



## Hurstville Private Hospital MP11\_0042 s75W Application

Prepared by Inspira Property Group

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# 1.0 The Proposal

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## 1.1 Background

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On 9 April 2013, a delegate of the Minister for Planning approved the redevelopment of the Hurstville Private Hospital Project MP11\_0042, including extension and redevelopment of the Medical Centre with a new 5 storey building, 2 levels of basement parking and ancillary facilities.

The project approval specifically comprised:

- Extension and redevelopment of the Medical Centre with a new 5 storey building, 2 levels of basement parking and loading areas;
- Internal Demolition works and modifications to the existing hospital buildings
- Bulk earthworks and excavations in the lower basement
- New and refurbished basement car park
- New floors connected over existing Colo-Rectal Associates consulting rooms to link to original Administration building
- Refurbishment of patient wards
- New signage on the Pearl Street frontage
- New Landscaping on Pearl Street and Millett Street
- Public domain works including footpaths, lighting and tree planting and
- Local road improvement works.

The proponent proposes to reduce the scale of the Hospital additions. Effectively one storey is proposed to be deleted from the proposed development. A small additional area of consulting rooms is proposed, with additional parking within the approved building envelope and at the front entry.

The upper and lower basement areas and the front driveway will be reconfigured to accommodate the extra car spaces required. Minor internal reconfiguration of the new works is also proposed to accommodate the new consulting areas and to remove one level of beds/wards.

This report has been prepared by Inspira Property Group and describes proposed modifications as shown in the drawings prepared by Health Science Planning Consultants (HSPC) attached in the Appendix and the assessment of the proposed increase in parking spaces by Positive Traffic, also attached in the Appendix.

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## 1.2 Description of Proposal

A summary of the key modifications is as follows:

TABLE 1: SUMMARY OF KEY MODIFICATIONS

Works	Approved	Proposed
Bed Numbers	96	96
Car Spaces	79	98 inc 3 disabled
Consulting Area	1865m <sup>2</sup>	Level 1 - 952m <sup>2</sup> Level 2 - 1295m <sup>2</sup> Total: 2247m <sup>2</sup>
Building Height – top of parapet	RL 89.18	RL 87.13 (-2050mm)

A detailed description of the amendments and the relevant conditions follows.

## 1.3 Director-General’s Assessment Requirements

The Department of Planning and Infrastructure (DPI) advised on 13 August 2013, that amended or new Director-General’s Requirements (DGRs) would not be necessary for the modification application as the existing DGRs encompass the impacts expected to occur as a result of the project and the proposed modifications.

## 1.4 Proposed modifications to Proposal & Conditions

Condition A2: Development in Accordance with Plans and Documents

*A2 The Applicant shall carry out the project generally in accordance with the:*

- *Hurstville Private Hospital Redevelopment Environmental Assessment Report prepared by Inspira Property Group dated 29/10/2012 and appendices;*
- *Hurstville Private Hospital Redevelopment Preferred Project Report prepared by Inspira Property Group dated 15/2/2013 and appendices; and*
- *Hurstville Private Hospital Redevelopment Preferred Project Report: Supplementary Information prepared by Inspira Property Group dated 4/3/2013; and*

*The following drawings, except for:*

- *any modifications which are Exempt’ or Complying Development;*
- *otherwise provided by the conditions of this consent.*

### **Proposed Modification:**

The proposed Amended Architectural Drawings are attached to the s75W Application.

A summary of the proposed modifications on each level is detailed in the Table following.

The proposed modifications are minor and all occur within the building envelope as approved.

The consulting room area will increase by 382m<sup>2</sup> from the approved area of 1865m<sup>2</sup> to a total of 2,247m<sup>2</sup> over levels 1 and 2.

The increase in parking spaces to support the proposed increase in consulting room area is addressed in the traffic and parking report attached in the Appendix prepared by Positive Traffic Engineering and Planning.

The Traffic and Parking report describes the assessment of the potential traffic impacts and parking needs of a modified proposal for the redevelopment of the Hurstville Private Hospital. This modified proposal includes additional consulting room floorspace over and above that which was previously approved for the site. The findings of this investigation concluded:

1. The proposal has the potential to provide an additional two to three consulting rooms based on existing average floorspace per room.
2. The potential traffic impacts of the increased number of consulting rooms would be minimal and would not impact significantly on the surrounding road network.
3. The development with 98 spaces proposed would provide parking over and above the minimum requirements of the Hurstville Council DCP of 90 - 93 spaces for the development as a whole.
4. The development is located within easy walking distance to a number of high frequency transit alternatives to limit the need for private vehicle travel to and from the site.
5. Overall the traffic impacts of the modified proposal are considered satisfactory.

TABLE 2: PROPOSED MODIFICATIONS BY LEVEL

Ground Level	Relocate substation and utilities in front driveway to the corner of Gloucester Road and Pearl Street, within the property boundary. The substation and utilities will be in an enclosure which meets the safety and design specifications of the utility providers.  The vacant area created by moving the substation and utilities will be replaced with 3 car spaces, 1 disabled car space and drop-off spaces.
Lower Basement	Relocate car spaces and storage area to include Bicycle parking/storage in lower basement. Demolition of oxygen enclosure (previously approved).
Upper Basement	Minor reconfiguration of utility rooms, car spaces and bin storage area. Additional bicycle parking and storage.
Ground Level	Reconfigure location of OR4 and Equipment store, Reconfigure OR7 and adjacent Recovery beds.  No proposed refurbishment of delivery suites and surgical wards except one small office. Refurbish pantry area and rear of kitchen.  Oxygen vessel to be enclosed in rendered blockwork. Car spaces on new upper deck as per final project approval with timber screen surround.

Level 1	Refurbishment of smaller area of consulting suites. Extension of floor plate for consulting suites and plant room where previously only consulting suites on a mezzanine proposed with small plant above. Reconfiguration of proposed plant area.
Level 2	Proposed 33 bed surgical ward to become consulting rooms, day oncology and physiotherapy room.
Level 3	Birthing suite and maternity ward to become a surgical ward.
Level 4	26 bed Maternity Ward to have minor reconfiguration as per Amended Architectural Drawings.
Roof	Plant on steel base in lieu of concrete platform, extended and with acoustic screen.

#### Condition A9: Section 94A Contribution

*A9 In accordance with Section 94B EP&A Act a contribution of 1% of the cost of carrying out the development (estimated at \$322,000) shall be paid to Council prior to the issue of an occupation certificate or commencement of use. The amount to be paid is to be adjusted at the time of payment to ensure that it is 1% of the actual cost of carrying out the development.*

#### **Proposed Modification:**

The Capital Investment Value will be reduced slightly from \$32.2 M (previous certification attached). The new CIV certification will be forwarded to the Department of Planning and Infrastructure.

#### Condition C2: Design Modifications

*C2 In order to ensure that the amenity impacts of the proposed carparking deck and other structures at the rear of 12 Millet Street are acceptable, the development shall be amended as follows:*

- a) enlarging the driveway from Gloucester Road including the removal of kerbing and trees is not approved;*
- b) the oxygen tank is to be located to near the loading dock on Millett Street near the Pearl Street corner (in a location similar to as shown on the exhibited Drawing DA-31 revision A "Proposed Upper Basement Plan" dated 31/8/2012) and*
- c) serviced/refilled from the loading dock on Millett Street;*

#### **Proposed Modification**

**C2(a)** The kerbing and trees within the property will not be removed, however one street tree immediately adjacent the entry from Gloucester Road is proposed to be removed as its roots have become a safety hazard for pedestrians, and the overhang is causing damage to trucks and large vehicles entering from Gloucester Road.

A replacement street tree is proposed to be planted close by in a more suitable location.

**C2 (b) and (c)** The oxygen store currently located in the lower basement will be demolished. The gas vessel will be located in a rendered blockwork enclosure on the upper deck (near the loading dock) at the rear of the 12 Millett Street car park as per the final approved drawings. It will be accessed by a truck entering from Gloucester Road. The gas vessel will only require refilling once every two weeks. The refilling procedures will take approximately 25 minutes. The refilling will occur on a weekday between the hours of 10am and 3pm to ensure there are no early morning noise impacts on neighbours.

#### Condition C9: Number of Car Spaces

**C9** *The number of car spaces to be provided for the development shall comply with the table below. Details confirming the parking numbers shall be submitted to the satisfaction of the Certifying Authority prior to the issue of a Construction Certificate for below ground works.*

Car parking allocation (minimum)	Number
Commercial Spaces (including visitor spaces)	87
Number of commercial car spaces to be accessible spaces	3
<b>TOTAL CARPARKING SPACES (minimum)</b>	<b>87</b>

#### Proposed Modification

The proposed number of car spaces will be increased from 87 to 98 spaces, including 3 disabled spaces. Minor reconfiguration of the upper and lower basement car parks is proposed. The utility and substation currently located at the front entrance will be relocated to allow for 4 new spaces and drop-off spaces. Refer to the Amended Architectural Drawings.

The assessment of the proposed increase in car spaces against the proposed reconfiguration of the ward areas is described in the Traffic and Parking report in the Appendix.

## 1.5 Bicycle Spaces and End of Trip Facilities

#### Condition C10 and C11: Bicycle Storage and End of Trip Facilities

**Condition C10** requires a minimum of 15 bicycle spaces within the development for use by staff with layout, design and security to comply with the Australian Standard AS2890.3-1993, Part 3. A minimum of seven additional spaces are to be provided for use by visitors.

**Condition C11** requires that the number of storage, change room and shower facilities for the hospital shall comply with the requirements of the Department of Planning: *Planning Guidelines for Walking and Cycling*.

#### Proposed Modifications

The bicycle storage areas will be reconfigured to achieve closer compliance with NSW RTA Bicycle Guidelines 2005 (RTA Guidelines) and the Australian Standard AS2890.3. Refer to the Amended Architectural Drawings.

A storage area will be located in both the upper and lower basement car parks, each with 9 bicycle spaces, therefore a total of 18 spaces will be provided. Visitor bicycle rings will be located at the front of the hospital to accommodate 7 bicycles.

Lockers, male and female showers and change rooms will be provided in the hospital, in addition to the facilities already provided for staff use and separately for theatre staff use.

The secure bicycle storage and end of trip facilities exceed the provisions recommended in the RTA Guidelines.

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## 1.6 Conclusion

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This Modification Application seeks to amend the relevant Conditions to allow for the proposed minor changes to the internal layout of the new works and the decrease in building height proposed on the site of the Medical Centre at Hurstville Private Hospital.

The proposed scope of amendments is considered minor and there are no material impacts beyond those already assessed as part of the DGRs for the existing approved redevelopment. The proposed modifications to Conditions of approval are therefore recommended for approval.

## Appendix A: Amended Architectural Drawings

## Appendix B: Traffic and Parking Report

## Appendix C: Capital Investment Value Estimate

(From approved Submission)

## Appendix D: Estimated Cost of Public Domain Works

(From approved submission)