



Planning &
Environment

**STATE SIGNIFICANT DEVELOPMENT
ASSESSMENT REPORT:
*Multi-storey Carpark at Westmead
Hospital
(SSD 7262)***



Secretary's Environmental Assessment Report
Section 89H of the *Environmental Planning and
Assessment Act 1979*

May 2016

ABBREVIATIONS

Applicant	Health Infrastructure (on behalf of Health Administration Corporation)
CIV	Capital Investment Value
Consent	Development Consent
Council	Parramatta Council
DA	Development Application
DCP	Development Control Plan
Department	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA	Environmental Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPI	Environmental Planning Instrument
LEP	Parramatta Local Environmental Plan 2011
Minister	Minister for Planning
OEHS	Office of Environment and Heritage
RMS	Roads and Maritime Services
RtS	Response to Submissions
SEARs	Secretary's Environmental Assessment Requirements
Secretary	Secretary of the Department of Planning and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW

Cover Photograph: Illustrative view from Darcy Road (Source: HDR | Rice Daubney + MSJ)

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EXECUTIVE SUMMARY

This report is an assessment of a State significant development application lodged by Health Infrastructure, on behalf of Health Administration Corporation (the applicant), seeking approval for the construction and operation of a multi-storey carpark at Westmead Hospital, Darcy and Institute Road, Westmead.

The project has a capital investment value (CIV) of approximately \$41 million and would generate one operational job and 150 construction jobs.

The development is State significant development under clause 14 of Schedule 1 to the State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP), as it is development of ancillary car parking for a hospital and has a CIV of more than \$30 million. The Minister for Planning is the consent authority.

The site is zoned SP2 Infrastructure (Health Services Facility) under the Parramatta Local Environmental Plan 2011 (PLEP) and the development of a hospital carpark is permissible with consent.

The proposal was exhibited from 19 November 2015 until 18 December 2015. The Department received a total of six submissions during the exhibition of the application - five submissions from public authorities, including Parramatta City Council, and one submission from the general public. The matters raised in the submissions included traffic impacts, impact on the bus network from the proposed intersection upgrade/enhancements, regional traffic impacts, accessibility of the carpark to the public, noise impacts from operation of the carpark, archaeological significance of the site and contamination and remediation validation requirements.

The applicant provided a Response to Submissions, which included further detail regarding: historical investigations for the site and potential for archaeology on the site; traffic modelling data; site auditor details for the remediation works; asbestos removal; construction management measures; and noise and vibration management measures. The Response to Submissions also incorporated minor modifications to the design, including modified access arrangements, reduction in building height by 1.37 m, additional pedestrian crossings, relocation of the substation and reduction in excavation on the site.

The Department has assessed the merits of the proposal and has found the key issues associated with the project include: traffic and parking impacts; built form; and environmental and residential amenity. The Department is satisfied that the impacts of the proposed development have been addressed in the Environmental Impact Statement and Response to Submissions, and can be adequately managed through the recommended conditions. This includes an inter-agency approach in identifying the final intersection upgrade/enhancement design to respond to the local traffic impacts associated with diverting existing hospital related traffic to the carpark. The establishment of a management strategy for car parking on the hospital campus, which in conjunction with a sustainable travel plan, will also be required to contribute to minimising regional traffic impacts through addressing travel behaviour. This would ensure growth envisaged for the Westmead Hospital precinct is sustainable.

The Department considers the application is consistent with the objects of the EP&A Act (including ecologically sustainable development), State priorities and *A Plan for Growing Sydney*. The Department is satisfied that the subject site is suitable for the proposed development that is ancillary to hospital purposes within an existing hospital campus and would provide additional employment opportunities. The Department therefore considers the development would be in the public interest and recommends that the State significant development application be approved, subject to conditions.

TABLE OF CONTENTS

1.	BACKGROUND AND PROPOSED DEVELOPMENT	1
1.1	Background	1
1.2	Site Description	1
1.3	Project Description	3
1.4	Project Need and Justification	4
2.	STATUTORY AND STRATEGIC CONTEXT	4
2.1.	SEPP (State and Regional Development) 2011	4
2.2.	Delegated Authority	4
2.3.	Permissibility and Zoning	4
2.4.	Environmental Planning Instruments	4
2.5.	Objects of the EP&A Act	4
2.6.	Ecologically Sustainable Development	5
2.7.	Environmental Planning and Assessment Regulation 2000	5
2.8.	Strategic Context	5
2.9.	Secretary's Environmental Assessment Requirements	6
3.	EXHIBITION CONSULTATION AND SUBMISSIONS	6
3.1.	Exhibition	6
3.2.	Public Authority Consultation and Submissions	6
3.3.	Applicant's Response to Submissions	8
4.	ASSESSMENT	9
4.1.	Section 79C Evaluation	9
4.2.	Key and Other Issues	10
4.2.1.	Parking and Traffic Impacts	10
4.2.2.	Built Form	16
4.2.3.	Environmental and Residential Amenity Impacts	18
4.2.4.	Other Matters	20
5.	CONCLUSION	22
6.	RECOMMENDATION	23
APPENDIX A	RELEVANT SUPPORTING INFORMATION	
APPENDIX B	CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENT(S)	
AND DCP(S)		
APPENDIX C	GLOSSARY	
APPENDIX D	RECOMMENDED CONDITIONS OF CONSENT	

1. BACKGROUND AND PROPOSED DEVELOPMENT

1.1 Background

Health Infrastructure, on behalf of Health Administration Corporation (the applicant), proposes to construct a multi-storey carpark and associated works at Westmead Hospital, Hawkesbury Road, Westmead.

The proposed carpark would comprise eight levels of car parking for 1,253 cars and would address existing unmet staff and visitor demand, as well as future demand from the master planned redevelopment of the Westmead Hospital campus (from approximately 370,500 sqm to 900,000 sqm). The carpark would therefore support new facilities to be provided at the Westmead Hospital campus, including the new Acute Services Building (ASB), the first stage to deliver additional health facilities at the hospital. The Department is currently preparing Secretary's Environmental Assessment Requirements for the ASB.

1.2 Site Description

The proposed carpark is located on the north-western edge of the Westmead Health Precinct on Lot 1 DP 1194390 and Lot 4 DP 1077852. The hospital campus includes a range of hospital buildings varying in height from single storey up to eight storey buildings. The proposed carpark would form part of the facilities of Westmead Hospital, which is one of the major hospital facilities within the Western Sydney Local Health District. Westmead Hospital is located within the Parramatta local government area.

The project location is shown in **Figure 1**.

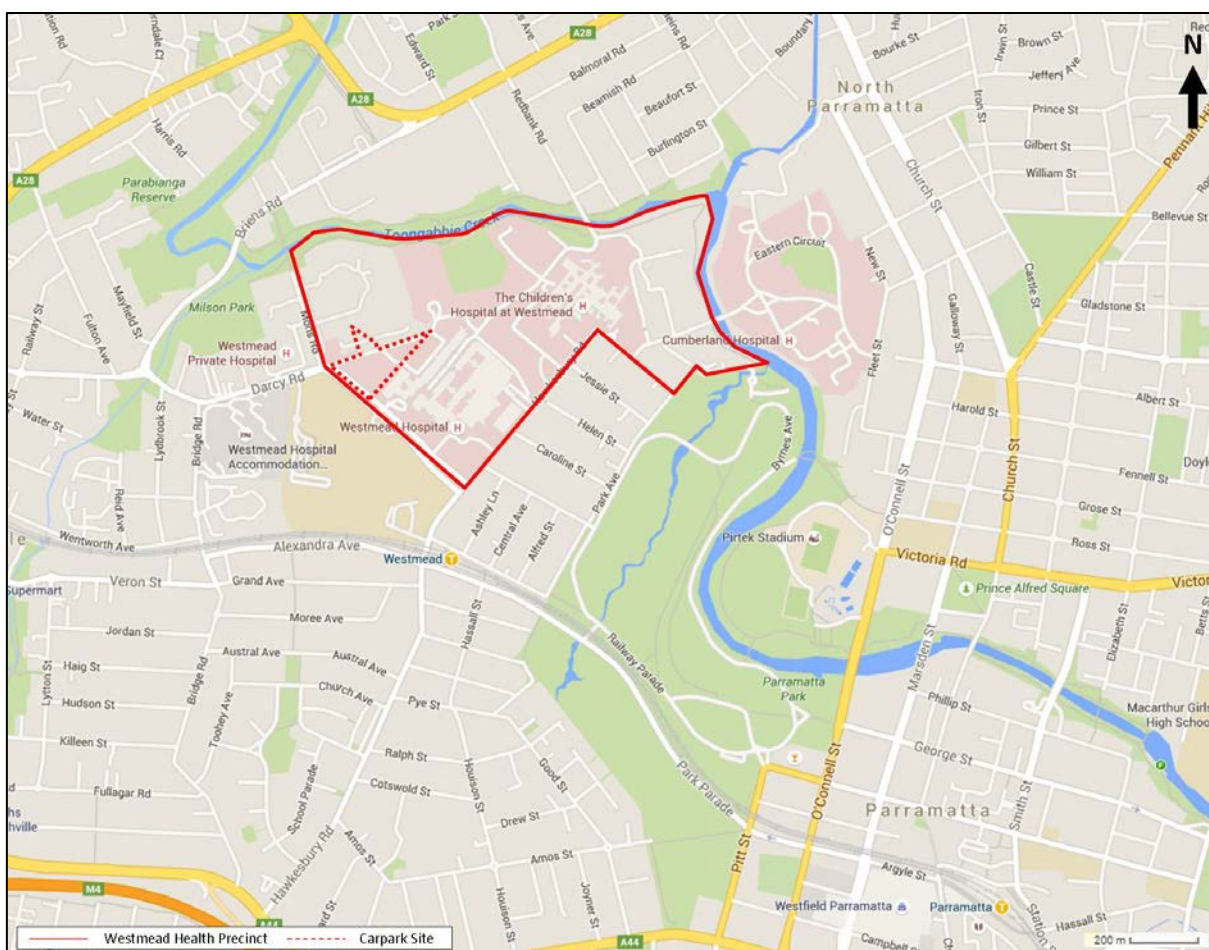


Figure 1: Project Location

(source: Google Maps)

The proposed carpark would have a primary frontage to Institute Road and a secondary frontage to Darcy Road, with access to be provided at both frontages. The proposal would be bounded by: Institute Road and future at-grade car parking approved under separate approval (refer to section 1.3) to the north-east; an existing carpark (P6) and Westmead Centre for Oral Health building (Dental Building) to the south; and Darcy Road to the south-west (refer to **Figure 2**). The site is flat and is occupied by existing at-grade carparks, which would be removed to accommodate the new multi-storey carpark (see **Figure 3**). The site has been used for hospital related purposes since 1978.



Figure 2: Existing site layout

(source: nearmap)



Figure 3: View of the site from Darcy Road

1.3 Project Description

Table 1 provides a summary of the development proposal's key components and features and shown in **Figure 5** is the proposed site layout.

Table 1: Key Development Components

Development Summary	• demolition works, including tree removal; • construction of an eight level carpark building and connecting overhead walkway to the Dental Building; • construction of additional at-grade car parking; • extension and widening of Institute Road; and • landscaping works, including new open space area and pathways.
Height	24 m (eight levels)
Car Parking Spaces	1,300 spaces (1,253 within multi-level carpark and 47 within at-grade carpark)
Capital Investment Value	\$41,424,410
Jobs	1 new operational and 150 construction jobs

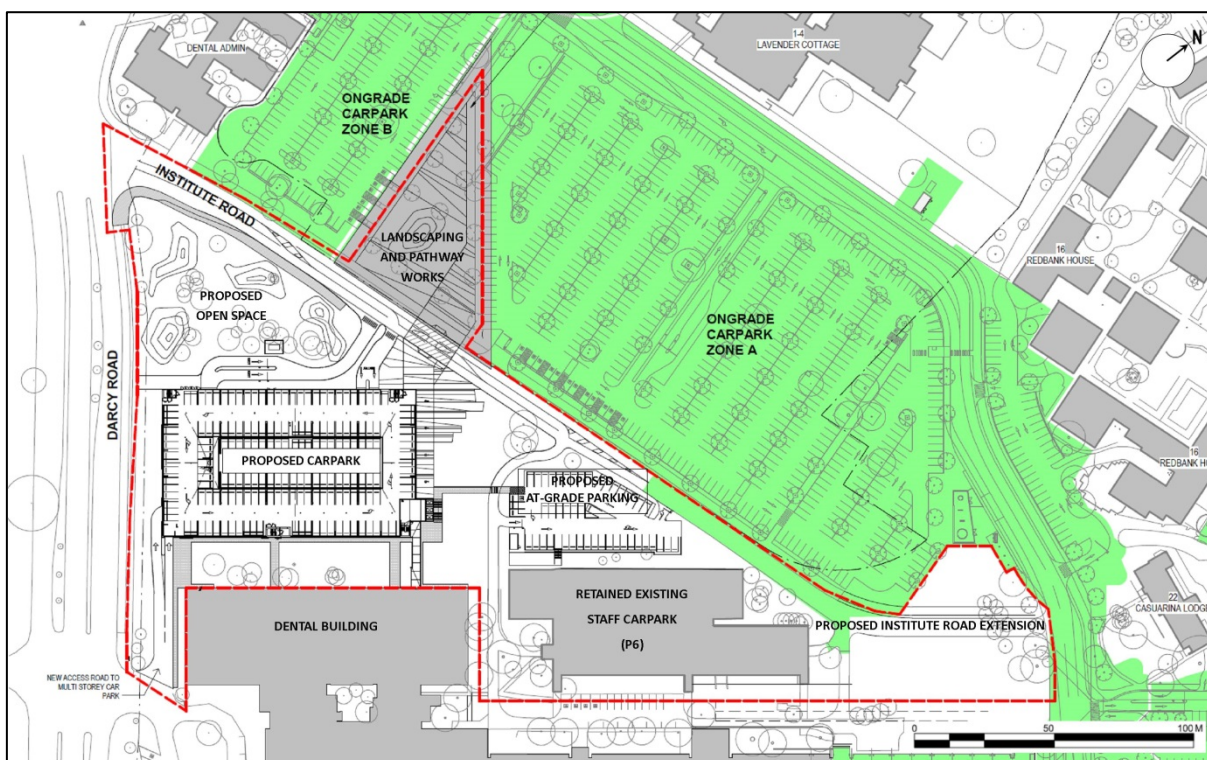


Figure 4: Proposed site layout (red line indicating extent of works) (source: applicant's Rts)

The applicant has commenced Stage 1 Early Works on the campus to facilitate the construction of the carpark and broader redevelopment of the campus. Health Infrastructure approved the Review of Environmental Factors (REF) for the Stage 1 Early Works, under Part 5 of the EP&A Act and Divisions 10 and 17 of State Environmental Planning Policy (Infrastructure) 2007. The Stage 1 Early Works (REF works) are located within the site and adjoining land and include:

- demolition of existing buildings, road and car parking areas;
- tree removal;
- remediation works;
- modification to central energy systems (including relocation of cooling towers);

- new road connecting to Mons Road, internal road realignment and extension of Institute Road;
- construction and reconfiguration of at-grade carpark;
- modification to services infrastructure, including installation of new in-ground services and conduits;
- new substation kiosk;
- relocation of Careflight helipad northward; and
- landscaping works.

Refer to the EIS and Response to Submissions at **Appendix A** for more details regarding the REF works.

1.4 Project Need and Justification

The Westmead Hospital campus currently has a shortfall in car parking and the proposal would address this shortfall and provide adequate car parking facilities for staff, patients and visitors to the hospital. The car parking demand is also projected to increase as a result of the future redevelopment plans to meet the medium-long term service growth demand for the region identified in the Western Sydney Local Health District (WSLHD)/Sydney Children's Hospital Network Clinical Services Plan.

The future redevelopment of the hospital campus requires the removal of at-grade car parking and demolition of an existing multi-storey carpark in the vicinity of existing main hospital buildings to support the expansion of clinical facilities in close proximity to existing facilities. Therefore, the delivery of a new multi-storey carpark is necessary to offset this future loss of parking. The new multi-storey carpark would also provide improved access for patients, visitors and staff with direct linkage to hospital buildings from the carpark and improved pedestrian connectivity with dedicated pathways and additional pedestrian crossings.

2. STATUTORY AND STRATEGIC CONTEXT

2.1. SEPP (State and Regional Development) 2011

The proposal is classified as State significant development because it is development for the purpose of a hospital, which includes ancillary car parking facilities, with a capital investment value (CIV) in excess of \$30 million in accordance with Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011. Therefore the Minister for Planning is the consent authority.

2.2. Delegated Authority

In accordance with the Minister's delegation dated 16 February 2015, the Executive Director, Priority Projects Assessments can determine the subject application as Council has not objected to the proposal, no political disclosure statement has been made and less than 25 public submissions have been received objecting to the proposal.

2.3. Permissibility and Zoning

The site is zoned SP2 Infrastructure (Health Services Facility) under the Parramatta Local Environmental Plan 2011 (PLEP). The proposed development is permissible with consent.

2.4. Environmental Planning Instruments

The Department's consideration of relevant EPIs (including SEPPs) is provided in **Appendix B**. The proposal is consistent with the relevant requirements of the EPIs.

2.5. Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the objects of the EP&A Act, as set out in section 5 of the Act (see glossary at **Appendix C**). The proposal complies with the

objects of the EP&A Act as it would deliver ancillary facilities to support health facilities to promote the social welfare of the State. The proposal also supports the orderly development of land within an existing hospital campus for social infrastructure, and thereby protecting the land for public purposes.

2.6. 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* (see glossary at **Appendix C**). 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:

- (a) *the precautionary principle,*
- (b) *inter-generational equity,*
- (c) *conservation of biological diversity and ecological integrity,*
- (d) *improved valuation, pricing and incentive mechanisms.*

The Department has considered the project in relation to the ESD principles. The Precautionary and Inter-generational Equity Principles have been applied in the decision making process via a thorough and rigorous assessment of the environmental impacts of the project. The proposal is considered to be consistent with ESD principles as described in Section 3.12 of the applicant's EIS, which has been prepared in accordance with the requirements of Schedule 2 of the Regulation.

The proposal is located on a previously developed and disturbed site. It would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats. However, the redevelopment would result in the removal of 77 trees. The proposal includes tree planting to offset this loss, including within a new landscaped green open space area along Institute Road. The site is not subject to any known effects of flooding and is not subject to bushfires. The site would not be impacted by changes in sea level resulting from climate change.

The applicant has also identified that ESD initiatives have been incorporated into the design, including natural ventilation, low energy lighting and water sensitive urban design solutions in the landscape treatment.

The Department has considered the development in relation to the ESD principles and is satisfied that the proposed sustainability initiatives would encourage ESD, in accordance with the objects of the EP&A Act and EP&A Regulation.

2.7. Environmental Planning and Assessment Regulation 2000

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

2.8. Strategic Context

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

- it is consistent with NSW State Priorities to build infrastructure to support 31 per cent more households, and to ensure NSW residents have the best health infrastructure;
- it is consistent with *A Plan for Growing Sydney*, as it would support the existing and future demand generated by the health facilities on campus and thereby contributing to the direction to grow the specialised health precinct at Westmead, in particular providing more public spaces and a catalyst for renewal within the precinct;
- it is consistent with the *State Infrastructure Strategy Update 2014*, as it proposes facilities to support the redevelopment of Westmead Hospital, which is identified as one of the Western Sydney hospitals that the State would invest in; and

- it would provide direct investment in the region of \$ 41.4 million, which would support 150 construction jobs and one new operational job.

2.9. Secretary's Environmental Assessment Requirements

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

3. EXHIBITION CONSULTATION AND SUBMISSIONS

3.1. Exhibition

In accordance with section 89F of the EP&A Act and clause 83 of the EP&A Regulation, the application and accompanying information was made publicly available for at least 30 days following the date of first publication, in accordance with the Regulation. The Department publicly exhibited it from 19 November 2015 until 18 December 2015 (30 days):

- on the Department's website; and
- at the Department's Information Centre and Parramatta City Council's offices.

The Department also advertised the public exhibition in the Sydney Morning Herald and The Daily Telegraph on the 18 November 2015 and in the Parramatta Advertiser on 18 November 2015. The Department notified adjoining landholders, and relevant State and local government authorities in writing.

The Department received a total of six submissions during the exhibition of the application - five submissions from public authorities, including Parramatta City Council, and one submission from the general public. The submission received from the member of the public identified access to the carpark as an issue.

The Department has considered access to visitor parking in its assessment of the development.

A summary of the issues raised in the public authority submissions is provided in the following section.

3.2. Public Authority Consultation and Submissions

No public authority objected to the proposal, however, Parramatta City Council, Roads and Maritime Services (RMS), Transport for NSW (TfNSW), the Environment Protection Authority (EPA) and the Heritage Division of the Office of Environment and Heritage (OEH) provided comments for consideration in the Department's assessment of the application. A summary of the issues raised is provided below.

Parramatta City Council provided the following comments for consideration:

- Institute Road should be widened to three lanes for 40 m on the westbound approach to Darcy Road given the westbound traffic is expected to increase from 113 to 499 vehicles in the afternoon peak period;
- the intersection works should be completed before the commencement of use of the carpark and the design endorsed by Council and RMS where relevant;
- the cumulative increase and impacts from construction of car parking approved as development without consent has not been adequately assessed or factored into the carpark impact assessment, in particular the Redbank Road and Briens Road and Cumberland Highway and Darcy Road intersections; and
- the widening of Darcy Road to the east of Cumberland Highway to provide a westbound left turn lane would address the delays at the above intersections generated by traffic related to the medical precinct and should be delivered with the increase in car parking.

Roads and Maritime Services (RMS) reviewed the traffic modelling and provided the following comments regarding the application and the traffic model:

- the applicant must identify and provide intersection enhancements/upgrades to maintain the existing 'Average Delay' at intersections adjacent to the site and ensure no detrimental impacts on operations of the North West T-way, including revising traffic modelling to address the following:
 - o rectify bus phasing inputs;
 - o omit any low-double cycle phasing in any upgrades;
 - o include cumulative impacts from approved surrounding development;
 - o re-distribution of traffic based on operation of the new car-park;
 - o adopt the layout and phasing arrangements of the Hospital Access/University Access/Darcy Road as provided;
 - o TfNSW requirements in relation to maintaining bus operations; and
 - o examine overall network performance, including Darcy Road/Mons Road/Institute Road, Darcy Road/Dental Hospital Access, Darcy Road/Hospital Entrance, Darcy Road/Hawkesbury Road;
- an agreement between the applicant, RMS and TfNSW must be reached regarding scope of road/transport infrastructure requirements;
- a Carpark Management Plan must be prepared and must identify measures to ensure that queueing at access points do not impact traffic flow or buses on the road network or T-way;
- any modified signals must be designed in accordance with RMS requirements and Austroads guidelines and be completed prior to commencement of use of the carpark;
- the layout and design of the carpark must be designed in accordance with Australian Standards and to ensure vehicles enter/exit in a forward direction; and
- the applicant must be responsible for all works, including any utility upgrades/adjustments, and associated costs.

Transport for NSW (TfNSW) provided the following comments for consideration:

- the modifications to the T-Way operation at Darcy Road/Mons Road/Institute Road is not supported as the additional access for staff and construction vehicles would impact on the operation of existing and future bus services;
- the traffic modelling should be updated to assess the impacts of the intersection upgrades on the operation of the T-Way separately to the normal road network;
- the proposed removal of the left turn for buses on Darcy Road T-Way (south approach) into Darcy Road west is not supported;
- development and implementation of a travel plan is supported and essential in facilitating the required modal shift to a 35 per cent sustainable transport mode share to accommodate growth within the precinct; and
- a comprehensive transport assessment to assess the transport impact of the full Westmead Redevelopment should be developed in consultation with TfNSW and RMS.

Environment Protection Authority (EPA) provided the following comments for consideration:

- remediation should be verified by a an accredited site auditor;
- asbestos removal must be undertaken in accordance with guidelines and Safework NSW must be consulted regarding any handling of asbestos;
- waste must be assessed, classified and managed in accordance with guidelines;
- dust, erosion and sediment controls must be implemented during construction to prevent pollution from leaving the site, in particular from entering the creek;
- construction impacts must be managed in accordance with the relevant construction noise and vibration guidelines and should be undertaken within the standard construction hours;
- respite periods must be provided for the nearby sensitive receivers (private hospital, schools, residences) where construction activities with annoying or intrusive characteristics are being undertaken;

- alternate alarms should be adopted where a safety risk assessment confirms that the alternate audible movement alarm would not compromise safety;
- the noise assessment should be revised to include details regarding potential sleep disturbance, any relevant 'modifying factors' regarding the noise monitoring data and need for mitigation measures;
- noise monitoring should be undertaken once the carpark is in use to confirm that noise impacts have been adequately mitigated; and
- re-use of stormwater for non-potable uses and energy efficient measures should be further investigated.

Heritage Division of the Office of Environment and Heritage (OEH) provided the following comments for consideration:

- the site is located within three Archaeological Management Units and has the potential to impact archaeological resources;
- the archaeological assessment was not prepared in accordance with the guidelines of the NSW Heritage Manual;
- a detailed historical archaeological assessment should be prepared by a suitably qualified historical archaeologist; and
- if it is concluded that archaeological excavation is an appropriate mitigation measure, an Excavation Methodology and Research Design guide must be prepared and relevant approvals obtained.

The Department has fully considered the issues raised in submissions in its assessment of the development.

3.3. Applicant's Response to Submissions

The applicant has provided a response to the issues raised in submissions. The response included:

- modification of the access arrangements, including additional entry lane and use of traditional boom gate and card readers;
- relocation of the driveway on Institute Road by 1.8 m to the north;
- reduction of the height of the building by 1.37 m;
- additional pedestrian crossings;
- relocation of the substation and associated additional tree removal;
- modifications to stormwater management measures; and
- reduction in the amount of spoil removed from the site by enlarging landscaped mounds and raising the lower ground level marginally.

The applicant also provided further details regarding:

- historical investigations for the site and potential archaeology on the site;
- traffic modelling data;
- site auditor details for future remediation works;
- asbestos removal works;
- construction management measures;
- noise and vibration management; and
- justification as to why a further traffic assessment and upgrades recommended by Council were not necessary based on the traffic associated with the carpark.

The applicant's response to submissions was forwarded to Council and government authorities for comment. TfNSW has reviewed the response and changes to the proposal and has maintained that additional traffic assessment should be undertaken to identify and mitigate the local traffic impacts prior to commencement of construction works for the carpark and impacts on the wider network, including intersections not immediately adjacent to the site, and the traffic modelling should be revised to address matters raised by TfNSW prior to the next stage of redevelopment. RMS was satisfied that the development was acceptable

subject to the recommended conditions requiring revised traffic modelling prior to certification of building works and further agreement regarding the road upgrade works and implementation prior to use of the carpark.

RMS also sought confirmation that the queuing/storage lanes off Institute Road were a minimum 18 m for each lane to accommodate potential queueing on the site. TfNSW agreed with the RMS conditions but also maintained that further detailed assessment on impact on bus servicing arrangements would be required to support the proposed road upgrade works in relation to the Darcy Road/Mons Road/Institute Road intersection as the changes would potentially adversely impact existing and future bus services. Any subsequent changes to bus stop locations resulting from removal of the left turn from the Darcy Road T-Way (south approach) into Darcy Road west would also require local traffic committee approval.

After review of the response and proposed changes to the proposal, Council maintains its earlier position, that a further traffic assessment should be undertaken to identify and mitigate impacts on broader intersections. Council also supports TfNSW's position and requests that transport modelling be revised prior to determination.

4. ASSESSMENT

4.1. Section 79C Evaluation

Table 2 identifies the matters for consideration under section 79C (see glossary at **Appendix C**) that apply to State significant development, in accordance with section 89H of the EP&A Act. The table represents a summary for which additional information and consideration is provided for in Section 4 (Key and Other Issues) and relevant appendices or other sections of this report and the EIS, referenced in the table.

The EIS has been prepared by the applicant to consider these matters and those required to be considered in the SEARs and in accordance with the requirements of section 78(8A) of the EP&A Act and Schedule 2 of the EP&A Regulation.

Table 2: Section 79C(1) Matters for Consideration

Section 79C(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Complies - see Appendix B
(a)(ii) any proposed instrument	Not applicable
(a)(iii) any development control plan	See Appendix B *
(a)(iia) any planning agreement	Not applicable
(a)(iv) the regulations	The DA satisfactorily meets the relevant requirements of the Regulations, including the procedures relating to DAs (Part 6 of the Regulations), public participation procedures for SSD's and schedule 2 of the Regulations relating to EIS. Refer to discussion at Section 2.7.
(a)(v) any coastal zone management plan	Not applicable
(b) the likely impacts of that development	Appropriately mitigated or conditioned - refer to Section 4.2
(c) the suitability of the site for the development	Suitable - Refer to Sections 2.8 and Section 5
(d) any submissions	Refer to Sections 3.2 and 4.2
(e) the public interest	Refer to Section 4.2.4
Biodiversity values exempt if: (a) On biodiversity certified land (b) Biobanking Statement exists	Not applicable

* Under clause 11 of the SRD SEPP, DCPs do not apply to SSD. Notwithstanding, consideration has been given to relevant DCPs at Appendix B.

4.2. Key and Other Issues

The Department has considered the EIS, the issues raised in submissions and the applicant's response to these issues in its assessment of the development. The Department considers the key issues to be:

- parking and traffic impacts;
- built form; and
- environmental and residential amenity.

4.2.1. Parking and Traffic Impacts

Car Parking – Current Demand

The RMS Guide to Traffic Generating Development does not provide a rate for car parking for public hospitals. The applicant's Transport Impact Assessment (TIA) calculates current parking demand generated for the existing hospital to be a maximum of 5,240 car spaces based on peak demand from staff and visitors (including patients and visitors).

The hospital campus currently provides approximately 4,376 on-site car parking spaces. As such the Westmead Hospital campus currently has a shortfall in car parking of 864 spaces. Approximately 1,056 of these car spaces are provided within the existing at-grade and multi-storey car parks situated in the area where the future Acute Services Building and associated services infrastructure is proposed to be located.

Car Parking – Future Demand

The TIA concludes that the total parking demand would increase to 7,720 car spaces when the projected growth in staff and beds/treatment spaces at the hospital is considered based on the same parking demand profile (i.e. similar visitor numbers, car occupancy rates and mode shares).

Car Parking – Proposed Parking Delivery

A total of 1,056 spaces would be removed as a result of the future Acute Services Building and associated services infrastructure. The REF works would result in the delivery of approximately 1,491 car spaces. These spaces would offset the removal of 1,056 car spaces within the Acute Services Building location, plus an additional net increase of approximately 435 car spaces upon completion of the REF works.

Whilst the subject SSD proposal would deliver 1,300 car spaces within the new carpark, the actual construction would also displace approximately 250 existing car spaces within the new carpark footprint, including 77 visitor car spaces. The applicant has indicated that the loss of visitor spaces would be offset by the provision of additional visitor spaces in carpark 3, which is located closer to the main entrance of the hospital and in a more accessible location. The applicant has not identified how many spaces would be provided at that location. The campus would have approximately 5,861 spaces upon completion of the REF works and the proposed development, including approximately an additional 251 visitor car spaces (refer to **Table 3**).

Table 3: Approximate Car Parking Supply

	Parking Provided	Parking Removed	Total Parking	Required	Shortfall/ Excess
Existing			4,376	5,240	-864
New Carpark (SSD 7262)	1,300	250	5,426	5,240	+186
REF works	1,491	1,056	5,861	5,240	+621

Council and RMS raised no issues with the assumptions used regarding the calculations regarding car parking demand by the new facilities or the provision of additional car parking for the hospital uses.

The Department notes that a portion of the carpark would address the existing shortfall and reduce informal parking across the campus and a portion would support future growth. The applicant has advised that the proposed car parking would support short-medium term growth and additional parking to meet longer term growth is still being planned. The Department would assess the adequacy of the car parking across the campus as part of any future application for redevelopment of the hospital facilities. As the future redevelopment of the campus is still also in the planning process, the Department considers that there would potentially be an oversupply of car parking once all the REF works and multi-storey carpark are completed. The traffic assessment for the REF works indicated that the staff car parking to be delivered as part of the REF works would be restricted to afternoon entry only and this would improve change over and efficiency and mitigate potential traffic impacts. It is unclear how this would be managed.

The Department is of the opinion that the short term parking oversupply has the potential to encourage travel to the campus by private vehicle. TfNSW has advised that a shift away from private vehicle travel and a mode split of 35 per cent would be required for public and active transport to support the longer term forecast development and growth within the Westmead Precinct, as identified by the strategic planning for the region. The applicant has advised that a campus-wide accessibility car parking management plan is being prepared and a travel plan would be prepared with the future redevelopment of the campus to encourage a greater mode shift to sustainable modes of transport.

As the current mode share for private vehicle travel is approximately 85 per cent for staff travelling to the campus, the Department considers that given there would be an oversupply of parking and the carpark would be utilised by existing staff, travel behaviour measures should be addressed as part of the development of the carpark and not with future stages of development after travel behaviours become entrenched. The travel plan and a campus-wide parking management strategy must therefore be prepared and implemented with the commencement of use of the new carpark. The Department has recommended a condition requiring the preparation and implementation of the travel plan.

The Department also recommends that the parking management strategy address visitor car parking across the campus and demonstrate that a minimum of 250 car spaces within the new carpark would be allocated to visitors. The allocation of 75 car spaces in carpark 3 (located adjacent to the emergency department off Hawkesbury Road) must also be identified and signposted to address the temporary loss of visitor car parking. The Department has recommended conditions to this effect.

Traffic – Generation

The proposed carpark would support the existing operations of the Westmead Hospital and future expansion of the hospital. It is not anticipated that the proposal itself would generate traffic as the traffic associated with the carpark either already exists or would be generated by the future redevelopment, which would support the projected growth. However, the vehicle trips associated with car parking would be redirected from existing to new ingress and egress routes within the surrounding road network. The addition of new car spaces also has the potential to encourage more private vehicle travel and additional traffic during peak periods.

The TIA has assessed peak hourly traffic generation that would access the carpark based on the number of car spaces and the existing arrival/departure patterns at the hospital carparks. The TIA identifies that up to 752 vehicle trips would be generated in the AM peak period and 464 during the PM peak period from the use of the new car parking. This would equate to a 567 and 331 net increase in vehicle trips in the AM and PM peak periods, respectively, when trips from the existing at-grade parking on-site are discounted (185 in the AM and 133 in the PM peak periods). The TIA concluded that the impacted intersections would maintain similar levels of service except for the Darcy Road/Mons Road/Institute Road intersection, which

would deteriorate from satisfactory (LoS C) to unsatisfactory (LoS F) operation in the PM peak period and requiring additional capacity. The queue for right turn entry at the Dental Access would also significantly exceed the 35 m storage lane and could impede traffic flow on Darcy Road.

Traffic – Upgrades

The TIA recommends a number of upgrades and timing adjustments be implemented to maintain traffic efficiency at the impacted intersections (refer to **Figures 5 and 6**), including:

- upgrade of the Darcy Road/Mons Road/Institute Road intersection by widening Institute Road on approach to the intersection to provide two traffic lanes (for approximately 55 m);
- extension of right turn bay on Darcy Road into the Dental Access from 35 m to 100 m;
- removal of kerbside parking on Mons Road to accommodate longer turn bays and extended bus priority lane;
- implementation of a right turn ban from Darcy Road into Institute Road;
- removal of left turn into Darcy Road (to travel west) for buses on the T-Way; and
- provision of a short left-turn slip lane from Darcy Road (eastbound) into Mons Road.

The above measures would ensure that the operation of the Darcy Road/Mons Road/Institute Road intersection remains at a satisfactory operation (LoS C) during both the AM and PM peak periods.



Figure 5: Proposed upgrade of Darcy Road/Mons Road/Institute Road intersection

(source: applicant's EIS)

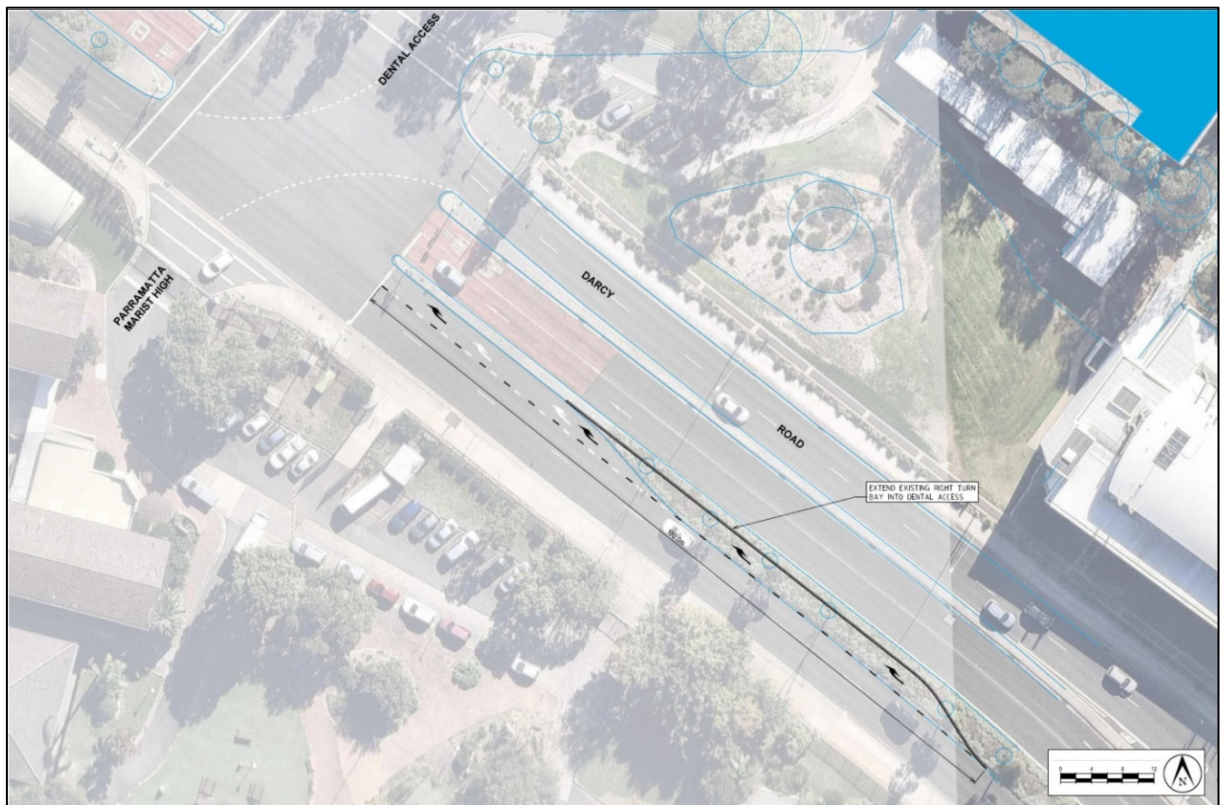


Figure 6: Proposed extension of right turn Bay on Darcy Road into Dental Access

(source: applicant's EIS)

Traffic – Issues Raised

RMS, TfNSW and Council raised no issue with the assumptions made regarding traffic generation, however, raised issues with the:

- traffic modelling (including the bus phasing, the proposed low-double cycle phasing as part of the upgrades, consideration of cumulative impacts, the re-distribution of traffic resulting from the carpark, adoption of revised Hospital Access/University Access/Darcy Road intersection arrangements, consideration of the impact on bus services independently of vehicle traffic, consideration of overall network performance);
- proposed road upgrade measures at the Darcy Road/Mons Road/Institute Road intersection, in particular the removal of the left-turn movement into Darcy Road from T-way lanes;
- assessment of the total car parking and future car parking; and
- regional impacts on the road network.

RMS recommended that the traffic modelling and final design of the upgrade of the Darcy Road/Mons Road/Institute Road intersection be finalised prior to certification of the building works and delivered prior to commencement of use of the carpark. TfNSW also considers that these matters can be resolved prior to certification of building works and that the regional network impacts would need to be addressed in any future application for redevelopment of the hospital. TfNSW maintained that the road improvements as recommended in the TIA are not supported due to the potential impact on bus services. Council maintains that additional traffic modelling and assessment of impacts on additional intersections is required prior to determination of the application.

The Department is of the opinion that the use of the carpark would impact on the traffic efficiency on the adjoining road network and that adequate road upgrade measures must be implemented before the carpark is operational. The applicant has identified measures that would mitigate the impacts and ensure that the intersection remains at a satisfactory level of

service, however TfNSW and RMS have raised issue with the proposed measures. RMS has also recommended that additional traffic modelling be undertaken and measures revised to address concerns raised by TfNSW in relation to impact on bus services. The applicant has indicated that the additional traffic modelling and road upgrade measures would be prepared in consultation with TfNSW and RMS and implemented in accordance with an agreed outcome between these stakeholders.

The Department considers that the traffic generation associated with the proposed car parking would be acceptable subject to the construction and implementation of the final road upgrade measures determined by RMS and TfNSW. Any road upgrade measures should be supplemented with the parking management plan and travel plan to ensure that with a short term oversupply of parking, private vehicle travel is discouraged. The Department has recommended the following conditions to address the potential traffic impacts, including those recommended by RMS:

- prior to the commencement of any works, the applicant must consult with Roads and Maritime Services and TfNSW to determine the intersection enhancements/ upgrades required to maintain the existing average delay at intersections adjacent to the site and submit to the Department details of the final requirements;
- the applicant must deliver any required upgrade to bus services/facilities associated with the final intersection enhancements/upgrades prior to commencement of use of the carpark, such as new bus stops and associated signage;
- the applicant must monitor the impacted intersections post commencement of use of the carpark to ensure satisfactory levels of service are being maintained;
- the applicant must prepare and implement a campus-wide carpark management strategy prior to commencement of use of the carpark. The plan must identify measures to manage traffic impacts during peak periods, such as allocating car parking areas for specific shifts or users with consideration of the arrival and departure profile of staff and visitors or providing designated additional carpooling bays to encourage change in travel behaviours. The plan must be updated annually to address any revision in staff numbers and car parking levels and aim to assist in maintaining or reducing private vehicle travel, until it is identified as no longer required by the Secretary; and
- the applicant must prepare and implement a travel plan for the Westmead Hospital prior to commencement of use of the carpark.

Access

The carpark would have two access points with ingress only from Darcy Road and ingress and egress from Institute Road (see **Figures 7 and 8**). A boom gate access controlled carpark would support up to 300 vehicles entering per lane per hour. The traffic statement submitted with the RtS concludes that, based on the volume of traffic approaching the site and distribution between the two access points with a boom gate control, there would need to be storage capacity for a minimum 12 vehicles (36 m per lane) queuing at the Darcy Road entry and six vehicles (18 m per lane) queuing at the Institute Road entry to ensure that traffic flow on Darcy and Institute Roads are not adversely impacted. The storage lengths represent the 99th percentile queue length (i.e. the length of queue that has a probability of one per cent or less of being exceeded during the peak access period).

RMS were satisfied with the recommended queue lengths but queried the lengths of the lanes at the Institute Road entry on the roadworks drawings, which would be less than 18 m based on the indicative location of the boom gates and exclusion of the pedestrian area given the narrowing of the lanes for the vehicle entry.

The applicant has provided further plans illustrating that these queue lengths would meet the minimum 72 m and 36 m required respectively for Darcy Road and Institute Road.

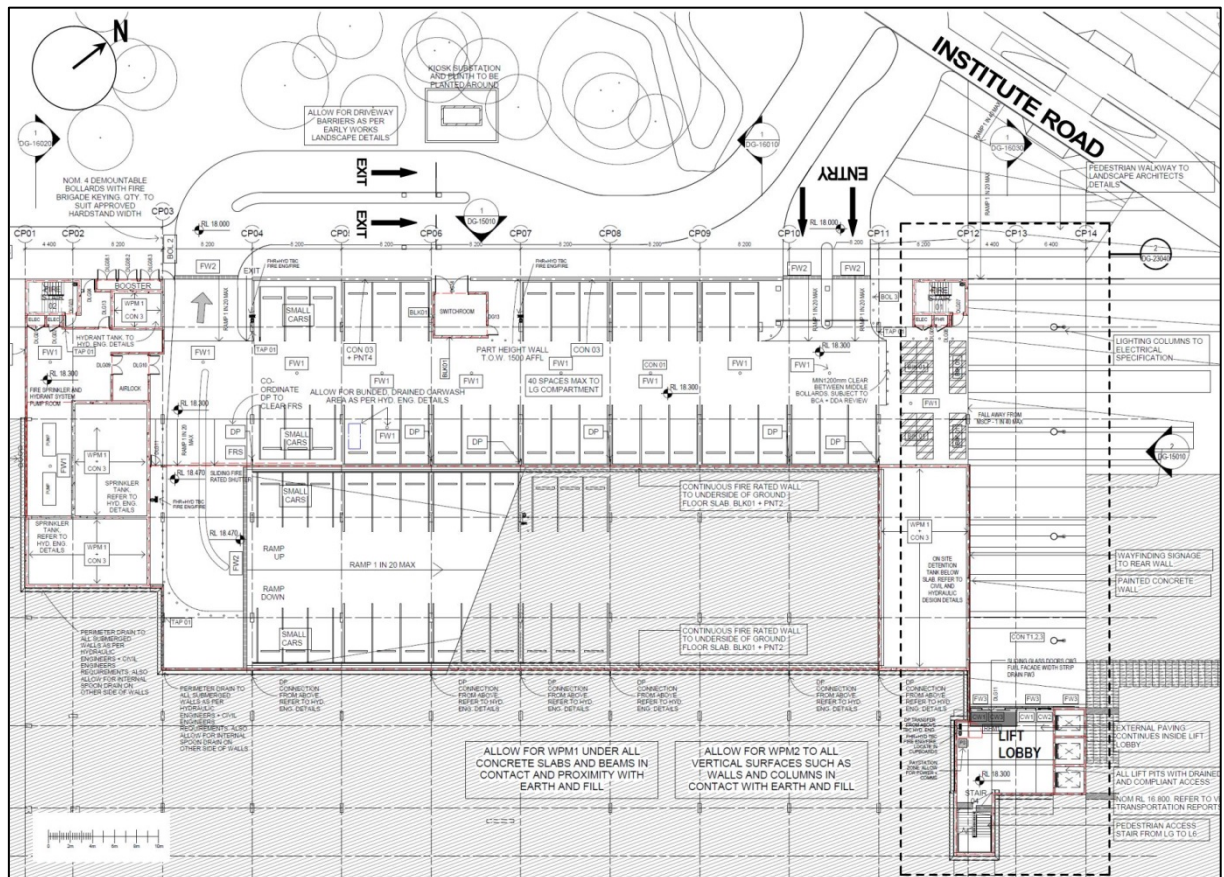


Figure 7: Lower Ground Floor Plan

(source: applicant's Rts)

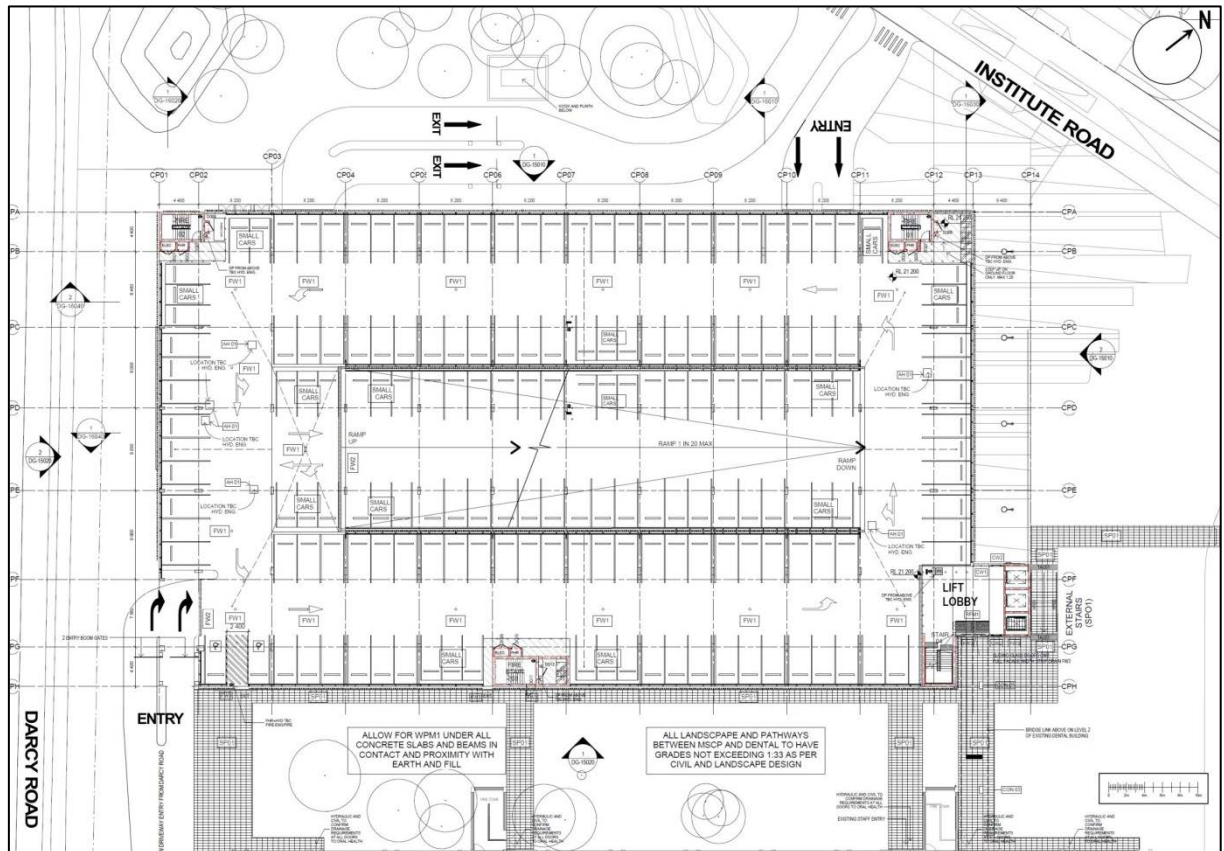


Figure 8: Ground Floor Plan

(source: applicant's Rts)

The Department has reviewed the plans and considers the access designs are acceptable as the applicant has demonstrated that the queue lengths would be adequate for queues up to the 99th percentile queue length and RMS raised no objections to the methodology used to calculate the probable queue lengths or assumptions regarding peak traffic flow calculations.

The Department has consulted RMS and confirmed that with the four metre inset of the boom gates from the northern façade, the vehicle storage capacity at Institute Road is adequate. The Department has recommended a condition requiring the location of the boom gates be consistent with that identified in the architectural drawings.

4.2.2. Built Form

The proposed eight level carpark is not subject to any specific development controls regarding built form. The proposed carpark is 24 m high with a rectilinear shape (see **Figures 9 and 10**). The carpark would have a consistent 90.8 m by 53 m floorplate and 17.5 m separation from the Dental Building to the south. The carpark would have frontages to Darcy and Institute Road and would be accessible from these frontages and via a new overhead walkway linking to level 2 of the Dental Building. The proposal would present as a predominantly eight storey building to both frontages. The proposal also includes a smaller 34 space at-grade carpark to the north fronting Institute Road.



Figure 9: Darcy Road (West) Elevation

(source: applicant's RtS)



Figure 10: Institute Road (North) Elevation

(source: applicant's RtS)

The eight level carpark would be highly visible and prominent on Darcy Road and form a new gateway into the hospital campus. This setback to Institute Road varies between 16 to 70 m. The carpark is also setback 15 m from Darcy Road and is comparable with the minimum setback of other buildings along Darcy Road, but is located in front of the Dental Building to assist with wayfinding.

The façade of the carpark comprises vertical aluminium louvres, which would provide a more modern and contemporary building and screen the internal operations of the carpark (refer to **Figure 11**). The treatment around the entire façade also reduces light spill whilst also maintaining transparency and natural ventilation.



Figure 11: Illustrative view of the carpark from intersection of Institute Road and Darcy Road

(source: applicant's RtS)

The Department has considered the design within the context of the surrounding streetscape and considers that whilst the carpark would be more intrusive than the existing at-grade car parking and result in the loss of a number of trees on the campus, the proposal is suitable for the site as:

- the carpark is generally consistent with the larger forms of the surrounding hospital development to the south and the future form and character of the hospital, including the indicative alignment of future hospital buildings;
- it provides a visual transition between the massing of the larger hospital buildings with large footprints and the lower scale developments with smaller building footprints surrounding the site;
- the height and massing is appropriate within the context of the streetscape and the campus, which is characterised by predominantly larger buildings;
- the proposed carpark is setback from the boundary and the adjoining building to provide visual relief;
- the carpark has incorporated architectural design features to screen the car parking and provide visual interest to typically flat and blank façades of carpark structures;
- tree planting and open space to the north has been incorporated into the design along this interface with the public domain to soften the appearance of the carpark and transition the building;
- the carpark would have acceptable residential amenity impacts (see section 4.2.4 for further details) as surrounding residential properties are located over 100 m from the site and over 150 m from the multi-storey carpark;
- the larger form allows for the consolidation of car parking on the site, which would allow for the redevelopment of vacated areas of the site for additional hospital buildings and provide more accessibly located car parking in closer proximity to hospital buildings; and
- the proposed carpark would result in minor overshadowing of the Catherine McAuley College to the west during mid-winter between 9 am and 3 pm. This overshadowing would be contained to the morning period and would fall on car parking areas of the school.

Accordingly, the Department concludes that the proposed built form and design of the proposed carpark is acceptable for the site.

4.2.3. Environmental and Residential Amenity Impacts

Operational

The consolidation of the car parking in one location has the potential to affect the acoustic amenity of the surrounding area. The nearest noise sensitive receivers to the proposed carpark are residential land uses to the north-west (R3), Catherine McAuley College (R2) to the south-west on the western side of Darcy Road, the Dental Building (R1) immediately to the south and Westmead Private Hospital (R4) further to the north-west (refer to **Figure 12**). A Noise Impact Assessment (NIA) has been submitted with the EIS, which has been subsequently amended in the RtS as a result of matters raised by the NSW EPA in relation to the background noise assessment.



Figure 12: Noise Sensitive Receivers

(source: applicant's RtS)

The NIA concludes that the operation of the carpark is not expected to generate any adverse noise impacts on adjoining noise sensitive residences. The proposed development is predicted to meet the noise emission criteria established for the site in accordance with the EPA's Industrial Noise Policy (INP), except at Catherine McAuley College during the morning arrival period and at night time at the residential receivers, subject to the adoption of standard noise mitigation measures for the rooftop plant and equipment and appropriate treatment of the carpark, including:

- smooth and level pavement to minimise vertical displacement;
- broom finish or similar for concrete to prevent tyre squeal;
- signage reminding staff and visitors to minimise noise at night; and
- grates and any cover plates are to be fixed flush and tight.

In relation to Catherine McAuley College, the NIA:

- predicts noise levels would exceed the noise criteria by 3 dB(A) L_{eq} during the morning peak period in nearest classrooms if windows/doors are open;
- contends that the exceedance would be acceptable as the noise would be significantly below road noise, would only occur during the peak hour period and could be mitigated by closing the windows/doors;
- predicts noise levels would also potentially exceed the 43 dBLAeq,15minute noise criterion recommended by the EPA for the night time period by 1 dB(A) L_{eq} between 4 am and 6 am; and
- predicts noise levels would meet the criteria during the rest of the night time period except for the shoulder period where the predicted noise levels would be 46 dBLAeq,15minute and satisfying the calculated criterion for the shoulder period.

The Department considers that the overall noise impacts would be acceptable and the exceedance at Catherine McAuley College by 3 dB(A) L_{eq} to be acceptable as: the EPA raised no issue with this noise exceedance; school operations would generally commence after the peak arrival period where noise levels are predicted to be highest; and the noise levels would be imperceptible over road traffic noise.

The NIA also recommends that a detailed review of mechanical plant and equipment be undertaken during the building certification stages after selection of the plant and equipment.

The Department has recommended a condition that requires the applicant to adopt the recommended mitigation measures outlined in the NIA to ensure that noise generated by the rooftop plant and equipment and operation of the carpark is consistent with the predicted noise levels. The Department has also recommended that the applicant undertake monitoring post completion to confirm that the noise levels do not exceed the predicted levels where the noise criterion is exceeded. Should the noise monitoring identify an exceedance, additional attenuation measures must be implemented to restrict noise levels to the predicted levels or attenuation must be provided at the noise sensitive receivers.

Construction

The NIA concludes that the acoustic construction impacts on the closest sensitive receivers would exceed the noise management levels in the Interim Construction Noise Guideline (ICNG) and would require acoustic controls during construction. Whilst the noise level would exceed the noise management levels for residential receivers, the predicted levels would be below the highly noise affected threshold of 75 dB(A) in the ICNG.

The Department considers that given the proximity of the works to the noise sensitive receivers (education and health facilities), the preparation of a construction noise and vibration management plan is appropriate. The Department has recommended conditions to require the preparation of this plan and require that it is implemented during construction. The plan should:

- be prepared in consultation with the noise sensitive receivers where the construction noise management level is predicted to be exceeded;
- identify appropriate measures to mitigate the noise impacts;
- monitor noise impacts; and
- establish a complaints management system.

4.2.4. Other Matters

Contamination

The site was previously used as a waste disposal site for asbestos and therefore contains asbestos contaminant soils above health investigation levels. The applicant proposes to remediate the site to ensure that it is suitable for the proposed use, including open space areas. The applicant has advised that the part of the site that is north of Institute Road is unlikely to contain contaminants and remedial works for this parcel of land is currently being carried out in accordance with a remedial action plan approved as part of the REF works.

A Remedial Action Plan (RAP) was developed for the part of the site south of, and including, Institute Road to address the asbestos contaminated soils on the site. The RAP identifies a number of preferred remediation strategies. Two options have been assessed as suitable for the treatment of asbestos impacted fill material, including retention of asbestos impacted fill under a physical barrier and long term management and off-site disposal only where space constraints arise. Should additional contamination be encountered during site redevelopment, further remediation may be required.

The EPA has recommended that the remediation of the site be confirmed by an accredited site auditor. The Department considers that, in conjunction with the recommended remediation actions outlined in the RAP, the site is suitable for the development of the carpark and open space. The Department has included a condition requiring validation of the site remediation prior to any excavation works by an accredited site auditor.

The Department is satisfied the applicant has adequately addressed the contamination requirements in *State Environmental Planning Policy No. 55 - Remediation of Land* and the site can be made suitable for its intended use.

Heritage

The site does not contain any heritage items but is located within three Archaeological Management Units and therefore has the potential to impact archaeological resources.

The Heritage Division advised that the archaeological assessment had not adequately assessed archaeological impacts of the project as it had not provided a detailed historical archaeological assessment. However, if archaeological excavation is an appropriate mitigation measure, an Excavation Methodology and Research Design guide must be prepared and relevant approvals obtained.

The applicant provided an additional historical archaeological study prepared earlier for the entire campus, which provided a more details regarding the examination of the history of the site and further examination of the potential for archaeological areas of significance. The applicant's heritage adviser also provided a further assessment that concludes that due to disturbance of the site, including former use for asbestos disposal, the site is unlikely to contain any items of archaeological significance. The Heritage Division raised no further issues with the assessment.

The Department has included relevant conditions to ensure that adequate mitigation measures, as recommended by the archaeological assessment and required by the Heritage Division, be implemented during construction.

Tree Removal

Approval is being sought for the removal of 77 trees. Tree planting (62 trees) to offset the loss would be provided within the new open space area and around the new car park (refer to **Figure 13**). The offset tree planting in conjunction with the new open space area would be more useable and provide a more pleasant visual gateway to the site. The trees being removed would have provided shading for the at-grade carpark, which are no longer required.

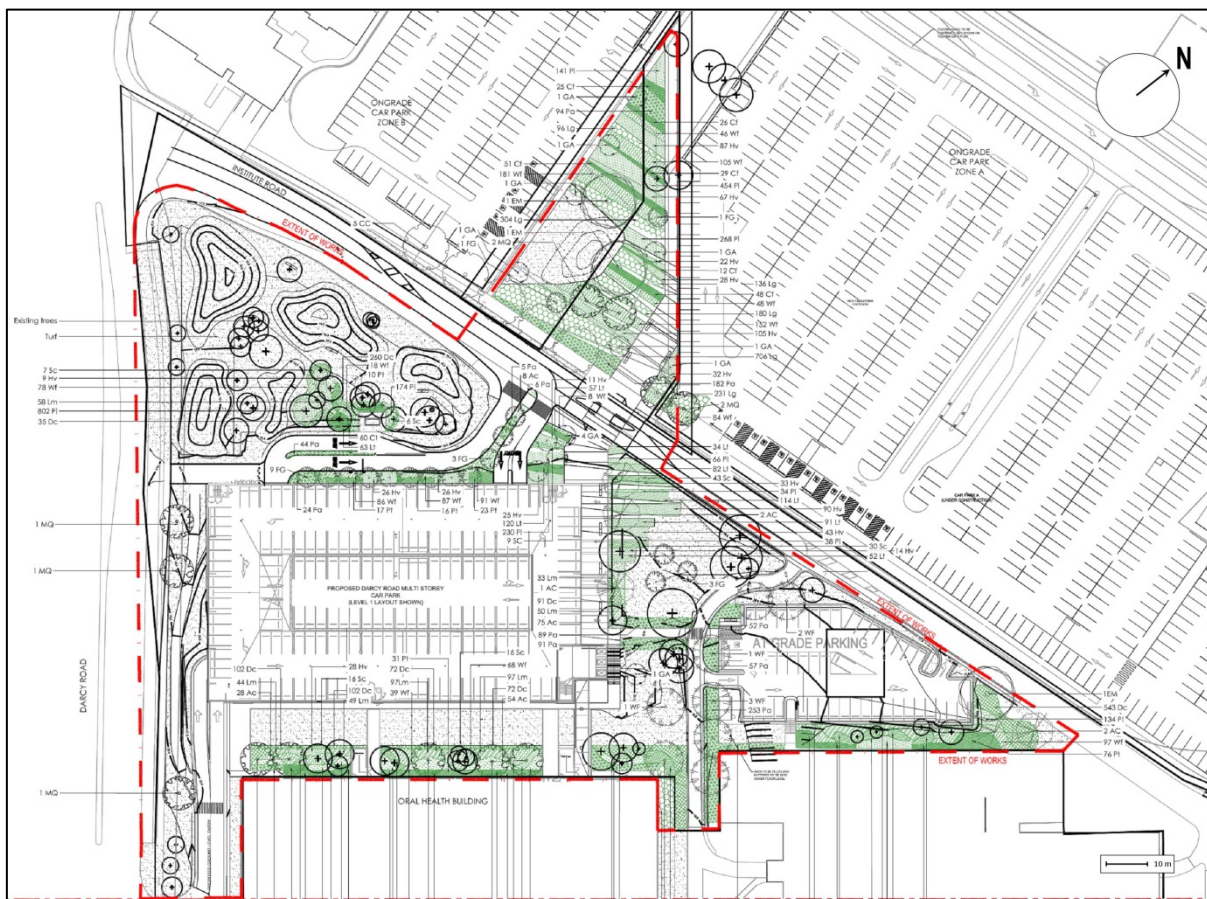


Figure 13: Landscaping plan

(source: oculus)

The Department is satisfied that the removal of trees is necessary and adequate tree planting would be provided to offset the tree removal.

Public interest

The proposal is considered to be in the public interest as it would provide the following public benefits:

- improved urban design and pedestrian outcomes for the site by improving linkages from car parking areas to the hospital buildings;
- consolidating car parking on the campus in an accessible designated location, which would also assist with wayfinding;
- providing further investment in infrastructure in the Westmead Health Precinct; and
- provision of additional car parking to address existing shortfalls and support the future growth of the health facilities at the campus.

5. CONCLUSION

The Department has reviewed the EIS and considered advice from the public authorities, including Council. Issues raised in the submissions have been considered and all environmental issues associated with the proposal have been thoroughly addressed.

The traffic impacts resulting from the carpark can be managed with the upgrade of the adjacent intersections whilst the broader traffic implications would need to be further reviewed with any future application to provide additional health facilities, which would increase staff and patient/visitor numbers on the campus. The Westmead Health Precinct forms part of the growing specialised health and education precinct and therefore parts of the road network would need to be upgraded to accommodate future growth regardless of the proposal as well as improvements to public transport facilities, including the Parramatta Light Rail. The strategic planning for the precinct identifies that a significant shift to public transport would be required to support the envisaged growth as the road network would be unable to support the projected growth with current travel mode shares. In this regard, the Department supports a multi-agency approach to finalise the intersection upgrade design as it may have broader network implications.

The delivery of additional car parking would address existing shortages but would also result in a short term surplus of car parking. Given the required shifts in travel modes required to sustain the growth of the region, the Department considers that the surplus provides an opportunity to address peak period traffic impacts as well as addressing travel behaviour if appropriately managed. The Department has recommended that the applicant prepare a campus wide parking management strategy and sustainable travel plan to manage these impacts.

The Department's assessment concludes that the built form of the new structure is appropriate given the carpark building is consistent with the massing of hospital buildings and visual interest has been provided whilst maintaining transparency. The carpark is acceptable in the context of the campus and the surrounding education and health precinct. The carpark is facilitating the desired future growth of the precinct identified in *A Plan for Growing Sydney*.

The Department considers that the application is consistent with the objects of the EP&A Act (including ecologically sustainable development), State priorities and *A Plan for Growing Sydney*. The Department is also satisfied that the proposal would provide significant public benefits through the provision of increased car parking to address existing shortages and also address future growth of health facilities within the precinct. The proposal would also provide one new operational jobs and 150 construction jobs.

The Department is satisfied that the proposed development satisfactorily responds to the issues raised and recommends that the SSD application for the construction and operation of the carpark be approved, subject to conditions. The Department's recommended conditions of consent would ensure that the construction and future operation of the carpark would maintain the environmental and residential amenity of the surrounding environment.

6. RECOMMENDATION

In accordance with section 89E of the *Environmental Planning and Assessment Act 1979*, it is recommended that the Executive Director, Priority Projects Assessments, as delegate of the Minister for Planning, grants development consent for the construction and operation of the multi-storey carpark at Westmead Hospital (SSD 7262).

Prepared by: Megan Fu

Endorsed by:



Karen Harragon

Director

Social & Other Infrastructure Assessments

17/5/2016

Approved by:



David Gainsford

Executive Director

Priority Projects Assessments

25/5/16

APPENDIX A RELEVANT SUPPORTING INFORMATION

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

1. Environmental Assessment
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7262.
2. Submissions
http://majorprojects.planning.nsw.gov.au/index.pl?action=list_submissions&job_id=7262.
3. Applicant's Response to Submissions
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7262.

APPENDIX B CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENT(S) AND DCP(S)

State Environmental Planning Policy (State and Regional Development) 2011

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

The proposal is for SSD in accordance with s. 89C of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development for the purpose of an educational establishment with a capital investment value (CIV) in excess of \$30 million, under clause 14 (Hospitals, medical centres and health research facilities) of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011.

State Environmental Planning Policy No. 55 – Remediation of Land

SEPP 55 aims to provide a state wide approach to the remediation of contaminated land. In particular, SEPP 55 aims to promote the remediation of contaminated land to reduce the risk of harm to human health and the environment by specifying under what circumstances consent is required, specifying certain considerations for consent to carry out remediation work and requiring that remediation works undertaken meet certain standards.

The contamination assessment undertaken for the site indicates that areas of the site are contaminated with asbestos. The contamination would require remedial works. The contamination assessment concluded that post remediation that the site and the soil conditions are suitable for continued use of the site for health and open space purposes. The applicant has provided a remedial action plan for the site.

The Department is satisfied that, in accordance with clause 7 of the SEPP, the investigations undertaken of the subject site demonstrate that the site can be made suitable for the continued use for the intended purpose upon remediation of the site. The Department has recommended a condition requiring a site validation report and site audit statement be prepared by an accredited site auditor upon completion of the remediation works.

State Environmental Planning Policy (Infrastructure) 2007

The aim of the Infrastructure SEPP is to facilitate the effective state wide delivery of infrastructure by providing greater flexibility in the location of infrastructure and service facilities, allowing the development of surplus government land, identifying relevant environmental assessment categories for development and relevant matters to be considered and providing for consultation with relevant public authorities.

Schedule 3 of the Infrastructure SEPP requires traffic generating development to be referred to the RMS. The proposal was referred to the RMS who raised no objection to the development, however provided a number of recommended conditions to ensure that the design of the intersection enhancement and upgrade works adequately address RMS and TfNSW requirements.

A program of works was also approved by Health Infrastructure under Part 5 of the EP&A Act for the subject site and the adjoining areas, relying on Part 5 of the EP&A Act and Divisions 10 and 17 of State Environmental Planning Policy (Infrastructure) 2007. The works are located within the site and adjoining land and include:

- demolition of existing buildings, road and car parking areas;
- tree removal;

- remediation works;
- modification to central energy systems (including relocation of cooling towers);
- new road connecting to Mons Road, internal road realignment and extension of Institute Road;
- construction and reconfiguration of at-grade carparks;
- modification to services infrastructure, including installation of new in-ground services and conduits;
- new substation kiosk;
- relocation of Careflight helipad northward; and
- landscaping works.

Parramatta Local Environmental Plan 2011 (PLEP)

The development is consistent with the aim of the special uses zone in the PLEP to support the development of land for health service purposes. Consideration of the relevant clauses of the LEP is provided in **Table 1**.

Table 1: Consideration of PLEP 2011

PLEP	Criteria	Department Comment/Assessment
Clause 5.9	Preservation of trees or vegetation	Approval is being sought for the removal of 77 trees. Tree planting to offset the loss would be provided within the new open space area. The offset tree planting in conjunction with the new open space area would be more useable and provide a more pleasant visual gateway to the site. The trees being removed would have provided shading for the at-grade carpark which are no longer required and therefore their removal is satisfactory.
Clause 6.1	Acid Sulfate Soils	The site is classified as class 5, which reflects a relatively low risk, and development consent is only required for works within 500 m of the other land classified with a higher risk level and where the water table is likely to be lowered one metre below AHD on the adjacent land. The site is located over 500 m from any adjacent land with a greater level of acid sulfate soil risk. The Department is satisfied that the proposal is unlikely to disturb, expose or drain acid sulfate soils and cause environmental damage and does not require an acid sulfate soils management plan.
Clause 6.2	Earthworks	Earthworks forms part of the development for which consent is being sought. The quantity of cut for the development has been reduced and spoil would be retained on site where possible. A remedial action plan has also been prepared to manage the contaminated fill and an archaeological assessment has been undertaken which concluded that the site is unlikely to contain any items of archaeological significance.

Development Control Plans

It is noted that clause 11 of the State Environmental Planning Policy (State and Regional Development) 2011 provides that development control plans do not apply to SSD. Notwithstanding, consideration of relevant controls has been given in **Table 2**.

Table 2: Consideration of the relevant DCP

DCP Provisions	Department's Assessment
3.3.6.1 Stormwater Drainage • Design to meet WELS Scheme targets • Prepare a Site Stormwater Management Plan (SSMP) incorporating water sensitive urban design measures	• A stormwater concept plan has been prepared for the site and water sensitive urban design measures incorporated into the design, including an on-site detention tank.

DCP Provisions	Department's Assessment
3.3.6.2 Water Efficiency Minimise water use within open space areas, including improved soils, passive irrigation and integrated vegetated stormwater treatment system	As part of the landscaping water sensitive urban design measures would be considered in the final design, such as stormwater runoff being collected and cleansed in raingardens containing local vegetation species.
3.3.7 Waste Management Minimise and appropriately store and manage waste during demolition works	Satisfactorily addressed in construction waste management plan. A condition requiring submission of this plan to the Certifying Authority has been recommended.
3.5.2 Archaeology Obtain necessary permits if required	The Department is satisfied that the site is unlikely to contain any items of archaeological significance given the previous disturbance of the site.
3.6.2 Parking and Vehicular Access Parking must be design to meet Australian Standards and the Building Code of Australia (BCA).	A condition requiring the final plans to be designed in accordance with the Australian Standards and BCA has been recommended.
3.6.3 Accessibility and Connectivity Pedestrian through-site links are to have a min. width of three metres	Pedestrian paths through the site satisfactorily meet this requirement.
5.4 Preservation of Trees or Vegetation Provide suitable replacement planting	The Department is satisfied that the removal of trees within the building footprint will be satisfactorily offset with planting within the open space area. The open space area and tree planting will provide a more pleasant visual gateway to the site.
5.5 Signage - Signs are to be sited and designed so that they do not adversely impact on the amenity of the streetscape and the surrounding locality - Signs are to be compatible with the design, scale and architectural character of the building or site	New hospital signage will be provided to assist in wayfinding, including building identification signage and standing wayfinding signage. The proposed signage is appropriate for the site and would improve safety and access for pedestrians.

APPENDIX C GLOSSARY

Ecologically Sustainable Development can be achieved through the implementation of:

- (a) *the precautionary principle - namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:*
 - (i) *careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*
 - (ii) *an assessment of the risk-weighted consequences of various options,*
- (b) *inter-generational equity—namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,*
- (c) *conservation of biological diversity and ecological integrity—namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,*
- (d) *improved valuation, pricing and incentive mechanisms—namely, that environmental factors should be included in the valuation of assets and services, such as:*
 - (i) *polluter pays—that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,*
 - (ii) *the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,*
 - (iii) *environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.(Cl.7(4) Schedule 2 of the Regulation)*

Objects of the Act

- (a) *to encourage:*
 - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
 - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
 - (iii) *the protection, provision and co-ordination of communication and utility services,*
 - (iv) *the provision of land for public purposes,*
 - (v) *the provision and co-ordination of community services and facilities, and*
 - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
 - (vii) *ecologically sustainable development, and*
 - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

Section 79C Evaluation

(1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

- (i) any environmental planning instrument, and*
- (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Director-General has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*
- (iii) any development control plan, and*
- (iiia) any planning agreement that has been entered into under section 93F, or any draft planning agreement that a developer has offered to enter into under section 93F, and*
- (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph), and*
- (v) any coastal zone management plan (within the meaning of the Coastal Protection Act 1979),*

that apply to the land to which the development application relates,

- (b) the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,*
- (c) the suitability of the site for the development,*
- (d) any submissions made in accordance with this Act or the regulations,*
- (e) the public interest.*

Note. See section 75P(2)(a) for circumstances in which determination of development application to be generally consistent with approved concept plan for a project under Part 3A.

Note. The consent authority is not required to take into consideration the likely impact of the development on biodiversity values if:

- (a) the development is to be carried out on biodiversity certified land (within the meaning of Part 7AA of the Threatened Species Conservation Act 1995), or*
 - (b) a biobanking statement has been issued in respect of the development under Part 7A of the Threatened Species Conservation Act 1995.*
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APPENDIX D RECOMMENDED CONDITIONS OF CONSENT
