

24 September 2013

Mr Sam Haddad
Director General
NSW Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Megan Fu – Planner

Dear Mr Haddad

Re: S75W – Modification to Wollongong Hospital DA (MP10_0213)

This modification request seeks to modify the Wollongong Hospital 'major project' approval (MP10_0213) under S75W of the Environmental Planning and Assessment (EP&A) Act 1979 to allow for changes to the building façade, a change in building height, the reduction of bicycle parking spaces required and addition of a plant room on the roof.

The subject site is located on the Corner of Crown Street and Loftus Street, Wollongong.

The subject site is legally described as Lot 13 on DP884182, Lots 58 to 69, Section 3 on DP1258 and Lot 95, Section 3 on DP1258.

The Wollongong Hospital redevelopment is to be situated on the northern half of the site, fronting Loftus Street. The subject site is zoned *SP1: Special Activities* under the *Wollongong Local Environmental Plan 2009* (LEP).

The original development application was approved on the 8/6/2012. We note that a modification (MOD 1) to this DA, to allow for the additional car park to be provided on the site adjacent to the existing multi-storey car park, was exhibited from the 26/06/2013 to the 09/08/2013 and the proponent is currently reviewing submissions.

Specifically, this modification (Mod 2) seeks to:

- Change the building façade as depicted in supporting architectural plans.
- Clarify building height to a maximum of RL73.100
- Reduce the number of bicycle spaces from 100 to 30 spaces
- Change condition B9 for staff and employees from Class 2 to Class 3 bicycle parking facilities
- Rationalise roof plant rooms
- Change the design of the Rooflights of the internal "street"

Wollongong Hospital Redevelopment

The Wollongong Hospital Redevelopment involves the construction of a six storey building, linking into the existing Clinical Service Building.

The initial design of the building has been revised due to building bulk, visual amenity impacts and cost.

After discussions with the Department of Planning and Infrastructure, the redevelopment has been redesigned to suit the needs of the hospital, ensure an aesthetically pleasing streetscape and rationalise construction costs and works.

Wollongong Hospital is a teaching and major referral hospital, and the proposed extension intends to meet the demand of the growing and ageing population in the catchment of Illawarra (Kiama, Wollongong and Shellharbour), as identified by the *South Eastern Sydney Illawarra Area Health Service Strategic Plan 2010-2015*.

The proposed redevelopment will include the; Illawarra Elective Surgical Services (IESS), Emergency Department (ED) expansion and Ambulatory Care Unit (ACU).

Impact of Proposed Modifications

Façade Design

The original façade design required louvres to shade the windows, and concrete ledges to support these, resulting in increased bulk of the building and increased maintenance requirements.

In order to reduce materials and costs for the hospital, as well as reduce maintenance and improve visual amenity, the façade has been redesigned as shown on the elevations. Furthermore, the redesign simplifies construction, and will have no planning implications on internal floor levels.

Specifically, the façade redesign incorporates:

- The same ground base as per the original approval of off form concrete;
- Spreading the podium over two levels to create a long and clearly visible base to the building, providing a contrast between the off form concrete undulating with the ground levels and the white cladding to give clean straight edges. This creates visual interest at the human scale;
- A recessed floor at level 3 to separate the podium from the belt;
- A two storey belt in contrasting, simple materials and a custom orb split into vertical bands by simple clear detailing of trims. Window bands will have cladding, and windows will have louvers to the top and similar colour trims to the bottom further articulating the building façade;
- A recessed plant room, to reduce the bulk of the elevation and create articulation to the façade. This also helps to improve visual amenity through the illusion of a lesser height, for downhill views from the North and West; and
- Two towers visible from east and west will become prominent landmark features.

Visual Amenity

The proposed redevelopment will be visually prominent due to its elevated position on site. However, the redevelopment is substantially lower than the highest building on site, and would therefore present visual impacts only to the north and west, with existing hospital buildings screening the proposed development from other directions.

The façade redesign incorporates a set back of the plant room to reduce building bulk. This setback also consolidates the visual amenity as the height will not be unreasonable. The materials and human scale detailing, provides interest and articulation.

Building Height

The original approved plans did not show a building height, so this modification seeks to clarify the maximum building heights by providing the RL on the plans. The proposed building will be RL73.150 to the top of the roof plant, as shown on the elevations. The proposed building height is below the maximum building height specified under the LEP of 60 metres.

Development Standards

The proposed redesign of the building façade will not change the previously approved setback from Loftus Street to the North. There will be no change in the approved floor space, and therefore no impact on Floor Space Ratio.

Parking Provision

The approved development conditions include *B8: a minimum of 100 bicycle spaces are to be provided for the development*. This is considered to be unnecessary for the proposed hospital extension, as it is envisaged that patients and visitors would not cycle to the hospital for services, and that they could use public or private transport options.

Due to the topography of the area, and the redevelopment being at the top of a large hill, this would further deter staff use of bicycles.

The subject site is located within close proximity to public transport, with bus stops along Crown Street and Wollongong Station less than 600 metres away. Of the total persons that travel to work via one method of transport, in Wollongong Local Government Area, where bicycle (as mode of transport) only contributed 0.96% (ABS Census 2011). The proposed modification to provide 30 bicycle parking spaces would cater to those users and staff members choosing to cycle to the hospital.

Condition B9, states that Class 2 bicycle facilities (lockable compounds with a communal key) are provided for staff and employees. However, due to the topography of the surrounding area, the proximity of the site to public transport, and the lack of mode share of bicycle users in Wollongong, it is expected that bicycle facilities are not a high priority.

Class 3 facilities (being facilities to which the bicycle frame and wheels can be locked) would be more than adequate to service any staff or employees cycling to work.

Roof Plant Rooms

The proposed roof plant situated on top of the redevelopment is to be reduced in height and width, in order to reduce building bulk, and create an aesthetically pleasing façade. In redesigning this plant room, there is the requirement of an extra plant room on the

top of the roof of an existing building, located directly behind the proposed redevelopment.

The creation of the new plant room will accommodate the necessary equipment and plant machinery, which cannot be retained within the smaller redeveloped roof. This equipment is essential to ensure the operation and functioning of the hospital.

The accompanying architectural elevations and montages, demonstrate the proposed location of the new roof plant will not be visible from the street, or from public areas.

Conclusion

The proposal seeks to modify the development approved pursuant to MP10_0213. The modifications are minor and without any unreasonable impact. Rather, they represent enhanced practicalities, particularly from a construction perspective.

The development, as modified, will remain consistent with the originally approved development.

In light of the above, the proposed modifications warrant consent from the Department of Planning and Infrastructure.

Should you have any enquiries, please do not hesitate to contact the undersigned on 9221 5211.

Yours sincerely,



Wayne Gersbach
General Manager – NSW