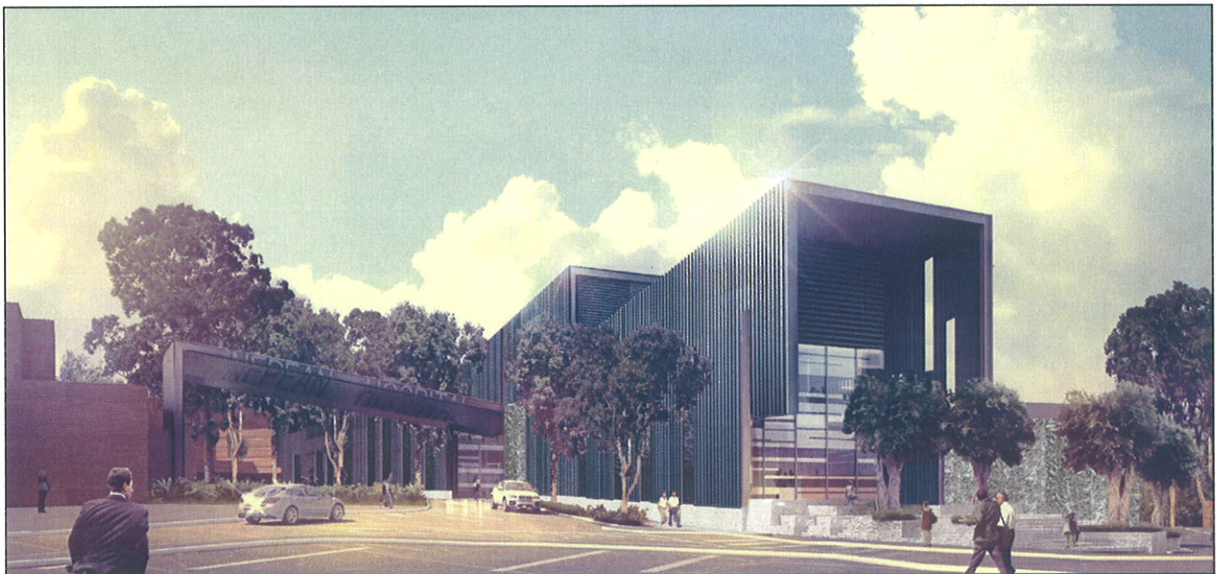


**MAJOR PROJECT ASSESSMENT:
Stage 3A – Integrated Mental Health Unit
Development at Nepean Hospital, Derby
Street, Kingswood
(MP 10_0067)**



Director-General's
Environmental Assessment Report
Section 75I of the
Environmental Planning and Assessment Act 1979

January 2011

ABBREVIATIONS

CIV	Capital Investment Value
Department	Department of Planning
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning
EA	Environmental Assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
IMHU	Integrated Mental Health Unit
MD SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning
PAC	Planning Assessment Commission
Part 3A	Part 3A of the <i>Environmental Planning and Assessment Act 1979</i>
PEA	Preliminary Environmental Assessment
PFM	Planning Focus Meeting
PPR	Preferred Project Report
Proponent	Health Infrastructure
RtS	Response to Submissions

Cover Photograph: Photomontage – view of the western elevation
(Source: Woods Bagot)

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NSW Government
Department of Planning

EXECUTIVE SUMMARY

This report is an assessment of a Project Application seeking approval for the construction and operation of the Integrated Mental Health Unit at Nepean Hospital pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The Hospital Campus is bound by Derby Street to the south, Somerset Street to the east and Parker Street to the west, the Great Western Highway and the Private Nepean Hospital to the north and the Integrated Mental Health Unit site is located at the Derby Street entrance to the hospital, Kingswood.

The Project Application seeks approval for the construction and fit-out of a three storey building with approximately 5,678m² of floorspace to accommodate the Integrated Mental Health Unit (including 64 beds, offices, administration spaces, consulting rooms, communal areas), courtyards, plant and infrastructure, and relocation of the Remembrance and Memorial Garden.

The Capital Investment Value (CIV) of the proposal is approximately \$40 million and the proposal would support more than 192 operational and 85 construction jobs.

On 12 May 2010, the Director, Government Land and Social Projects, as delegate of the Minister, formed an opinion that the project is a major project under clause 18 of Schedule 1 to the MD SEPP, as it is a development for the purpose of providing professional health care services with a CIV of more than \$15 million. The Minister is the approval authority.

The site is zoned 5(a) Special Uses (Hospital) and the proposed development is permissible in this zone.

The proposal was exhibited from 22 September 2010 until 25 October 2010. The Department received submissions from the Penrith City Council, the Roads and Traffic Authority (RTA), NSW Transport and Sydney Water. No submissions were received from the public. The key issue in the submissions was car parking.

The Department has assessed the merits of the proposal and has found the key issues associated with the project include transport and access, built form/urban design and amenity. The Department is satisfied that the impacts of the proposed development have been addressed via the Environmental Assessment, Preferred Project Report and Statement of Commitments, and can be adequately managed through the recommended conditions.

The Department considers the site to be suitable for the proposed development and that the application is in the public interest and is consistent with the objects of the EP&A Act (including ecologically sustainable development), the State Plan, Metropolitan Plan for Sydney 2036 and Draft North West Subregional Strategy. Consequently, the Department recommends that Project Application for the Stage 3A – Integrated Mental Health Unit Development be approved, subject to conditions.

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1. BACKGROUND

Health Infrastructure (the Proponent) proposes to construct and operate the Integrated Mental Health Unit (IMHU) at Nepean Hospital, Derby Street, Kingswood. The Nepean Hospital Campus is bound by Derby Street to the south, Somerset Street to the east and Parker Street to the west, the Great Western Highway and the Private Nepean Hospital to the north and is located in the Penrith LGA. The Nepean Hospital Campus location and the proposed IMHU site is shown in Figure 1.

Figure 1: Nepean Hospital Campus Location

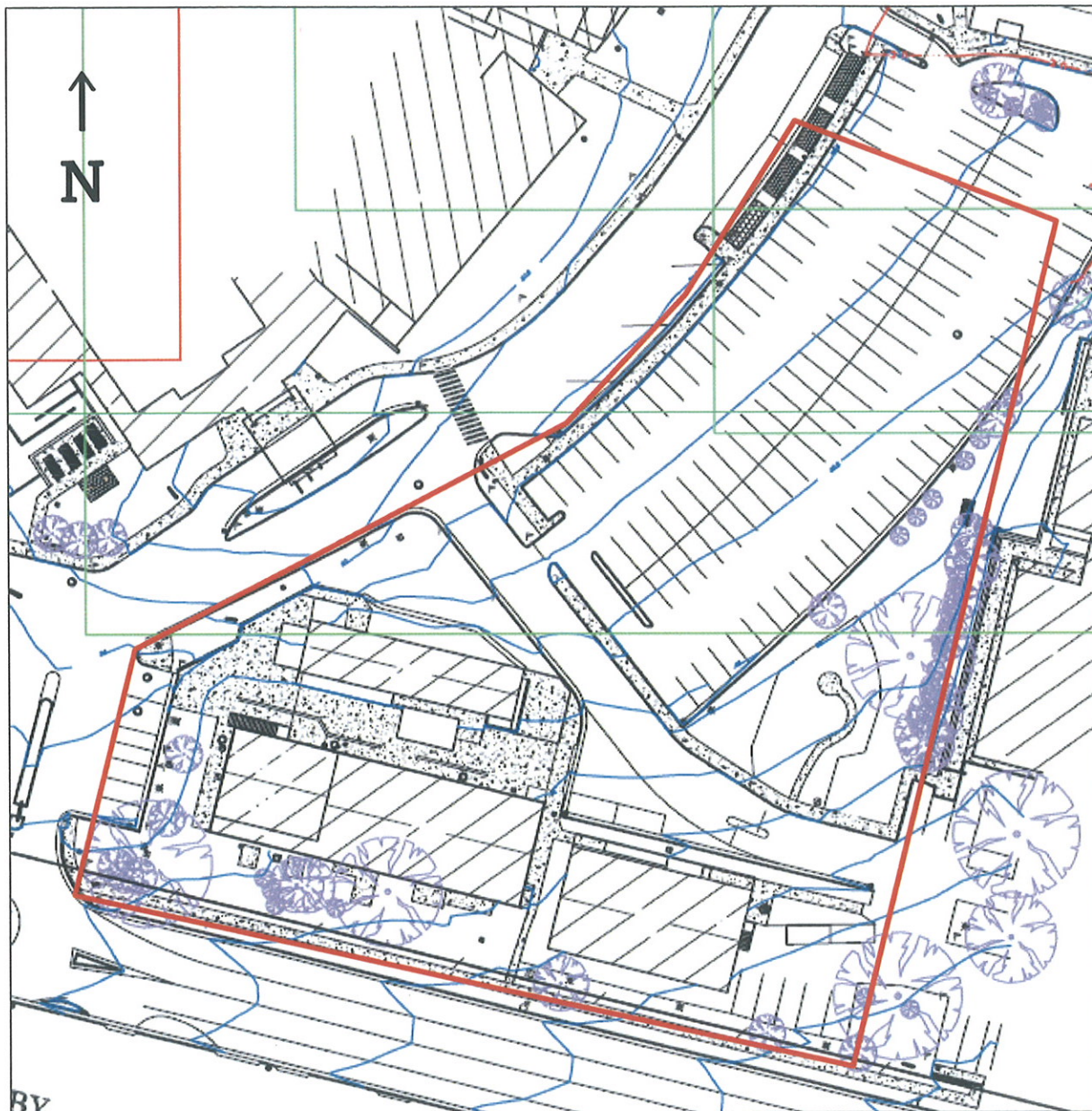


1.1 Site Location and Description

The Hospital Campus is located within the Penrith Regional City and the locality is serviced by commuter rail and bus services. Kingswood railway station is approximately 700 metres to the east of the hospital. The land is owned by the Sydney West Area Health Service.

The Hospital Campus comprises an area of 16.28 hectares and contains a variety of medium and high rise hospital buildings. Derby Street is the primary access point into the hospital, with vehicular access also available via Parker Street, Somerset Street and Barber Avenue. An internal road and pedestrian network traverses across the site which links to the various hospital buildings and centres.

The IMHU site forms part of Hospital Campus (Lot 1 in DP 1114090) and is located on Derby Street, to the east of the primary access from Derby Street. The site is currently occupied by demountable maintenance sheds, an administration building, a memorial garden and at-grade car parking. Refer to Figure 2 for the existing site layout. The development site was inspected by Departmental officers on 21 October 2010.

Figure 2: Existing Site Layout

1.2 Surrounding Development

The development surrounding the hospital consists of:

- the Nepean Private Hospital, Baptist church and church residence, and at-grade car park adjoining the site to the north;
- a low density residential development of one to two storeys to the east;
- a medical and physiotherapist centre and low density residential development of one to two storeys to the south; and
- low density residential development of one to two storeys to the west.

Development immediately surrounding the IMHU site comprises the main hospital building to the north (including the approved East Block Major Project MP 09_0149 currently under construction), administration buildings to the east, one to two storey residential development to the south and the main vehicular access to the west with an at-grade car park further west.

2. PROPOSED PROJECT

2.1. Project Description

The Project Application (as exhibited in the EA and as amended by the PPR) seeks approval to develop the Integrated Mental Health Unit, providing a hospital facility for treatment in mental health. Project Approval is sought for:

- the construction of a three storey building;
- site preparation works including excavation and road alignment; and
- loading dock, substation and landscaping.

The project layout is shown in Figure 3. The key components of the project are listed in Table 1.

Figure 3: Project Layout

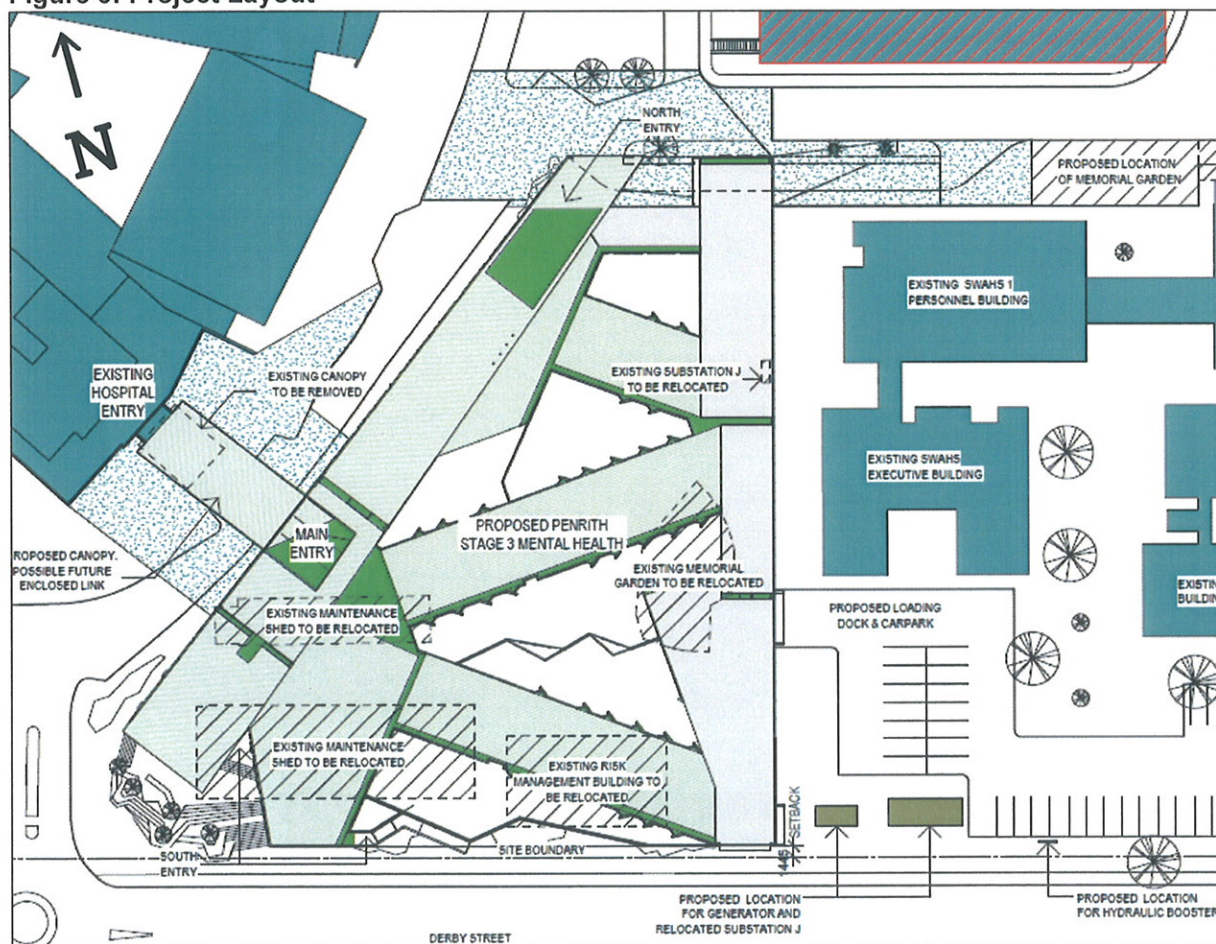


Table 1: Key Project Components

Aspect	Description	
Height	13.8 metres	
Site Area	4,560 m ²	
GFA	5,678 m ²	
Levels	Level 1	Special Mental Health Service for Older Persons (20 beds), offices, dining areas, consulting rooms, lounge areas, courtyards
	Level 2	Acute and High Dependency Unit (44 beds), offices, dining areas, consulting rooms, lounge areas and courtyards
	Level 3	Offices and plant
	Level 4	Plant
CIV	\$40 million	
Jobs	192 operational and 85 construction jobs	

2.2. Project Need and Justification

The Department considers that the proposed construction of the Integrated Mental Health Unit at the Nepean Hospital Campus is appropriate given the demand for mental health facilities. The facility would provide public benefits to the wider community through providing increased beds to support care and treatment of mental health issues. The proposed development would contribute to the ongoing expansion and development of the Hospital Campus, which is identified as a key expanding infrastructure asset and employment generator in the region.

The proposal would also provide a stronger entrance for the Hospital with the proposal addressing the primary access into the Campus at Derby Street. The proposal establishes a more defined edge to the Hospital Campus, as the main hospital buildings are currently located centrally on the site and are predominantly surrounded by at-grade car parking.

The proposed hospital upgrade is consistent with the relevant objectives of the State Plan, including to "Improve and maintain access to quality healthcare in the face of increasing demand" and "seeking to deliver better services facilitating growing prosperity across NSW". The proposal would also consolidate health and medical facilities within the existing Nepean Hospital and facilitate improved mental health care and treatment which is identified as a key priority in the State Plan.

The Metropolitan Plan for Sydney 2036, developed to support the continuing economic growth of Sydney and enhance its standing as a global city, places the site in the North West Subregion and within the Penrith Education & Health precinct, a potential Specialised Centre. The proposal is identified as one of the Government initiatives to support the future direction which seeks to establish the specialised centre.

The Draft North West Subregional Strategy also nominates Nepean Hospital as important infrastructure and a valuable asset. The Nepean Hospital is identified as a State Infrastructure Strategy project in the North West subregion and will contribute to delivering jobs to meet the additional 11,000 jobs targeted for the Penrith Regional City.

3. STATUTORY CONTEXT

3.1. Major Project

The proposal is a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development for the purpose of providing professional health care services under clause 18 (Hospitals) of Schedule 1 of *State Environmental Planning Policy (Major Development) 2005*. Therefore, the Minister for Planning is the approval authority.

On 25 January 2010, the Minister for Planning delegated responsibility for the determination of project applications under Part 3A of the *Environmental Planning and Assessment Act 1979* to the Deputy Director-General, Development Assessment and Systems Performance where:

- there are fewer than 25 submissions in the nature of objections in respect of the project application; and
- the project is not a critical infrastructure project under section 75C of the EP&A Act.

The project received fewer than 25 submissions in the nature of objections, and is not a critical infrastructure project. The Deputy Director-General can therefore determine the project under delegated authority.

3.2. Permissibility

The site and adjoining land is zoned 5(a) – Special Uses (Hospital) under the Penrith Local Environmental Plan 1998 (Urban Land). The proposal is permissible in the zone.

3.3. Environmental Planning Instruments

Under Sections 75I(2)(d) and 75I(2)(e) of the EP&A Act, the Director-General's report for a project is required to include a copy of, or reference to, the provisions of any State Environmental Planning Policy (SEPP) that substantially governs the carrying out of the project, and the provisions of any environmental planning instruments (EPI) that would (except for the application of Part 3A) substantially govern the carrying out of the project and that have been taken into consideration in the assessment of the project.

The Department's consideration of relevant SEPPs and EPIs is provided in Appendix D and include:

- *State Environmental Planning Policy (Major Development) 2005*;
- *State Environmental Planning Policy (Infrastructure) 2007*;
- *State Environmental Planning Policy No. 55 - Remediation of Land*; and
- *Penrith Local Environmental Plan 1998 (Urban Land)*.

3.4. Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the objects of the Act, as set out in Section 5 of the Act. The relevant objects are:

- (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.*

The Department has fully considered the objects of the EP&A Act, including the encouragement of ESD, and considers that the application is consistent with the relevant objects. The assessment of the application in relation to these relevant objects is provided in Section 3.5 and Section 5 of this report.

3.5. Ecologically Sustainable Development

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

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

The proposal is located within an urban footprint on a previously developed and disturbed site and would not result in loss of any threatened species, populations, communities or significant habitats. A vulnerable species (Magenta Lily Pilly) was found on the site, however, was not considered to be significant. The Department has recommended that this item be transplanted, if feasible. The site is also unlikely to be impacted by changes in sea level rising resulting from climate change.

The Proponent has incorporated ecologically sustainable design initiatives in this proposal and aims to achieve a 4 star rating under the Green Star sustainability tool, including the following elements in the design and construction process:

- rainwater harvesting for toilet flushing and irrigation;
- water efficient fixtures;
- reduction in energy consumption through use of mixed mode ventilation including operable windows, efficient lighting design, thermal mass to stabilise indoor temperatures, external shading devices to control solar gain during summer and to allow warming sun during winter;

- narrow floor plates to maximise natural sun light;
- bicycle parking facilities and associated amenities; and
- recycling or re-use on 80% of construction waste.

The Department supports a 4 star green star rating being achieved and has recommended that the initiatives outlined in the Environmental Concept Design Report be implemented in the construction and operation of proposal. On the basis of this assessment, the Department is satisfied that the proposal encourages ESD, in accordance with the objects of the EP&A Act.

3.6. Statement of Compliance

In accordance with section 75I of the EP&A Act, the Department is satisfied that the Director-General's environmental assessment requirements have been complied with.

4. CONSULTATION AND SUBMISSIONS

4.1. Exhibition

Under section 75H(3) of the EP&A Act, the Director-General is required to make the environmental assessment (EA) of an application publicly available for at least 30 days. After accepting the EA, the Department publicly exhibited it from 22 September 2010 until 25 October 2010 (33 days) on the Department's website, and at the Department's Information Centre and at Penrith City Council's offices. The Department also advertised the public exhibition in the Daily Telegraph and Sydney Morning Herald on 22 September 2010 and Penrith Press on 21 September 2010. Adjoining landholders and relevant State and local government authorities were also notified in writing.

The Department received four submissions during the exhibition of the EA – four submissions from public authorities and no submissions from the general public.

A summary of the issues raised in submissions is provided below.

4.2. Submissions

Four submissions were received from public authorities. No submissions were received from the public. None of the authorities objected to the proposal, however, all authorities either raised issues or provided recommended conditions. A summary of the issues and recommended conditions is discussed below.

Penrith City Council does not object to the project and provided the following comments and recommended conditions for consideration:

- the EA addresses Council's key issues;
- drainage should be managed to ensure the proposal does not impact on downstream catchment or properties;
- the traffic associated with the proposal can be accommodated in the local road network and surrounding intersections which have adequate capacity;
- the car parking provided meets Council's controls, however, the future multi-storey car park would support the increased patronage and relieve existing on-street parking demands. Adequate measures to manage staff car parking is required to minimise impacts created by on-street car parking in the surrounding areas, including those outlined in the traffic assessment contained in the EA;
- timing and details of construction of the car parking are required given the cumulative impacts of the recent development on the Campus and increasing loss of car parking on site;
- trucks should enter and exit the site in a forwards direction and car parking areas should be designed to Australian Standards; and
- safety, security and crime prevention strategies should be implemented.

The **Roads and Traffic Authority (RTA)** does not object to the project and provided the following comments and recommended conditions for consideration:

- adequate parking provisions should be provided on site to reduce the dependence on parking spaces on the local street network;
- bicycle facility provisions are not illustrated;
- car parking areas should meet Australian Standards;

- service areas shall be separated from general car parking to reduce vehicle conflict and swept path shall be in accordance with AUSTROADS; and
- all works/signposting should be carried out at no cost to the RTA.

Transport NSW does not object to the project and supports the commitment to prepare a workplace travel plan and recommended conditions for the preparation of the workplace travel plan, travel access guide, construction management plan and provision of visitor bicycle parking facilities.

Sydney Water does not object to the project and provided the following comments and recommended conditions for consideration:

- a 100 mm drinking water main on the south side of Derby Street has sufficient capacity for connection;
- a 225 mm wastewater water main on the south-western boundary of the site near Parker Street has sufficient capacity for connection;
- trade waste permit or trade waste agreement is required prior to discharging trade waste into Sydney Water's system;
- Sydney Water will further assess the impact of individual developments when the Proponent applies for a Section 73 certificate; and
- the Proponent must fund any adjustments needed to Sydney Water infrastructure.

4.3. Proponent's Response to Submissions

The Proponent submitted a Preferred Project Report (PPR) which incorporated amendments to the proposal as a result of further design development and also provided a response to issues raised in submissions by public authorities (Appendix B). The PPR included the following changes:

- increased heights on the east and west wings and modified roof design to provide greater integration with roof top plant;
- modified materials and finishes to internal courtyard, entry screen and window screens;
- lowering of courtyard walls and change of materials to increase solar access;
- minor modifications to location and alignment of windows; and
- modifying the access road at the entrance of the facility from a two way road to a one way road in the north-eastern direction.

5. ASSESSMENT

The Department considers the key environmental issues for the project to be:

- transport and access;
- built form and urban design; and
- amenity impacts.

5.1. Transport and Access

5.1.1 Car Parking

The IMHU would result in the removal of 84 car parking spaces which are currently located at the IMHU site. As the proposal would be providing 31 new beds on the Campus (33 beds being existing mental health unit beds) and supporting up to 51 new staff on the site, the proposal is required to provide 27 car spaces in accordance with Penrith Development Control Plan 2006 requirements of 1 car space per 3 beds plus 1 car space per 3 employees.

The Proponent has concluded that whilst the proposal would result in the net loss of car parking on site as a result of the development, the overall car parking provisions on the Campus exceed Penrith Development Control Plan 2006 requirements. The Proponent considers that the total 1,274 car spaces provided on Campus is sufficient for the 1,833 employees on the Campus and 505 beds on the Campus and meets Penrith DCP requirements of 779 car spaces. Furthermore, the reduction in car parking is consistent with Government objectives promoting modal shifts towards active and public transport modes. The Department considers the temporary reduction acceptable as future stages of development at the Campus envisage construction of a multi-storey car park at the Somerset Street and Derby Street intersection. The Proponent has committed to the provision of this car park, with the timing of delivery subject to resolution of funding issues.

Council, the RTA and the Department raised concern regarding the proposal's net loss in car parking, which would have adverse impacts on the local road network due to increased use of on-street car parking on the local streets, and the timing of the delivery of the multi-storey car park. The Proponent has reiterated in the PPR that the overall car parking provisions at the Campus meet Penrith DCP requirements for the Campus. However, the Proponent has committed to construction of the multi-storey car park and has also committed to preparation of a work place travel plan and travel access guides. These would assist in the addressing the temporary reduction in off-street car parking.

5.1.2 Public Transport

The site is supported by a range of public transport options, including bus services that service the Campus at approximately 10 minute intervals during peak periods, including the strategic bus corridor 2A Penrith to Mt Druitt. These services provide links to Penrith, St Marys, Mt Druitt, Erskine Park, Richmond, Ropes Crossing and University of Western Sydney Penrith Campus. The site is also supported by the Kingswood Railway Station which is located approximately 700 metres from the Hospital.

As the site is accessible by public transport, including commuter rail and bus services, alternate modes of transport to and from hospital are available to employees and visitors. Therefore, the Department supports the Proponent's

commitments to develop a workplace travel plan and travel access guides, which would promote greater utilisation of these alternate transport options. The Department has also recommended that the recommendations in the traffic assessment in the EA be adopted during operation of the building, including providing public transport fare subsidies to staff to encourage greater share of public and active transport to offset the temporary loss of car parking on site.

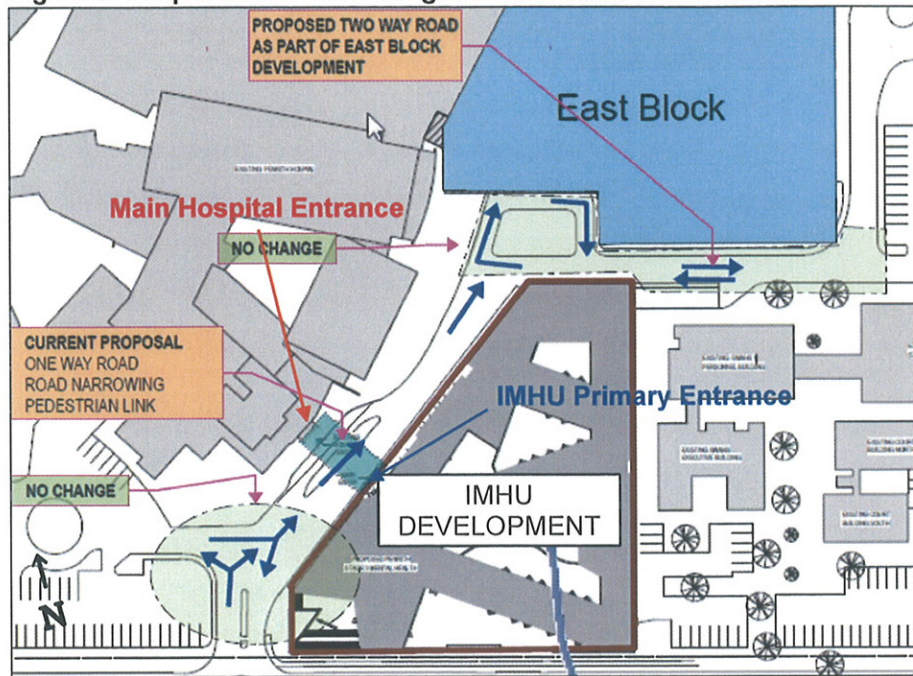
5.1.3 Vehicular and Pedestrian Access

Derby Street is the primary access point into the hospital, with vehicular access also available via Parker Street, Somerset Street and Barber Avenue. An internal road and pedestrian network exists within the Hospital Campus, with car parking areas dispersed across the site.

The proposal is located on the eastern side of the primary access and would result in the reconfiguration of the internal road layout and existing on-site car parking (see Figure 4). The access points into the Hospital Campus would not change as a result of the proposal, however, access to the western part of the Campus from the north-western part of the Campus would no longer be available given the proposed conversion of the internal road between the main hospital building and the IMHU site from a two way access to one way access road, as outlined in the PPR (see Figure 5).

Figure 4: Campus Layout - existing pedestrian linkages

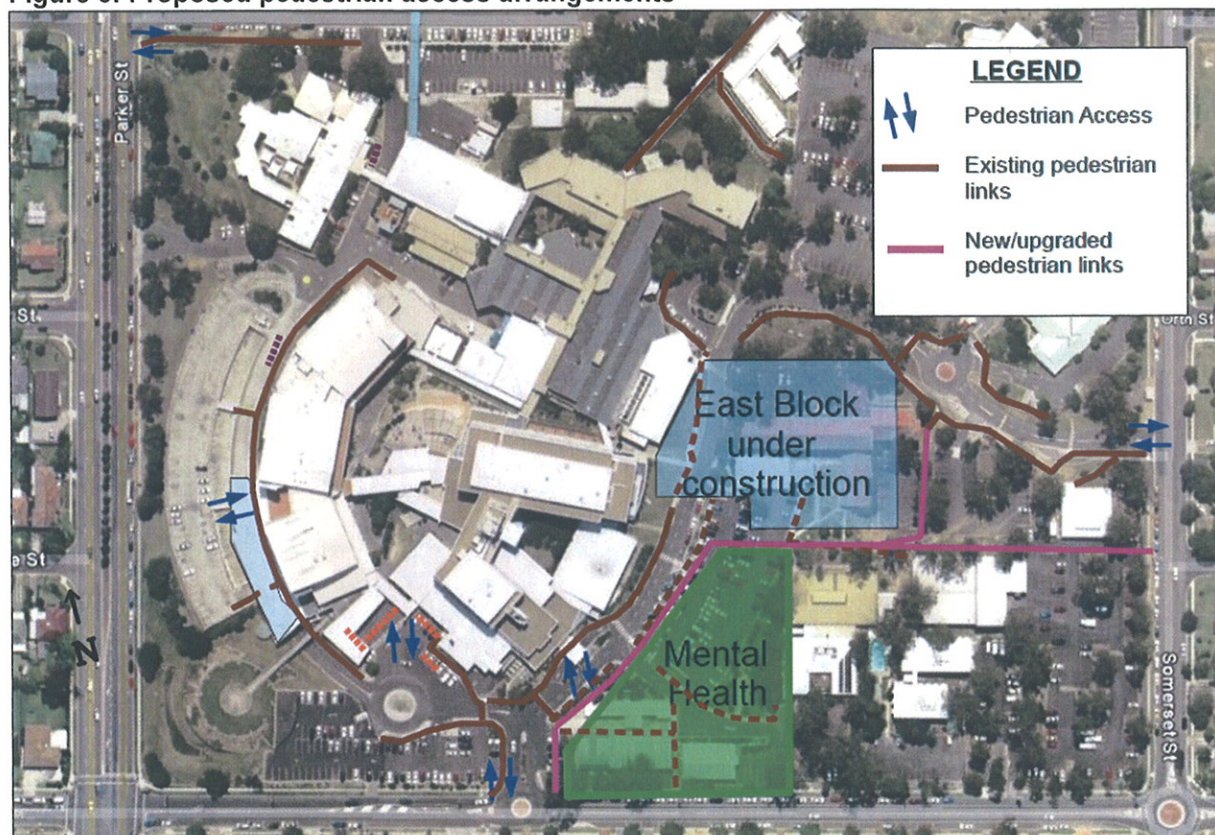


Figure 5: Proposed access arrangements around the IMHU site

The Proponent has indicated that the modification from a two way access to a one way access road was to limit pedestrian vehicle conflict as the main hospital building entrance and the IMHU main entrance are located along this road. The Proponent has demonstrated that this would not have an impact to any other movements in the Campus as alternate routes and access points are available, including entrances at Parker Street and Barber Avenue for access to the western areas of the Hospital Campus.

Cross-site pedestrian links through the IMHU site currently exist as smaller buildings are located on the site. These links would be removed as a result of the proposal as the building would occupy the majority of the site. These links are not critical to movement within the hospital as they primarily connect car parking areas.

The Department considers the limited access points to the building and the exclusion of any linkages through the building is appropriate given the proposed care and treatment to be undertaken within the building. Appropriate new pathways would also be established around the building to address this issue (see Figure 6).

Figure 6: Proposed pedestrian access arrangements

5.1.4 Traffic Impacts

The Proponent's Traffic and Parking Impact Assessment concludes the additional traffic generated from the development, a maximum 37 vehicle trips during peak periods, would not affect the operation of the surrounding street network. The traffic assessment demonstrates that the level of service (LOS) for Parker Street, Derby Street and Somerset Street intersections would remain at a similar level of service (see Table 3), with one change in LOS at the Parker/Derby Street intersection from LOS B to LOS C, which is still considered a satisfactory level of performance. Minimal increases in average delays and queuing would also occur. The RTA and Council considered the proposal would have no adverse impact to the surrounding road network or operation of the intersections.

Table 3: Intersection level of service

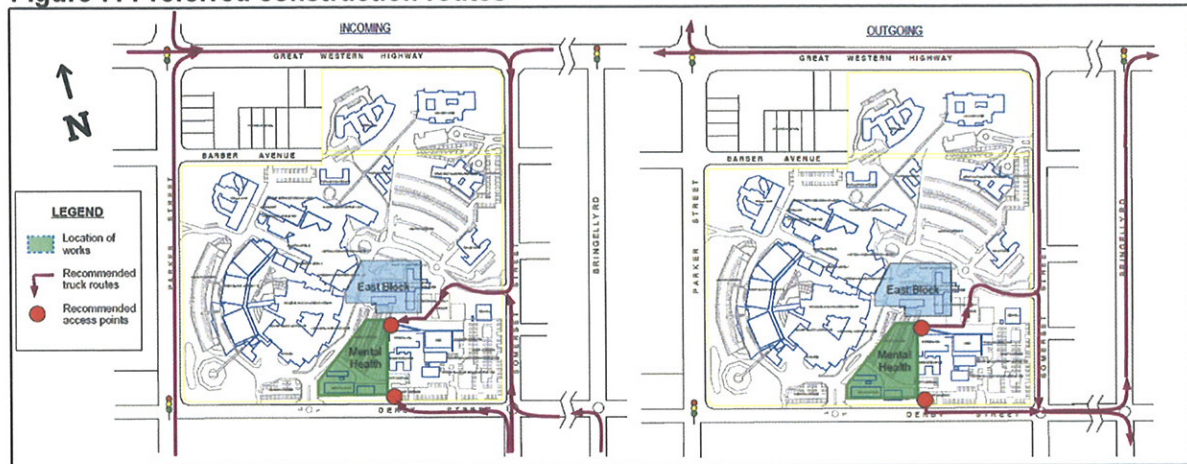
Intersection	Existing Level of service		Post development Level of service	
	AM	PM	AM	PM
Parker Street – Great Western Highway	B	D	B	D
Parker Street – Derby Street	B	B	B	C
Derby Street – Main hospital entrance	A	A	A	A
Somerset Street - Great Western Highway	B	B	B	B
Derby Street – Somerset Street	A	A	A	A

The Department is satisfied that the local road network has sufficient capacity to support the minimal vehicular traffic generated by this proposal and the proposal would result in minimal impacts to the operation of the surrounding road network.

5.1.5 Construction Impacts

The Proponent has identified in their assessment that Parker Street / Derby Street and Derby Street / the Primary Hospital entry intersections experience capacity and queuing problems in the afternoon and has recommended that construction vehicles do not exit via these intersections from 12:00 noon to 7:00 pm. The traffic assessment identified preferred routes (see Figure 7) to minimise impacts during the afternoon period at intersections at capacity. The Department has recommended that the preferred construction routes identified in the traffic assessment be considered in the preparation of the recommended Construction Management Plan.

Figure 7: Preferred construction routes



5.2. Built Form and Urban Design

The proposal comprises a three storey building containing 5,678m² of GFA, with a length of up to 90 metres and width of 86 metres. The new building is a stand alone building to be located on Derby Street, with the main entrance located opposite the main hospital building entrance. The co-location of the entrances would be supported by a canopy and raised platform to support pedestrian activity and minimise vehicular traffic speeds. The canopy assists in clearly identifying the entrances to the two buildings.

The Department considers the new building at 13.8 metres is comparable in height and scale with the surrounding hospital buildings which reach 17 metres in the vicinity of the IMHU site. No height or floor space area controls apply to the site and whilst the exterior of the building has a large footprint, the design of the building incorporates a number of smaller courtyards which reduces the bulk and mass of the building. The internal courtyards support patient care and allow greater solar access into patient care rooms. The low scale nature of the proposal also ensures an appropriate built form transition between the larger scale hospital buildings to the north and the smaller scale medical related buildings and residential buildings on the southern side of Derby Street.

The proposed building is setback from Derby Street by approximately 1.5 metres and provides a modulated elevation to Derby Street. Whilst the modulation of the building reduces the bulk of the building, it minimises the opportunity for a more defined edge at the southern boundary. The enclosure of the southern courtyard and fencing of this area addresses this issue and provides a more solid and uniform edge to the Campus as the courtyard boundary generally aligns with Derby Street (see Figure 8).

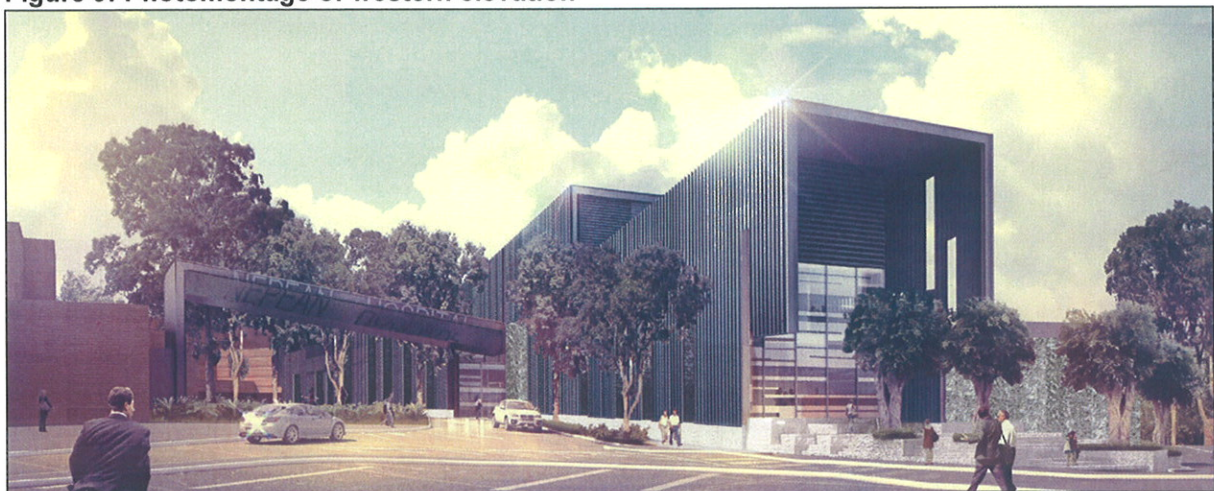
The proposed building also aligns with the internal road that leads up to the main hospital building entrance. The Department considers the location and alignment of the building creates a more distinguishable entrance to the Hospital Campus and would promote greater activity and security at the primary entrance to the Campus.

Figure 8: South-west corner perspective



The new building would be constructed from a variety of complementary finishes, including pre-cast textured concrete, coloured concrete, glazing, wall planting, metal perforated screens, metal sheeting and louvres. The proposed building incorporates an appropriate mix of colours and finishes to complement the new East Block to the north of the building. The Department supports the modern and visually interesting design of the building which reduces the institutional appearance of the building which is appropriate given the sensitive nature of the use of the building (see Figure 9). The Department considers the design of the building is suitable for the proposed uses and the design addresses the requirements for the treatment and care to be undertaken within the building.

Figure 9: Photomontage of western elevation



5.3. Amenity Impacts

5.3.1 Operational Noise Impacts

The Proponent has prepared an Acoustic Report which acknowledges that during operation, there would be potential adverse noise impacts on the noise sensitive receivers (residential development to the south of the site) from rooftop mechanical services plant. The acoustic assessment identifies several recommendations to mitigate these impacts, including selection of quieter plant for the building, installation of noise enclosures and barriers, minimisation of duct velocities and in-duct attenuation.

The Proponent has committed to further investigating these mitigation measures to ensure rooftop plant and equipment complies with relevant noise criteria. The Department has therefore recommended appropriate conditions to ensure that the Proponent adopts adequate mitigation measures in the detailed design prior to certification of building works.

The Acoustic Report also examined potential noise impacts from traffic generated by the proposal. The assessment concluded that no adverse noise impacts would result from the minimal additional traffic generated by the proposal.

5.3.2 Construction Noise Impacts

The Proponent has committed to preparing a construction noise and vibration management control plan and committed to construction hours in accordance with DECCW recommended construction hours. This would ensure that construction noise would not have detrimental amenity impacts on the surrounding area. The Department supports these measures and has recommended conditions to ensure that these are addressed in the relevant stages of the construction process.

5.3.3 Overshadowing

The proposal would have minimal overshadowing impacts as the overshadowing from the building primarily falls on Derby Street and adjoining hospital buildings to the east. Two buildings on the southern side of Derby Street would be affected by minimal overshadowing early in the morning at 9 am during the winter solstice. One of these properties comprises medical consulting rooms and one is a residential property. The residential property would still maintain a minimum three hours of sunlight, consistent with relevant guidelines.

**Figure 10: Overshadowing -
Winter Solstice
9.00am**



**Figure 11: Overshadowing -
Winter Solstice
midday**



**Figure 12: Overshadowing -
Winter Solstice
3.00pm**



6. RECOMMENDATION

The Department has reviewed the environmental assessment and duly considered advice from public authorities in accordance with Section 75I(2) of the EP&A Act. All the relevant environmental issues associated with the proposal have been extensively assessed.

The Integrated Mental Health Unit, including construction and operation of the facility, would provide a significant contribution to the ongoing redevelopment and expansion of the Nepean Health Campus. The development is consistent with the strategic objectives for the area, as outlined in the Metropolitan Plan for Sydney 2036, the draft North West Subregional Strategy and the Major Development SEPP. The proposal would also complement and expand the public assets in the proposed Penrith Education and Health Precinct specialised centre.

The Proponent has adequately addressed the Director General's Environmental Assessment Requirements and satisfactorily mitigated the potential environmental impacts associated with the proposal. The recommended conditions, implementation of the measures detailed in the Proponent's EA and appendices, PPR and appendices, and Statement of Commitments seek to maintain the amenity of the local area, and adequately mitigate the environmental impacts of the proposal.

The Department sought comment from both the Proponent and Council on the draft recommended conditions. All comments where relevant have been incorporated into the recommended conditions at Appendix E.

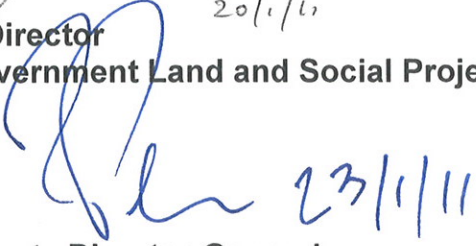
The Department considers the site to be suitable for the proposed development and that the application is in the public interest. Consequently, the Department recommends that Project Application be approved, subject to conditions.

It is recommended that the Deputy Director-General, as delegate for the Minister for Planning:

- a) **Consider** the findings and recommendations of this report;
- b) **Approve** the Project Application (MP 10_0067), subject to conditions, under Section 75J(1) of the EP&A Act, having considered all relevant matters in accordance with (a) above; and
- c) **Sign** the attached Instrument of Approval.


20/1/11
A/Director
Government Land and Social Projects


21.1.11
Executive Director
Major Projects Assessment


23/1/11
Deputy Director-General
Development Assessment & Systems Performance

APPENDIX A ENVIRONMENTAL ASSESSMENT

See the Department's website at
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3929

APPENDIX B PROPONENT'S RESPONSE TO SUBMISSIONS

See the Department's website at

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3929

APPENDIX C SUBMISSIONS

See the Department's website at
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3929

APPENDIX D CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

An assessment of compliance with the relevant Environmental Planning Instruments (EPIs) and other planning controls considered in the assessment of the proposal is provided immediately below which concludes that the proposal complies with these instruments and controls.

The EPIs guiding the assessment of the proposal are:

- State Environmental Planning Policy (Major Development) 2005;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy No. 55 - Remediation of Land; and
- Penrith Local Environmental Plan 1998.

Other planning controls to be considered in the assessment of the proposal are:

- Penrith Development Control Plan 2006.

1. State Environmental Planning Policy (Major Development) 2005

On 12 May 2010, the Director, Government Land and Social Projects, as delegate for the Minister for Planning, formed an opinion that the project is a major project under clause 18 (Hospitals) of Schedule 1 to the MD SEPP, as it would facilitate the provision of professional health care services with a CIV of more than \$15 million. The Minister is the approval authority.

2. State Environmental Planning Policy (Infrastructure) 2007

The aim of this policy is to assist in the effective delivery of public infrastructure throughout the State. Schedule 3 of the SEPP requires traffic generating development to be referred to the RTA. The proposal was referred to the RTA, who raised no objections to the project proceeding.

3. State Environmental Planning Policy No. 55 – Remediation of Land

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.

Golder Associates has undertaken a Stage 1 and 2 Environmental Site Assessment, and concluded that the contamination in the soils is below the criteria set for commercial and industrial land uses and therefore there is a low risk to human health. As asbestos was found in one of the samples, any fill soil to be disturbed on the site should be assessed by a qualified hygienist for the presence of asbestos and should be appropriately managed and removed as special waste by an appropriately licensed contractor or managed to limit exposure.

The land would be suitable for the project and its continued use as a hospital once the asbestos is either removed or managed. The Department has recommended that any fill material located on the site found to contain asbestos should be removed by an appropriately licensed contractor or managed to limit exposure.

4. Penrith Local Environmental Plan 1998 (Urban Land)

The site is zoned 5(a) Special Uses. The objective of the zone is to facilitate certain development on land which is, or is proposed to be, used by public authorities, institutions, organisations or the council to provide and protect services, utilities or transport facilities and associated activities.

The proposal is permissible in the zone as it is ancillary to the purpose of a hospital and is consistent with the zone objectives. These are no maximum height, FSR or other development controls that apply to the site.

The proposal meets the environmental performance requirements, addresses the design principles and adequate services and utilities are available to service the proposed development, and where the services require augmentation, the Proponent has committed to augmenting these services and utilities.

5. Penrith Development Control Plan (DCP) 2006

The DCP outlines a number of key objectives/controls to consider with regards to any new development. These have been considered below.

Crime Prevention Through Environmental Design (CPTED)

A CPTED assessment was undertaken by the Proponent that concluded that due to the nature of the building use, safety and security would be an inherent requirement and more critical for internal patient care. Therefore, there is limited access and constant surveillance and monitoring required during operation of the premises. Accordingly, the Department considers that the building has been designed with consideration of CPTED principles and the extension of Hospital policies regarding signage, wayfinding, lighting and security would adequately manage any risks and provide appropriate safety and security measures.

Waste Planning

Procedures for handling/storing and reducing the amount of waste produced by the hospital are currently coordinated by the Sydney West Area Health Service and subject to a waste management policy manual. The proposed facilities would be compliant with these existing procedures and would meet existing legislative requirements.

Car Parking

The minimum parking requirements for a hospital are 1 per 3 beds plus 1 per 3 employees. This requires the major project to provide 27 new spaces. The proposal would result in the loss of 84 car parking spaces. The Proponent considers that the overall parking provision of the Campus meet the car parking requirement on a holistic approach and therefore no additional car parking is required and the loss of car parking can be absorbed given total car parking on site is 1,274 car spaces, which provides as an excess of 494 car parking spaces on the Campus based on a demand of 779 for a total 1,833 employees and 505 beds at the Nepean Hospital Campus.

Landscaping and Tree Preservation Order

Appropriate landscaping is incorporated in the proposal and whilst a tree preservation order applies to the site, Council raised no issues with the trees to be removed on the site.

APPENDIX E RECOMMENDED CONDITIONS OF APPROVAL
