



Planning &  
Infrastructure

**MAJOR PROJECT ASSESSMENT:  
*Mental Health Intensive Care Unit at the  
Prince of Wales Hospital, Randwick  
(MP 10\_0131)***



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

July 2011

## ABBREVIATIONS

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CIV	Capital Investment Value
Department	Department of Planning & Infrastructure
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning & Infrastructure
DoT	NSW Department of Transport
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
MD SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning & Infrastructure
OEH	Office of Environment and Heritage
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
Proponent	Health Infrastructure
RTA	NSW Roads and Traffic Authority
RtS	Response to Submissions
SACL	Sydney Airport Corporation Limited

Cover Photograph: Photomontage from the corner of Nurses Drive and Simeon Pearce Drive (Source: BVNArchitecture)

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NSW Government

Department of Planning & Infrastructure



## EXECUTIVE SUMMARY

This report is an assessment of a Project Application seeking approval for the construction and operation of a new two storey building to provide a mental health intensive care unit at the Prince of Wales Hospital pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The proposal is located at the Randwick Health Campus, which is bound by High Street to the north, Avoca Street to the east, Barker Street to the south and Hospital Road to the west. The proposal is located to the south-east of Nurses Drive and Simeon Pearce Drive.

The Project Application seeks approval for the construction and fit-out of a two storey building with approximately 1,422m<sup>2</sup> of floor space to accommodate: 12 inpatient beds; patient activity areas; dining area; gymnasium; ambulance bay; meeting rooms; and a Magistrate's room. The proposal also seeks approval to construct two service vehicle car parking spaces, an extension to Simeon Pearce Drive and associated landscaping.

The Capital Investment Value (CIV) of the proposal is approximately \$15.3 million.

On 13 August 2010, the Director, Government Land and Social Projects, as delegate of the Minister for Planning, formed an opinion that the project is a major project under clause 18 of Schedule 1 to the *State Environmental Planning Policy (Major Development) 2005* (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 for Planning and Infrastructure is the approval authority.

The site is zoned 5 Special Uses under Randwick Local Environmental Plan 1998 (Consolidation) and the proposed development is permissible in this zone.

The proposal was exhibited from 9 February 2011 until 11 March 2011. The Department received submissions from Randwick City Council, the Roads and Traffic Authority (RTA), Transport NSW, SACL and Sydney Water. Two submissions were also received from the public. The key issues raised in the submissions were safety and security, loss of trees, visual impacts, noise impacts, visitor car parking and Campus planning.

The Department has assessed the merits of the proposal and has found the key issues associated with the project include: built form and urban design; amenity impacts; transport and access; and heritage. The Department is satisfied that the impacts of the proposed development have been addressed via the Environmental Assessment, Response to Submissions 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 NSW State Plan, the Metropolitan Plan for Sydney 2036 and the Draft East Subregional Strategy. Consequently, the Department recommends that Project Application for the construction of a two storey building for the operation of a mental health intensive care facility be approved, subject to conditions.

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## 1. BACKGROUND

Health Infrastructure (the Proponent) proposes to construct a two storey building to support the provision of intensive acute mental health treatment at the Prince of Wales Hospital, Randwick Health Campus. The Randwick Health Campus is bound by High Street to the north, Avoca Street to the east, Barker Street to the south and Hospital Road to the west and is located in the Randwick LGA. The proposal is located on the eastern edge of the Campus and to the south-east of the main hospital buildings. The Randwick Health Campus and proposed project location is shown in Figure 1.

**Figure 1: Project Location**



### 1.1 Site Location and Description

The Randwick Health Campus is located within the Randwick Health and Education Precinct and the locality is well serviced by bus services. The University of New South Wales (UNSW) is located 400 metres to the west and Randwick Town Centre adjoins the Campus to the north and is located approximately 400 metres to the north of the project location. The land is owned by the Health Administration Corporation.

The Campus comprises an area of over 13 hectares and contains a variety of medium and high rise hospital buildings. Barker Street is the primary access point into the Randwick Health Campus and provides access to the project site via Simeon Pearce Drive which will be extended to provide direct access to the site for service vehicles. The site would also be accessible by Avoca Street and Nurses Drive, which also provide links to internal access roads.



The project site forms part of the Campus (Lot 1, DP870720) and is located in the south-eastern portion of the Campus to the east of the multi-storey car park. The site is currently vacant and was previously occupied by the Vera Adderley Residence, which provided staff accommodation (see Figures 2 & 3). Refer to Figures 4 & 5 for the existing site layout prior to demolition of the Vera Adderley Residence (Coulter Hostel) which was subject to a separate approval.

The development site was inspected by Departmental officers on 23 February 2011.

**Figure 2: View from Barker Street of the Vera Adderley Residence (shown in the background) and the Sydney Children's Community Health Centre (in the foreground) which is located to the south of the project site**



**Figure 3: Current vacant site**





**Figure 4: Aerial site view**



**Figure 5: Existing Site Layout**



Note: Structures located in the highlighted area have been demolished under a separate approval process.



## 1.2 Surrounding Development

Development surrounding the Campus consists of:

- the Randwick Town Centre and low-scale residential to the north;
- low-scale residential development of one to two storeys to the west and east; and
- horse stables, a veterinary clinic and Randwick Girls High School to the south.

Development immediately surrounding the project site comprises a single storey hospital building supporting CanTeen and a palliative care unit immediately to the north, Avoca Street to the east with residential buildings located to the east of Avoca Street, an at-grade car park to the south, a three storey car park to the west and a helipad to the north-west (see Figure 5).

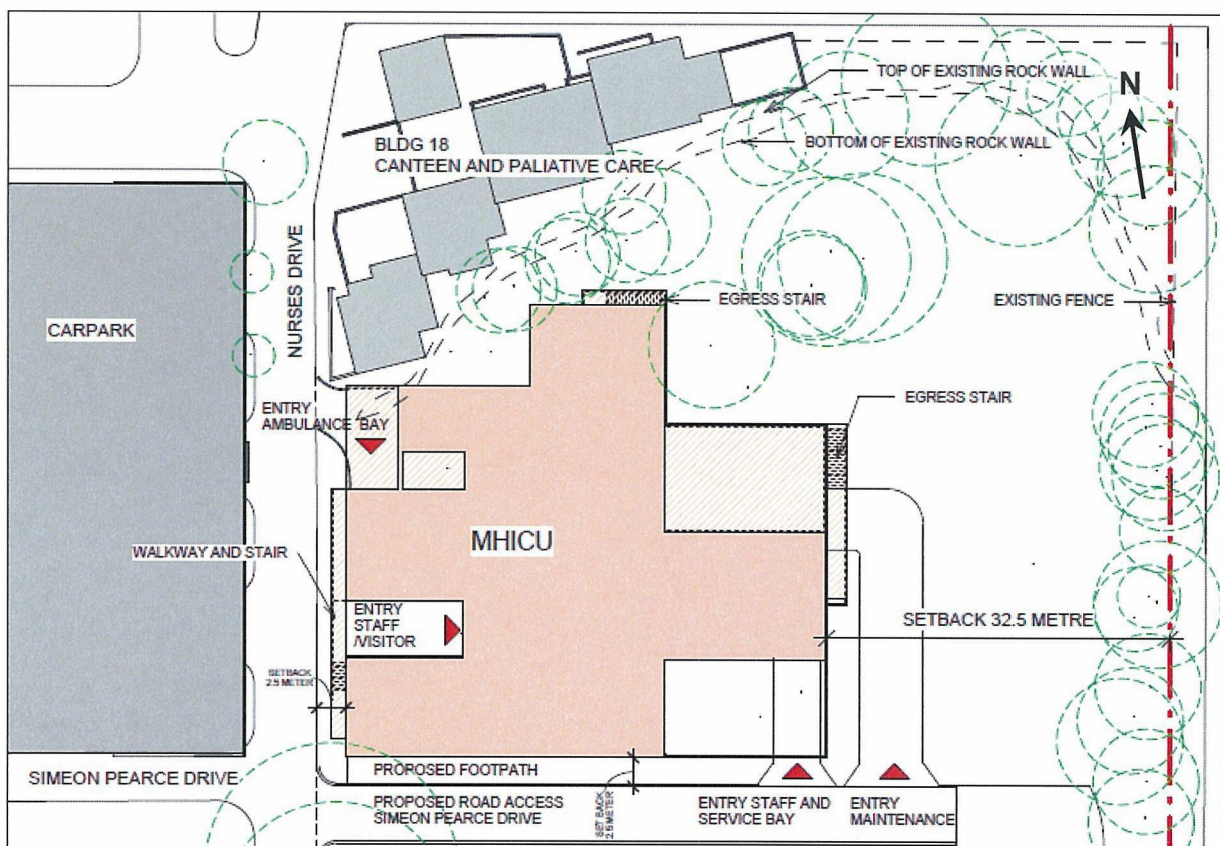
## 2. PROPOSED PROJECT

### 2.1. Project Description

The Project Application (as exhibited in the EA and as amended by the PPR) seeks approval to construct a two storey hospital building to support the delivery of mental health services at the Prince of Wales Hospital at the Randwick Health Campus, including: 12 inpatient beds; patient activity areas; dining area; gymnasium; ambulance bay; meeting rooms; and a Magistrate's room. Project approval is also sought for the construction of two service vehicle car parking spaces, an extension to Simeon Pearce Drive and associated landscaping.

The project layout is illustrated in Figure 6 and the key components of the project are listed in Table 1.

**Figure 6: Project Layout**





**Table 1: Key Project Components**

Aspect	Description	
Height	9.76 metres	
Site Area	3,258 m <sup>2</sup>	
GFA	1,422 m <sup>2</sup>	
Car parking spaces	2 service vehicle spaces	
Levels	Lower ground	Staff areas, service areas, offices, workstations, amenities, plant areas, service and maintenance vehicle dock and landscaping
	Ground floor	Ambulance bay, 12 inpatient beds, central staff station, patient communal areas, gymnasium, dining room, secure courtyard, Magistrate's room, meeting rooms and service areas
CIV	\$15.3 million	
Jobs	20 operational and 108 construction	

## 2.2. Project Need and Justification

The Department considers that the proposed construction of the facility for the Prince of Wales Hospital at the Randwick Health Campus to support the delivery of intensive mental health care and treatment services is appropriate given the increasing demand for the provision of these facilities within the South Eastern Sydney Area. The purpose built facility will provide care for acutely ill patients which may require sedation, seclusion or close observation. The proposal would consequently reduce demands on resources in existing mental health units in other hospitals within the region where only a general level of care or observation is available.

The proposal would also support the orderly and economic use of the land which is now vacant. The proposed facility would support the delivery of better services both within the proposed building and in existing health facilities by consolidating the critical care services into a specialised facility. The proposal would also support key priorities in the NSW State Plan to improve outcomes in mental health and improve and maintain access to quality healthcare in the face of increasing demand.

The proposed development would contribute to the ongoing development and consolidation of the Health Campus, which forms one of the two anchors in the Randwick Education and Health Specialised Centre in the Metropolitan Plan for Sydney 2036 and Draft East Subregional Strategy. The proposal would support the future directions for the Specialised Centre identified in the Metropolitan Plan for Sydney 2036, which seeks to intensify the cluster of education and health enterprises and support increased investment in medical infrastructure. The proposal would support a key asset in the Specialised Centre and promote consolidated growth of hospital facilities at the Randwick Education & Health Specialised Centre.

## 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) as it is development for the purpose of professional health care services under clause 18 (Hospitals) of Schedule 1 of *State*



*Environmental Planning Policy (Major Development) 2005*. Therefore the Minister for Planning and Infrastructure is the approval authority.

### **3.2. Delegated Authority**

Under the Minister's Instrument of Delegation dated 28 May 2011, the Planning Assessment Commission (PAC) is the determining authority for project applications other than for major infrastructure development where the Proponent is a public authority or critical infrastructure. It is not considered that this is major infrastructure development, nor is it 'critical infrastructure'. However, the delegation also works in conjunction with the delegation given to senior Department staff under the Ministerial Delegation issued 25 January 2010. This allows the Director-General to determine a project application where there are fewer than 25 public submissions in the nature of objections to the request. The delegation is not exercised where the Council has made an objection. The project received fewer than 25 submissions in the nature of objections and is not opposed by Randwick City Council. The Director-General can therefore determine the project under delegated authority.

### **3.3. Permissibility**

The Randwick Health Campus, including the project site, is zoned 5 Special Uses under the Randwick Local Environmental Plan 1998 (Consolidation). The proposal is permissible in the zone.

### **3.4. 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*
- *Randwick Local Environmental Plan 1998 (Consolidation) (RLEP1998).*

### **3.5. 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 considered the objects of the EP&A Act 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.

### **3.6. Ecologically Sustainable Development**

The EP&A Act adopts the definition of Ecologically Sustainable Development (ESD) found in the *Protection of the Environment Administration Act 1991*. 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 the loss of any threatened or vulnerable species, populations, communities or significant habitats. The site will not 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 the energy efficient standards in the Building Code of Australia and the Environmental Performance Guide for Buildings (EPGB), which sets sustainability requirements for NSW government buildings. The following sustainable design initiatives have been incorporated in the design and construction process:

- energy efficient fixtures including LED fittings, motion sensors, timers, daylight sensors, flexible lighting circuits linked with a building management system;
- heat recoverable air conditioning handling units which reduce dependence on outdoor condensers and energy consumption;
- passive cooling measures including shading, insulation and double glazing;
- gas boosted solar hot water system to provide 50% of the hot water;
- 3 star WELS rated water fixtures;
- 50,000 litre rainwater tank and non-potable water supply for irrigation;
- energy efficient glazing to improve thermal transmittance;
- maximise opportunities for natural light; and



- replacement of portland cement with cementitious materials including a minimum 20% slag aggregates.

The Department considers the EPGB is an appropriate guide for design, construction and operation of public buildings and has recommended that the initiatives outlined in the EA and appendices be implemented in the construction and operation of the proposal. The Department also recommends that the project should aim to achieve a 4 star Green Star rating. 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.

### 3.7. 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

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### 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 9 February 2011 until 11 March 2011 (31 days) on the Department's website, and at the Department's Information Centre and at Randwick City Council's offices. The Department also advertised the public exhibition in the Daily Telegraph and Sydney Morning Herald on 9 February 2011. Adjoining landholders and relevant State and local government authorities were also notified in writing.

The Department received eight submissions during the exhibition of the EA - six submissions from public authorities and two submissions from the general public.

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

### 4.2. Public Authority Submissions

A total of six submissions were received from public authorities.

**Randwick City Council** (Council) does not object to the project and provided the following comments and recommended conditions for consideration:

- the location of the site is in an identified 'opportunity precinct' within the Campus planning review. The proposed location of the building addresses the Campus planning principles as it preserves the land adjoining Avoca Street and Francis Martin Drive for future development of more active uses and a new significant building given the limited development opportunities remaining on the Campus and the suitability of the site to support larger scale development;
- the location is also supported as it ensures existing vehicle and pedestrian routes can be utilised and negates the need for an additional vehicle entry point on Avoca Street, which formed part of the preliminary plans;
- the proposal could support a future east-west link and should prioritise pedestrian travel by constructing a footpath to allow future connection through to Avoca Street;



- no open space forms part of the proposal, however, open space can be provided with future development within the 'opportunity precinct';
- a strategy for development within the 'opportunity precinct' is still required to optimise use of the site and address uses, access, built form and urban design including potential staff, patient or carer accommodation;
- car parking for visitors has not been considered; and
- Council supports the preservation of 12 trees and does not object to the removal of 13 trees.

These issues are addressed in Section 5.

Council also recommended that:

- a construction traffic management plan shall be submitted to Council's traffic engineer for approval;
- the Proponent shall meet the full cost of adjusting, repairing or relocating any utility services. If any electricity substation is required, it shall be appropriately screened;
- if any civil or drainage works are required on Council's property further approval shall be sought from Council; and
- stormwater and drainage conditions.

The **Roads and Traffic Authority (RTA)** does not object to the project.

**Sydney Airport Corporation Limited (SACL)** does not object to the project and noted that the use of temporary construction cranes or equipment may require further approval if they exceed 15.24 metres above natural ground level.

The Department has included in the recommended conditions notes regarding the Proponent's responsibilities regarding further approvals for temporary construction cranes or equipment.

The **Department of Transport (DoT)** is generally supportive of the project and requested that the Proponent provide further detail regarding pedestrian and cycle movements in the vicinity as well as further commitment regarding how users will be able to make sustainable travel choices and identify sustainable transport measures, including potentially implementing a location specific sustainable travel plan and a Workplace Travel Plan.

These issues are addressed in Section 5.

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

- the existing water system has sufficient capacity for connection and connection shall be made to the 150mm Avoca Street drinking water supply;
- the existing wastewater system has sufficient capacity for connection and connection shall be made to the 225mm Avoca Street or the 225mm Barker Street mains;
- a 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.

The Department has included recommended conditions to address these requirements.

**Office of Environment and Heritage (OEH)** does not object to the project and raised no issues. The Heritage Branch noted that the proposal would be located on the site of a recently demolished building and will be set well back from Avoca Street and from the nineteenth century hospital buildings to the north. The Heritage Branch recommended a condition that if any European heritage items or relics are found that works on site cease and the Heritage Branch be notified.

The Department has included recommended conditions to address these requirements.

### 4.3. Public Submissions

A total of two public submissions were received objecting to the project. The key issues raised in the public submissions are:

- safety and security;
- loss of trees and visual impacts; and
- acoustic impacts.

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

### 4.4. Proponent's Response to Submissions

The Proponent provided a response to the issues raised in submissions on 24 May 2011 (see Appendix B) including the following responses:

- the proposal incorporates high security measures;
- tree removal is necessary to accommodate long term planning of this part of the precinct and the retention of these trees would not ameliorate noise impacts from helicopter movements;
- the retained trees would continue to provide appropriate screening;
- minimal visitors are expected for the types of patients treated at the proposed facility, except an average of one external clinical staff or support worker a day for each patient. There is adequate car parking available in the adjoining car park to support these visitors; and
- the proposal forms part of the Prince of Wales Hospital facilities and therefore will adopt and update staff and visitor travel guides to promote sustainable means of transport.

## 5. ASSESSMENT

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

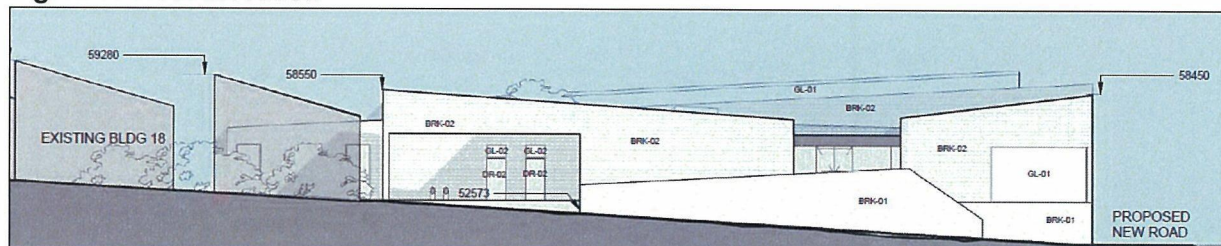
- built form and urban design;
- transport and access;
- noise impacts; and
- heritage.



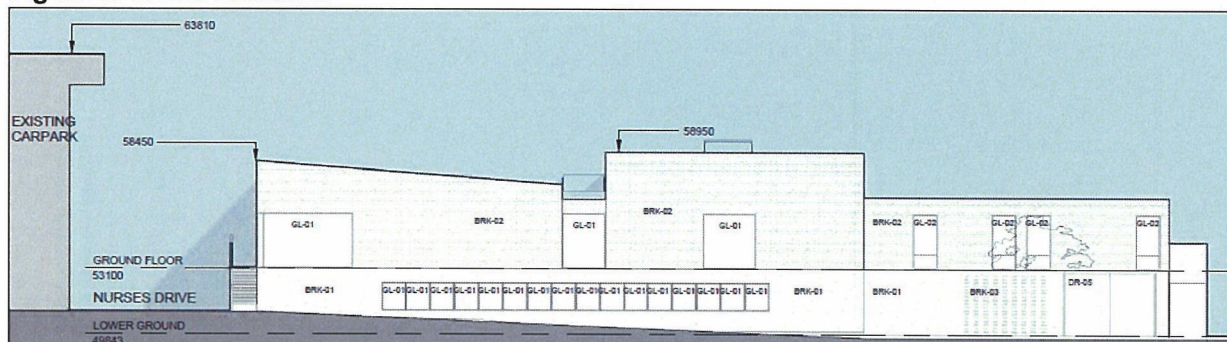
## 5.1. Built form and urban design

The proposal comprises a two storey building containing 1,422m<sup>2</sup> of GFA (see Figures 7 and 8), with a length of approximately 45 metres and width of approximately 44 metres. The proposal is situated in an 'opportunity precinct' in the Randwick Education and Health Specialised Centre Discussion Paper, which has been prepared by Council to investigate and provide strategies to accommodate and direct future growth to enhance the Strategic Centre and its surrounds. The 'opportunity precinct' has been identified as a site suitable for development within the Randwick Health Campus (see Figure 9).

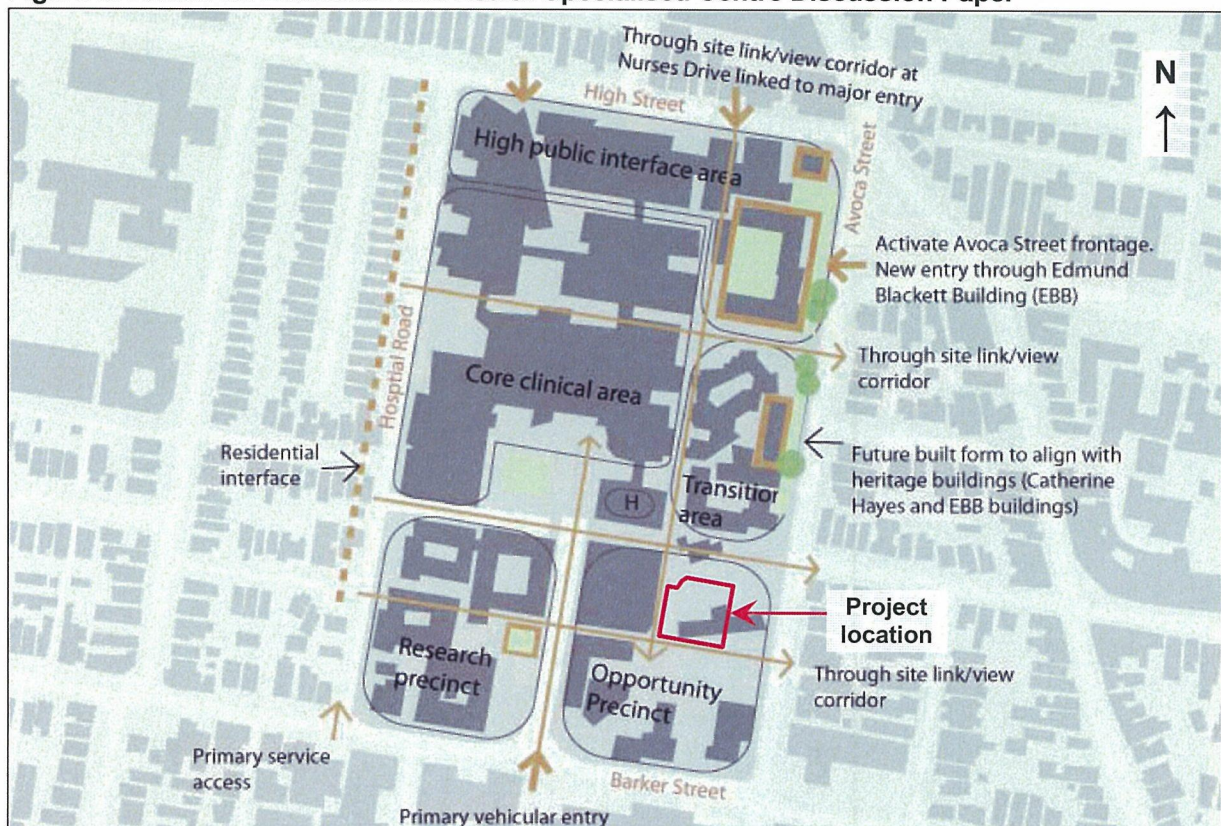
**Figure 7: West Elevation**



**Figure 8: South Elevation**



**Figure 9: Randwick Education and Health Specialised Centre Discussion Paper**





The new building is a stand alone building to be located on Nurses Drive to the east of the existing three storey car park. The proposal also seeks to extend Simeon Pearce Drive to provide vehicle and pedestrian access. The main entrance to the building would be accessible from Nurses Drive. Whilst the proposal does not provide a long term vision or strategy for the 'opportunity precinct', the building is located to address the envisaged character in the Randwick Education and Health Specialised Centre Discussion Paper. The envisaged character comprises locating lower scale, more inward-looking uses in the centre of this precinct to facilitate more active uses and larger scale development along the Campus perimeter.

The *Randwick Local Environmental Plan 1998 (Consolidation) 1998* (RLEP1998) does not set height or floor space ratio controls for the site, however, height constraints that do apply to the site are prescribed airspace controls in relation to operations of the Sydney Airport. Accordingly, the project was referred to the SACL which indicated the prescribed air space was above RL 51 and that any permanent structures or cranes greater than 15.24 metres above ground level would require further approval. SACL raised no objection to the building at a height of RL 59.6 metres. The Department has noted in the recommended conditions the Proponent's responsibilities to obtain further approvals for temporary structures and/or equipment, if necessary.

The new building, at two storeys (see Figure 10), is lower in height and scale than the recently demolished Coulter Hostel and the surrounding hospital buildings which vary from single to 12 storeys in height (see Figure 11). The existing hospital buildings on the Campus reach a height of RL 94.81 metres and the proposed building at RL 59.6 is well below the highest building on the site. Whilst the building is significantly lower than the surrounding hospital buildings, which could result in a lost opportunity given the site has been identified as a precinct suitable for development within the Campus, the more critical land adjoining Avoca Street and Francis Martin Drive has been retained as vacant land that could support any future development. The proposed bulk and scale of the development would not constrain the development potential of the remaining portion of the site and provides an appropriate transition to the single storey building utilised by the CanTeen organisation and for palliative care immediately to the north of the site (see Figure 12).



**Figure 10: Photomontage – view from Simeon Pearce Drive and Nurses Drive intersection**



**Figure 11: Existing hospital buildings on the Campus (from Barker Street)**



**Figure 12: CanTeen and palliative care single storey building (located immediately to the north)**





The proposed building is setback from Avoca Street by approximately 32.5 metres and will align with Simeon Pearce Drive. The Department considers the alignment of the building is appropriate as it supports an extension of Simeon Pearce Drive which would support a potential future east-west linkage within the Campus. The activation of the site also improves security and surveillance around the multi-storey and at-grade car parks.

The design of the building incorporates a large building footprint, which is consistent with the larger scale development on the Campus. A number of design elements, including modulation of the façade, setback of the front entry, landscaped courtyards and various design finishes have been incorporated into the proposal to minimise the solid appearance of the building. The new building would be constructed from a variety of finishes, including face brick finishes, bagging and glazing (see Figure 10). Whilst the landscaped courtyards provide open space areas for the patients, the remainder of the 'opportunity precinct' is vacant and can be utilised as open space until further development. Any future development within the 'opportunity precinct' would need to consider the loss of open space and identify appropriate open space provisions for the future uses.

The Department considers the bulk and scale of the proposal is appropriate as:

- the proposal is well below the height and scale of buildings located at the Randwick Health Campus (see Figure 8);
- the proposal allows for the future development of a more significant building and more active uses along Avoca Street;
- the proposal would not have adverse amenity impacts on the residential development to the east given the 32.5 metre setback to Avoca Street; and
- the proposal responds to the regional objectives of consolidating and expanding infrastructure at the Randwick Health Campus.

## **5.2. Transport and access**

### **5.3.1 Car Parking and Public Transport**

The RTA Guide to Traffic Generating Development does not provide a rate for car parking for public hospitals. Council's DCP requires for hospital development car parking at a rate of 1 visitor space per 3 beds, 1 space per 2 employees and 1 space per doctor. The RTA Guidelines consider that it is appropriate for the provision of parking to be reduced where it can be demonstrated that the facilities would not be used concurrently or that a reduction in parking would not have adverse impacts on the surrounding street network.

The Proponent has generally assumed that car parking demand would be approximately 10 to 15 spaces based on current staff mode share and the expected minimal demand for visitor parking at the Prince of Wales Hospital. The Proponent has indicated that this additional demand can be accommodated in the adjoining multi-storey car park as a survey of the car park revealed a minimum of 15 available car parking spaces during the day.

The proposal is envisaged to support a maximum 20 staff on site at any point. Provided in Table 2 are the car parking requirements for the proposal.



**Table 2: Car parking requirements**

Facilities / Staff	Council's requirements		RTA requirement
12 beds	1 visitor space per 3 beds	4	-
20 staff	1 space per 2 employees and 1 space per doctor	10-20*	-
Total		14-24	-

\* If the number of employees were all doctors 20 car parking spaces would be required, however, the Proponent has indicated that the staff includes nursing and clinical staff therefore the demand would be between 10 and 20 car spaces for the staff

The Proponent has argued that as the types of patients treated at the proposed facility would only attract an average of one external clinical staff or support worker a day for each patient there is adequate car parking available in the adjoining multi-storey car park to support these visitors. The Department considers that the Proponent's response is acceptable given the small number of visitors and the demonstrated availability of car parking in the multi-storey car park.

The Department notes that the site is supported by a number of bus routes that service the hospital site at regular intervals, with bus stops located around the hospital site along Barker Street and High Street. These services link the hospital site with the CBD, Bondi Junction, Pagewood, Coogee, Leichhardt, Burwood, Maroubra, Sydney Airport, and Newtown. As the site is accessible by buses, the Department supports the minimal provision of parking spaces associated with the proposal.

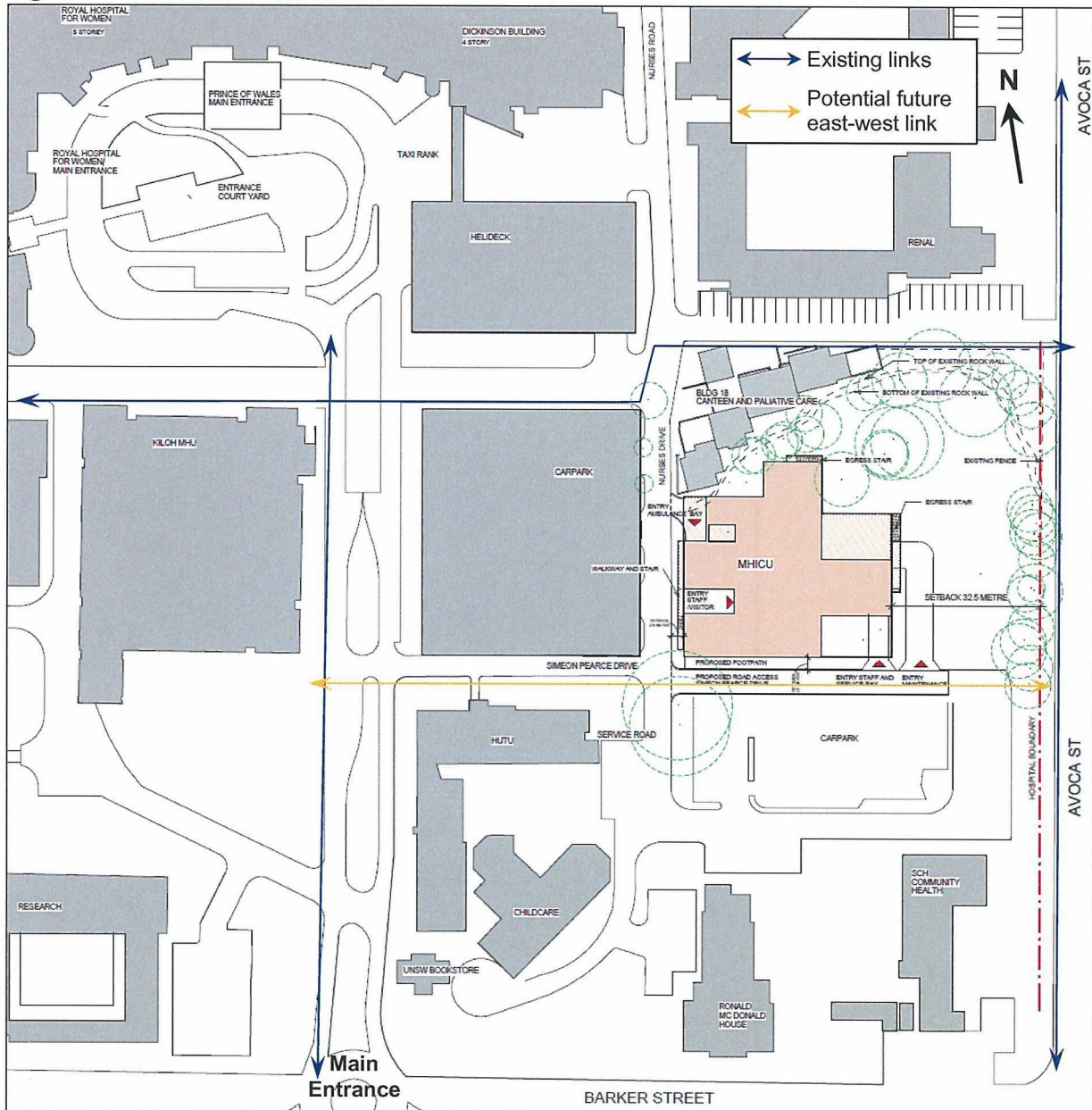
The Department is supportive of Transport NSW's request for further commitment regarding sustainable travel choices and sustainable transport measures. The Department has therefore recommended that prior to occupation of the facility, the Proponent must provide a revised transport access guide to ensure staff and patients are aware of the accessibility of public transport options. However, given the low numbers of staff and the level of shift work, the Department does not consider that a work place travel plan is required at this time.

The Department considers the proposed car parking provision satisfactory given the high level of public transport accessibility to the site and the availability of car parking in the multi-storey car park. The Department has recommended the transport access guide for the Prince of Wales Hospital be revised to incorporate the proposal to ensure staff and visitors are aware of the car parking availability on the site.

### 5.3.2 Vehicular and Pedestrian Access

The proposal would utilise the existing main vehicle and pedestrian access from Barker Street and Simeon Pearce Drive. The site is also accessible from Avoca Street and Nurses Drive. A new extension to Simeon Pearce Drive would provide access to the project site for service vehicles. This access connects with the internal access roads and well as the main and secondary entries to the site. The main vehicle and pedestrian access points into the hospital site would not change as a result of the proposal and the proposal would not interfere with the operation of the internal access roads within the hospital site. The Department considers the extension of Simeon Pearce Drive is a positive outcome and would allow for future east-west linkages to be established within the 'opportunity precinct' (see Figure 13). The service vehicle access would not constrain any future development.



**Figure 13: Circulation and access**

The main pedestrian entrance to the facility is located along Nurses Drive, which the Department considers is appropriate given the existing multi-storey car park is located to the west of this entrance, which is accessible from Barker Street. The main entrance is setback from Nurses Drive. The location is also considered appropriate as it would not constrain any future development in the opportunity precinct to the east or south. Any future development to the east would be supported by the pedestrian footpath provided to the south of the proposed building which supports a secondary staff entry from the south-east of the building. The pedestrian footpath extends to the new service vehicle access driveway and could support any future pedestrian linkage to Avoca Street when the remainder of the 'opportunity precinct' is developed.

An ambulance bay has also been provided with access from Nurses Drive. The Proponent has demonstrated that adequate access to this bay can be achieved from Nurses Drive and considers that the ambulance bay would have minimal impacts given the low traffic volumes along Nurses Drive and the low frequency of use of the



bay (1-2 times per day). The Department considers the location and operation of the ambulance bay acceptable.

#### **5.1.4 Traffic Impacts**

The Proponent's Traffic and Transport Report concludes the additional traffic generated from the development, a maximum 20 vehicle trips during peak periods by staff and visitors, would not have a noticeable impact on the operation of the surrounding street network. Council and the RTA raised no issue with the traffic generation of the proposal.

The Department is therefore satisfied that there would be minimal impact on the surrounding road network.

### **5.3. Noise impacts**

#### **5.3.1 Operational noise impacts**

The Proponent has prepared an Acoustic Report which concludes that during operation, there would be no adverse noise impacts over established criteria on the noise sensitive receivers in the vicinity of the site (residential development, hospital buildings and playground areas) from mechanical plant services. However, the proposed generator would exceed the criteria for all sensitive receivers, including by up to 28dB for residential receivers to the west and 22dB for the hospital buildings adjoining the site to the north. The Acoustic Report recommended the following measures be considered in the detailed design to mitigate the impacts of the generator:

- acoustically designed room for the generator, including lining;
- silencers and mufflers;
- barriers; and
- isolation mounts.

The Department accepts that further detailed design and selection of the generator is required prior to establishing the final mitigation measures required to manage noise levels. Accordingly, the Department recommends that a condition be imposed that requires the Proponent submit to the Department a further acoustic assessment by a qualified acoustic engineer that confirms the detailed design has incorporated the recommendations of the Acoustic Report and is capable of mitigating noise impacts from the generator prior to certification of building works to ensure that they meet the recommended criteria. The Proponent will need to demonstrate that the proposal is capable of meeting the project specific noise levels recommended in the Acoustic Report, based on Industrial Noise Policy guidelines for residential, hospital and playground areas. The maximum noise levels identified for these receivers are:

- 51dB  $L_{Aeq(15min)}$  during the daytime, 46dB  $L_{Aeq(15min)}$  during the evening and 38dB  $L_{Aeq(15min)}$  during the night time for residential;
- 35dB  $L_{Aeq(15min)}$  during the noisiest one hour period for hospital wards (internal) and 50dB  $L_{Aeq(15min)}$  during the noisiest one hour period for hospital wards (external); and
- 55dB  $L_{Aeq(15min)}$  for recreation areas when in use.

The Proponent will also need to demonstrate that prior to occupation of the building that the operation of the generator would not result in noise levels above those recommended in the Acoustic Report, identified above.



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

### 5.3.2 Construction Noise Impacts

The Proponent has identified that the proposal would have potential adverse noise impacts on the noise sensitive receivers (residential development, hospital buildings and playground areas) during construction with some adjacent residents being highly noise affected, as defined in the Department of Environment, Climate Change and Water's *Interim Construction Noise Guidelines*. The noise assessment investigated mitigative measures and recommended that all reasonable and feasible mitigation measures are adopted in the excavation and construction process, including localised hoardings for noisy plant. These would need to be identified by a suitably qualified acoustic engineer and incorporated into the Construction Management Plan.

The Department has recommended conditions to ensure that adequate measures, including those recommended in the acoustic assessment, are incorporated into the Construction Management Plan.

### 5.4. Heritage

The nineteenth century hospital buildings along Avoca Street and High Street to the north are heritage items listed under the Randwick LEP and Department of Health's section 170 register. The Heritage Branch of the OEH reviewed the application and raised no objection as the proposed building is set well back from the heritage items. However, due to the previous uses of the site, the Heritage Branch did recommend that if any heritage items or relics are found during excavation that works cease and that the Heritage Branch be notified. The Department has included this requirement in the recommended conditions.

Significant Aboriginal archaeological findings have also previously been found on the Campus, including hearths which are 7,800 years old. The Department notes that limited excavation works would be undertaken at the project location and the site has been previously disturbed as it was previously a quarry and includes fill of up to 1.1 metres. The Department considers that there is little likelihood of there being any relics on the site due to previous extensive disturbance and use of the site. The OEH's Heritage Branch raised no issue with potential Aboriginal archaeology. Accordingly, the Department considers the proposal would not have adverse impacts on Aboriginal cultural heritage, however, has recommended conditions to ensure if any items are found that appropriate notification and documentation requirements are followed.

### 5.5. Contributions

Council's *Randwick City s94A Development Contributions Plan 2007* (s94A plan) is applicable to the site and requires a maximum 1% levy on development within the LGA. However, the s94A plan allows certain types of development to be exempted from the levy. This includes public hospitals or works carried out for a charitable purpose by, or on behalf of, a registered charity. The proposal forms part of the Prince of Wales Hospital facilities and should therefore be exempt from development contributions.



The Proponent argues that as the proposal would be providing services and would not be creating additional demand on services, development contributions are not applicable. Council raised no objection to the Proponent's justification and request to waive section 94 contributions. Accordingly, and in view of the above, it is recommended that no development contributions be applied to the project application.

## 6. RECOMMENDATION

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The Department has reviewed the environmental assessment and 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 construction and operation of the Mental Health Intensive Care Unit, as part of the Prince of Wales Hospital facilities, would provide a significant contribution to the ongoing development and consolidation of the Randwick Health Campus. The development is consistent with the NSW State Plan which seeks to deliver improved mental health outcomes and improve access to quality healthcare and the strategic objectives for the area, as outlined in the Metropolitan Plan for Sydney 2036 and the draft East Subregional Strategy. The proposal would complement and expand the public assets in the proposed Randwick Education and Health 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 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 Director-General, as delegate for the Minister for Planning and Infrastructure:

- a) **Consider** the findings and recommendations of this report;
- b) **Approve** the Project Application (MP 10\_0131), 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 (Appendix E).

  
**A/Executive Director**  
**Major Projects Assessment**

  
**Deputy Director-General**  
**Development Assessment & Systems Performance**