

12097
3 July 2012

Mr Sam Haddad
Director-General
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2000

Attention: Megan Fu

Dear Mr Haddad

**MODIFICATION TO MP 10_0131
PROJECT APPLICATION APPROVAL FOR PRINCE OF WALES MENTAL HEALTH
INTENSIVE CARE UNIT**

We are writing on behalf of NSW Health Infrastructure to request that the Minister (or his delegate) modify Project Application approval MP 10_0131 pursuant the savings provisions under clause 2(1)(b) of Schedule 6(A) of the *Environmental Planning and Assessment Act 1979*. Section 75W of Part 3A continues to apply to modifications of Part 3A consents referred to in clause 8J(8) of the *Environmental Planning and Assessment Regulations 2000*.

The project approval for development of the site, as described in Section 1.0 of this letter, was granted by the Director General as delegate of the Minister on 18 July 2011, subject to conditions.

This proposed modification seeks approval for:

- the use of the approved undercroft of the building to accommodate car parking displaced by the approved extension to Simeon Pearce Drive and required for the decanting of existing parking in the precinct undertaken as part of its ongoing redevelopment; and
- a minor increase in the height of the approved building as a result of refinements to the detailed design.

The proposed modification should be read in conjunction with the following supporting documentation appended to this letter:

- Modification form and landowners consent;
- Traffic and Parking Review prepared by TTW (**Attachment A**); and
- Amended Architectural Drawings prepared by BVN (**Attachment B**).

1.0 BACKGROUND

The current approval allows for the construction of a two level hospital building (and associated landscaping) providing approximately 1,422 square metres of floor space and includes the following key elements:

- 12 inpatient beds built to contemporary standards, plus work spaces for health service personnel;
- patient activity areas, dining area and gymnasium;
- secure entry and ambulance bay;
- meeting rooms and Magistrate's room;
- parking for two service vehicles; and
- an extension to Simeon Pearce Drive to provide access for service vehicles.

2.0 PURPOSE OF MODIFICATION

The proposed modification seeks to provide 27 car parking spaces to replace the loss of 20 car parking spaces that occur as the result of the extension of Simeon Pearce Drive and to accommodate the changing parking requirements that result from the redevelopment of the precinct. This modification aims to reduce the impact of such car parking demand within the wider Campus and improve the car parking conditions within the Campus.

The proposed increase in height is a result of detailed design to provide appropriate services, structure and accommodation within the building. Without this increase, the design of the building would be compromised and it would not deliver the required facility for the Intensive Care Mental Health Unit.

3.0 PROPOSED MODIFICATION

The car parking arrangements are supported by a Traffic and Parking Review (and associated sketch plan) prepared by TTW (**Attachment A**) and are shown on the Architectural Drawings prepared by BVN (**Attachment B**). The amendments to the building height are also shown on BVN's architectural drawings, and result in the maximum height of the building being increased from RL 59.6 to RL 60.21, an increase of 0.61 metres.

To implement the works described above, this application seeks to modify Schedule 1 and Condition A2 of the original consent for MP 10_0131. The proposed amended wording of the relevant conditions is identified below. Words proposed to be deleted are shown in ~~**bold strike through**~~ and words to be inserted are shown in ***bold italics***.

SCHEDULE 1

PROJECT

Prince of Wales Mental Health Intensive Care Unit, including:

- construct and operate a two storey hospital building with 1,422m² of gross floor area accommodating 12 inpatient beds, patient activity areas, dining area, gymnasium, meeting rooms, and a Magistrate's room;
- ambulance bay and two service bays ***and 27 car parking spaces***;
- extension to Simeon Pearce Drive; and
- associated landscaping.

CONDITION A2DEVELOPMENT IN ACCORDANCE WITH PLANS AND DOCUMENTATION

The Proponent shall carry out the project generally in accordance with:

...

(c) the following plans:

Architectural (or Design) Drawings prepared by BVN			
Drawing No.	Revision	Name of Plan	Date
AR_MHICU_DA_A_05	02	SITE PLAN	25-01-11
AR_MHICU_DA_A_00	10	FLOOR PLAN - GROUND FLOOR	25-01-11
AR_MHICU_DA_D_01	06	ROOF PLAN	21-12-10
AR_MHICU_DA_D_B1 AR_MHICU_D 13	10 B	FLOOR PLAN - LOWER GROUND FLOOR LOWER GROUND - PARKING LAYOUT	25-01-11 02-07-12
AR_MHICU_DA_E_02 AR_MHICU_E 01	05 C	ELEVATION EAST and SOUTH ELEVATION SOUTH and WEST	10-01-11 23-01-12
AR_MHICU_DA_F_01 AR_MHICU_E 02	05 C	ELEVATION WEST and NORTH ELEVATION EAST and NORTH	10-01-11 23-01-12
AR_MHICU_E 03	B	ELEVATIONS OTHER	26-08-11
AR_MHICU_DA_Z_04 AR_MHICU_F 01	04 C	SECTIONS A, B, C SECTIONS NORTH SOUTH 01	10-01-11 01-02-12
AR_MHICU_F 02	C	SECTIONS NORTH SOUTH 02	01-02-12
AR_MHICU_F 03	B	SECTIONS NORTH SOUTH 03	01-02-12
AR_MHICU_F 04	B	SECTIONS WEST EAST 01	01-02-12
AR_MHICU_DA_Z_08	03	PHOTOMONTAGE	25-01-11
AR_MHICU_DA_Z_06	04	MATERIALS SAMPLE	25-01-11
AR_MHICU_DA_Z_07	02	GFA CALCULATIONS	21-12-10

4.0 PLANNING AND ENVIRONMENTAL ASSESSMENT

Car Parking

As previously described, the proposed modification seeks to provide 27 car parking spaces to both replace the loss of 20 car parking spaces that occur as the result of the extension of Simeon Pearce Drive and to accommodate the changing parking requirements that result from the redevelopment of the precinct. This modification aims to reduce the impact of such car parking demand within the wider Campus and improve the car parking conditions within the Campus.

The effective additional seven car spaces provided will be utilised by existing staff that park in the precinct but that will be displaced by decanting processes as the redevelopment of this area continues. Identified as an opportunity precinct within the Hospital Campus, the area has been and will continue to experience significant construction that requires the temporary and permanent relocation of car parking spaces. The 20 replacement spaces will be utilised by staff that previously parked in the area, prior to the demolition of the former nurse's quarters and the extension of Simeon Pearce Drive. The Traffic and Parking Review prepared by TTW (refer **Attachment A**) confirms that the proposed car parking spaces will be used by people who are already currently parking on the Campus and 20 out of 27 of the car parking spaces actually replace existing places displaced by the development.

In terms of potential traffic generation, the Traffic and Parking Review notes that only a maximum of 70% of staff/patrons arrive or within a peak period, leading to an expected traffic generation of approximately 1 car per 3 minutes (or 19 cars per hour). This level of traffic volume is low and in traffic engineering terms would have insignificant impact on operation of any intersections. Therefore, all intersections and street system associated with the proposed modification will continue to operate as per existing conditions.

Building Height

As previously noted, it proposed to increase the maximum height of the building from RL 59.6 to RL 60.21. As outlined in the environmental Assessment Report accompanying the Project Application, the building responds to the topography of the site, nestling against the existing exposed rock face (refer **Figure 1**). This topography ensures that the proposed increase in height of 0.61 metres will not readily be visible from the surrounding locality. It should be noted that the recently demolished nurses accommodation (the Vera Adderley Building) immediately adjacent to the proposed MHICU building had a height of RL 91.57.



Figure 1 - Existing exposed rock face that shelters the proposed building

The proposed development's height, bulk and scale will continue to be proportionate to the nature of the proposed use, and further will continue to be visually recessive rather than dominating the local streetscape. The building as modified is not easily viewed from Avoca Street, due to the local topography and the existing mature trees and boundary fences. Furthermore, there are no height controls applicable to the site in the relevant environmental planning instruments.

It is noted that the Project Application was referred to the Sydney Airport Corporation Limited (SACL). SACL raised no objection to the development provided that it did not exceed a maximum height of RL 59.6, being the maximum height of the proposed building. Therefore, this modification application will require referral to SACL again to seek approval for the height as modified at RL 60.21. There is no indication from previous correspondence with SACL that it will not support the amended maximum height.

5.0 CONCLUSION

In our view, the scope of modifications sought in the context of the original approval is minor. The proposed provision of car parking and minor increase in building height will not present any significant new or increased environmental impacts, rather it will improve the usability of the facility and ensure that it is fit for purpose.

We trust this request for a modification contains all the necessary information and can be processed promptly to allow the construction program to continue unhindered consistent with the original approval. Consistent with the provisions of relevant legislation, please find enclosed the s75W modification application form and the requisite landowner's consent.

If you have any queries or would like to discuss this matter further, please do not hesitate to contact me on 9956 6962 or rstark@jbaplanning.com.au.

Yours sincerely



Robert Stark
Principal Planner