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PENRITH NEPEAN HOSPITAL REVIEW OF SUBMISSIONS AND PREFERRED PROJECT REPORT

Prepared for NSW Health Infrastructure
18 December 2009

HASSELL

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1 Introduction

1.1 Background

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A Major Project application was submitted to the Department of Planning on 28 August 2009 by HASSELL (on behalf of the proponent, NSW Health Infrastructure) seeking approval under Part 3A of the *Environmental Planning and Assessment Act 1979* for the redevelopment of Penrith Nepean Hospital. The proposed works as part of the redevelopment are outlined in section 1.3 of this report.

An Environmental Assessment (EA) accompanied the application. The Department of Planning publicly exhibited the EA for 30 days, from 23 September 2009 to 26 October 2009, and nine submissions were received in response to the exhibition.

According to clause 75H(6) of the *Environmental Planning and Assessment Act 1979*, a response to issues raised in submissions received must be prepared by the proponent, and this can include a preferred project report which outlines any proposed changes to the project.

This report provides a response to submissions and a preferred project report in accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979*.

1.2 The Site

The subject site is known as the Penrith Nepean Hospital and is located in Kingswood, New South Wales, in the Penrith Local Government Area (LGA).

The site has an area of 16.28 hectares, and is bounded by the Great Western Highway (to the north), Somerset Street (to the east), Derby Street (to the south) and Parker Street (to the west).

The site is formally described as Lot 1 of Deposited Plan 1114090. The site location and boundary is shown in Figure 1.1.



Figure 1.1_Site location and boundary

1.3 Proposed Development

As outlined in the EA, the following works are proposed under the redevelopment of the Penrith Nepean Hospital:

- _Construction of a new "East Block";
- _Refurbishment and expansion of the Intensive Care Unit (ICU), including demolition of the existing chapel and construction of a replacement chapel;
- _Expansion of the Renal Dialysis Incentre Unit; and
- _Associated car parking, access, landscaping, engineering services, and site works.

2 ____ Review of Submissions

2.1 Submissions Received

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The Department of Planning publicly exhibited the EA for 30 days, from 23 September 2009 to 26 October 2009, and nine submissions were received from the following parties:

- _ Sydney Regional Development Advisory Committee (SRDAC);
- _ Penrith City Council;
- _ NSW Transport & Infrastructure;
- _ Sydney Water
- _ Resident, Derby Street;
- _ Resident, Derby Street;
- _ Resident, Derby Street;
- _ Resident, Stafford Street; and
- _ Private individual (by email).

2.2 Response to Submissions

In accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979*, the submissions have been reviewed and a response to the matters raised is provided in Table 2.1 below.

The responses outlined here have been agreed to by NSW Health Infrastructure, as the proponent of the project.

Table 2.1 Response to Submissions

Submission	Matters Raised	Response
Sydney Regional Development Advisory Committee (SRDAC)	<ul style="list-style-type: none"> _ No objections to proposed development _ In due course, the provision of a traffic management plan for demolition / construction activities is required _ Support the proposed future provision of additional parking to cater for actual demand rather than just catering for the level required by Council 	<p>The Draft Statement of Commitments within the EA (page 83) includes a commitment to prepare a Construction Management Plan, incorporating a Traffic Management Plan.</p> <p>Planning for the future Hospital car parking strategy is currently under way.</p>
Penrith City Council	<p><i>General</i></p> <ul style="list-style-type: none"> _ The EA has suitably addressed the key issues identified in Council's preliminary comments in relation to the proposal _ Appropriate plans and details of the proposed chapel should be provided _ A detailed Contamination Assessment (including a Remediation Action Plan if necessary) and detailed landscaping plan should be submitted by the proponent prior to issue of relevant Construction Certificates. _ Drainage from the development should not impact the downstream catchment or downstream properties. <p><i>Access, Parking and Traffic</i></p> <ul style="list-style-type: none"> _ No major traffic generation impacts are expected from the development as it is anticipated that the local road network and surrounding intersection treatments have adequate spare capacity to cater for this increase. _ It is understood that future stages of the 	<p><i>General</i></p> <p>Details of the proposed chapel are provided in section 3.1 of this report.</p> <p>The Draft Statement of Commitments within the EA includes the following commitments:</p> <ul style="list-style-type: none"> _ to undertake a detailed contamination assessment in the area of the proposed East Block prior to the commencement of construction works, and to prescribe any necessary remedial action or further investigations (page 81) _ to prepare a detailed landscape plan (page 78) <p>As identified in the EA (section 9.13), the existing stormwater discharges via gutter and downpipes into the site stormwater system. The provision of new and expanded on-site detention facilities will ensure that the development does not result in any adverse impacts on stormwater drainage systems. Stormwater drainage is considered</p>

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hospital redevelopment will entail a multi-deck car park to facilitate increased patronage and relieve existing on-street parking demands. A suitable parking strategy for staff as part of this proposal is therefore recommended in order to alleviate current on-street parking issues surrounding the hospital.

_The measures recommended for implementation on page 27 of the Traffic and Parking Impact Assessment prepared by TEF Consulting should be implemented by the proponent.

_Ingress and egress of all trucks must be in a forward direction with ample internal storage provided for any queuing and loading activities. All car parking areas must be designed to comply with AS 2890.1-2004. In this regard, the design recommendations contained in Appendix B of the Traffic and Parking Impact Assessment prepared by TEF Consulting should be implemented by the proponent.

Safety, Security and Crime Prevention

_Recommendations within the CPTED Assessment that security systems provided at the Hospital be extended to new buildings and a security management plan be prepared detailing the process which will be implemented to provide a safe and secure environment should be implemented by the proponent.

_Consultation with Penrith and St Mary's Local Area Commands regarding the community safety considerations and implications of the proposed redevelopment (as noted in section 10.2 of the EA) should be undertaken prior to the Department of Planning making a determination on the proposal.

Overall Site Design

_Council's previous comments dated 11 August 2009 regarding the overall site design should be taken into account as part of the ongoing master planning for the Hospital site.

sufficient to ensure that there is no impact on the downstream catchment or downstream properties.

Access, Parking and Traffic

Planning for the future Hospital car parking strategy is currently under way.

Regarding "the measures recommended for implementation on page 27 of the Traffic and Parking Impact Assessment prepared by TEF Consulting" this refers to measures to encourage the use of alternative transport options. The Draft Statement of Commitments included a commitment to further investigate these measures and to implement where possible (page 80). The proponent proposes to modify this commitment to the following (refer to section 3.2.1 of this report):

"A Transport Access Guide (TAG) will be developed and distributed to staff of the Hospital. The TAG will consider and incorporate the following measures as appropriate:

_Make all staff aware and encourage the use of www.131500.com.au by regular emails and by inclusion in TAG.

_Introduce a system which would inform staff members about other staff who reside in their neighbourhood, for the purposes of car pooling.

_Prepare and distribute a guide on health benefits of walking and cycling."

The design recommendations contained in Appendix B of the TEF Report (vehicle manoeuvring diagrams and design) will be incorporated into detailed design plans and implemented accordingly.

Safety, Security and Crime Prevention

The Draft Statement of Commitments within the EA includes the following recommendations:

_Existing security systems provided at the Hospital are to be extended to the new buildings.

_A Security Management Plan is prepared detailing the processes that will be implemented to effectively manage the security of patients, staff and visitors to the new facilities.

The proponent confirms that these actions will be undertaken.

As outlined in the Statement of Commitments, a commitment has been made to undertake consultation with the

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		<p>Penrith and St Mary's Local Area Commands regarding community safety considerations and implications of the development (page 77). This consultation is planned to be undertaken before 31 Dec 2009.</p> <p><i>Overall Site Design</i></p> <p>In relation to the overall site design, as noted in the EA (page 31) the master plan is not the subject of this Environmental Assessment, however discussions will continue to be held with Council to incorporate their comments wherever possible.</p>	4
NSW Transport & Infrastructure (NSWTI)	<p>_ Supports the incorporation of measures to maximise the use of existing modes of alternative transport, including public transport, walking and cycling.</p> <p>_ Supports the commitment to produce a Travel Access Guide (TAG) for the site and recommends the Premier's Council for Active Living (PCAL) website http://www.pcal.nsw.qov.au/ for further information.</p> <p>_ Concerned about the proposed provision of car parking on site and its potential influence on endeavours to encourage greater usage of non-car modes of transport. If the application is to be approved, NSWTI requests that a condition be included requiring the implementation of a parking strategy to ensure a minimalist approach to car parking is achieved.</p>	<p>The Draft Statement of Commitments included a commitment to further investigate measures to encourage the use of alternative transport options as outlined in the TEF Consulting Report, and to implement where possible (page 80). The proponent proposes to modify this commitment to the following (refer to section 3.2.1 of this report):</p> <p>"A Transport Access Guide (TAG) will be developed and distributed to staff of the Hospital. The TAG will consider and incorporate the following measures as appropriate:</p> <p>_ Make all staff aware and encourage the use of www.131500.com.au by regular emails and by inclusion in TAG.</p> <p>_ Introduce a system which would inform staff members about other staff who reside in their neighbourhood, for the purposes of car pooling.</p> <p>_ Prepare and distribute a guide on health benefits of walking and cycling."</p> <p>NSW Health Infrastructure agrees with the proposed condition of consent requested by NSWTI to require the implementation of a parking strategy to ensure a minimalist approach to car parking is achieved.</p>	
Sydney Water	<p>_ Sydney Water will further assess the impact of the development when the proponent applies for a Section 73 Certificate. This assessment will enable Sydney Water to specify any works required as a result of the development and to assess if amplification and/or changes to the system are applicable. Sydney Water requests the Department continue to instruct proponents to obtain a Section 73 Certificate from Sydney Water.</p>	<p>As identified in the Environmental Assessment (section 9.12), an application for a Section 73 certificate will be made following approval of the proposed development.</p>	

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Resident, Derby Street	<ul style="list-style-type: none"> _ Insufficient on-site parking at the Hospital. _ Inconvenience and safety hazard caused by Hospital staff and visitors' vehicles being parked on surrounding streets outside residential addresses. _ The redevelopment of Nepean Hospital needs to include a significant number of on-site parking spaces to take the vehicles off surrounding streets. 	<p>The proposed development provides car parking that meets the requirements under the Penrith DCP. The RTA (Sydney Regional Development Advisory Committee) and Penrith City Council are satisfied that no major traffic impacts will be generated.</p> <p>Planning for the future Hospital car parking strategy is currently under way.</p>
Resident, Derby Street	<ul style="list-style-type: none"> _ Car congestion around Hospital from workers and visitors of the Hospital. _ Associated noise with congestion and use of the area. Any building would mean even more unacceptable noise in the area. 	<p>The proposed development provides car parking that meets the requirements under the Penrith DCP. The RTA (Sydney Regional Development Advisory Committee) and Penrith City Council are satisfied that no major traffic impacts will be generated.</p> <p>Planning for the future Hospital car parking strategy is currently under way.</p> <p>The Draft Statement of Commitments within the EA (page 83) includes a commitment to prepare a Construction Management Plan, incorporating noise management procedures, in order to minimise any adverse noise impacts on surrounding residences.</p> <p>The Acoustic Design Report (Appendix O of the Environmental Assessment) sets out the environmental noise criteria for the facility to ensure that the impact on adjacent properties is within the limits set out by NSW DECCW.</p>
Resident, Derby Street	<ul style="list-style-type: none"> _ Further redevelopment is not needed, the Nepean Hospital is already too big. _ Existing noise levels are unacceptable, and building work and truck movements will make even more unacceptable. _ Difficulties manoeuvring from private driveway with cars parked on street around Hospital. 	<p>The proposed development provides car parking that meets the requirements under the Penrith DCP. The RTA (Sydney Regional Development Advisory Committee) and Penrith City Council are satisfied that no major traffic impacts will be generated.</p> <p>Planning for the future Hospital car parking strategy is currently under way.</p> <p>The Draft Statement of Commitments within the EA (page 83) includes a commitment to prepare a Construction Management Plan, incorporating noise management procedures, in order to minimise any adverse noise impacts on surrounding residences.</p> <p>The Acoustic Design Report (Appendix O of the Environmental Assessment) sets</p>

2____ Review of Submissions

		out the environmental noise criteria for the facility to ensure that the impact on adjacent properties is within the limits set out by NSW DECCW.	6
Resident, Stafford Street	_In full agreement with any project which leads to improved health services.	Support for project noted.	
Private Individual (by email)	_Disagrees with spending funds on refurbishments, demolitions and expansions instead of nursing staff.	The level of Hospital staffing is a management issue for the Hospital as a whole, and is thus outside the scope of this development application.	

3 _____ Proposed Project Changes

As a result of consideration of the submissions received, and the undertaking of further detailed design work following the submission of the EA, the following amendments / clarifications are proposed to the project:

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- _Details and plans of the proposed chapel are provided;
- _Revised Draft Statement of Commitments to clarify proposed measures to encourage the use of alternative transport and to provide time scales for fulfilment of commitments;
- _Modifications to East Block;
- _Modifications to Car Parking;
- _Removal of Renal Dialysis Incentre Unit from the Application;
- _Removal of Plan Showing Possible Future ICU Link from the Application; and
- _Revised Schedule of Areas.

Details of these proposed amendments are provided in this section.

3.1_Proposed Chapel

Penrith City Council requested further details and plans of the proposed chapel to be provided.

The EA included a new 'multi faith' chapel to be constructed in the existing courtyard within the South Block of the Hospital. The location of the chapel has since been revised, and is now proposed to be located to the east of the ICU Department. The location of the proposed chapel under the existing EA, and the revised location, are shown in Figure 3.1.

The visual impacts of the new location are considered to be less than the original proposal. The chapel was previously a stand alone building located in a highly visible location facing on to the main South Block entry, and the chapel is now within the internal layout of the South Block. Plans of the chapel are incorporated within the updated ICU plans provided at Appendix C of this report.

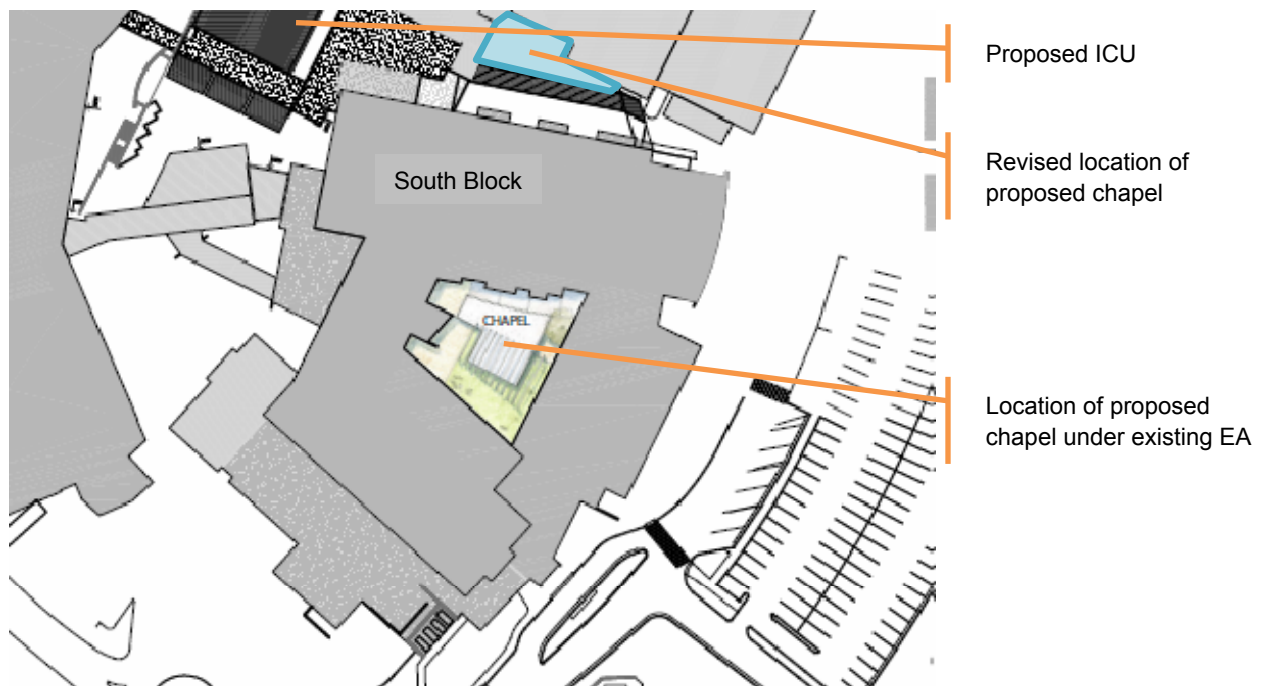


Figure 3.1_Original and Revised Locations of Proposed Chapel (Source: HASSELL 2009)

3____ Proposed Project Changes

3.2_Revised Draft Statement of Commitments

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It is proposed to amend the Draft Statement of Commitments within the EA to:

_clarify proposed measures to encourage the use of alternative transport;

_provide timescales for the fulfilment of commitments; and

_make other minor modifications.

A revised Draft Statement of Commitments is attached at Appendix A to this report, which incorporates the changes outlined in 3.2.1 and 3.2.2 of this report. Revisions to the Draft Statement of Commitments are shown in red text in the document.

3.2.1_Measures to Encourage the Use of Alternative Transport

The Draft Statement of Commitments within the EA included the following commitment (page 80):

"A commitment is given to further investigate measures to encourage the use of alternative transport options, as outlined in the TEF Consulting Report (attached at Appendix Y), and to implement where possible."

The submissions on the EA received by Penrith City Council and NSW Transport & Infrastructure supported measures to encourage the use of alternative transport options, and in response it has been considered appropriate to provide additional detail as to the proposed measures to be introduced to meet the above commitment.

The proponent proposes to modify the commitment to the following:

"A Transport Access Guide (TAG) will be developed and distributed to staff of the Hospital. The TAG will consider and incorporate the following measures as appropriate:

_Make all staff aware and encourage the use of www.131500.com.au by regular emails and by inclusion in TAG.

_Introduce a system which would inform staff members about other staff who reside in their neighbourhood, for the purposes of car pooling.

_Prepare and distribute a guide on health benefits of walking and cycling."

3.2.2_Commitment Timescales

The Draft Statement of Commitments has been amended to provide clarity on the timescales for fulfilling the commitments, i.e. whether they will be completed pre-construction, during construction, post-construction or pre-occupation.

3.2.3_Other Modifications

Some additional minor modifications have been made to the Draft Statement of Commitments due to progress on detailed design. The revised Draft Statement of Commitments is attached at Appendix B, with modifications highlighted in red text.

3.3_Modifications to East Block

Following submission of the EA, additional design detail work has been undertaken. This has resulted in a number of minor changes to the layout of the proposed East Block building. A set of plans clearly identifying the changes are provided in Appendix B to this report. A full set of updated plans for the entire proposed development are provided in Appendix C.

The minor changes to East Block are summarised in Table 3.1.

Table 3.1_Proposed Modifications to East Block

Proposed Change	Reason / Comments
Internal layout rearranged on Level 2. Addition of approximately 63sqm of floor space at the north-west corner of the building to accommodate new layout.	The layout change has been made in order to improve operational efficiencies through closer integration of the existing operating theatre suite.
Minor layout change of lift and stair space on Level 3.	Layout altered to improve operational efficiency through greater separation of staff, inpatient and visitor flows and improved wayfinding.
The terrace area on Level 3 has been expanded and access corridor widened. The adjacent green roof area has been reduced.	The terrace area has been expanded to allow use as a patient therapy area to assist recovery after surgery.

3 Proposed Project Changes

The open plant area on Level 4 has been relocated (still located centrally within the roof area).	Improved arrangement for ventilation of cooling towers to provide for greater energy efficiency. Please note that the cooling tower is not visible above the roof line as it is contained within the parapet and screened to the west side.
A fire exit has been added to the corridor linking East Block to North Block (Level 2), near to the North Block entrance.	Fire exit added to comply with Building Code of Australia requirements.

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The majority of these changes are internal only. The only changes which will be visible are the infill of the north-west corner of the building and the additional fire exit added to the East Block to North Block corridor, but these changes are relatively minor and do not substantially alter the building footprint or form.

3.4 Modifications to Car Parking

The Environmental Assessment (page 68) summarised the below requirements for, and provision of, parking for the proposed development:

_79 car parking spaces required under the Penrith DCP; plus

_68 car parking spaces to replace those lost as result of the construction of East Block; equals

_147 total car parking spaces required.

The proposed development will provide 149 car parking spaces, and therefore provides an additional two parking spaces over and above the DCP requirements.

Due to subsequent changes as part of detailed development design, the car parking to be provided is amended as outlined in Table 3.2 and shown in Figure 3.1. The total number of car parking spaces to be provided is now **155**, which continues to meet the requirements under the Penrith DCP:

_79 car parking spaces required under the Penrith DCP; plus

_76 car parking spaces to replace those lost as result of the construction of East Block; equals

_155 total car parking spaces required.

Table 3.2 Modifications to Car Parking

Modification	Reason / Comments
The internal layout of the car parking area on East Block Level 1 has been rearranged, resulting in a reduction of 7 car parking spaces on Level 1 (now 112, was 119)	The changes to the building layout of the levels above has resulted in amendment of the structural building supports in Level 1. This has lead to reduced space available, and the need to rearrange the layout and reduce the number of car parking spaces.
The alignment of the road south of East Block has been altered, resulting in a reduction of 8 car parking spaces from existing car park areas CP10 and 10a.	The road south of East Block has been re-aligned to facilitate construction (and will be of permanent construction to cater for the operational stage).
1 less additional car space provided to existing car park area CP9.	Space not achievable due to the existing levels
14 (out of 16) of the additional car parking spaces lost are to be replaced and will be provided at the following locations: _3 car park spaces north of the East Block building; and _11 car park spaces in existing car parking area CP8. The other 2 car parking spaces will not be replaced.	Plans showing the new proposed car parking layout for the site are provided in Appendix C.

3____ Proposed Project Changes

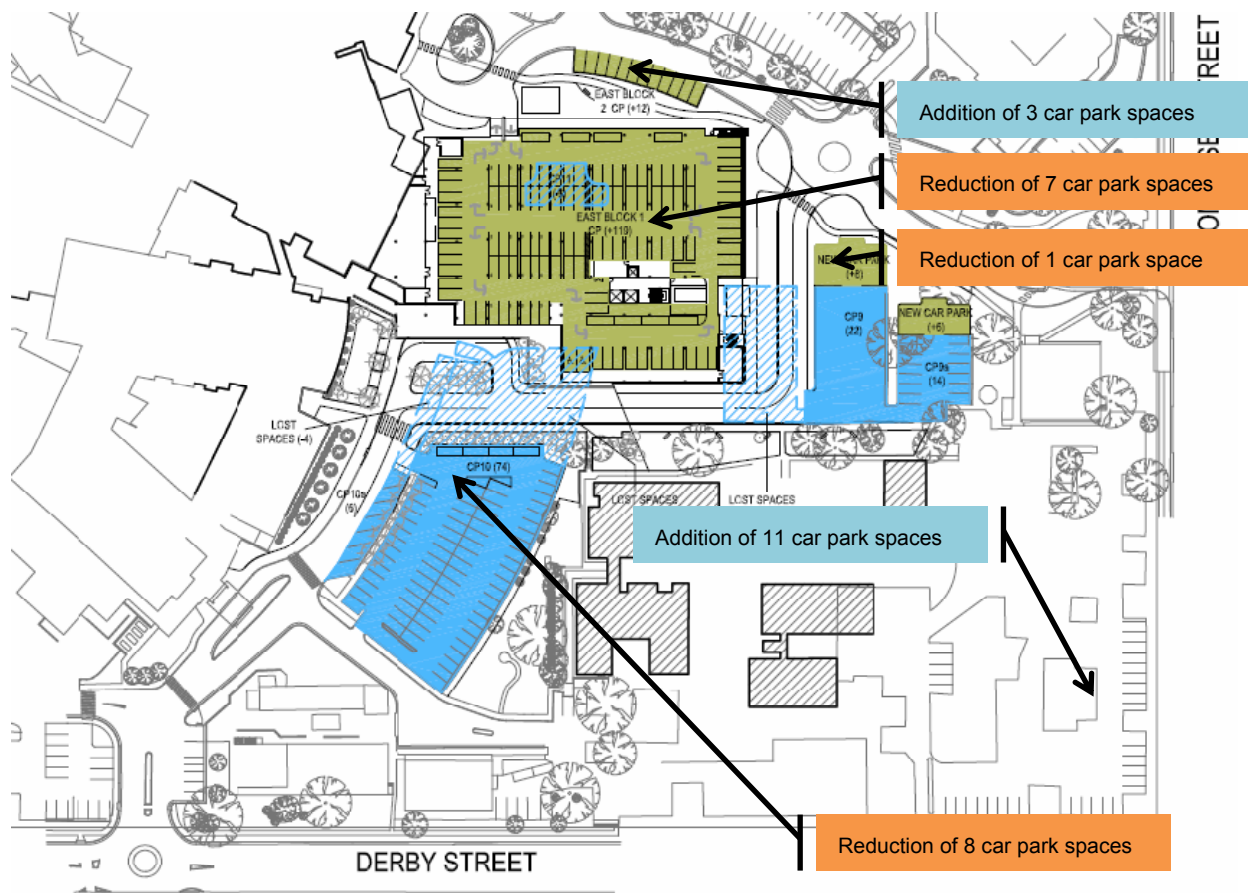


Figure 3.1_Proposed Amendment to Car Parking Plan (Source: HASSELL 2009)

A revised East Block Level 1 plan (plan reference EB-SK 100) showing the new car parking layout, and a revised East Block Parking Strategy Plan (plan reference SK 012), is provided in Appendix C to this report.

3.5_Removal of Renal Dialysis Incentre Unit from Application

The Environmental Assessment included a request for approval of the expansion of the Renal Dialysis Incentre Unit from two dialysis stations to eight dialysis stations in the vacated surgical bed space on Level 5 of West Block, and included a concept design plan.

Based on discussions with the Department of Planning, it is deemed appropriate to remove the Renal Dialysis Incentre Unit from the scope of the Environmental Assessment, due to the lack of detailed design plans at this stage.

3.6_Removal of Plan Showing Possible Future ICU Link

A Plan showing a potential future link on Level 3 of the ICU building (Plan Reference ICU-SK104) was referenced in the list of plans provided on page 15 of the Environmental Assessment, and attached within Appendix D.

This is a potential future option only, and was included for information purposes. Based on discussions with the Department of Planning, it is requested that this plan is removed from the scope of the Environmental Assessment, as it is not part of the proposed development for which approval is sought.

3____ Proposed Project Changes

3.7_Revised Schedule of Areas

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Table 3.3 below shows the alterations to gross floor areas resulting from the changes outlined in this report. Level 2 of East Block has increased by 63m² to 4,713m², and the relocated chapel has increased to 157m².

Table 3.3_Schedule of Areas

Building	Level	Revised Gross Floor Area	Original Gross Floor Area
East Block	1	4,150m ²	4,150m ²
	2	4,650m²	4,713m²
	3	2,760m ²	2,760m ²
	4	400m ²	400m ²
Intensive Care Unit	2	2,485m ²	2,485m ²
	3	620m ²	620m ²
Chapel and ancillary facilities	2	130m²	157m²

4 _____ Conclusion

This report provides a response to the submissions that were received following the public exhibition of the Environmental Assessment for the proposed Penrith Nepean Hospital development, and a preferred project report, in accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979*.

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As a result of consideration of the submissions received, and the undertaking of further detailed design work following the submission of the EA, the following amendments / clarifications are proposed to the project:

- _Details and plans of the proposed chapel are provided;
- _Revised Draft Statement of Commitments to clarify proposed measures to encourage the use of alternative transport, provide time scales for fulfilment of commitments, and to provide other minor modifications;
- _Modifications to East Block;
- _Modifications to Car Parking;
- _Removal of Renal Dialysis Incentre Unit from the Application; and
- _Removal of Plan Showing Possible Future ICU Link from the Application.

Details of the proposed changes have been outlined in this report.

It is considered that the issues raised in submissions received from the public exhibition of the Environmental Assessment have been considered and responded to appropriately, and that the proposed changes outlined in this report do not result in any material change to the proposed development.



B



