



The Children's Hospital at Westmead – Paediatric Services Building

State Significant Development SSD-10349252

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Cover image: *Perspective of PSB from Redbank Road (Source: Billard Leece Partnership)*

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Glossary

Abbreviation	Definition
AHD	Australian Height Datum
BCA	Building Code of Australia
CIV	Capital Investment Value
Council	City of Parramatta Council
Department	Department of Planning, Industry and Environment
EESG	Environment, Energy and Science Group
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
Heritage	Heritage NSW, Department of Premier and Cabinet
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
SEARs	Planning Secretary's Environmental Assessment Requirements
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW

Executive Summary

This report provides an assessment of a State significant development (SSD) application for construction and operation of a new Paediatric Services Building (PSB) at The Children's Hospital at Westmead (SSD-10349252), located at the corner of Hawkesbury Road and Hainsworth Street, Westmead. The Applicant is Health Administration Corporation and the proposal is located within the Parramatta local government area (LGA).

Assessment summary and conclusions

The proposal will provide new hospital facilities to improve the efficient operation of the existing The Children's Hospital at Westmead (CHW) and support the healthcare needs of Westmead and surrounding communities. The Department concludes the proposal is in the public interest and recommends that the application be approved subject to conditions.

The Department has considered the merits of the proposal in accordance with relevant matters under section 4.15(1) and the objects of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the principles of Ecologically Sustainable Development (ESD), the issues raised in submissions, as well as the Applicant's response to these.

The Department identified built form and urban design, public domain and landscaping, traffic and transport and heritage as key issues for assessment. The Department's assessment concluded:

- the built form is appropriate for the site, consistent with the height, bulk and materiality of surrounding buildings, as well as being developed through a design review process.
- the proposal includes sufficient public domain and landscaping improvements, including tree retention and appropriate tree planting, retail structures within the KidsPark, landscaped courtyards and providing improved access to green space across the site.
- the traffic generated by the proposal can be accommodated on the surrounding road network, subject to conditions.
- the proposal provides sufficient car parking on the site to meet existing demand and the demand generated by the development of the site.
- the proposal would have acceptable impacts on heritage items in the locality, while potential impacts on archaeology will be managed in accordance with relevant guidelines and unexpected finds protocols applied as part of the construction process.

The impacts of the proposal have been addressed in the Environmental Impact Statement (EIS) and the Response to Submissions (RtS) for the PSB. Conditions of consent are recommended to ensure that the identified impacts are managed appropriately.

The proposal

The SSD-10349252 proposal seeks approval for demolition works and the construction and operation of a 14 storey PSB and associated forecourt. The proposal also includes site works, remediation, earthworks, tree removal, landscaping, public domain works, pedestrian awning, signage zones and ancillary work to adjacent and adjoining structures.

The application was amended after exhibition to increase the overall building height from RL 86.45 to RL 90.80 (top of lift overrun). Revisions were also made to landscaping, terraces/courtyards, the KidsPark landscaping and retail detail, PSB façade colour and materiality, KidsWay accessibility, car parking configurations and building footprint expansion on Level 7.

The application would support 1,872 construction jobs and provide 600 operational jobs and investment in health infrastructure in the region.

The site

The development site is located in the centre of the Westmead Hospital campus on the corner of Hawkesbury Road and Hainsworth Street, and legally described as Lot 101 DP 1119583. The land is a part of the Parramatta LGA. The proposed PSB forms part of the CHW (within the greater Westmead Hospital campus) and is situated approximately 265m south of Toongabbie Creek, adjacent to the newly constructed Central Acute Services Building to the west.

Statutory context

The proposal is SSD under clause 14 of Schedule 1 of the State Environmental Planning Policy (State and Regional Development) 2011, as the development is for the purpose of a hospital with a CIV of more than \$30 million. Therefore, the Minister for Planning and Public Spaces is the consent authority.

Engagement

The application was publicly exhibited between Thursday 15 April until Wednesday 12 May 2021 (28 days). The Department of Planning, Industry and Environment (the Department) received eight submissions from public authorities, one from an organisation and two from the public. An additional three submissions from public authorities were received in response to the Applicant's Amended Development Application (DA) and Response to Submissions (RtS).

The key issues raised in the submissions included built form and design, public domain and landscaping, traffic, transport and parking, heritage.

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1 Introduction

This report provides an assessment of a State significant development (SSD) application for construction of a new Paediatric Services Building (PSB) at The Children's Hospital at Westmead (CHW) at the corner of Hawkesbury Road and Hainsworth Street, Westmead (SSD-10349252).

In detail, the proposal seeks approval for:

- demolition, earthworks, remediation and tree removal.
- construction and operation of a 14 level PSB.
- a new pedestrian canopy link connecting the PSB with the existing hospital entrance raised above the forecourt for weather protection.
- pedestrian bridges connecting the PSB to the Central Acute Services Building (CASB) and Kids Research Building.
- expansion and refurbishment of the adjacent pathology building.
- landscaping, public domain works (including new forecourt KidsPark with retail pods and KidsWay link) and signage zones.
- extension of the existing medical gas compound.

The application has been lodged by Health Infrastructure on behalf of Health Administration Corporation (the Applicant). The site is located within the Parramatta local government area (LGA).

1.1 Site description

Hospital Campus

The site forms part of the CHW within the broader Westmead Health Precinct. The Westmead Health Precinct is 1.5 kilometres (km) north-west of the Parramatta Central Business District (CBD) and 26km west of the Sydney CBD (see **Figure 1**).

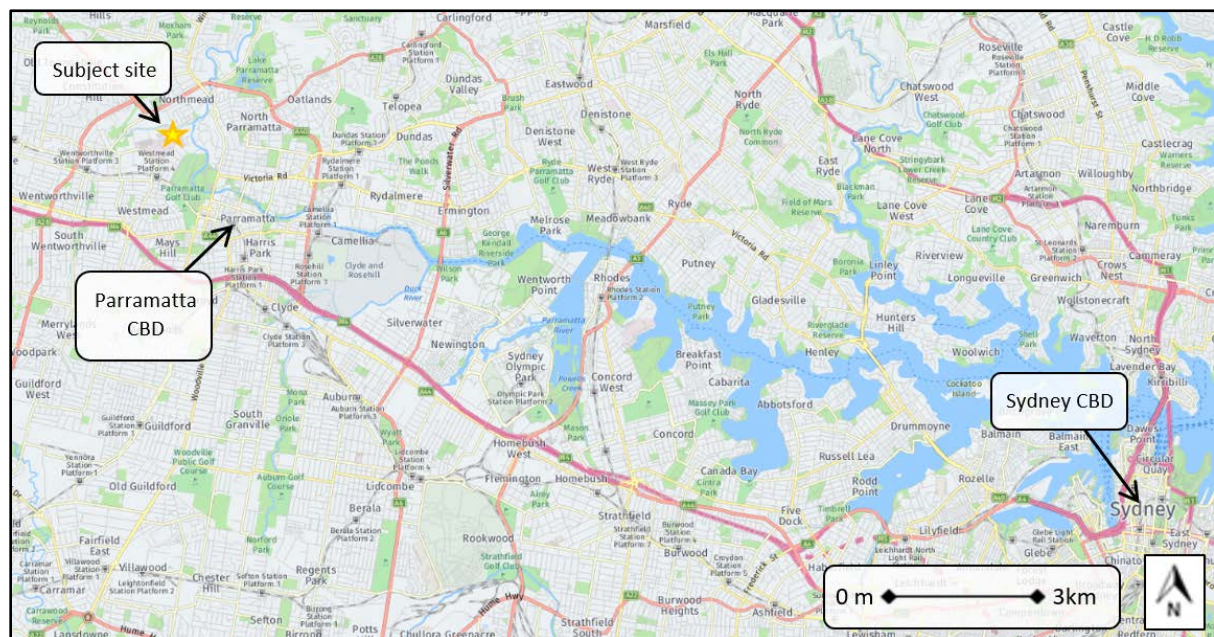


Figure 1 | Regional context map (Base source: Nearnmap 2021)

The Westmead Health Precinct is 75 hectares (ha), which is bounded by Toongabbie Creek to the north, Parramatta River and Cumberland Hospital to the east, Parramatta Park to the south and Westmead Railway Station to the west.

The Westmead Health Precinct forms part of the Western Sydney Local Health District (LHD) and includes four major hospitals, four medical research institutes and two university campuses. Across the hospital precinct are various car parking arrangements servicing the area.

Subject Site

The proposed development area is located within the centre of the Westmead Health Precinct with the PSB adjoining onto Redbank Road and the KidsPark forecourt connecting to Hawkesbury Road. The site of the proposed PSB was previously accommodated the recently demolished P17 carpark. The land exhibits varying level changes with a gradual slope towards the northern boundary with an service laneway cutting through the site from north-east to south-west along the Kids Research Building (see **Figure 5**). The existing hospital and site layout is shown in **Figure 2**.



Figure 2 | Hospital layout (development site within red dashed line) (Source: EIS)

A State heritage item, known as the 'Cumberland District Hospital (including Wisteria Gardens)' (Item no. I00820), is situated around the south-eastern edge of the campus and the site is within the view corridor of two items of national significance, including the Old Government House and the Parramatta Female Factory and Institutions Precinct (see **Figure 3**).



Figure 3 | Heritage conservation map (Source: EIS)

The site is classified as low risk flood prone land due to the proximity of Toongabbie Creek (see **Figure 4**). Records of previous agricultural and heavy industrial landfill site activities have also identified the potential presence of contaminated fill (asbestos and heavy metals) within topsoil layers.

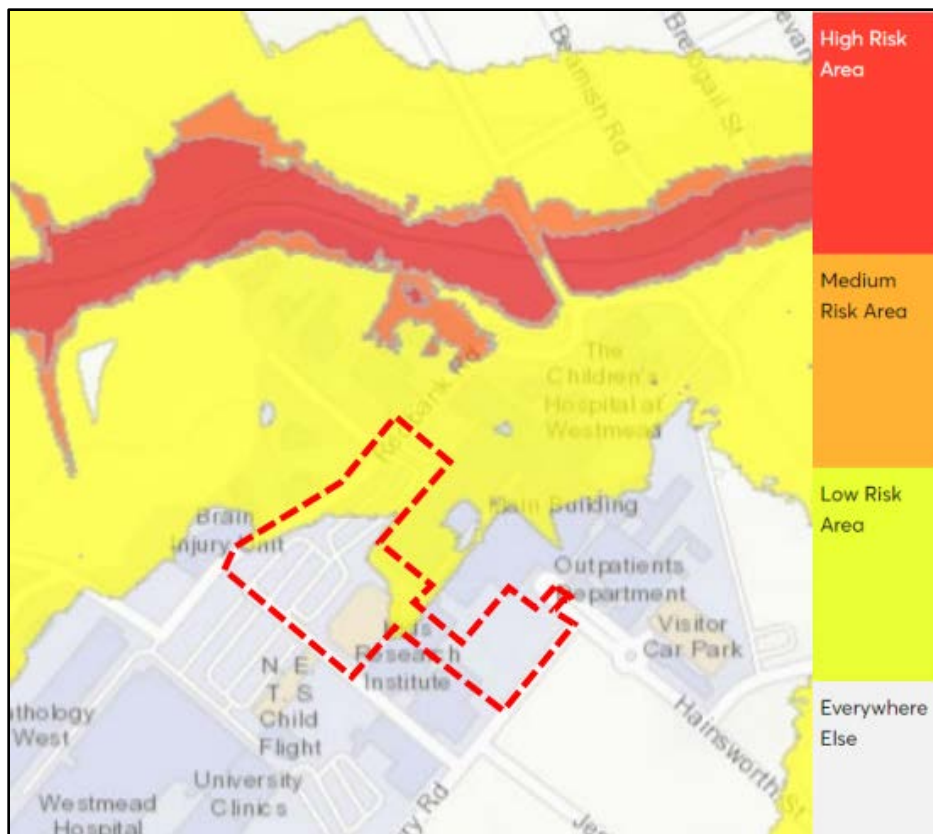


Figure 4 | Flood zone map – development site outlined in red dotted line (Source: EIS)

1.2 Surrounding context

The CHW is located within the suburb of Westmead, which is primarily centred around the junction of Hawkesbury Road/Darcy Road and Hawkesbury Road/Hainsworth Street and Westmead Railway Station, approximately 750m to the south-east. The CHW is located immediately within a well-established hospital precinct bounded by Toongabbie Creek to the north and R4 High Density residential neighbourhoods to the south. The surrounding context includes (as shown in **Figures 5 and 6**):

- **North:** beyond Redbank Road, is a Childcare Centre and the Brain Injury Unit. Further north is Toongabbie Creek.
- **East:** the existing Children's Hospital and beyond that will be the recently approved multi-storey carpark (SSD-10434896), which will consist of eight levels and 996 car spaces accommodating the parking demand generated by the PSB.
- **South:** beyond Hawkesbury Road is three to four storey residential flat buildings.
- **West:** the recently completed CASB, the existing Children's Medical Research Institute (CMRI) and Westmead Institute for Medical Research (WIMR), the Western Sydney University (WSU) and the Westmead Railway Station.



Figure 5 | Site context (development site outlined in red) (Base source: Nearmap 2021)

The hospital precinct is undergoing a range of local transport improvements, including the under-construction Parramatta Light Rail (PLR) Stage 1 stop on Hainsworth Street and the commitment to a future Sydney Metro link through the hospital campus.

The hospital precinct is 300m walking distance from Westmead railway station (see **Figure 6**), which is serviced by T1 and T5 train lines connecting the site to Leppington in the south-west, Richmond, Blue Mountains and Emu Plains in the west and the City Circle to the east, with a frequency of 5-10 minutes and 30 minutes. The Blue Mountains train stops four times per weekday in each direction.

The hospital precinct is serviced by bus routes running between Rouse Hill in the north-west, Blacktown to the west, Constitutional Hill, Merrylands to the south, including bus routes 665, 705, 708, 711, 712, and 818, with operating frequencies of each route between 20-60 minutes and one service occurring once in the morning and once in the afternoon peak periods. The bus routes connect the precinct with Pendle Hill, Parramatta and Toongabbie stations.

The development site is accessible by pedestrians from both Redbank Road and Hawkesbury Road, vehicle access remains via Redbank Road for parking and Hawkesbury Road maintains a drop-off / pick-up area as well as maintaining the service lane that runs under the proposed link through the Kids Research building connecting the KidsPark forecourt to the PSB.



Figure 6 | Regional context map (Base source: Nearmap 2021)

2 Project

The key components and features of the proposal (as modified in the Amended DA and RtS) are provided in **Table 1** and shown in **Figures 7 to 12**.

Table 1 | Main components of the project

Aspect	Description
Project summary	<ul style="list-style-type: none"> • Demolition of internal structures, forecourt, remaining footprint of P17 carpark and remaining at-grade car spaces, trees and vegetation, existing ambulance bay and playground. • Construction and operation of a 14 storey PSB. • Refurbishment works and construction of retail tenancies, landscaping works, public domain works, remediation, earthworks, signage zones and ancillary work to adjacent and adjoining structures.
Uses and related works	<ul style="list-style-type: none"> • New uses within the PSB include: <ul style="list-style-type: none"> ○ perioperative and interventional services. ○ neonatal and paediatric intensive care units. ○ cancer centre. ○ acute inpatient beds. ○ back of house and parent facilities. ○ basement car parking. • Kids Research Building refurbishment includes: <ul style="list-style-type: none"> ○ demolition of internal walls. ○ two storey bridge to provide access to the PSB KidsWay. ○ connection to new awning as part of KidsPark forecourt. • Refurbishment and expansion of the pathology building, including: <ul style="list-style-type: none"> ○ increase in gross floor area of 569sqm through enclosure of existing outdoor terrace to accommodate improved services.
Contamination	Remediation works proposed.
Built form	<ul style="list-style-type: none"> • 14 levels (RL 90.80 (inclusive of lift overrun)). • new pedestrian awning as part of proposed forecourt works. • two storey KidsWay bridge over service lane (connecting forecourt to PSB through Kids Research). • 2 x two storey bridge links to CASB from the PSB along the western façade. • single storey bridge link from Kids Research to PSB.
Gross floor area (GFA)	<ul style="list-style-type: none"> • 59,207sqm
Inpatient beds	<ul style="list-style-type: none"> • 243 total (174 existing, 69 additional as part of the PSB). • 108 cold shell will be provided in the future to Levels 6 and 13 of the PSB, these will be transferred from the existing CHW facility resulting in no overall increase to bed numbers.

Aspect	Description
Vehicle access	<ul style="list-style-type: none"> Vehicle access will be from Redbank Road. Drop-off and pick-up will be from the existing location outside the CHW entrance.
Car parking	<ul style="list-style-type: none"> 128 spaces total, comprising of: <ul style="list-style-type: none"> 50 interim spaces within the PSB basement. 78 existing at-grade parking spaces adjacent to the eastern side of the PSB. 280 dedicated spaces provided within the new multi-storey carpark (SSD-10434896) (capacity of 996 spaces) supporting the demand generated by the PSB.
Disabled Parking	Seven spaces within the PSB basement carpark.
Bicycle parking	<ul style="list-style-type: none"> no spaces within the PSB. 10 additional spaces provided within the Kids Research Building (for a total of 50 spaces).
Motorcycle parking	Two motorcycle spaces provided within PSB basement (26 within the new multi-storey carpark)
End-of-trip facilities	<ul style="list-style-type: none"> six staff showers and change rooms located through the proposal, which are co-located with clinical departments.
Public domain and landscaping	<ul style="list-style-type: none"> KidsPark forecourt off Hawkesbury Road inclusive of four retail pods, Aboriginal garden, pet area, playground and awning. KidsWay with internal ramp to access Level 03 as well outdoor terrace with cafe. tree removal – 59 trees. tree replacement – 39 trees (mixture of exotic and native). tree retention – 18 trees.
Hours of operation	24 Hours / 7 days a week
Signage	Five building identification signage zones proposed on the PSB, including: two on the north-east elevation; one on the north-west elevation; one on the south-east elevation; and one on the south-west elevation.
Jobs	1,872 construction and 600 operational jobs.

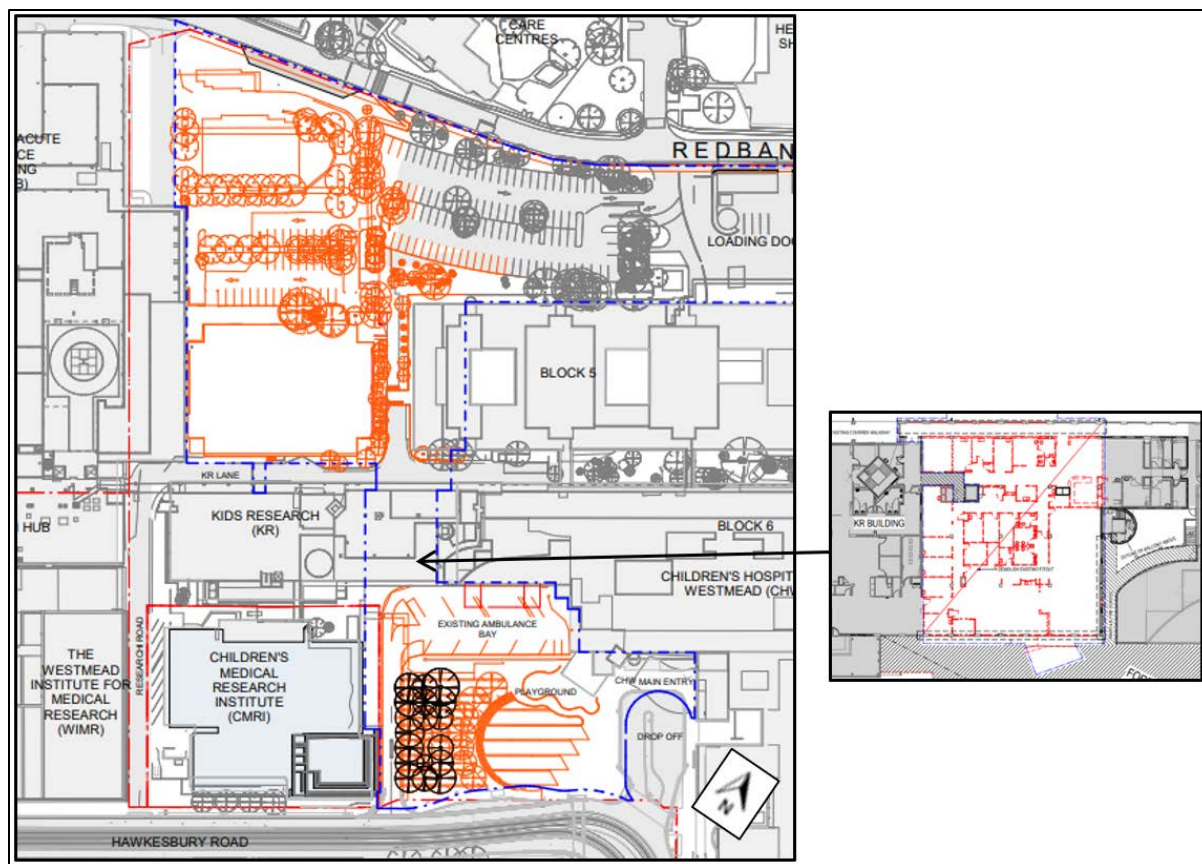


Figure 7 | Demolition Plan, Kids Research internal demolition detailed on the right (Source: Applicant's RtS)

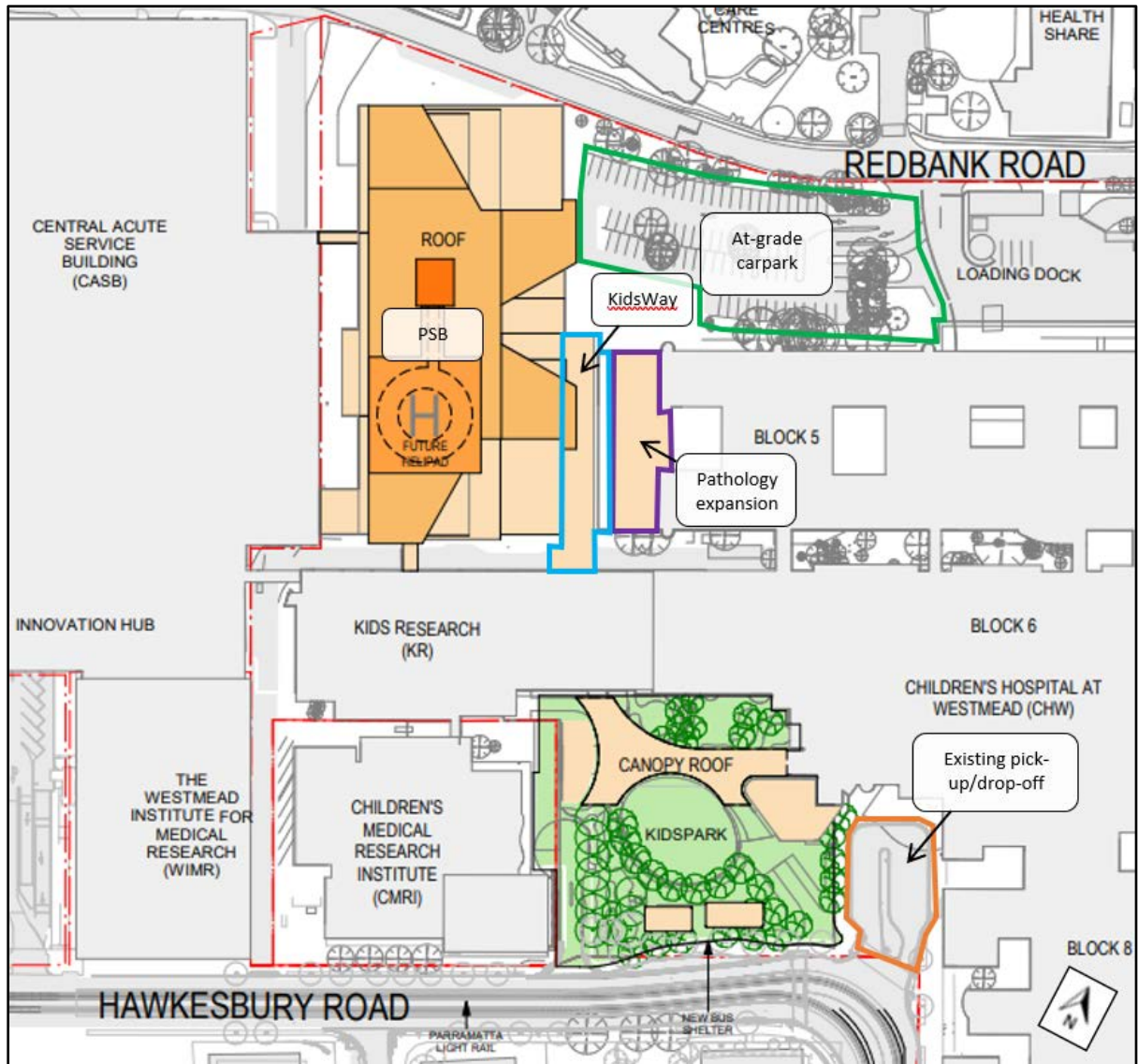


Figure 8 | Proposed site plan (Source: Applicant's RtS)



Figure 9 | PSB north-west elevation (left) and south-east elevation (right) (Source: Applicant's RtS)



Figure 10 | PSB south-west elevation (top) and north-east elevation (bottom) (Source: Applicant's RtS)



Figure 11 | PSB north-east perspective from Redbank Road (Source: Applicant's RtS)



Figure 12 | Perspective from the proposed KidsPark forecourt along Hawkesbury Road (Source: Applicant's RtS)

2.1 Physical layout and design

The proposed PSB and KidsPark forecourt provide a pedestrian connection from Hawkesbury Road through to Redbank Road. The PSB has a rectangular shaped footprint for the podium with a K-shaped tower on top, which is orientated with the 'fingers' facing east. Due to the fall of the land, Level 2 is in alignment with the existing Kids Research Building connecting through to the forecourt, which is level with Hawkesbury Road, while the basement carpark connects to the at-grade carpark along Redbank Road, which is situated lower than the existing buildings.

The PSB and forecourt are contemporary in design, with external materials and finishes that complement the surrounding natural and built environment, as shown in **Figures 9 to 12**. Hard and soft landscaping is proposed in the KidsPark forecourt and within the PSB, including planting of 39 trees throughout the development site. The forecourt incorporates an awning which provides easily identifiable wayfinding across the site.

Vehicular access to the proposed PSB basement carpark is proposed via Redbank Road. Under a Review of Environmental Factors (REF), the existing ambulance bays are to be demolished and the access road is to be converted to a turning bay to maintain service access to the CMRI.

The proposal includes 128 car parking spaces as part of the PSB development (of which 50 are interim spaces, as discussed further in **Section 6.3**), resulting in a total of 2,069 available spaces across the hospital precinct (including the recently approved new multi-storey carpark, with a capacity of 996 spaces). No additional bicycle spaces or end-of-trip facilities are proposed as part of the PSB. An additional 10 bicycle spaces are proposed within the Kids Research Building.

Emergency vehicles will access the PSB basement via the CASB ambulance access and deliveries will utilise the proposed loading dock access off Redbank Road. Public access to the hospital would remain via Hawkesbury Road with new access created to the KidsWay from Redbank Road.

2.2 Timing

The proposed construction hours are as follows:

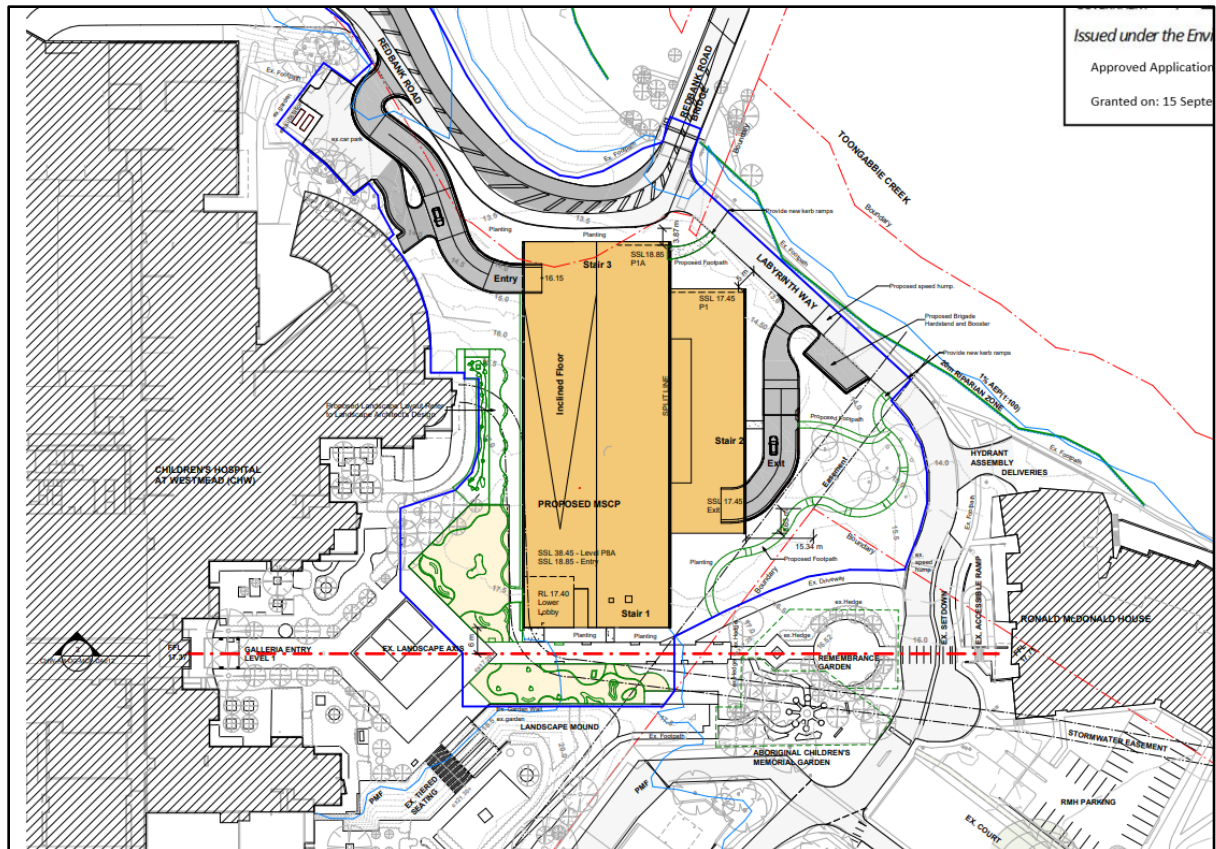
- Monday to Friday: 7am to 6pm.
- Saturday: 8am – 5pm.
- No work on Sundays and public holidays.

The proposed development is expected to be constructed from Q1 2022 until Q4 2024, with operation expected to commence in Q4 2024.

2.3 Related development

2.3.1 The Children's Hospital at Westmead – Multi-storey Carpark (SSD-10434896)

On 15 September 2021, the Director, Social and Infrastructure Assessments as delegate of the Minister for Planning and Public Spaces approved SSD-10434896 for the construction of a multi-storey carpark at CHW (comprising of 996 car spaces) (see **Figure 13**). The carpark is intended to service a number of buildings, including the proposed new PSB.



2.3.2 Westmead Hospital Central Acute Services Building (SSD-7642)

On 21 December 2016, the Executive Director, Priority Projects approved an SSD application for the development of the Westmead Hospital Central Acute Services Building (CASB). The application included the construction of a part 6 and part 13 storey building, with a rooftop helipad, basement carpark, loading dock on Redbank Road and a drop-off and pick-up forecourt area to Hawkesbury Road.

The building has since been constructed.

3 Strategic context

The CHW PSB is located within the Western Sydney Local Health District and is integral in delivering health services to the Western Sydney region. The PSB would provide an increase in bed numbers and provide additional paediatric services.

Westmead is located within the Greater Parramatta and the Olympic Peninsula (GPOP), which seeks to provide opportunities for substantial public and private investment in health, education, services and transport. Significant population growth is expected in Western Sydney (an additional 57,000 children aged 0-15 years between 2011 and 2031) and the increasing demand for acute paediatric services is arising. The vision for Westmead within the Draft Westmead Place Strategy 2036 is that it will be “Australia’s premier health and innovation district”. The Strategy identifies the hospital as being within the Health and Innovation Sub-Precinct, which is designated for “health, research and education uses” (see yellow shaded areas in **Figure 14**).

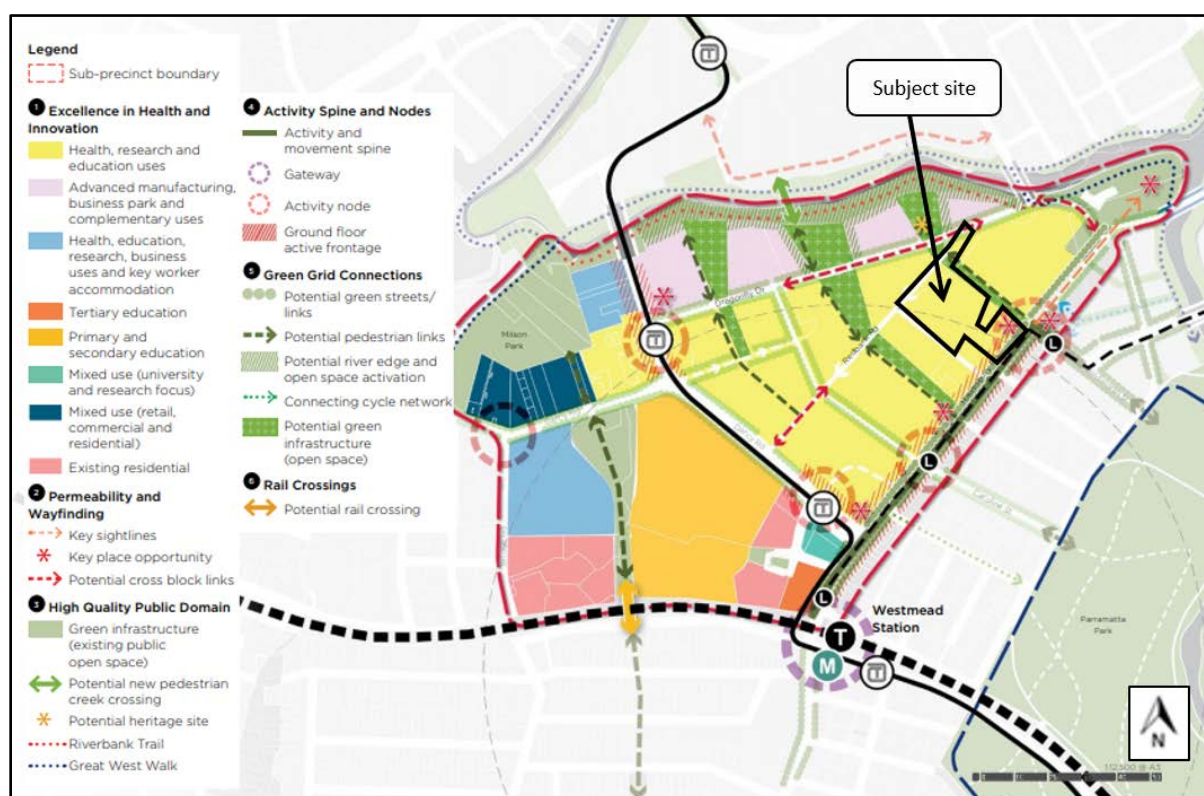


Figure 14 | The Health and Innovation Sub-Precinct (Source: Draft Westmead Place Strategy 2036)

The purpose of the precinct and the overall strategy is to align Westmead to become a world-class innovation, education and health precinct and it has a prominent role in the GPOP economic corridor contributing to greater Parramatta and planning for future growth.

The Department considers that the proposal is appropriate for the site given it is consistent with:

- NSW Premiers Priorities through improving hospital service levels by providing new and improved health facilities.
- the Greater Sydney Commission’s A Metropolis of Three Cities, The Greater Sydney Region Plan, as it proposes a new health facility within the Westmead hospital precinct to meet the growing needs of Sydney.

- Transport for NSW's Future Transport Strategy 2056 as it would provide a new health facility in a highly accessible location and provide access to additional new employment opportunities close to public transport.
- the vision outlined in the Greater Sydney Commission's Central City District Plan, as it would provide a new accessible health facility conveniently located near existing public transport services and existing health facilities.
- the Draft Westmead Place Strategy 2036 as the proposal is for a new health facility within the health and innovation precinct.
- Infrastructure NSW's State Infrastructure Strategy 2018 – 2038 Building the Momentum as it would integrate health facilities with transport connections currently underway.
- the City of Parramatta's Local Strategic Planning Statement 2036, as the proposal would provide both construction and operational jobs within the Westmead health and education precinct.

The proposal would also provide direct investment in the region, which would support 1,872 construction jobs and 600 new operational jobs.

4 Statutory context

4.1 State significance

The proposal is SSD under section 4.36 (development declared SSD) of the Environmental Planning and Assessment Act 1979 (EP&A Act) as the development has a CIV in excess of \$30 million and is for the purpose of a hospital under clause 14 of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011.

The Minister is the consent authority under section 4.5 of the EP&A Act.

In accordance with the Minister for Planning and Public Spaces delegation to determine SSD applications, signed on 26 April 2021, the Director, Social and Infrastructure Assessments may determine this application as:

- the relevant Council has not made an objection to the application.
- there are less than 15 public submissions objecting to the application.
- a political disclosure statement has not been made for the application.

4.2 Permissibility

The site is identified as being located within the SP2 – Infrastructure zone by the Parramatta Local Environmental Plan (PLEP) 2011. The PLEP land zoning map identifies that the SP2 Infrastructure zone is for the purpose of health service facilities. Hospitals, including ancillary and incidental development are permissible with consent in this zone. The Minister for Planning and Public Spaces or a delegate may determine the carrying out of the development.

4.3 Other approvals

Under section 4.41 of the EP&A Act, a number of other approvals are integrated into the SSD approval process, and consequently are not required to be separately obtained for the proposal.

Under section 4.42 of the EP&A Act, a number of further approvals are required, but must be substantially consistent with any development consent for the proposal (e.g. approvals for any works under the *Roads Act 1993*).

The Department has consulted with the relevant public authorities responsible for integrated and other approvals, considered their advice in its assessment of the project, and included suitable conditions in the recommended conditions of consent (see **Appendix C**).

4.4 Mandatory matters for consideration

4.4.1 Environmental planning instruments

Under section 4.15 of the EP&A Act, the consent authority is required to take into consideration any environmental planning instrument (EPI) that is of relevance to the development the subject of the development application. Therefore, the assessment report must include a copy of, or reference to, the provisions of any EPIs that substantially govern the project and that have been considered in the assessment of the project.

The Department has undertaken a detailed assessment of these EPIs in **Appendix B** and is satisfied the application is consistent with the requirements of the EPIs.

4.4.2 Objects of the EP&A Act

The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent) are to be understood as powers to advance the objects of the legislation, and limits on those powers are set by reference to those objects. Therefore, in making an assessment, the objects should be considered to the extent they are relevant. A response to the objects of the EP&A Act is provided at **Table 2**.

Table 2 | Response to the objects of section 1.3 of the EP&A Act

Objects of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The development would ensure the proper management and development of land for the provision of health infrastructure to meet an identified community need and would provide improved facilities and significant social and economic benefits to the community.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal includes measures to deliver ecologically sustainable development (ESD) (Section 4.5.3).
(c) to promote the orderly and economic use and development of land,	The proposal would meet the objectives of the SP2 zone and would deliver improved health services and facilities for the local health area. The proposal would also provide economic benefit through job creation and infrastructure investment.
(d) to promote the delivery and maintenance of affordable housing,	Not applicable
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The proposal would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The proposed development is not anticipated to result in any significant impacts upon building and cultural heritage, including Aboriginal cultural heritage. The Department has recommended a number of conditions of consent to ensure any

Objects of the EP&A Act	Consideration
	unexpected finds are appropriately managed (see Section 6.4).
(g) to promote good design and amenity of the built environment,	The proposed has been reviewed by the Government Architect NSW (GANSW) State Design Review Panel (SDRP) throughout the development of the proposed design. The Department considers the development would provide for good design and amenity of the built environment as well as be complementary to existing development within the health and innovation precinct. See Section 6 .
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Department has considered the proposed development and has recommended a number of conditions of consent to ensure the construction and maintenance is undertaken in accordance with legislation, guidelines, policies and procedures (Appendix C).
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Department publicly exhibited the proposal (Section 5.1), which included consultation with Council and other public authorities and consideration of their responses (Sections 5 and 6).
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the proposal as (Section 5.1), which included notifying adjoining landowners and displaying the proposal on the Department's website.

4.4.3 Ecologically sustainable development

The EP&A Act adopts the definition of 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:

- the precautionary principle.
- inter-generational equity.
- conservation of biological diversity and ecological integrity.
- improved valuation, pricing and incentive mechanisms.

The development proposes ESD initiatives and sustainability measures, including:

- energy conservation through passive design, energy efficient lighting, photovoltaic cells and monitoring.

- water conserving through efficient fixtures/fittings, passive irrigation, low maintenance/watering plants, rainwater harvesting and reuse and a fire services water tank.
- sustainably sourced materials.
- energy efficient building fabric and services.
- water sensitive urban design.
- an environmental management plan during construction.

The abovementioned sustainability measures will be implemented to ensure the development achieves the required rating under the Health Infrastructure Engineering Services Guidelines (incorporating Design Guidance Note 058). The Applicant has developed the Health Infrastructure ESD Evaluation Tool (ESD tool), which includes a list of nine sustainable initiative categories. The ESD tool has been previously endorsed by the Planning Secretary and outlines a self-certification approach to achieve 'Australian best practice' level, which, for Sydney metropolitan projects, is equivalent to 60 points out of 110 points available (based on the nine sustainable initiative categories). This approach has been designed to demonstrate an equivalency against the Green Building Council of Australia (GBCA) Green Star rating system. A condition of consent is recommended to certify that each of these measures has been delivered and that the targeted rating has been attained by the proposed development.

The Department has considered the proposed development in relation to the ESD principles. The precautionary and inter-generational equity principles have been applied in the decision-making process via a thorough and rigorous assessment of the environmental impacts. The proposed development is consistent with ESD principles as described in sections 5.4 and 6.8 of the application EIS, which has been prepared in accordance with the requirements of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).

Overall, the proposal is consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

4.4.4 Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

4.4.5 Planning Secretary's Environmental Assessment Requirements

The EIS is compliant with the Planning Secretary's Environmental Assessment Requirements (SEARs) and is sufficient to enable an adequate consideration and assessment of the proposal for determination purposes.

4.4.6 Section 4.15(1) matters for consideration

Table 3 identifies the matters for consideration under section 4.15 of the EP&A Act that apply to SSD in accordance with section 4.40 of the EP&A Act. The table represents a summary for which additional information and consideration is provided in **Section 6** (Assessment) and relevant appendices or other sections of this report and EIS, referenced in the table.

Table 3 | Section 4.15(1) matters for consideration

Section 4.15(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The Department's consideration of the relevant EPIs is provided in Appendix B .
(a)(ii) any proposed instrument	The Department's consideration of the relevant draft EPIs is provided in Appendix B .
(a)(iii) any development control plan (DCP)	Under clause 11 of the SRD SEPP, DCPs do not apply to SSD.
(a)(iia) any planning agreement	Not applicable.
(a)(iv) the regulations <i>Refer Division 8 of the EP&A Regulation</i>	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6 of the EP&A Regulation), public participation procedures for SSD and Schedule 2 of the EP&A Regulation relating to EIS.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	Appropriately mitigated or conditioned - refer to Section 6 .
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Sections 3, 4 and 6 .
(d) any submissions	Consideration has been given to the submissions received during the exhibition period. See Sections 5 and 6 .
(e) the public interest	Refer to Sections 6 and 7 .

4.5 Biodiversity Conservation Act 2016

Under section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act), State significant development applications are “to be accompanied by a biodiversity development assessment report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values”.

On 2 November 2020, the Environment, Energy and Science Group of the Department (EESG) determined that the proposed development would be unlikely to have any significant impact on biodiversity values and that a BDAR is not required. The Department supported EESG's decision and on 25 November 2020 determined that the application is not required to be accompanied by a BDAR under section 7.9(2) of the BC Act.

5 Engagement

5.1 Department's engagement

In accordance with Schedule 1 of the EP&A Act, the Department publicly exhibited the application from Thursday 15 April until Wednesday 12 May 2021 (28 days). The application was exhibited on the Department's website.

The Department notified adjoining landholders and relevant State and local government authorities in writing. The Department representatives visited the site to provide an informed assessment of the development.

The Department has considered the comments raised in the public authority and public submissions during the assessment of the application (**Section 6**) and/or by way of recommended conditions in the instrument of consent at **Appendix C**.

5.2 Public authority submissions

A summary of the issues raised in the public authority submissions is provided at **Table 4** below and copies of the submissions may be viewed at **Appendix A**.

Table 4 | Summary of public authority submissions to the EIS exhibition

City of Parramatta (Council)

Council does not object to the proposal, however, it provided the following comments:

- the proposed public domain is to be designed in accordance with applicable guidelines.
- a Public Art Plan should be prepared prior to determination.
- the GTA Car Parking Demand Study is to be provided for peer review to determine the need for additional parking.
- confirmation of the parking allocation for staff and visitors and additional accessible parking should be provided.
- ensure the parking dimensions, swept paths, ramp gradients, space widths and sight lines comply with the relevant Australian Standards.
- include a Loading Dock Management Plan.
- provide a pick-up/drop-off within close proximity to the PSB entrance.
- cumulative traffic generation may cause delays however this will continue to be managed outside the DA process.
- flooding and stormwater management meets Council's standards and is considered acceptable.

Heritage NSW Aboriginal Cultural Heritage (Heritage NSW ACH)

Heritage NSW ACH reviewed the proposal and did not object to the proposal however made the following recommendations:

- a final version of the ACHAR incorporating comments received from Registered Aboriginal Parties (RAPs) be provided.
- the mitigation strategies around unexpected finds protocols and cultural heritage induction should be incorporated into the CEMP.
- an Aboriginal heritage interpretation strategy should be developed, in consultation with the RAPs, reflecting the ACH values identified within and surrounding the general vicinity of the proposal area.

Endeavour Energy

Endeavour Energy reviewed the proposal and advised that no further recommendations or comments are provided as the previous submission for the SEARs remains valid. In the broader context of the site the following concerns were raised:

- the property tenure requirements are to be resolved as Endeavour Energy is unable to progress any proposed works unless the network assets are secured by appropriate easements.

Heritage NSW – Heritage Council (Heritage Council)

The Heritage Council raised no objection but made the following comments:

- additional investigation is to be completed to identify if a visual treatment on the project buildings or project area can be used to mitigate the visual impact on the Glengariff/Wisteria Gardens Precinct of the Cumberland District Hospital Group.
- the unexpected finds protocol for the project is considered adequate.

Transport for NSW (TfNSW)

TfNSW raised no objection to the proposal but offered the following recommendations:

- a vehicle queuing assessment be undertaken for the existing pick-up/drop-off area for the CHW to ensure that the increase in use associated with the PSB can be accommodated without impacting the operation of the current and future transport network, including the new Parramatta Light Rail (PLR).
- a condition be imposed requiring the existing Green Travel Plan (GTP) be updated:
 - in consultation with TfNSW and endorsed.
 - account for travel demand generated by this development.
 - agree with future mode share targets, include a commitment to funding, a delivery strategy and appropriate resourcing.
 - consideration of the Travel Plan Toolkit for Hospital Precincts.
- a Construction Pedestrian and Traffic Management Plan be prepared in consultation with TfNSW prior to issue of a construction certificate ensuring the development does not adversely affect the PLR.

Environment Protection Authority (EPA)

EPA raised no comment regarding the proposal.

Sydney Water

Sydney Water raised the following comments based on its review of the proposal:

- the development must have its own connection to the water mains, wastewater, and a water service and meter which are being constructed as part of the PLR. Amplifications, adjustments and/or minor extensions may be required.
- a Section 73 application is still required for this development.
- approved plans must be submitted to the Sydney Water Tap in online service
- if the proposal generates trade wastewater an application requesting permission to discharge to Sydney Waters sewerage system must be obtained.
- a testable Backflow Prevention Containment Device appropriate to the property's hazard rating is to be installed.

Environment Energy Science Group - Biodiversity and Conservation Division (EESG)

EESG reviewed the proposal and confirmed a BDAR waiver was granted on 2 November 2020 and that the flood risk management issues have been adequately addressed.

DPIE – Water

DPIE – Water raised no objection to the proposal but recommended conditions relating to groundwater management, if intercepted during construction, and if Acid Sulfate Soils are encountered prior to or during construction, the Applicant should prepare and submit an Acid Sulfate Soils Management Plan.

5.3 Public submissions

Two public submissions were received (one of which objected to the development), raising the following concerns:

- the proposal is considered suitable provided nearby residential properties are not impacted by any increase in traffic.
- any increase in noise from a helipad would adversely impact the amenity of residential neighbours.

Copies of the submissions may be viewed at **Appendix A**.

5.4 Amended DA and Response to submissions

Following the exhibition of the application the Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions. The Department also identified additional issues and sought clarification from the

Applicant in relation to: acoustic impacts; construction hours; car parking arrangements; architectural and landscape plan updates; wind impacts to landscape terraces; cumulative construction traffic impacts; transport impacts; confirmation of hazardous material storage and quantity; amenity and operational helipad impacts.

On 25 October 2021, the Applicant provided an Amended DA in accordance with clause 55AA of the EPA Regulations inclusive of a Response to Submissions (RtS) (**Appendix A**) report both addressing the issues raised during the exhibition of the application and detailing the following amendments:

- expansion of the building footprint on Level 7, squaring out the northern and southern wing.
- changes to the building façade colour and materiality.
- changes to the outdoor terraces/courtyards.
- redesign of the retail pods in the forecourt for activation and integration with the KidsPark forecourt and landscaping.
- inclusion of an internal KidsWay ramp connecting between the entrance on Level 2 and the public areas on Level 3.
- reconfiguration of the basement car parking resulting in an increase to seven accessible parking spaces and two motorcycle spaces.
- changes to landscaping in the KidsPark, including the retention of the existing stand of mature gum trees and greater tree canopy coverage.
- increase to the height of the building by 4.3m to accommodate a lift overrun (RL 86.45 to RL 90.80).

The Amended DA and RtS was made publicly available on the Department's website and was referred to the relevant public authorities. The Department received an additional three submissions from public authorities, including Council, in response to the Amended DA and RtS.

Given that the submissions (both public authority and community) have been received outside the statutory community participation period, the Department has not placed these on the website. The Department has reviewed all submissions and requested the Applicant to respond to the additional matters and comments raised by Council, TfNSW and EPA (noting that DPIE Water, EESG, Endeavour Energy, Heritage ACH, Heritage NSW and Sydney Water confirmed that matters raised were adequately addressed and provided no further comments).

Notwithstanding, a summary of the issues raised in the public authority submissions is provided at **Table 9**.

Table 5 | Summary of public authority submissions to the Amended DA and RtS

Council

Council confirmed the Amended DA and RtS has satisfied some aspects of its original submission. However, Council provided the following additional recommendations:

- include a pick-up/drop-off facility within the new PSB car park near the entrance/lift access.
- a Loading Dock Management Plan for the PSB loading dock (including the ambulance parking bay) and the retail spaces in the CHW forecourt be required.

- plans be revised to provide shared areas for disabled parking spaces that is compliant with Australian Standards and include directional pavement arrows/signs to indicate the one-way traffic flow within the carpark.
- the Children's Medical Research Institute driveway access width be widened to maintain two-way traffic flow and accommodate a B99 vehicle with trailer and plans be revised to show sight triangle splays compliant with Australian Standards to improve pedestrian safety.
- the concrete median be removed from the access lane adjacent to the CMRI to facilitate loading manoeuvres.
- a condition be imposed to provide a Construction Pedestrian and Traffic Management Plan (CPTMP) prior to the commencement of the works.
- plans be revised to reflect the current site arrangements to ensure the ambulance bay can accommodate an ambulance vehicle.

TfNSW

TfNSW reviewed the Amended DA and RtS and requested the following information, as previously requested, so that further assessment can be completed:

- a vehicle queuing assessment or SIDRA modelling of the existing pick-up/drop-off zone to ensure increased movements can be accommodated without queuing into the intersection.
- confirmation that development traffic associated with the PLR has been considered as part of the future '2030 scenario without development' to determine cumulative traffic impacts.

TfNSW also provided recommended conditions including:

- preparation of a final comprehensive GTP.
- inclusion of a Construction Pedestrian and Traffic Management Plan.
- revision of mode share targets to provide only the minimum car parking spaces required by the PSB.
- catalogue existing EoT facilities at the KRI and CASB identifying how this level of provision will meet the expected increase in site users, additional EoT facilities are to be provided if existing EoT facilities cannot be substantiated.
- undertake a detailed assessment of surrounding pedestrian and cycling infrastructure, identifying recommendations and improvements to assist in encouraging active transport use along major routes between the PSB and public transport interchanges.
- improve directness of pedestrian connections between the PSB and public transport via the KidsPark.
- ensure construction coordination with the PLR operator.

Environmental Protection Authority (EPA)

The EPA reviewed the Amended DA and RtS and requested that the following be considered:

Noise and Vibration

- construction hours consistent with the standard hours set out in the *Interim Construction Noise Guideline* (ICNG) (DECC, 2009).
- any works required outside of standard construction hours are to meet the requirements of condition 2.3 of the ICNG.
- intra-day respite periods from highly intensive noise-generating works are scheduled.
- coordination with other construction projects in the area to minimise the cumulative impacts (including, but is not limited to, scheduling respite periods in cooperation with other construction works in the vicinity).
- an out-of-hours work protocol is prepared to govern any out of hours works.
- preparation of a Construction Noise and Vibration Management Plan (CNVMP) that details all reasonable and feasible mitigation measures to minimise noise impacts to nearby sensitive receivers and to ensure best practice.

Water

- implementation of erosion and sediment control management measures so that the project does not result in any pollution of waters, as per section 120 of the *Protection of the Environment Operations Act 1997*.

Air

- implement appropriate dust control measures to minimise dust emissions on site during construction.
-

5.5 Supplementary Response to Submissions

In response to submissions to the Amended DA and RtS, the Applicant provided a Supplementary RtS, which provided further clarification and responses to Council, TfNSW and EPA through the following information:

- revised traffic response.
- updated architectural plans.
- revised architectural design statement addendum.

6 Assessment

The Department has considered the EIS, the issues raised in submissions and the Applicant's RtS in its assessment of the proposal. The Department considers the key issues associated with the proposal are:

- built form and design.
- public domain and landscaping.
- traffic and transport.
- heritage impacts.

Each of these issues is discussed in the following sections of this report. Other issues were taken into consideration during the assessment of the application and are discussed at **Section 6.5**.

6.1 Built form and design

Building height and bulk

The site is not subject to a building height or floor space ratio development standard under the PLEP. The proposed PSB would be 14 storeys in height, with a maximum height of RL 90.80 (inclusive of lift overrun). This is similar in height of the newly built CASB, situated to the south-west of the development site, which has a maximum height of RL 89.1. The proposed PSB is positioned adjacent to Redbank Road and 120m from Hawkesbury Road, and is connected through the Kids Research Building to the forecourt, which fronts Hawkesbury Road.

The PSB would be visible in public sightlines from Glengariff Gardens, Redbank Road and Hawkesbury Road (see **Figures 15, 16 and 17**). However, it is proposed to be setback from both roads and match existing building heights, retaining the character of the hospital precinct. Therefore, the proposed development would not appear as a dominant feature when viewed in context. Views from Cumberland Hospital are obscured by existing buildings and trees.



Figure 15 | Sightlines towards the forecourt and PSB from Hawkesbury Road (Source: Applicant's RtS)



Figure 16 | Sightlines towards the proposal from Glengariff Gardens (Source: Applicant's RtS)



Figure 17 | Sightlines towards the proposal from Redbank Road (Source: Applicant's RtS)

Due to its size and orientation, the proposed PSB will result in overshadowing of the CMRI building and minor overshadowing of residential properties on the southern side of Hawkesbury Road at 3pm in mid-winter. However, the residential properties will otherwise continue to receive adequate solar access throughout the day until then as the PSB is located a substantial distance anyway on the north-western portion of the CHW campus. The adjoining CASB will experience overshadowing along the eastern elevation as a result of the PSB proposal. However, adequate solar access will still be provided along the northern, western and southern elevations.

No concerns were raised by Council or the GANSW regarding the height of the proposed development.

The Department has considered the proposed building height and bulk against the objectives outlined in clause 4.3 (relating to height) and clause 4.4 (relating to FSR) of the PLEP and is satisfied that the development would not have a detrimental impact as:

- the PSB is similar in height to the existing CASB, retaining a consistent built form within the established context of the hospital campus, which generally comprises larger built form, and is consistent with the envisaged future form and character of the hospital precinct, including the alignment of the main hospital buildings.

- the proposal would provide a modern contemporary building within the hospital campus that complements the modern research buildings which have been constructed on the campus along Hawkesbury Road and the adjacent CASB.
- a visual transition between the massing of the proposal is maintained with the lower forms of the other hospital buildings surrounding the PSB, and the building setback from the campus boundaries, which would also provide visual relief at a pedestrian level.
- the proposal has balanced the reasonable developable potential of the site and considered visual impacts, solar impacts and existing character whilst catering for the increasing demand for health services.
- the proposal would not have adverse heritage or amenity impacts (discussed at **Section 6.4**)

The Department concludes that the scale of the proposal is appropriate within the site context and would not have a detrimental impact on the surrounding area, and therefore supports the height and scale of the proposal.

Building design

The PSB façade has been designed to include a range of treatments balancing the large solid nature of the building. Visual articulation is created in the façade by creating two distinct features of the building, the podium and the tower. The podium consists of highly textured materials with openings and windows set further back creating visual interest and articulation. The tower is stepped back from the podium in sections and is shaped with two protruding ‘fingers’ adding visual interest, reducing the visual impact of one solid structure (see **Figures 18 to 21**).

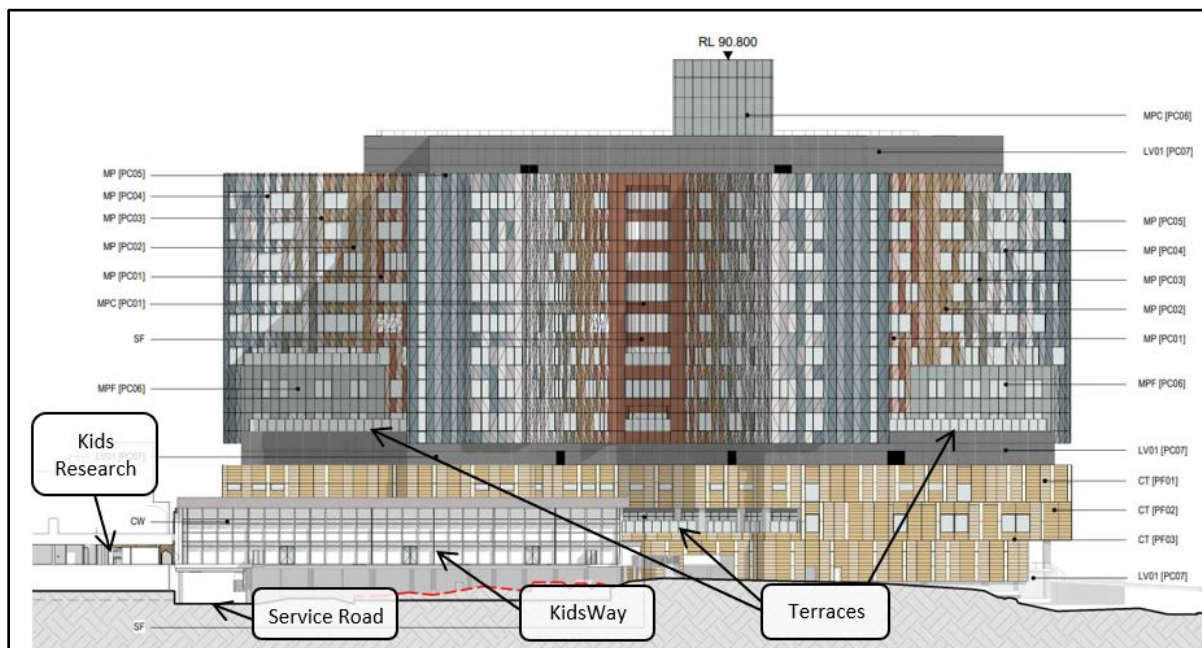


Figure 18 | PSB north-east elevation and materiality (Source: Applicant's RtS)

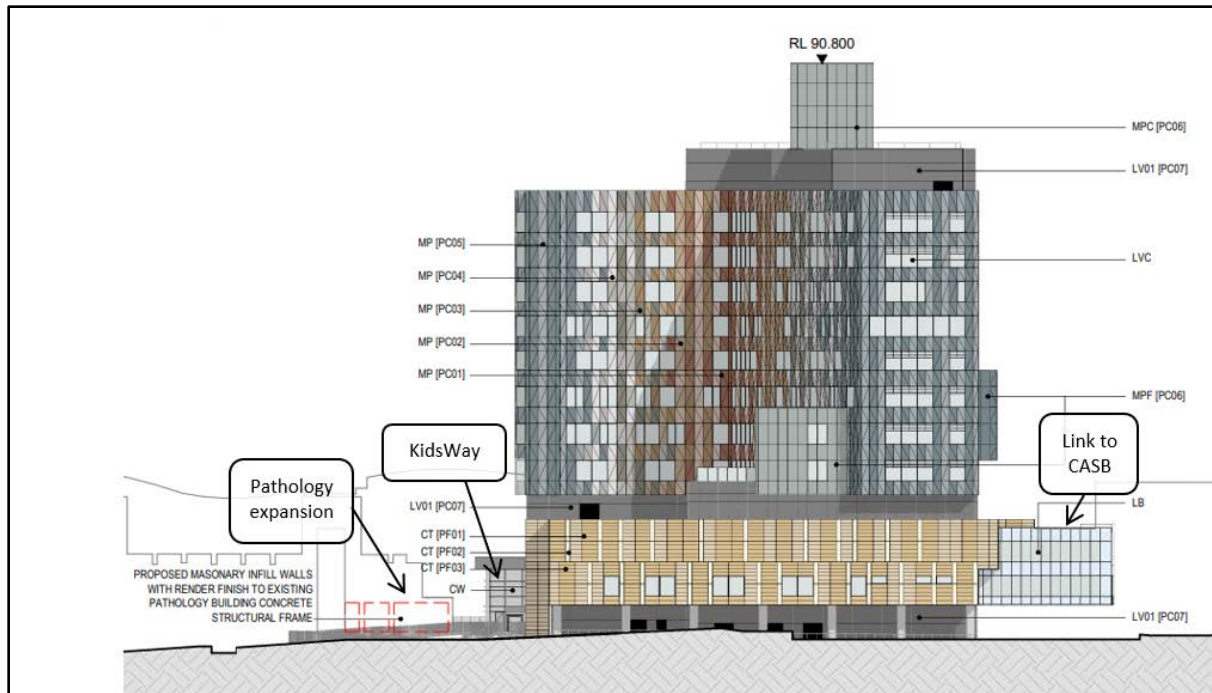


Figure 19 | PSB north-west elevation and materiality (Source: Applicant's RtS)

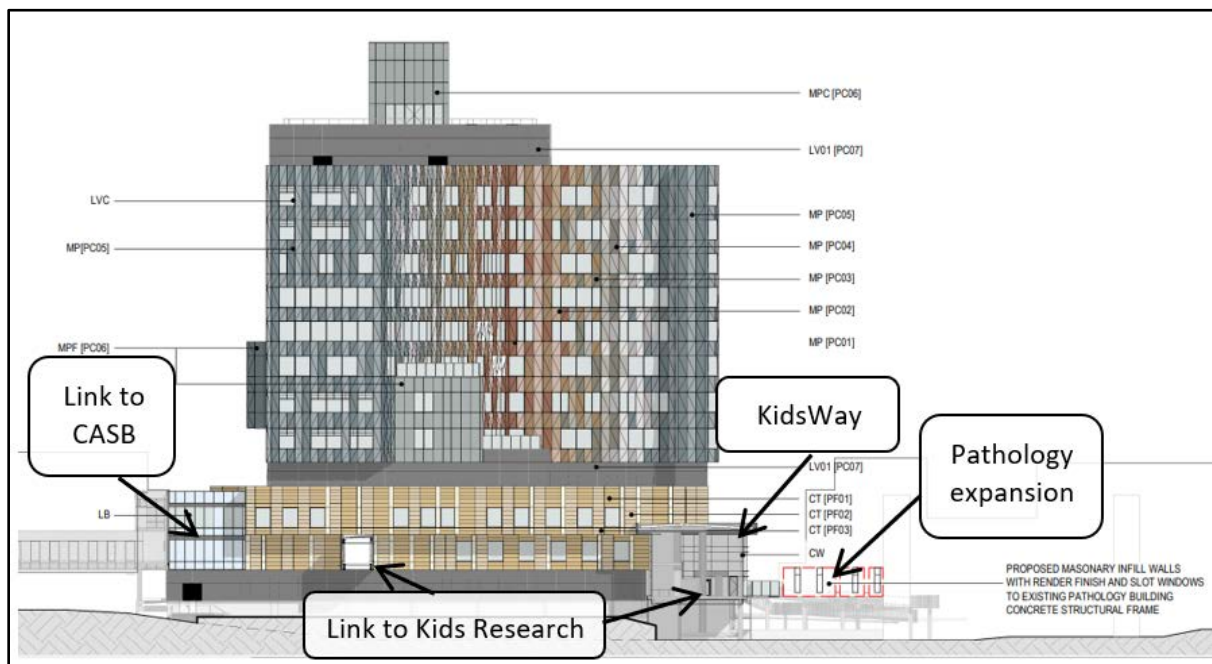


Figure 20 | PSB south-east elevation and materiality (Source: Applicant's RtS)

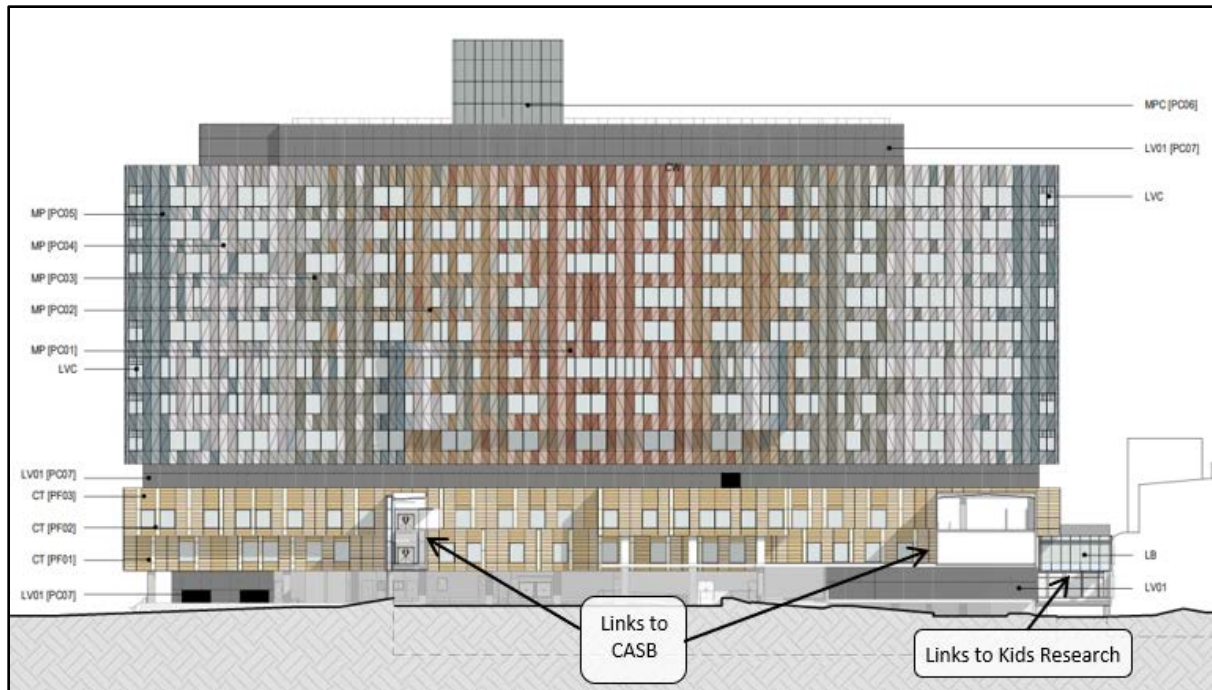


Figure 21 | PSB south-west elevation and materiality (Source: Applicant's RtS)

In addition to the façade articulation and interest, the visual bulk of the building is further reduced through the incorporation of a range of materials and finishes including aluminium cladding, glazed windows, porcelain tile and louvres. The material colour palette is neutral and warm for the podium reflective of a rivers edge, and metallic and cool for the tower reflective of a river surface.

The pathology building is sought to be expanded and refurbished increasing from 3,400sqm to 3,969sqm (an increase of 569sqm). The built form will be consistent with the existing building and utilise existing façade materiality and colours, resulting in a sympathetic and cohesive extension. Through infilling the existing outdoor terrace, the pathology building is not expected to impact the solar amenity of the KidsWay and will be in keeping with existing built form surrounding the development.

Council raised no concerns regarding the design of the proposed PSB. The Department is satisfied that the recommendations made by the GANSW through the SDRP process have been appropriately met through the updated landscape and architectural plans provided as part of the Amended DA and RtS.

The Department has considered the design of the proposal and:

- supports the Applicant's design amendments.
- considers that the articulation of the façade and proposed materiality moderates the bulk and of the proposed PSB and provides visual interest.
- the building's position and podium setback ensure that the proposal does not have an overbearing impact on Hawkesbury Road or Redbank Road street frontages.
- considers the proposed design, materials and colour palette are contextually appropriate.

Noting the above, the Department concludes that the proposed PSB design would make a positive contribution to the existing hospital campus and is acceptable.

6.2 Public domain and landscaping

The proposal includes conceptual landscape designs for the two main areas of public domain proposed as part of the PSB development (the KidsPark forecourt and the PSB KidsWay terrace) and courtyards and terraces throughout the PSB. Following exhibition of the EIS, the Department requested that further detail of the landscape design for all public domain areas be provided, as well as the integration of the various spaces proposed within the KidsWay. Council requested that any public domain works be designed in accordance with Parramatta's Public Domain Guidelines. Council also requested a public art plan be included within the proposal.

As part of the RtS, the Applicant provided revised landscape plans, a design statement with further detail on the landscaped areas and an Arts, Play and Discover Strategy. The updated plans incorporated four retail 'pods' within the KidsPark forecourt, which are expected to provide increased activation of the space. The retail pods are scattered around the edges of the KidsPark grassed area.

The proposed landscaping as part of the public domain incorporates mass planting along the southern boundary connecting to Hawkesbury Road, providing shade and visual separation. The KidsPark forecourt also includes: an aboriginal garden; a playground; a pet visiting area; an awning for weather protection connecting the existing CHW with the new KidsWay through to the PSB; outdoor seating for the retail pods; and multiple pedestrian access points (see **Figures 22 to 24**). The KidsPark was amended as part of the Amended DA and RtS to retain the existing eucalyptus trees, which were originally proposed for removal.



Figure 22 | KidsPark forecourt (Source: Applicant's RtS)



Figure 23 | View from service lane towards central green space (left) and view of playground from under the awning (right) (Source: Applicant's RtS)



Figure 24 | Perspective of PSB with the KidsWay forecourt in front from Hawkesbury Road (Source: Applicant's RtS)

In addition to the KidsPark, the PSB includes the KidsWay and a Level 3 courtyard as well as landscaped terraces, wintergardens and visual gardens for staff and the public (green roofs on level 5, landscaped terraces and winter gardens on Levels 6, 7, 8, 9, staff terraces on levels 8, 9 and visual gardens on levels 10 and 12). The KidsWay includes an internal ramp connecting it to the outdoor terrace, full curtain glazed walls looking towards the pathology extension and outdoor area as well as a small low landscaped garden (see **Figure 25**). The landscaping within the KidsWay consists of low shrubs.

The courtyard on Level 3 includes an Illawarra Flame tree, which is expected to provide shade during summer, while allowing solar access during winter as it is deciduous. It also includes outdoor dining options, seating and a future café encouraging activation of the space.



Figure 25 | KidsWay on Level 2 (left) with internal ramp providing a connection to the Level 3 outdoor terrace (right) (Source: Applicant's RtS)



Figure 26 | Perspectives of Level 03 outdoor terrace, looking towards the PSB terrace (left) and the view east from the terrace (right) (Source: Applicant's RtS)

The Department considers that the landscaping proposed along Hawkesbury Road as part of the KidsPark and throughout the open spaces and forecourts within the PSB and KidsWay would result in a welcoming and usable public domain, which provides intuitive and direct wayfinding to the main hospital building entrances. The KidsWay provides a landscape connection from Hawkesbury Road through to Redbank Road and the Level 3 courtyard provides an area of refuge for patients and hospital users. Passive surveillance will occur for all proposed areas of open space and appropriate lighting will be provided. The occupation and fitout of the proposed retail tenancies will be the subject of separate future approvals.

6.3 Traffic and parking

6.3.1 Traffic

Construction traffic

The Applicant submitted a Preliminary Construction Traffic and Pedestrian Management Plan (PCTPMPs) within the Transport Assessment. The PCTPMP anticipates that the primary route for construction vehicles to be: north and east via Redbank Road and Briens Road; and south and west via Institute Road, Darcy Road and Cumberland Highway.

Redbank Road is considered the preferred route due to it providing a more direct access between the site and the arterial road network. The routes expected to be utilised are designed to accommodate vehicles up to a 19m semi-trailer and the rigid vehicles generated by the development can appropriately access the site.

Access routes and the number of vehicles would vary throughout the stages of construction, but it is anticipated that during periods requiring significant concrete pours that an expected 20 vehicles per hour and up to 100 per day are estimated.

The PCTPMP encourages construction workers to use public transport rather than private vehicles due to the site's close proximity to public transport. There will be a small portion of construction parking provided within the site and no parking will be permitted outside the site. Worker arrival during AM and PM peaks will be managed to minimise the impacts on the broader road network.

TfNSW raised concern that there were several construction projects that are likely to overlap at the same time as the development and would result in a cumulative increase in construction vehicle movements and that this proposal could further impact on general traffic and bus operations within the

precinct. It was recommended that a condition be imposed requiring a Construction Pedestrian and Traffic Management Plan (CPTMP) be prepared demonstrating no adverse impact on the PLR project as well as additional details of the work zones, crane arrangements, construction vehicles and cumulative impacts. The CPTMP is to be endorsed by TfNSW and updated when required.

The Applicant's Amended DA and RtS confirmed that construction workers would be discouraged from parking outside the construction site and that a condition requiring a CPTMP is accepted to manage and minimise the traffic impacts on the PLR project.

Based on the above information the Department is satisfied that the construction traffic expected from the proposal poses minimal impacts and will be managed through recommended conditions, requiring appropriate construction worker modes of transport and the implementation of a final CPTMP during construction endorsed by TfNSW.

Operational traffic

The proposed work is located on the CHW campus, which is bounded by Redbank Road to the north and Hawkesbury Road to the south. The proposed PSB is located to the west of the campus, adjacent to the CASB.

The streets surrounding the development are local roads controlled by Council. The main entry to the hospital is located off Hawkesbury Road, however this main access is mainly for pedestrian use, expect for the pick-up/drop-off zone on the eastern boundary of the proposed forecourt. The main vehicle access to the PSB parking areas is via Redbank Road. A loading dock is proposed on Level 2 with access off Redbank Road, which will accommodate a substation maintenance bay, three loading bays, two waste compactors and three courier bays. The PSB loading dock is to be incorporated into the CHW operational loading dock management systems/plans, in order to ensure adequate requirements are provided with minimal impacts on surrounding road networks.

The Traffic Assessment estimated the peak hourly traffic generation that would access the carpark based on the number of spaces and the existing arrival/departure patterns at the hospital carparks. It also identified that majority of intersection would operate at the same level of service (LOS) with or without the PSB development. Only the signalised intersection of Darcy Road, Institute Road and Mons Road is expected to experience a change in LOS from D to E during the PM peak period (see **Table 8**). The PSB would utilise the current CHW pick-up/drop-off accessed from Hawkesbury Road.

Table 6 | Existing and proposed LOS

Intersection	Peak	Pre-Development LOS	Post-Development LOS
Briens Road and Redbank Road	AM	D	D
	PM	C	C
Bridge Road and Darcy Road	AM	C	C
	PM	B	B
	AM	C	C

Darcy Road, Mons Road and Institute venue	PM	D	E
Dental Hospital, Marist high School and Darcy Road	AM	A	A
	PM	A	A
Hospital Access, WSU and Darcy Road	AM	B	B
	PM	C	C
Darcy Road and Hawkesbury Road	AM	B	B
	PM	B	B
Railway Parade and Hawkesbury Road	AM	A	A
	PM	C	C
Alexandra Avenue and Hawkesbury Road	AM	C	C
	PM	C	C

The Applicant's traffic consultant concluded that the Darcy Road, Institute Avenue and Mons Road intersection is currently operating at capacity and while a minor increase in traffic volumes would alter the level of service, the development's overall impact to existing traffic conditions at the Darcy Road, Institute Road and Mons Road intersection and the Darcy Road corridor is considered minor. In this regard, the Transport Assessment notes that precinct wide traffic upgrades and intersection improvements are currently being investigated by the Sydney Children's Hospital Network in consultation with TfNSW. This Place Based Transport Strategy aims to reduce arterial road congestion levels throughout the Westmead precinct and is projected for completion prior to commencement of operations of the proposed PSB.

In conjunction, with these future traffic upgrades the Sydney Children's network will be required to update the GTP as a part of any approval granted for the PSB development to further reduce staff private vehicle dependence, with the existing GTP targeting a reduction to 65 per cent by 2026 - a proposed target that is considered achievable due to the anticipated timing of proposed public transportation accessibility upgrades (Parramatta Light Rail and Sydney West Metro) that will further alleviate the pressure on local intersections by providing higher frequency and capacity public transportation options that were previously unavailable to hospital users.

Council raised concern with the incremental increases in traffic generation and the cumulative impact causing traffic congestion and delays in the area. These increases are occurring without intersection upgrades and Council has advised that it will continue to promote measures to address this issue outside of the assessment process for the subject SSD application. Council also recommended a pick-up/drop-off facility be provided within close proximity to the PSB. TfNSW advised that

Hawkesbury Road is designated a classified road currently at this location and that it will be a transitway in the future due to the new PLR, currently under construction. TfNSW raised concern regarding the plan to use the existing pick-up/drop-off facility for the PSB as queuing vehicles may impact on bus and light rail operations along Hawkesbury Road. The requirement for a vehicle queuing assessment was recommended to manage this issue. TfNSW also requested that the existing CHW GTP be updated as a condition of consent to account for this proposal. Additionally, a public submission supported the proposal subject to no traffic disruption.

The Applicant's Amended DA and RtS included an additional traffic statement, which stated that the increased activity at the pick-up/drop-off zone is expected to result in 13 additional vehicles in both the AM and PM peak periods (or approximately one additional arrival every five minutes). The additional movements are considered by the Applicant to be within the capacity of the facility. The Applicant also stated that the PSB at-grade carpark is accessible by patients to park and pick-up/drop-off patients where convenient.

The Department is satisfied that although the main CHW pick-up/drop-off zone off Hawkesbury Road is expected to increase in usage, the increase is minor and would have negligible impact on the local street network. However, to ensure that no significant impacts occur to the functionality of the pick-up/drop-off zone and local roads, the Department recommends a condition of consent requiring that, upon commencement of full operation of the PSB, monitoring of the drop-off/pick-up zone is to be carried out for six months to track service levels and performance. If any significant adverse impacts on the surrounding road network are occurring as a result of the additional vehicle usage, the Applicant will be required to provide a separate pick-up/drop-off area for the PSB to the satisfaction of the Planning Secretary (in terms of location and timing of delivery). This can conceivably be provided in the rear at-grade or basement carpark.

The Department concludes that the traffic generated by the development is acceptable and, subject to the conditions requiring the implementation of an updated GTP (developed in consultation with TfNSW) and a Loading Dock Management Plan, the traffic impacts of the proposal can be managed and mitigated. Furthermore, as the GTP applies to the broader CHW campus, there is the potential for vehicle movements to/from the hospital campus to be reduced further in the future. In this regard, future monitoring of the delivery of the GTP outcomes will be required.

6.3.2 Parking

The previous at-grade P17 carpark was demolished to provide a site for the new PSB, resulting in a loss of 679 hospital parking spaces. These lost spaces are currently spread through interim parking arrangements across the campus until future relocation to within the recently approved new multi-storey carpark, when it is completed. Car parking throughout the hospital campus is accessible via Redbank Road, Institute Road and Dragonfly Drive.

The Applicant confirmed in the RtS that the total parking proposed was confirmed to be 128 spaces within the PSB site (50 within the basement and 78 at-grade spaces), resulting in 2,069 spaces provided across the Children's Hospital Campus (inclusive of the 996 spaces to be provided within the new multi-storey carpark).

The RMS *Guide to Traffic Generating Development* does not provide a rate for car parking for public hospitals. The Transport Assessment relied on a car parking demand strategy to calculate the current

parking demand generated for the existing hospital, which resulted in a maximum of 1,080 to 1,250 car spaces based on peak demand from staff and visitors (including patients and visitors).

The study determined that to accommodate for the demands of the PSB, a total of 280 parking spaces (approximately 110 staff and 170 visitor) would be required, plus an additional 35 car parking spaces to account for the loss of the former P17 carpark, resulting in a total demand of 315 car parking spaces for the PSB development.

Based on the parking demand study, the proposed car parking supply would easily meet the demand generated by the PSB, which can be accommodated within the PSB basement (50 spaces), the at-grade parking area (78 spaces) and, when ultimately constructed, the multi-storey carpark (which will allocate 280 of its 996 spaces to the PSB) (see **Table 7**).

Table 7 | Existing and proposed parking on campus

Location	Existing	Future	Change
P6 (Hawkesbury Road)	523	523	-
P14 (Dragonfly Drive)	422	422	-
Redbank Road	33*	-	- 33
P23 (Interim Parking)	479*	-	- 479
Stacked Parking (P6, P14, P23)	200*	-	- 200
PSB	0	128 (50 basement, 78 at-grade)	+128
Multi-storey Carpark	0	996 (280 for the PSB)	+996
Total	1,657	2,069	+412

* Car spaces being removed under separate approvals

Council and TfNSW raised no issues with the assumptions used regarding the calculations for car parking demand by the proposal or the provision of additional car parking for the future growth of the hospital. Council raised concern with the amount of disabled parking and motorcycle parking being supplied within the PSB basement and the allocation of parking spaces for staff and visitors.

The Amended DA and RtS confirmed that seven disabled parking spaces and two motorcycle spaces are provided within the basement of the PSB. Architectural plans were also updated to accurately reflect Australian standards for parking spaces as well as swept paths, carpark design and driveways. The Applicant also confirmed that the 50 spaces within the proposed PSB are interim spaces for potential future clinical fit-out. In this regard, the 50 basement car parking spaces are not intended to replace parking lost elsewhere at the hospital. Rather, these are provided only as an interim use of the space, as the parking with the PSB is located in areas that have been master planned for clinical services expansion and will be lost to this clinical expansion in the future. Any future conversion of use of the basement will be subject to a future approval.

In response to the Amended DA and RtS, Council requested revised plans to include directional pavement arrows/signs to indicate the traffic flow through the basement carpark and that disabled spaces be compliant with Australian Standards. TfNSW advised that proposed mode share targets are considered too low given the public transport infrastructure planned for the precinct. TfNSW requested that additional spaces for staff parking demand should be revised with no extra parking provided. Council raised no further comments in relation to the car parking provided as part of the proposal.

The Applicant provided additional information and updated plans addressing Council's concerns, however, in response to TfNSW argued that the GTP identifies a number of actions and a monitoring process to review and update the mode share over time and that the current mode share is based off existing surveys studies and infrastructure analysis.

The Department considers the proposed on-site car parking provision is acceptable. While additional interim basement parking spaces are proposed over and above the anticipated parking demand, once the multi-storey carpark is operational the PSB demand will be met by this facility and the basement shell space made available for future clinical expansion. Additionally, the Department has recommended via a condition of consent that an updated GTP be provided to the satisfaction of TfNSW, with the objective of reducing private vehicle travel to the CHW campus.

Given the above, the Department is satisfied that the proposal would provide adequate parking and the proposal would not have a detrimental impact on the locality in terms of demand for on-street car parking spaces.

6.4 Heritage

6.4.1 European Heritage

The EIS was accompanied by a Statement of Heritage Impact (SHI) assessing the proposals potential impact on heritage items in the vicinity. The SHI was updated following amendments undertaken in response to agency submission and design development. The SHI identified that:

- the proposal would be visible from the Cumberland District Hospital Group (CDHG) (SHR 00820) (**Figure 27**) but is not within any significant view lines.
- the relative distance of the proposal from CDHG's Glengariff house and Wisteria Gardens in conjunction with existing built form in the vicinity of CDHG reduces the visual impact of the proposal's built form.
- the proposal is located within the Parramatta Archaeological Management Unit (PAMU) 3070, which is assessed as being of moderate archaeological research potential and may contain evidence of early agricultural practices and the Government Domain, but due to site conditions is unlikely to have retained its archaeological potential.
- the planting of trees along the western boundary of Wisteria gardens would mitigate the visual impact of the proposal on the Cumberland District Hospital Group (CDHG) (SHR 00820)

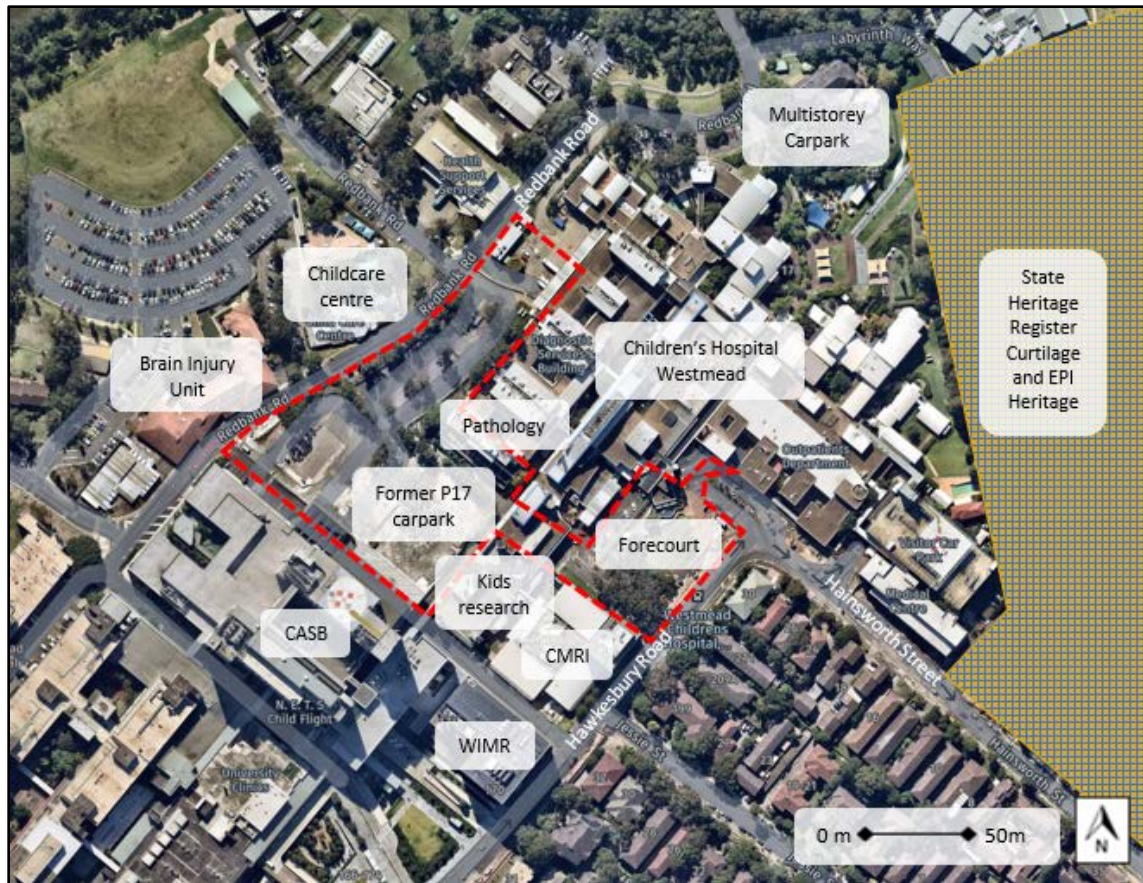


Figure 27 | Heritage mapping (Base source: Nearmap 2021)

Heritage NSW noted that the proposed visual mitigation measures are not within the proposal's project boundary and recommended that further investigation be undertaken to identify if visual treatment to the PSB or within the project area could be implemented. Heritage NSW agreed that the proposal's works area is unlikely to have retained its archaeological potential and the unexpected finds provisions recommended by the SHI are adequate.

In response to Heritage NSW's recommendations, the Applicant undertook further design refinement and revised the external treatment of the PSB. The SHI assessed the amended building design and external treatment and outlined that the design and chosen external colour scheme is sympathetic to the broader environment and setting. The SHI concluded that the PSB's external materials are an appropriate treatment which mitigates its visual impact on the heritage items in the vicinity.

Heritage NSW reviewed the revised SHI and external building treatment as part of the Amended DA and RtS and did not provide any additional comments. Consequently, the Department is satisfied that the external treatment to the PSB appropriately mitigates the visual impact of the proposal on heritage items in the vicinity and is sympathetic to the heritage item's broader setting. The Department supports Heritage NSW's recommendations for unexpected finds and recommends a condition which requires the preparation of an unexpected finds protocol.

6.4.2 Aboriginal cultural heritage

The application includes an Aboriginal Cultural Heritage Assessment Report (ACHAR), which incorporates consultation with Aboriginal stakeholders, an archaeological assessment report and measures to mitigate or prevent potential impacts to Aboriginal cultural heritage. Heritage NSW have

advised that the archaeological investigation was completed in accordance with the *Code of Practice for the Investigation of Aboriginal Objects in NSW* (2010).

The ACHAR identifies that the proposal is in a highly disturbed area with low potential for natural landforms and therefore a low potential for sub surface Aboriginal heritage. The ACHAR outlines that the PSB would not directly impact on identified Aboriginal cultural heritage but is located within a wider cultural landscape of high cultural significance.

Measures to mitigate visual impact which reference the broader cultural landscape and include specific design elements for the PSB have been developed in consultation with Registered Aboriginal Parties (RAPs) and the outcomes of this consultation have been included in the ACHAR. Heritage NSW support the ACHAR and have advised that the management and mitigation measures outlined therein are adequate. The Department is satisfied that the Applicant has appropriately addressed potential impacts to the project area's Aboriginal cultural heritage significance and supports the recommendations of the ACHAR which include providing unexpected finds protocols, cultural heritage inductions for workers and the implementation of an interpretation strategy.

The Department has recommended conditions of consent which include Heritage NSW's recommendations and require the implementation of the relevant recommendations of the ACHAR including the commitment to undertake cultural heritage inductions as a component of the CEMP, the preparation of an unexpected finds protocol and the commitment to undertake a heritage interpretation strategy in consultation with the Aboriginal community.

6.5 Other issues

The Department's consideration of other issues is provided at **Table 8**.

Table 8 | Department's assessment of other issues

Issue	Findings	Recommendations
Noise and Vibration	<p>An Acoustic Report accompanied the EIS. The Acoustic Report established background noise conditions from short and long-term monitoring and Project Noise Trigger Levels (PNTL) and Noise Management Levels (NML) for the nearest noise sensitive receivers (childcare centre, existing health and research buildings and residential receivers) during the construction and operational phases.</p> <p><u>Construction Phase</u></p> <p>The construction hours are proposed between 7am and 6pm Monday to Friday, between 8am and 5pm on Saturday and no works on Sundays or public holidays. The EPAs recommended standard construction hours under the Interim Construction Noise</p>	<p>The Department acknowledges that both the construction and operation of the development would generate some level of noise. However, the Department considers that the noise generated by the proposal is, although in exceedance of PNTLs during some stages, acceptable overall subject to conditions of consent.</p> <p>The Department notes that the development is predicted to meet the PNTLs in all instances, except for an exceedance during jackhammer construction works.</p>

Issue	Findings	Recommendations
	<p>Guidelines (ICNG) for Saturdays are 8am to 1pm, this proposal seeks for works to be undertaken outside of these hours.</p> <p>The main construction noise sources are:</p> <ul style="list-style-type: none"> • construction vehicles (excavators and trucks). • jackhammering and power tools. • cranes, generators and concrete pumps. <p>During excavation, structural works, and façade works H3 and H4 will experience minor exceedances of between 1 – 3dBA. The construction works would largely remain below the highly affected level of 75dB(A) that applies during standard construction hours, however, the forecourt works will result in an exceedance of 8dB(A) over the NML and 5dBA over the highly affected level at the neighbouring building H2, which is the Kids Research Building. During forecourt construction standard hours the nearest residential properties are expected to experience 60dBA which is an exceedance of 1dBA, however, during works outside standard hours this will be an exceedance of 6dBA.</p> <p>The Applicant states jack hammering is the most significant construction noise (during forecourt work) and will be managed through breaks, respite periods and closing windows and doors. To manage the noise exceedance impacts on the residential receivers the acoustic Report recommends reducing noise transmission through temporary purpose-built noise barriers, appropriate community consultation and respite periods.</p> <p>Therefore, as recommended within the Acoustic Report a Construction Noise and Vibration Management Plan (CNVMP) is required to ensure the noise exceedances are managed to assist in mitigating noise</p>	<p>The Acoustic Report recommends that a detailed Construction Noise and Vibration Management Plan is prepared prior to construction to further detail any required mitigation measures.</p> <p>The Department considers that the glazing systems, as recommended by the Acoustic Report, would sufficiently address operational noise impacts. The Department has recommended a condition requiring that the Acoustic Report noise management and mitigation measures be implemented and adhered to.</p> <p>To address the predicted exceedance of the highly affected noise criteria at nearby residential receivers and H2, the Department has recommended a condition requiring the Applicant to prepare a Construction Noise and Vibration Management Sub-Plan as part of a Construction Environmental Management Plan (CEMP).</p>

Issue	Findings	Recommendations
	<p>impacts on surrounding sensitive receivers during construction. In addition, ongoing monitoring is recommended for vibration impacts.</p> <p><u>Operational Phase</u></p> <p>The noise generating activities associated with the operation of the PSB would be mechanical plant such as cooling towers, air handler units (AHU), chillers, condenser units and fans as well as emergency generator, loading dock deliveries and backup diesel generators.</p> <p>Noise emission from the proposed mechanical plant is expected to meet the required PNTL and additional noise controls are recommended to address cumulative noise impacts prior to construction.</p> <p>During consultation on the EIS, no comments were made regarding operational noise and vibration by Council. However, a public submission raised concern with helicopter noise. The Applicant's RtS subsequently confirmed that approval for a helipad is not sought in this SSD application.</p> <p>To achieve internal noise limits the façade will incorporate glazing with an acoustic rating (Rw) in accordance with the Acoustic Report. Solid/non-glazed elements of the façade will have an acoustic performance of no less than Rw55 to ensure the resulting internal noise levels within each space in the proposed development do not exceed the project internal noise limits.</p> <p>Therefore, it is recommended that in accordance with the Acoustic Report, noise emissions are to be in accordance with the PNTL and appropriate noise mitigation measures.</p>	
Flooding and stormwater drainage	The subject site is affected by a 100-year average recurrence interval flood, however,	The Department supports the recommendations if the FIA

Issue	Findings	Recommendations
	<p>the proposed buildings are located outside of the flood prone mapped area. The Flood Impact Assessment (FIA) outlines that the proposed lowest finished habitable floor level of 20.6m AHD for the PSB provides flood immunity for the 1 per cent AEP plus 0.5m freeboard and Probable Maximum Flood (PMF) events. However, the forecourt area of the PSB was not above the flood immunity level and the following risk mitigation measures are recommended:</p> <ul style="list-style-type: none"> • further design development of the PSB entryway to locate portals and vents above the 1 per cent AEP plus 0.5m freeboard or PMF level (whichever is higher at that location). • updated flood modelling following design development to demonstrate flood risk following detailed design. <p>No concerns regarding flooding were raised by agencies, however, the FIA identifies that the PSB requires the development of a flood emergency management plan to provide for the ongoing management of localised flood risk associated with the PSB and hospital campus.</p> <p>The Department agrees with the conclusions of FIA and is satisfied that flood impacts are minor and can be managed appropriately through recommended conditions.</p>	<p>and has included conditions to account for flood events.</p> <p>Additionally, to mitigate the flood risk during operation and construction, the Department has recommended conditions of consent requiring the preparation of a Flood Emergency Response Sub-Plan (FERSP) prior to commencement of operation.</p>
Contamination	<p>A Detailed Site Investigation (DSI) was undertaken at the PSB and forecourt locations. A Remediation Action Plan (RAP) was completed to accompany the EIS as recommended by the DSI.</p> <p>The DSI included site inspection, laboratory analysis of soil samples and monitoring wells as well as a review of site history, previous investigation works and was compared against relevant EPA endorsed criteria.</p>	<p>The Department is satisfied that the Applicant has adequately addressed clause 7 of SEPP 55 and that the site is suitable for the proposed development.</p> <p>The Department has recommended conditions requiring that the recommendations of the RAP are adhered to.</p>

Issue	Findings	Recommendations
	<p data-bbox="416 275 587 304"><u>Forecourt DSI</u></p> <p data-bbox="416 338 938 488">The DSI for the forecourt area identified the presence of bonded and friable asbestos containing material (ACM), contaminants of potential concern (COPCs) and outlined:</p> <ul data-bbox="464 521 938 730" style="list-style-type: none"> • asbestos in the soil does not poses a potentially risk to future site receptors. • concentrations of COPCs do not pose a potentially unacceptable human health or ecological risk. <p data-bbox="416 763 943 1032">Subject to implementing monitoring and management measure as part of the CEMP, updating the existing and creating a project specific Asbestos Management Plan (AMP) the DSI concluded that the proposed forecourt of the site is suitable for the hospital land use.</p> <p data-bbox="416 1066 523 1095"><u>PSB DSI</u></p> <p data-bbox="416 1128 938 1196">The DSI for the PSB area confirmed the presence of ACM and COPCs and outlined:</p> <ul data-bbox="464 1229 948 1576" style="list-style-type: none"> • no groundwater, chemical mixtures or significant off-site migration risks were identified. • COPCs do not represent an unacceptable risk requiring remediation or management. • asbestos exceeded site assessment criteria and all fill materials at the site are impacted by asbestos in soils. <p data-bbox="416 1615 948 1800">The DSI concluded that a Remediation Action Plan (RAP) was required to address the asbestos impacted soils and make to the site suitable for the hospital land use. The DSI recommended:</p> <ul data-bbox="464 1839 943 2007" style="list-style-type: none"> • preparation of a RAP. • the preparation of a long-term asbestos management plan to address long term site maintenance of the remediation strategy. 	<p data-bbox="979 275 1375 465">The Department has recommended a condition requiring the Applicant to include environmental monitoring and management in the CEMP.</p>

Issue	Findings	Recommendations
	<ul style="list-style-type: none"> • inclusion of environmental monitoring and management measures in the CEMP. • update the campus asbestos soils register. <p>The RAP prepared in response to the DSI's recommendations has outlined processes to ensure the risks and impacts during remediation works are controlled in an appropriate manner and recommends:</p> <ul style="list-style-type: none"> • inclusion of environmental monitoring and management measures in the CEMP. • the preparation of a work health and safety management plan to manage the risks posed to the health of the remediation workforce. <p>The Department has reviewed the RAP and is satisfied that the recommendations are consistent with guidelines endorsed by NSW EPA and subject to the implementation of the measures described in the RAP the site can be made suitable for the proposed land use.</p>	
Hazardous materials	<p>The proposal includes the storage of cryogenic/liquid oxygen storage tanks and compressed oxygen cylinders which exceeds the screening threshold of State Environmental Planning Policy No 33 – Hazardous and Offensive Development (SEPP 33). A Preliminary Hazard Analysis (PHA) was therefore undertaken.</p> <p>The PHA has been prepared generally in accordance with the Department's guidelines Hazardous Industry Planning Advisory Paper No.6: Hazards Analysis (2011) and Multi-Level Risk Assessment (2010). The PHA adopts a Level 1 qualitative risk analysis and demonstrates that PSB and hospital campus meet all the relevant risk criteria.</p>	<p>The PHA had been prepared generally in accordance with the Department's Hazardous Industry Planning Advisory Paper No. 6 'Hazard Analysis' (HIPAP 6), and Multi-Level Risk Assessment. It adopted a Level 1 qualitative risk analysis and the Department considers this approach to be appropriate for the dangerous goods quantities indicated in the PHA.</p> <p>A condition has been recommended requiring dangerous goods to be stored in</p>

Issue	Findings	Recommendations
	<p>The dangerous goods quantities reported in the PHA are associated with both the existing hospital and the proposed development. The Applicant has clarified that the existing 15,000L primary oxygen VIE tank and 1,200L secondary VIE tanks would be removed and would be replaced with a 48,000L oxygen tank and a 5,000L back up tank. The replacement tanks would be located within the existing main gas compound, south of Redbank Road.</p> <p>The 5,000L back up vessel would be installed before the existing tanks are removed to ensure continuous supply to the hospital during installation. The assessment concluded that the cryogenic oxygen storage tanks, compressed oxygen and nitrous oxide cylinders will exceed the screening threshold of SEPP 33.</p> <p>The submitted PHA was reviewed by DPIE's hazards assessment team following the Department's request for information at RtS. DPIE's hazards assessment team confirmed that the Applicant has demonstrated that the proposal meets all the relevant qualitative risk criteria in Hazardous Industry Planning Advisory Paper No. 4 'Risk Criteria for Land Use Safety Planning' (HIPAP 4) and recommended that all hazardous materials be stored in accordance with relevant Australian Standards.</p>	<p>strict accordance with relevant Australian Standards.</p>
Helicopter operations	<p>The height of the PSB when constructed would not obstruct the approach and departure procedures of the existing helipads on the hospital campus. However, to mitigate any potential impacts on the operation of existing helipads during construction, the Department has recommended conditions of consent requiring that the CEMP be updated to the include management of crane operations.</p>	<p>The Department is satisfied that recommended conditions requiring the management of construction activities through the CEMP would mitigate potential impact to existing helicopter operations within the hospital campus.</p>

Issue	Findings	Recommendations
	<p>The CEMP will also be required to ensure that fixed crane towers do not penetrate the helicopter flight paths of the CASB.</p>	
Crime Prevention Through environmental Design (CPTED)	<p>The EIS is accompanied by an Architectural Design Statement which outlines that the project has been designed in accordance with the CPTED Principles.</p> <p>The Department is satisfied that the design solutions and operational measures proposed provide opportunities for passive surveillance, delineation/ownership of spaces, pedestrian circulation/activation and maintenance of physical elements.</p> <p>The Department is satisfied that these design solutions and operational measures are consistent with CPTED guidelines and would provide a safe and secure environment for staff, patients and visitors.</p>	<p>The Department is satisfied that the CPTED principles have been suitably applied in the project area and, no recommended conditions or mitigation measures are required.</p>
Signage locations	<p>The application proposes five building identification signage zones and five wayfinding pylon signs comprised of:</p> <p><u>Building signage zones</u></p> <ul style="list-style-type: none"> 1 x 6000mm x 6000mm (northeast elevation). 1 x 2000mm x 20000mm podium sign (northeast elevation). 1 x 3600mm x 3600mm (northwest elevation). 1 x 3000mm x 3000mm (southeast elevation). 1 x 2400mm x 24000mm (south-west elevation). <p><u>Wayfinding signs</u></p> <ul style="list-style-type: none"> 5 x 1200 mm x 4000 mm external pylon signs. <p>The signage has been assessed to ensure compliance with SEPP 64 – Advertising and Signage and are all considered sympathetic to the character of the area and the design of the building. Illumination of the signage will be managed through a condition of consent</p>	<p>The Department considers the proposed signage zones to be appropriate in terms of location and dimensions. The Department has recommended a condition requiring detail of the signage zone be submitted for approval ensuring the dimming of illuminated signs during the overnight operating period in accordance with the relevant Australian Standards.</p>

Issue	Findings	Recommendations
	<p>requiring that the final detailed signage design be submitted to the Department for endorsement and demonstrate compliance with the relevant Australian Standards.</p> <p>In addition, it was evaluated that the location of the signage will not result in view corridor or illumination impacts to National and State heritage Items situated to the south-east of the development site.</p> <p>A full SEPP 64 assessment of the proposed signage is provided in Appendix B.</p> <p>Subject to compliance with consent conditions, the Department is satisfied that the proposed signage zones would be consistent with the guidelines set out in SEPP 64.</p>	
Wind impacts	<p>The EIS was accompanied by an environmental wind assessment report which provided an assessment of wind conditions of the PSB project area using qualitative modelling. Following built form amendments to the PSB an updated wind assessment was requested by the Department.</p> <p>In response to the Department's request, the Applicant provided a qualitative assessment of the amended design which, using the baseline data from the original modelling, considered any likely changes to the wind/environment conditions for pedestrian and open space areas within and around the PSB.</p> <p>The qualitative assessment concluded that the results of the original wind modelling would not be materially altered by the design and built form changes to the PSB.</p> <p>The report outlined that the modelled locations surrounding the PSB would continue to provide safe external areas,</p>	<p>The Department is satisfied that the impacts of wind on comfort and pedestrian safety have been appropriately modelled and is satisfied that wind conditions within the project area are suitable for the intended use.</p> <p>The Department considers that the design development undertaken to the PSB after the qualitative modelling would not materially alter environmental conditions adjacent to the PSB and to the levels of comfort experienced at pedestrian and passive areas within the project area, therefore the Department has no recommended conditions.</p>

Issue	Findings	Recommendations
	<p>would provide conditions suitable for pedestrian sitting or standing and an appropriate degree of user comfort for open space and garden areas near the PSB would be maintained.</p> <p>The assessment concludes that in addition to all pedestrian/open space areas being suitable for their intended use terraces/ courtyards of the PSB are classified as suitable for walking or better, with the majority of areas classified as suitable for standing or sitting.</p> <p>The Department has considered the assessment and notes that the proposal would not result in any unacceptable wind impacts outside the site and that all areas in the public domain would experience wind speeds that would be comfortable for their intended use.</p> <p>The Department is satisfied the proposal would not result in unacceptable wind impacts to the public domain and would provide comfortable open space areas within the site's project area. The Department therefore considers no additional mitigation measures required.</p>	
End-of-trip facilities and active transport	In response to the Applicant's Amended DA and RtS, TfNSW raised concern with the EoT facilities provided as part of the proposal, recommending that the Applicant catalogue existing facilities within the Kids Research Building and CASB and identify if the provision of only an additional 10 bike parking spaces will be sufficient over the life of the PSB. If it's not substantiated, additional EoT facilities sufficient to service the expected active travel mode share should be provided. TfNSW also recommended an assessment of surrounding pedestrian and cycling	The Department recommends a condition of consent requiring the GTP incorporate appropriate monitoring and mitigation measures in accordance with TfNSW comments to ensure appropriate mode share targets which will manage the EoT facilities provided.

Issue	Findings	Recommendations
	<p>infrastructure identifying improvements which would encourage the use of active transport.</p> <p>The Applicant responded by stating a detailed assessment of EoT facilities was provided as part of the EIS. Notwithstanding, the GTP identifies opportunities to monitor and review the demand for EoT facilities with potential to convert car parking spaces with bicycle and motorcycle parking and as a long-term commitment convert the spaces into EoT facilities.</p> <p>The Department is satisfied that these recommendations from TfNSW will be managed through the GTP, which is recommended as a condition of consent and will incorporate appropriate monitoring and measures to ensure appropriate mode share targets which will influence the EoT facilities provided.</p>	

7 Evaluation

The Department has reviewed the EIS, Amended DA and RtS and assessed the merits of the proposal, taking into consideration advice from the public authorities, including Council. Issues raised in public submissions have been considered and all environmental issues associated with the proposal have been thoroughly addressed, with conditions recommended to address any outstanding issues. The Department concludes the impacts of the proposed development is acceptable and can be appropriately mitigated through the implementation of consent conditions. Consequently, the Department considers the development is in the public interest and should be approved subject to conditions.

The proposed development is consistent with the objects of the Environmental Planning and Assessment Act 1979 (including ecologically sustainable development) and with the State's strategic planning objectives for the site as set out in the Greater Sydney Regional Plan, A Metropolis of Three Cities, the Central City District Plan, Westmead Health Core Master Plan, Westmead 2013 – Draft Westmead Place Strategy, and Parramatta Council's Local Strategic Planning Statement 2036.

The Department is satisfied the proposed built form and scale of the development is appropriate when considered in the context of the surrounding buildings and the protection of nearby National and State significant heritage items. The overall built form, public domain and landscaping works provide significant improvements for the campus, particularly contributing to improved pedestrian amenity, access and landscaping within the PSB, KidsPark forecourt and KidsWay.

The Department concluded that the surrounding road network has adequate capacity, subject to recommended conditions, to cater for the expected increase in traffic to the site and proposed access arrangements would be acceptable. Further, the car parking provided would meet existing demand and demand generated by the expansion of the PSB. This would be supported by the update of the precinct-wide GTP that would further address demand by promoting a modal shift away from private vehicle usage.

The Department notes that the construction hours would result in minor exceedances however, the Department has recommended conditions of consent to manage and mitigate construction activities to limit the noise impacts on sensitive receivers.

The Department is satisfied with the Applicant's intention to manage impacts on archaeology through an unexpected finds protocol, cultural heritage inductions for workers and the implementation of an interpretation strategy.

The proposal is in the public interest as it would deliver public benefits, including:

- the provision of health infrastructure to meet the demands of the growing population.
- improved service levels in hospitals through the construction of new health facilities in an accessible location.
- economic benefits, generating approximately 1,872 construction jobs and support 600 operational jobs through investment in health infrastructure.

8 Recommendation

It is recommended that the Director, Social and Infrastructure Assessments, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report.
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant consent to the application.
- **agrees** with the key reasons for approval listed in the notice of decision.
- **grants consent** for the application in respect of The Children's Hospital at Westmead – Paediatric Services Building (SSD-10349252), subject to the conditions in the attached development consent.
- **signs** the attached development consent and recommended conditions of consent (see attachment).

Recommended by:



Ingrid Berzins
Senior Planning Officer
Social and Infrastructure Assessments

Recommended by:



David Gibson
Team Leader
Social Infrastructure

9 Determination

The recommendation is **adopted** by:

A handwritten signature in black ink, appearing to read 'KH', with a long horizontal flourish extending to the right.

17 December 2021

Karen Harragon

Director

Social and Infrastructure Assessments

Appendices

Appendix A – List of referenced documents

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning, Industry and Environment's website as follows.

1. Environmental Impact Statement
<https://www.planningportal.nsw.gov.au/major-projects/project/40471>
2. Submissions
<https://www.planningportal.nsw.gov.au/major-projects/project/40471>
3. Applicant's Response to Submissions
<https://www.planningportal.nsw.gov.au/major-projects/project/40471>
4. Applicant's Amended DA and Response to Submissions
<https://www.planningportal.nsw.gov.au/major-projects/project/40471>
5. Supplementary information
<https://www.planningportal.nsw.gov.au/major-projects/project/40471>

Appendix B – Statutory Considerations

ENVIRONMENTAL PLANNING INSTRUMENTS (EPIs)

To satisfy the requirements of section 4.15(a)(i) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), this report includes references to the provisions of the EPIs that govern the carrying out of the project and have been taken into consideration in the Department's environmental assessment.

Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- State Environmental Planning Policy No. 64 – Advertising Structures and Signage (SEPP 64)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- Draft State Environmental Planning Policy (Infrastructure) 2007 – Amendment Health Services Facilities (Draft Infrastructure SEPP)
- Draft State Environmental Planning Policy (Remediation of Land) (Draft Remediation SEPP)
- Draft State Environmental Planning Policy (Environment) (Draft Environment SEPP)
- Parramatta Local Environmental Plan (PLEP) 2011.

COMPLIANCE WITH CONTROLS

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

The aims of this SEPP are to identify state significant development (SSD) and state significant infrastructure and confer the necessary functions to joint regional planning panels to determine development applications.

An assessment of the development against the relevant considerations of the SRD SEPP is provided in **Table B1**.

Table B1 | SRD SEPP compliance table

Relevant Sections	Consideration and Comments	Complies
3 Aims of Policy The aims of this Policy are as follows: a) to identify development that is State significant development	The proposed development is identified as SSD.	Yes
8 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if:	The proposed development is permissible with development consent. The proposal is for a hospital with a capital investment value (CIV) in excess of \$30 million,	Yes

Relevant Sections	Consideration and Comments	Complies
b) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and	under clause 14 of Schedule 1 of the SRD SEPP.	
c) the development is specified in Schedule 1 or 2.		

State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

An assessment of the development against the relevant considerations of the Infrastructure SEPP is provided in **Table B2**.

Table B2 | Consideration of the relevant provisions of Infrastructure SEPP

Clause(s)	Consideration and comment
44 – 45 Development likely to affect an electricity transmission or distribution network	<p>In accordance with the Infrastructure SEPP, the development was referred to the relevant electricity supply authority for comment. The application was referred to Endeavour Energy and it noted that, in the broader context, continued discussions with the Applicant will be required to ensure supply will not be impacted.</p> <p>The Department considers no site-specific recommended conditions are necessary.</p>
98 – 104 Development in or adjacent to road corridors and road reservations	<p>The development constitutes traffic generating development in accordance with clause 104 of the Infrastructure SEPP as it would provide an additional 69 beds bringing the total supply to 243 beds which exceeds the 100 bed requirement for development with access to a classified road. The Infrastructure SEPP requires traffic generating development to be referred to Roads and Maritime Services for comment.</p> <p>The application was referred to Transport for NSW (incorporating Roads and Maritime Services) (TfNSW). TfNSW reviewed the proposal and raised comments in relation to the pick-up/drop-off zone and made recommendations which are discussed further in Section 6.3.</p>

Clause(s)	Consideration and comment
	The Department recommends conditions of consent in accordance with TfNSW comments.

State Environmental Planning Policy No.33 – Hazardous and Offensive Development

The purpose of SEPP 33 is to amend the definitions of hazardous and offensive industries, require development consent in the Western Division, take into account measures that reduce the developments impact, ensure sufficient information is provided for assessment and conditions to reduce or minimise any adverse impacts and to appropriately advertise applications seeking to carry out hazardous or offensive development.

The proposed development would be considered potentially hazardous due to dangerous goods of Class 2/2/5.1 (i.e. refrigerated liquid oxygen vessels, medical oxygen cylinders and medical nitrous oxide) exceeding the threshold for SEPP 33. A PHA was submitted with the proposal and it identified that compliance with the relevant Australian Standards will provide adequate risk management for the facility.

The Department is satisfied that the proposed development although identified as hazardous, it will be appropriately managed through conditions of consent.

State Environmental Planning Policy No. 55 – Remediation of Land

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application. The EIS included a Detailed Site Inspection (DSI) for the forecourt and the PSB as well as a Remedial Action Plan (RAP) for the site.

The DSIs identified the presence of bonded and friable asbestos containing material (ACM), contaminants of potential concerns (COPCs) and determined that monitoring through recommendations would ensure the forecourt is suitable, however, a RAP was required to address the asbestos impacted soil of the PSB site.

The RAP concluded that the works are considered 'Category 2' works not requiring consent and the risks posed by contamination can be managed adequately to protect human health and the environment so that the site is suitable for the proposed hospital use.

The Department is satisfied that the Applicant has adequately demonstrated that the site is suitable, subject to remediation, for the proposed hospital use as required by SEPP 55.

The Department recommends conditions relating to developing an unexpected find protocol to ensure measures are in place should any unanticipated contamination be found during works, imposing the recommendations of the Remediation Action Plan and DSIs, preparing a Construction Environmental Management Plan. A condition is recommended requiring the preparation of a detailed Acid Sulphate Soils Management Plan should any Acid Sulphate Soils be encountered in the site during construction works.

State Environmental Planning Policy No. 64 – Advertising and Signage

SEPP 64 applies to all signage that under an EPI can be displayed with or without development consent and is visible from any public place or public reserve.

The development includes five building signage zones. Under clause 8 of SEPP 64, consent must not be granted for any signage application unless the proposal is consistent with the objectives of the SEPP and with the assessment criteria which are contained in Schedule 1. **Table B3** demonstrates the consistency of the proposed building signage zones with these assessment criteria.

Table B3 | SEPP 64 compliance table

Assessment Criteria	Comments	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage zones are compatible with the character of the Westmead locality.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no particular theme for outdoor advertising in the locality.	Yes
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signage zones are integrated into the overall design of the building and will not detract from the visual quality of surrounding heritage items, residential areas and will not detract from the amenity or visual amenity.	Yes
3 Views and vistas		
Does the proposal obscure or compromise important views?	The proposed signage zones are located within the profile of the building and will not affect any views.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage zones are appropriately located and scaled to not dominate the skyline.	Yes
Does the proposal respect the viewing rights of other advertisers?	The proposal will not have an adverse impact on the viewing rights of other advertisers and is similar to other commercial signage in the Westmead Precinct.	Yes

Assessment Criteria	Comments	Compliance
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signage zones are integrated into the design and appropriate for the health context.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage zones, whilst visually prominent, will be integrated into the design of the building facades to minimise visual impact when viewed from streetscape and public domain.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Not applicable.	N/A
Does the proposal screen unsightliness?	Not applicable.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage zones do not protrude above the parapet.	Yes
Does the proposal require ongoing vegetation management?	Not applicable.	N/A
5 Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The location and size of the signage zones are suitable for the scale of the building and appropriate for the context of the site.	Yes
Does the proposal respect important features of the site or building, or both?	The signage is appropriately located at site entrances and would not impact on any other important features of the site.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signage zones are located to be visually prominent without detracting from the visual quality of the site and its relationship to the surrounding heritage items and health buildings.	Yes
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	All future signage will be fully integrated with the structures on which they are displayed.	Yes

Assessment Criteria	Comments	Compliance
7 Illumination		
Would illumination result in unacceptable glare?	The proposal is for signage zones and the detailed design of individual signs including illumination will be subject to a separate DA.	N/A
Would illumination affect safety for pedestrians, vehicles or aircraft?		
Would illumination detract from the amenity of any residence or other form of accommodation?		
Can the intensity of the illumination be adjusted, if necessary?		
Is the illumination subject to a curfew?		
8 Safety		
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The signage zones are appropriately located within the building profile and would not have an adverse impact on the safety of pedestrians.	Yes
Would the proposal reduce safety for any public road?	The signage zones are situated in positions that would not result in any adverse safety impact from the surrounding road network.	Yes

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

The SREP covers all the waterways of the Harbour, the foreshore and entire catchment. It zones the waterways into nine different zones to suit the differing environmental characteristics and land uses of the harbour and its tributaries.

The SREP establishes a framework for assessing development within the Foreshores and Waterways Area of the Plan. These are aimed at promoting planning decisions that consider issues such as ecological and scenic quality, built form and design, maintenance of views, public access and recreation and working harbour uses. The SREP includes provisions relating to heritage conservation and wetlands protection and provides planning controls for strategic foreshore sites.

The development site is a part of the mapped Sydney Harbour Catchment, however it is not within a Foreshore or Waterways area and does not contain heritage items under the SREP. The site is a part of an existing health services facility, and will not detract from the environmental, scenic or functional quality of the Sydney Harbour Catchment. Furthermore, the Department has recommended sediment and erosion control conditions of consent in **Appendix C** to mitigate the potential for downstream water quality impacts.

Draft State Environmental Planning Policy (Infrastructure) 2007 – Amendment Health Services Facilities (Draft Infrastructure SEPP)

An amendment is proposed to State Environmental Planning Policy (Infrastructure) 2007 (the Infrastructure SEPP) to provide a more efficient planning framework for health infrastructure in NSW.

The proposed amendments form part of the NSW Planning Reform Action Plan to update certain planning provisions that will ensure the efficient delivery of important government infrastructure that serves the NSW community. This amendment will specifically facilitate efficient planning pathways for low impact health infrastructure.

The scope of the proposed amendment extends to development with consent, development without consent, complying development and exempt development provisions within the Infrastructure SEPP. The amendments would enable efficient delivery of infrastructure that is important to support the health and wellbeing of NSW communities such as community health centres, consulting rooms and ambulance facilities.

The updated provisions would ensure there is an appropriate level of environmental assessment commensurate with the impacts of the development, whilst also helping to deliver essential social infrastructure in a timely manner to the direct benefit of the people of NSW.

As the proposed development is not low impact health infrastructure, the proposal is not affected by the Draft Infrastructure SEPP.

Draft State Environmental Planning Policy (Remediation of Land)

The Draft Remediation SEPP will retain the overarching objective of SEPP 55 promoting the remediation of contaminated land to reduce the risk of potential harm to human health or the environment.

Additionally, the provisions of the Draft Remediation SEPP require all remediation work carried out without development consent to be reviewed and certified by a certified contaminated land consultant. Remediation work is to be categorised based on the scale, risk and complexity of the work. Environmental management plans relating to post-remediation management of sites, including the ongoing operation, maintenance and management of on-site remediation measures (such as a containment cell) are to be provided to Council.

The Department is satisfied that the proposal will be consistent with the objectives of the Draft Remediation SEPP.

Draft State Environmental Planning Policy (Environment)

The Draft Environment SEPP is a consolidated SEPP which proposes to simplify the planning rules for a number of water catchments, waterways, urban bushland, and Willandra Lakes World Heritage Property. Once adopted, the Draft Environment SEPP will replace seven existing SEPPs. The proposed SEPP will provide a consistent level of environmental protection to that which is currently delivered under the existing SEPPs. Where existing provisions are outdated, no longer relevant or duplicated by other parts of the planning system, they will be repealed.

Given that the proposal is consistent with the provisions of the existing SEPPs that are applicable, the Department concludes that the proposed development will generally be consistent with the provisions of the Draft Environment SEPP.

Parramatta Local Environmental Plan (PLEP) 2011

The PLEP 2011 encourages the development of housing, employment, infrastructure and community services to meet the needs of the existing and future residents of the Parramatta Local government area (LGA). The PLEP 2011 also aims to conserve and protect natural resources and foster economic, environmental and social wellbeing.

The Department has consulted with Council throughout the assessment process and has considered all relevant provisions of the PLEP 2011 and those matters raised by Council in its assessment of the development (refer to **Section 5**). The Department concludes the development is consistent with the relevant provisions of the PLEP 2011. Consideration of the relevant clauses of the PLEP 2011 is provided in **Table B4**.

Table B4 | Consideration of the PLEP 2011

PLEP 2011	Department Comment/Assessment
Land Use Table – Zone SP2 Infrastructure (Health Services Facilities)	<p>Health Services Facilities and ancillary development are permissible with consent in the SP2 Infrastructure (Health Services Facilities) zone.</p> <p>The proposed PSB, and its ancillary development is considered to meet the objectives of the zone as:</p> <ul style="list-style-type: none"> it is providing facilities and ancillary development that are directly related to the zone's purpose shown on the PLEP Land Zoning Map; and is consistent with the zone's specified objective to provide infrastructure and related uses for the purpose of Health Services Facilities.
Clause 4.3 Building height	<p>There is no maximum Height of Building applicable to the development site under the PLEP 2011.</p> <p>As discussed in Section 6 above, the proposed built form is in keeping with the surrounding development context.</p>
Clause 4.4 Floor Space Ratio	<p>There is no maximum Floor Space Ratio applicable to the development site under the PLEP 2011.</p> <p>As discussed in Section 6 above, the proposed built form is in keeping with the surrounding development context.</p>
Clause 5.10 Heritage conservation	<p>The SSD application seeks approval for the construction of a new 14 level PSB, ancillary works to adjoining buildings, a pedestrian canopy link, forecourt works, landscaping and tree removal and is</p>

in the vicinity of Cumberland District Hospital Group (CDHG) (SHR 00820) (**Figure 27**) as well as within a broader cultural landscape of Aboriginal cultural heritage significance.

The Department's consideration of impacts to Aboriginal and European cultural heritage is detailed in **Section 6.4**.

Clause 5.21 Flood planning

The Department is satisfied that flood risk has been appropriately considered as:

- (a) the design addresses the flood hazards of the land and would be designed to address the 1 per cent AEP flood event plus 0.5m freeboard, through recommended floor levels and ramped entry thresholds.
- (b) would not adversely affect flood behaviour as pre-development and post-development overland flows would be maintained at the same levels.
- (c) measures to manage risk to life from flood, including the need for preparation of an evacuation plan have been considered and a shelter-in-place or an off-site evacuation strategy have been conditioned for preparation prior to occupation (Refer to **Appendix C**).
- (d) measures to manage localised flood sensitivity within the site, including the need for further design development of the PSB building and forecourt area and updated flood modelling to demonstrate flood risk and impact of PSB have been conditioned for preparation prior to occupation (Refer to **Appendix C**).
- (e) the buildings would be constructed to ensure they are able to withstand inundation up to the PMF, with the flood consultant involved in the detailed structural and stormwater design.

The flood assessment and stormwater strategy have been reviewed by Council and there are no issues with the Applicant's assessment that was prepared in accordance with local flood mapping, modelling and the Parramatta Development Control Plan 2011.

Clause 6.2 Earthworks

Development consent is being sought for earthworks as part of this SSD application. The proposed extent of earthworks is considered acceptable as:

- (a) the works would not adversely impact on the existing drainage patterns and soil stability of the locality.
- (b) the proposed works will not impact on the capacity for any future redevelopment of the land.

PLEP 2011	Department Comment/Assessment
	<ul style="list-style-type: none"> (c) excavated fill exported off site will be conditioned to be suitably validated prior to its removal and would be subject to a separate approval. (d) the extent of earthworks proposed will not detrimentally impact on the amenity of adjoining land uses and would be managed on site. (e) no fill is required to be imported to the site. (f) the likelihood of discovering and impacting on any relics has been assessed as low and conditions for unexpected finds have been recommended. (g) sediment and erosion control measures are proposed to be implemented on-site by the Applicant during site works to minimise any potential for off-site impacts.
Clause 6.1 Acid Sulfate Soils	The site is identified as containing Class 5 Acid Sulfate Soils (ASS) under the PLEP 2011 and is not within 500m of any Class 1-4 land. The submitted Geotechnical Report with the application includes geotechnical investigations which confirm that there is no known presence of ASS and therefore did not require the preparation of an Acid Sulfate Soils Management Plan (ASSMP).
Clause 6.5 Water Protection	Both the PSB and ancillary works are located a significant distance beyond the 20 metre vegetation riparian zone of Toongabbie Creek. Conditions of consent have been recommended to manage sediment and erosion control and groundwater impacts. In addition, DPIE – Water have reviewed the proposal and raised no concerns subject to the inclusion of standard construction conditions.

Other policies

In accordance with clause 11 of the SRD SEPP, Development Control Plans do not apply to state significant development.

Appendix C – Recommended Instrument of Consent