



Campbelltown Hospital Redevelopment Stage 2 Modification 3

Repurpose deceleration lane to a breakdown shoulder
State Significant Development Modification Assessment
(SSD-9241-Mod-3)

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Glossary

Abbreviation	Definition
BCA	Building Code of Australia
CIV	Capital Investment Value
Council	Campbelltown City Council
Department	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW

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1 Introduction

This report provides the NSW Department of Planning, Industry and Environment's (the Department's) assessment of an application (Mod 3) to modify the State significant development (SSD) consent for the Campbelltown Hospital Redevelopment Stage 2 at Therry Road, Campbelltown (SSD-9241). The Application seeks to amend Condition B20(e) to permit the repurposing of the redundant adjacent Appin Road deceleration lane into a breakdown shoulder.

The application was lodged on 20 April 2021, by Health Administration Corporation (the Applicant) pursuant to section 4.55(1A) of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*. The site is located within the City of Campbelltown (Council) local government area (LGA).

1.1 Background

Campbelltown Hospital (the site) is located approximately 500 metres south-west of Campbelltown central business district (CBD), which itself is approximately 51 kilometres south-west of Sydney CBD. The Hospital campus is approximately 19.33 hectares in size and is bounded by Appin Road to the east, Therry Road to the south and Marsden Park / Parkside Crescent to the west.

The former project location and the redundant deceleration lane (the subject of this modification) are shown below in **Figure 1**.

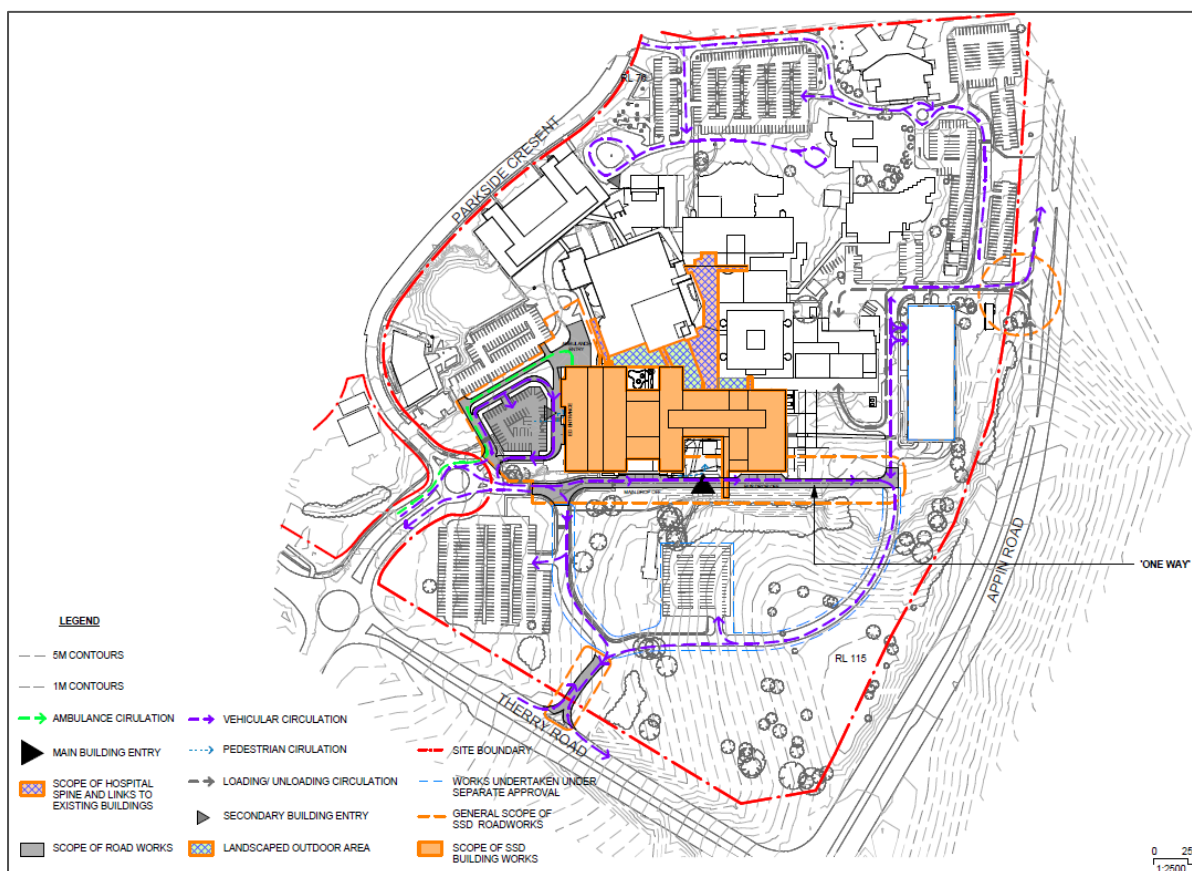


Figure 1 | Hospital Campus and Stage 2 Redevelopment (Source: SSD-9241 RtS)

As a part of the original application a more centralised vehicular access point was approved to the south of the existing Appin Road deceleration lane. Condition B20(e) was previously recommended by Transport for NSW (RMS) to require that the redundant deceleration lane and vehicular crossing be reinstated as additional landscaping.

The modification to convert the redundant deceleration lane into a breakdown shoulder has been proposed by the Applicant to address concerns for road safety and the stormwater drainage capacity of the hospital campus.

1.2 Approval history

The Campbelltown Hospital Redevelopment Stage 2 (SSD-9241) was approved on 18 February 2019, by the Executive Director, Priority Projects. The approved project involves:

- the demolition of existing structures.
- construction of a new 13 storey clinical services building with rooftop helipad.
- a new multi-storey connection (hospital spine) between the main hospital buildings.
- associated works including alterations to access and parking, tree removal and landscaping.

The development consent has been modified on two occasions (see **Table 1** below).

Table 1 | Summary of Modifications

Mod No.	Summary of Modifications	Approval Authority	Type	Approval Date
MOD 1	Change the timing requirement of condition B12 ESD from prior to commencement of construction to within six months of commencement of construction	Director	4.55(1A)	8 May 2019
MOD 2	Amend condition C27 to reflect correct authority for stormwater and seepage	Director	4.55(1)	1 December 2019

2 Proposed modification

The modification application (Mod-3) proposes to amend condition B20(e) as follows:

Current Condition – B20(e)	Proposed Modification – B20(e)
The Applicant must carry out works to remove the existing deceleration lane and vehicular crossing to Appin Road at no cost to RMS.	The Applicant must carry out works to remove the existing vehicular crossing to Appin Road and repurpose the deceleration lane into an emergency breakdown shoulder at no cost to Transport for NSW (RMS).

The redundant Appin Road deceleration lane and the proposed breakdown shoulder are shown in **Figures 2 and 3** below.



Figure 2 | Redundant deceleration lane and entry (within purple dotted lines) and previously approved new hospital access in red (Source: Enstruct Traffic Design Report)

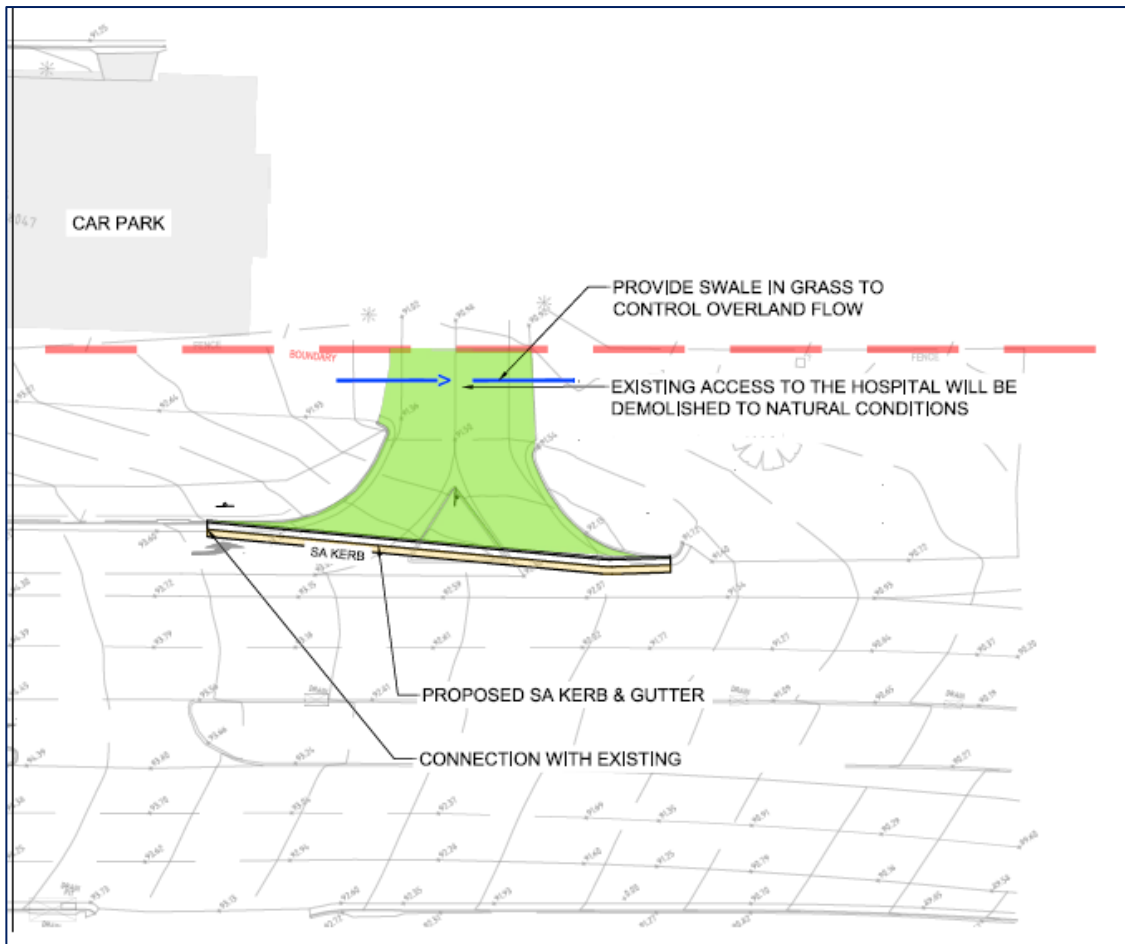


Figure 3 | Proposed removal of existing hospital access (Source: Enstruct Traffic Design Report)

3 Statutory context

3.1 Scope of modifications

The Department has reviewed the scope of the modification application and considers that the application can be characterised as a modification involving minimal environmental impacts as the proposal:

- would not significantly increase the environmental impacts of the project as approved.
- is substantially the same development as originally approved.
- would not involve any further disturbance outside the already approved disturbance areas for the project as the proposed amendments to the redundant deceleration lane will reduce the duration of road works and associated impacts to road users.

Therefore, the Department is satisfied the proposed modification is within the scope of section 4.55(1A) of the EP&A Act and does not constitute a new development application. Accordingly, the Department considers that the application should be assessed and determined under section 4.55(1A) of the EP&A Act rather than requiring a new development application to be lodged.

3.2 Consent authority

Minister's delegate as consent authority

The Minister for Planning and Public Spaces is the consent authority for the application under section 4.5(a) of the EP&A Act. However, under the Minister's delegation dated 26 April 2021, the Director, Social and Infrastructure Assessments, may determine the application as:

- Campbelltown City Council (Council) has not made an objection.
- a political disclosure statement has not been made.
- public exhibition of the application was not required and therefore there are no public submissions objecting to the proposal.

3.3 Mandatory matters for consideration

The Department conducted a comprehensive assessment of the project against the mandatory matters for consideration as part of the original assessment of SSD-9241. The Department considers this modification application does not result in significant changes that would alter the mandatory matters for consideration under section 4.15 of the EP&A Act and conclusions made as part of the original assessment.

4 Engagement

Clause 117(3B) of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation) specifies that the notification requirements of the EP&A Regulation do not apply to section 4.55(1A) modifications with minimal environmental impact applications. Accordingly, the application was not notified or advertised. However, it was made publicly available on the Department's website on 22 April 2021, and referred to TfNSW and Campbelltown City Council (Council) for comment.

Both TfNSW and Council raised no objection to the proposed reconfiguration and revised condition wording.

5 Assessment

The Applicant has submitted a traffic assessment report that justifies the proposed reconfiguration of the deceleration lane into a breakdown shoulder for the following reasons:

- **Road safety** – Appin Road is classified as a highly trafficked State road, which supports the movement of more than 10,000 vehicles per day. The removal of the deceleration lane would reduce the overall width of road reserve and remove an area for broken down vehicles to stop in the case of an emergency. The demolition of the existing kerb would also require the removal of a traffic barrier that currently prevents vehicles from entering the sloped landscaped area (two metre drop-off) along the hospital boundary. The proposed modification to repurpose the lane as a breakdown shoulder will reduce the duration of road works and the associated impact to motorists.
- **Stormwater drainage capacity** – The conversion of the deceleration lane into additional sloped landscaping would increase the stormwater overland flow diverted to the hospital campus drainage system by approximately 280sqm and necessitate the augmentation of existing stormwater infrastructure. The retention of this lane as a breakdown shoulder enables the preservation of the existing Appin Road stormwater system and removes the requirement for drainage enhancements.

Furthermore, TfNSW in their referral response raised no objection in relation to the modification proposal or the revised B20(e) condition wording.

The Department supports the proposed traffic reconfiguration works for the reasons noted above.

6 Evaluation

The Department has reviewed the proposed modification and assessed the merits of the modified proposal, and all environmental issues associated with the proposal have been thoroughly addressed.

The Department's assessment concludes that the proposed changes are appropriate for the site and its locality and do not significantly alter the design or generate unacceptable environmental impacts. The Department is satisfied that the proposal would improve the safety of Appin Road and reduce the stormwater impact to the hospital campus upon the completion of construction.

The Department considers that the application is consistent with the objects of the EP&A Act and continues to be consistent with strategic directions for the State.

The Department concludes the impacts of the proposed modification are minor and acceptable. Consequently, the Department considers the development is in the public interest and the modification application should be approved.

7 Recommendation

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

- **considers** the findings and recommendations of this report.
- **determines** that the application SSD-9241-Mod-3 falls within the scope of section 4.55(1A) of the EP&A Act.
- **forms the opinion** under section 7.17(2)(c) of the *Biodiversity Conservation Act 2016* that a biodiversity assessment report is not required to be submitted with this application as the modification will not increase the impact on biodiversity values of the site.
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to approve the modification.
- **modify** the consent SSD-9241.
- **signs** the attached approval of the modification (**Appendix C**).

Recommended by:



Ferdinando Macri
Assessment Planner
Social and Infrastructure Assessments

Recommended by:



David Gibson
Team Leader
Social Infrastructure

8 Determination

The recommendation is **adopted** by:

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

12 May 2021

Karen Harragon

Director

Social and Infrastructure Assessments

as delegate of the Minister for Planning and Public Spaces

Appendices

Appendix A – List of referenced documents

<https://www.planningportal.nsw.gov.au/major-projects/project/41646>

Appendix B – Modification report

<https://www.planningportal.nsw.gov.au/major-projects/project/41646>

Appendix C – Additional information

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