

Prince of Wales Hospital State Significant Development Response to Submissions



Avoca and High Streets, Randwick

Stage 1 Development of the Comprehensive Cancer and Blood
Disorder Centre

Submitted to Department of Planning & Infrastructure
On Behalf of Health Infrastructure

June 2012 ■ 11422

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Date 29/6/12

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Date 29/6/12

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B Updated Architectural Plans <i>Rice Daubney</i>
C Response to Traffic and Parking Related Submissions <i>Aurecon</i>
D Response to Heritage Related Submissions <i>Worley Parsons</i>
E Results of Archaeological Testing for European Remains <i>Casey & Lowe</i>
F Response to Structural Related Submissions <i>SKM Consulting</i>
G Memo on the structural assessment for the amendment to the DA <i>SKM Consulting</i>

1.0 Introduction

An Environmental Impact Statement (EIS) in relation to the State Significant Development, Development Application (SSD DA) for the Stage 1 Development of a Comprehensive Cancer Care and Blood Disorder Centre (CCCBDC) at the Prince of Wales Hospital was publicly exhibited for a period of 47 days between 11 April 2012 and 28 May 2012.

In total five agency submissions were received, including Randwick City Council, and one public submission was received. The main issues identified in the submissions were car parking / traffic, built form, heritage and structural design.

The proponent (NSW Health Infrastructure (HI) and its consultant team have reviewed and considered the Department of Planning and Infrastructure's (the Department) comments and the public and agency submissions and, in accordance with clause 85B(2) of the *Environmental Planning and Assessment Regulation 2000*, have responded to the issues raised. This Response to Submissions including a detailed Response to Submissions table (at **Appendix A**) sets out the proponent's response to the issues raised and provides revised Mitigation Measures for which approval is now sought.

In addition to the Response to Submissions, HI is proposing an amendment to the DA, which proposes to excavate to a deeper depth Stage 1 and Stage 2 footprint to create an additional level within the indicative envelope for both Stage 1 and the future Stage 2 building. Updated plans and relevant additional consultant reports or information are included within the Appendices. Further detail is provided within this report.

The main issues requiring further input and investigations were undertaken by the following consultants:

- Rice Daubney: built form issues;
- Aurecon: traffic and parking issues;
- Worley Parsons: heritage issues; and
- SKM: structural issues.

This report should be read in conjunction with the EIS dated 4 April 2012 and will form part of the DA approval.

2.0 Key Issues and Proponent's Response

2.1 Interim Car Park

Department of Planning and Infrastructure Issue:

Further clarification and certainty on the proposed interim car parking arrangements during Stage 1 to offset the loss of 59 car spaces including details of any potential on or off site car parking arrangements including the location and term of any lease.

HI is in the process of drafting a licence agreement with William Inglis (Newmarket thoroughbred sales complex) for a temporary off-site car park accommodating 70 spaces to offset the 59 car spaces for Hospital staff. The surplus of 11 car spaces will provide adequate parking for the duration of the project.

In addition, over the next six months the Hospital will also be expanding staff parking across the site. The Mental Health Intensive Care Unit (MHICU) recently approved under the now repealed Part 3A of the *Environmental Planning & Assessment Act 1979* (EP&A Act) is seeking a Modification under Section 75W of the EP&A Act to increase the number of staff car spaces by 28 spaces. If approved, this will result in an overall increase of staff parking across the Hospital site.

Further, to the east of the MHICU a new at-grade 34 space car park will be constructed under Exempt Development provisions pursuant to State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP), as well as a 10 space car park constructed on a disused tennis court to the south of the MHICU site. These 72 additional car parks and spaces will be used for Hospital staff parking only, providing a net increase of 13 spaces from the loss of the Edmund Blackett car park.

It should be noted that due to the age of the Hospital and various periods of the construction of the buildings, staff parking is placed at various ad hoc locations around the Hospital site and is not allocated to particular Department's staff members. Therefore the additional spaces provided for the MHICU and adjacent to the MHICU can be used by the displaced staff parking spaces at the Edmund Blackett Building. It is recommended through a Mitigation Measure included in this report that the Hospital prepare and implement a parking management plan to nominate and direct staff to specific staff parking on the Hospital site.

2.2 Pedestrian Management Plan

Department of Planning and Infrastructure Issue:

Submission of a pedestrian management plan for the proposed re-direction of pedestrian and cyclist traffic on Avoca Street and High Street.

Aurecon has provided a Response to Submission Report provided at **Appendix C**. The report confirms that a pedestrian management plan will be prepared and submitted with the detailed construction traffic management plan prior to the commencement of works on site. The key objective of the plan is to provide direction for the changed access points for pedestrians and cyclists entering the site from Avoca Street and High Street.

In summary, the Pedestrian Management Plan will address the following:

- Installation of adequate signage within the vicinity of the site for pedestrians to access the site through the High Street access of Gate No. 6;

- Gate No. 6 will be installed with RMS approved water filled Triton Barriers to provide separation for pedestrians access from the construction vehicles entering Gate 6; and
- Construction vehicles will not be permitted to either reverse into, or reverse out of the site at Gate 6, thereby reducing the any potential adverse conflict with pedestrians around the Gate 6 site.

With the key objectives and measures outlined, it is considered that the pedestrian management plan will be sufficient to address the requirements of the Department of Planning and Infrastructure. A new Mitigation Measure within Section 3.0 of this report confirms this commitment.

2.3 Expected Timeline for development

Department of Planning and Infrastructure Issue:

Details of the expected timeline for the entire development for Stage 1 and 2

It is expected to commence the Stage 1 development in January 2013 and complete its construction by March 2014. Stage 1 is scheduled to be operational by July 2014, with the construction of Stage 2 commencing at the same time. It is envisioned that the CCCBDC will be completed and operational towards the last quarter of 2016.

2.4 Additional Information

Department of Planning and Infrastructure Issue:

The following additional information is required to be submitted:

- *Evidence of the testing for presence or absence of European Archaeological remains as recommended in the European Archaeological Assessment report submitted with the EIS;*
- *Elevation and layout plans showing the location and height of proposed temporary plant and ground level fire exit; and*
- *Temporary landscape treatment plan proposed between Stage 1 and 2.*

In response to the request for additional information, see below:

- The report prepared by Casey and Lowe (**Appendix E**) provides the evidence of the ground truthing and testing trenches which indicate that there were no European archaeological structures, cuts or deposits found in any of the testing trenches;
- Updated Architectural Plans at **Appendix B** show the elevation, height and layout of the proposed temporary plant and ground level fire exit;
- No landscaping (temporary or permanent) will be provided between Stage 1 and Stage 2. The Stage 1 site (above the radiation bunkers) will be used as a construction zone until Stage 2 development is complete. This will provide a seamless and wholly completed construction and development program in a continuous manner. Thus, no temporary landscape treatment plan is provided for Stage 1 and landscaping treatment will be completed at Stage 2.

2.5 Design Amendments to the Proposal

It is proposed to amend the Stage 1 DA to excavate to lower level by 1.9m to allow for a Stage 1 and Stage 2 envelope that maintains the same indicative height but allows an additional floor within that envelope.

Amended plans prepared by Rice Daubney are provided at **Appendix B**, which will supersede relevant plans originally submitted with the EIS. In particular Section 1 (drawing: SD 1601) indicates the level change of the bunkers from SRL 60.750 to SRL 56.850.

Advice received from the structural engineering consultants SKM (**Appendix G**) with input from acoustic consultants Acoustic Logic in its drafting indicates that in increasing the depth of excavation, the same methodology and processes to maintain structural stability and manage vibration impacts to the heritage will be utilised as originally submitted with the EIS. In addition, the heritage consultants, Worley Parsons conclude (at **Appendix D**) that these same methods will not have any adverse impacts on the structural integrity of the heritage buildings as a consequence of the additional depth of excavation.

Based on the advice from the consultant team, it is considered that the deeper excavation depth of 1.9m will not result in any additional impact on the structural stability of the heritage buildings (Superintendent's Residence and the Edmund Blacket Building) and will not have an adverse environmental impact to the surrounding area.

3.0 Final Mitigation Measures

This chapter of the Report provides the original Mitigation Measures that were provided within Section 8 of the EIS and any updated Mitigation Measures as a result of the public exhibition and submissions. Proposed deletion to the original Mitigation Measures are shown as ~~bold strike through~~. Any amendments or additions are shown as ***bold italic***.

Table 1 – Revised Mitigation Measures

Mitigation Measures

Traffic and Access (Construction and Operation)

- Traffic, access servicing and layout arrangements are to be in accordance with the Traffic Report by Aurecon (March 2012).
- The draft Traffic Construction Management Plan is to be finalised and recommendations are to be employed.
- ***A pedestrian management plan will be prepared and implemented under the Traffic Construction Management Plan prior to the commencement of works on site. The plan will address the following:***
 - ***Install adequate signage within the vicinity of the site for pedestrians to access the site through the High Street access of Gate No. 6;***
 - ***Gate No. 6 will be installed with RMS approved water filled Triton Barriers to provide separation for pedestrians access from the construction vehicles entering Gate 6; and***
 - ***Construction vehicles will not be permitted to either reverse into, or reverse out of the site at Gate 6, thereby reducing the any conflict with pedestrians around the Gate 6 site.***
- ***All vehicles are to enter and exit the sitet in a forward direction.***
- ***The Hospital is to prepare and implement a parking management plan to nominate and direct staff to specific staff parking on the Hospital site.***
- ***The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004.***
- ***A detailed construction traffic management plan and traffic control plan will be prepared prior to commencing the construction works and submitted to Council and RMS approval, where required.***

Structural, Geotechnical and Contamination

- Detailed design is to incorporate the recommendations of the Phase 1 Contamination Assessment (prepared by Douglas Partners March 2012).
- Detailed excavation design is to incorporate the recommendations of the Structural Engineering Report (prepared by SKM March 2012) ***and Statement prepared by SKM June 2012)***

Operational Management

- Detail design must incorporate the noise attenuation measures outlined in the Acoustic Report prepared by Acoustic Logic.
- Detail design must incorporate the measures for radiation mitigation outlined in

Mitigation Measures

the Radiation Report prepared by Radiation Services Group March 2012.

Heritage

- Works must incorporate the recommendation of the Heritage Impact Statement prepared by Worley Parsons March 2012.
- Excavation works must incorporate the recommendations of the European Archaeological Assessment report prepared by Casey and Lowe March 2012, however it is noted that a s139 permit under *Heritage Act 1977* and a s140 application to the Heritage Branch will not be required for a SSD application.
- Excavation works must incorporate the recommendations of the Aboriginal Archaeological Assessment report prepared by Mary Dallas Archaeologist.
- ***A report by the principal consultant shall be submitted to the Director-General for approval within 3 months of the completion of the works which describes the work, any impacts/damage to the heritage items and remedial works carried out.***
- ***A Comprehensive Condition Report is to be undertaken for the Superintendent's Residence prior to commencement of works. This report should form the basis for assessment of any impacts arising from the works and any future remedial works which may be required.***

Building Code of Australia (BCA) / Fire Statements

- The recommendations of the BCA and Fire Compliance Statements or Crown is to be employed before detailed design and the release of a Construction Certificate.

Construction Noise and Vibration

- The recommendations of the construction noise and vibration report prepared by Acoustic Logic March 2012 are to be employed.
- ***Appropriate measures within the NSW Interim Construction Noise Guideline (DECC 2009) are to be incorporated during construction.***

Stormwater

- The recommendations of the Structural Engineering Report prepared by SKM March 2012 are to be employed for stormwater control.

Construction Management Plan

- A Construction Management Plan is to be prepared by the Managing Contractor prior to the works commencing on site. Measures to control sediment and erosion control, noise, odour tree protection and construction waste are to be implemented.
 - ***The Construction Management Plan should undertake waste classification and management as per the Protection of the Environment Operations Act 1997, the Waste Avoidance and Resource Recovery Act 2001, the Protection of the Environment Operations (Waste) Regulation 2005 and the Waste Classification Guidelines (DECCW 2009).***
 - ***Disposal of hazardous materials (including clinical waste) should meet the requirements of the Dangerous Good (Road & Rail Transport) Act 2008 and the Dangerous Goods (Road & Rail Transport) Regulation 2009.***
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Mitigation Measures

- *The proposal should utilise an Asbestos Management Plan to ensure appropriate management of any asbestos encountered before or during construction works.*

Ecologically Sustainable Development (ESD)

- The Stage 1 works and detail design must incorporate the Environmental Sustainable Design Principles.

Service Authority

- *A public utility impact assessment must be carried out on all public utility services on the site, roadway, nature strip, footpath, public reserve or any public areas associated with and/or adjacent to the development/building works and include relevant information from public utility authorities and exploratory trenching or pot-holing, if necessary, to determine the position and level of service.*
 - *The applicant must meet the full cost for telecommunication companies, gas providers, Energy Australia and Sydney Water to adjust/repair/relocate their services as required. The applicant must make the necessary arrangements with the service authority.*
 - *Any electricity substation required for the site as a consequence of this development shall be located within the site and shall be screened from view. The applicant must liaise with Energy Australia prior to lodging the construction certificate to determine whether or not an electricity substation is required for the development.*
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4.0 Conclusion

This report and appendices for the Response to Submission has addressed the issues raised within each submission during the public exhibition process. This Report and the proposed amendments to the DA should be read in conjunction with the Environmental Impact Statement which demonstrates that the proposed development will be appropriately mitigated and designed to have minimal adverse environmental impacts.

In light of the benefits of the proposed development and the absence of any adverse environmental impacts, we have no hesitation in recommending this Stage 1 Comprehensive Cancer Centre Blood Disorder Centre.