

Department of Planning, Housing and Infrastructure

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Macarthur Health Precinct Stage 2

State Significant Development Assessment Report (SSD-52066209)

April 2025





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Macarthur Health Precinct Stage 2 (SSD-52066209) Assessment Report
Published: April 2025

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Preface

This assessment report provides a record of the Department of Planning, Housing and Infrastructure's (the Department) assessment and evaluation of the State significant development (SSD) application for the Macarthur Health Precinct Stage 2 (SSD-52066209) located at 1 Hurley Street, Campbelltown. The application has been lodged by Northwest Healthcare Australian Property Limited, as trustee for Vital Healthcare Investment Trust (the Applicant).

The report includes:

- an explanation of why the project is considered SSD and who the consent authority is
- an assessment of the project against Government policy and statutory requirements, including mandatory considerations
- a demonstration of how matters raised by the community and other stakeholders have been considered
- an explanation of any changes made to the project during the assessment process
- an assessment of the likely environmental, social and economic impacts of the project
- an evaluation which weighs up the likely impacts and benefits of the project, having regard to the proposed mitigations, offsets, community views and expert advice; and provides a view on whether the impacts are on balance, acceptable
- a recommendation to the decision-maker, along with the reasons for the recommendation, to assist them in making an informed decision about whether development consent for the project should be granted and any conditions that should be imposed.

Executive Summary

This report details the Department's assessment of the State significant development (SSD) application SSD-52066209 for the Macarthur Health Precinct Stage 2 project. This report will be provided to the delegate of the Minister for Planning and Public Spaces (the Minister) for their consideration when deciding whether to grant consent to the SSD.

Project

Northwest Healthcare Australian Property Limited, as trustee for Vital Healthcare Investment Trust (the Applicant) proposes to construct and operate a six-storey health services facility, including short stay surgical hospital and supporting health services. The proposed development is located at 1 Hurley Street, Campbelltown in the Campbelltown local government area (LGA).

The project has an estimated development cost (EDC) of \$68,684,653 (excluding GST) and is expected to generate 124 direct construction jobs and 225 direct full-time equivalent operational jobs. If approved, construction of the project is proposed to commence in 2025.

Strategic context

The Department considers the project is consistent with the principal aims of key relevant strategies including the:

- Greater Sydney Region Plan, Greater Sydney Commission, 2018
- Western City District Plan, Greater Sydney Commission, 2018
- Campbelltown 2040 Local Strategic Planning Statement, Campbelltown City Council, 2020
- Reimagining Campbelltown City Centre Master Plan, Campbelltown City Council, 2020
- Campbelltown-Macarthur Collaboration Area Place Strategy, Greater Sydney Commission, 2020
- Campbelltown Community Strategic Plan 2032, Campbelltown City Council, 2022.

Statutory context

The project is declared SSD under section 4.36 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as it satisfies the criteria under section 2.6(1) of State Environmental Planning Policy (SEPP) (Planning Systems) 2021, pursuant to section 14 of Schedule 1, as a development for the purpose of a hospital that has an EDC greater than \$30 million. Consequently, the Minister for Planning and Public Spaces is the consent authority under section 4.5(a) of the EP&A Act.

The application is permissible with consent under SEPP (Transport and Infrastructure) 2021, which states that development for the purpose of health services facilities may be carried out by any person with consent in a prescribed zone. The site is zoned MU1 Mixed Use under the Campbelltown Local Environmental Plan (CLEP) 2015, which is a prescribed zone.

Engagement

The Department exhibited the environmental impact statement (EIS) from 14 December 2023 until 31 January 2024 (49 days). During the exhibition period, the Department received:

- one submission from the public (objection from one individual) and two submissions from organisations
- a submission from Campbelltown City Council (Council), supporting the project
- advice from seven government agencies, including CPHR of NSW DCCEEW, NSW SES, TfNSW, TfNSW (Sydney Trains), NSW DCCEEW – Heritage NSW, NSW DCCEEW – Water Group, and Sydney Water.

Key concerns raised in submissions and government agency advice related to flooding; built form, urban design and landscaping; traffic, parking and access; and noise and vibration.

The Applicant submitted a Response to Submissions (RtS) report on 4 July 2024 to address the issues raised in submissions and government agency advice. The Applicant provided further information on 30 January 2025 and 26 February 2025 to address concerns raised by CPHR of NSW DCCEEW, NSW SES and the Department.

Key assessment issues

In its assessment of the project and review of submissions and advice received, the Department identified the key issues as: flooding; built form, urban design and landscaping; traffic, parking and access; and noise and vibration.

Flooding

The Department considers the proposed development is acceptable within the flood function of the land, with shelter-in-place an appropriate evacuation strategy for the site, subject to compliance with conditions of consent.

During the 1% AEP post-development event, the proposed building area would be flood free and the estimated flood hazard at the site, Camden Road and at the intersection of Hurley Street and Kellicar Road, would be generally low. The site and surrounding road network would be flood affected during the Probable Maximum Flood (PMF) post-development event, when floodwaters encircle the site to high hazard.

CPHR of NSW DCCEEW and NSW SES provided detailed advice on operational flood impacts and emergency management procedures at the site. These agencies requested the full range of flood events be modelled (including offsite flood impacts), questioned whether shelter-in-place is the most appropriate evacuation strategy for the site, and recommended improvements to the proposed Flood Emergency Management Plan (FEMP).

The Applicant has committed to implement measures to avoid and minimise potential flood impacts during construction and operation, including a shelter-in-place strategy as part of the FEMP. To reinforce emergency management measures proposed by the Applicant, the Department recommends preparation of a Flood Emergency Management CEMP sub-plan to manage flood risk during construction, and an operational FEMP that details flood emergency measures and shelter-in-place procedures during operation.

Built form, urban design and landscaping

The Department considers that the built form, including height and scale of the building, is appropriate within the site context, demonstrates design excellence and would not have a detrimental impact on the surrounding area.

The proposed development comprises construction and operation of a six-storey building with a total GFA of 10,380sqm and building height of 23.95m (RL91.80). The proposed building height exceeds the building height limit by 4.95m or 26% and is supported by a section 4.6 request.

Council's submission on the project recommended the Department consider design advice provided by GANSW and Campbelltown Design Excellence Panel (CDEP) and noted the prominent nature of the site and its broad visual catchment. The Applicant has considered design advice provided by GANSW and CDEP, which has guided the built form of the proposed development and its interaction with the public domain and surrounding landscape.

To ensure the built form of the building is consistent with the architectural plans assessed, the Department recommends a condition requiring all external colours, materials and finishes of the building be consistent with the approved architectural plans referenced in condition A2(d) of the consent. Regarding urban design and landscaping, the Department recommends preparation of an operational landscape plan prior to the issue of any relevant occupation certificate, and compliance with the approved landscape plans referenced in condition A2(d) of the consent.

Traffic, parking and access

The Department considers the proposed development would not result in unacceptable traffic impacts on the surrounding road network during construction and operation.

The proposed development is located on the corner of Camden Road and Hurley Street in Campbelltown, adjacent to the newly constructed Stage 1 GenesisCare Comprehensive Cancer

Centre. The intersection of Narellan Road and Kellicar Road is in close proximity to the site and is a major state and regional road.

Agency advice received from TfNSW raised concerns about construction and operational traffic impacts on the surrounding road network, recommended relocation of the proposed substation, and advised there would be a shortfall of five car spaces compared to parking demand outlined in the EIS. These matters were addressed by the Applicant in the RtS.

The Department has recommended conditions to manage construction traffic impacts, including preparation of a Construction Traffic and Pedestrian Management sub-plan (CTPMSP) and implementation of a Driver Code of Conduct. To encourage use of sustainable public transport options and promote active transport, the Department recommends a Green Travel Plan be prepared prior to the commencement of operation. The Department also recommends a condition requiring the provision of a minimum 208 on-site car parking spaces during operation.

Noise and vibration

Noise and vibration impacts would be generated during construction, with some minor ongoing operational noise associated with the development. The Department considers proactive engagement with nearby sensitive receivers about predicted noise and vibration impacts is important to effectively mitigate potential impacts.

The Department has recommended conditions to actively manage noise and vibration impacts during construction, including preparation of a Construction Noise and Vibration Management sub-plan (CNVMSP) to ensure the acoustic impacts of construction works are managed in accordance with the EPA's Interim Construction Noise Guidelines (ICNG) (DECC, 2009). The Department has also recommended conditions to manage operational noise impacts, including verifying that mechanical plant and equipment comply with relevant project noise trigger levels set in the Applicant's Noise and Vibration Impact Assessment (NVIA).

Conclusion

Overall, the Department's assessment concludes the project would:

- provide benefit for the community by delivering improved and expanded health facilities
- achieve positive public domain outcomes through new public spaces and landscaping
- result in manageable environmental impacts with appropriate mitigation measures
- be consistent with government strategies and located in a strategically significant location for health infrastructure in the region
- provide economic benefits, generating approximately 124 direct construction jobs and 225 direct full-time equivalent operational jobs through investment in health infrastructure.

The Department has applied a risk-based approach to the assessment of flood impacts and has concluded that flood related risks can be appropriately managed, subject to conditions.

As such, the Department considers the project is in the public interest and is recommended for approval, subject to conditions.

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1 Introduction

1.1 The project

Northwest Healthcare Australian Property Limited, as trustee for Vital Healthcare Investment Trust (the Applicant), proposes to construct and operate a six-storey health services facility, including short stay surgical hospital and supporting health services, comprising:

- demolition of the existing library building and partial demolition of the existing car park
- site preparation works, including tree clearing
- construction of Building A, including:
 - ground floor retail and medical related tenancies
 - two levels of parking (levels 1 and 2) of 183 car parking spaces (including 8 accessible spaces)
 - levels 3 and 4 medical consulting suite and health tenancies
 - level 5 short stay surgical hospital
- construction of new Road A and Road B, associated crossovers and 25 at grade car parking spaces, including 3 accessible spaces and 4 drop off spaces
- construction of a new substation
- associated landscaping
- new security boom gates to Road A and the existing car park
- site identification and wayfinding signage
- subdivision of the site.

The project description and mitigation measures provided in the Environmental Impact Statement (EIS), as amended by the Response to Submissions Report (RtS), are the subject of this report and will form part of the development consent if the project is approved.

An overview of the proposed development is provided at **Section 2**.

1.2 Project location

The subject site is located at 1 Hurley Street, Campbelltown (legally described as Lot 3 DP1296693) and 3 Hurley Street, Campbelltown (legally described as Lot 4 DP1296693) in the Campbelltown local government area (LGA). The site is located approximately 43 kilometres (km) southwest of the Sydney Central Business District (CBD) within the Greater Macarthur Growth Area (**Figure 1**).

The existing site is approximately 22,873 square metres (sqm) in area and is triangular in shape. The site is bounded by the Main Southern Railway line to the west, Hurley Street to the east (with Koshigaya Park located immediately east of Hurley Street), and Camden Road and the Stage 1

GenesisCare Comprehensive Cancer Clinic to the south-west (**Figure 2**). The site is predominantly flat, and vegetation on the site is dominated by an exotic understorey and an assemblage of planted native and non-native shrubs and trees. There are 138 tree plantings on the existing site.

Existing development on the site includes the HJ Daley Library (centre of existing site) (**Figure 3**) and the Namut Early Learning Centre (north-west boundary of existing site). An existing carpark is located between the two buildings and access to the carpark is via Hurley Street.

The site is largely flood free during the 1% annual exceedance (AEP) flood event, however, is inundated to high depths and with high hazard in the Probable Maximum Flood (PMF) event. The site is located on the inside of the confluence of Bow Bowing Creek to the north, Fishers Ghost Creek to the east, and a major overland flow path to the west. Floodwaters from these watercourses encircle the site during the PMF and create a low flood island.

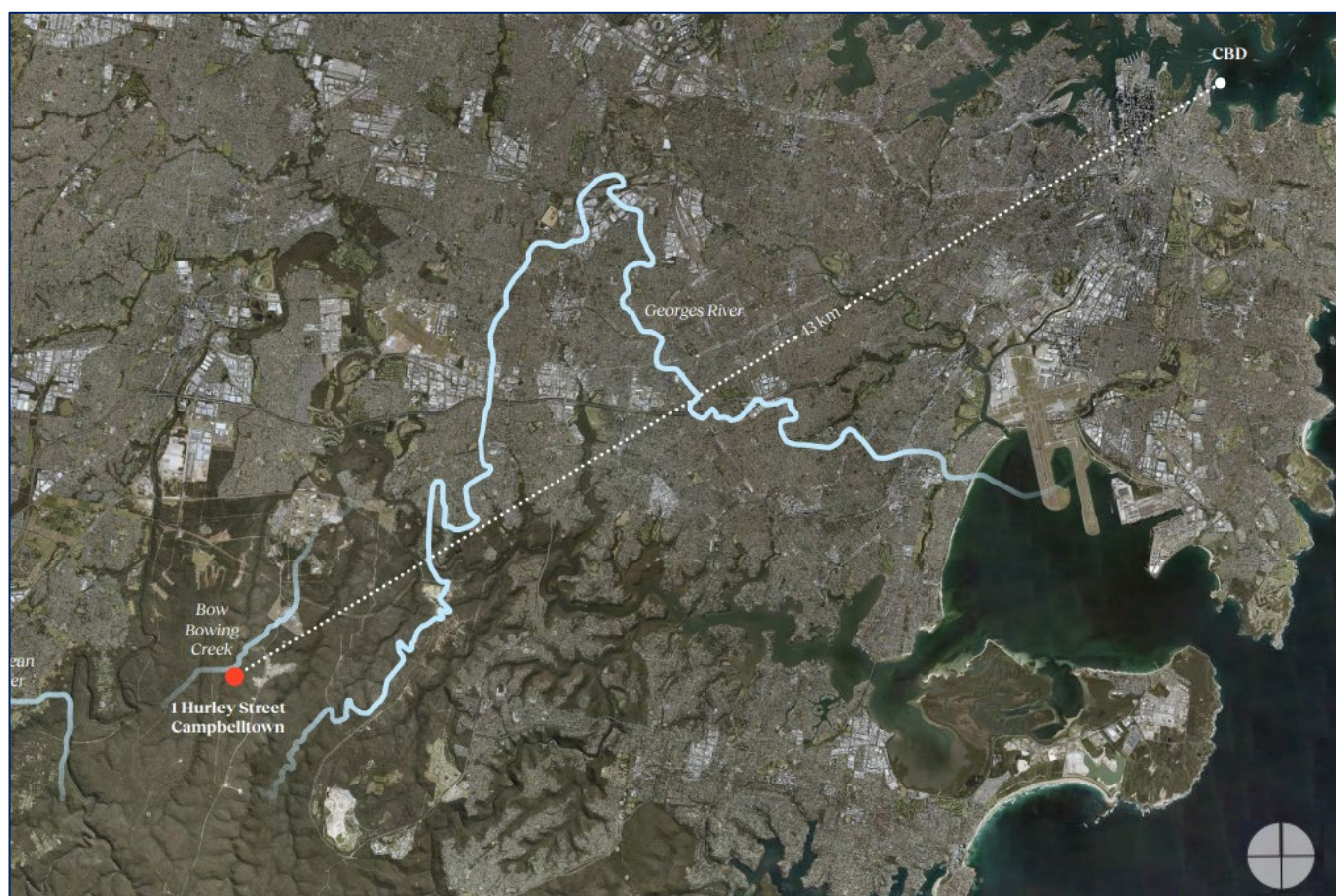


Figure 1 | Regional context map (Source: EIS, 2023).



Figure 2 | Local context map (Source: Nearmap, 2024).



Figure 3 | Existing site viewed from Hurley Street (Source: EIS, 2023).

1.3 Project background

The project seeks to deliver a new health services facility that aligns with health-related uses in the Campbelltown-Macarthur Collaboration Area and Macarthur Health Innovation Precinct. The proposed development would enhance and renew an undeveloped portion of land into a health services facility and provide health-related employment opportunities in the locality and wider region. The Applicant advised that the proposed development seeks to ensure it:

- is compatible with surrounding development and local context
- provides health services in a strategically identified location
- provides increased employment opportunities
- results in minimal impact on the environment
- allows for the implementation of mitigation measures, where required.

1.4 Macarthur Health Precinct

The Macarthur Health Precinct is proposed to be developed in multiple stages. Stage 1 of the precinct was granted development consent on 20 December 2021 by the Sydney Western City Planning Panel (DA2036/2021/DA-C), for the construction and operation of a four-storey health services facility. Stage 1 has been completed and is located directly adjacent to the proposed Stage 2 site on the south-western side of Camden Road, and is known as the GenesisCare Comprehensive Cancer Clinic.

Figure 4 maps the preferred masterplan for the precinct, including the completed Stage 1 development, proposed Stage 2 (the subject development, referred to as Building A), and potential future Stage 3 (inclusive of three additional developments referred to as Buildings B, C and D).

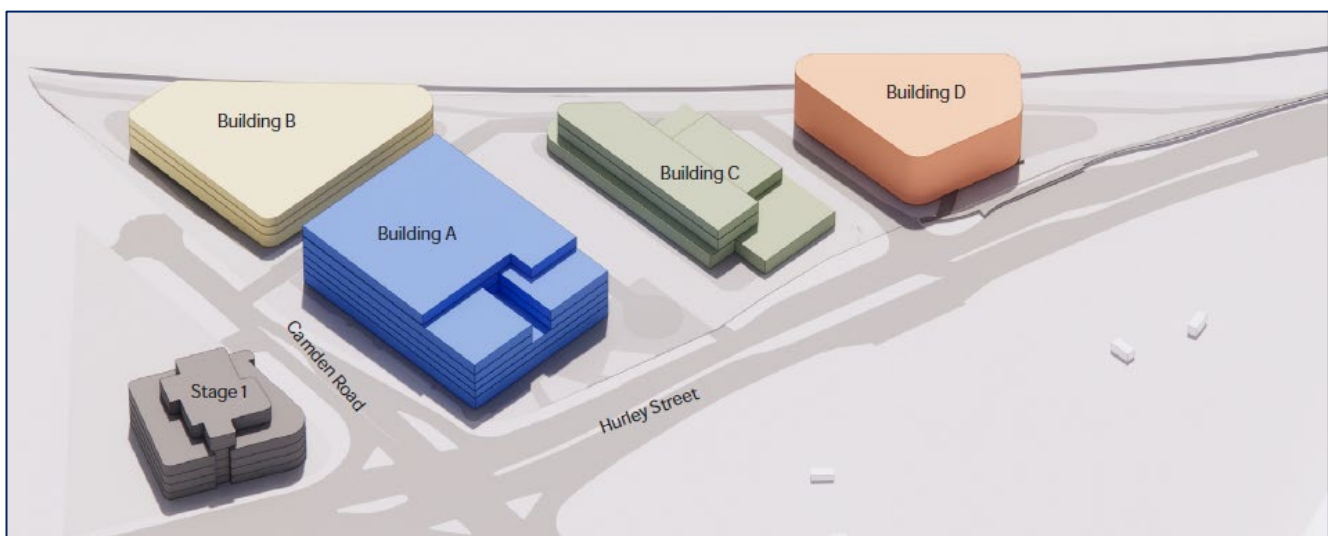


Figure 4 | Preferred masterplan option (Building A is the subject development) (Source: EIS, 2023).

2 Project

2.1 Project overview

The key components and features of the project, as set out in the EIS and amended by the RtS, are provided in **Table 1**.

Table 1 | Key components of the project

Aspect	Description
Project summary	Construction and operation of a six-storey health services facility, including short stay surgical hospital and supporting health services.
Site preparation	• Demolition of existing HJ Daley library and part of existing car park. • A maximum cut of < 2 metres (m), and maximum fill of < 1.5m. • Removal of 23 trees.
Layout / uses	• Ground floor: retail and medical related tenancies (including café (excluding internal fit-out of café) and pharmacy). • Level 1 and 2: two levels of car parking (183 spaces). • Level 3 and 4: medical consulting suites and health tenancies (small to medium tenancies). • Level 5: short stay surgical hospital. • No basement level is proposed.
Site area	• Approximately 7,027sqm (proposed Lot 5).
Gross Floor Area (GFA)	• 10,380sqm.
Floor space ratio (FSR)	• 1.47:1. • No maximum FSR development standard applies to the site, pursuant to section 4.4 of CLEP (2015).
Maximum height	• 23.95m maximum height (RL 91.80).
Subdivision	• Subdivide existing Lot 3 DP1296693 and Lot 4 DP1296693 into two new Torrens title allotments, referred to as proposed Lot 5 and proposed Lot 6, including: ○ Lot 5 – Land area of approximately 7,027sqm (proposed health services facility) ○ Lot 6 – Land area of approximately 15,848sqm (existing early learning centre and carpark).
Car and bicycle parking spaces	• A total of 208 car parking spaces. Includes 25 at grade (including 3 accessible spaces) and 183 within car park (including 8 accessible spaces) at Level 1 and Level 2. • 15 bicycle spaces for staff and 5 bicycle spaces for visitors.

Aspect	Description
Public domain and landscaping	- Landscaped forecourt for public use at the Hurley Street frontage. - Retention of 115 trees, and planting of 33 new trees. - Total tree canopy cover of 1,884sqm (26.8% of total site area). - Deep soil planting of 646sqm (9.2% of total site area).
Signage	5 x wayfinding signage at new Road B, eastern access, carpark entry, ambulance / loading, building entry points. 9 x tenancy signage at ground floor tenancies (glazing). 11 x facility signage at back of the building and building services facility. 2 x safety signage at ground floor building entrances. 2 x precinct wayfinding signage at eastern access from Hurley Street and new Road A.
Operational hours	- Health services facility: 24 hours. - Café: 6:00am to 5:00pm. - Remaining related uses: 7:00am to 8:00pm.
Construction hours	7:00am to 6:00pm Monday to Friday. 8:00am to 5:00pm Saturday. - No work on Sunday or public holidays.
Jobs	124 direct construction jobs. 225 direct full-time equivalent (FTE) jobs during operations.
EDC	\$68,684,653 (excluding GST).

2.2 Physical layout and design

The proposed development comprises a six-storey building (Building A) with a maximum height of 23.95m (RL 91.80) (including roof top plant and lift overrun) and total GFA of 10,380sqm. The proposed development would present as a five-storey built form to the Hurley Street frontage, with a partial sixth storey being visible towards the rear of the building (**Figure 5** and **Figure 6**).

The proposed development is set back from Hurley Street by a minimum distance of 4.52m and Camden Road by a minimum distance of 3.004m. The rear of the proposed development (facing the rail corridor) is set back from the proposed Lot 5 boundary by 10.145m, and to the north (opposite future Building C) by 17.3m. Overall, the proposed development would result in a site coverage of 48.8%.

Vehicular access to the site is proposed via a new access point off Camden Road that links to new Road A and Road B, and via an existing access point and car park off Hurley Street (**Figure 7** and **Figure 8**). Both access points would facilitate access to two levels of car parking (183 spaces, levels 1 and 2 of Building A) and 25 at grade car parking spaces. The proposed development includes new

security boom gates to new Road A off Camden Road and via the Hurley Street entrance to the existing car park.

Landscaping is proposed along the Hurley Street and Camden Road frontages, including deep soil planting opportunities for tall canopy and medium sized trees (**Figure 7**). Overall, the proposed site area includes 646sqm (9.2%) of deep soil landscaping and 1,884sqm (26.8%) of tree canopy. A new pedestrian plaza named the 'civic room' is proposed along the Hurley Street frontage, drawing pedestrians towards the main entrance of the proposed development. The Hurley Street frontage would be activated with a café, outdoor dining areas, and seating under tree coverage.



Figure 5 | Proposed rear (north-western corner) elevation (Source: EIS, 2023).



Figure 6 | Proposed front (Camden Road and Hurley Street intersection) elevation (Source: EIS, 2023).

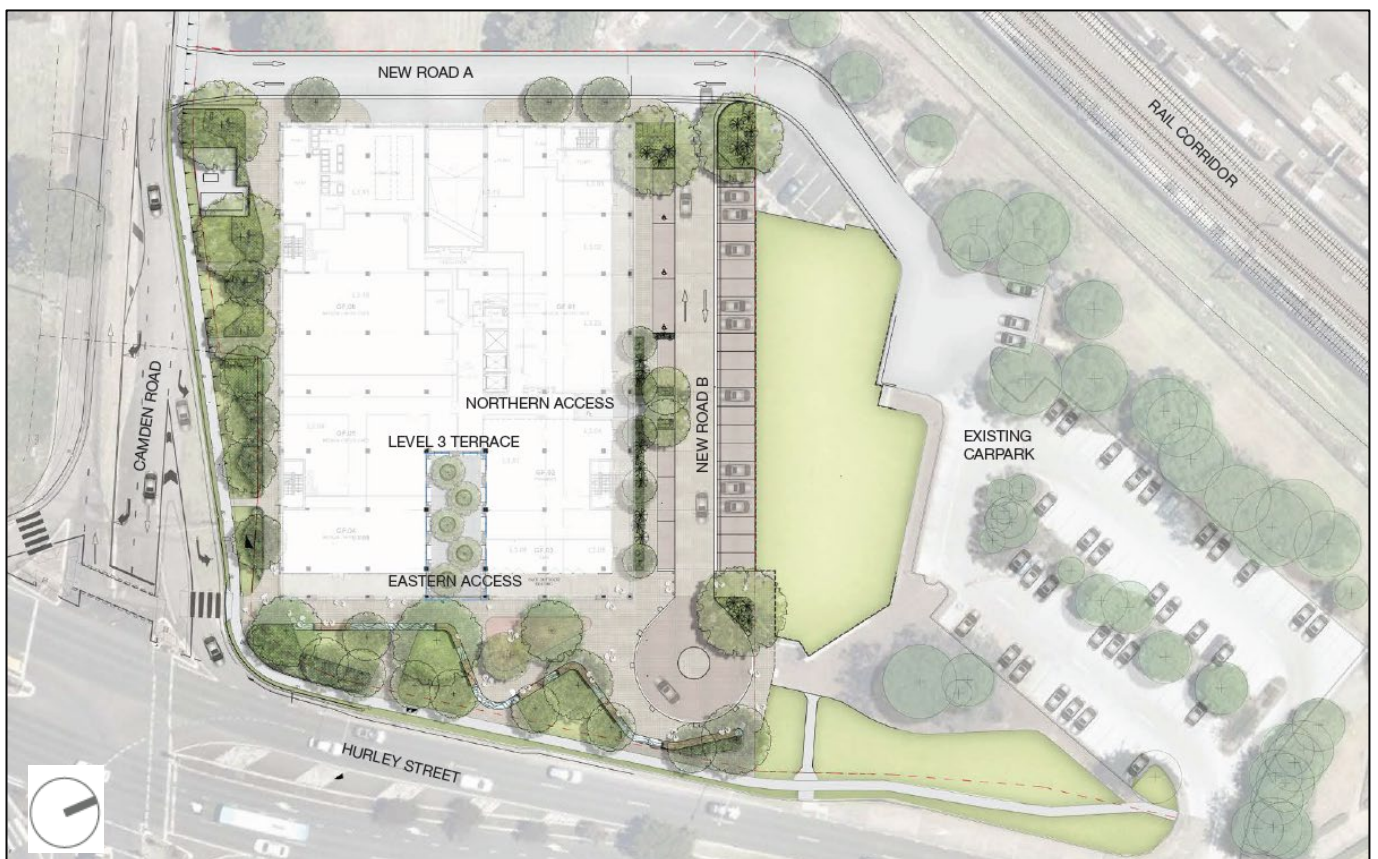
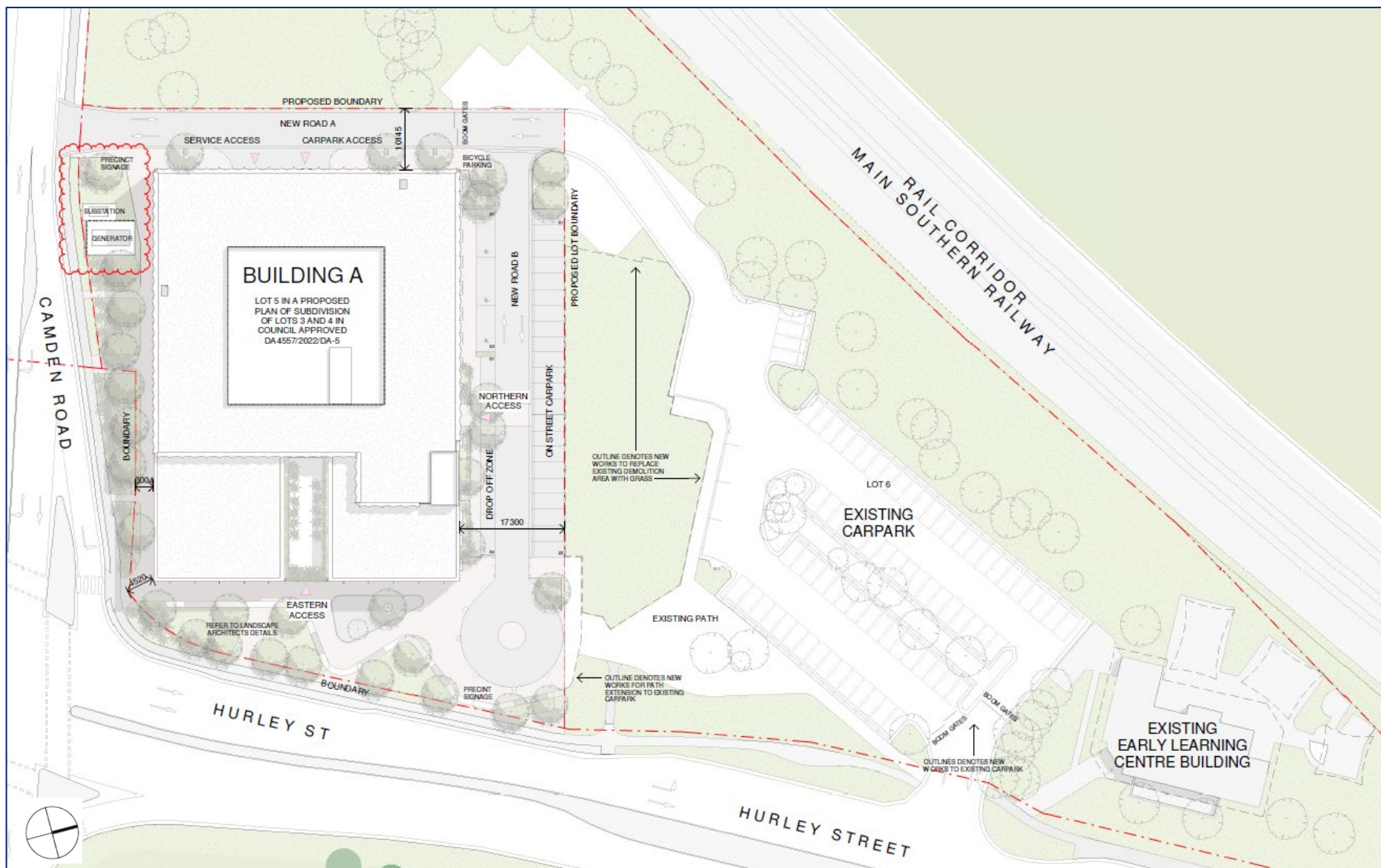


Figure 7 | Proposed landscape plan (Source: EIS, 2023).



2.3 Uses and activities

The proposed development would enable operation of a health services facility, including short stay surgical hospital and other supporting health services such as pharmacy, pathology, medical imaging, and consult suites. The proposed development would also facilitate secondary uses such as a café and ground floor retail related tenancies. The Applicant has designed retail related tenancies to be flexible and accommodate ancillary retail to the health services facility.

The proposed operating hours for the development are:

- Health services facility (including short stay surgical hospital) – 24 hours, Monday to Sunday
- Café – 6:00am to 5:00pm, Monday to Sunday
- Remaining uses – 7:00am to 8:00pm Monday to Sunday.

2.4 Timing and sequencing

Construction of the development is proposed to be delivered in one stage. Construction is expected to commence in 2025, and the indicative duration of construction is 2 years.

Key construction phases include demolition, groundworks and structure, and façade and fit out. Indicative sequencing of construction activities is provided in **Table 2**.

Table 2 | Indicative sequencing of construction activities.

	Q1	Q2	Q3	Q4	Q5	Q6	Q7	Q8
Demolition								
Groundworks and structure								
Façade and fit out								

The proposed construction hours are:

- Monday to Friday: 7am to 6pm
- Saturday: 8am to 5pm
- Sunday and public holidays: no construction works.

3 Strategic context

3.1 Key strategic issues

The project is consistent with the strategies, plans and policies outlined in **Table 3**, and therefore the Department considers it appropriate for the site.

Table 3 | Summary of government strategies, plans and policies.

Strategy, plan or policy	Consistency	Comments
Greater Sydney Region Plan and Western City District Plan (Greater Sydney Commission, 2018)	Consistent	The proposed development broadly aligns with the Greater Sydney Region Plan's objectives of infrastructure and collaboration, liveability, productivity, and sustainability. The proposed development would facilitate a new health services facility for the wider region and encourage employment generating opportunities. The proposed development would align with key actions identified in the Western City District Plan, including action 45 which seeks to facilitate health and education precincts in Campbelltown-Macarthur that: • create conditions for the continued co-location of health and education facilities, and services to support the growth of the precinct • have high levels of accessibility • attract associated businesses, industries and commercialisation of research.
Campbelltown 2040 Local Strategic Planning Statement (Campbelltown Council, 2020)	Consistent	The proposed development is consistent with key planning priorities identified in the Campbelltown 2040 Local Strategic Planning Statement, including: • building an internationally recognised local economy • creating strong and vibrant centres • striving for increased local employment • creating a smart, connected, productive city • connecting our city via strategic links • ensuring infrastructure aligns with growth.
Reimagining Campbelltown City Centre Master Plan (Campbelltown Council, 2020)	Consistent	The Reimagining Campbelltown City Centre Master Plan provides a place-based delivery framework for key city-making moves in the Campbelltown-Macarthur metropolitan region over the next 10 to 20 years. The plan seeks to build on emerging health and education uses by encouraging cross-connections of knowledge, services, and infrastructure. The proposed development (inclusive of the broader Macarthur Health Precinct) is ideally located adjacent to the proposed health,

Strategy, plan or policy	Consistency	Comments
		knowledge and innovation precinct identified in pillar 3 of the plan (Figure 9). The proposed development would provide a health services facility, serve as a major employer of highly skilled medical staff for the area, tie into the existing medical precinct in Macarthur, and leverage local and active transport networks to promote sustainable movement of staff and patients.
Campbelltown-Macarthur Collaboration Area Place Strategy (Greater Sydney Commission, 2020)	Consistent	The Campbelltown-Macarthur Collaboration Area Place Strategy was collaboratively developed by the former Greater Sydney Commission, Campbelltown Council and other partners, and seeks to boost prosperity, quality of life and environmental sustainability in the Campbelltown-Macarthur region. The proposed development would align with the seven objectives of the strategy, tie into the region's local health precincts, and provide access to sustainable travel options such as public transport, walking and cycling. The proposed development would align with priority 7 of the strategy, which seeks to grow the health and education cluster into a health, knowledge and innovation precinct.
Campbelltown Community Strategic Plan 2032 (Campbelltown Council, 2022)	Consistent	The proposed development aligns with several outcomes identified in the Campbelltown Community Strategic Plan 2032, including outcome 1 of the plan which seeks to support community health, wellbeing and resilience by providing accessible services and supportive pathways for all ages, needs and abilities.
Transport for NSW's Future Transport Strategy 2056 (Transport for NSW, 2018)	Consistent	The proposed development aligns with the Future Transport Strategy on the following basis: - the site has access to regular public transport and is accessible by active transport - a travel demand management approach is proposed through implementation of a green travel plan - parking provision is appropriate, and the surrounding road network and intersections would be able to cater for the traffic generated by proposed development - access, servicing and internal layout would be provided in accordance with Australian Standards AS2890.1-2004 and AS2890.2-2018.

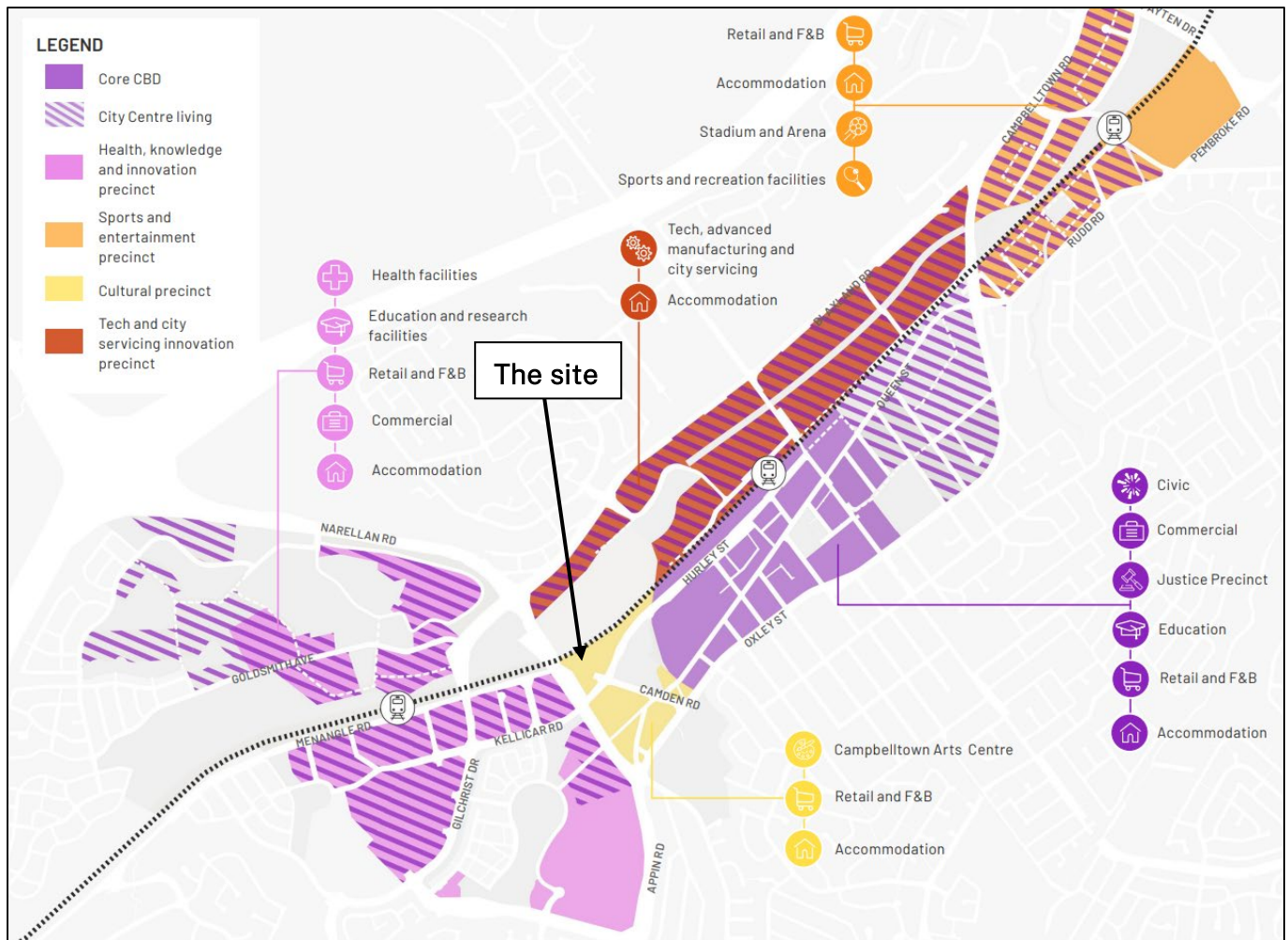


Figure 9 | Reimagining Campbelltown Master Plan (Source: Campbelltown City Council, 2020).

3.2 NSW Flood Inquiry 2022

The Department has considered the findings of the NSW Flood Inquiry, commissioned by the NSW Government in March 2022 to review the preparation for, causes of, response to, and recovery from the significant flooding experienced across NSW in early 2022. The Inquiry identified the need for a consistent framework for consent authorities when considering whether shelter-in-place could form part of the emergency response for a site.

The inquiry made 28 recommendations for change. The Government response supports all 28 recommendations, either in full (six recommendations) or in principle, with further work required on implementation (22 recommendations).

Recommendation 28 is relevant to essential services such as health facilities and recommends that Government ensure:

- essential services infrastructure (power, communications, water, sewerage) is situated as much as possible above the flood planning level

- hospitals and medical centres are situated above the PMF to minimise disruption.

The Department has considered flooding impacts at **Section 6.1**.

3.3 Shelter-in-place guideline for flash flooding

On 7 January 2025, the Department released the Shelter-in-place guideline for flash flooding (DPHI, 2025) to provide clear and consistent guidance for the community, councils, and consent authorities about when shelter-in-place can be used as an alternative to evacuation off-site/out of the floodplain.

The guideline states that off-site evacuation is the primary emergency management strategy for flooding in NSW, but may not always be possible, especially during flash flooding. When considering shelter-in-place, consent authorities should take a risk-based approach that is informed by the proposal's scale and establishes controls and mitigation measures that reflect the duration and depth of flooding up to the PMF.

The guideline considers shelter-in-place where flash flooding is the only flood risk present at the site, and where people can safely shelter above the PMF level. The intent of the guideline is to:

- guide proponents on where shelter-in-place may be considered in land use planning
- provide consent authorities guidance on matters that may be considered in assessing planning proposals and development applications where shelter-in-place is proposed
- assist councils when considering the role of shelter-in-place within their own local guidelines, policies, and development control plans.

4 Statutory context

4.1 Permissibility and assessment pathway

Details of the legal pathway under which consent is sought and the permissibility of the project are provided in **Table 4** below.

Table 4 | Permissibility and assessment pathway.

Consideration	Description
Assessment pathway	State significant development The project is declared SSD under section 4.36 of the EP&A Act as it satisfies the criteria under section 2.6(1) of the Planning Systems SEPP, pursuant to section 14 of Schedule 1, as a development for the purpose of a hospital that has an EDC greater than \$30 million. The proposed development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the EP&A Act.
Consent authority	Minister for Planning and Public Spaces The Minister is the consent authority under section 4.5(a) of the EP&A Act.
Decision-maker	Director, Transport and Water Assessments In accordance with the Minister for Planning and Public Spaces delegation to determine applications, dated 9 March 2022, the Director, Transport and Water Assessments may determine the application as: • 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.
Permissibility	Permissible with consent • The site is zoned MU1 Mixed Use under the Campbelltown Local Environmental Plan (CLEP) 2015. The project is defined as a health services facility which is prohibited in the MU1 zone. • However, the MU1 zone is a prescribed zone under division 10, section 2.59 of the Transport and Infrastructure SEPP. Section 2.60 of the Transport and Infrastructure SEPP states that development for the purpose of health services facilities may be carried out by any person with consent in a prescribed zone. As such, the proposed development is permissible with consent and the Minister for Planning and Public Spaces (or a delegate) may determine the carrying out of the development. Section 4.6 variation request (building height development standard) • The site is subject to a building height development standard of 19m. The Applicant seeks to vary the building height development standard by a maximum of 4.95m (23.95m maximum height) or 26%. Section 4.6 of the CLEP includes provisions that

Consideration	Description
	allow for exceptions to development standards in certain circumstances. In considering whether to vary the development standard, the consent authority must have regard to the requirements of section 4.6. The Department has considered the merits of the proposed variation to the development standard at Section 6.2. In summary, the Department concludes the proposed variation to the building height standard is reasonable and justified.

4.2 Other approvals and authorisations

The project will not require an environment protection licence issued by the NSW Environment Protection Authority under section 42 of the *Protection of the Environment Operations Act 1997*.

Under section 4.41 of the EP&A Act, a number of other authorisations required under other Acts are not required for SSD. This is because all relevant issues are considered during the assessment of the SSD application.

Under section 4.42 of the EP&A Act, certain approvals cannot be refused if they are necessary to carry out the SSD (e.g. approvals for any road works under the *Roads Act 1993*). These authorisations must be substantially consistent with any SSD development consent for the project.

The Department has consulted with, and considered the advice of the relevant government agencies responsible for these other authorisations in its assessment of the project (see **Section 5** and **Section 6**). Suitable conditions have been included in the recommended conditions of consent (see **Appendix E**).

4.3 Planning Secretary's environmental assessment requirements

The Department's review determined that the EIS addresses each matter set out in the Planning Secretary's environmental assessment requirements (SEARs) issued on 13 December 2022, and is sufficient to enable an adequate consideration and assessment of the project for determination purposes.

4.4 Mandatory matters for consideration

4.4.1 Matters of consideration required by the EP&A Act

Section 4.15 of the EP&A Act sets out matters to be considered by a consent authority when determining a development application. The Department's consideration of these matters is shown in **Table 5** below.

Table 5 | Matters for consideration.

Matter for consideration	Department's assessment
Environmental planning instruments, proposed instruments, development control plans & planning agreements	Appendix D.
EP&A Regulation	Appendix D.
Likely impacts	Section 6 (Assessment).
Suitability of the site	Section 1.3 (Project background), Section 3 (Strategic Context) and Section 6 (Assessment).
Public submissions	Section 5 (Engagement) and Section 6 (Assessment).
Public interest	Section 5 (Engagement), Section 6 (Assessment) and Section 7 (Evaluation).

4.4.2 Objects of the EP&A Act

In determining the application, the consent authority should consider whether the project is consistent with the relevant objects of the EP&A Act (s 1.3), including the principles of ecologically sustainable development. Consideration of those factors is described in **Appendix D**.

As a result of the analyses in **Appendix D**, the Department is satisfied that the development is consistent with the objectives of the EP&A Act and the principles of ecologically sustainable development (ESD).

4.4.3 Biodiversity development assessment report

Section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act) requires all SSD applications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the project is not likely to have any significant impact on biodiversity values (as identified in the BC Act and in the Biodiversity Conservation Regulation 2017). The EIS included a BDAR (see **Appendix B**). The BDAR and the overall impact of the project on biodiversity values is assessed in **Section 6**.

5 Engagement

5.1 Exhibition of the EIS

5.1.1 Public exhibition of the EIS

After accepting the development application and EIS, the Department:

- publicly exhibited the proposed development from 14 December 2023 until 31 January 2024 (49 days) on the NSW planning portal.
- notified occupiers and landowners in the vicinity of the site about the public exhibition.
- notified and invited comment from relevant government agencies and Council.

On 19 February 2024, the Department undertook a site visit of the proposed site, to obtain a comprehensive understanding of the surrounding environment, its sensitivities and the issues raised in submissions and agency advice.

5.1.2 Summary of advice received from government agencies

The Department received advice from seven government agencies on the EIS.

A summary of the agency advice is provided at **Table 6**. A link to the full copy of the advice is provided at **Appendix B**.

Table 6 | Summary of agency advice.

Agency	Advice summary
Transport for NSW (TfNSW)	TfNSW provided the following advice: - requested preparation of a Green Travel Plan to encourage and support use of sustainable transport options - requested preparation of a traffic addendum that uses an equivalent growth rate of approximately 41% (if the annum growth rate is linear) - recommended the Applicant obtain necessary Local Traffic Committee approvals for any speed limits to be installed on new public roads - noted the proposed development has a shortfall of five car parking spaces - recommended the relocation of the substation and generator away from Camden Road - recommended the preparation of a Construction Pedestrian and Traffic Management Plan, in consultation with Council and TfNSW.
TfNSW (Sydney Trains)	TfNSW (Sydney Trains) advised that they seek to protect rail land, assets, operations, and recommended conditions including: undertake surveys of the development with respect to the rail corridor boundary and rail infrastructure

Agency	Advice summary
	• prepare a report on electrolysis risk to the development • prepare plans that show all craneage and other aerial operations • include measures to manage drainage, stormwater and pollution matters • avoid blocking the rail corridor access gate on Camden Road • consult Sydney Trains and provide certificates, drawings, and approvals/certification, as relevant.
NSW State Emergency Service (SES)	NSW SES provided flooding recommendations in accordance with the NSW Government's Flood Prone Land Policy. NSW SES recommended: • additional modelling be undertaken to understand the duration of isolation on site and duration of flooding on adjacent roads • consideration of the location of proposed access Roads A and B and carpark entrances which are located in high hazard flood water during a Probable Maximum Flood (PMF) event • relocation of the substation, power outlets and medical waste facility above the PMF level • consideration of safety features for proposed lifts • the ground floor pharmacy and retail tenancies be made aware of PMF levels and are able to locate stock on shelving above this level • access to a podium above the PMF for building users and pedestrians.
Conservation Programs, Heritage and Regulation Group of the NSW Department of Climate Change, Energy, the Environment and Water (CPHR of NSW DCCEEW)	CPHR of NSW DCCEEW raised the following biodiversity and flooding concerns: • requested the BDAR be revised to assess potential impacts on a nearby flying-fox camp along Bow Bowing Creek • noted the site is inundated to high depths and high hazard in the PMF event, and advised there is no safe vehicular or pedestrian evacuation route in the PMF • requested the FIRA show impacts greater than 0.01m in the 1% AEP event. Impacts for the PMF should be considered, including flood level difference mapping • considered the proposed floor level of 67.85m AHD would not comply with the requirements of the Campbelltown (Sustainable City) DCP 2015, and it is unclear whether flooding at the corner of Hurley Street and Camden Road is confined to the gutter • recommended NSW SES be consulted regarding emergency management, and requested the Applicant consider the principles in the flood risk management guideline • noted hospital facilities should be located outside the PMF extent, and advised the proposed hospital use within the building may not be compatible with the site location.
NSW DCCEEW – Water Group	NSW DCCEEW – Water Group recommended a water access licence (WAL) be obtained for the maximum predicted water take for construction and operation

Agency	Advice summary
	activities, unless an exemption applies under the Water Management (General) Regulation 2018.
NSW DCCEEW – Heritage NSW (Aboriginal Cultural Heritage)	NSW DCCEEW – Heritage NSW (ACH) provided the following advice: - noted the Aboriginal Heritage Information Management Sydney (AHIMS) search is greater than 12 months old at the of submission of the EIS, and advised requirement 1b of the Code of Practice requires AHIMS searches must be contemporaneous with the project (less than 12 months) - noted there are inconsistencies with the total number of Registered Aboriginal Parties (RAP) listed for the project, and requested the total number of RAPs be confirmed - requested evidence of the Stage 2 draft Aboriginal Cultural Heritage Assessment Report (ACHAR) being provided to Amanda Hickey Cultural Services - recommended draft conditions for the protection of Aboriginal heritage and preparation of an Aboriginal Cultural Heritage Management Plan.
Sydney Water	Sydney Water provided comment on the EIS and requested: - a section 73 compliance certificate for water and sewerage infrastructure servicing to be obtained by the Applicant - the submission and approval of building plans prior to demolition, excavation or construction works commencing - compliance with tree planting guidance outlined in Sydney Water’s Technical guidelines – Building over and adjacent to pipe assets. Sydney Water recommended further requirements for commercial and industrial developments, including trade wastewater, backflow prevention, water efficiency, and contingency plan requirements.

The following agencies raised no concerns or provided no comment:

- NSW Environment Protection Authority (EPA)
- NSW DCCEEW – Heritage NSW (Heritage Council), and
- Fire and Rescue NSW.

5.1.3 Summary of Council submission

Council indicated support for the project and considered the development would contribute to the local and regional economy by delivering health services for existing and new communities in the Macarthur region.

Council requested the Department consider design advice provided by the Government Architect NSW through the State Design Review Panel, and the Campbelltown Design Excellence Panel (CDEP). Council recommended local infrastructure contributions be included in any development

consent, in accordance with the Campbelltown Local Infrastructure Contributions Plan 2018 (as amended). A link to Council's full submission is provided in **Appendix B**.

5.1.4 Summary of public and organisation submissions

The Department received one public submission from an individual (object) and two submissions from organisations (comment) during the public exhibition period of the EIS. A link to all submissions in full is provided in **Appendix B**.

The public submission objected to further development in the area and raised concerns for struggling businesses, advising there are vacant medical offices in Hyde Park, Campbelltown and surrounding areas that are available for use. The two submissions received from organisations were from TransGrid and Endeavour Energy providing advice on standard utility requirements for development applications.

5.2 Response to submissions

Following the public exhibition period, the Department asked the Applicant to respond to the issues raised in submissions and advice received from government agencies. The Department requested the Applicant provide additional information relating to:

- subdivision of the site
- engagement with CDEP and the Government Architect NSW
- ecologically sustainable development
- construction and operational program
- traffic and transport, car parking, and emergency vehicle access
- flooding
- location of proposed substation.

The Applicant provided a Response to Submissions (RtS) report to the Department on 4 July 2024 (see **Appendix B**). The Department published the submissions report on the NSW planning portal and forwarded the RtS to relevant government agencies and Council for comment.

5.2.1 Agency and Council advice on the RtS

Five government agencies and Council commented on the RtS. A summary of their advice is provided in **Table 7** below.

Table 7 | Summary of agency and Council advice on RtS.

Agency	Advice summary
CPHR of NSW DCCEEW	CPHR of NSW DCCEEW provided advice on the RtS and recommended the Applicant: • model the 0.5% and 0.2% AEP flood events • provide further information to address concerns about offsite flood impacts, including an area of greater than 0.1m on the Stage 1 site • provide flood planning levels with adequate freeboard to flooding in adjacent roadways • demonstrate compliance with the draft Shelter-in-place guideline and undertake further assessment of longer duration PMF events • amend the Flood Emergency Management Plan (FEMP) to include further information regarding flood warnings, risks, and emergencies • require the use of pile drivers and similar machinery to be undertaken at night to minimise impacts to a nearby Flying-fox camp.
NSW SES	NSW SES reiterated that shelter in place is not an endorsed strategy by NSW SES for future development and recommended the Applicant: • amend the FEMP to reflect current NSW SES terminology and procedures regarding warning and evacuation during a flooding event • consider climate change impacts on the level and frequency of flooding on site • seek advice from CPHR of NSW DCCEEW on flooding impacts • ensure refuge locations located above the PMF align with the Red Cross Preferred Sheltering Practices for Emergency Sheltering in Australia • consider the resilience of facilities on the ground floor which may become flooded, for example, installing washable finishes or removable infrastructure, and locating power outlets above the PMF level.
TfNSW	TfNSW raised no concerns on the RtS and recommended conditions of consent that require the Applicant obtain necessary local traffic committee approvals for any speed limits to be installed on new public roads, and preparation of a Construction Pedestrian Traffic Management Plan.
TfNSW (Sydney Trains)	TfNSW (Sydney Trains) reiterated its requirement to protect rail land, assets, operations, and ensure a safe and reliable rail service. TfNSW (Sydney Trains) recommended that draft conditions of consent provided as part of their submission on the EIS not be amended without further consultation.
DCCEEW – Heritage NSW (ACH)	NSW DCCEEW – Heritage NSW (ACH) considered the RtS addressed comments provided on the EIS. NSW DCCEEW – Heritage NSW (ACH) recommended draft conditions for the protection of Aboriginal heritage, consultation with RAPs, and implementation of Aboriginal heritage management procedures.
Campbelltown City Council	Council reiterated support for the project and requested the Department consider all matters raised by agencies.

5.3 Request for further information

On 29 July 2024, the Department requested the Applicant provide further information to address issues raised by government agencies on the RtS, predominantly relating to flood modelling and emergency management procedures.

On 30 January 2025, the Applicant submitted a response to the Department, comprising:

- an updated Flood Impact and Risk Assessment (FIRA) and Flood Emergency Management Plan (FEMP) to address comments raised by CPHR of NSW DCCEEW and NSW SES
- updated architectural plans and civil drawings
- updated Noise and Vibration Impact Assessment.

On 26 February 2025, the Applicant provided a response to outstanding concerns raised by CPHR of NSW DCCEEW regarding the FIRA and FEMP.

6 Assessment

6.1 Flooding

The Department considers the proposed development is acceptable within the flood function of the land, with shelter-in-place an appropriate flood response strategy for the site, subject to compliance with conditions of consent.

During the 1% AEP post-development event, the proposed building area would be flood free and the estimated flood hazard at the site, Camden Road and at the intersection of Hurley Street and Kellicar Road, would be generally low. The site and surrounding road network would be flood affected during the Probable Maximum Flood (PMF) post-development event, when floodwaters encircle the site to high hazard.

CPHR of NSW DCCEEW and NSW SES provided detailed advice on operational flood impacts and emergency management procedures at the site. These agencies requested the full range of flood events be modelled (including offsite flood impacts), questioned whether shelter-in-place is the most appropriate evacuation strategy for the site, and recommended improvements to the proposed Flood Emergency Management Plan (FEMP).

The Applicant has committed to implement measures to avoid and minimise potential flood impacts during construction and operation, including a shelter-in-place strategy as part of the FEMP. To reinforce emergency management measures proposed by the Applicant, the Department recommends preparation of a Flood Emergency Management CEMP sub-plan to manage flood risk during construction, and an operational FEMP that details flood emergency measures and shelter-in-place procedures during operation.

6.1.1 Issue

The site is located in the Bow Bowling Creek catchment, within the Campbelltown Locality Flood Study (March 2018) boundary. The Applicant's Flood Impact and Risk Assessment (FIRA) used council's TUFLOW flood model to assess flood levels and depths, flood velocities, and NSW flood hazard categories for the 1% AEP, 0.2% AEP, 0.1% AEP and PMF pre-development and post-development events at the site.

During the 1% AEP post-development event, the proposed building area (ground floor 67.85m AHD) would be entirely flood free due to proposed landscaping and ramp features at the south-east corner of the site. Flood depths on Camden Road (to the south of the site) would generally be less than 200mm deep (except the cul-de-sac at the end of Camden Road which could be as high as

270mm). Flood depths in the southern impacted area of the site would be generally less than 100mm.

Overland flows would overtop Hurley Street and inundate the north-eastern corner of the site, creating a new flow path through the existing car park and generate flood depths generally less than 200mm in the existing car park, with some isolated areas as high as 330mm. Flood depths in excess of 800mm are estimated along the railway reserve corridor, to the northwest of the site (Figure 10).

Regarding flood hazard, low hazard and shallow overland flows would impact scattered areas of the site during the 1% AEP post-development event, with an estimated flood hazard category of H1 (Figure 11). Roadways surrounding the site, including Camden Road and Hurley Street, would also be inundated by low hazard overland flows.

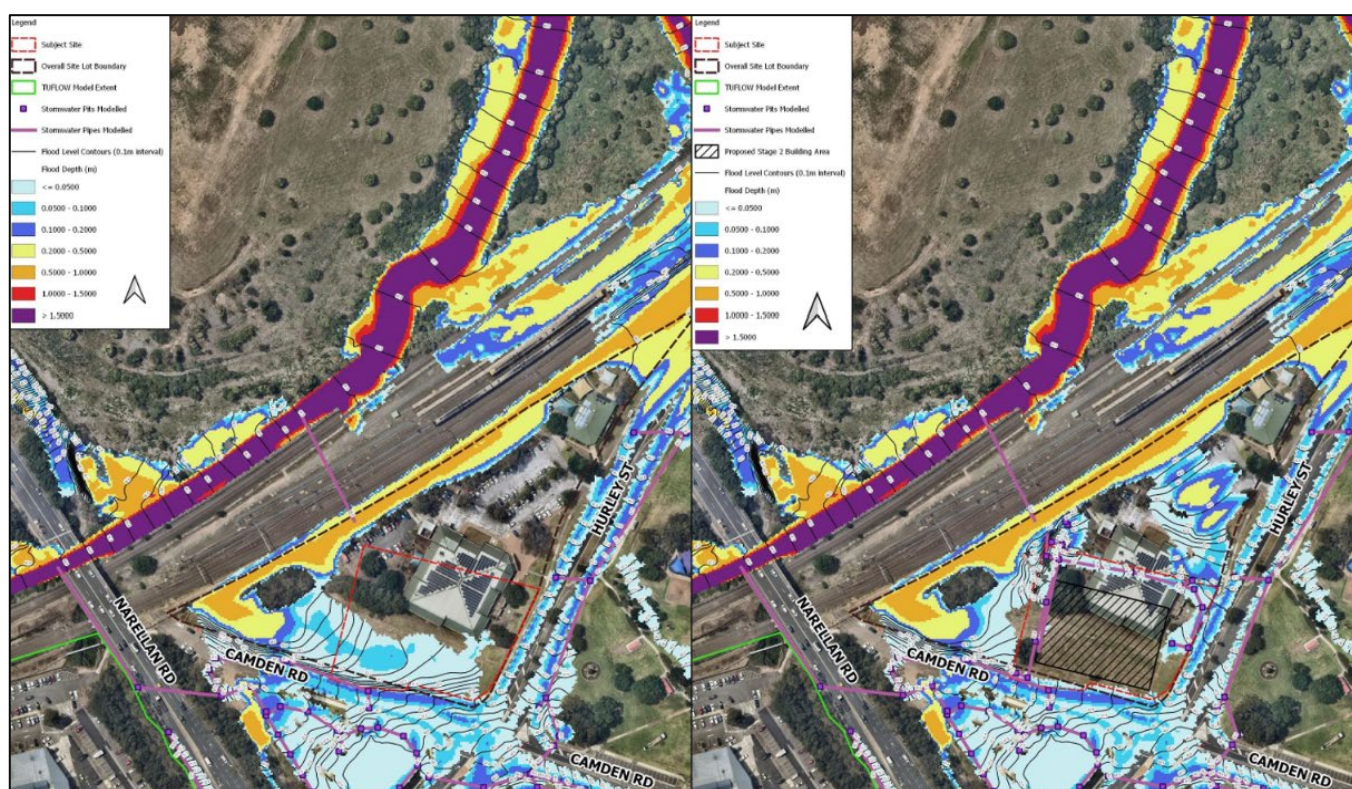


Figure 10 | Pre-development (left) and post-development (right) flood levels and depths – 1% AEP event
(Source: FIRA, March 2025)

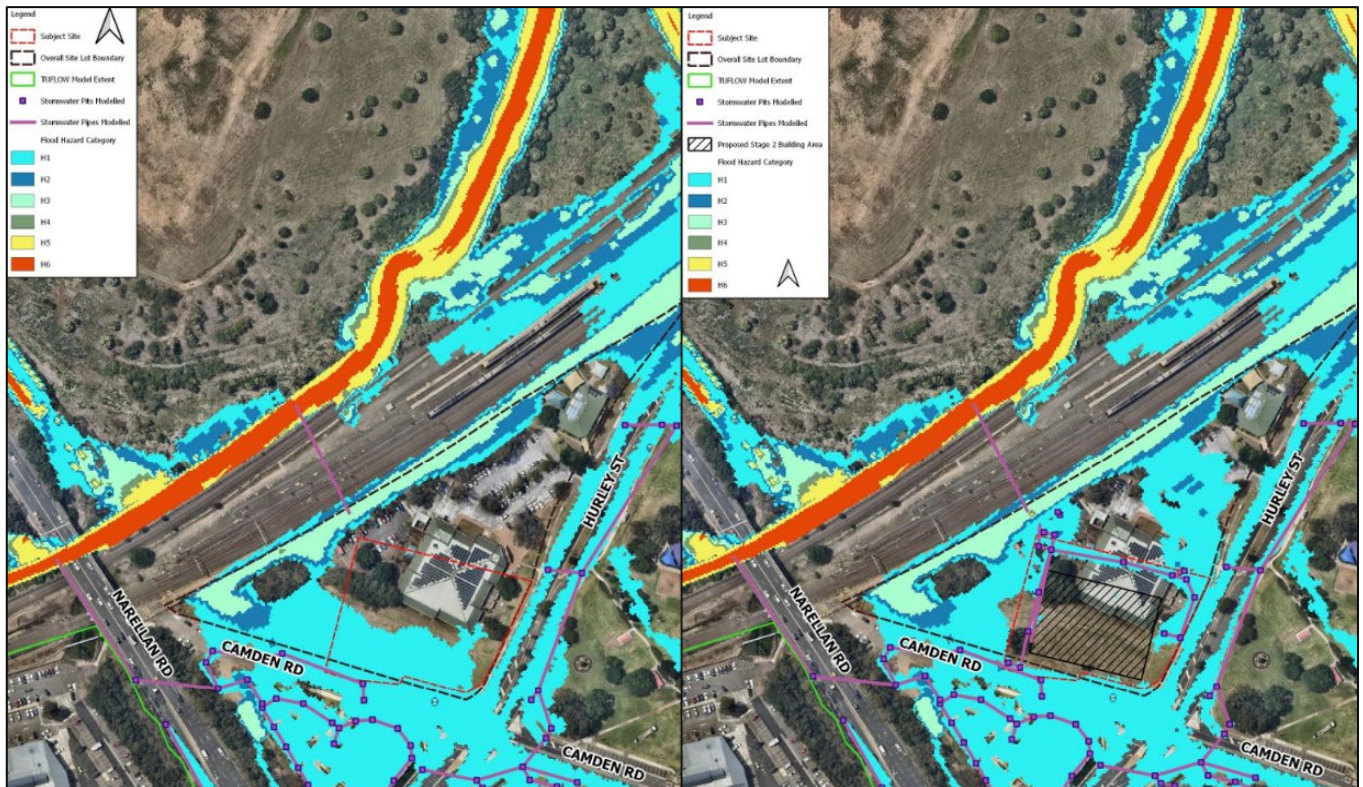


Figure 11 | Pre-development (left) and post-development (right) NSW Flood Hazard Categories – 1% AEP
(Source: FIRA, March 2025)

The site is subject to high intensity, short duration flash flooding during the PMF post-development event, when the entire site area, Camden Road, Hurley Street, and the adjacent railway reserve would be inundated. Flood depths at the site would vary from 0.15m to as high as 1.30m near the north-west corner of the site, while flood depths across the ground floor building area would vary from 0.15m near the north-east corner of the building to 0.72m near the north-west corner of the building (**Figure 12**).

The site would be flood bound and access/egress roads within the wider precinct inundated and cut off during the PMF post-development event. High hazard flash flooding up to flood hazard category H5 would surround the site and adjacent road network (**Figure 13**). The *Flood Hazard – Flood Risk Management Guide FB03* (DPE, 2022) defines flood hazard category H5 as unsafe for vehicles and people, while all buildings located in H5 require special engineering design and construction.

In addition to the PMF and 1% AEP events, the FIRA modelled the 0.2% AEP and 0.1% AEP events as proxies for the 1% AEP climate change equivalent. These events are considered further in **Section 6.1.2**.

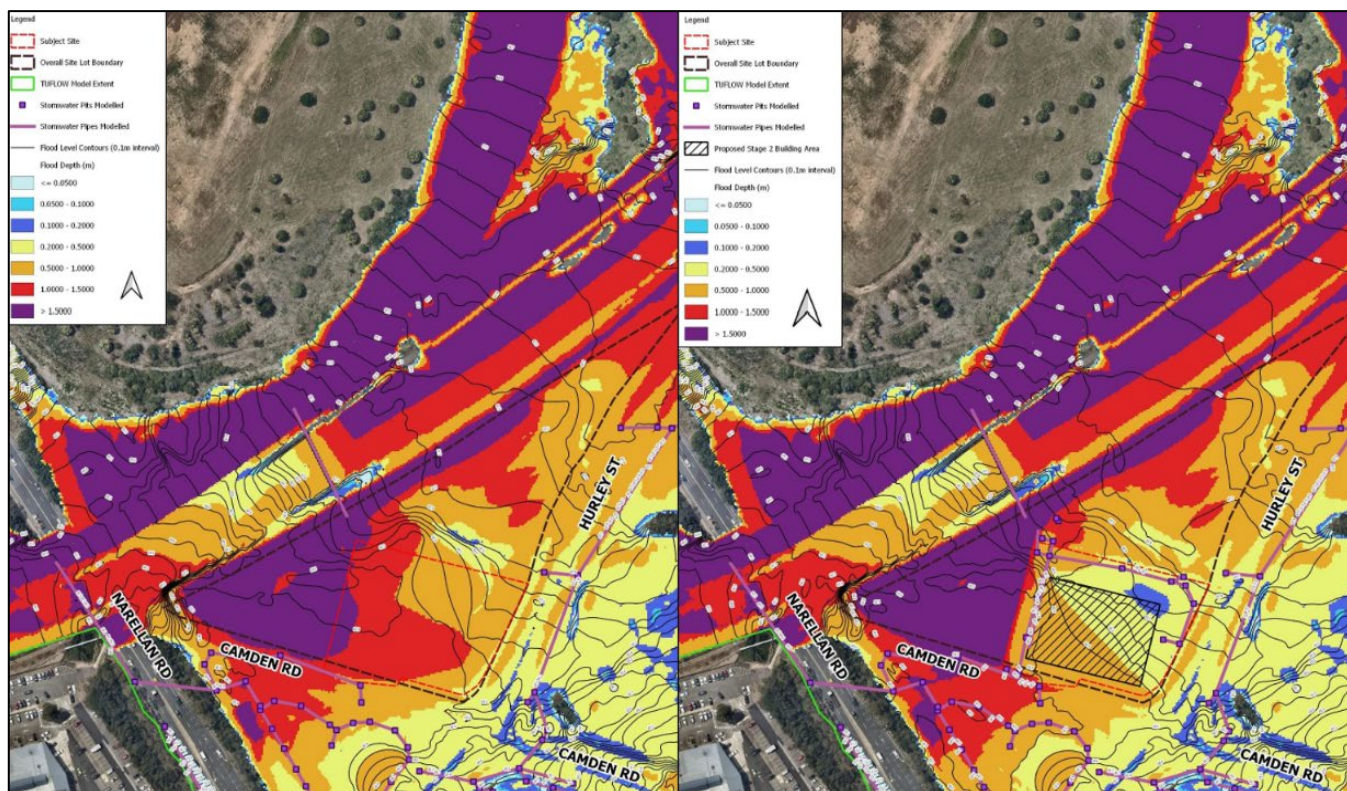


Figure 12 | Pre-development (left) and post-development (right) Flood levels and depths – PMF event
(Source: FIRA, March 2025)

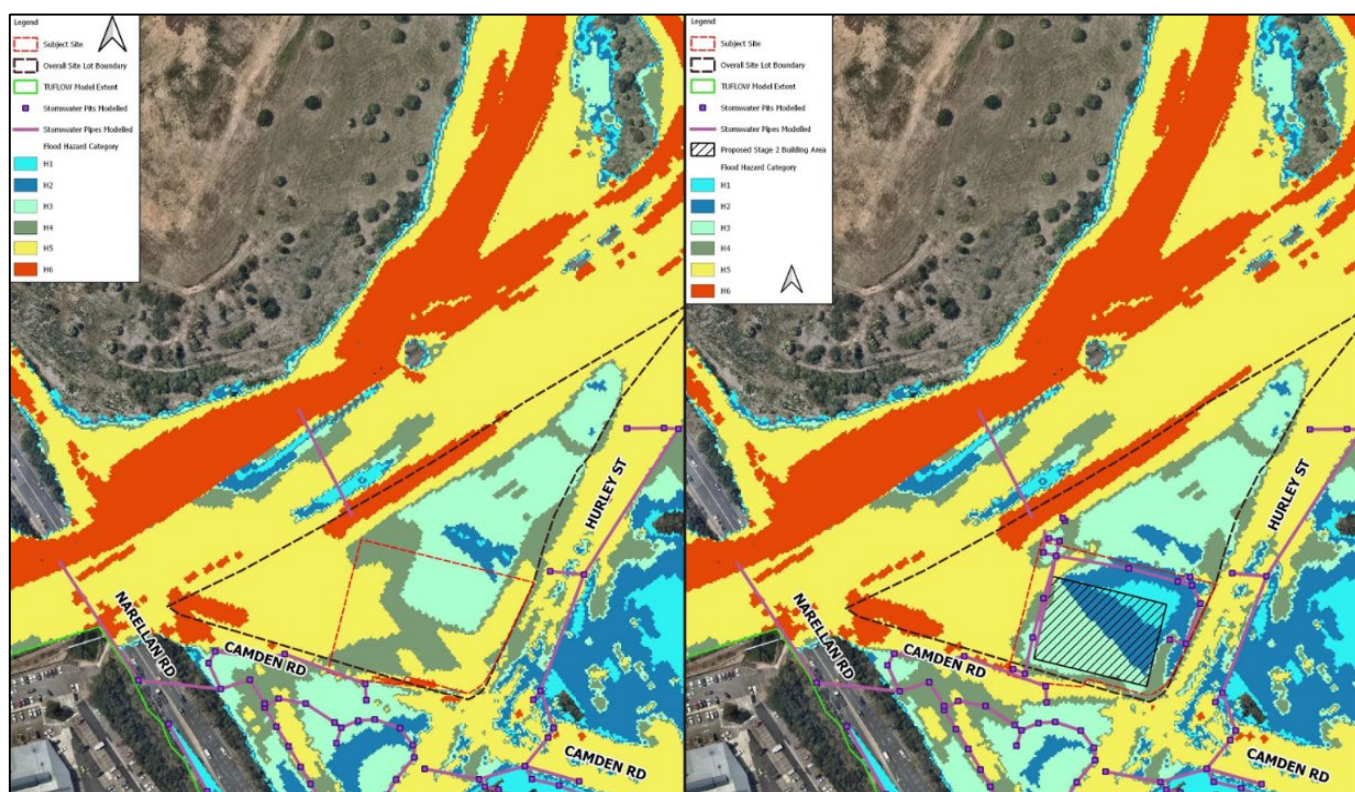


Figure 13 | Pre-development (left) and post-development (right) NSW Flood Hazard Categories – PMF event
(Source: FIRA, March 2025)

6.1.2 Consideration

Further modelling has been undertaken to assess a full range of flood events and offsite flood impacts

As part of their response on the RtS, CPHR of NSW DCCEEW requested the Applicant undertake additional modelling to assess a full range of flood events for the site, including the 0.5% and 0.2% AEP flood events as proxies for the climate change equivalent, and offsite flood impacts.

To address modelling concerns raised by CPHR of NSW DCCEEW, the Applicant prepared a FIRA, which concluded flood levels at the site do not significantly change between the already modelled 1% AEP event and the 0.2% AEP event, or 0.1% AEP event. During these events, the flood hazard would remain generally low at H1 within the site, at Camden Road, and at the intersection with Hurley Street and Kellicar Road. The Applicant advised Council's TUFLOW model does not provide a 0.5% AEP event scenario, and therefore considered the 0.1% AEP and 0.2% AEP events sufficient to assess climate change sensitivity. The Department considers this approach acceptable.

The FIRA provided afflux modelling to assess offsite flood impacts from the proposed development on surrounding properties during the 1% AEP, 0.2% AEP, 0.1% AEP, and PMF events. The completed Stage 1 GenesisCare Comprehensive Cancer Centre and Camden Road/Hurley Street intersection road upgrades to the south of the site were incorporated in the pre-development flood model.

The FIRA demonstrated that the proposed development would generate increases and reductions to estimated flood levels and depths at some locations surrounding the site during the 1% AEP and PMF post-development events. These changes are predominately due to the redistribution of flows around the proposed development when compared to the pre-development event.

The Applicant contends offsite flood impacts across the rail tracks (northwest of the site) would be localised and limited to an 18mm increase for less than an hour duration during the 1% AEP post-development event. Under an existing 1% AEP flood event the rail corridor experiences flood depths of up to 1m further north along the rail tracks. As such, the rail line would be non-operational during such an event, regardless of the project.

The Applicant advised the 18mm increase would be localised to near the Stage 2 development, and would not extend across the entire width of the tracks and further north (**Figure 14**). The Department agrees with the Applicant's assertion that the proposed development would not adversely impact the functionality of the rail corridor, and considers any potential impact to be relatively minor.

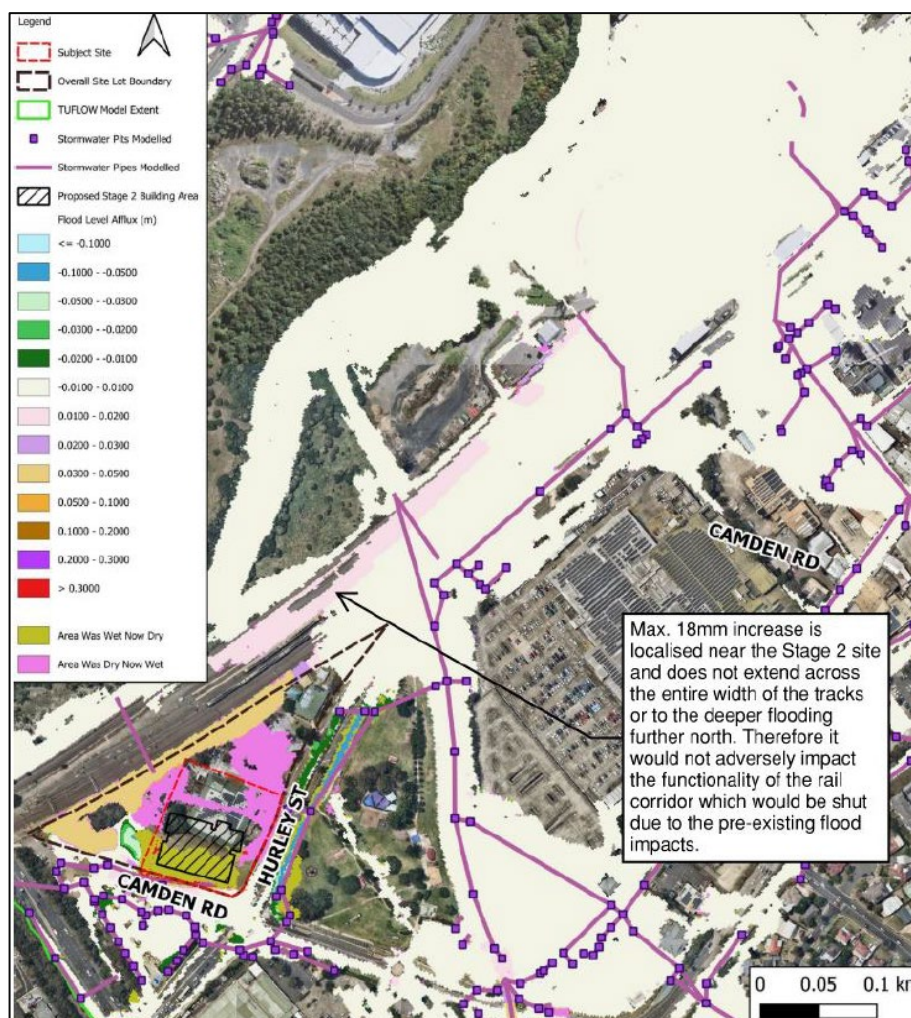


Figure 14 | 1% AEP afflux map along rail corridor (Source: TTW consultant advice note, 2025).

Under a PMF event, the FIRA considers Camden Road, and areas to the south and southwest of the site would experience increases in flood levels and depths of more than 120mm, including the Stage 1 site, with maximum increases estimated at approximately 360mm west of the Camden Road cul-de-sac (**Figure 15**).

CPHR of NSW DCCEEW raised concern that flood levels and depths at the Stage 1 site and surrounding area would be worsened by the proposed development during the PMF event. The Department acknowledges pre-development flood depths across the Stage 1 site are already as high as 500mm, with an additional increase of 200mm expected across the site due to offsite flood impacts from the proposed development.

The Applicant considers an increase of 200mm does not have a tangible impact on the flood emergency response for the Stage 1 development (also managed by the Applicant), as the same response measures would be actioned despite the increase. There is no increase to offsite flood depths at the Stage 1 site during the 1% AEP, 0.2% AEP and 0.1% AEP post-development events. The

Department agrees with the Applicant's assertion, and considers the impact to be manageable within the site's existing emergency procedures.

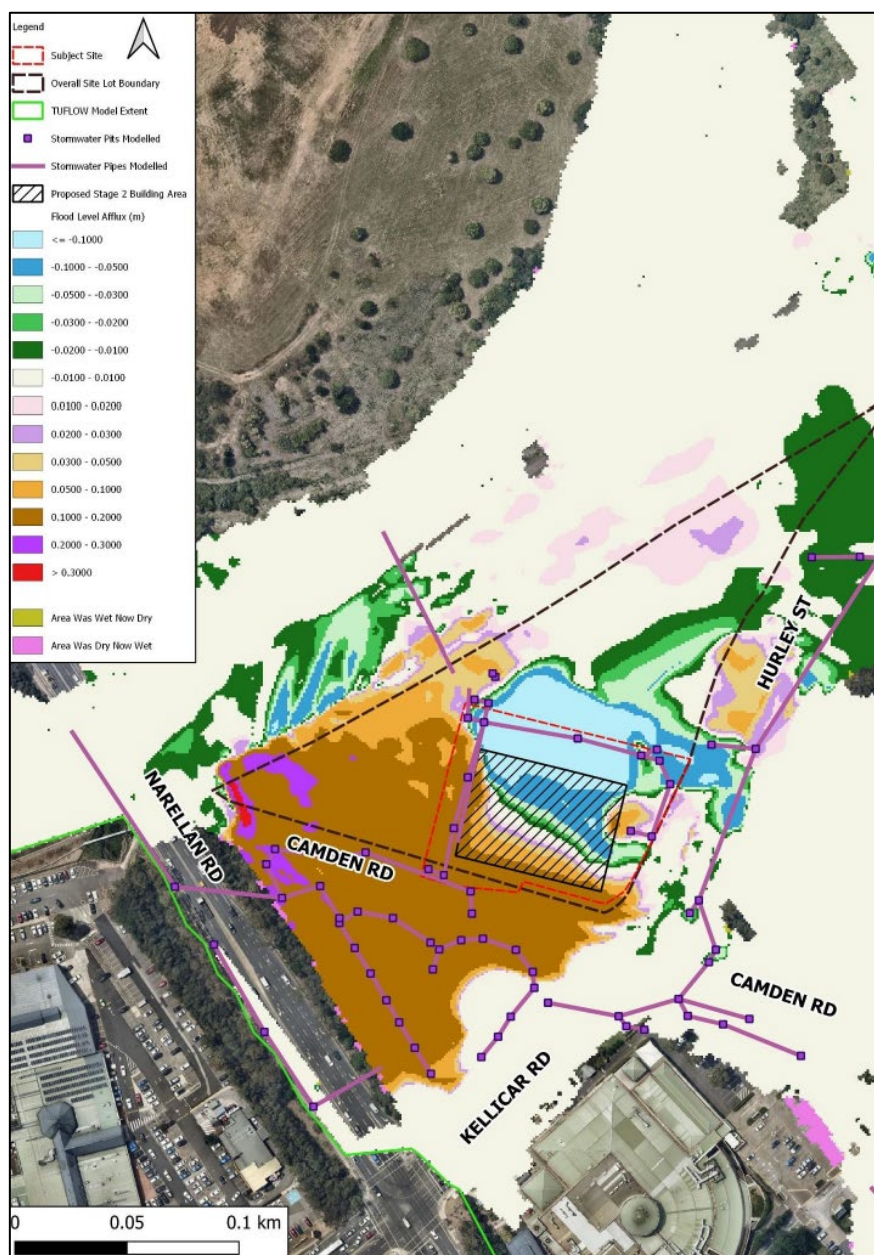


Figure 15 | PMF flood level afflux map – post-development compared to pre-development (Source: FIRA, March2025)

The Department has carefully considered updated flood modelling provided by the Applicant as part of the FIRA, and advice provided by CPHR of NSW DCCEEW emphasising the need to assess a full range of flood events and offsite flood impacts. Overall, the Department considers the Applicant has adequately addressed flood modelling concerns raised during assessment and demonstrated that offsite flood impacts from the proposed development are not significant and can be appropriately managed.

Finished floor levels of the development comply with Council's DCP requirements

Campbelltown Council DCP (2015) requirements stipulate that minimum finished floor levels for habitable areas must be above the 1% AEP flood level plus 300mm of freeboard. The FIRA asserts the entirety of the building area would be flood free during the 1% AEP post-development event. The estimated peak flood levels during the 1% AEP and PMF levels and finished floor levels with 300mm freeboard are provided at **Table 8** and mapped at **Figure 16**.

Table 8 | Estimated peak flood levels at reporting locations – post-development (Source: FIRA, 2025)

Reporting location	Estimated 1% AEP peak flood level (mAHD)	Estimated PMF peak flood level (mAHD)	Proposed building ground floor finished floor level (mAHD)	Proposed south-east corner landscaping ramp level (mAHD)
RP1	67.00	68.10	67.85	67.95
RP2	67.91	68.41		
RP3	67.50	68.51		
RP4	67.35	67.76		

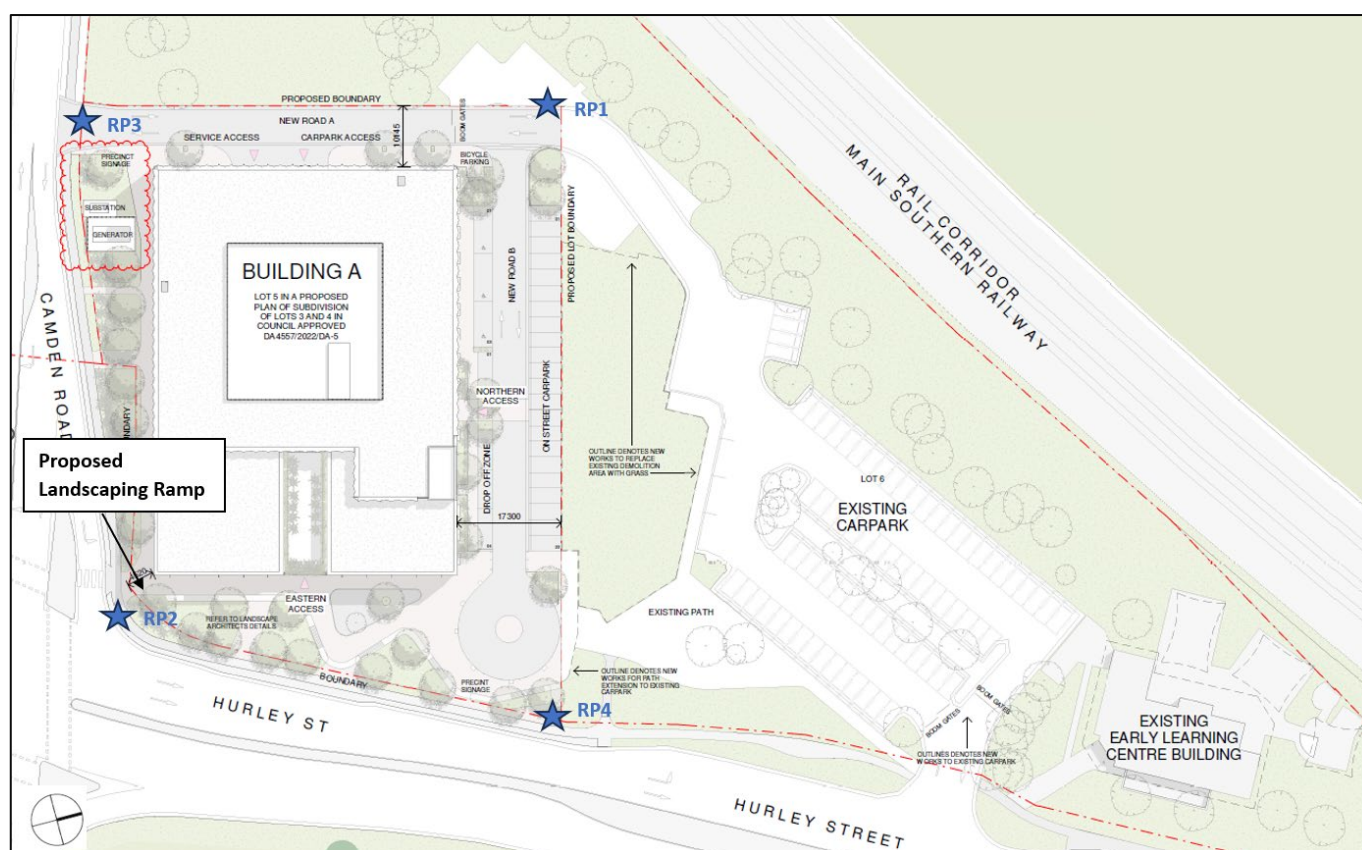


Figure 16 | Flood level reporting points (FIRA, 2025)

The Department notes the building is flood free during the 1% AEP and 0.1% AEP events and considers the final finished floor level of 67.85m AHD meets Council's finished floor level requirement. To reinforce this requirement, the Department recommends that prior to the

commencement of construction, the certifier must be satisfied that all floor levels are no lower than the 1% AEP flood plus 300mm of freeboard.

The proposed development is located within a health and innovation district of strategic significance and is an acceptable landuse within the flood function of the land

CPHR of NSW DCCEEW advised hospital facilities should generally be located outside the PMF extent and recommended the consent authority be satisfied that the development is compatible with the flood function and behaviour of the land. NSW SES noted that decisions related to future development should be risk-based and ensure emergency management risks to the community are effectively understood and managed.

Recommendation 28 of the NSW Flood Inquiry 2022 recommends hospitals and medical facilities be situated above the PMF to minimise disruption, and that essential services infrastructure be located above the flood planning level. Although the proposed development is on a site affected by the PMF, the Department considers the proposed development is an acceptable landuse within the flood function of the land because:

- the site is identified within a health and innovation district of strategic significance in State and local planning documents, including the Western Sydney District Plan, Campbelltown 2040 Local Strategic Planning Statement, Reimagining Campbelltown City Centre Masterplan, and the Campbelltown-Macarthur Collaboration Area Place Strategy. The proposed development is Stage 2 of the Macarthur Health Precinct. The Stage 1 site is already operational and located directly to the southwest of the site. The proposed development is located in a strategically significant location for health infrastructure in the region
- the proposed development is a health services facility and not a critical hospital or medically important infrastructure. The facility would facilitate scheduled surgeries only, whereby the patient would routinely return home within 23 hours. The facility does not offer emergency or intensive care services and would not act as a post-disaster hospital. The facility is significantly less intensive than a standard medical hospital and disruption to services and rescheduling of procedures can be managed
- all surgical areas, including the short stay surgical hospital, would be located on the uppermost floors of the building well above the PMF level. The ground floor level would not be used for any clinical or surgical uses; however, would be used for retail uses and be compliant with the 1% AEP plus 300mm freeboard finished floor level requirement
- essential services infrastructure would be located above the PMF level, including backup generators and the buildings substation. Essential services infrastructure would remain operational for the duration of unsafe conditions during a flood event

- the proposed development would not significantly worsen offsite flood impacts during the 1% AEP event, including along the rail corridor. Potential offsite flood impacts at the Stage 1 development during the PMF event would be relatively minor
- a shelter-in-place strategy has been prepared as part of the FEMP (discussed in detail below). The shelter-in-place strategy is expected to be able to manage and mitigate risks to staff, patients and visitors during flood events.

The Department considers shelter-in-place an appropriate flood emergency response strategy for the site

The site is flood bound during the PMF post-development event and offsite evacuation to areas within the wider precinct (above the PMF level) would not be possible due to flash flooding. The site has a short response time to PMF flooding events, with flood levels likely to be noticeable after 15 minutes, before receding to low hazard conditions within 120 minutes of the onset of un-trafficable conditions. It would likely take 360 minutes (up to 6.5 hours) until all floodwaters have receded and the site may reopen.

NSW SES guidelines stipulate that no persons or vehicles should enter flood waters at any time, even low hazard conditions. As such, the FEMP concluded there is no safe evacuation route from the site during significant flooding events, and vehicles and pedestrians should remain onsite until all floodwaters recede (up to 6.5 hours). As offsite evacuation is not recommended, the Applicant proposes shelter-in-place as the preferred flood emergency response for the site.

Advice provided by NSW SES and CPHR of NSW DCCEEW noted that shelter-in-place is generally not supported as a strategy to enable future development; however, conceded that shelter-in-place may be more feasible than evacuation due to the lack of warning time at the site.

Further, the Shelter-in-place guideline for flash flooding (DPHI, 2025) considers shelter-in-place is generally not recommended for new development, or areas of high hazard flash flooding. While the building area is not impacted by high hazard flash flooding during the PMF post-development event, the surrounding road network is impacted by high hazard flash flooding up to flood hazard category H5, which is generally considered unsafe for vehicles and people.

The Department has carefully considered advice provided by NSW SES and CPHR of NSW DCCEEW on the siting of the proposed health facility within a flood prone area, appropriateness of shelter-in-place as an emergency strategy, and potential risks to life, health and property and the Applicant's response to these concerns. The Department understands all essential services infrastructure would be located above the PMF level, including backup generators and the buildings substation, and all medical related uses (i.e. clinical or surgical uses) would be located above the PMF level. Essential services infrastructure would remain operational for the duration of unsafe conditions during a flood event.

Although the proposed development does not strictly comply with each requirement of the Shelter-in-place guideline for flash flooding (DPHI, 2025), the Department considers shelter-in-place is the most appropriate emergency management strategy for the site during flooding events, and concurs with NSW SES advice that people and cars should not enter floodwaters. The Applicant advised future occupants of the building would be required to shelter-in-place for a period of up to 6.5 hours until all floodwaters recede. This timeframe is in line with the Shelter-in-place guideline for flash flooding (DPHI, 2025), which suggests the duration of shelter-in-place due to isolation by floodwaters should be less than 12 hours from the commencement of rainfall.

The Department has considered the proposed FEMP and corresponding shelter-in-place strategy, and agrees that shelter-in-place is an acceptable emergency response strategy for the site. To reinforce shelter-in-place procedures outlined in the FEMP, the Department recommends preparation of a final operational FEMP, which amongst other matters, requires consideration of the Shelter-in-place Guideline for flash flooding (DPHI, 2025).

The Flood Emergency Management Plan responds to emergency management requirements provided by relevant agencies

As part of their advice on the RtS, CPHR of NSW DCCEEW requested the FEMP be updated to provide further information on flood warnings available for the area, outline procedures for when anaesthetics or heavy sedation surgery is proposed, include an explanation of how secondary risks would be managed, and clarify flood gauge requirements and where occupants would shelter-in-place. NSW SES also requested the FEMP be updated to reflect current NSW SES procedures and terminology, provide clear triggers for initiating the FEMP, align with the Red Cross Preferred Sheltering Practices for Emergency Sheltering in Australia, and remove incorrect references to certain signage and methods of warning distribution.

To address these matters, the Applicant provided a revised FEMP as part of the Department's request for information. While most matters were adequately addressed, CPHR of NSW DCCEEW raised further concern that the FEMP would 'require people to act in a manner that would be unlikely or unreasonable in the circumstances of the case', and require staff to maintain detailed knowledge of likely flood behaviour and sources of information on potential floods.

The Department has carefully considered all advice provided by CPHR of NSW DCCEEW and NSW SES on the FEMP, and considers the Applicant has adequately responded to advice as part of the revised FEMP. The Department reiterates its position that shelter-in-place is an acceptable emergency response strategy, given the flash flooding nature of the site.

To ensure the measures outlined in the revised FEMP are adequately implemented prior to operation, the Department recommends a condition requiring preparation of a final operational FEMP. The final operational FEMP must be submitted to the certifier prior to the issue of any

relevant occupation certificate, and be peer-reviewed by a suitably qualified and independent emergency management specialist. The peer-review is required to confirm that the final operational FEMP is consistent with the flood emergency response for the site outlined the initial FEMP, including compliance with the requirements of the final operational FEMP outlined in the conditions of consent.

The Department recommends preparation of a Construction Flood Emergency Management sub-plan

To manage flood risk during construction, the Department recommends preparation and implementation of a Construction Flood Emergency Management sub-plan (CFEMSP) for the site. The CFEMSP must be prepared by a suitably qualified and experienced person(s), address the provisions of the Flood Risk Management Manual and Flood Risk Management Toolkit, and include details of the site's flood emergency response during construction of the development.

The Department is satisfied potential flood impacts during construction can be appropriately managed, subject to implementation of relevant mitigation measures and compliance with recommended conditions of consent.

6.2 Built form, urban design and landscaping

The Department is satisfied that the built form, including height and scale of the building, is appropriate within the site context, demonstrates design excellence and would not have a detrimental impact on the surrounding area.

The proposed development comprises construction and operation of a six-storey building with a total GFA of 10,380sqm and building height of 23.95m (RL91.80). The proposed building height exceeds the building height limit by 4.95m or 26% and is supported by a section 4.6 request.

Council's submission on the project recommended the Department consider design advice provided by GANSW and CDEP and noted the prominent nature of the site and its broad visual catchment. The Applicant has considered design advice provided by GANSW and CDEP, which has guided the built form of the proposed development and its interaction with the public domain and surrounding landscape.

To ensure the built form of the building is consistent with the architectural plans assessed, the Department recommends a condition requiring all external colours, materials and finishes of the building be consistent with the approved architectural plans referenced in condition A2(d) of the consent. Regarding urban design and landscaping, the Department recommends preparation of an operational landscape plan prior to the issue of any relevant occupation certificate, and compliance with the approved landscape plans referenced in condition A2(d) of the consent.

6.2.1 Issue

The proposed building height of 23.95m is 4.95m above the CLEP 2015 building height standard of 19m on the site, representing a variation of 26% above the development standard (**Figure 17**).

The Applicant seeks to vary the building height development standard in accordance with section 4.6 of the CLEP 2015, and has submitted a section 4.6 request in support of the proposed variation. The Department's detailed consideration of the Applicant's section 4.6 variation request is provided at **Section 6.2.2**.

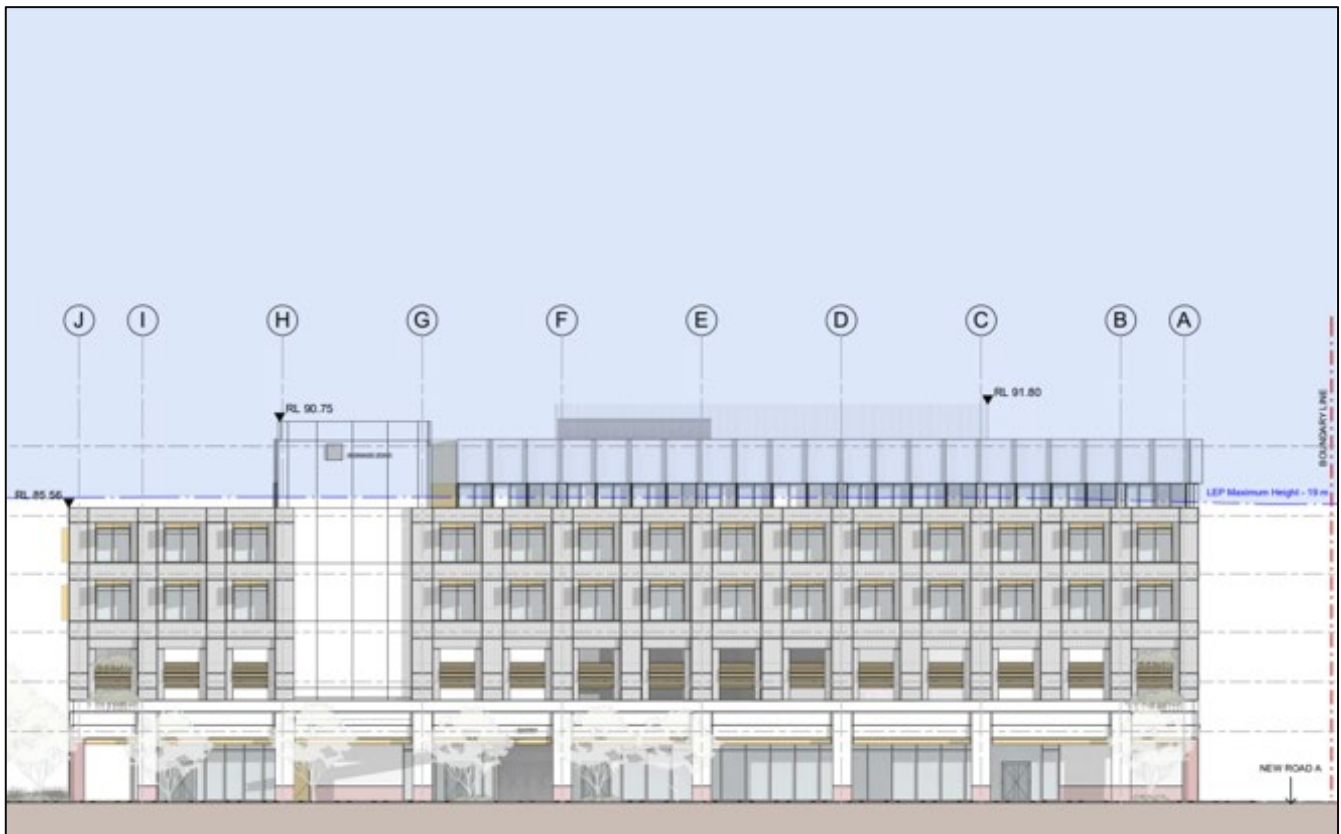


Figure 17 | Height and facade articulation, showing LEP maximum height of 19m (Source: EIS, 2023)

The proposed floor space ratio (FSR) for the site is 1.47:1, however, the site is not subject to a FSR development standard under the CLEP 2015. In the absence of any FSR controls, the Department has undertaken a merit assessment of the bulk and scale of the development. Potential visual, overshadowing, acoustic, and privacy impacts generated by the overall bulk and scale of the proposed development are expected to be minor and are considered in detail at **Section 6.5**.

The facade of Building A proposes four distinct components (**Figure 18**), including:

- open grid – ground floor
- grid system – levels 1 to 4
- vertical elements – wayfinding
- light roof elements – level 5.

Vertical elements are proposed on all four facades to reduce the bulk and scale of the development and assist wayfinding. The ground floor plane provides a sheltered colonnade wrapping around the building along the new Hurley Street frontage ‘civic room’ and new Road B. The colonnade would be proportioned at twice the scale of the grid facade at levels 1 to 4. Two new entry lobbies would be located at the ground floor, including an east lobby facing towards Hurley Street and a north lobby facing towards new Road B.

Metal screens would be used to embellish the cement cladded facade on levels 1 to 4, while also screening the carpark on levels 1 and 2. Faceted metal cladding is proposed on level 5, designed as a modern interpretation of a mansard roof. A large planted open terrace would also be provided on level 4 adjacent to the lift lobby.



Figure 18 | Building articulation for new Road B and Hurley Street elevations (Source: EIS, 2023)

The Applicant proposes a new ‘civic room’ public domain along the Hurley Street frontage that aligns with Council’s Re-imagining Campbelltown City Centre Master Plan 2020. The ‘civic room’ proposes a new shared pedestrian and vehicular path integrating with new Road B, new civic furniture, and a continuous pedestrian path wrapping the site parallel to Hurley Street (**Figure 19**).



Figure 19 | Birds eye view of the ‘civic room’ look southwest towards Building A (Source: EIS, 2023)

6.2.2 Consideration

Variation to the maximum building height development standard is minor, would not result in unreasonable impacts and is considered acceptable

The Applicant contends the proposed variation to the maximum building height is consistent with the objectives of section 4.3 of the CLEP 2015 (height of buildings), and it would be unreasonable and unnecessary to strictly impose compliance on the basis of:

- the proposed development has a stepped approach with the highest point of the building (i.e. the non-compliant portion) being within the middle and rear of the building, transitioning to a lower, compliant street facade at Hurley Street
- the proposed variation is mostly due to environmental conditions on the site, including a subterranean aquifer which prevents basement carparking, flood planning requirements, and the need to reduce the overall built form footprint to retain open space and landscaped areas on the site
- there is a requirement for plant to be located directly above the short stay surgical hospital theatres on level 5 for servicing purposes, which contributes to the proposed height exceedance. There is also a requirement for larger than normal floor to ceiling heights for health service facility developments

- the proposed variation is minor in nature at up to 26% at the highest point (4.95m above the standard of 19m)
- the impacts of the proposed variation on visual bulk and scale, overshadowing, privacy, and acoustic privacy are minor and acceptable
- there are sufficient environmental planning grounds to justify the departure from the standard, including compatibility with the existing and desired future character of the locality as a health precinct
- council and public submissions raised no concerns about the section 4.6 request.

Overall, the Department considers the proposed variation to the building height standard is acceptable because:

- the proposed variation in building height (up to 26%) is minor and largely attributed to environmental conditions on the site and rooftop plant. As a result, some portions of the proposed development, particularly along the Hurley Street frontage, are below the height standard and other parts are above it
- the proposed variation in building height would not materially change the bulk and scale of the building. The proposed development is six-storeys and would be compatible with the existing and desired future character of the locality as a health precinct, including the adjacent Stage 1 GenesisCare Comprehensive Cancer Centre (19.54m)
- the proposed development as a health services facility attracts specific volumetric demands, including larger than normal floor to ceiling heights (standard floor to ceiling height of 3.1m); however, would not result in additional and unreasonable density of the proposed development
- the proposed development would provide appropriate stepped transition in building height from the Hurley Street frontage to the rear, western end of the site. The rear of the site, which is above the building height standard, is nearest to the railway line and away from the public domain frontage on Hurley Street
- the proposed variation in building height would not cause additional amenity impacts to surrounding properties, such as additional overshadowing to the Stage 1 development to the south. The proposed development is largely isolated and surrounded by road and rail infrastructure.

For these reasons, the Department supports the proposed building height despite the numerical variation to the building height standard in the CLEP 2015. The Department is satisfied that the height and scale of the building is appropriate within the site context and would not have a detrimental impact on the surrounding area.

Advice provided by GANSW and Campbelltown Design Excellence Panel has been incorporated into the design of the proposed development

As part of their submission on the EIS, Council recommended the Department consider design advice provided by GANSW and the CDEP, noting the prominent nature of the site and its broad visual catchment from a range of elevations. The project has been the subject of a review process by the State Design Review Panel (SDRP) and CDEP throughout the development of the proposed design. That process has guided the built form of the proposed development and its interaction with the public domain and surrounding landscaping.

The Applicant presented the concept design for the proposed development to the GANSW SDRP on 6 October 2022 (SDRP 1) and 14 December 2022 (SDRP 2). During exhibition, the Department referred the project to GANSW for further comment on the design of the project and no comment was provided.

To address SDRP comments, the Applicant made a number of key amendments to the proposed design of the development at the EIS stage, including moving the previously proposed basement parking to above ground podium parking, amending the building footprint, relocating the turning circle to new Road B, and introducing a new public plaza known as the ‘civic room’.

The Applicant also presented the design of the proposed development to the CDEP on 16 February 2023 (meeting 1), 21 August 2023 (meeting 2), and 25 September 2023 (meeting 3). While referral to the CDEP is not required under statutory planning controls relevant to the project, advice provided by the CDEP has been considered as part of the Applicant’s Architectural Design Report.

The Department considers the final design of the proposed development adequately responds to advice provided by GANSW throughout the SDRP process and the CDEP. To ensure the built form of the building is consistent with the architectural plans assessed, the Department recommends a condition requiring all external colours, materials and finishes of the building be consistent with the approved architectural plans referenced in condition A2(d) of the consent.

The new ‘civic room’ public domain provides a proportionate urban design outcome for the site

Council’s comments on the EIS emphasised the location of the site as being among the most important in Campbelltown and the gateway to the Macarthur Health Precinct. Commitment 5.4 of the Reimaging Campbelltown City Centre Master Plan 2020 identifies the Camden Road and Hurley Street intersection as a future small scale civic space and area for small events and gatherings within the Campbelltown cultural precinct.

The Applicant considers the new ‘civic room’ public domain provides a commensurate design response for the site. The new ‘civic room’ seeks to provide an enriched urban experience by creating a forecourt and plaza that aligns with the scale of the Hurley Street and Camden Road intersection. The ‘civic room’ would link pedestrians from Koshigaya Park pedestrian path to the

precinct, while new Road B would offer a shared pedestrian and vehicular path designed as a civic boulevard. A continuous pedestrian path would wrap the site parallel to Hurley Street, and civic furniture would shape smaller spaces (**Figure 20**).

The 'civic room' urban design also demonstrates Connecting with Country principles, through:

- external furniture designed to recall the path of nearby water Country at Bow Bowling Creek
- feature concrete paving that celebrates Dharawal knowledge and culture by referencing the lyrebird, which is the totem for the area and the Dharawal language
- use of endemic planting that incorporates bush food and medicinal planting
- a street furniture layout that creates protective, safe, nurturing spaces that slows visitors on entry to the precinct.



Figure 20 | Birdseye view of the civic room (Source: EIS, 2023)

Overall, the Department considers the proposed 'civic room' would provide a positive contribution to enhancing the streetscape, character and locality at the Hurley Street and Camden Road intersection. The 'civic room' would provide improved links to Koshigaya Park and the broader precinct, activate the Hurley Street frontage, and provide a proportionate urban design outcome that responds to the Reimagining Campbelltown City Centre Master Plan 2020. The Department has recommended conditions that require the urban design requirements of the site to be consistent with the approved plans referenced in condition A2(d) of the consent.

Landscaping and tree planting requirements are suitable for the site

Landscaping and tree planting on the site would offer substantial greening and softening of the built form, including deep soil opportunities to allow tall canopy and medium sized trees. Tree canopy coverage on the site proposes to meet the objectives of the NSW Government's draft Greener Places Design Guide 2020, including an overall tree canopy of 1,884sqm (26.8% of the site) and deep soil planting opportunities across 646sqm (9.2% of the site).

The Applicant proposes to retain 115 existing trees on the site, and remove 23 trees that are located within the direct footprint of the proposed works. The Applicant also proposes to plant 33 new trees, including local endemic species such as *Angophora costata* and *Eucalyptus moluccana* to provide tall canopy cover and connection to the adjacent Koshigaya Park. Key landscaping opportunities on the site are mapped at **Figure 21**.

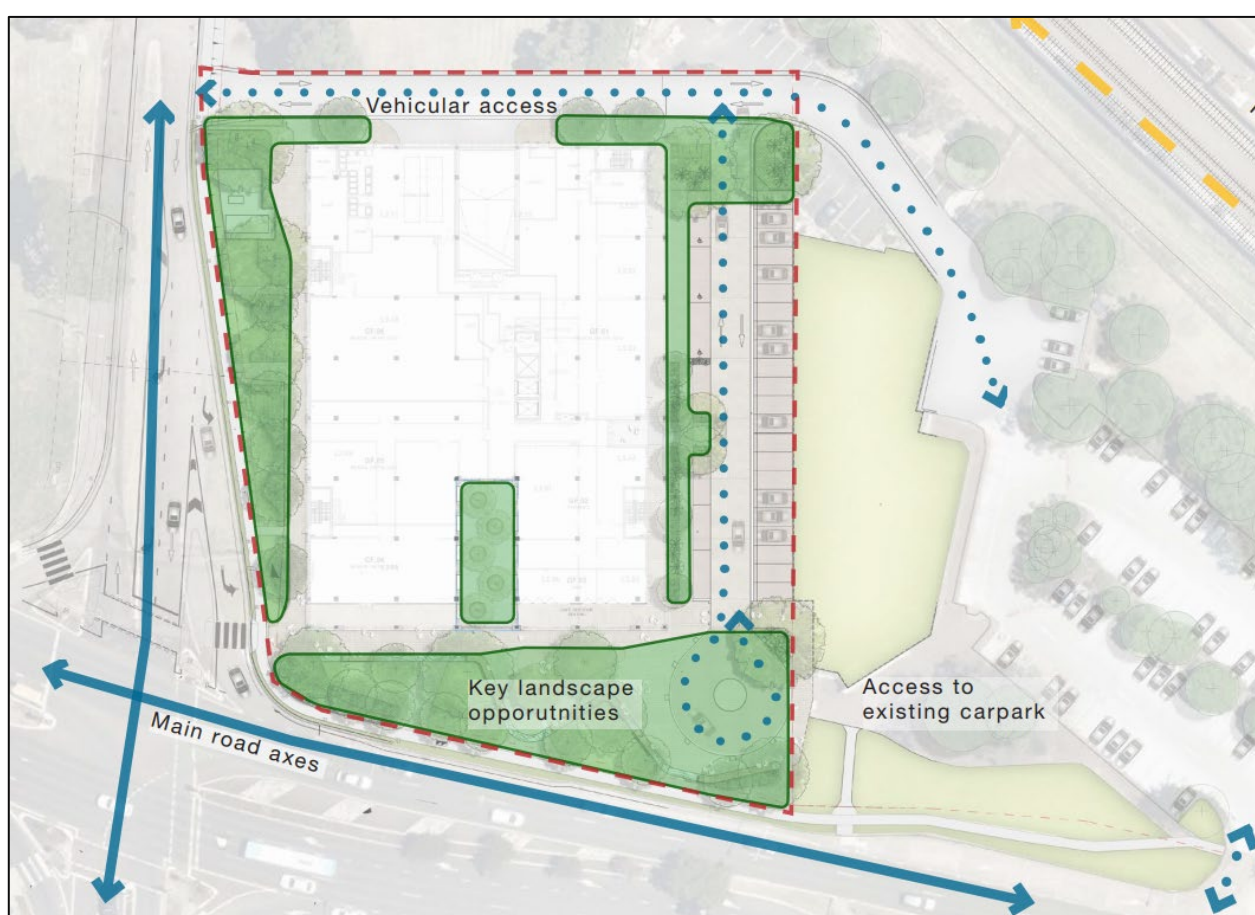


Figure 21 | Landscape site plan (Source: EIS, 2023)

The Department considers the proposed landscaping and tree planting on the site is proportionate to the scale of development and is an improvement over the existing site. The proposed landscaping would also provide a suitable green link to Koshigaya Park and the broader precinct. To manage revegetation and landscaping works on-site, the Department recommends preparation of an Operational Landscape Management Plan that outlines how ongoing management and maintenance measures to manage revegetation and landscaping would be undertaken. The Applicant must also ensure compliance with the approved landscape plans referenced in condition A2(d) of the consent.

6.3 Traffic, parking and access

The Department considers the proposed development would not result in unacceptable traffic impacts on the surrounding road network during construction and operation.

The proposed development is located on the corner of Camden Road and Hurley Street in Campbelltown, adjacent to the newly constructed Stage 1 GenesisCare Comprehensive Cancer Centre. The intersection of Narellan Road and Kellicar Road is in close proximity to the site and is a major state and regional road (**Figure 22**).

Agency advice received from TfNSW raised concerns about construction and operational traffic impacts on the surrounding road network, recommended relocation of the proposed substation, and advised there would be a shortfall of five car spaces compared to parking demand outlined in the EIS. These matters were addressed by the Applicant in the RtS.

The Department has recommended conditions to manage construction traffic impacts, including preparation of a Construction Traffic and Pedestrian Management sub-plan (CTPMSP) and implementation of a Driver Code of Conduct. To encourage use of sustainable public transport options and promote active transport, the Department recommends a Green Travel Plan be prepared prior to the commencement of operation. The Department also recommends a condition requiring the provision of a minimum 208 on-site car parking spaces during operation.



Figure 22 | Classification of roads surrounding the proposed development (Source: RtS, 2024)

6.3.1 Issue

Future year traffic modelling undertaken by the Applicant indicates the existing Narellan Road / Kellicar Road intersection is likely to perform at a level of service (LoS) F in 2037, and be unable to accommodate predicted growth in the region. This impact would likely spill onto neighbouring intersections in the region, including the Camden Road / Kellicar Road / Hurley Street intersection that directly services the proposed development. Trips generated by the proposed development have the potential to contribute to predicted congestion in the area during construction and operation.

As part of the EIS, the Applicant submitted a Transport and Accessibility Impact Assessment (TAIA), which was amended as part of the RtS. The TAIA was supported by a preliminary Construction Traffic Management Plan (CTMP) that indicated traffic generated during construction would comprise light vehicles associated with construction workers, and heavy vehicles for the delivery and removal of materials, including plant and equipment. The TAIA estimated the following construction traffic volumes:

- during bulk excavation (duration of one week) it is expected there would be 20 vehicles (40 movements) per day
- during construction (duration of two years) it is expected on average there would be 7 to 10 light vehicles and 8 to 10 heavy vehicles (30-40 movements) per day
- during concrete pours it is expected there would be 20 heavy vehicles (40 movements) per day and no light vehicles.

Indicative construction traffic routes to/from the site would likely be along Campbelltown Road, Narellan Road, Appin Road, and Camden Road. Construction traffic routes would be confirmed as part of the final CTMP.

Regarding operational traffic impacts, the TAIA calculated traffic generation rates based on traffic survey counts conducted at key intersections. The TAIA defined the AM peak hour period as 8am to 9am and the PM peak hour period as 3:15pm to 4:15pm, and calculated peak hour traffic volumes on major roads in the area (**Table 9**). The TAIA estimated operation of the proposed development would generate 259 vehicle trips during each peak period.

Table 9 | Peak hour volumes of major roads in the area (Source: TAIA, 2024)

Road	AM peak volume	PM peak volume
Narellan Road	2,979	2,743
Kellicar Road	1,419	2,007
Oxley Street	2,372	2,501

The TAIA presented SIDRA modelling of key intersections for the 2037 scenario, comparing ‘with’ and ‘without’ development scenarios. SIDRA modelling results are provided at **Table 10** and key intersections modelled are shown in **Figure 23**.

Table 10 | Delays and level of service projections for 2037 with and without proposed project

Intersection	2037 Background Growth Only		2037 With Stage 2	
	Delay (sec)	LoS	Delay (sec)	LoS
Weekday AM Peak				
Narellan Road / Kellicar Road	224.5s	F	389.2s	F
Kellicar Road / Camden Road / Hurley Street	26.3s	B	35s	C
Kellicar Road / Tindall Street / Centennial Drive	89.2s	F	98.8s	F
Camden Road / Campbelltown Catholic Club Access	9.8s	A	9.8s	A
Camden Road / Queen Street	11.3s	A	11.3s	A
Camden Road / Oxley Street	11.9s	A	15.4s	B
Hurley Street / HJ Daley Library Car Park	58.8s	E	28.9s	C
Hurley Street / Campbelltown Mall Car Park	19.9s	B	18.3s	B
Camden Road / New Road A	N/A	N/A	3.9s	A
Weekday PM Peak				
Narellan Road / Kellicar Road	231.5s	F	296.4s	F
Kellicar Road / Camden Road / Hurley Street	55.6s	D	148.6s	F
Kellicar Road / Tindall Street / Centennial Drive	85.5s	F	91.3s	F
Camden Road / Campbelltown Catholic Club Access	9.7s	A	9.7s	A
Camden Road / Queen Street	11.9s	A	12.2s	A
Camden Road / Oxley Street	25.2s	B	19.1s	B
Hurley Street / HJ Daley Library Car Park	46.6s	D	31.1s	C
Hurley Street / Campbelltown Mall Car Park	257.4s	F	210.7s	F
Camden Road / New Road A	N/A	N/A	3.8s	A



Figure 23 | Modelled intersection locations (Source: TAIA, 2024)

Vehicular access to the site would primarily be via new Road A, which is proposed to be constructed between Camden Road and the existing car park of the Namut Early Learning Centre. Most vehicles accessing the site would turn right from Camden Road into new Road A to access the car park.

Further, the TAIA provided a car parking demand study to understand the parking requirements of the proposed development. Car parking demand was estimated using a combination of a first principles approach and parking generation rates from the Campbelltown City Council Development Control Plan, resulting in the following car parking demand estimate:

- **ground floor:** 20 car parking spaces
- **level 3:** 84 car parking spaces
- **level 4:** 84 car parking spaces
- **level 5:** 21 car parking spaces.

The estimated total car parking demand is 209 new car parking spaces, including 11 accessible spaces. The Applicant proposes to retain the existing car park of the Namut Early Learning Centre adjacent to the development until a multi-storey car park is constructed as part of any future Stage 3 proposal. The existing car park has a supply of 64 car parking spaces that could be used as overflow car parking if required (excluding 15 spaces allocated to the learning centre).

The TAIA submitted as part of the EIS proposed a total of 204 car parking spaces, including 179 spaces across two levels of parking and 25 at grade spaces.

6.3.2 Consideration

Construction traffic can be appropriately managed through implementation of a CTPMSP

TfNSW raised concern that additional construction traffic from the proposed development may impact the surrounding road network (including bus operations), and acknowledged existing traffic conditions are LoS D at the Narellan Road / Kellicar Road intersection (AM/PM) and Hurley Street / HJ Daley Library car park (AM).

The Applicant advised construction traffic impacts generated by the proposed development are likely to be minimal and can be actively managed through implementation of a detailed CTPMSP. The Department agrees, and has recommended a condition requiring a CTPMSP be prepared and submitted to the Certifier for approval prior to the commencement of construction. The CTPMSP must be prepared in consultation with Council and TfNSW, and detail measures to be implemented to ensure road safety and network efficiency during construction, including heavy vehicle routes, access, and parking arrangements.

Consistent with the Department's regulation of State significant projects, the Department has recommended the Applicant prepare and implement a Driver Code of Conduct, to ensure that drivers use the routes agreed in the CTPMSP and impacts from heavy vehicle drivers are minimised.

The proposed development is expected to have a minor impact on the surrounding road network during operation

The Department acknowledges four intersections would operate at LoS F in the 2037 'with Stage 2' scenario, including Narellan Road / Kellicar Road (AM and PM), Kellicar Road / Tindall Street / Centennial Drive (AM and PM), Kellicar Road / Camden Road / Hurley Street (PM), and Hurley Street / Campbelltown Mall Car Park (PM). The TAIA identified the source of congestion in the area to be spillback queues from oversaturation of the Narellan Road / Kellicar Road intersection.

The Kellicar Road / Camden Road / Hurley Street intersection, which directly services the proposed development, would experience a substantial increase in average delay during the PM peak during the 2037 'with Stage 2' scenario. The TAIA attributes the increased average delay to vehicles unable to travel to the Narellan Road / Kellicar Road intersection due to queues on the southern exit lane that prevent vehicles passing through the intersection. In particular, the L2 turn from Camden Road (East) would experience an average delay of 762.9s, which is not attributed to traffic generated by the proposed development.

The Applicant advised operation of the proposed development would have a minor impact on intersection performance within the surrounding road network, and has not recommended

intersection improvements as part of the project. The Department notes the Stage 1 GenesisCare Comprehensive Cancer Centre project included significant upgrade works to the Camden Road / Kellicar Road / Hurley Street intersection, which would benefit the proposed development. These upgrades were completed under a Major Works Authorisation Deed and include new signalisation, line marking, and slip lanes.

Further, TfNSW noted the future base case model in the TAIA (submitted as part of the EIS) utilised a 2.9% per annum growth rate, and recommended the equivalent growth rate should be approximately 41%, not 49% if the per annum growth rate is linear. As part of the RtS, the Applicant revised the TAIA to reflect a linear growth rate of 41%, in line with TfNSW advice on the future base case model. The Applicant contends the impacts of the proposed development on the surrounding road network with a linear growth rate remain similar, compared to a compounding growth rate that was assessed in the exhibited TAIA. TfNSW raised no further concerns regarding traffic modelling, and Council provided no traffic related comments on the project.

The Applicant also provided a preliminary Green Travel Plan as part of the EIS, which seeks to encourage use of sustainable public transport options and promote active transport options, such as cycling and walking to and from the proposed development. The proposed development is located between Campbelltown and Macarthur train stations (**Figure 23**), with several bus stops located close by. Bicycle parking and end of trip facilities would be provided, including 51 bicycle parking spaces for staff and 10 bicycle space for visitors.

To reinforce the requirement for a Green Travel Plan, the Department recommends a condition requiring a Green Travel Plan be prepared prior to the commencement of operation. The Green Travel Plan must include objectives and mode share targets, specific tools and actions to help achieve those objectives and targets, measures to support implementation of the plan, and details regarding monitoring and review of the program.

Overall, the Department accepts the findings of the TAIA and considers the proposed development would not result in unacceptable traffic impacts on the surrounding road network during operation. The Department acknowledges the proposed development is a 'health services facility' and not a critical hospital or medically important infrastructure. As such, the short stay hospital would facilitate scheduled surgeries and appointments only and not admit patients for emergencies or critical care.

The proposed substation has been relocated in response to concerns raised

As part of its submission on the EIS, TfNSW advised it is investigating potential bus network improvements on Camden Road, adjacent to the proposed location of the development's substation. TfNSW requested the Applicant relocate the substation away from the location proposed in the EIS, so as to not preclude potential TfNSW network improvements in the area.

In response to concerns raised by TfNSW, the Department requested the Applicant provide detailed justification to support the preferred location of the substation outlined in the EIS, including an options analysis of alternate locations for siting of the substation. The options analysis investigated three alternate substation locations within the site and justified why the originally proposed location is the most suitable option (**Figure 24**).

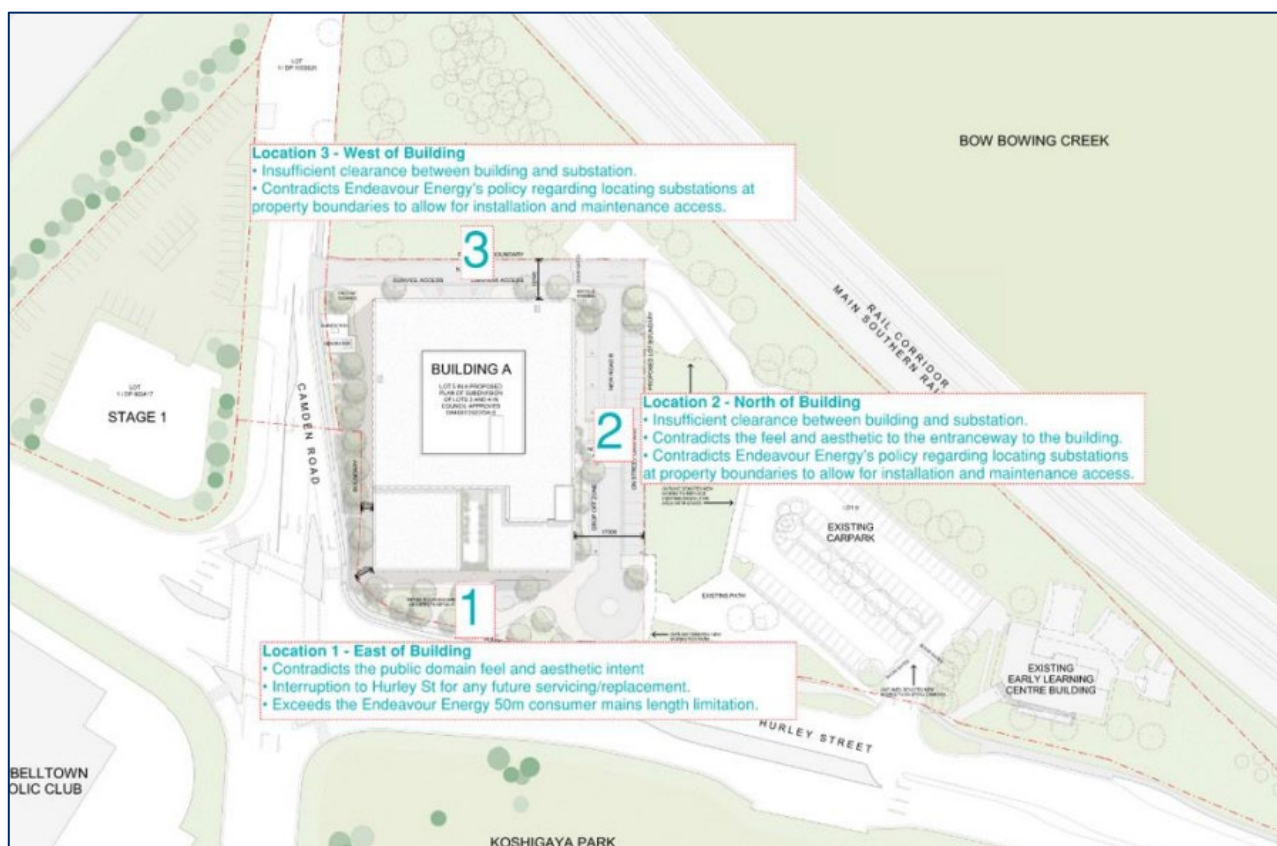


Figure 24 | Discounted substation options (Source: RtS, 2024)

The options analysis confirmed the substation cannot be significantly relocated due to constraints around Endeavour Energy's policies and requirements to maintain sufficient distances from the building. Regarding TfNSW concerns, the Applicant met with representatives of TfNSW to discuss the siting of the proposed substation on Friday 29 April 2024. The Department understands TfNSW are investigating the potential for a bus lane along Camden Road, however, no draft strategy for the bus lane has been finalised.

To address these concerns, the Applicant amended the location of the substation to be wholly within the boundary of the site (but within the same general area) to provide additional width for any future bus lane. TfNSW provided no further comment on the matter. The Applicant submitted revised architectural plans as part of the RtS that mapped the substation wholly within the boundaries of the site. The Department has reviewed the options analysis and reasons for discounting other options, and given the circumstances considers the revised architectural plans acceptable.

Adequate car parking provisions would be provided during operation of the proposed development

TfNSW advised there would be a shortfall of five car spaces compared to parking demand outlined in the EIS. To address this shortfall, the Applicant revised the car park layout and adjusted the location of the ramp within the two-storey car park (levels 1 and 2) to accommodate an additional four spaces, i.e. 183 car parking spaces (up from 179 spaces proposed in the EIS).

The adjustment reduces the car parking deficit from five spaces to one space, meaning 208 of the estimated demand of 209 car parking demand would be facilitated. 11 accessible spaces are proposed to address requirements under the Campbelltown Development Control Plan.

The Department considers the proposed shortfall of one car parking space negligible and TfNSW provided no further comment regarding car parking. The Department recommends a condition requiring the provision of a minimum 208 on-site car parking spaces, including 11 car parking spaces, during operation.

Ambulance transfers would be infrequent

As part of the RtS, the Department requested clarification on the access point for emergency vehicles (e.g. ambulance) entering/exiting the site during operation, including how many ambulance arrivals are likely to occur on average.

The Applicant advised the loading dock located off New Road A would serve a dual function of patient transfer/ambulance bay and loading dock. The patient transfer/ambulance bay would be adequately labelled and the loading dock sized to accommodate two vehicles side by side in the event that a service vehicle is utilising the loading dock at the same time as a patient transfer/emergency vehicle. The Applicant anticipates ambulance transfers would occur once a month or less on average. The Department considers this acceptable.

6.4 Noise and vibration

Noise and vibration impacts would be generated during construction, with some minor ongoing operational noise associated with the development. The Department considers proactive engagement with nearby sensitive receivers about predicted noise and vibration impacts is important to effectively mitigate potential impacts. Nearby sensitive receivers include Koshigaya Park (R1), Campbelltown Catholic Club (R2), GenesisCare Comprehensive Cancer Centre (R3), the existing Namut Early Learning Centre (R4), and closest residential receivers (R5) (**Figure 25**).

The Department has recommended conditions to actively manage noise and vibration impacts during construction, including preparation of a Construction Noise and Vibration Management sub-plan (CNVMSP) to ensure the acoustic impacts of construction works are managed in accordance with the EPA's Interim Construction Noise Guidelines (ICNG) (DECC, 2009). The Department has also recommended conditions to manage operational noise impacts, including verifying that mechanical plant and equipment comply with relevant project noise trigger levels set in the Applicant's Noise and Vibration Impact Assessment (NVIA).

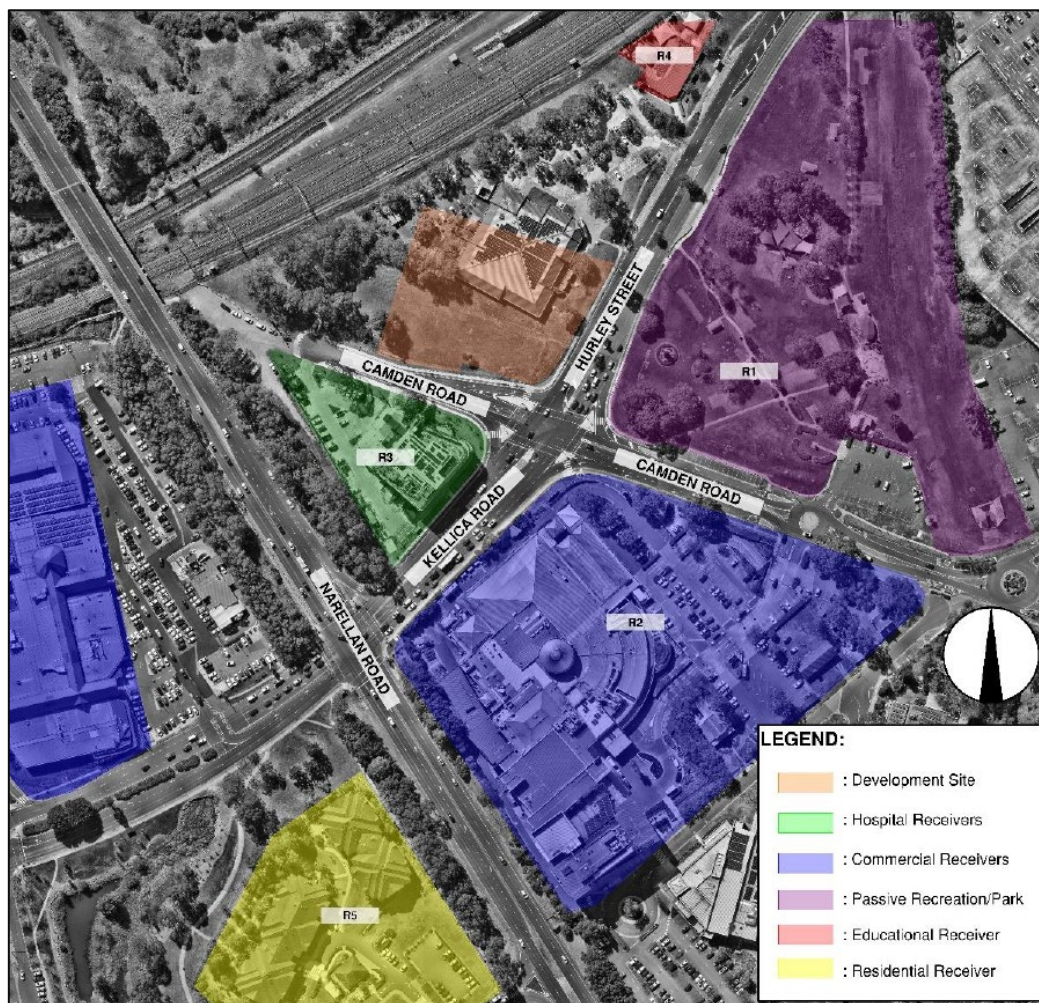


Figure 25 | identified sensitive receivers adjacent to the site (Source: NVIA)

6.4.1 Issue

Construction noise and vibration

In preparing the NVIA, the Applicant undertook unattended noise surveys to establish background noise levels of the site and surrounds in accordance with the NSW Noise Policy for Industry (NPfI) (EPA, 2017). Noise management level's (NML) were established at each of the sensitive receivers identified in **Figure 25**, and outlined in **Table 11**.

Table 11 | Predicted worst-case construction noise results from receiver locations (Source: NVIA)

ID	Receiver	Worst-Case Noise Level Range (dBA)	Noise Management Level (dBA)	Worst-Case Noise Management Level Exceedance (dBA)	Meets NML?
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Predicted Noise Levels for Demolition

R1	Active recreation areas	76	65	11	No
R2	Commercial	75	70	5	No
R3	Commercial	77	70	7	No
R4	Child Care	78	60	18	No
R5	Residential	68	58	10	No

Predicted Noise Levels for Excavation

R1	Active recreation areas	71	65	6	No
R2	Commercial	70	70	-	Yes
R3	Commercial	76	70	6	No
R4	Child Care	77	60	17	No
R5	Residential	62	58	4	No

Predicted Noise Levels for Structure

R1	Active recreation areas	65	70	-	Yes
R2	Commercial	65	70	-	Yes
R3	Commercial	70	70	-	Yes
R4	Child Care	71	60	11	No
R5	Residential	57	58	-	Yes

Worst-case NMLs are likely to be exceeded at some sensitive receivers during construction, including during demolition of the existing HJ Daley Library, excavation works/foundation works (i.e. bulk excavation, piling, detailed excavation, and basement slab construction), and structural works associated with construction of the development.

The neighbouring Namut Early Learning Centre (R4) (i.e. childcare centre) is likely to experience worst-case NML exceedances of 18 dBA during demolition, 17 dBA during excavation, and 11 dBA during structural works. Koshigaya Park (R1) is likely to experience a worst-case NML exceedance of 11 dBA during demolition, and the nearest residential receiver at 257 Hyde Parade (R5) (220m from proposed development) is likely to experience a worst-case NML exceedance of 10 dBA during demolition.

The loudest activities during construction are likely to be use of an excavator breaker (sound power level of approximately 124 dBA), excavator with bucket (117 dBA), and bored piling (116 dBA). The Department's consideration of management measures to mitigate these noise impacts is provided in **Section 6.4.2**.

Regarding construction vibration impacts, the NVIA considered use of a 20t excavator with hammer, 30t excavator with bucket, and bored piling have the potential to generate vibration impacts during construction. No sensitive receivers were identified within the cosmetic damage or human response zones in the vicinity of the proposed development.

Operational noise and vibration

Noise generating activities during operation include use of mechanical plant and equipment (air handling units, chillers, condenser units, fans), and intermittent traffic noise. The NVIA identified operational noise criteria under the relevant provisions of the NPfI and has set project noise trigger levels (PNTLs) at nearby sensitive receivers, to determine the operational noise limits for operation of the development. The PNTLs are outlined in **Table 12**.

Table 12 | PNTLs for nearby sensitive receivers during operation (Source: NVIA)

Sensitive receiver	Time of day	PNTL (dBA)
Commercial receivers (R2)	When in use	63
School classroom – external (R4)	Noisiest 1-hour	40 ¹
Hospital ward – internal (R3)	Noisiest 1-hour	30
Hospital ward – external (R3)	Noisiest 1-hour	45
Active recreation areas (R1)	When in use	53

¹Where internal amenity noise levels are specified, external noise levels of 10dBA above the internal noise levels can be adopted to establish a criteria for the external noise levels.

Operational noise and vibration levels are required to comply with the NPfI. The NPfI has two requirements, both of which would need to be complied with, namely an amenity criterion and an intrusiveness criterion. The intrusiveness criterion is intended to limit the audibility of noise emissions at residential receivers and requires that noise emissions not exceed the background noise level by more than 5 dBA, while the amenity criterion is intended to limit the absolute noise level from all noise sources to a level that is consistent with the general environment.

The NVIA provided recommendations based on preliminary plant selections. A detailed acoustic review of plant selections would be undertaken once plant and mechanical layouts are finalised during detailed design.

Traffic noise

The NVIA assessed potential noise impacts from additional traffic generated by the proposed development in accordance with the NSW Road Noise Policy (RNP). The RNP states that for existing residences and other sensitive land uses affected by additional traffic on existing roads generated by land use developments, any increase in the total traffic noise should be limited to 2 dB above that of the corresponding 'no build option'.

An increase of up to 2 dB represents a minor impact that is considered barely perceptible to the average person. Based on estimated traffic flows for the proposed development, the NVIA considered the relative traffic noise level increase during construction and operation is less than 2 dB, and would have an insignificant impact on traffic noise.

6.4.2 Consideration

Extended construction hours on Saturdays are considered acceptable

The Applicant submitted a construction Out of Hours Works (OOHW) addendum to support their request for extended construction hours on Saturdays between 8am to 5pm.

The Department considers the proposed request for extended construction hours on Saturdays acceptable, because:

- the neighbouring childcare centre (Nanut Early Learning Centre) and the Stage 1 GenesisCare site are closed on Saturdays when the extended hours are proposed
- with the exception of the neighbouring childcare centre and Stage 1 GenesisCare development, the site is largely isolated and surrounded by road and rail infrastructure. The nearest residential receiver is 220m away from the proposed development
- rock breaking activities are not proposed during extended construction hours, and worst-case noise levels indicate only minor exceedances of NMLs at surrounding sensitive receivers during proposed extended hours

- standard noise mitigation measures would be implemented, as outlined below, and enforced as part of a detailed CNVSMP for the project.

Construction noise and vibration impacts can be appropriately managed

To manage construction noise and vibration impacts, the NVIA recommends implementation of standard noise mitigation measures, including use of temporary screening (e.g. temporary buildings, hoardings) to limit noise exposure, use of an appropriate silencer on the muffler of any diesel cranes, and use of low noise reversing and warning alarms. The NVIA also recommends preparation of a construction noise and vibration management plan and implementation of a noise and vibration monitoring strategy to verify noise levels generated during construction.

The Department notes that even with implementation of mitigation measures outlined in the NVIA, noise levels are unlikely to be reduced below the NML's in all cases. However, the Department acknowledges that some noise disruption is unavoidable, and that feasible and reasonable mitigation measures would be implemented during construction activities.

To reinforce mitigation measures set out in the NVIA, the Department recommends preparation and implementation of a detailed CNVMSP for the development, which describes the measures to be implemented to manage high noise and vibration generating works in accordance with the ICNG.

Regarding engagement with nearby sensitive receivers, the CNVMSP must include strategies developed with the community for managing high noise and vibration generating works, including a complaints management system and program to monitor and report on environmental performance and the effectiveness of management measures. The Applicant is also required to prepare a Community Communication Strategy (CCS) prior to the commencement of construction, which provides mechanisms to facilitate communication between the Applicant, council, and the community.

With the implementation of mitigation measures and compliance with recommended conditions of consent, the Department is satisfied that anticipated construction noise and vibration impacts can be appropriately managed.

Operational noise and vibration impacts and management measures would be verified post approval

The NVIA recommends standard measures to mitigate noise from mechanical plant and equipment, including locating plant as far away as possible from noise sensitive receivers, selecting low noise mechanical plant, implementing acoustic louvres or solid barriers to surround rooftop plant, and where possible locating noisy plant within an enclosed plant space.

As detailed selections of operational mechanical plant are yet to be confirmed, the Department recommends a condition requiring a detailed assessment of mechanical plant and equipment be undertaken prior to the issue of any relevant construction certificate. The assessment must demonstrate compliance with the relevant PNTL's as recommended in the NVIA.

Overall, the Department is satisfied that operational noise impacts generated by the proposed development can be adequately managed and mitigated. To verify that noise generated by operation of the development does not exceed noise limits in the NVIA, the Department recommends the Applicant undertake short term operational noise monitoring within four months of commencement of use of the proposed buildings and associated open space. Should any exceedances of the recommended noise limits be identified then the Applicant is required to implement further noise attenuation measures, as appropriate.

6.5 Other issues

The Department's consideration of other issues is summarised below.

Issue	Findings and conclusions	Recommended conditions
Biodiversity	- The Applicant prepared a Biodiversity Development Assessment Report (BDAR) to assess potential impacts to biodiversity values from the proposed development. The proposed development would directly impact 0.13 ha of planted mixed exotic/native vegetation and 0.13 ha of exotic grassland. Due to the low condition and exotic nature of these species, there is no requirement for the Applicant to purchase and retire ecosystem or species credits. - The BDAR identified the Grey-headed Flying Fox (and microbat species) may forage in and around tree canopies within the subject site. The Grey-headed Flying Fox is listed as vulnerable under the <i>NSW Biodiversity Conservation Act 2016</i> and Australian Government <i>Environment Protection and Biodiversity Act 1999</i>. - During exhibition, CPHR of NSW DCCEEW recommended the BDAR be revised to adequately assess potential impacts on a nearby Grey-headed Flying Fox camp adjacent to the site along Bow Bowling Creek. Potential impacts may include noise and vibration, dust, water quality, and flight path impacts. - As part of the RtS, the Applicant prepared a revised BDAR that assessed potential impacts to the camp. While foraging Grey-headed Flying Foxes may utilise trees within the site, foraging is likely to be intermittent and impacted trees are	- The Department recommends preparation of a Construction Environmental Management Plan (CEMP). - The Department also recommends a condition reinforcing tree protection requirements for the duration of construction.

Issue	Findings and conclusions	Recommended conditions
	not considered an important foraging resource for the species. The revised BDAR concluded the proposed development would not significantly impact on the occurrence and abundance of the species. The Department agrees, subject to compliance with relevant conditions. - To avoid, minimise, mitigate and manage impacts of the proposed development, the BDAR proposes: - preparation of a CEMP - tree protection measures - engagement of a project ecologist to conduct pre-clearing surveys and supervise all vegetation clearing and demolition activities. - Overall, the Department is satisfied the project would not harm biodiversity values at the site, subject to the implementation of management and mitigation measures outlined in the BDAR and compliance with recommended conditions of consent.	
Amenity	<u>Overshadowing</u> - The Department is satisfied the project would avoid unacceptable overshadowing impacts, noting: - the proposed development would generate a minor increase in overshadowing on the Stage 1 development to the south-west of the site between 9am-10am on the winter solstice. These impacts affect approximately half of the northern elevation of the ground floor on the Stage 1 site. - overshadowing throughout the day on the winter solstice is limited to the area immediately south of the proposed development within the landscape buffer adjacent to Camden Road. The Applicant has committed to select planting to suit the shaded conditions. - small portions of Camden Road reserve and a slither of Koshigaya Park would be impacted at 3pm during the winter solstice. <u>Visual privacy</u>	Regarding potential lighting impacts, the Department recommends conditions requiring external lighting to be constructed and maintained in accordance with AS 4282-2023 Control of the obtrusive effects of outdoor lighting.

Issue	Findings and conclusions	Recommended conditions
	- The Department is satisfied that privacy impacts from the proposed development on adjoining developments is minor, due to substantial separation distances from other developments and a lack of adjoining residences. - The southern facade of the proposed development would achieve a 38m building separation from the northern façade of the Stage 1 development. The proposed masterplan also incorporates a 15m and 31.5m separation to the proposed Stage 3 buildings to the west and north. - Detailing to the façade of the proposed development would offer privacy to consulting suites, medical tenancies and short stay surgical hospital on levels 3, 4 and 5. These measures include sunshade screening that doubles as privacy screening and wall up stands that conceal views into space when viewed from below. <u>Visual impacts</u> - The Applicant prepared a Visual Impact Assessment Report (VIAR) as part of the EIS, to assess potential visual impacts of the proposed development from eight key vantage points around the site. - Visual impacts from these vantage points ranged from none to moderate impact. The Department notes the bulk and scale of the proposed development is largely consistent with the adjacent Stage 1 development and the emerging health precinct area. - To mitigate potential visual impacts from key vantage points such as Koshigaya Park and Hurley Street, the Applicant proposes to: - utilise existing and proposed landscaping and mature trees to partly screen the proposed development - implement high quality façade design and indigenous art to reduce the bulk of the development and increase visual amenity. - Overall, the Department considers the proposed development would not have a significant visual	

Issue	Findings and conclusions	Recommended conditions
	impact on neighbouring sites and important view lines and vistas. <u>Wind impacts</u> • The Applicant's Wind Impact Assessment (WIA) advised proposed ground floor outdoor seating located beneath the undercroft and near the building corner, is subject to high south westerly winds. The WIA recommended temporary 1.5m high windscreens be implemented to shield patrons during windy days and ensure outdoor seating does not exceed the recommended sitting comfort level. • The Department also notes: ○ wind conditions at ground level footpath areas and accessways are expected to be within the walking comfort criterion ○ building entrances and drop off areas are expected to be within the standing comfort criterion ○ the open terrace on level 3 is expected to be within the recommended standing comfort criterion ○ overall, wind conditions generated by the proposed development are expected to fulfil the relevant safety criterion. • The Department is satisfied the proposed development would provide a good level of amenity for patients and staff of the health facility, and not cause unacceptable harm to the level of amenity experienced by neighbouring occupiers of the Stage 1 development and users of Koshigaya Park.	
Aboriginal cultural heritage	• The Applicant submitted an Aboriginal Cultural Heritage Assessment Report (ACHAR) as part of the EIS. The ACHAR found: ○ no previously registered or newly identified Aboriginal sites are present within the study area ○ the study area is of nil to low archaeological potential	• The Department recommends a condition requiring the preparation of a UFP as part of the CEMP. The Applicant is also required to undertake construction in accordance with the recommendations of the ACHAR.

Issue	Findings and conclusions	Recommended conditions
	○ one culturally significant tree is located approximately 70 metres west of the study area. • During exhibition, Heritage NSW (ACH) requested the Applicant undertake a new Aboriginal Heritage Information Management System (AHIMS) search, to clarify the total number of Registered Aboriginal Parties (RAPs) for the project, and provide further information to demonstrate the ACHAR was provided to all RAPs for review and comment. • The Applicant submitted a revised ACHAR as part of the RtS that addressed Heritage NSW (ACH) concerns. The revised ACHAR advised that no additional assessment or investigation is required and recommended implementation of an unexpected finds procedure (UFP), to be prepared prior to the commencement of construction. The Applicant has committed to incorporate elements of heritage interpretation into the design of the proposed development, in consultation with RAPs. • The Department agrees with the conclusions of the revised ACHAR and advice provided by Heritage NSW (ACH).	• The Department recommends a condition requiring the RAPs to be kept regularly informed about the SSD, including consultation about Aboriginal cultural heritage management requirements.
Environmental heritage	• The EIS noted the site is not listed on the State Heritage Register (or subject to an interim heritage order) under the <i>NSW Heritage Act 1979</i> and is not identified as an item of environmental heritage. • NSW Heritage (Heritage Council) agreed with the Applicant's assessment of potential impacts to environmental heritage, and advised the subject site does not contain any known historical archaeological relics. The Department considers this acceptable.	• To manage any unexpected archaeological relic finds during construction, the Department recommends a condition requiring the preparation of a UFP as part of the CEMP.
Stormwater management	• The Applicant submitted an Integrated Water Management Report (IWMR) as part of the EIS, which outlined proposed stormwater quantity and quality management for the project. • Proposed stormwater infrastructure includes:	The Department recommends the following conditions: • if the quantity/flow of stormwater discharged from the proposed development site into the existing drainage

Issue	Findings and conclusions	Recommended conditions
	○ pit and pipe stormwater network surrounding the building to capture surface water runoff from footpaths, landscaping, vehicular accessways and carparking ○ inground on-site detention (OSD) tank to hold water before slowly releasing it to an off-site discharge point. The discharge point is an existing box culvert drainage pipe that runs perpendicular to the railway line and discharges to Bow Bowing Creek ○ separate 30KL rainwater tank that would capture runoff from the roof of the building, to be reused on site. • The Applicant developed DRAINS models to assess the site's peak discharges for pre-development and post-development conditions. The modelling indicated that approximately 80m³ of OSD is required to ensure post-development peak flow rates do not exceed pre-development values for all storms up to the 1% AEP event. These parameters are consistent with Part 2.10 (Water Cycle Management) of the Campbelltown DCP 2015. • Further, the Applicant's MUSIC modelling demonstrates the proposed treatment train would achieve Water Sensitive Urban Design (WSUD) and pollutant reduction targets set out in Council's DCP. The proposed treatment train includes a 30KL rainwater tank, 15 Ocean Guard pit filter inserts and 11 storm filters. • During exhibition, Sydney Trains requested the Applicant direct all stormwater drainage to existing Council systems, and where this is not possible then approval from Sydney Trains is required for any drainage to the rail corridor. • The Applicant's RtS advised it proposes to maintain an existing stormwater connection that crosses Sydney Trains land adjacent to Bow Bowing Creek for the following reasons: ○ it is an existing discharge location for the site	- culvert under the railway corridor increases from pre-development conditions, then the Applicant must consult with Sydney Trains • the stormwater management system must comply with relevant Australian Standards and industry best practice, and be generally in accordance with the conceptual stormwater design outlined in the EIS • preparation of a CEMP, which must provide details of stormwater control and discharge during construction • preparation of a Stormwater and Operation Maintenance Plan, to ensure the proposed stormwater quality measures remain effective during operation.

Issue	Findings and conclusions	Recommended conditions
	○ discharge to any Council stormwater system on Hurley Street would be above the lowest point on the site and would not be possible with a gravity system ○ the existing site does not discharge to Hurley Street, and discharging to that location would place existing load on existing stormwater systems ○ the stormwater system for the proposed development includes OSD, which would reduce peak discharges to the existing discharge point. ● Council raised no concerns regarding stormwater management. The Department considers the proposed stormwater provisions would be sufficient for the proposed development, subject to compliance with recommended conditions of consent.	
Contamination	● The EIS provided a Preliminary Site Investigation (PSI), which assessed the potential for site contamination through soil sampling of nine boreholes (two drilled using hand tools, remaining drilled using a drill rig) and water sampling from two groundwater monitoring wells. ● The PSI found: ○ no trace levels of asbestos during the investigation, however, organic fibres were detected in all samples ○ analytical results for benzene toluene ethylbenzene and xylene (BTEX), organochlorine pesticides (OCPs), organophosphorus pesticides (OPPs), and polychlorinated biphenyls (PCBs) were below/at the laboratory limit of reporting and the Site Assessment Criteria (SAC) ○ concentrations of asbestos, total recoverable hydrocarbons (TRH), benzo(a)pyrene (B(a)P) and metals were also below the SAC ○ elevated levels of Perfluorooctanesulfonic acid (PFOS) and heavy metals (zinc, aluminium, manganese) were identified in	● The Department recommends implementation of an unexpected finds procedure (UFP) for contamination as part of the CEMP. ● The Department recommends waste classification (for materials to be removed) and validation (for materials to remain), to confirm the contamination status in these areas of the site as part of the CEMP. ● To manage potential hazardous building materials, the Department recommends the Applicant prepare a Hazardous Building Materials Survey of the existing building/structure to be demolished, to the satisfaction of the Certifier.

Issue	Findings and conclusions	Recommended conditions
	groundwater, however, the PSI considered this would not pose an unacceptable risk to local waterways ○ chemical concentrations from samples analysed were found to be within the contaminant thresholds for general solid waste non-putrescible. Fill across the site has been classified as General Solid Waste (GSW) through a Preliminary Waste Classification, however, this would be subject to confirmation via a Waste Classification Investigation. • The PSI recommended a hazardous building materials survey of the existing structures to be demolished be undertaken prior to disturbance. Following demolition of the structures an additional waste classification assessment should be undertaken. • The PSI concluded that no additional Detailed Site Investigation (DSI) or Remedial Action Plan (RAP) would be required for the site. Council raised no concerns regarding the results of the PSI. The Department considers this acceptable, subject to compliance with recommended conditions of consent.	
Hazards and risk	• The Applicant submitted a Preliminary Hazard Analysis as part of the EIS. The assessment identified the proposed storage of 3,000L of diesel fuel, 343kg of medical oxygen gas, 332kg of medical air and 470kg of medical nitrous oxygen on-site. • The Department has verified the proposed storage quantities with those set out in <i>Planning's Hazardous and Offensive Development Application Guidelines – Applying SEPP 33</i> (Applying SEPP 33), and considers the proposed development does not exceed the screening threshold of Applying SEPP 33 and is not considered potentially hazardous.	• The Department recommends a condition requiring dangerous goods, as defined by the Australia Dangerous Goods Code, to be stored and handled strictly in accordance with all relevant Australian Standards, and in accordance with NSW EPA's <i>Storing and Handling of Liquids: Environmental Protection – Participants Manual</i> (for liquids). • The Department also recommends the quantities of dangerous goods stored and

Issue	Findings and conclusions	Recommended conditions
		handled at the site must be below the threshold quantities listed in the Department of Planning's <i>Hazardous and Offensive Development Application Guidelines</i> – Applying SEPP 33 at all times.
Waste	• The Applicant submitted a Waste Management Plan (WMP) as part of the EIS, to assess the volumes and management of waste during construction and operation. • The WMP estimates up to 3,125m³ of demolition waste and up to 3,585m³ of construction waste would be generated during construction. • During operation, the WMP estimates weekly waste generation to be: ○ general waste: 14,448L ○ recycling: 29,253L ○ secure documents: 16831.50L ○ food waste: 1,470L ○ clinical waste: 20,286L. • The Applicant proposes to implement all waste management systems, procedures and mitigation measures outlined in the WMP. The Department raises no concerns with construction waste management and concurs with conclusions and recommendations of the WMP.	• As part of the CEMP, the Applicant must detail the quantities of each type of waste generated during construction, and proposed reuse, recycling and disposal locations. • The Department also recommends detailed conditions regarding waste storage and processing during construction. • Prior to issue of an occupation certificate, the Department recommends preparation and implementation of a final Operational Waste Management Plan.
Groundwater and soils	• The Applicant provided a Geotechnical Assessment (GA) as part of the EIS. The GA included the drilling of seven boreholes that identified natural soil substrates across the site, consisting of sandy and silty clays underlain by bedrock, identified as Ashfield Shale. • Groundwater was encountered at all boreholes during geotechnical investigations, including at 3m from the existing ground level. The proposed maximum cut on the site during earthworks is less than 2m, with maximum fill less than 1.5m. The Applicant advised two subterranean aquifers were discovered at approximately 4m below ground level. This precluded the construction of two	• No additional conditions or amendments are necessary.

Issue	Findings and conclusions	Recommended conditions
	levels of basement carparking with expected inflows of 22ML/year (7 times more than the NSW Water's license exemption limit) would be encountered. - Regarding Acid Sulfate Soils (ASS), the PSI could not conclusively determine the presence of ASS on the site. However, the Atlas of Australian Acid Sulfate Soils Data Source: CSIRO identified the site is in an area of extremely low probability of ASS occurrence (Class C, 1-5% of occurrence). The site is also not mapped as being subject to saline soil risks. - The Applicant's GA recommended construction methodologies be developed relating to site preparation and earthworks, design parameters, foundation parameters, retaining structures, and earthquake design factor.	
Social impact	- The Applicant submitted a Social Impact Assessment (SIA), prepared by a qualified professional in accordance with the Department's Social Impact Assessment Guideline 2021. The SIA found that the project is likely to have a positive social impact, including: - provision of contemporary and high quality clinical spaces, enabling improved quality and capacity for patient care - continued and targeted growth of health service facilities in the Campbelltown-Macarthur region - increased construction and health-related jobs - To manage potential impacts, the SIA recommends: - preparation of a Community Consultation Strategy (CCS) prior to the commencement of construction. The CCS would assist with the exchange of information and recommend project specific mitigation measures to minimise potential negative impacts of the proposed development - preparation of a Construction Environmental Management Plan (CEMP) prior to the	- The Department recommends preparation of a Community Communication Strategy to facilitate communication between the Applicant, Council and community during construction. - The Department also recommends preparation of a CEMP, to manage potential impacts during construction of the project.

Issue	Findings and conclusions	Recommended conditions
	commencement of construction, to manage potential impacts during construction, including traffic, noise and dust impacts. The Department considers the project would represent a net overall benefit regarding social impact.	
Building Code of Australia	- The Applicant submitted a Building Code of Australia (BCA) Compliance Report, which assessed the capability of the proposed design to meet the requirements of the BCA. Overall, it is considered that the development is capable of complying with the BCA requirements, either via the Deemed to Satisfy Provisions or through the preparation of Performance Solutions. - The Department agrees with the findings of the BCA Report.	The Department recommends a condition that the proposed development must be constructed in accordance with the relevant requirements of the BCA.
Signage	- The application seeks approval for the following signage: 5 x wayfinding signage at new Road A, eastern access, carpark entry, ambulance/loading, building entry points 9 x tenancy signage at ground floor tenancies 11 x facility signage at back of the house and building service facilities 2 x safety signage at ground floor building entrances 2 x precinct wayfinding signage at eastern access form Hurley Street to new Road A. - The signage has been assessed against the requirements of the State Environmental Planning Policy (Industry and Employment) 2021 at Appendix D. - The Department is satisfied that the proposed signage would be consistent with the guidelines set out in the Industry and Employment SEPP.	No additional conditions or amendments are recommended.
Development contributions	The project is subject to payment of local infrastructure development contributions under section 7.12 of the EP&A Act and in accordance with the Campbelltown Local Infrastructure Contributions Plan 2018 (as amended). The rate	The Department recommends a condition requiring the Applicant pay a levy of 1% of the proposed cost of carrying out the development to

Issue	Findings and conclusions	Recommended conditions
	applied is 1% of the cost of carrying out the development, adjusted to CPI at the time of payment.	Council, prior to the commencement of construction.
Access	• An Accessibility Review Report (ARR) was submitted as part of the EIS, to review the capability of the proposed development to meet requirements of the BCA, <i>Disability (Access to Premises – Buildings) Standards 2010 (Premises Standards)</i> and relevant Australian Standards relating to access. • The ARR concludes that the design can readily achieve compliance with the relevant requirements, subject to adoption of the recommendations and performance solutions outlined in the ARR. • The Department concurs with the findings of the ARR and raises no concerns.	• The Department recommends an advisory note requiring the proposed development be designed and constructed to provide access and facilities for people with a disability in accordance with the BCA.

7 Evaluation

The Department's assessment has considered the relevant matters and objects of the EP&A Act, including the principles of ecologically sustainable development (**Section 6** and **Appendix D**), advice from government agencies, Council and public submissions (**Section 5**), and strategic government policies and plans (**Section 3**). This includes consideration of the EIS, RtS, and additional information provided by the Applicant.

The Department considers the project should be approved as it would provide new healthcare infrastructure to meet the demands of a growing population in the Macarthur region, and generate approximately 124 construction jobs and 225 operational jobs through employment in the healthcare sector.

The Department considers the key issues raised to be: flooding; built form, urban design and landscaping; traffic and transport; and noise and vibration.

The Department considers the proposed development is acceptable within the flood function of the land, with shelter-in-place an appropriate flood response strategy for the site. The Applicant has committed to implement measures to avoid and minimise potential flood impacts during construction and operation, including a shelter-in-place strategy as part of the FEMP. To reinforce emergency management measures proposed by the Applicant, the Department recommends preparation of a Flood Emergency Management CEMP sub-plan to manage flood risk during construction, and an operational FEMP that details flood emergency measures and shelter-in-place procedures during operation.

The Department is satisfied that the built form, including height and scale of the building, is appropriate within the site context, demonstrates design excellence and would not have a detrimental impact on the surrounding area. To ensure the built form of the building is consistent with the architectural plans assessed, the Department recommends a condition requiring all external colours, materials and finishes of the building be consistent with the approved architectural plans referenced in condition A2(d) of the consent.

The Department considers the proposed development would not result in unacceptable traffic impacts on the surrounding road network during construction and operation. The Department has recommended conditions to manage construction traffic impacts, including preparation of a Construction Traffic and Pedestrian Management sub-plan (CTPMSP) and implementation of a Driver Code of Conduct.

Noise and vibration impacts would be generated during construction, with some minor ongoing operational noise associated with the development. The Department considers proactive engagement with nearby sensitive receivers about predicted noise and vibration impacts is

important to effectively mitigate potential impacts, and has recommended preparation of a Construction Noise and Vibration Management sub-plan (CNVMSP) prior to the commencement of construction.

Overall, the Department concludes that impacts of the development are acceptable and can be appropriately managed or mitigated through the implementation of recommended conditions of consent. Consequently, the Department has formed the opinion that the:

- development is in the public interest
- project should be approved, subject to conditions.

8 Recommendation

It is recommended that the **Director, Transport and Water Assessments**, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report.
- **accepts and adopts** 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 Macarthur Health Precinct Stage 2 (SSD-52066209), subject to the conditions in the attached development consent
- **signs** the attached development consent (**Appendix B**).

Recommended by:



Nathan Heath

Senior Planning Officer

Transport and Water Assessments

Recommended by:



Daniel Gorgioski

A/Team Leader

Transport and Water Assessments

9 Determination

The recommendation is **adopted** by:



Glenn Snow

Director

Transport and Water Assessments

Glossary

Abbreviation	Definition
AHD	Australian height datum
BC Act	Biodiversity Conservation Act 2016
CPHR of NSW DCCEEW	Conservation Programs, Heritage and Regulation Group (former Biodiversity, Conservation and Science Group) of the NSW Department of Climate Change, Energy, the Environment and Water
CDEP	Campbelltown Design Excellence Panel
CEMP	Construction environmental management plan
Council	Campbelltown City Council
Department	Department of Planning, Housing and Infrastructure
EDC	Estimated development cost
EIS	Environmental impact statement
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPI	Environmental planning instrument
ESD	Ecologically sustainable development
Heritage NSW	Heritage NSW, within the Department of Climate Change, Energy, the Environment and Water
LEP	Local environmental plan
Minister	Minister for Planning and Public Spaces
NSW SES	NSW State Emergency Service
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
SDRP	State Design Review Panel
SEARs	Planning Secretary's Environmental Assessment Requirements
Secretary	Secretary of the Department of Planning, Housing and Infrastructure
SEPP	State environmental planning policy
SSD	State significant development
TfNSW	Transport for NSW

Appendices

Appendix A – Summary of key amendments to the project

Since lodgement, some aspects of the project have been amended in response to agency advice. A summary of the key amendments is provided at **Table 13** below.

Table 13 | Key amendments

Aspect	Original project in EIS	Amended project in the RtS
Location of substation and generator	The substation and generator for the proposed development was located partly outside the project boundary, within the Camden Road corridor.	In response to concerns raised by TfNSW, the location of the substation and generator was moved to be located wholly within the site boundary, so as to not preclude potential TfNSW network improvements in the area.
Car parking layout	The Applicant proposed a two-storey car park with 179 car parking spaces, in addition to 25 at-grade car parking spaces to provide a total of 204 car parking spaces for the site.	The Applicant revised the car park layout and adjusted the location of the ramp within the two-storey car park (levels 1 and 2) to accommodate an additional four spaces, i.e. 183 car parking spaces (up from 179 spaces proposed in the EIS). The adjustment reduced the car parking deficit from five spaces to one space, meaning 208 of the estimated demand of 209 car parking demand would be facilitated.
Construction hours	Saturday construction hours were proposed to be 8:00am to 1:00pm.	Saturday construction hours were revised to be 8:00am to 5:00pm.
Flooding	The EIS did not provide a comprehensive Flood Impact Assessment Report (FIRA) or Flood Emergency Management Plan (FEMP) to adequately assess potential flood impacts during construction and operation.	The Applicant provided a FIRA that assessed flood impacts at the site (and offsite flood impacts) for a full range of flood events. The FIRA utilised Council's adopted flood model. The Applicant also provided a detailed FEMP, including a shelter-in-place strategy for the site during flooding events. The FIRA and FEMP responded to advice provided by key government agencies including CPHR of NSW DCCEEW and NSW SES.

Appendix B – List of referenced documents

The following supporting documents and supporting information to this assessment report can be found on the Department's website as follows:

1. Environmental Impact Statement

<https://www.planningportal.nsw.gov.au/major-projects/projects/macarthur-health-precinct-stage-2>

2. Submissions and Agency advice

<https://www.planningportal.nsw.gov.au/major-projects/projects/macarthur-health-precinct-stage-2>

3. Response to Submissions

<https://www.planningportal.nsw.gov.au/major-projects/projects/macarthur-health-precinct-stage-2>

4. Additional Information

<https://www.planningportal.nsw.gov.au/major-projects/projects/macarthur-health-precinct-stage-2>

Appendix C – Community views for draft Notice of Decision

Table 14 | Key issues and how they have been considered

Issue	Consideration
<u>Urban design and visual impact</u> • Consideration of advice provided by the Government Architect NSW (GANSW) through the State Design Review Panel (SDRP) and advice provided by the Campbelltown Design Excellence Panel • Prominent nature of the site and its broad visual catchment from a range of elevations.	<i>Assessment</i> • The project has been the subject of a review process by the SDRP and Campbelltown DEP throughout the development of the proposed design. That process has guided the built form of the proposed development and its interaction with the public domain and surrounding landscaping. • The Applicant presented the design of the proposed development to the GANSW SDRP on 6 October 2022 (SDRP 1) and 14 December 2022 (SDRP 2). The Applicant also presented the design of the proposed development to the Campbelltown DEP on 16 February 2023 (meeting 1), 21 August 2023 (meeting 2), and 25 September 2023 (meeting 3). • The Department considers the proposed development adequately responds to advice provided by the GANSW SDRP and Campbelltown DEP, including connecting with Country principles, precinct site strategy, architecture, landscape, and sustainability. • Regarding the visual catchment of the site, the Applicant prepared a Visual Impact Assessment Report to assess potential visual impacts of the proposed development from eight key vantage points around the site. Visual impacts from these vantage points ranged from none to moderate impact. The Department notes the bulk and scale of the proposed development is largely consistent with the adjacent Stage 1 development and the emerging health precinct area. • Overall, the Department considers the proposed development would not have a significant visual impact on neighbouring sites and important view lines and vistas. To mitigate potential visual impacts from key vantage points such as Koshigaya Park and Hurley Street, the Applicant proposes to: ○ utilise existing and proposed landscaping and mature trees to partly screen the proposed development ○ implement high quality façade design and indigenous art to reduce the bulk of the development and increase visual amenity.

Issue	Consideration
	<i>Recommended conditions/response</i> • The external colours, materials and finishes of the building must be consistent with the approved plans referenced in Condition A2(d) of the consent. • Prior to the issue of any relevant construction certificate for footpath or public domain works, the Applicant must consult with Council and demonstrate to the Certifier that the streetscape design and treatment meets the requirements of Council, including addressing pedestrian management. • Prior to the issues of any relevant occupation certificate, the Applicant must prepare an Operational Landscape Management Plan to manage revegetation and landscaping on site. • Landscaping of the site must be completed in accordance with landscape plans(s) listed in Condition A2(d) of the consent.
<u>Development contributions</u> • Local infrastructure development contributions be included in any development consent grant for the project.	<i>Assessment</i> • The project is subject to payment of local infrastructure development contributions under section 7.12 of the EP&A Act and in accordance with the Campbelltown Local Infrastructure Contributions Plan 2018 (as amended). The rate applied is 1% of the cost of carrying out the development, adjusted to CPI at the time of payment. <i>Recommended conditions/response</i> • Prior to the issue of any relevant construction certificate, a payment of a levy of 1% of the proposed cost of carrying out the development must be paid to Council under section 7.12 of the EP&A Act, and in accordance with the Campbelltown Local Infrastructure Contributions Plan 2018 (as amended).
<u>Site suitability</u> • Concerns regarding large number of vacant medical offices in Hyde Parade, Campbelltown and surrounding areas. • Inappropriate time for further development in the area.	<i>Assessment</i> • The Department has considered the suitability of the site in accordance with key strategic documents, including the Western City District Plan (Greater Sydney Commission, 2018) and Reimagining Campbelltown City Centre Master Plan (Campbelltown Council, 2020). • The project seeks to provide a health services facility that aligns with health-related uses in the Campbelltown-Macarthur Collaboration Area and Macarthur Health Innovation Precinct. The proposed development is compatible with surrounding development, would provide health services in a

Issue	Consideration
	strategically identified location, and would provide increased employment opportunities in the local area. • The Department considers the proposed development is located in a strategically appropriate location and corresponds with other health-related uses in the area. <i>Recommended conditions/response</i> • No additional conditions are required in relation to this matter.

Appendix D – Statutory considerations

Objects of the EP&A Act

A summary of the Department's consideration of the relevant objects (found in section 1.3 of the EP&A Act) are provided in **Table 15** below.

Table 15 | Objects of the EP&A Act and how they have been considered

Object	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 proposed development would ensure the proper management and development of land for the provision of a health services facility to meet an identified community need and provide significant social and economic benefits to the community. • The Department's assessment concludes the facility would enhance healthcare access for both local and broader communities while contributing to the strategic vision for the site under the Reimagining Campbelltown City Centre Master Plan 2020. • The proposed development would not impact on any natural or artificial resources or natural areas.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	• The proposed development includes measures to deliver ecologically sustainable development (ESD) as described below, including targeting a 5-Star Green Star rating.
(c) to promote the orderly and economic use and development of land,	• The proposed development is considered an orderly and economic use of the land as it would largely meet the objectives of the MU1 zone. The MU1 zone is a prescribed zone under division 10, section 2.59 of the Transport and Infrastructure SEPP. Section 2.60 of the Transport and Infrastructure SEPP states that development for the purpose of health services facilities may be carried out by any person with consent in a prescribed zone. As such, the proposed development is permissible with consent and the Minister for Planning and Public Spaces (or a

Object	Consideration
	delegate) may determine the carrying out of the development. • The proposed development would deliver improved health services and facilities for the local area, within a setting that minimises impacts on the surrounding environment. The proposed development would provide economic benefit through job creation and infrastructure investment. • The Department considers the proposed development promotes the safe and orderly use of flood prone land (see Section 6.1).
(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 proposed development includes removal of 0.13 ha of planted exotic and native vegetation and 0.13 ha of exotic grassland. No ecosystem or species credits are required to be retired under the BC Act for the project. • Potential impacts to the nearby Grey-headed Flying Fox camp would be unlikely and can be mitigated. • 23 existing trees would be removed, and 115 trees would be retained on the site. A total of 33 new trees would be planted as part of the proposed development. • Overall, subject to conditions, the proposed development is unlikely to result in the loss of any threatened or vulnerable species, populations, communities or significant habitats (see Section 6.5).
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	• The proposed development is unlikely to result in detrimental impacts to environmental or cultural heritage, including Aboriginal cultural heritage (see Section 6.5).
(g) to promote good design and amenity of the built environment,	• The proposed development has been reviewed by the SDRP and CDEP throughout design development. The Department considers the built form of the development to be complementary to

Object	Consideration
	existing development within the precinct and surrounding locality.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	• The Department has recommended a number of conditions of consent to ensure construction and maintenance is undertaken in accordance with relevant legislation, guidelines, policies and procedures. • The Department has recommended conditions requiring compliance with the BCA and other relevant standards to ensure occupant safety and amenity.
(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 project (Section 5), consulted with Council and other public authorities, and considered the responses received (Section 5 and 6).
(j) to provide increased opportunity for community participation in environmental planning and assessment.	• The public participation process included public exhibition of the project, notification of adjoining and surrounding landowners, and making the EIS publicly available on the Department's website (Section 5).

Ecologically sustainable development

The EP&A Act adopts the definition of ecologically sustainable development (ESD) found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

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

The Department required the Applicant to demonstrate how the principles of ESD have been incorporated into the project, including how it addresses:

- national best practice sustainable building principles to improve environmental performance and reduce ecological impact
- projected climate change impacts.

The development application proposes ESD initiatives and sustainability measures, including (but not limited to):

- establishment of documented environmental targets, including Net Zero by 2050 through a 100% renewable electricity approach. The proposed development would be fully electrified and a solar photovoltaic cell (PV) arrangement would be installed on the roof of the building
- water sustainability initiatives to minimise potable water consumption, including use of highly rated bathroom amenities and fixtures, stormwater systems and air-cooled central air conditioning plant
- high quality indoor and outdoor air quality controls and parameters for occupant comfort and sustainability, including temperature control to achieve high levels of occupant thermal comfort
- internal sustainability initiatives including energy efficient, flicker-free lighting fittings (LED) and low VOC paints, sealants, adhesives, carpets, coverings and furniture
- target a 30% reduction of embodied carbon compared to a standard building through measures including, efficient structural design, low carbon concrete and timber in preference to steel materials. Selection of building materials with a recycled material content, e.g. thermal insulation, reinforcement bar, fly ash in concrete, recycled and carbon neutral bricks, green steel, recycled content floor coverings, where possible
- allocate 5% of car parking spaces to electric vehicle charging infrastructure
- preparation of a Sustainable Transport Plan to Green Star standards, to encourage building users to utilise public and active transport (and end of trip facilities).

The Department's ESD Assessment

The Applicant is targeting a 5-Star Green Star (Australian best practice) rating certification using the Green Building Council of Australia Buildings tool. The proposed development is expected to meet minimum requirements of the deemed to satisfy requirements of Section J of the National Construction Code (NCC) for energy efficiency.

The Department has considered the proposed development in relation to 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 of the proposed development.

To ensure a 5-Star Green Star Rating is achieved, the Department has recommended conditions of consent requiring the Applicant commit to its ESD performance by registering for a minimum 5-Star Green Star Rating Design rating prior to the commencement of construction, and obtaining a minimum 5-Star Green Star Buildings rating within twelve months of operations commencing.

Subject to recommended conditions, the proposed development is consistent with ESD principles as described in Section 6.1.9 and Appendix 14 of the Applicant's EIS. Overall, the Department is satisfied that the proposed sustainability initiatives would encourage ESD, in accordance with the objects of the EP&A Act.

EP&A Regulation

The EP&A Regulation requires the Applicant to have regard to the *State Significant Development Guidelines* when preparing their application. In addition, the SEARs require the Applicant to have regard to the following:

- *Social Impact Assessment Guideline for State Significant Projects*
- *Undertaking Engagement Guidelines for State Significant Projects.*

The Department is satisfied that the Applicant has demonstrated the application has been prepared having regard to the guidelines outlined above.

The EIS has addressed the EIS form and content criteria within sections 190 and 192 of the EP&A Regulation. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious or irreversible environmental damage.

Subject to any other references to compliance with the EP&A Regulation cited in the report, the requirements for Notification (Part 8, Division 2) and Fees (Part 13, Divisions 1 to 4) have been complied with.

Environmental Planning Instruments (EPIs)

To satisfy section 4.15(a)(i) of the 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 assessment.

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

- State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP).
- State Environmental Planning Policy (Transport and Infrastructure) 2021 (Transport and Infrastructure SEPP).
- State Environmental Planning Policy (Industry and Employment) 2021 (Industry and Employment SEPP).
- State Environmental Planning Policy (Resilience and Hazards) 2021 (Resilience and Hazards SEPP).

- State Environmental Planning Policy (Sustainable Buildings) 2022 (Sustainable Buildings SEPP).
- Campbelltown Local Environmental Plan 2015 (CLEP 2015).

State Environmental Planning Policy (Planning Systems) 2021

Chapter 2 of the Planning Systems SEPP identifies State significant development (SSD). An assessment of the development against the relevant provisions of the Planning Systems SEPP is provided in **Table 16**.

Table 16 | Planning Systems SEPP compliance table

Relevant sections	Consideration and comments	Complies
2.1 Aims of Chapter The aims of this Chapter are as follows: (a) to identify development that is State significant development	The proposed development is identified as SSD.	Yes.
2.6 Declaration of State significant development: sections 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: (a) 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 (b) the development is specified in Schedule 1 or 2.	The proposed development is permissible with development consent. The development is a type specified in Schedule 1.	Yes.
Schedule 1 State significant development - general 14 Hospitals, medical centres and health research facilities Development that has a capital investment value of more than \$30 million for any of the following purposes: (a) hospitals, (b) medical centres, (c) health, medical or related research facilities (which may also be associated with the facilities or research activities of a NSW local health district board, a University or an independent medical research institute).	The proposed development is for a hospital with an estimated development cost (EDC) in excess of \$30 million.	Yes.

State Environmental Planning Policy (Transport and Infrastructure) 2021

The Transport and Infrastructure SEPP facilitates 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.

Under division 10, section 2.59, MU1 Mixed Use is a prescribed zone. Section 2.60 permits health services facilities with consent in prescribed zones. This satisfies permissibility requirements.

Section 2.122 of the Transport and Infrastructure SEPP requires the consent authority to provide TfNSW with written notice of the development application for developments considered a 'traffic generating activity'. TfNSW did not object to the project and provided comments and recommended conditions. The Department's consideration of TfNSW comments can be found in **Section 6**.

State Environmental Planning Policy (Industry and Employment) 2021

The Industry and Employment SEPP applies to all signage that can be visible from any public place or public reserve. Section 3.6 stipulates that a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that:

- the signage is to be consistent with the objectives of the SEPP
- the signage satisfies the assessment criteria specified in Schedule 5 of the SEPP.

Five building wayfinding signs, nine tenancy signs, eleven facility signs, two safety signs, and two precinct wayfinding signs are proposed to be installed. The proposed signage is considered to be business identification signage for the purpose of assessment under the Industry and Employment SEPP. Accordingly, the objectives of the Industry and Employment SEPP and the criteria in Schedule 5 requires consideration.

Table 17 provides an assessment of the proposed signage against the criteria in Schedule 5 of the SEPP.

Table 17 | Industry and Employment SEPP – Signage Assessment Criteria.

Assessment Criteria	Consideration and Comments	Complies
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 is compatible with the planned future character of the area as a health precinct and is not expected to have any adverse impacts.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	The proposed signage would be consistent with the health service character of the site and surrounds.	Yes
2 Special Areas		

Assessment Criteria	Consideration and Comments Comments	Complies
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open spaces areas, waterways, rural landscapes or residential areas?	The proposed signage would have minimal views from Hurley Street, however, some signage would be visible from New Road A and Camden Road. The proposed signage would not detract from the amenity or visual quality of the area, and would not materially affect the significance of any environmentally sensitive areas or open space. There are no heritage items on the site.	Yes
3 Views and vistas		
Does the proposal obscure or compromise important views?	The proposed signage would either be attached to buildings or free-standing and set within the building perimeter. The Department is satisfied that the proposed signage would not obscure or compromise any important views.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage would be placed below the building line. The proposed signage would not dominate the skyline or reduce the quality of vistas.	Yes
Does the proposal respect the viewing rights of other advertisers?	The proposed signage would not be in proximity to other advertisement signage. There would be no impacts on the viewing rights of advertisers.	Yes
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The proposed signage is compatible with the scale and proportion of the streetscape and landscape. The proposed signage would assist site users in wayfinding throughout the site and would not detract from the character of the streetscape or setting.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage would be of a high quality and limited to the building's perimeter. The proposed signage would fit into the setting and landscape context, and complement the built form.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed signage would not result in visual clutter.	Yes

Assessment Criteria	Consideration and Comments Comments	Complies
Does the proposal screen unsightliness?	The proposed signage would reflect the character of the building and would not screen unsightliness.	Yes
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage would not protrude above the height of the building, structures, or tree canopies.	Yes
Does the proposal require ongoing vegetation management?	The proposed signage would not require ongoing vegetation management.	Yes
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 proposed signage would be compatible with the scale and proportion of the proposed building.	Yes
Does the proposal respect important features of the site or building, or both?	The proposed signage would be cohesive with the building and not compete with important building or site features.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposed signage would appropriately relate to the health service building and purpose of the site.	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?	No safety devices, platforms or lighting devices have been designed as part of the proposed signage. The associated logos would be part of tenant signage along with the logo for the short stay hospital operator.	Yes
7 Illumination		
Would illumination result in unacceptable glare?	There is no illumination proposed as part of this project.	Yes
Would illumination affect safety for pedestrians, vehicles or aircraft?	There is no illumination proposed as part of this project.	Yes
Would illumination detract from the amenity of any residence or other form of accommodation?	There is no illumination proposed as part of this project.	Yes
Can the intensity of the illumination be adjusted, if necessary?	There is no illumination proposed as part of this project.	Yes

Assessment Criteria	Consideration and Comments Comments	Complies
Is the illumination subject to a curfew?	There is no illumination proposed as part of this project.	Yes
8 Safety		
Would the proposal reduce the safety for any public road?	The proposed signage would be located within the site and would not reduce safety or obscure sightlines from public areas.	Yes
Would the proposal reduce the safety for pedestrians or bicyclists?	The proposed signage would be located within the site and would not reduce safety for pedestrians or cyclists.	Yes
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage would be set back from the roadway and located wholly on site. The proposed signage would not obscure sightlines from public areas.	Yes

State Environmental Planning Policy (Resilience and Hazards) 2021

The Resilience and Hazards SEPP ensures potential contamination issues are considered in the determination of a development application.

Remediation of land

Chapter 4 of the Resilience and Hazards SEPP aims to promote the remediation of contaminated land for the purposes of reducing the risk of harm to human health or any other aspect of the environment. The Applicant prepared a Preliminary Site Investigation (PSI) (prepared by OzGeos, dated 17 October 2023) to assess potential contamination impacts on the site.

Section 4.6 of the Resilience and Hazards SEPP stipulates that a consent authority must not consent to the carrying out of any development on land unless:

- it has considered whether the land is contaminated, and
- if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and
- if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

The PSI confirms that the site can be made suitable for the proposed development, subject to the successful implementation of the recommendations in the PSI. The Applicant concluded that no

Detailed Site Investigation or Remediation Action Plan is required to make the site suitable for the proposed development. The Department considers this acceptable.

Potentially hazardous or potentially offensive development

Chapter 3 of the Resilience and Hazards SEPP establishes a protocol for development that can be categorised as Potentially Hazardous or Potentially Offensive Development. DPE's *Applying SEPP 33 Guidelines* (2011) establishes screening thresholds for dangerous goods stored on-site. The Applicant prepared a Preliminary Hazard Analysis (prepared by MRA, dated 18 October 2023) to identify existing hazardous materials and risks associated with the use of such materials.

Overall, the Preliminary Hazard Analysis concluded that the proposed development does not trigger the screening thresholds for either quantities or transportation movements *Applying SEPP 33 Guidelines*, and is therefore not considered to be a potentially hazardous industry.

State Environmental Planning Policy (Sustainable Buildings) 2022

From 1 October 2023, all new non-residential developments must report on embodied emissions, where the Sustainable Buildings SEPP applies. Chapter 3 – Standards for non-residential development applies to the project.

Section 3.2 – Development consent for non-residential development prescribes that the consent authority must consider whether the development is designed to enable the following:

- the minimisation of waste from associated demolition and construction, including by the choice and reuse of building materials
- a reduction in peak demand for electricity, including through the use of energy efficient technology
- a reduction in the reliance on artificial lighting and mechanical heating and cooling through passive design
- the generation and storage of renewable energy
- the metering and monitoring of energy consumption
- the minimisation of the consumption of potable water.

The Applicant submitted an ESD report (prepared by DSquared, dated 10 October 2023). The ESD report provides target initiatives to minimise waste, reduce electricity, improve natural light and ventilation, increase storage and generation of renewable energy, and reduce water use. The Applicant is targeting a 5-Star Green Star buildings rating for the project.

The Applicant submitted a NABERS Embodied Emissions Material Form pursuant to section 3.2(2) of the Sustainable Buildings SEPP, including preliminary calculations of material quantities at the development application stage. The Applicant has committed to submit a final calculation at the

construction certificate stage. The Department's detailed assessment of ESD requirements is provided at **Section 6** and **Appendix D**.

Campbelltown Local Environmental Plan 2015

The Campbelltown Local Environmental Plan 2015 (CLEP 2015) aims to encourage the development of housing, employment, infrastructure and community services to meet the needs of existing and future residents of Campbelltown City. The CLEP 2015 also aims to foster economic, environmental and social well-being and promote development that is appropriate to its context and enhances the amenity of the Campbelltown City community and environment.

The Department has consulted with Council throughout the assessment process and considered all relevant provisions of the CLEP 2015 and those matters raised by Council in its assessment of the proposed development (refer to **Section 5** and **Section 6**). The Department concludes the development is generally consistent with the requirements of the CLEP 2015. Consideration of the relevant sections of the CLEP 2015 is provided in **Table 18**.

Table 18 | Compliance with relevant sections of the CLEP (2015).

CLEP (2015)	Department consideration
Section 2.1 - Land use zones	The site is zoned MU1 Mixed Use. The project is defined as a health services facility which is prohibited in the MU1 zone under the CLEP 2015. However, the MU1 zone is a prescribed zone under division 10, section 2.59 of the Transport and Infrastructure SEPP. Section 2.60 of the Transport and Infrastructure SEPP states that development for the purpose of health services facilities may be carried out by any person with consent in a prescribed zone. As such, the proposed development is permissible with consent and the Minister for Planning and Public Spaces (or a delegate) may determine the carrying out of the development.
Section 4.1 – Minimum subdivision lot size	There is no minimum subdivision lot size standard that applies to the site.
Section 4.3 – Height of buildings Section 4.6 – Exceptions to development standards	The site is subject to a maximum building height development standard of 19m. The proposed development has a maximum building height of 23.95m, and does not comply with the development standard. The Applicant has submitted a written request pursuant to section 4.6 of the CLEP 2015, to demonstrate that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and that there are sufficient

CLEP (2015)	Department consideration
	environmental planning grounds to justify contravening the development standard. Overall, the Department supports the proposed building height despite the numerical variation to the building height standard in the CLEP 2015. The Department is satisfied that the height and scale of the building is appropriate within the site context and would not have a detrimental impact on the surrounding area. The Department's detailed assessment is provided at Section 6.2.
Section 4.4 – Floor space ratio	There is no floor space ratio standard that applies to the site.
Section 5.10 – Heritage conservation	The site is not a heritage item or within a heritage conservation area. The Department considered potential heritage impacts of the development at Section 6.5 , and is satisfied the project would not result in adverse outcomes for heritage conservation.
Section 5.21 – Flood planning	The section provides that the consent authority must be satisfied that the development is compatible with the flood function and behaviour of the land, will not adversely affect flood behaviour resulting in adverse impacts on other development or properties, incorporates measures to manage risk, and will not significantly impact the environment. The Department has considered flooding impacts at Section 6.1 and is satisfied the development would not result in unacceptable flood risk.
Section 7.1 – Earthworks	The section provides that the consent authority must consider the likely disruption of earthworks on drainage patterns and soil stability, future use and redevelopment of the land, the quality of excavated soil or fill, the likelihood of disturbing relics, the effects of earthworks on waterways, drinking water catchments and neighbouring amenity, and appropriate measures to mitigate the impacts of the development. The Department has considered the impacts of the proposed earthworks in detail at Section 6.5, and is satisfied that subject to conditions, the development is acceptable.
Section 7.13 – Design excellence	This section applies to development involving the erection of a new building on land in the MU1 Mixed Use zone, and seeks to ensure that development exhibits the highest standard of architectural and urban design as part of the built environment.

CLEP (2015)	Department consideration
	The Department has considered the design of the proposed development in detail in Section 6.2 , and is satisfied that the proposed design is acceptable.

Development control plans

In accordance with section 2.10 of the Planning Systems SEPP, development control plans do not apply to SSD. Notwithstanding, objectives of relevant controls under the Campbelltown Development Control Plan 2015, where relevant, were considered in **Section 6**.

Appendix E – Recommended instrument of consent

The recommended conditions of consent (SSD-52066209) can be found on the Department's website at:

<https://www.planningportal.nsw.gov.au/major-projects/projects/macarthur-health-precinct-stage-2>