



Planning &
Environment

**STATE SIGNIFICANT DEVELOPMENT
ASSESSMENT REPORT:
RPA Hospital Multi-Storey Staff Carpark
(SSD 7542)**



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

March 2017

ABBREVIATIONS

Applicant	Health Infrastructure (on behalf of Health Administration Corporation)
CIV	Capital Investment Value
CoS	City of Sydney Council
DCP	Development Control Plan
Department	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA	Environment 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
GELG	Guardian Early Learning Group
LoS	Level of Service
LSCCC	Lucas Street Child Care Centre
Minister	Minister for Planning
OEH	Office of Environment and Heritage
QMB	Queen Mary Building
RAP	Remediation Action Plan
RMS	Roads and Maritime Services
RPA	Royal Prince Alfred
RtS	Response to Submissions
SEARs	Secretary's Environmental Assessment Requirements
Secretary	Secretary of the Department of Planning and Environment
SEPP	State Environmental Planning Policy
SLEP	<i>Sydney Local Environmental Plan 2012</i>
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
SSD	State Significant Development

Cover Photograph: Photomontage of Proposed RPA Multi-Storey Staff Carpark (Source: EIS)

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EXECUTIVE SUMMARY

This report is an assessment of a State significant development (SSD) application lodged by Health Infrastructure, on behalf of Health Administration Corporation (the Applicant), seeking consent for the construction of a multi-storey staff carpark within the Royal Prince Alfred Hospital campus in Camperdown.

The project has a capital investment value (CIV) of approximately \$30.1 million and would generate 150 construction jobs.

The proposal is classified as SSD 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.

The site is zoned SP2 Infrastructure (Health Services Facilities) under the *Sydney Local Environmental Plan 2012* (SLEP). The proposed development is permissible with consent.

The proposal was exhibited for 47 days from 16 June 2016 until 1 August 2016, during which 20 submissions were received including seven submissions from public authorities, including an objection from the City of Sydney Council, and 13 submissions from the general public. The key issues raised in the submissions included: traffic impacts on the surrounding road network; vehicle access and egress arrangements; design and built form; construction and operational noise impacts; archaeological impacts; contamination; and loss of the existing childcare centre.

The Applicant provided a Response to Submissions (RtS) report which included further information regarding: details of negotiations undertaken to accommodate families affected by the closure of the Lucas Street Child Care Centre; an updated Traffic Impact Assessment including the results of further intersection modelling; and a response to concerns regarding background noise monitoring. No design changes were proposed in the RtS.

The Department has assessed the merits of the proposal and has determined the key issues associated with the project include: traffic, car parking and access; built form; amenity impacts; noise; contamination; closure of the Lucas Street Child Care Centre; and heritage.

The Department is satisfied that the impacts of the proposed development have been addressed in the Environmental Impact Statement and RtS and can be adequately managed through the recommended conditions. Key recommendations relate to: the restriction of use to ensure the facility is used exclusive by RPA Hospital staff; the provision of construction traffic management measures; restrictions to minimise noise during both construction and operation of the facility including monitoring procedures to ensure noise management levels are achieved; and measures to address any potential contamination issues that may arise during the construction phase of the project.

The Department considers the application is consistent with the objects of the *Environmental Planning and Assessment Act 1979* including ecologically sustainable development, State Priorities, *A Plan for Growing Sydney* and the draft *Central District Plan*. The Department is satisfied that the subject site is suitable for the proposed development and would be in the public interest. It is, therefore, recommended that the development application be approved and consent granted, subject to conditions.

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1. BACKGROUND AND PROPOSED DEVELOPMENT

1.1 Background

Health Infrastructure, on behalf of Health Administration Corporation (the Applicant), proposes to construct a multi-storey staff carpark at the Royal Prince Alfred (RPA) Hospital campus in Camperdown.

The proposed development comprises: site preparation and excavation works; construction of a nine storey car parking facility with provision for 996 car parking spaces; car parking signage; and associated landscaping. The facility is proposed to operate 24 hours per day, seven days a week and would be used exclusively by RPA Hospital staff.

1.2 Site Description

The site is located approximately 3 km south-west of the Sydney central business district in the City of Sydney local government area and is formally described as Lot 101 DP 1179349, 106-112 Church Street in Camperdown. It is narrow site extending 138 m in length and 32 m in width and covers a total area of approximately 4,416 sqm.

The site is located in an established urban environment and is physically bound by: Lucas Street (north); an internal hospital road (east); the Queen Mary student accommodation building (south); and Church Street (west). The site was formerly occupied by a childcare centre, a small at-grade car park and a number of vacant hospital buildings. All former structures have since been demolished under a separate Part 5 approval. The site context and site location is shown at **Figure 1** and **Figure 2** respectively.

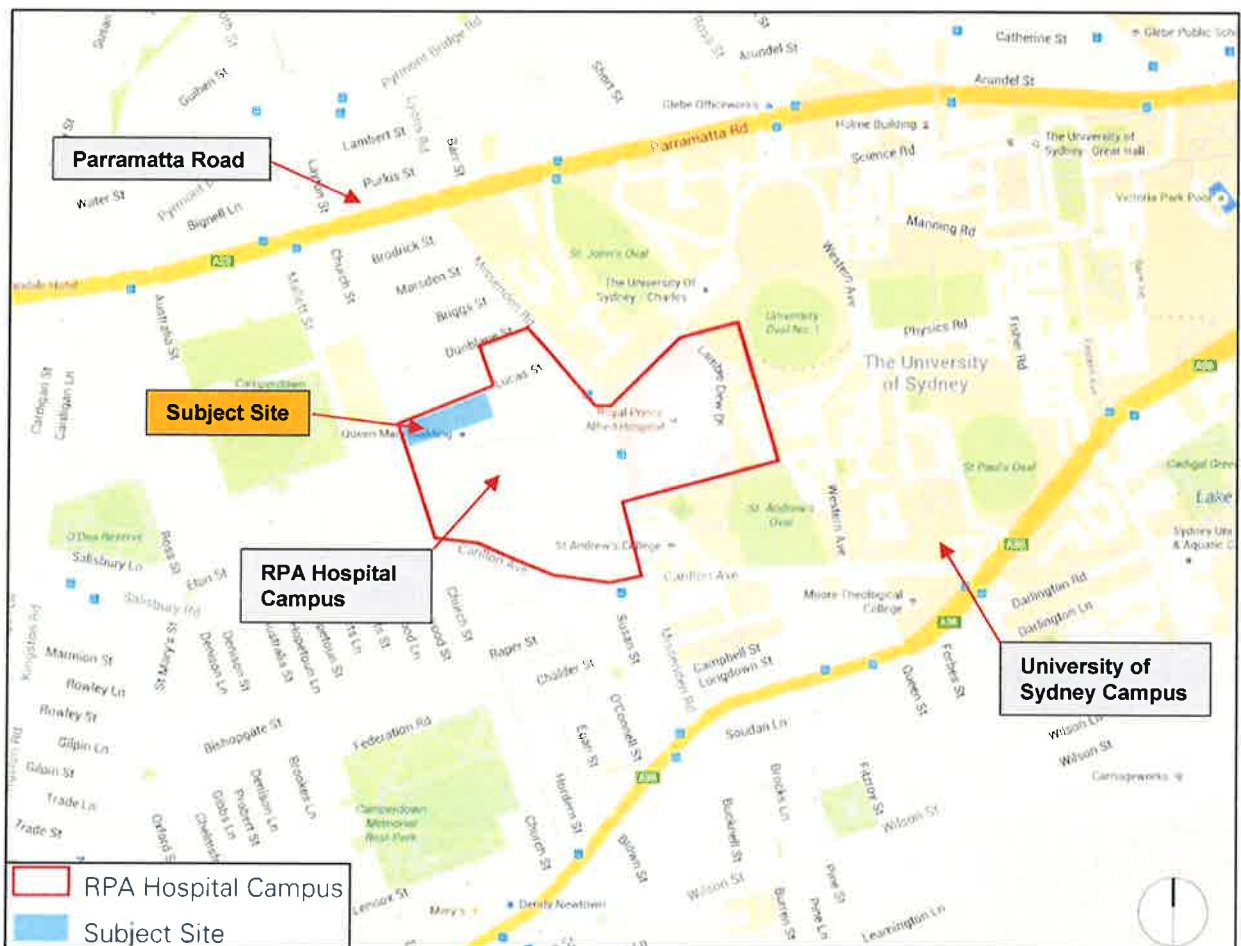


Figure 1: Site context – Royal Prince Alfred Hospital Campus, Camperdown (source: EIS)

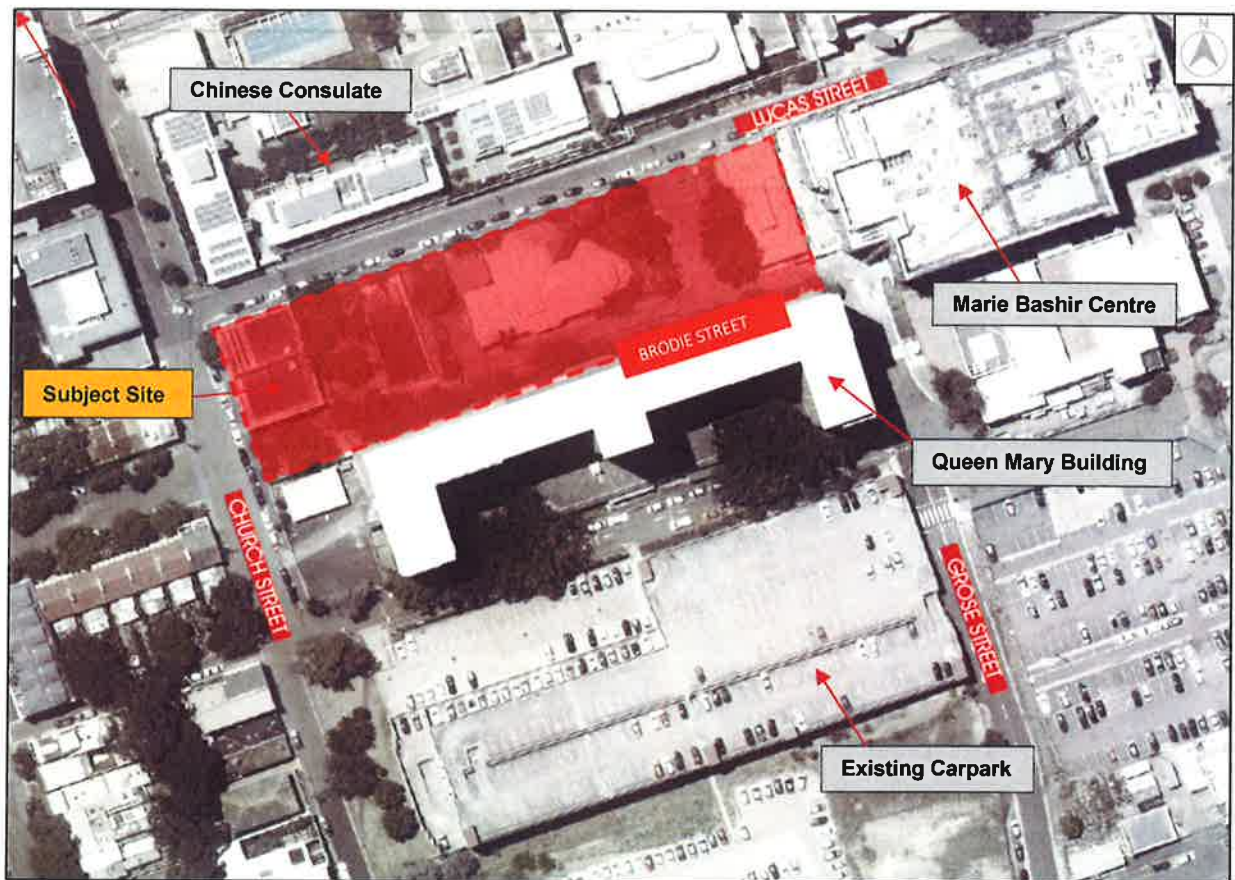


Figure 2: Site location and proposed layout (source: EIS)

The site is located toward the north-western portion of the RPA Hospital campus and is bordered by a variety of land uses. Immediately to the north and on the opposite side of Lucas Street are offices for the Consulate General for the People's Republic of China; to the east is a seven storey mental health services facility (the Professor Marie Bashir Centre); to the south is an 11 storey, 802-bed University of Sydney student accommodation facility (the Queen Mary Building (QMB)); and to the west are established residential and commercial properties. **Figure 3** shows the site as viewed from Lucas Street, looking west toward Church Street.

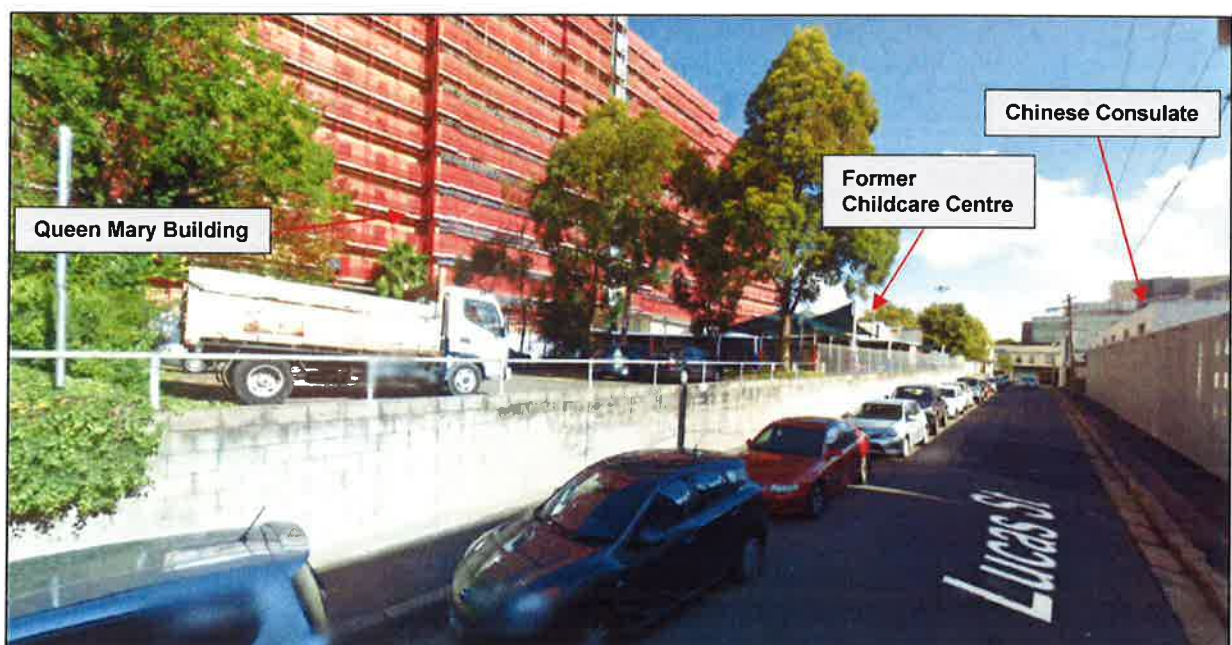


Figure 3: View of the site from Lucas Street, looking west toward Church Street (source: Google)

1.3 Project Description

Table 1 provides a summary of the development proposal's key components and features.

Table 1: Key Development Components

Development Summary	• Site preparation, remediation and excavation works; • construction and operation (24 hours, seven days per week) of a multi-storey staff carpark for RPA Hospital employees comprising 996 car parking spaces (10 of which are accessible spaces); • vehicle access from a new extension of Brodie Street; • vehicle egress to both Lucas Street and Church Street; and • signage and landscaping.
Height	Maximum of 26 m (nine storeys)
Capital Investment Value	\$30,161,290
Jobs	150 construction jobs
Proposed Construction Hours	7 am – 6 pm Mon-Fri & 7:30 am – 3:30 pm Sat

Site Works

Bulk earthworks are required to create the necessary building platform and at-grade vehicle driveway crossings. Earthworks would comprise excavation of the site to depths of:

- 0.3 m below the Church Street frontage;
- 0.3 m to 1 m below the Lucas Street footpath following the removal of the existing retaining walls; and
- a maximum of 2.5 m generally across the centre of the allotment.

Exported material would be disposed of at an appropriately licenced facility. Site remediation works would be undertaken in accordance with the recommendations of the Stage 2 Environmental Site Assessment and Remediation Action Plan provided as part of the application.

Battering and other forms of retention are proposed to enable grading of the site without impacting the existing levels of adjoining land and properties. Up to 12 existing trees will also be removed as part of the site works.

Built Form, Access and Operation

The proposed development has been designed to meet the functional needs of a multi-storey carpark. The structure would be nine storeys tall with a maximum height of 26 m. The structure would be constructed from brickwork as a base and curved perforated aluminium panels.

The development would be accessed via a proposed new extension of Brodie Street, with egress provided to Lucas Street and Church Street. A boom gate and swipe card-reader would be established at the intersection between Brodie Street and the internal hospital road to allow access. The facility is proposed to operate 24 hours per day, seven days per week to service RPA staff.

Figure 4 is a photomontage of the proposed development which shows the indicative built form and height of the structure in context to the adjoining Queen Mary student accommodation building.

Figure 5 and **Figure 6** illustrate indicative building envelopes of the proposal, as viewed from Lucas Street and Church Street, respectively.



Figure 4: Photomontage of the proposed staff carpark, viewed from Church Street (source: EIS)

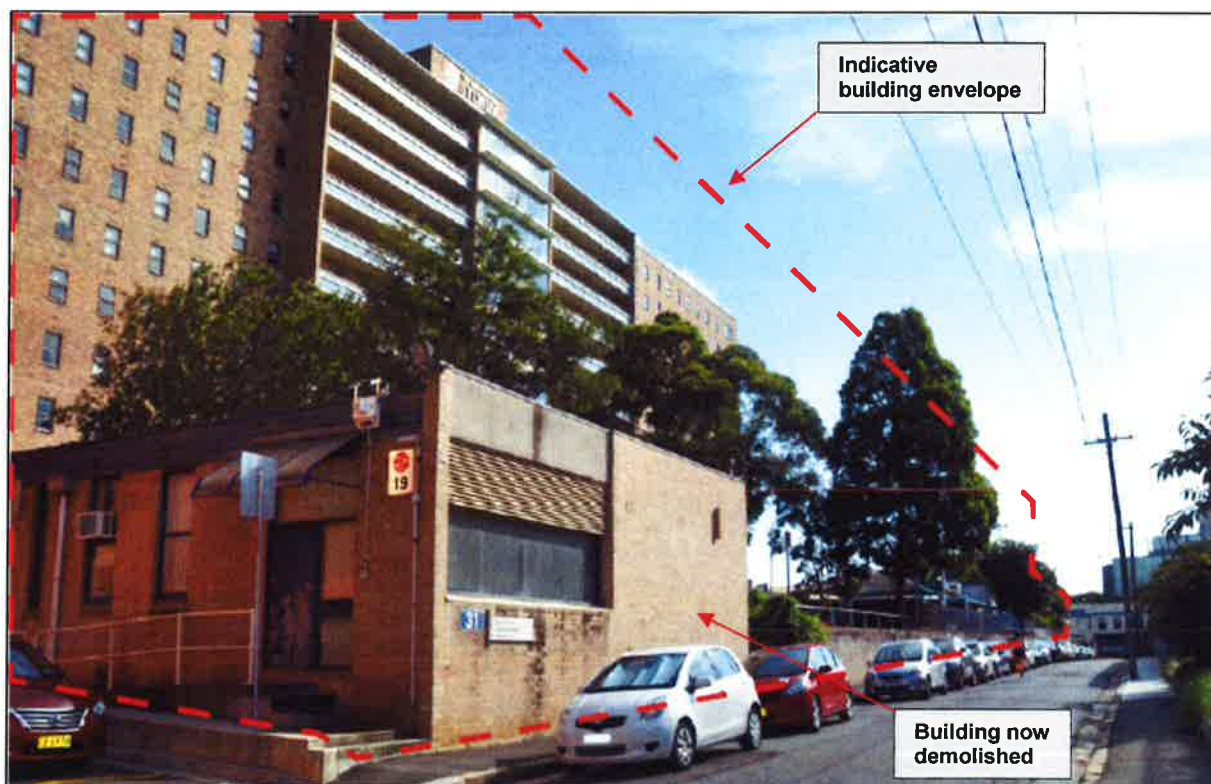


Figure 5: Indicative building envelope, viewed from Lucas Street looking east (source: EIS)

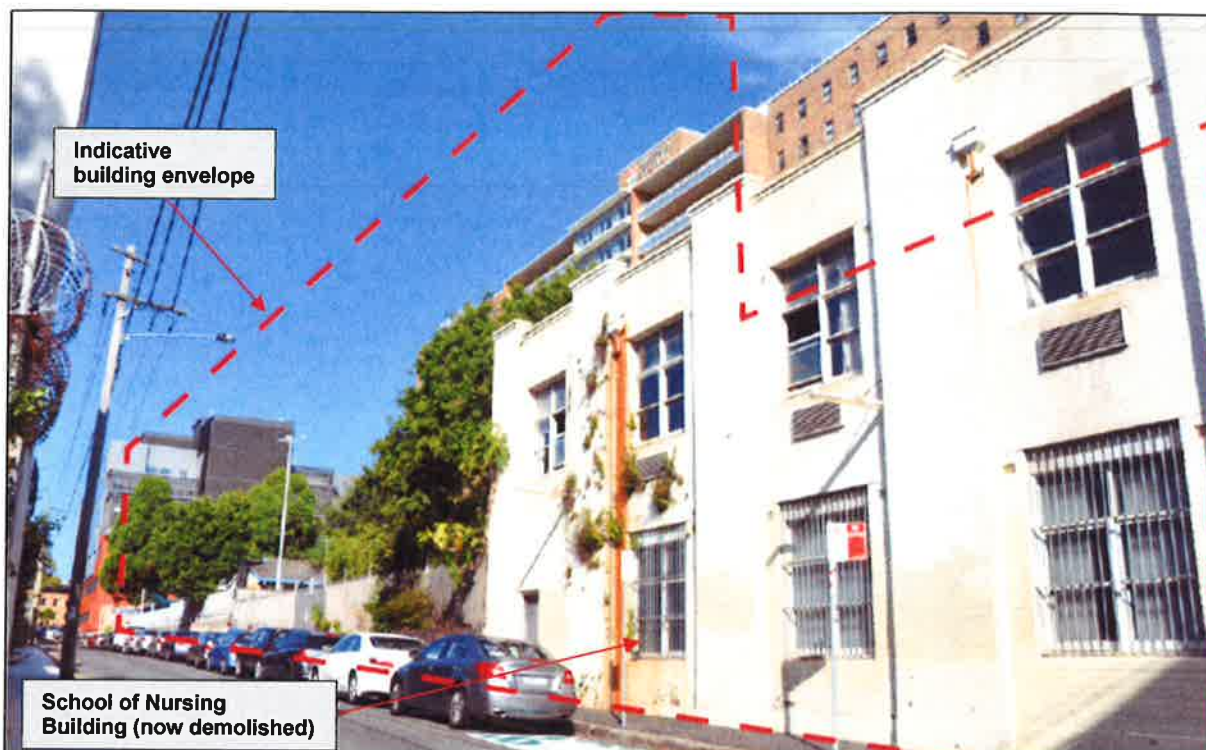


Figure 6: Indicative building envelope, viewed from Church Street looking east (source: EIS)

Signage and Landscaping

Carpark signage of approximately 700 mm x 1,000 mm in size is proposed at Brodie Street to advertise the number of available car parks. The landscaping and public domain concepts propose the following:

- standard concrete footpaths along the perimeter of the structure;
- native climbing plants installed as a green feature along the northern façade;
- layered shrub planting within the western setback to soften the structures appearance and provide screening from ground level; and
- a feature mature Angophora tree in the north-west corner to create a landscaped street presence and integration of the development with existing street tree plantings.

1.4 Project Need and Justification

The RPA Hospital has undergone recent expansion works to increase capacity and meet the needs of a growing population. The expansion works have subsequently led to greater demand for on-site car parking, particularly for hospital staff. Furthermore, the existing multi-storey carpark located on the corner of Grose Street and Church Street previously provided 1,027 spaces for RPA Hospital staff with reduced rates. A recent change under the terms of the lease to operate the facility has reduced the number of available spaces to 600 spaces with increased car parking fees.

In consideration of the recent expansion works and the recent loss of more than 400 car parking spaces, the project is therefore justified as it will provide an additional 996 spaces for current and future RPA Hospital employees. The provision of sufficient on-site parking is particularly important given the existing nature of RPA Hospital staff working hours, being 24/7 shift work. Hospital staff are required to access to the site 24 hours a day to commence work at irregular hours, being often outside of standard business operating hours; meaning that alternative options to the existing public transport network are needed so that staff can efficiently and safely access the site and support the ongoing operation of the hospital.

2. STATUTORY AND STRATEGIC CONTEXT

2.1. State Environmental Planning Policy (State and Regional Development) 2011

The proposal is classified as State significant development (SSD) 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. Permissibility and Zoning

The site is zoned SP2 Infrastructure (Health Services Facilities) under *Sydney Local Environmental Plan 2012* (SLEP). In accordance with the SLEP, any development that is ordinarily incidental or ancillary to the purpose shown on the Land Zoning Map is permissible with consent. The proposed development of a car park for use by RPA Hospital staff is considered to be ancillary to development that is located in the Health Services Facilities zone.

2.3. Environmental Planning Instruments

The Department's consideration of relevant Environmental Planning Instruments (EPIs), including State Environmental Planning Policies (SEPPs), is provided in **Appendix B**. The proposal is consistent with the relevant requirements of the EPIs, namely:

- *Sydney Local Environmental Plan 2012*;
- *State Environmental Planning Policy (State and Regional Development) 2011*;
- *State Environmental Planning Policy No 55 – Remediation of Land*; and
- *State Environmental Planning Policy (Infrastructure) 2007*.

2.4. Objects of the EP&A Act

Decisions made under the *Environmental Planning and Assessment Act 1979* (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.

2.5. 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* (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 Conservation of Biological Diversity and Ecological Integrity is acceptable given the proposal is located on a previously developed site and will not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats. Improved Valuation, Pricing and Incentive Mechanisms have been considered by avoiding, reusing, recycling and managing waste during construction to ensure the responsible usage of environmental resources.

The proposal is considered to be consistent with ESD principles as described in Section 3.12 of the EIS, which has been prepared in accordance with the requirements of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

2.6. Environmental Planning and Assessment Regulation 2000

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

2.7. 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 by providing improved government services for hospital workers to enable them to efficiently access the RPA Hospital site at all times and subsequently meet the needs of patients;
- it is consistent with *A Plan for Growing Sydney*, as it would support the existing and future demand generated by the health facilities on the RPA campus and thereby contributing to the direction to grow the specialised health precinct at Camperdown, in particular providing better and ordered access to the precinct for existing and future staff;
- it is consistent with the *State Infrastructure Strategy Update 2014*, as it proposes facilities to support the ongoing development of RPA Hospital, which is identified as one of the hospitals that the State would invest in; and
- it is consistent with the Greater Sydney Commission's draft *Central District Plan*, as it would contribute to the continuing growth of Camperdown as a health and education super precinct, solidifying Australia's position as a leader in innovation.

2.8. 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 Department is required to place the application and accompanying information on public exhibition for a minimum period of 30 days. The Department exhibited the EIS from 16 June 2016 until 1 August 2016 (a total of 47 days). The EIS was made available on the Department's website and for viewing at the following locations:

- Department of Planning and Environment, Information Centre, Sydney; and
- City of Sydney Council, One Stop Shop, Town Hall House, Sydney.

The Department advertised the public exhibition in the *Sydney Morning Herald*, the *Daily Telegraph* and *Central Courier* on 15 June 2016. Relevant State and local government authorities and adjoining landowners were also notified in writing.

The Department received 20 submissions during the exhibition of the application, including seven from public authorities and 13 from the general public. A summary of the key issues raised in the submissions is provided below.

3.2. Public Authority Submissions

City of Sydney Council (CoS Council), Inner West Council, Roads and Maritime Services (RMS), Transport for NSW (TfNSW), the Environment Protection Authority (EPA), the Heritage

Council of NSW and Sydney Water provided comments for consideration in the Department's assessment of the application. A summary of issues raised is provided below.

CoS Council acknowledged the need for sufficient car parking for RPA Hospital staff but raised the following key concerns with the proposal:

- the loss of the existing childcare centre without providing an alternative facility is unacceptable. A replacement facility is recommended on the rooftop of the proposed carpark;
- a condition of consent should be imposed restricting use of the car park to health care staff only as private car parks are prohibited in the SP2 Infrastructure zone;
- the application should provide a full audit of existing, approved and proposed car parking across the RPA Hospital campus as any car parks above the maximum rates outlined under the SLEP is prohibited;
- accessible car parking spaces must be designed in accordance with Australian Standards with a shared area located adjacent to each space;
- traffic impacts at the Carillon Street and Grose Street intersection could be reduced if egress from the proposed facility was provided to Fowler Street;
- deterioration of the level of service (LoS) at the Parramatta Road and Mallett Street intersection must be addressed;
- sustainable transport should be promoted by the Applicant including car sharing and carpooling. It is also recommended that 100 bicycle parking facilities be provided on the ground floor;
- residential amenity currently enjoyed by the Queen Mary Building will be compromised as a result of the proposal. An improved design response would be to lower the height of the building by providing parking levels underground;
- the School of Nursing Building is an item of heritage significance and should be retained and incorporated as part of the development;
- active uses should be incorporated on the ground and first floor facing Lucas Street to improve amenity and quality of the public domain;
- light spill and overshadowing impacts on adjacent properties should be addressed;
- a detailed signage strategy should be provided; and
- a green roof could be established on the top level of the facility to reduce the impact of urban heat island effect resulting from tree removal and limited landscaping.

Inner West Council provided the following comments for consideration:

- the EIS does not provide data on spill-over of on-street parking into surrounding streets;
- the proposal does not align with *A Plan for Growing Sydney* and relevant Inner West Council and TfNSW land use and transport policies as it promotes private vehicle usage instead of sustainable transport measures;
- the proposal does not comply with the SLEP with regards to development that encourages travel during peak periods;
- local roads in and around the precinct are already congested and will be worsened by the proposal. A particular point of concern is that the facility is for staff use only, rather than RPA Hospital patients and visitors;
- the proposal does not contribute to the encouragement of active transport modes; and
- it is recommended that adequate signage be integrated at all entry and exit points.

RMS raised concern regarding impacts of the proposal on the operational efficiency of the surrounding road network, and particularly with regards to the impact of queuing at the

Parramatta Road/Missenden Road intersection. Traffic modelling was requested to be carried out at the following intersections:

- Parramatta Road/Missenden Road;
- Missenden Road/King Street;
- Church Street/King Street;
- Carillon Avenue/City Road; and
- Parramatta Road/Bridge Street.

TfNSW provided the following comments for consideration:

- a parking demand assessment should be undertaken to inform the traffic generation analysis of the multi-storey carpark and evaluate how the existing parking demand is being facilitated in the surrounding area;
- clarification should be provided with regards to traffic distribution and assignment assumptions for development traffic to/from the west along Parramatta Road and development traffic turning movements at the intersection of Missenden Road and Parramatta Road;
- further traffic analysis and modelling should be carried out at the intersections of Missenden Road and Parramatta Road, and Grose Street and Carillon Avenue;
- feasible traffic mitigation measures should be identified at the intersection of Parramatta Road and Mallett Street;
- a Construction Pedestrian and Traffic Management Plan should be prepared in consultation with the CBD Coordination Office within TfNSW; and
- a Workplace Travel Plan should be prepared to minimise transport impacts.

EPA provided the following comments regarding construction of the proposed facility:

- a detailed site investigation report and preparation of a Remedial Action Plan (RAP) should be completed prior to the commencement of excavation works;
- prior to the commencement of work, appropriate procedures should be implemented to identify and deal with unexpected contamination finds including asbestos;
- all construction works and related activities should be carried out during standard construction hours with scheduled intra-day 'respite periods' for activities that are particularly annoying to sensitive receivers; and
- appropriate dust minimisation, sediment and erosion control and waste management measures should be implemented during site preparation and construction.

The EPA made the following comments regarding operation of the proposed facility:

- background noise monitoring has not been undertaken at the most affected residences being the terrace houses on the corner of Church Street and Fowler Street, and the adjoining student accommodation building. Either a standard background noise level of 40 dBA should be adopted or further quantitative assessment of the 'night-time' background noise levels measured should be carried out at these locations, in accordance with the *Industrial Noise Policy* (INP);
- justification should be provided regarding the proposed access and egress arrangements and potential building materials that could be used to minimise noise impacts;
- any plant and equipment should not exceed 5 dBA above the 'night-time' background noise level or exhibit tonal characteristics likely to cause sleep disturbance; and
- noise compliance monitoring should be carried out during commissioning of the facility.

The EPA further requested clarification and justification on whether:

- vehicular access can be obtained via the RPA Hospital campus internal road network or from Lucas Street some distance east of its intersection with Church Street; and
- solid walls or acoustic louvres (or combination of both) can be incorporated into the side of the car park wall immediately opposite the adjoining student accommodation building and Fowler Street residences.

Heritage Council of NSW recommended a condition of consent for written notification to be provided should any unexpected archaeological deposits/relics be discovered during excavation works.

Sydney Water requested any approved plans be provided to determine whether the development will affect any assets such as sewer or water mains, stormwater drains and/or easements.

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

3.3. Public Submissions

A total of 13 submissions were received from the general public and special interest groups during exhibition. The key issues raised in the submissions included:

- impacts on immediately adjoining residences and the wider residential catchment including overshadowing, increased traffic, noise, reduced air quality and light spillage;
- closure of the existing childcare centre resulting in the loss of existing places and subsequent disruptions to families using the facility;
- the traffic assessment understates the predicted traffic impacts and level of congestion, including impacts on emergency service vehicles;
- the application does not consider the underutilisation and available capacity of the existing RPA Hospital car parking facility;
- the project documents do not reflect traffic calming measures recently implemented by CoS Council. These include a widened footpath along Church Street between Lucas Street and Grose Street, new kerb extensions and rubber speed cushions along Church Street;
- the proposed exit to Church Street crosses a pedestrian footpath which is a safety concern;
- the facility does not promote the use of public transport by encouraging private vehicle use; and
- construction impacts including use of existing on-street parking by construction personnel.

The key concerns raised in public submissions have been addressed in detail in **Section 4.2** of this report.

3.4. Applicant's Response to Submissions

The Applicant provided a response to the issues raised during public exhibition within a Response to Submissions (RtS) report. Key aspects of the RtS include:

- details of negotiations undertaken to accommodate families affected by the closure of the Lucas Street Child Care Centre;
- an updated Traffic Impact Assessment including the results of further intersection modelling; and
- a response to the EPA's concerns regarding background noise monitoring.

The RtS was referred to CoS Council, Inner West Council, TfNSW, RMS and EPA for comment.

CoS Council advised that it now objected to the application on the grounds of insufficient information and uncertainty regarding the permissibility of the project due to the proposed number of car parking spaces (see Section 4.2.1). Concerns were also raised in relation to the proposed design of the structure and associated impacts on surrounding residences including student accommodation. Despite its objection to the application in its current form, the CoS Council advised that it supports the Applicant's efforts to resolve existing car parking issues at the site.

TfNSW requested that the Applicant prepare a Construction Pedestrian and Traffic Management Plan, Car Park Management Plan and Work Place Travel Plan in consultation with the CBD Coordination Office.

EPA advised that the standard construction hours from the Interim Construction Noise Guidelines (ICNG) should still apply to the project, unless construction noise levels are no more than 5 dB above Rating Background Level at any residence and no more than the Noise Management Levels specified in Table 3 of the ICNG at other sensitive land uses. Intra-day respite periods are also recommended for noisy activities such as jack hammering. Comments made in its submission of the EIS regarding operation noise were also reiterated.

Inner West Council and **RMS** provided no further comment on the application.

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 SSD, 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)(iiia) any planning agreement	Not applicable
(a)(iv) the regulations	The application 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 to 3.4
(e) the public interest	Refer to Section 1.4
Biodiversity values exempt if: (a) On biodiversity certified land (b) Biobanking Statement exists	Not applicable

* Under clause 11 of the State Environmental Planning Policy (State and Regional Development), 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 application. The Department considers the key issues to be:

- car parking, traffic and access;
- built form;
- amenity impacts;

- noise;
- contamination;
- closure of the Lucas Street Child Care Centre;
- heritage; and
- the public interest.

4.2.1. Car Parking, Traffic and Access

Car Parking

The primary objective of the project is to deliver additional car parking spaces for RPA Hospital employees. The EIS notes that there is existing demand and a current shortfall of available staff car parking, which has been generated by:

- a reduction in the number of available car parking spaces;
- increases to car parking fee rates; and
- recent expansions of the RPA Hospital capacity.

The RMS *Guide to Traffic Generating Development* does not provide a rate for car parking for public hospitals. According to the EIS, there is an existing demand of approximately 1,700 to 1,800 staff car parking spaces (demand primarily associated with the peak morning shift period) based on the Applicant's Transport Impact Assessment. This is based on consideration of the following:

- existing full-time equivalent staff (including Visiting Medical Officers);
- the proportion of staff who currently drive to work;
- average vehicle occupancy rates; and
- breakdown across employee shifts.

CoS Council and RMS raised no issues with the assumptions used to calculate car parking demand contained within the Transport Impact Assessment.

Recent major expansion works have occurred across the RPA Hospital campus with the intent of providing increased capacity and capability to meet expected population increases and to address existing shortfalls. Recent work includes the Chris O'Brien Lifehouse Centre (MP 10_0036) which delivered a ten storey, 44,000 sqm cancer medical facility with clinical services and research facilities including a basement car parking for 100 vehicles (staff and visitors). The Department assessment of the proposal accepted that onsite parking would be further supplemented by existing parking in the precinct to accommodate staff requirements.

The Marie Bashir Centre (MP 10_0166) is also a recent development within the precinct which delivered a seven storey hospital with 13,000 sqm of GFA and a basement car park with 38 car parking spaces (for staff and visitors). In its assessment of the proposal the Department again accepted that onsite car parking would be further supplemented by existing parking in the precinct to accommodate staff requirements.

The Applicant confirmed that whilst these reductions in on-site parking coupled with an increased demand from the new facilities was deemed to be sufficient at the time, on review the cumulative impact of these developments in addition to contemporary changes to the availability of staff parking within the precinct is now contributing to a deficiency of staff parking across the RPA Hospital campus.

CoS Council detailed in its submission that the application does not provide sufficient justification for the quantum of car parking spaces proposed in relation to current supply. It requested that an audit of all existing, approved and proposed car parking spaces across the RPA Hospital campus be undertaken to ascertain whether the proposal is consistent with the car parking restrictions outlined under SLEP.

CoS Council further noted that the site is zoned SP2 Infrastructure (health services facilities) and that car parking is only permissible in the zone if it is ancillary to this use. It was therefore requested that a restriction be imposed to prevent the facility from being utilised by third parties that are not ancillary to health services facilities (for example, hospitality staff).

In response to CoS Council's submission, the Applicant undertook an audit of the existing car parking supply (off-street) for both staff and the general public across the RPA Hospital campus. The audit results were provided in an updated traffic assessment, submitted with the RtS. The audit determined there to be a total of 567 car parking spaces across the campus, comprising:

- 224 allocated for staff usage;
- 273 allocated to visitors; and
- 70 allocated to other users (short-term parking, disabled spaces, ambulance bays etc.).

In addition to the 567 off-street car parking spaces outlined above, there is an existing multi-storey carpark (MSCP) located on the corner of Grose Street and Church Street, which currently provides 1,027 car parking spaces for staff and the general public. The Applicant has advised in the RtS that recent changes under the terms of the lease to operate the existing MSCP has seen the number of staff-allocated spaces reduced to 600 in total, with increased car parking fees. The remaining 427 spaces within the existing MSCP are required to be allocated under the terms of a development approval to a private hospital, approval on land directly to the south of the carpark.

Figure 7 shows the distribution of car parking spaces across the RPA Hospital campus, location of the existing multi-storey car park and location of the approved private hospital. **Table 3** outlines the number of car parking spaces, including the total number allocated to staff, the public and other uses.

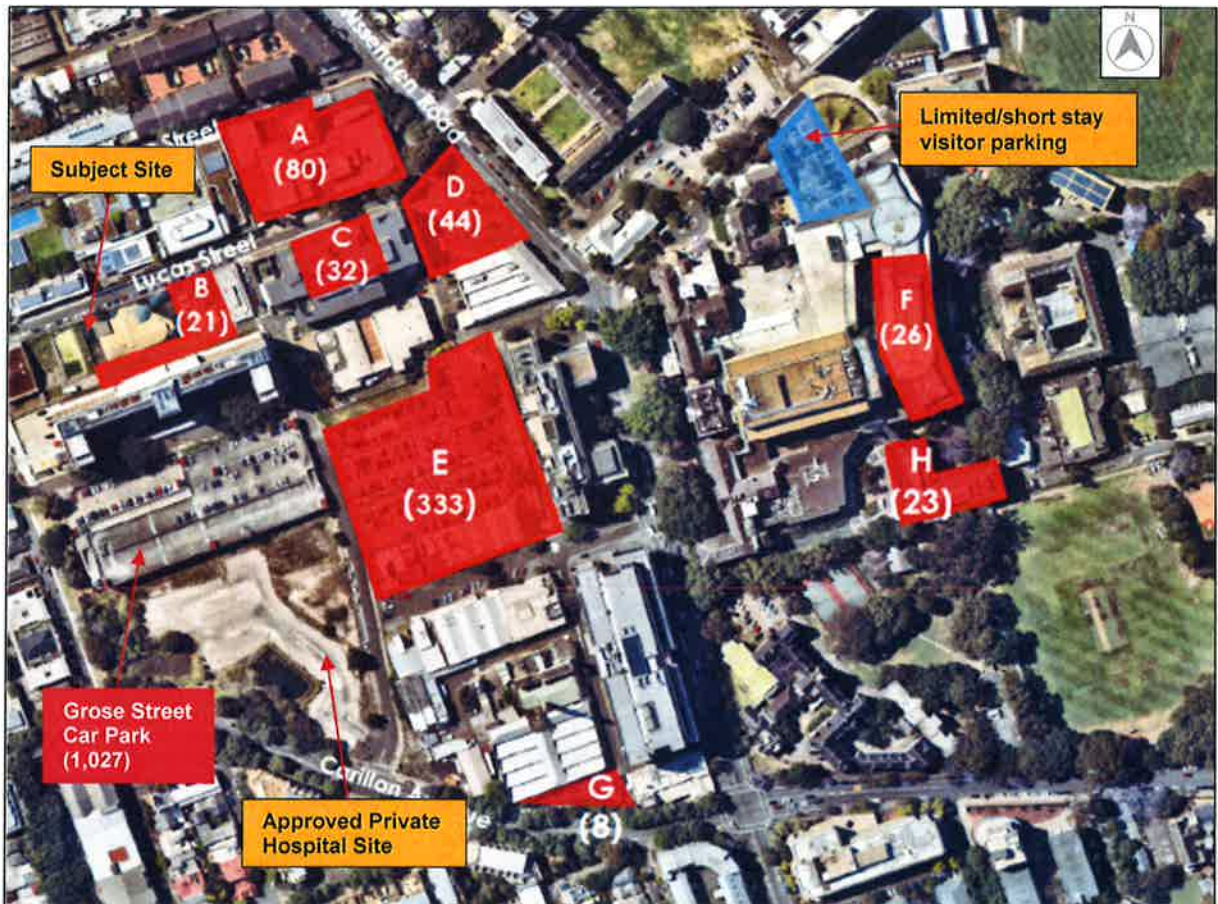


Figure 7: Existing car parking supply – RPA Hospital campus (source: RtS)

Table 3: Distribution of existing car parking supply – RPA Hospital campus (source: RtS)

Parking Location	Map Reference	Staff	Public	Other	Classification of Other
QEI# Staff car park QEI# drop off	A	60	0	0	
		0	0	2	
		0	0	9	20 min
		0	0	1	Ambulance Bay
		0	0	8	Disabled
Lucas Street	B	0	0	6	Childcare 20mins
		12	0	0	
		3	0	0	
Prof Marie Bashir Centre	C	32	0	0	
	D	0	0	44	LHD Fleet
KGV	E	60	0	0	
		0	273	0	
Level 2 On-call Carpark	F	26	0	0	
Brown Street	G	8	0	0	
Gloucester House	H	23	0	0	
Total Campus Parking Spaces		224	273	70	
Existing MSCP		600	427 [1]		
Total Available Supply		824	700	70	

[1] Subject to public parking fee rates

In summary, the RPA Hospital campus currently provides 1,594 car parking spaces. Of these, 824 are allocated to staff, comprising:

- 224 spaces owned by the Sydney Local Health District (SLHD) which are dispersed across the RPA Hospital campus (refer **Figure 7**); and
- 600 spaces located in the existing privately-owned MSCP located on Grose Street.

The Applicant proposes to address the current car parking shortfall by providing an additional 996 staff car parking spaces, refer **Table 4**.

Table 4: Staff car parking provisions – RPA Hospital campus

	Parking Removed	Current Staff Parking Provided	Car Parking Demand	Car Parking Shortfall	Car Parking Proposed
Dispersed Parking (SLHD)		224			
Grose Street Car Park		600			
Grose Street MSCP	427 (now provided for Private Hospital)				
Staff Parking Total		824	1,700 - 1,800	876 - 976	996

The Applicant acknowledged in the RtS the need to limit any oversupply of car parking spaces in order to deter an increase in traffic generation. The associated staff parking demands have been reviewed in detail and an undersupply of car parking spaces to meet the current needs of RPA Hospital staff has been identified. The EIS notes that the recent expansion works carried out across the hospital precinct has contributed to the increased demand.

The Department has assessed the information provided in the EIS and RtS, including the supplementary traffic assessment and car parking audit. On the basis of the information provided by the Applicant, there is currently an undersupply of some 800 to 900 car parking spaces for RPA Hospital staff. The provision of an additional 996 car parking spaces would equate to a campus-wide supply of 1,820 staff car parking spaces. The Department is of the view that this would help address the existing demand of approximately 1,700 to 1,800 staff car parking spaces (predominately in the AM peak) whilst also accommodating for additional growth of the RPA Hospital capacity. Accordingly, the Department is satisfied the application is justified on merit.

To address CoS Council's concerns regarding use of the proposed facility by third parties, the Department has recommended a condition of consent which requires the Applicant to restrict use of the carpark only to those members of staff who are ancillary to health services facilities operating as part of the RPA Hospital.

Car Parking Permissibility

CoS Council also raised concerns regarding the permissibility of the development. It was CoS Council's view that the number of car parking spaces proposed as part of the application is in excess of the maximum number of spaces permitted under the SLEP. CoS Council's submission on the RtS made reference to section 4.6(8) of the SLEP which does not allow development consent to be granted that would contravene the development standards defined under Division 1 of Part 7 (Car parking ancillary to other development).

The Department notes that, in accordance with section 5.12(1), the SLEP does not enable the restriction or prohibition of the carrying out of any development by a public authority that is permitted to be carried out, with or without development consent, under *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP). Section 57(1) of ISEPP allows development for the purpose of health services facilities to be carried out with consent on land in a prescribed zone. In this regard, the subject site is located in a prescribed zone under ISEPP (SP2 Infrastructure) and the Applicant is a public authority (as defined under section 4 of the EP&A Act). Therefore, the Department is satisfied that section 5.12(1) of the SLEP applies to the proposed development.

Notwithstanding, the Applicant is required to demonstrate on merit why the proposed number of car parking spaces is appropriate for the site. The Applicant has demonstrated in the EIS and RtS the need for up to 996 additional staff car parking spaces to accommodate current and future demand at the RPA Hospital campus (as detailed previously in this report). The Department is satisfied the number of car parking spaces proposed is appropriate for the site and will meet the current and future car parking demand.

Construction Traffic

The EIS states that construction traffic will consist of light vehicles (including utility vans), as well as heavy vehicles for periodic delivery and removal of materials, including plant and equipment. Vehicle types will include medium and large rigid vehicles and articulated vehicles for import of bulk materials or minor spoil removal, as well as concrete trucks.

Figure 8 shows the proposed construction traffic routes to and from the site and distribution of construction vehicles across the surrounding road network. It is anticipated that construction traffic will be spread throughout the day, outside of the peak network periods. The specific number of truck movements generated by the construction works is not known at this stage as

it is dependent on the final building programme (to be determined when a building contractor is appointed).

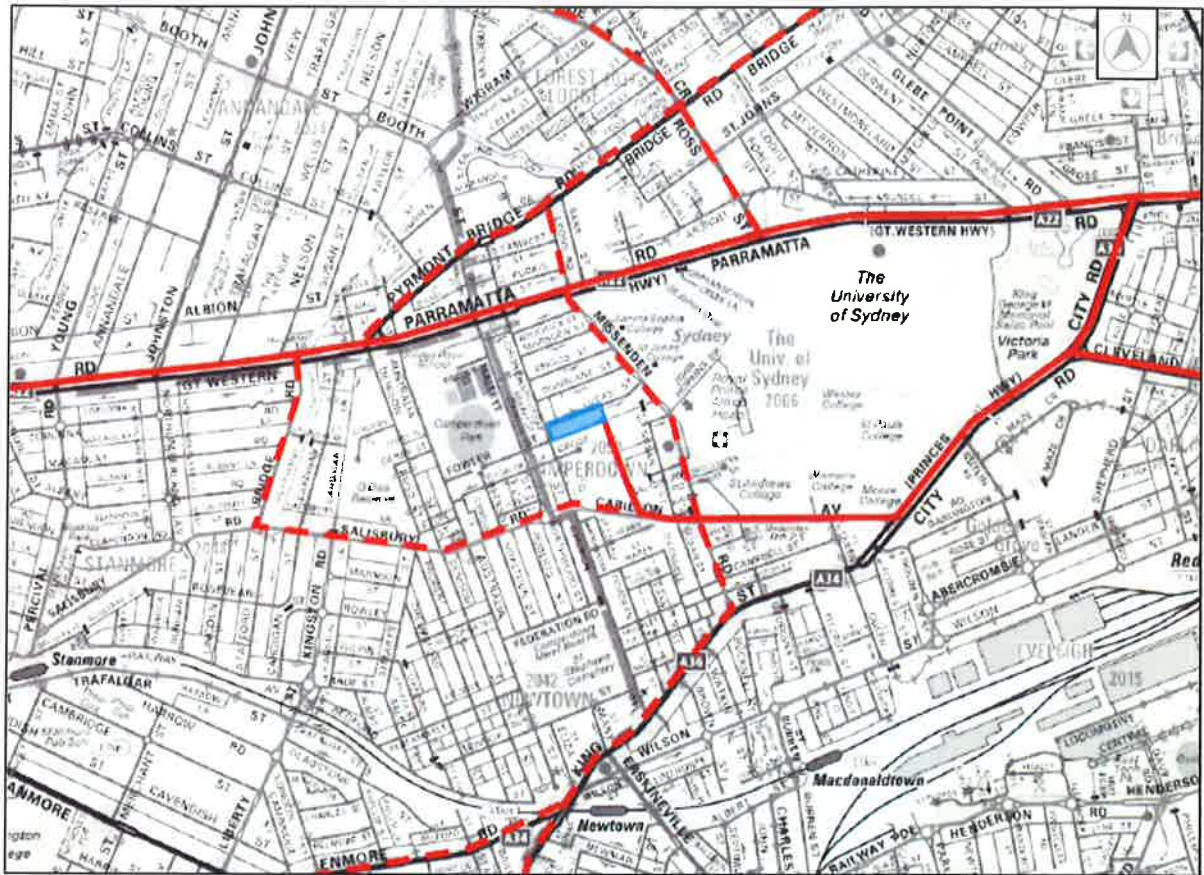


Figure 8: Construction traffic routes to and from the site (source: EIS)

As shown in **Figure 8**, the construction vehicle haulage routes predominately comprise use of the surrounding arterial road network. The exception is Grose Street which is an internal hospital road running in a north-south direction which will provide direct access and egress to the site via Carillon Avenue.

The Department considers construction traffic impacts across the broader road network as a result of the development can be managed as part of a Construction Traffic and Pedestrian Management Plan (CTPMP), recommended via a condition of consent to be prepared prior to the commencement of construction and to the satisfaction of the Certifying Authority. The CTPMP is required to:

- be prepared by a suitably qualified expert and in consultation with Council and TfNSW;
- confirm details of predicted traffic volumes, types and routes;
- identify potential impacts to traffic, pedestrian access, cyclists routes; and
- provide suitable pedestrian and traffic management measures throughout the period of construction.

Operational Traffic

The Applicant provided a traffic impact assessment as part of the EIS and a supplementary traffic assessment as part of the RtS to address issues raised during the exhibition period.

The EIS assessed impacts on existing road network conditions by comparing the performance of intersections prior to and following completion of the project. The projected traffic distribution was modelled using SIDRA and intersection performance was determined based on the LoS.

The EIS determined the proposed facility would generate the following vehicle movements during the AM and PM peak periods:

- 500 movements in the AM peak (between 6:30 am and 7:30 am) comprising 450 arrivals and 50 departures; and
- 274 movements in the PM peak (between 4:30 pm and 5:30 pm) comprising 25 arrivals and 250 departures.

The traffic assessment notes that the predicted traffic volumes do not account for the cessation of traffic generated by former uses on the site or the redistribution of traffic currently parking in other areas across the RPA Hospital campus. Accordingly, the EIS considered the above traffic volumes to be a conservatively high estimate.

The estimated distribution of traffic across the surrounding local road network during the AM and PM peak periods as a result of the proposal is shown at **Figure 9**.

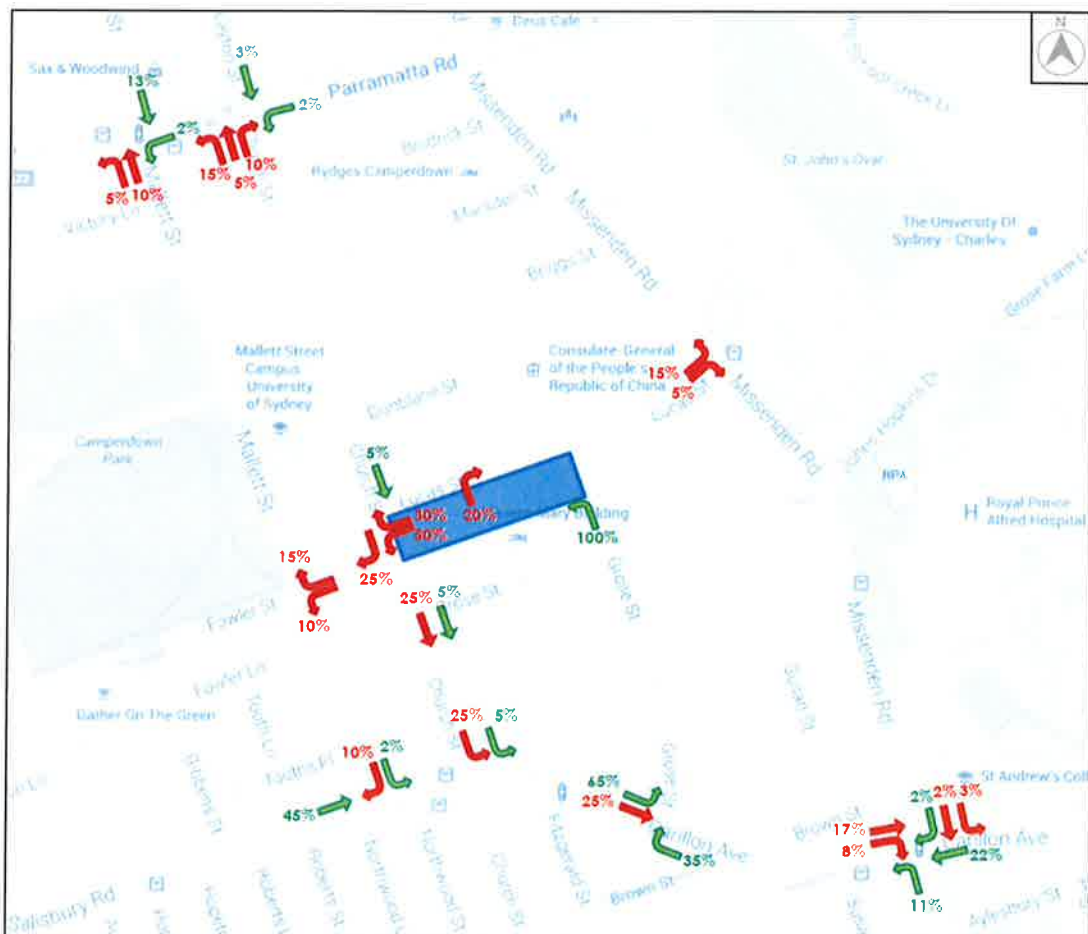


Figure 9: Estimated traffic distribution – peak period arrivals and departures (green arrow AM arrivals, red arrow PM departures) (source: EIS)

RMS raised concern in its submission regarding the operation and efficiency of the surrounding road network and requested further traffic modelling be undertaken, including at the following key intersections:

- Parramatta Road / Missenden Road;
- Missenden Road / Carillon Avenue;
- Missenden Road / King Street;
- Church Street / Parramatta Road;
- Mallett Street / Parramatta Road; and
- Carillon Avenue / City Road.

The Applicant provided a revised traffic impact assessment as part of the RtS which included the predicted LoS at intersections across the surrounding road network as a result of additional SIDRA modelling undertaken for the above intersections.

The traffic modelling results provided in the EIS and RtS indicate that most intersections across the surrounding road network continue to operate within acceptable limits or similar to pre-development LoS. The exception was the intersection of Parramatta Road and Mallett Street, which will likely experience additional congestion as a result of the project, particularly in the AM peak. **Table 5** shows the predicted LoS adjustments at this location once the project is operational.

Table 5: Parramatta Road and Mallett Street intersection – LoS pre- and post-development

Parramatta Road and Mallett Street	Existing LoS (AM Peak)	Existing LoS (PM Peak)	Post Development (AM Peak)	Post Development (PM Peak)
Northbound	E	D	F	D
Southbound	C	E	D	E
Eastbound	B	B	B	C
Westbound	C	B	D	B

CoS Council also raised concern regarding the LoS deterioration from 'E' to 'F' for northbound traffic at the Parramatta Road and Mallett Street intersection in the AM peak. The Applicant advised in the EIS that modifications to the intersection involving expansion of the 'no stopping' zones on the northern and southern approaches would increase the throughput of vehicles while also reducing the effective queue length. Notwithstanding, the specific need for such modifications would need to be investigated further and determined in consultation with relative stakeholders.

The Department is satisfied the surrounding road network is capable of accommodating the number of vehicles generated by the development. It is considered that any impacts associated with increased traffic generation would be experienced over a relatively short period of time during the AM peak, and to a lesser extent the PM peak. To address the decreased LoS at the intersection of Parramatta Road and Mallett Street, a recommended condition of consent requires the Applicant to consider potential intersection modifications should the intersection reach a LoS 'F'. Any modifications to the intersection are to be determined following consultation with RMS and CoS Council.

Site access and egress

The car parking facility would be accessed via a proposed new extension of Brodie Street, which runs along the southern site boundary. Vehicles exiting the carpark will be diverted along either Lucas Street or Church Street. The proposed site access and egress arrangements are shown in **Figure 10** (green arrow – pedestrian movements; yellow – existing traffic directions; blue – proposed carpark exits; red – Brodie Street traffic direction).

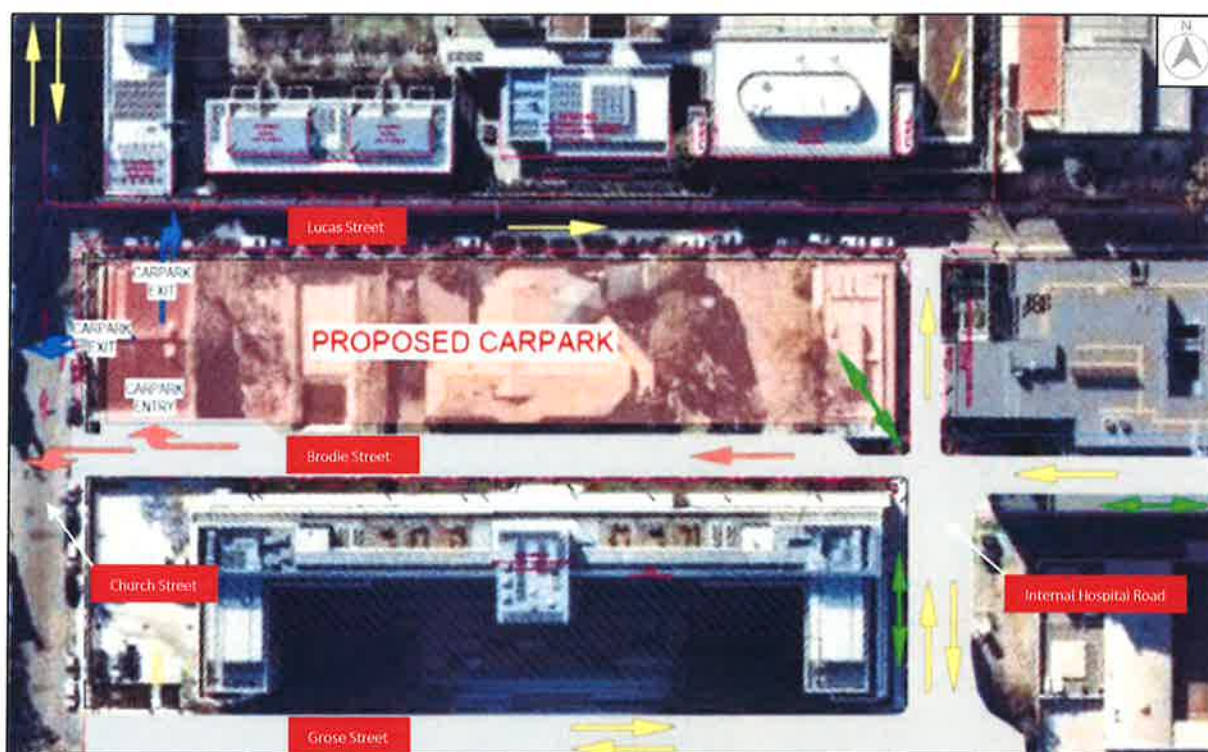


Figure 10: Proposed site access and egress arrangements (Source: EIS)

Council considered that impacts at the intersection of Carillon Avenue and Grose Street could be reduced if all vehicles exiting the carpark were diverted to Fowler Street. The Applicant advised in the RtS that dispersing site generated traffic across several intersections could be achieved by providing two separate egress points to both Lucas Street and Church Street. The Department supports the distribution of traffic across the broader road network and is of the view this can be achieved through the provision of two separate egress points diverting vehicles either south (along Church Street) or east (along Lucas Street).

TfNSW requested the Applicant be required to prepare a Carpark Management Plan in consultation with the CBD Coordination Office, which incorporates the following:

- measures to increase the capacity of the boom gates at the car park entry point;
- details of alternate car parking locations to redirect vehicles due to any extensive queuing at the car park access point;
- management measures for any incidents at the car park entry point;
- management of conflicts between vehicles accessing the site and pedestrian links; and
- signage arrangements.

TfNSW further recommended the Applicant be required to prepare a Workplace Travel Plan in order to promote efficient car usage (including alternatives to single occupant private vehicle trips during peak periods) and encourage increased active and public transport usage.

The Department supports the recommendations of TfNSW and has included recommended conditions of consent requiring the Applicant to prepare both a Carpark Management Plan and Workplace Travel Plan, in consultation with the CBD Coordination Office.

4.2.2. Built Form

The proposed carpark structure would be nine storeys tall and comprise a maximum height of 26 m (to the top of the stair enclosure) or RL 54.4. SLEP contains no height or floor space ratio controls for the subject site.

The proposed building façade will predominately comprise perforated metal panels, which have been selected to help provide interest in the structure's façade and facilitate a reduction in apparent bulk. The EIS states that the perforations within the panels are expected to reduce the scale of a single solid panel by introducing a visual depth of field to the façade. Bricks will be used selectively along the base of the building and concrete will be used for the curved vehicular entry ramps.

The EIS notes that the following considerations have influenced the proposed built form of the structure:

- it is of a reduced height, scale and proportion than the adjacent Queen Mary Building (QMB) (RL 74.3) and the seven storey Professor Marie Bashir Centre (RL 61.5);
- it is set back from the western boundary to better align with the adjacent QMB which will create a consistent building line and streetscape, and prevent the QMB from losing its prominence when viewed from Church Street;
- it is stepped along the southern façade by three levels to reflect an existing stormwater easement, allowing a greater sense of separation and providing additional pedestrian amenity with a sheltered walkway;
- it has been positioned as close to the northern boundary as possible to reduce impact on the neighbouring QMB; and
- a more generous setback has been provided along the western site boundary to lessen overshadowing impacts and reduce the sense of scale along Church Street.

Figure 4 shows a photomontage of the proposed carpark as viewed from Church Street, while **Figure 11** below shows the carpark as viewed along Lucas Street, looking west (with the Professor Marie Bashir Centre adjoining to the left of picture).



Figure 11: Photomontage of proposed carpark, viewed from Lucas Street (source: EIS)

Clause 6.21(5) of SLEP requires that development consent not be granted to development that will have a building height above ground level greater than 25 m unless a competitive design process has been held in relation to the proposed development. Notwithstanding, clause 6.21(6) of SLEP waives the requirement for a competitive design competition if the consent authority is satisfied that such a process would be unreasonable or unnecessary in the circumstances.

The Applicant, when requesting SEARs for the project, also submitted a request to the Minister to waive the requirement for a competitive design process required under the SLEP. The Applicant's request to waive this requirement was granted by the then Minister on the basis that:

- the proposal represents an important piece of public infrastructure that will provide a significant public benefit; and
- the nature and function of the building means that it does not lend itself to alternative design solutions.

CoS Council raised a number of concerns in its submission relating to the proposed design of the structure. In particular, Council noted that the Consulate-General of the People's Republic of China (located opposite the subject site) has a particularly poor interface with the public domain. It is largely inactive, and receives almost no passive surveillance. The construction of a carpark at ground level will potentially exacerbate this problem. Council recommended the ground floor and first floor level of the carpark to Lucas Street be sleeved with active uses and incorporate windows facing to Lucas Street.

The Applicant argued in the RtS that Lucas Street is primarily used as a pedestrian and vehicle thoroughfare. The interface between existing development and the laneway is characterised by full height walls or facades of solid construction, with occasional driveway entrances and exits. The context of the site therefore does not lend itself to the successful provision or integration of viable active uses on the site. Further, the purpose of the development is to mitigate an existing need for vehicle parking spaces to serve RPA Hospital staff. It would be an inefficient use of the hospital campus site to provide small scale retail offerings (and other similar active uses) in place of much needed supporting hospital infrastructure. In terms of surveillance, the proposed multi-storey carpark will provide the opportunity for increased activity within this precinct of the hospital campus, when compared to the existing underutilised site.

The Department referred the application to the Office of the Government Architect (OGA) for design review. The OGA was generally supportive of the presentation of the proposed development in the context of the existing locality and accepted that retail and commercial uses may not be viable along the length of the building to Lucas Street in this instance. In order to ensure that the proposal achieves design excellence, conditions of development consent were recommended requiring:

- revised renderings/perspectives that represent the true diameter of proposed façade panel perforations above street level. A sample of the product to be used on the façade must also be provided with the revised renderings;
- revised architectural plans that are consistent with the submitted perspectives in providing a curved brick base to the concrete entry ramp, along with detailed sections indicating design intentions for balustrading and junctions between materials; and
- the curved edge forms of the carpark stair towers to be retained and a high quality finish achieved, particularly to the prominent Church Street façade.

The Department has formulated conditions accordingly, requiring the above information to be submitted to the Secretary for approval, prior to the commencement of the relevant works.

4.2.3. Amenity Impacts

The proposal would result in overshadowing to the south at No. 106-112 Church Street (QMB student college), to the south-west at Nos. 91 and 97 Fowler Street (residential terrace buildings) and to the south-east at the Professor Marie Bashir Centre.

To illustrate the potential overshadowing impact associated with the proposal, the Applicant submitted shadow diagrams at 9 am, 10 am, 11 am, 12 pm, 1 pm, 2 pm and 3 pm, representing the worst case scenario at the winter solstice (see **Figures 12 to 18**). In these figures, the shadow cast by the proposal is shown by the red outline (subject site is shaded blue). Elevation shadow diagrams (**Figures 19 to 25**) are also shown for the QMB, being the most affected property. *Source: EIS.*



Figure 12: 9 am Shadow Diagram



Figure 13: 10 am Shadow Diagram



Figure 14: 11 am Shadow Diagram



Figure 15: 12 pm Shadow Diagram

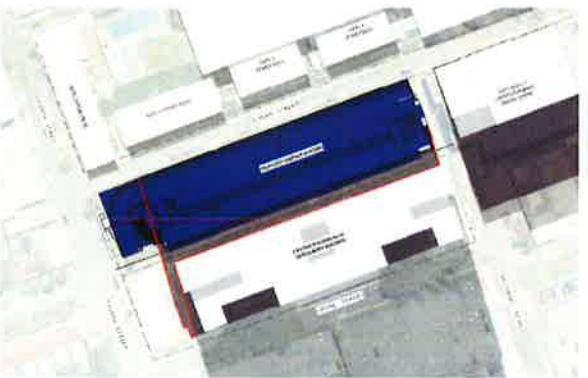


Figure 16: 1 pm Shadow Diagram



Figure 17: 2 pm Shadow Diagram



Figure 18: 3 pm Shadow Diagram



Figure 19: 9 am Elevation Shadow Diagram



Figure 20: 10 am Elevation Shadow Diagram



Figure 21: 11 am Elevation Shadow Diagram



Figure 22: 12 pm Elevation Shadow Diagram



Figure 23: 1 pm Elevation Shadow Diagram



Figure 24: 2 pm Elevation Shadow Diagram



Figure 25: 3 pm Elevation Shadow Diagram

The QMB consists of 11 storeys above basement and ground floor levels and provides accommodation for students of Sydney University in the form of 720 single and 41 double rooms.

The Applicant has detailed that the proposal would result in 107 bedrooms on the northern elevation achieving less than two hours of direct sunlight between 9 am and 3 pm on 21 June. This would result in the percentage of bedrooms that achieve two hours of direct sunlight being reduced from 58 per cent to 44 per cent as a consequence of the proposed development.

The Applicant considers the reduction in solar access as a result of the proposed development is appropriate for the following reasons:

- the QMB student accommodation is not subject to the same solar access provisions as a residential apartment building;
- *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development* (SEPP 65) and the Apartment Guideline are not statutory considerations;
- only bedrooms between ground and Level 3 of the QMB would achieve less than two hours of direct sunlight;
- the QMB student accommodation is only operational 38 weeks in the year;
- it is not reasonable to expect that the QMB be able to completely comply with the Residential Flat Design Code;
- the student accommodation was designed to maximise solar access from all aspects of the building through the provision of balconies and communal open spaces; and
- the proposed development is ancillary to the RPA Hospital within the established Hospital Precinct and the reduced solar access is acceptable on balance with the need for the provision of staff car parking.

In its submission on the EIS, CoS Council raised concern with the level of impact on solar access to both bedroom and living area windows in the QMB. In this regard, CoS Council noted that whilst the Applicant has quantified the impact as an overall result to bedrooms on the north façade, the intent of solar access provisions is to provide better amenity to living spaces. CoS Council suggests that a reduction in height, by providing some of the parking levels underground, may assist in improving solar access.

In response to CoS Council's submission, the Applicant reiterated that SEPP 65 does not apply to student accommodation, noting the nature of compact student accommodation whereby bedrooms and living areas are combined. The Applicant also states that whilst consideration was given to mitigating the impacts on the QMB, including maximising the setback and minimising the overall height of the carpark structure, further excavation to reduce the maximum height of the proposal was not considered feasible as it would impact on entry arrangements, reduce natural ventilation and have only marginal overall benefits in terms of overshadowing.

The Department acknowledges that impacts on solar access to habitable rooms in the QMB will be experienced as a result of the development. However, the Department concurs with the Applicant's position that only bedrooms and living areas between the ground floor and Level 3 of the building would be subject to less than two hours of direct sunlight on 21 June. Furthermore, the QMB is only operational during the academic year (a maximum of 38 weeks annually).

In regard to CoS Council's comments regarding living space assessment, the Department notes that bedrooms and living areas are often combined in student accommodation, including in the QMB. It is also noted that the CoS Council approval of the adaptive re-use of the QMB as student accommodation (D/2011/1107) permitted outdoor communal recreational areas to be provided on the ground floor, Level 11 and rooftop terrace. *State Environmental Planning Policy (Affordable Rental Housing) 2009* stipulates that consent cannot be refused, with respect to solar access for boarding houses, where a development provides for one or more communal living rooms, if at least one of those rooms receives a minimum of three hours direct sunlight between 9 am and 3 pm in mid-winter. The communal recreational areas on Level 11 and rooftop terrace of the QMB would not be overshadowed as a consequence of the proposed development.

In addition, privacy will be retained as the proposed design of the building façade will ensure views are not available directly into, or from, the adjacent student accommodation rooms.

In light of the above, the Department considers that, on balance, the amenity impacts of the proposed development on the QMB to be acceptable. Due to the east-west orientation of the subject site, any structure built on the site would result in the overshadowing of properties to the south, particularly given that most buildings located within the immediate vicinity are built to the boundary.

In addition to the QMB, there are some overshadowing impacts on the two storey residential terraces located on the corner of Fowler and Church Streets and the Professor Marie Bashir Centre. The additional shadow is minor, however, only affecting the residential terraces until approximately 10 am and the Professor Marie Bashir Centre (hospital building) from approximately 3 pm. Accordingly, the Department concludes that the overshadowing impacts on these properties are acceptable.

The potential impacts of light spill from the proposed development were also considered during the detailed design of the facility. The perforations in the façade screens have a diameter of only 10 mm and as such serve to limit the extent of light spill to adjoining or adjacent residential properties. No parking bays have been located immediately adjacent or perpendicular to the southern façade and the entry and exit ramps to Church Street have solid 1200 mm high barriers to reduce light spill from entering/exiting vehicles. Solid panels are also proposed to be fixed to the crash barriers within the carpark to further block out direct light. The Department is therefore satisfied that light spill from the proposed operation of the carpark will be adequately contained.

4.2.4. Noise

The proposal was accompanied by an acoustic report that assesses potential construction and operational noise and vibration impacts on nearby sensitive land receivers, including existing residential and hospital/health receivers and the Chinese Consulate (see **Figure 26**).

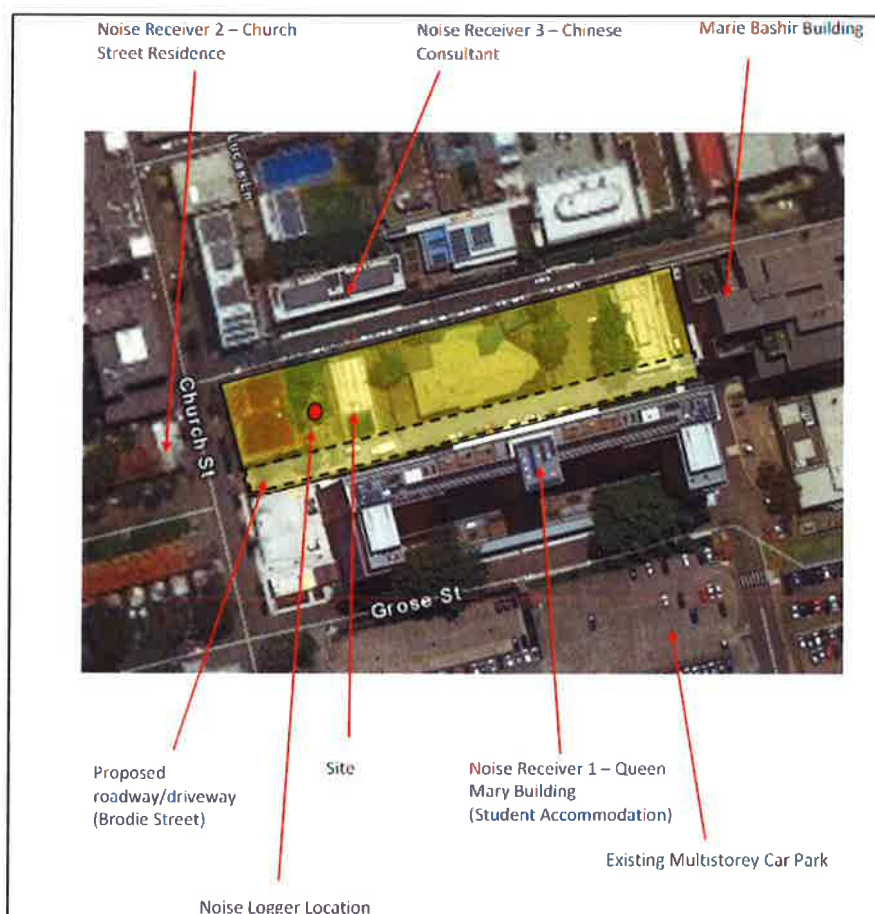


Figure 26: Sensitive receiver and noise monitoring locations (source: EIS)

Background noise monitoring undertaken established rating background levels (RBL (dB(A) L₉₀)) in accordance with the INP, the results of which are present in **Table 6**.

Table 6: Rating Background Noise Levels

Period	Shoulder (6 am – 7 am)	Day (7 am – 6 pm)	Evening (6 pm – 10 pm)	Night (10 pm – 7 am)
Noise Monitor Location LA90, 15 min dB(A)	47	46	47	45

The EPA raised concerns in its submission on the EIS with the background noise monitoring data presented in the Applicant's acoustic report and recommended a night-time background noise level of 40 dB(A) be adopted. It also raised concerns with potential operational noise impacts from the use of the proposed carpark, particularly along Fowler Street and from activities within the carpark.

To mitigate operational noise impact, it requested the Applicant give further consideration to providing an alternative vehicle carpark access entry/exit location away from the sensitive receivers at the western end of the site and incorporating solid walls or acoustic louvres in the façade design. It also commented that construction related activities should be undertaken in accordance with standard construction hours and provide intra-day respite periods from high noise generating activities.

The Applicant's RtS and addendum acoustic report responded to concerns raised by the EPA, as follows:

- background noise monitoring undertaken, and monitor locations, was considered appropriate to be representative of the existing background noise levels of surrounding sensitive receivers;
- background noise level data collected between 23 March 2016 until 30 March 2016 (i.e. seven days) is in accordance with the *Industrial Noise Policy* (INP) and there was no relevant adverse weather conditions during this period requiring data collected to be omitted;
- additional attended noise monitoring undertaken at the front of the closest Fowler Street residence, the Chinese Consulate building and QMB recorded noise levels consistent to the background noise levels originally presented in the acoustic report;
- inbound vehicles during the key noise generating period of 6 am to 7 am is not via Church Street, with vehicle entry proposed via Grose Street (internal hospital road) and its signalised intersection with Carillon Avenue;
- only 10 per cent of vehicle movements between 6 am and 7 am are outbound (i.e. using the Church Street exit), with the primary use of the Church Street exit during the less noise sensitive period of 7 am to 6 pm; and
- façade treatment to mitigate internal operational noise impacts is not considered necessary as noise generated within the carpark was either compliant or only marginally above the project specific noise criteria.

The Department notes that the noise logger's position at the western end of the site behind the existing building fronting Church Street (since demolished) would have been influenced less by vehicle traffic noise generated by movements on Church Street and Lucas Street, and therefore is likely to have recorded a quieter background noise environment. It is also noted that subsequent attended noise monitoring undertaken demonstrated a consistent background noise environment to that originally recorded during long-term unattended noise monitoring.

In this respect, the Department is satisfied the location of the background noise monitoring undertaken adequately represents the existing noise environment of surrounding sensitive receivers and that it is not necessary to adopt a minimum 40 dB(A) night-time background noise level for the proposal.

Construction Noise and Vibration Impacts

The EPA's Interim Construction Noise Guideline (ICNG) outlines the process of establishing construction noise management levels for surrounding sensitive receivers. Based on the background noise levels and ICNG recommended day time noise management levels, construction noise and vibration management levels for surrounding sensitive receivers have been established for construction activities, which are outlined in **Table 7**.

Table 7: Construction Noise Management Levels (L_{Aeq} (15 min))

Sensitive Receiver	Noise Affected	Highly Noise Affected
Residential	56 (Background + 10 dB)	75
Commercial	70	N/A
Hospital	45 (internal)	N/A

Construction noise associated with the proposed carpark are likely to be generated by activities associated with excavation, construction of the primary structure and asphaltting the new internal hospital street (Brodie Street) adjacent to the QMB. Due to the proximity of sensitive noise receivers to the proposal, construction activities are likely to result in exceedance of 'noise affected' and 'highly noise affected' noise management levels.

To address the likely noise management level exceedances, the Applicant's acoustic report recommends the identification of appropriate acoustic controls and management techniques to manage construction noise and vibration impacts. Accordingly, it proposes the following measures:

- review of construction activities and plant/methods undertaken to identify the extent and duration of potential noise management level exceedances, including delaying the commencement of construction activities to minimise the chance of sleep disturbance;
- selection of appropriate plant (i.e. use of augured piling and electric construction cranes), use of screens around static plant, notification of adjoining land users, implementation of respite periods when noise management levels exceedances may occur;
- notification of adjoining land users of the time and duration of construction activities that result in sensitive receivers being 'highly noise affected'; and
- implementation of noise monitoring during construction to provide feedback to ascertain if construction noise goals are being exceeded and to determine additional management strategies.

Vibration impacts generated from potential excavation, piling and soil compaction activities would have the potential to exceed amenity vibratory criteria, particularly at the adjoining QMB. The Applicant's acoustic report notes that the use of augured pilings would reduce vibration impacts on adjoining sensitive receivers and that where rock excavation, driven/vibrated piles or soil compacting is required, the following measures should be implemented:

- where practical, rock excavation should be undertaken using rock saws as opposed to pneumatic hammers;
- vibration monitoring should be conducted during excavation piling and/or compaction to ensure vibration levels are not exceeded; and
- any vibration monitoring system should allow for instant feedback to the contractor in the event excessive levels are reached.

In addition to the above recommendations, the Applicant's acoustic report recommends the preparation of a detailed Construction and Vibration Management Plan (CNVMP), which includes details of the feasible recommended mitigation measures outlined above.

In response to the Applicant's RtS and addendum acoustic report, the EPA stated that sufficient evidence had still not provided for construction activities to be undertaken outside of standard construction hours outlined in the ICNG. It also advised that intra-day respite

periods be applied for activities where the noise level exceeds 75 dB(A) and for any particularly annoying activities such as jack hammering or grinding of metal or concrete.

The Department acknowledges that construction of the proposed carpark structure in an urban environment will likely result in noise impacts on sensitive receivers, though this is also an accepted consequence of 'brownfield' redevelopment. Accordingly, appropriate construction noise and vibration management measures should be implemented to ensure best practice is applied to minimise potential impacts where possible and practical.

In this regard, the Department is of the opinion that construction activities should only be undertaken during standard City of Sydney construction hours and that respite periods be applied to high noise levels, and has recommended standard conditions of consent to ensure this occurs. Further, the Department has also recommended conditions requiring construction activities comply with standard vibration criteria to ensure no adverse impacts to existing buildings or structures is generated by construction activities.

In addition to the conditions requested by the EPA and the Applicant's recommendation for the preparation of a CNVMP, the Department also recommends the CNVMP:

- be prepared by a suitably qualified expert;
- be prepared in consultation with the noise sensitive receivers where construction noise management levels are predicted to be exceeded;
- identify appropriate feasible and reasonable measures to mitigate construction noise impacts;
- detail noise monitoring procedures;
- establish a complaints management system; and
- adopt any other additional noise mitigation measures outlined in the Applicant's acoustic report.

Subject to compliance with the recommended conditions of consent and implementation of feasible and reasonable noise mitigation measures, the Department is satisfied construction noise and vibration impacts can be appropriately managed during the construction phase of the proposal.

Operational Noise Impacts

Operational noise sources of the proposal would be generated from vehicles entering, exiting and circulating within the nine parking levels, from vehicles being started and car doors being closed, and noise from mechanical plant. Based on the established background and ambient noise levels, noise management levels for the proposal can be established (refer **Table 8**) for adjoining sensitive receivers in accordance with the INP.

Table 8: Noise Management Levels L_{eq} dB(A)

Sensitive Receiver	Time of day	Intrusive Criterion dB(A) $L_{Aeq, 15 \text{ minute}} (RBL + 5 \text{ dB(A)})$	Amenity Criteria dB(A) L_{eq}
Residential	Day	51	60
	Evening	52	50
	Night	50	45
	* Shoulder	52	N/A
Commercial	When In Use	N/A	65
Hospital	When In Use	Internal	35 – 40
		External	50 – 55

* Shoulder period is the mid-point value between rating background levels of the two assessment periods on either side of the shoulder period.

The Applicant states it is more appropriate to apply the relevant intrusive criteria (i.e. short term noise descriptor) rather than the applicable amenity criteria (i.e. measurement of an average noise source over a designated period), as noise generated from the operation of the carpark would be limited to the AM peak hour period and would not generate a continuous noise.

The Department accepts the Applicant's application of the intrusive criteria in this instance, noting that the proposal is unlikely to continuously generate an intrusive noise across all periods of the day. The Department notes that noise generated from the carpark would generally comply over the course of the facility's 24-hour operation, with the exception of the night time period and shoulder period. In this respect, noise levels generated from vehicle movements associated with the AM staff shift change between 6.30 am to 7.30 am are predicted to exceed the intrusive noise management levels by 1 to 3 dB(A) at surrounding receivers, with the greatest exceedances predicted at the lower levels (one to five) of the adjacent QMB.

Typical noise levels from vehicles circulating within the carpark and travelling along Brodie Street (84 dB(A)) during this busiest morning shoulder peak period are predicted to generate the following noise levels at the surrounding sensitive receivers:

- 51 dB(A) at the QMB (levels six and above);
- 52 dB(A) at Church Street residences;
- 53 dB(A) at the Chinese Consulate; and
- 55 – 56 dB(A) at the QMB (levels one to five).

Guidance material outlined in the Department's *Development Near Rail Corridors and Busy Roads – Interim Guideline* suggests that an internal bedroom noise of 45 dB(A) is acceptable before acoustic treatments are necessary. In this regard, and noting there is typically a 10 dB(A) noise reduction between the outside and inside where bedroom windows are left open, a noise level of 55 – 56 dB(A) at the lower levels one to five of the QMB would result in an acceptable internal noise level of approximately 45 dB(A). Further, the Department notes that the predicted exceedances are slightly above that which would not normally be perceptible (i.e. 1 to 2 dB(A)), though would be limited to a short period of time.

An assessment of potential sleep disturbances created from vehicles entering/exiting the carpark (84 dB(A)) and starting/doors closing (95 dB(A)) within the carpark during the night period (i.e. 10 pm to 7 am) against the emergence level (i.e. RBL + 15 dB(A)) is presented in **Table 9**.

Table 9: Sleep Arousal

Noise Source	Receiver Location	Emergence Level $L_{1(1min)}$ dB(A)	Predicted Noise Level	Compliance
Car starting/door closing	QMB	60	64	No
	Chinese Consulate	60	64	No
	Church Street	60	59	Yes
Entry/exit engine noise	QMB	60	58	Yes
	Chinese Consulate	60	53	Yes
	Church Street	60	53	Yes

As detailed above, noise events created from vehicles starting and doors closing are predicted to be greater than 15 dB(A) above the RBL and therefore have the potential to create a sleep disturbance to occupants of the QMB and Chinese Consulate. However, applying the same approach to that previously outlined above, there is typically a 10 dB(A) noise reduction between the outside and inside where bedroom windows are left open, which would result in an internal noise level of approximately 54 dB(A).

Whilst not strictly applicable to the proposal, the EPA's INP notes that internal noise events of 50 – 55 dB(A) are unlikely to awaken people from sleep. The Department is therefore satisfied that such noise events generated from the operation of the carpark during the night-time and shoulder periods are unlikely to create a sleep disturbance.

To mitigate likely operational noise impacts, the acoustic report recommends the following acoustic treatments and management measures:

- avoidance of polished carpark surfaces to prevent tyre squeal;
- adoption of a 15 km/hr speed limit along Brodie Street and installation of concrete or plastic type speed humps to control vehicle speeds;
- use of noise absorptive lining to the underside of the slab soffit over the entry/exit boom gate and vehicle queuing areas;
- acoustic review of any boom gate or intercom system at the carpark entry at the detailed design stage; and
- a detailed acoustic review of all external mechanical plant following equipment selection and duct layout design.

The Department acknowledges that the proposal has the potential to generate noise impact from its use, particularly during the morning shoulder period. To ensure these potential impacts are satisfactorily mitigated, the Department has recommended a condition of consent to ensure the measures proposed within the acoustic report are implemented in full. Regarding mechanical plant, the Department acknowledges that the detail design and selection of mechanical plant has not been undertaken at this stage. It is accepted that the naturally ventilated, open design of the carpark would limit the need for extensive plant and any boom gate equipment selected can be acoustically treated if necessary.

The Department also recommends a condition of consent requiring the Applicant undertake a program of detailed noise monitoring that assesses noise generated from the operation of the carpark and associated mechanical plant for two months following commencement of use. The results of which will be used to verify that noise generated from the operation of the carpark does not exceed the established noise management levels. The condition will also require additional mitigation measures, in the form of building façade acoustic treatment, where it is established that those noise levels exceed the relevant noise management levels.

4.2.5. Contamination

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) is the primary environmental planning instrument guiding the remediation of contaminated land in NSW. SEPP 55 requires a consent authority to consider whether the land is contaminated, and if so, whether the land will be remediated before the land is used for the intended purpose.

The contamination assessment undertaken for the site by the Applicant's environmental consultant indicates that areas of the site contain contaminated fill material. The contamination would require remedial works and the Applicant has provided a Remedial Action Plan (RAP) for the site accordingly. The RAP identified that the most suitable and preferred remediation option is the removal of contaminated material to an appropriate facility off-site and the reinstatement of clean material, if needed. This method will appropriately remediate the site whilst also facilitating the excavation of the lowest level of the proposed multi-storey staff carpark.

The proposal, however, does not include bulk earthworks to the proposed internal road, Brodie Street, located along the southern boundary of the site. Accordingly, there are two alternative options for the remediation of this portion of the site, being the removal of contaminated materials to be replaced with clean fill or the capping of this area with the concrete. The capping of this portion of the site will require an Environmental Management Plan to be prepared for the ongoing management of remaining contamination.

A number of recommendations have also been provided by the Applicant's consultant in the event of an unexpected find on the site, the management of remediation works on the site, and the importing of fill material to the site, and mitigating groundwater contamination, which will be implemented if applicable during the remediation of the site.

A Validation Report will also be prepared documenting the remediation works undertaken above. This report will outline the remediation work undertaken at the site and any deviations to the remediation strategy. The report will summarise the results of the validation assessment and will be prepared in accordance with the *Guidelines for Consultants Reporting on Contaminated Sites 2011*.

The contamination assessment concluded that post remediation that the site and the soil conditions are suitable for continued use of the site for health purposes.

The Department is satisfied that, in accordance with clause 7 of SEPP 55, 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.

4.2.6. Closure of the Lucas Street Child Care Centre

The proposed development has resulted in the closure of the Lucas Street Child Care Centre (LSCCC) which has since been demolished as part of a separate approval under Part 5 of the EP&A Act. The LSCCC formerly provided approximately 70 child care places for the children of RPA Hospital staff members.

A key issues raised by CoS Council and the public submissions included the closure of the LSCCC without first providing an alternate facility. CoS Council also considered there to be opportunity to provide a replacement facility on the rooftop of the proposed carpark.

The Department requested the Applicant provide further information regarding the availability of an equivalent number of child care placements, including timing as to when these place will be made available. The Department further requested there be no overall loss of local child care places as a result of the development and that alternative placements be secured at a facility located within reasonable proximity of the former LSCCC.

The Applicant advised in the RtS that an agreement has been negotiated with the Guardian Early Learning Group (GELG) to transfer and accommodate those children formerly placed at the LSCCC. The GELG is located in Camperdown, approximately 600 m to the west of the former LSCCC. Former staff of the LSCCC have also been offered employment at the GELG. The RtS also emphasised that a child care centre located on the roof of the carpark was found to not be feasible during the development design stage.

The Department is satisfied adequate arrangements have been made by the Applicant to accommodate those children formerly placed at the LSCCC following closure of the facility.

4.2.7. Heritage

The subject site is not identified as being of heritage significance or as being within a heritage conservation area under the SLEP. The site previously contained the School of Nursing Building (known as 'Building 51', located on the north-west corner of the site) which is listed on the NSW Department of Health's Preliminary Section 170 Heritage and Conservation Register (s.170 Register). This building has been subsequently demolished as part of a separate Part 5 approval under the EP&A Act, with an archival photographic record undertaken prior to demolition.

A number of locally listed heritage items are located opposite the subject site, while the main RPA Hospital campus is also within a conservation area (see **Figure 27**). The adjacent QMB is also listed on Health's s.170 Register.

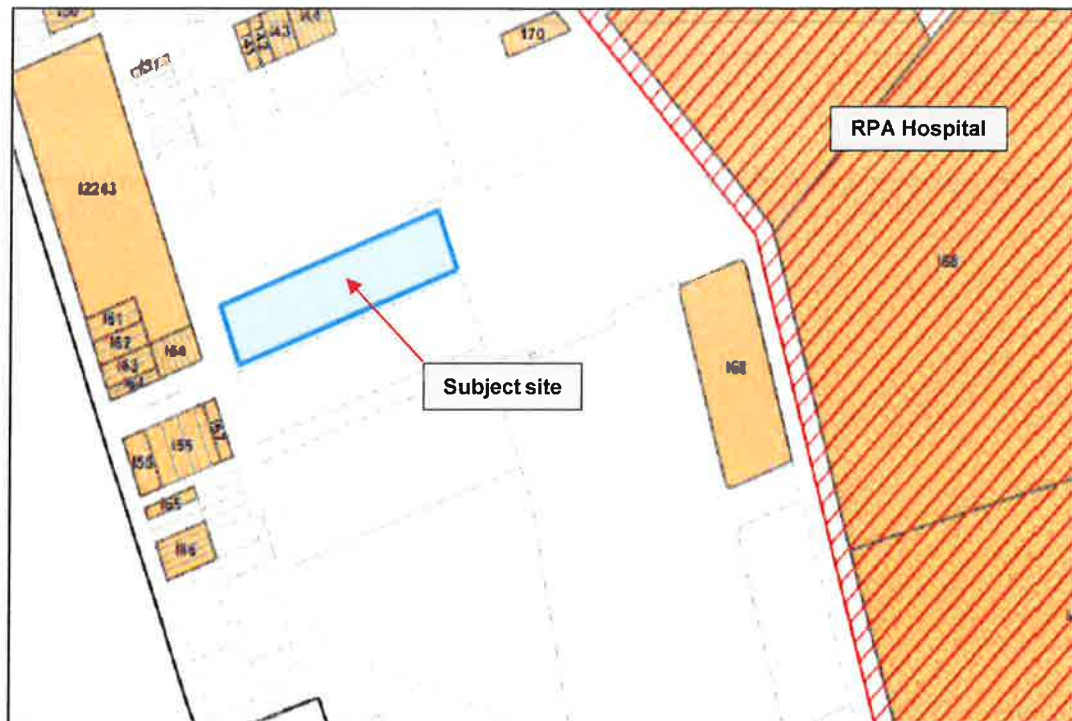


Figure 27: SLEP Heritage Map (locally listed items shaded brown) (source: EIS)

The Department is satisfied that the proposed development will not detract from the significance of locally listed heritage items due to the existing varied character of the locality, which comprises a mix of historic and contemporary institutional, commercial and residential buildings of varying height and scale. The proposed carpark will also be setback from the western boundary of the site, thereby reducing its apparent visual dominance on the lower scale residential buildings located opposite. The use of brick as an external finish in the base of the proposed carpark also provides sympathetic interface with nearby heritage buildings.

4.2.8. Public Interest

The proposal is considered to be in the public interest as it would provide an additional 996 parking spaces for RPA Hospital staff, supporting the growth of the hospital while reducing the need for parking on local residential streets. The proposal will also generate 150 construction jobs.

5. CONCLUSION

The Department has reviewed the EIS and the RtS, 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 Department considers the key issues associated with the application relate to traffic and car parking, built form, amenity impacts and noise. Conditions of consent have been recommended to satisfactorily address these matters.

The Department has established the quantum of car parking spaces proposed as part of the application is appropriate for the site, and the current and future needs of the hospital, and that the surrounding road network can support the predicted number of vehicles generated by the proposal.

The Department accepts that the provision of sufficient on-site parking is particularly important given the existing nature of RPA Hospital staff working hours, being 24/7 shift work. Hospital staff are required to access to the site 24 hours a day to commence work at irregular hours,

being often outside of standard business operating hours; meaning that alternative options to the existing public transport network are needed so that staff can efficiently and safely access the site and support the ongoing operation of the hospital.

In relation to the built form of the structure, the Department has recommended conditions of consent to ensure design excellence is achieved, including the requirement for the curved edge forms of the carpark stair towers to be retained and a high quality finish achieved, particularly to the prominent Church Street façade.

To address any operational noise impacts, the Department has recommended the Applicant undertake noise monitoring for a period of two months following the commencement of use. This condition further requires additional mitigation measures, in the form of building façade acoustic treatment, where it is established that those noise levels exceed established noise management levels.

The Department is satisfied the proposal would provide a significant public benefit through the provision of an additional 996 spaces for current and future RPA Hospital employees. The proposal would also provide 150 jobs during construction. Furthermore, the application is considered to be consistent with the objects of the EP&A Act including ecologically sustainable development, the NSW State priorities, *A Plan for Growing Sydney* and the draft *Central District Plan*.

The Department is satisfied the application satisfactorily responds to issues raised during the assessment of the project and, therefore, recommends the SSD application be approved, subject to the recommended conditions of consent.

6. RECOMMENDATION

In accordance with section 89E of the EP&A Act, it is recommended that the Minister for Planning:

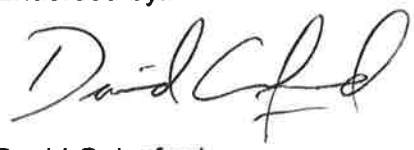
- a) **consider** all relevant matters prescribed under section 79C of the EP&A Act, as contained in the findings and recommendations of this assessment report and appended documentation;
- b) **grant consent** to the State significant development application for the construction and operation of the RPA Hospital Multi-Storey Staff Carpark (SSD 7542) in Camperdown, subject to the recommended conditions of consent; and
- c) **sign** the attached development consent attached at **Appendix D**.

Prepared by: Brent Devine, Senior Planner

Endorsed by:


22/03/2017
Karen Harragon
Director
Social & Other Infrastructure Assessments

Endorsed by:


22/3/17
David Gainsford
Executive Director
Priority Projects Assessments

APPENDIX A RELEVANT SUPPORTING INFORMATION

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

1. Environmental Impact Statement
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7542
2. Public and Agency Submissions
http://majorprojects.planning.nsw.gov.au/index.pl?action=list_submissions&job_id=7542
3. Applicant's Response to Submissions Report
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7542

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

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

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

The proposal is classified as SSD 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 the SRD SEPP. Therefore the Minister for Planning is the consent authority.

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)

SEPP 55 is the primary environmental planning instrument guiding the remediation of contaminated land in NSW. SEPP 55 requires a consent authority to consider whether the land is contaminated, and if so, whether the land will be remediated before the land is used for the intended purpose.

The contamination assessment undertaken for the site by the Applicant's environmental consultant indicates that areas of the site contain contaminated fill material. The contamination would require remedial works and the Applicant has provided a Remedial Action Plan (RAP) for the site accordingly. The RAP identified that the most suitable and preferred remediation option is the removal of contaminated material to an appropriate facility off-site and the reinstatement of clean material, if needed. This method will appropriately remediate the site whilst also facilitating the excavation of the lowest level of the proposed multi-storey staff carpark.

The proposal, however, does not include bulk earthworks to the proposed internal road, Brodie Street, located along the southern boundary of the site. Accordingly, there are two alternative options for the remediation of this portion of the site, being the removal of contaminated materials to be replaced with clean fill or the capping of this area with the concrete. The capping of this portion of the site will require an Environmental Management Plan to be prepared for the ongoing management of remaining contamination.

A number of recommendations have also been devised by the Applicant's consultant in the event of an unexpected find on the site, the management of remediation works on the site, and the importing of fill material to the site, and mitigating groundwater contamination, which will be implemented if applicable during the remediation of the site.

A Validation Report will also be prepared documenting the remediation works undertaken above. This report will outline the remediation work undertaken at the site and any deviations to the remediation strategy. The report will summarise the results of the validation assessment and will be prepared in accordance with the *Guidelines for Consultants Reporting on Contaminated Sites 2011*.

The contamination assessment concluded that post remediation that the site and the soil conditions are suitable for continued use of the site for health purposes.

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 (Infrastructure SEPP)

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.

Demolition and site clearance works were also approved by Health Infrastructure under Part 5 of the EP&A Act for the subject site, relying on Part 5 of the EP&A Act and Divisions 10 and 17 of the Infrastructure SEPP.

Sydney Local Environmental Plan 2012 (SLEP)

The development is consistent with the aim of the SP2 Infrastructure zone to provide for development that is ancillary to health services facilities. Consideration of the relevant principal development standards under Part 4 of the SLEP is provided in **Table 1**.

Table 1: Consideration of principal development standards – SLEP 2012

SLEP	Criteria	Department Comment/Assessment
Clause 4.1	Minimum subdivision lot size	N/A – the proposal does not involve the subdivision of land.
Clause 4.2	Rural subdivision	N/A – the proposal does not involve rural subdivision.
Clause 4.3	Height of buildings	The Height of Buildings Map does not prescribe a maximum height limit for buildings in the SP2 Infrastructure zone. Notwithstanding, the Department is satisfied the proposed nine storey structure is consistent with the height of buildings adjoining the site including the Queen Mary student accommodation building (13 storeys, located immediately to the south) and the Professor Marie Bashir building (seven storeys, located immediately to the east).
Clause 4.4	Floor space ratio	The Floor Space Ratio Map does not prescribe a maximum floor space ratio (FSR) for buildings in the SP2 Infrastructure zone. Notwithstanding, the Department is satisfied the proposal, being for the sole use of car parking, achieves an appropriate FSR for the site.
Clause 4.5	Calculation of floor ratio and site area	N/A – refer clause 4.4 above.
Clause 4.5A	Balconies on certain residential flat buildings	N/A – the proposal does not involve the construction of residential flat buildings.
Clause 4.6	Exceptions to development standards	Subclause (8) does not allow development consent to be granted for development that would contravene Division 1 of Part 7 (Car parking ancillary to other development). The Department notes that clause 5.12(1) of the SLEP does not enable the restriction or prohibition of the carrying out of any development by a public authority that is permitted to be carried out, with or without development consent, under <i>State Environmental Planning Policy (Infrastructure) 2007</i> .

Sydney Development Control Plan 2012 (DCP)

It is noted that clause 11 of the SRD SEPP provides that development control plans do not apply to SSD. Notwithstanding, the development as proposed is considered to be generally in accordance with the relevant provisions and controls of the DCP.

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
