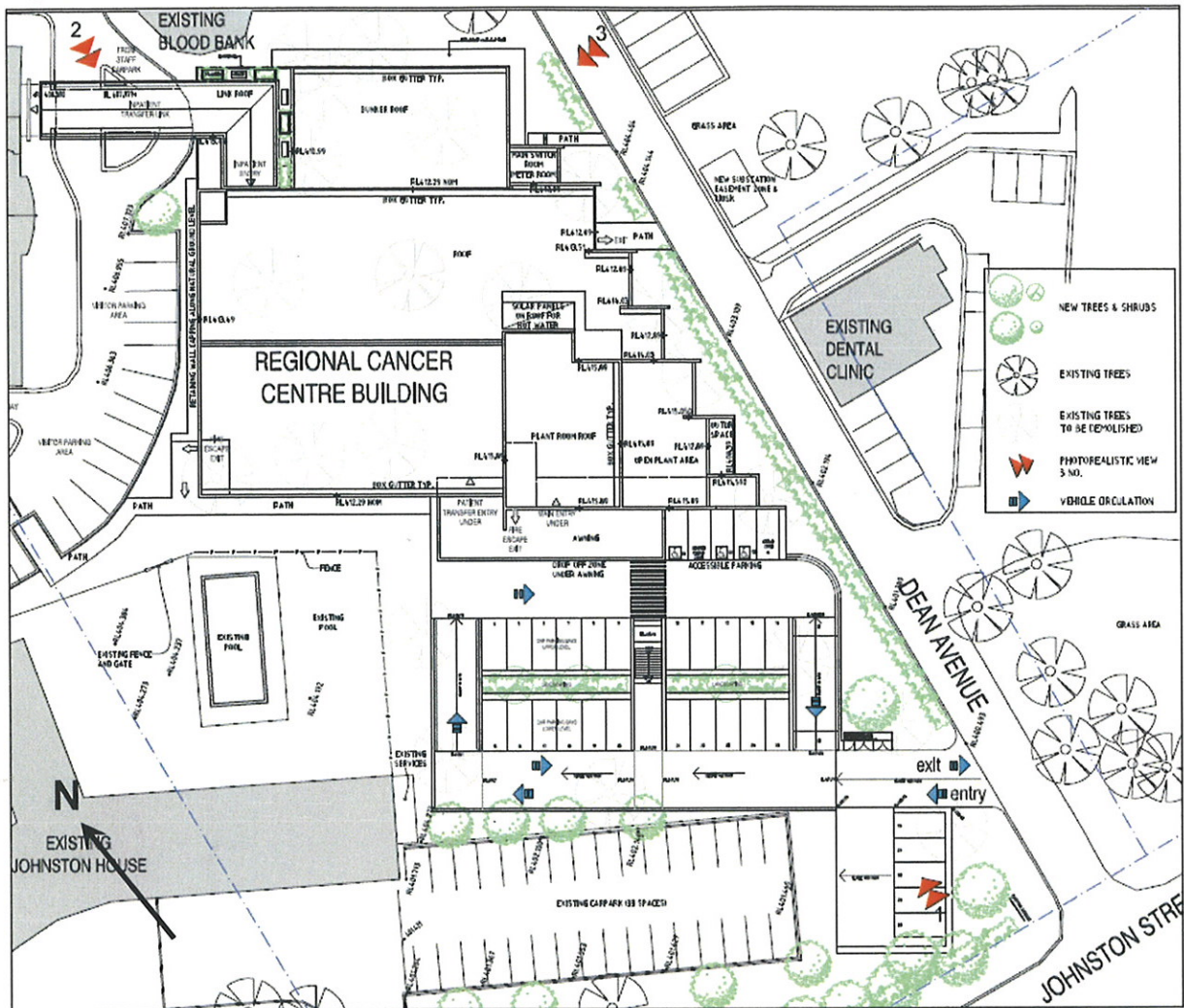
The Project Application (as exhibited in the EA and as amended by the PPR) seeks approval to construct a three storey hospital building to provide cancer care and treatment, including: radiotherapy areas; two radiotherapy bunkers; 11 chemotherapy treatment areas; clinic areas; waiting areas; reception; offices; and a café space. Project approval is also sought for 30 at-grade car parking spaces, landscaping and utilisation of 36 existing car parking spaces on the Hospital site for staff.

The key components of the project are listed in Table 1. The project layout is shown in Figure 5.

Table 1: Key Project Components

Aspect	Description	
Height	12 metres (RL 415.890)	
Site Area	4,383m ²	
GFA	3,696m ²	
Car parking spaces	30 car parking spaces including three spaces for persons with a disability and 36 staff car parking spaces in existing car parking	
Levels	Level 1	Radiation oncology including two radiation bunkers, café
	Level 2	Clinics, day infusion/chemotherapy including 11 chemotherapy chairs, covered walkway connecting to existing Brudelin Building
	Level 3	Plant room
CIV	\$31.82 million	
Jobs	40 operational and 75 construction	

Figure 5: Project Layout



2.2. Project Need and Justification

The Department considers that the proposed construction of the Regional Cancer Centre is appropriate given it would provide additional public assets to support greater delivery of health care for the Tamworth region. The Tamworth Regional Development Strategy identifies that part of the strategic role of Tamworth City, a regional city, is to provide higher order services including hospitals. Tamworth hospital is a referral hospital that provides higher order services, and the expansion of the cancer treatment services, including provision of ambulatory care services, supports its role as a referral hospital. The proposal would improve the functionality of the Tamworth Hospital and ensure the services are located at a convenient and appropriate location in the vicinity of existing cancer care provided in the main hospital buildings. This is consistent with the strategic direction in the Tamworth Regional Development Strategy to facilitate improved community access and delivery of health and community services and facilities.

The proposed location results in the co-location of the Cancer Centre with the main hospital buildings and better utilisation of the space and orderly and economic development of the land for social infrastructure given large portions of the hospital site to the north remain undeveloped and suitable for open space and active or passive recreation.

The facility would provide public benefits to the wider community through providing improved facilities and delivering better services across NSW to support care and treatment of cancer patients. The proposal is consistent with the NSW State Plan priorities: to improve and maintain access to quality healthcare; and to improve survival rates and quality of life for people with potentially fatal or chronic illness.

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 Director-General where:

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

The Minister for Planning & Infrastructure has confirmed this delegation except where the local council objects to the proposal. The project received fewer than 25 submissions in the nature of objections, is not opposed by Tamworth Council and is not a critical infrastructure project. The Director-General can therefore determine the project under delegated authority.

3.2. Permissibility

The project location site is zoned R1 General Residential under Tamworth Regional Local Environmental Plan 2010. The proposal is permissible in the zone.

3.3. Environmental Planning Instruments

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

The Department's consideration of relevant SEPPs and EPIs is provided in Appendix D 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
- *Tamworth Regional Local Environmental Plan 2010*.

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 on the urban fringe 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 is not subject to any known effects of flooding and is not subject to bushfires. The site would 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, the Environmental Performance Guide for Buildings (EPGB), which sets

sustainability requirements for NSW government buildings, and a 4 star Green Star rating. The following sustainable design initiatives have been incorporated in the design and construction process:

- electrical control devices to facilitate energy auditing, monitoring and troubleshooting;
- reuse or recycle 60% of construction waste;
- energy efficient fixtures including LED fittings, motion sensors, timers, daylight sensors, flexible lighting circuits linked with a building management system;
- sun shading devices and high performance glazing to improve thermal performance;
- high efficiency, low loss air-cooled chillers;
- central air handling unit with zone control;
- gas boosted solar hot water system;
- WELS rated water fixtures within 1 star of the best available;
- minimise use of PVC;
- rainwater harvesting and re-use of non-potable water supply for irrigation and toilet flushing purposes;
- 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. The Department also supports the achievement of a 4 star Green Star rating. 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 27 November 2010 until 4 January 2011 (38 days) on the Department's website, and at the Department of Planning & Infrastructure's Sydney and Tamworth offices and the Tamworth Regional Council administration building. The Department also advertised the public exhibition in the Tamworth Northern Daily Leader on 27 November 2010 and notified adjoining landholders and relevant State and local government authorities in writing.

The Department received three submissions during the exhibition of the EA from public authorities and no submissions from the general public.

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

4.2. Public Authority Submissions

A total of three 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.

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

- water supply requirements and adequate capacity needs to be identified;
- details of waste water discharge need to be provided;
- potential requirement for holding tanks for any discharge of radioactive waste materials;
- a Liquid Trade Waste Application may be required for any food premises; and
- a more comprehensive traffic assessment of the impacts of traffic on the Dean and Johnson Streets intersection, including a SIDRA analysis, is required.

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

- management of off-street parking at the hospital;
- clarity regarding the location of staff car-parking;
- increased demand for car parking during shift changes;
- any regulatory device needs to be approved by the local traffic committee to be enforceable; and
- safe and efficient design of car parking area has not been demonstrated and traffic movement shall be in a clockwise direction to support patient drop off.

Transport NSW supports the project and requested that the Proponent prepare a construction management plan to address pedestrian and bicycle access and on-site parking issues and recommended the Proponent prepare a workplace travel plan.

4.3. 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 refinement and Country Energy requirements and also provided a response to issues raised in submissions (Appendix B). The PPR included the following changes:

- relocation of the accessible pathway due to access requirements for in-ground high voltage electricity cables;
- relocation of the building 600mm towards the Brudelin Building to provide clearance from the in-ground high voltage electricity cables;
- installation of an electrical kiosk substation;
- increase in the size of the plant room by approximately 114m²; and
- changes to the glazing on the facades.

The Proponent provided an addendum to the PPR to alter the parapet heights and also to remove the following elements from the project to allow the preliminary works to be undertaken under the Infrastructure SEPP:

- removal of trees and vegetation;
- relocation of the eight car parking spaces for the Blood Bank;
- relocation of the Aboriginal community gazebo; and
- demolition of tennis courts.

The PPR was forwarded to Council and Council indicated that the issues raised in their submission have been satisfactorily addressed.

5. ASSESSMENT

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

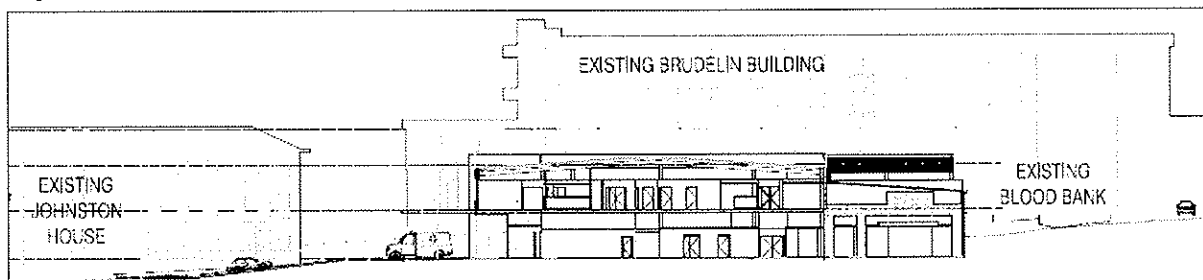
- built form and urban design;
- amenity impacts;
- transport and access; and
- heritage.

5.1. Built Form and Urban Design

The new building is a three storey stand alone building to be located to the south-east of the main hospital building. The proposal consists of 3,696m² of GFA, with a maximum building length of approximately 46 metres and width of approximately 57 metres.

The Tamworth Regional Local Environmental Plan 2010 (TRLEP 2010) does not set any height controls for the site, however, a height constraint that does apply to the site is the Tamworth Airport Obstacle Limitation Surface (OLS). The OLS height for buildings on the project site is 45 metres above ground. The maximum height proposed for the building is 12 metres (see Figure 6) and therefore does not penetrate the OLS. The Department considers the new building at three storeys to be consistent in height and scale with the surrounding hospital buildings, which vary from single to four storeys.

Figure 6: Building in the context of surrounding hospital buildings



The project site is relatively open with pockets of vegetation and minimal hardstand areas except for the tennis courts. The proposed building and hard stand areas occupy the bulk of the project site and result in the loss of nearly 4,000m² of soft landscaped and recreation areas. The Department notes that no floor space ratio applies to the site and large areas of open space and landscaped areas are still available on the remainder of the hospital site given that only the southern parts of the existing hospital campus are developed.

The proposed building would be situated at the base of the slope, with a fall of approximately 4 metres, from the Blood Bank buildings immediately to the north. The proposal is nestled into the slope with the radiation bunkers being set into the base of the slope. As a result the proposal would present as a single storey building to the north-west (see Figure 7). The Department considers this is an appropriate response

to minimise the bulk and scale of the proposal in the north-west given the close proximity of the single storey Blood Bank buildings.

Figure 7: Photomontage of proposed building and covered walkway to existing Brudelin Building (view from the north-west)



The Department considers that whilst the building has a large footprint, it is generally consistent with the scale of the other hospital buildings and adequate design elements are incorporated to minimise the bulk and scale. The southern and eastern elevations are highly visible, while the northern and eastern elevations face other hospital buildings. The southern elevation provides the longest linear elevation and the main frontage to the building. The eastern elevation incorporates design elements to minimise the linear elevation through a minor setback of the eastern section of the building and alternate treatments and articulation of the eastern and western sections of the building, including differing size, colour and design of the window infill panels and glazing treatments (see Figure 8). The elevation is also broken up by the main entry and the patient transfer entry for ambulances. The eastern elevation is modulated and stepped to reduce the solid and linear presentation along the internal access road (see Figure 9). Blade walls, extensive glazing and large masonry tiles are proposed to provide modulation along the elevation.

Figure 8: Photomontage of proposed building and car parking area (view of southern elevation)



Figure 9: Photomontage of proposed building (view of eastern elevation)



Landscaping has also been provided along the eastern edge of the site and within and around the car parking areas. The Department considers the landscaping would soften the appearance of the hardstand areas for car parking and provide screening for the building along the internal access road. The proposed landscaping is also adequate in mitigating the required tree removal to accommodate the building and the at-grade car park.

The Department considers the proposed height and scale of the building responds to the context of the hospital site and is therefore supported.

5.2. Amenity Impacts

5.2.1 Overshadowing

The proposal's overshadowing impacts would be generally confined to the hospital site. No overshadowing impacts would extend to any residential properties. The overshadowing would generally fall onto the Johnston House outdoor pool to the south-west of the proposed building and the dental clinic to the east. The Department considers the impacts acceptable as these areas are non-residential and would retain a minimum three hours of sunlight during the winter solstice when overshadowing would be most significant (see Figures 10-12).

Figure 10: Overshadowing - Winter Solstice 9.00am

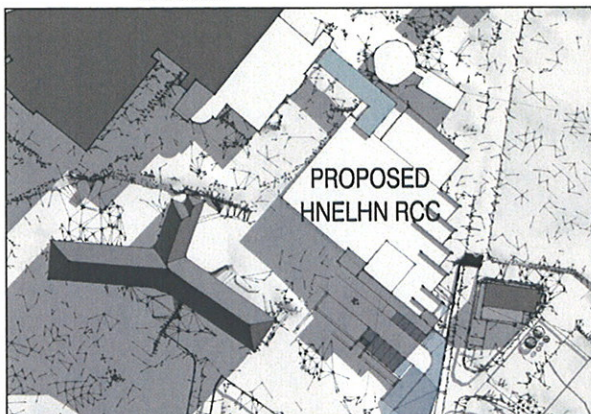
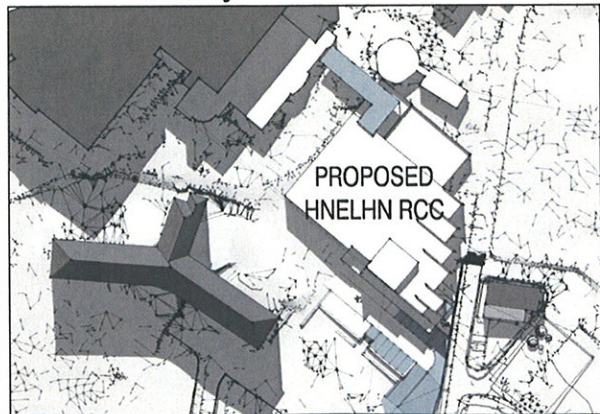
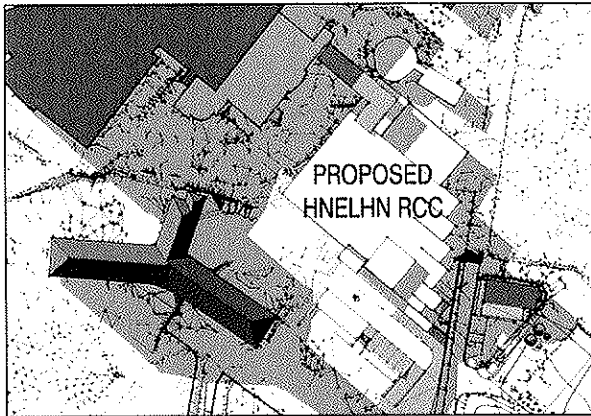


Figure 11: Overshadowing - Winter Solstice midday



**Figure 12: Overshadowing - Winter Solstice
3.00pm**



5.2.2 Privacy

As the proposal is located well within the hospital site and contains only two occupied levels it would have negligible privacy impacts. The proposed building is setback a minimum 65 metres from Johnston Street and any overlooking from the building would be on other hospital buildings and hospital open space areas. This is considered beneficial as it would improve safety and security through increased passive surveillance and activation within the large hospital site.

5.2.3 Operational Noise Impacts

The Proponent has prepared an Acoustic Report which acknowledges that during operation, mechanical services could result in noise impacts over established criteria on sensitive receivers in the vicinity of the site (residential development approximately 90 metres to the south and hospital buildings). 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 to minimise impacts;
- acoustic enclosures and louvres;
- minimisation of duct velocities and in duct attenuation; and
- barriers.

The Department accepts that further detailed design of the plant room and equipment 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 to submit to the Department a further acoustic assessment prepared 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 plant and equipment prior to certification of building works. The Proponent will also need to demonstrate that prior to the occupation of the building that the operation of the installed plant and equipment would ensure that the noise levels above those identified in the Industrial Noise Policy for residential and hospital receivers are met.

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

result from the traffic generated by the proposal as there would be minimal increases to traffic volumes.

The potential noise impacts from the use of the adjoining helipad in terms of internal amenity was also considered. The Acoustic Report stated that there is no specific criterion regarding internal amenity levels and operation of helicopter landing surfaces. The Acoustic Report concluded a noise limit target of 55db(A) would be reasonable and appropriate for the proposal to address the impacts from the emergency flights that use the helicopter landing surface. The helicopter noise level can reach up to 90db(A) when helicopters fly over the site. The Acoustic Report provides recommended materials to mitigate the noise impacts from the helicopters, including a lightweight roof with an insulated metal deck and plasterboard and masonry lightweight panelling with aluminium framed glazing. The adequacy of these materials would have to be confirmed at detailed design stages. The Department recommends that the Proponent demonstrate that the recommendations have been incorporated in the detailed designs and that the Proponent demonstrates prior to construction that the internal noise amenity meets the recommended target in the Acoustic Report.

5.2.4 Construction Noise Impacts

The proposed construction period is 20 months. The Proponent has identified that the proposal would have potential adverse noise impacts on sensitive receivers (residential development and hospital buildings) during construction. The Acoustic Report in the EA recommends on-site management, including selection of plant and location of plant, scheduling of activities, providing respite periods and maintain ongoing communication with affected neighbours. Accordingly, the Department has recommended the appropriate measures need to be identified by a suitably qualified acoustic engineer and incorporated into the Construction Management Plan.

5.3. Transport and Access

5.3.1 Car Parking

The proposal will provide consulting rooms and treatment areas (including 11 chairs for chemotherapy treatment) and accommodate up to 40 new staff on the site. The RTA Guide to Traffic Generating Development and Council's DCP do not provide a rate for car parking for hospital development, however, both recommend a rate of three spaces per consulting room (based on one space per practitioner and two spaces for patients for each consulting room). Council's DCP also recommends an additional space per employee in relation to consulting rooms. The RTA Guidelines and Council's DCP do consider that it is appropriate for the provision of parking to be reduced where it can be demonstrated that the facilities would not be used concurrently or that a reduction in parking would not have adverse impacts on the surrounding street network.

Provided in the Table 2 is summary of demand generated as identified by RTA, Council and the Proponent.

Table 2: Car parking demand

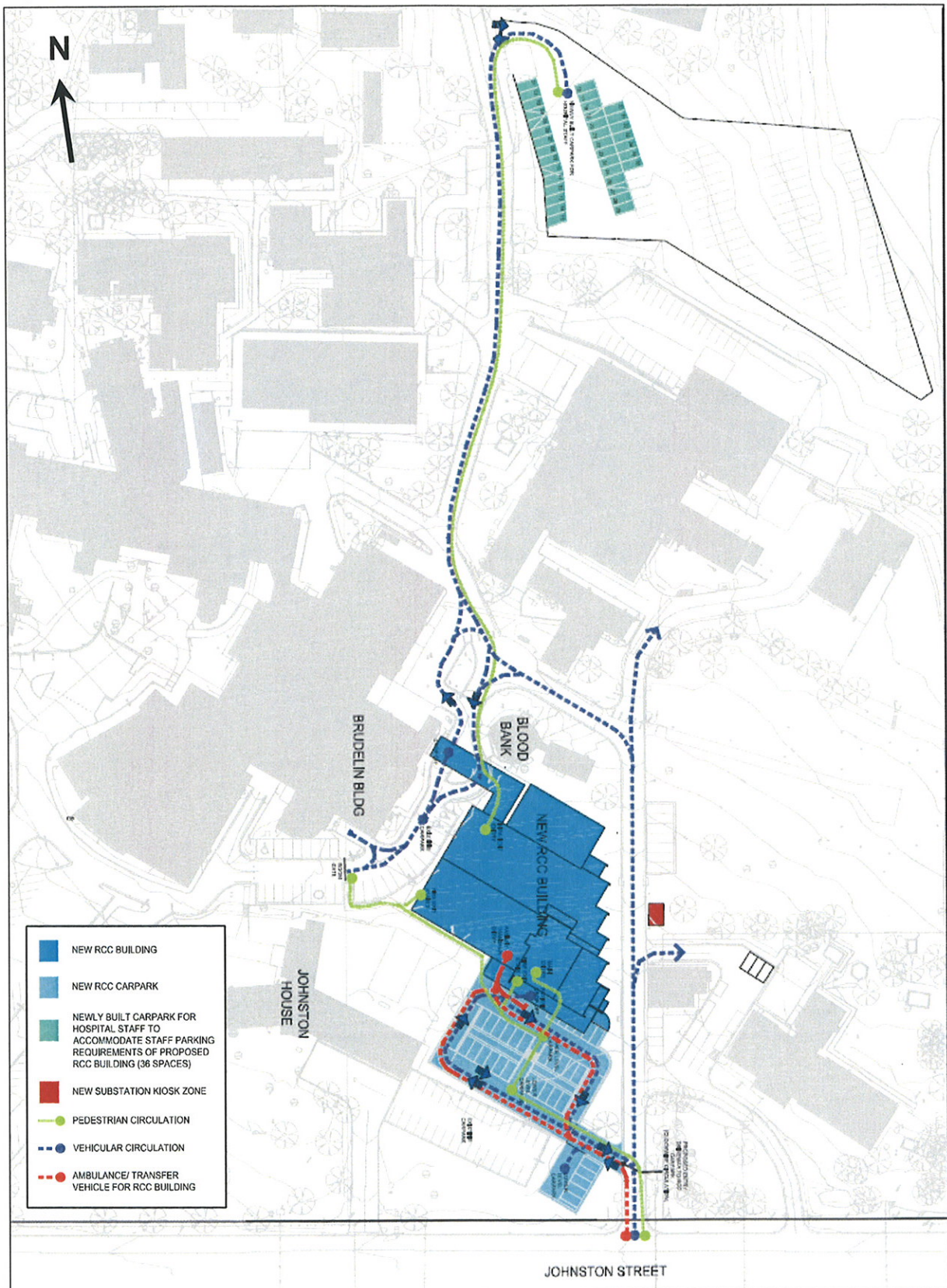
Facility/ Service/Staff	Proponent		RTA		Council	
Consulting rooms (12 – 6 new)	20 patient spaces for new consulting rooms	20	2 per patient	24	2 per patient	24
			1 per staff	12	1 per staff	12
Chemotherapy chairs (11 - 4 new)	1.25 per new chair	5	-	-	-	-
Radiation bunkers	3 patient spaces per bunker	6	-	-	-	-
Treatment room	2 patient spaces per service	2	-	-	-	-
Orthovoltage facility	2 patient spaces per service	2	-	-	-	-
CT scanner facility	2 patient spaces per service	2	-	-	-	-
Simulation facility	2 patient spaces per service	2	-	-	-	-
Staff	1 per new staff	40	-	-	-	-
Patient subtotal		39		24		24
Patient total	10% discount for existing patients and 85% utilisation	30		-		-
Staff subtotal		40		12		12
Staff total	90% vehicle mode share	36		-		-

The Proponent has generally assumed that car parking demand would be one space per new staff member and two spaces per patient for each of the new services and facilities, except the chemotherapy chairs which would only demand one patient car parking space as they are generally used once per day.

Based on a 90% vehicle mode share and 40 new staff, the Proponent has allocated 36 staff car parks in the recently constructed car park to the north-east (see Figure 13) for use by the Tamworth Regional Cancer Centre staff. Based on 10% of patients being treated at the Centre being existing Tamworth Hospital in-patients and an 85% occupancy rate/utilisation for the Centre, the Proponent has provided a total of 30 car parking spaces for patients. Whilst the RTA identified management of off-street car parking as an issue, the Department noted on inspection of the site that the recently constructed car park to the north-east could easily accommodate the staff car parking requirements and any excess visitor demand.

While the RTA guidelines and Council's DCP do not identify a rate for hospital uses, the Department considers the assumptions made by the Proponent regarding demand for car parking for patients is acceptable and is comparable with the RTA guidelines' rate for consulting rooms which requires one car space per staff and two spaces for patients. The Department considers the lower rates assumed for the chemotherapy chairs and consulting rooms can be supported as adequate car parking on the Campus is available for patients and visitors. The Department considers the proposed car parking provisions satisfactory, however, has recommended a transport access guide be prepared to ensure staff and patients are aware of the car parking availability on the site.

Figure 13: Vehicle and Pedestrian Plan, including recently constructed car park



5.3.2 Public Transport

The site is supported by two bus routes that service the hospital site at approximately 30 minute intervals, with four bus stops located within the hospital site. These services link the hospital site with the Tamworth CBD which is located approximately

two kilometres from the hospital site. As the site is accessible by buses, the Department supports Transport NSW's request for a workplace travel plan and transport access guide, which would promote greater utilisation of the bus service. The Department recommends the workplace travel plan and transport access guide be prepared prior to occupation of the premises.

5.1.3 Vehicular and Pedestrian Access

The proposal would utilise an existing vehicle access from Johnston Street and a new access to the project location site. This access connects with the internal ring road and pedestrian network that exists within the hospital site, with car parking areas dispersed across the site. The main vehicle and pedestrian access points into the hospital site would not change as a result of the proposal and the proposal would not interfere with the operation of the ring road around the hospital site. The staff car parking would be accessed via this internal ring road (see Figure 13).

The main pedestrian entrance to the facility is located to the south adjoining the proposed car park. An awning is proposed to support the main pedestrian access and patient drop offs at this entrance. The disabled car parking spaces are located in the vicinity of the main entrance. A separate drop off and access point is provided for ambulance vehicles. A second pedestrian access point would also be provided in the north-west to support an entry on the second level directly from the main hospital building given the approximately four metre difference in levels between the ground floor of the emergency department entrance (main hospital building) directly opposite the north-west entry and the proposal. A pedestrian link between the existing emergency department and the Cancer Centre, including a covered walkway is proposed to support movement between the two buildings including patient transfers. This link would traverse the internal ring road, however is not expected to have any traffic or pedestrian impacts.

The Department considers the access points to the building are appropriate and would support access for persons with a disability arriving from the main hospital building or accessing the proposed building via the main entrance from the car park.

5.1.4 Traffic Impacts

The Proponent's Traffic and Transport Report concludes the additional traffic generated from the development, a maximum 36 vehicle trips during peak periods by staff and patients, would not have a noticeable impact on the operation of the surrounding street network. Council has requested that the Proponent provide a more comprehensive traffic assessment of the impacts of the generated traffic on Dean Street and Johnson Street intersection, including a SIDRA analysis.

While the Department is satisfied that there would be minimal impact to the operation of the intersection as only a small increase in vehicle trips would result, in separate meetings with Council the Proponent has committed to undertaking further intersection analysis prior to commencement of construction. Council is supportive of this approach.

Accordingly, the Department recommends that further analysis of the Dean Street and Johnston Street intersection be prepared prior to certification of Crown building works and that any recommendations from this analysis shall be completed prior to the commencement of the operation of the Cancer Centre.

5.4. Heritage

Located on the hospital site are locally significant heritage items, specifically the main group of hospital buildings. The main item of heritage significance on the hospital site is an elegant Victorian single storey brick structure, known as the '1883' building, and a chapel structure on the east side of the building. However, unsympathetic modern hospital development has been built around the '1883' building. The Department considers that the proposal would have no additional impacts on the highly significant buildings as the proposed building is located 75 metres from the '1883' building and situated between the heritage significant building and the proposal is the Brudelin Building, a modern and unsympathetic building. Accordingly, no impacts to views or vistas to and from the heritage building would be affected by this proposal. Council did not identify any heritage issues in regards to the locally listed heritage item. The Department is satisfied that the proposal would have no impacts on the heritage items located on the site.

5.5. Developer Contributions

The Proponent argues that as the proposal would be providing services and would not be creating additional demand on services, development contributions are not applicable. Council raised no objection to the Proponent's justification and request to waive section 94 contributions. Furthermore, Council's Tamworth Urban Section 94 Contributions Plan 2006-2011 is generally applied to residential dwellings or new lots. The other two categories where contributions could apply are to CBD car parking or administration of Section 94 (where other contributions apply). As the proposal will not be creating any additional lots, or CBD car parking, administration of Section 94 contributions also do not apply and therefore Council's Contributions Plan does not apply to the proposal.

In accordance with Section 75R(4) and consequently Section 94B(2) of the EP&A Act, the Minister may impose a different contribution after having had regard to Council's Contributions Plan. The Department agrees with the Proponent that it would be providing a community service and considers the scale and intensity of the proposed development would not generate additional demand for improvements to open space, community facilities, cycleway network and urban road network. Accordingly, and in view of the above, it is recommended that no development contributions be applied to the project application.

6. RECOMMENDATION

The Department has reviewed the environmental assessment and duly considered advice from public authorities in accordance with Section 75I(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 Regional Cancer Centre at Tamworth Hospital would provide a significant contribution to the ongoing provision of health services and delivery of public assets at the regional referral hospital. The development is consistent with the strategic direction in Council's Tamworth Regional Development Strategy to facilitate improved community access and delivery of health and community services and facilities; and the strategic role of Tamworth City to provide higher order services. The proposal is also consistent with the NSW State Plan priorities: to improve and maintain access to quality healthcare; and to improve survival rates and quality of life for people with potentially fatal or chronic illness.

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.

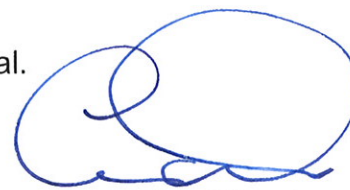
The Department considers the site to be suitable for the proposed development and that the application is in the public interest. Consequently, the Department recommends that Project Application be approved, subject to conditions.

It is recommended that the 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_0176), 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**


**Deputy Director-General
 Development Assessment & Systems
 Performance**


**Executive Director
 Major Projects Assessment**


Director General