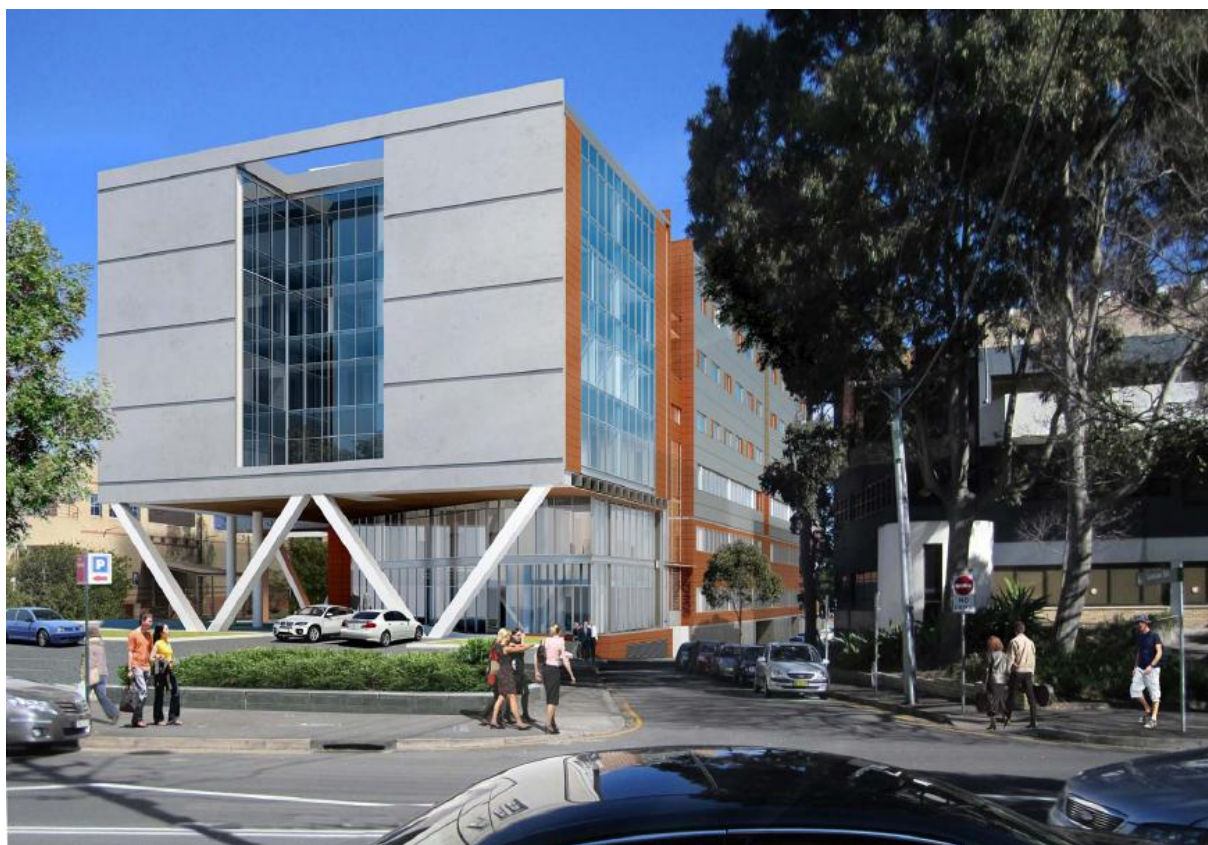




Planning &
Infrastructure

***TRANSITIONAL PART 3A PROJECT
ASSESSMENT:
North West Precinct Redevelopment
Royal Prince Alfred Hospital
(MP 10_0166)***



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

February 2013

ABBREVIATIONS

CIV	Capital Investment Value
Department	Department of Planning and Infrastructure
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning and Infrastructure, or his delegate
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
LEP	Local Environmental Plan
MD SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning and Infrastructure
PAC	Planning Assessment Commission
Part 3A	Part 3A of the <i>Environmental Planning and Assessment Act 1979</i>
PEA	Preliminary Environmental Assessment
PPR	Preferred Project Report
Proponent	Health Infrastructure
RtS	Response to Submissions
SEPP	State Environmental Planning Policy

HYPERLINKS

[Hyperlinks](#) (CTRL + click to access) are included in this document to allow quick navigation to explanations and interpretations of commonly used legal, scientific or industry terms / phrases used in this document. The explanations / interpretations appear in the glossary appendix. Be sure to print the relevant glossary appendix to enable interpretation of these terms or phrases when printing the main body of the report.

Cover Photograph: Photomontage of proposed building from Missenden Road

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1. PROPOSED PROJECT & SITE DESCRIPTION

1.1 The Proposal

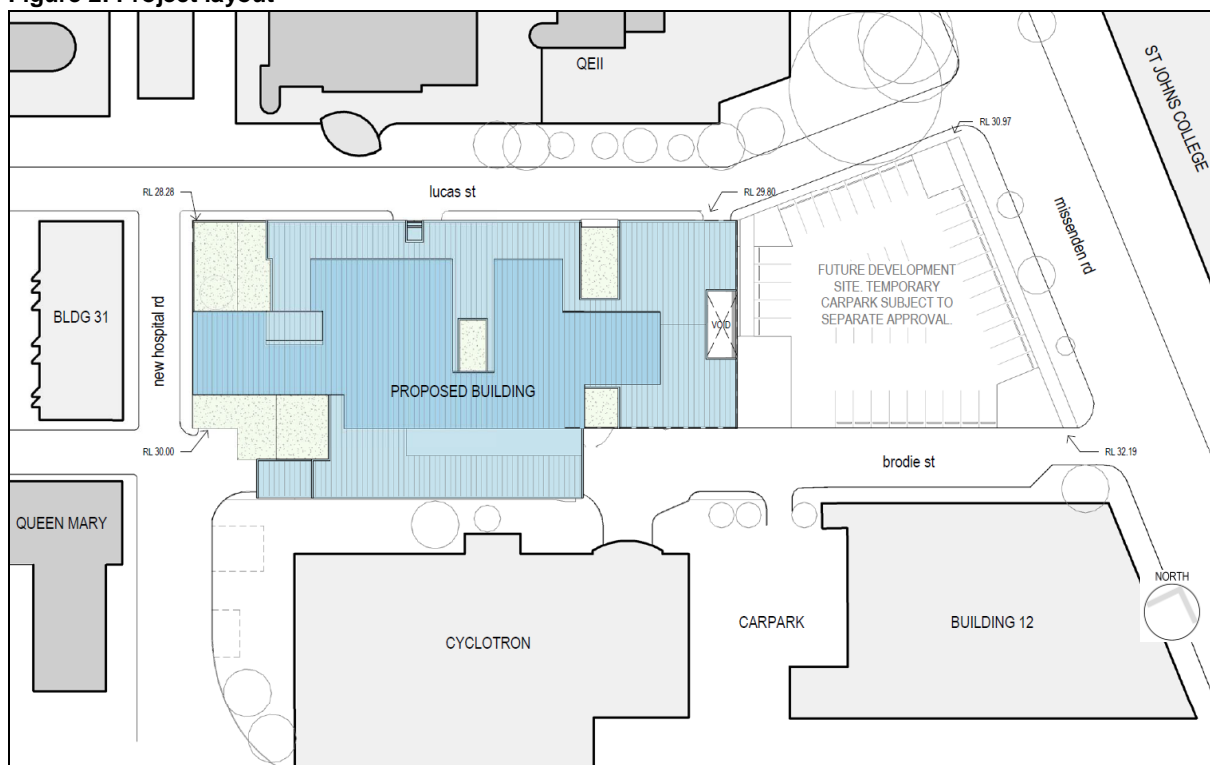
Health Infrastructure (the proponent) proposes to construct a new hospital building for the operation of the mental health and ambulatory care services at Lucas Street, Royal Prince Alfred Hospital, Camperdown (Lot 2 DP 132989, Lots 1-3 DP 132990, Lots 27-30 & 34-38 DP 69454, Lot 39 DP 71762, Lot 593 DP 752049). The proposal known as the North West Precinct Redevelopment is a transitional Part 3A project.

The project location is shown in Figure 1 and proposed layout is shown in Figure 2.

Figure 1: Project location



Figure 2: Project layout



1.2 Site Description

The site is located in the north-west of the Royal Prince Alfred Hospital campus and has an area of approximately 2,794 sqm. The site is relatively flat with a slight fall to the west (see Figure 3).

Figure 3: View of site from the Lucas Street looking south-east



The site was previously used for manufacturing and warehousing purposes as well as car parking and for vehicle access. The site has been used for hospital purposes since 1960. The site is currently occupied by hospital buildings, ancillary buildings, car parking and an access lane. However, the current buildings are being demolished by the proponent as development permitted without consent under the Infrastructure SEPP.

The surrounding land uses include:

- Building 11 to the east, which is currently being demolished and transformed into a temporary at-grade car park (demolition of Building 11 was approved as development without consent);
- hospital buildings to the south (including the Cyclotron building and Building 12);
- future student accommodation to the south-west;
- the at-grade car park and multi-deck car park further to the south and south-west;
- Building 31 to the west and a child care centre further to the west; and
- a hospital building (QEI Institute for Rheumatology and Orthopaedics) and Chinese embassy to the north.

1.3 Key Project Components and Features

The following table provides a summary of the development proposal's key components and features.

Table 1: Project details

Project Summary and Features	<ul style="list-style-type: none"> • construction of a new seven storey (including plant) hospital building (to be known as the Mental Health and Ambulatory Care Service Hospital Building) and basement car park • construction of a private road, including establishment of a shared zone • associated landscaping works and augmentation of services/utilities
Gross Floor Area (GFA)	13,174 sqm
Height	32.7 metres (seven storeys)
Parking	32 basement car spaces, 40 basement bicycle parking spaces
Facilities	73 beds and 54 treatment areas
Services	Mental health, ambulatory health and other associated health aligned services and functions
Capital Investment Value	\$47,222,000
Jobs	415 operational jobs (increase in 70 operational jobs) and 115 construction jobs

2. STATUTORY AND STRATEGIC CONTEXT

2.1 Major Development SEPP

The proposal is a major project under the [transitional provisions](#) of Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development for the purpose of a hospital with a capital investment value (CIV) in excess of \$15 million 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.

2.2 Approval Authority

On 14 September 2011, the Minister for Planning and Infrastructure [delegated responsibility](#) for the determination of project applications under Part 3A of the EP&A Act to the Deputy Director-General, Development Assessment and Systems Performance. The proposal complies with the [terms of that delegation](#).

2.3 Permissibility and Zoning

The site is zoned SP2 Infrastructure 'Health Services Facilities' under Sydney Local Environmental Plan 2012 and the development is permissible in the zone.

2.4 Environmental Planning Instruments

The department's consideration of relevant [EPIs](#) (including SEPPs) is provided in [Appendix B](#). The proposal is consistent with the relevant requirements of the EPIs.

2.5 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 proposal complies with the objects because the proposal would promote the orderly and economic use and development of previously disturbed land for community purposes, thereby protecting the land for public purposes and promoting the social and economic welfare of the community.

2.6 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.

The department has considered the project in relation to the ESD principles. The Precautionary and Inter-generational Equity Principles have been applied in the decision making process via a thorough and rigorous assessment of the environmental impacts of the project.

The proposal is located 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 is not subject to any known effects of flooding and is not subject to bushfires. The site would not be impacted by changes in sea level rising resulting from climate change.

The proponent has committed to targeting a four star green star rating. In doing so it will aim to:

- minimise solar gains and heat loss, whilst allowing adequate daylight;
- reduce energy use through high-efficiency centralised plant, energy efficient lighting, use of renewable energy sources, adoption of building systems that can monitor energy usage;
- reduce potable water use through water recycling and water efficient fixtures;
- provide a high performance façade to reduce heating and cooling;
- achieve a high level of environmental management during construction, including recycling waste materials; and
- limit car parking and promote use of fuel efficient car parking and support active transport through the provision of cyclist facilities.

The department is satisfied that the proposal and proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

2.7 Strategic Context

The department considers that the proposal is appropriate for the site given:

- it is consistent with the priorities of NSW 2021, the State's 10 year plan, to increase investment in infrastructure and making more beds available, which will provide improved healthcare whilst also supporting economic growth of the health and community services industry in the region;
- it is consistent with the objectives of Metropolitan Plan for Sydney 2036 which seeks to deliver world class health facilities in the Sydney Education and Health Precinct and the future directions for the global and regional cities of Sydney, including 50 per cent of the health facilities as new development;
- the delivery of modern and fit-for-purpose buildings to replace adapted industrial buildings is consistent with the draft Sydney City Subregional Strategy, which identifies Royal Prince Alfred Hospital as part of the health cluster that forms the Sydney Education and Health Precinct. The new facilities will maximise opportunities for renewal within the campus and contribute to the future vision of the precinct which is to provide world class health and education facilities;
- it will provide critical public infrastructure to cater for the increased demand for health services required for the ageing population; and
- it will provide direct investment in the region of \$47.222 million, which would support 115 construction jobs and 70 new operational jobs.

3. CONSULTATION AND SUBMISSIONS

3.1 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. The department publicly exhibited it:

- on the department's website from 23 August 2012 until 21 September 2012 (30 days); and
- at the department's Information Centre and City of Sydney's offices from 23 August 2012 until 21 September 2012 (30 days).

The department also advertised the public exhibition in the Sydney Morning Herald, The Daily Telegraph and the Inner West Courier on the 22 August 2012 and notified adjoining landholders, and relevant State and local government authorities in writing.

The department received five submissions during the exhibition of the application - four submissions from public authorities and one submission from the general public.

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

3.2 Public Authority Submissions

A total of four submissions were received from public authorities, as outlined below.

City of Sydney Council supports the development and provided the following comments for consideration:

- the design should incorporate greater street activation and modulation along the Lucas Street elevation, including providing a public entrance along this frontage;
- the design should provide greater transparency along Brodie Street to improve casual surveillance;
- greater consideration of CPTED in the design including activation of the public domain at street level;
- the design of the loading area should be revised as the current design requires truck movements over the shared pedestrian zone and an intersection;
- the potential vehicle and pedestrian conflict in the shared zone along Brodie Street should be addressed given the importance of this pedestrian connection within the campus;
- the shared zone requires approval from the local traffic committee;
- the design needs to be revised to ensure no development encroaches the public domain, i.e. the service doors and landscaping;
- the development should upgrade the public domain along the Lucas Street frontage due to the increased demand on the local infrastructure;
- the public domain along Lucas Street and Missenden Road in the vicinity of the site should also be upgraded due to the visual and functional connection to the proposed development;
- the design of the public domain should emphasise the pedestrian priority over vehicle crossings;

- private roadways and footpaths are to be designed to be visually different to distinguish between public and private ownership;
- a 4 star green star rating should be achieved;
- supports the request for an exemption from council's development contributions plan; and
- recommended conditions are provided on contamination, traffic, sustainability, public domain improvements and various standard conditions regarding construction management and engineering.

Heritage Branch, Office of Environment and Heritage (OEH) raised no objection to the proposal and recommended:

- a revised HIS should be prepared to address the potential impact of the demolition of the buildings on heritage character of the area, especially the streetscape of Missenden Road; and
- a condition be included to outline relevant procedures in the event that archaeological relics are found.

The department notes that the demolition was approved under a REF, however, the proponent has provided a copy of the HIS accompanying the REF, which addresses the potential heritage impact of demolition of the buildings on the Missenden Road streetscape.

Transport for NSW raised no objection to the proposal and recommended:

- additional measures are required to support pedestrians and cyclists during construction and operation;
- adequate widths for service and emergency vehicles should be provided;
- a transport management plan is required for two-way traffic movement along Brodie Street and any shared zone would require RMS approval; and
- the entry forecourt should be carefully designed to ensure landscaping does not obstruct the view of pedestrians and cyclists.

Department of Primary Industries raised no objection to the proposal and notes that further detailed geotechnical assessment is required to determine the source of water observed in a borehole and if groundwater is intercepted, or used, a water access licence may be required.

3.3 Public Submissions

A submission was received from the public supporting redevelopment of the site but objecting to various design features of the proposal due to their visual impact including:

- the prominence and brightness of the white pillars and the contrast of the angles compared to the horizontal and vertical planes of the proposed building and surrounding buildings;
- prominence of the design of the façade fronting Missenden Road; and
- the triangular features of the Lucas Street façade.

The submission also acknowledged that the façade would be screened by future development of the temporary car park and therefore a prominent design is not necessary.

The department has fully considered the issues raised in submissions in Section 4 of the report.

3.4 Proponent's Response to Submissions and Preferred Project Report

JBA Planning, on behalf of Health Infrastructure, provided a response to the issues raised in submissions. The response includes a Preferred Project Report, which includes the following revisions:

- a new secondary building entry off Lucas Street;
- improved pedestrian entry off Broadie Street, including greater activation and transparency;
- internal floor layout modifications to improve amenity for patients and staff;
- modified building materials and facade design;
- landscape plan;
- design of the shared zone; and
- reduction in off-street car parking by six spaces (from 38 to 32).

4. ASSESSMENT

The department considers the key environmental issues for the application to be:

- transport and traffic; and
- built form.

4.1. Transport and traffic

Traffic

The proposal is expected to generate a maximum of 62 additional vehicles during the PM peak period and 18 additional vehicles during the AM peak period. The traffic assessment concluded that this could be accommodated on the local street network and would have minimal impact on the traffic efficiency of the affected intersections, which would maintain Levels of Service A, which are classified as good levels of service with minimal delays.

Council raised no issue with the traffic generation or the impacts on the local intersections. The department notes that the traffic generated by the development would also be partially offsetting traffic that would have previously been generated by the existing uses and car parking located on the site. The department is satisfied that the additional traffic generated by the development can be accommodated on the local road network and have acceptable impacts.

Car parking

A total of 32 car spaces will be provided in the new basement car park. Council's current DCP and the RMS's Guide to Traffic Generating Development (GTGD) do not provide a rate for public hospital development. Notwithstanding, the department has considered the car parking demand against RMS's GTGD rate for private hospitals and council's former DCP controls, which was the applicable DCP at the time of lodgement of the EA and PPR. Outlined in Table 2 below is a summary of the demand generated by the proposal (comprising 73 beds, 54 treatment areas and 100 staff at any one point in time) against those controls. It should also be noted that only 17 per cent of the staff to be supported by the proposal will be new staff. The demand from existing staff would be supported by the existing supply of car parking on the campus in the multi-deck and at-grade car parks within the vicinity of the site.

Table 2: Car Parking Demand

Control	Demand	Actual Demand*	Proposed	Difference
RMS GTGD - Private Hospitals	70 (spaces)	42	32	-10
Council's former DCP controls	75 to 125	34 to 41	32	-2 to -9

* Actual demand is calculated based on only 17 per cent of the staff being new staff

Whilst there is a potential minor shortfall in car parking supply between two and 10 spaces based on the above controls, the department considers the shortfall acceptable as:

- the site has a good level of accessibility to public transport as it is located in the vicinity of strategic bus corridors, which provide easy access to the city and other major centres and town centres including Campsie, Leichhardt, Burwood, Strathfield, Bondi Junction, Canterbury and Marrickville;
- the proponent has committed to providing staff and visitors with a copy of the hospital's travel access guide;
- the RPA campus is supported by a multi-deck and at-grade car parks within the vicinity of the site that are available for general hospital use;
- there is a higher percentage of users who walk and cycle to work in the area and the provision of 40 bicycle spaces and end of trip facilities would continue to support and promote sustainable transport modes;
- the department has recommended that the proponent prepare and implement a green travel plan;
- the reduction in car parking would support State objectives to increase public transport mode share; and
- council raised no issue with the car parking proposed on the site.

The department notes that the development would also result in the loss of approximately 94 car spaces from the existing at-grade car park on the site and spaces along Brodie Street. These spaces were used to support the existing users of the site and the surrounding hospital buildings. This would be partially offset in the short term by the temporary car park proposed for the adjoining site to the east fronting Missenden Road, which would support approximately 40-45 car spaces. The department considers the loss of the car parking spaces acceptable, subject to the implementation of a green

travel plan given the site's accessibility to public transport and State objectives to increase public transport mode share across the campus.

Loading dock and shared zone

The department and council raised concern with the location and the design of the proposed loading dock in the original EA as it required large service vehicles exiting the site to undertake multiple point turns to exit in a forward direction via New Hospital Road, which connects to Lucas Street. The proponent has subsequently demonstrated in the PPR that vehicles would be able to leave in a forward direction via New Hospital Road and Grose Street. The department notes that vehicles would still need to reverse into the loading dock and this is considered acceptable as this is confined to large vehicles which would have reversing vehicle alarms.

The shared zone is located on a private road and hence the department concurs with the proponent that the shared zone would not require any further approval from council or the RMS. However, the detailed design of any new vehicle crossings would need to be approved by the relevant road authority. The department notes that the shared zone would connect with New Hospital Road, which would be constructed as development without consent under the Infrastructure SEPP.

4.2. Built form

The proposal comprises a seven storey building with 13,174 sqm of GFA. The building has a maximum height of 32.7 metres (see Figure 4). The SLEP provides no floor space ratio or height controls for the site.

Figure 4: Northern elevation



The department considers the scale of the proposal appropriate for infill development and renewal of a former industrial site located within an education and health precinct characterised by larger scale institutional buildings. The new building would generally be consistent with the height of the surrounding buildings, the large footprints of the buildings and the character of the street. Furthermore, the building is setback from Missenden Road and future development of the temporary car park site would screen the development from Missenden Road. The scale of the building would have minimal amenity impacts given the medical and commercial nature of the surrounding large-scale buildings. A buffer between the proposed building and the child care centre is provided by an existing hospital building.

The proposed building provides a modern contemporary design and is compatible with the existing hospital buildings (see Figures 5 and 6). Whilst council and a submission from the public raised issues with the design of the building, the department considers that the design changes incorporated in the PPR address these issues by:

- improving views to the Brodie Street entrance by removing visual clutter, including reducing landscaping and additional glazing for a more transparent design, to address CPTED principles and to emphasise the main pedestrian access;
- incorporating more glazing elements to increase passive surveillance to improve safety and address CPTED principles;
- providing a secondary entry along Lucas Street to increase activation along the secondary frontage;
- simplifying the façade design to Missenden Road to be sympathetic to the other hospital buildings on the campus and compatible with the streetscape by removing the triangular design features on the Lucas Street frontage and angled lines on the façade facing Missenden Road;
- utilising horizontal features in the revised design; and

- incorporating terracotta and timber cladding at the lower levels to provide a warmer colour palette to the façades and more visual interest along the frontages.

Whilst the pillars are still a prominent design feature, the proponent has clarified that they will be grey in colour and has also reduced the thickness, which has reduced their prominence. The triangular and other angled lines have been removed from the design in the PPR, hence the pillars are less dominant. Furthermore, these pillars would also be screened from Missenden Road with the redevelopment of the temporary car park site.

Figure 5: Illustrative perspective of new building from Missenden Road in EA



Figure 6: Illustrative perspective of new building from Missenden Road in PPR



The department notes that the proposed building has minimal setback to the Lucas Street boundary, which is considered appropriate given the constrained site and desire to improve activation along the Lucas Street frontage. The minimal setback to the site boundary to the south is also acceptable given the setback of the Cyclotron building, which provides a reasonable separation between the two buildings.

The department considers the height of the building and scale of the development acceptable in the context of the site and the surrounding buildings. The design of the building is also acceptable within the context of the street and provides adequate activation of the site with a contemporary design that reflects its intended use.

4.3. Other Issues

4.3.1. Heritage

The site is located to the north of the State listed RPA buildings (Admission Block and the Victoria & Albert Pavilions) and the locally listed RPA Hospital Group. Located between the site and the State and locally significant RPA buildings are other hospital buildings. The site is also located in close proximity to the University of Sydney Conservation Area and the locally listed St Johns College, which are located on the eastern side of Missenden Road. The site is setback from Missenden Road.

The Heritage Branch of the OEH requested that the Heritage Impact Statement be revised to consider the potential impact of the demolition of the buildings on heritage character of the area, especially the streetscape of Missenden Road. The demolition of the existing building (currently being undertaken) was approved under the Infrastructure SEPP by Health Infrastructure as development without consent.

The department notes the buildings on the site had no cultural significance and were neutral to the heritage significance of the hospital. The buildings also have a neutral visual relationship with the adjoining University of Sydney's heritage conservation area and St John's College. The conservation management plan for the hospital also identified that demolition of the buildings is acceptable for new development provided recording is undertaken.

The department notes that the approval for the demolition, issued by Health Infrastructure on 18 September 2012, includes a condition requiring archival recording to be undertaken. The department acknowledges the heritage character of the area, however, considers that as the proposed development is setback from Missenden Road and that any development on the site adjoining Missenden Road would most likely screen the current proposal, the proposal would have minimal heritage impacts.

4.3.2. Noise Impacts

The proponent has prepared an acoustic report that concludes that the development can be constructed to mitigate potential traffic noise through the façade and roof/ceiling construction, including:

- double glazing for all areas except the entrance hall where a minimum 8 mm glazing is required;
- minimum 200 mm thick lined precast concrete panel façade and minimum 150 mm cavity with 50 mm thick insulation for the aluminium cladding with internal lining to patient areas; and
- minimum 150 mm concrete slab.

The department has recommended that the proponent submit an acoustic statement by a suitably qualified and experienced engineer prior to commencement of construction works confirming that the detailed design of the building has adopted the recommendations of the acoustic report.

The acoustic report also concludes that operational noise, including potential noise impacts from the plant and emergency generator, can be mitigated or managed so that the proposal meets the noise emission goals in the Industrial Noise Policy for the noise sensitive receivers in the vicinity of the site (surrounding hospital buildings). This would require acoustic treatments to be incorporated into the design of the mechanical services, including internal lining of ductwork, vibration isolation systems, control dampers and double skin casings for air handling units and fans and access panels. The emergency generator can be attenuated through intake attenuator, discharge attenuator, exhaust silencers, internal acoustic room lining and acoustic doors.

The department accepts that whilst the acoustic report considers that the proposal can meet the noise emission goals, further detailed design and selection of plant and generator is required prior to establishing whether the proposal is able to meet the noise emission goals. The department has recommended that prior to the commencement of operation of the new facilities, that the proponent submit to the department a further acoustic assessment by a qualified acoustic engineer that confirms that the selected plant has been adequately attenuated.

The proponent has submitted a construction noise and vibration management plan that adopts the noise management levels outlined in OEH's Interim Construction Noise Guidelines. The noise and

vibration management plan identifies strategies for managing noise by scheduling activities and positioning noisy equipment away from sensitive receivers and procedures for managing complaints. The department has also recommended a condition restricting the construction hours for noisy activities to ensure that respite periods are provided.

4.3.3. Overshadowing

The overshadowing from the new building generally falls on existing hospital buildings within the campus and on future student accommodation (adaptive reuse and conversion of the Queen Mary Building to the south-west was approved by council). The student accommodation would be the most affected, however, the overshadowing from the proposed building overlaps overshadowing by existing buildings. The additional overshadowing caused by the proposal is considered acceptable as the student accommodation affected by the additional overshadowing would still enjoy solar access from midday to 3 pm during the winter solstice, when overshadowing is most significant (see Figures 7-9). Therefore, the department considers the impact of additional overshadowing from the development acceptable.

Figure 7: Overshadowing at 9 am during mid-winter

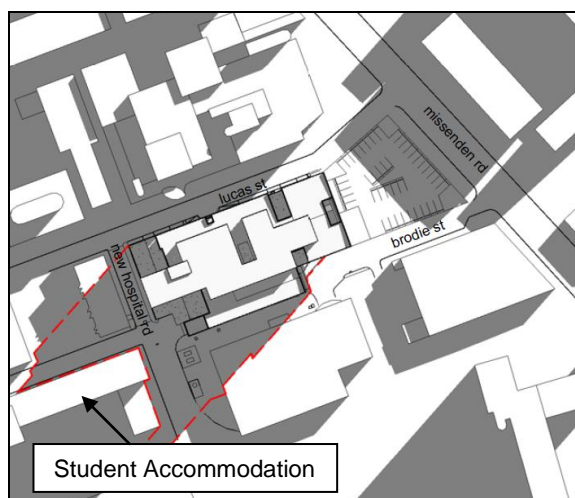


Figure 8: Overshadowing at midday during mid-winter

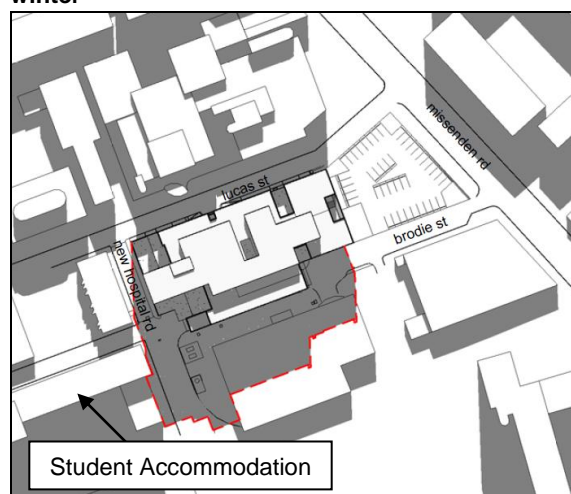
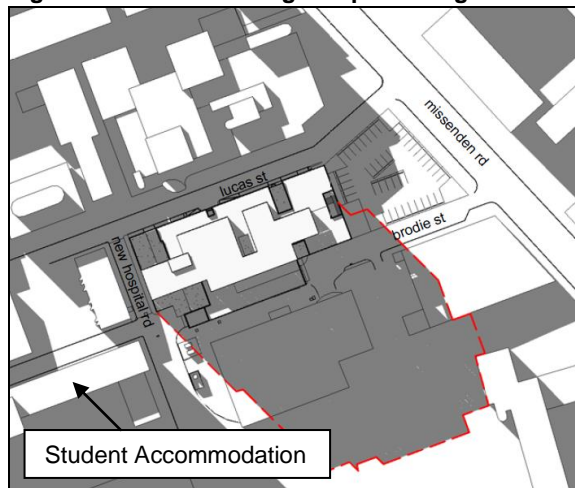


Figure 9: Overshadowing at 3 pm during mid-winter



4.3.4. Development contributions

Council's Development Contributions Plan 2006 (Contributions Plan) is generally applied to land within the Sydney City area. Council's Contributions Plan allows for exemptions where development is providing a distinct community benefit and therefore council supports the exemption as the proposed development is delivering health services, which will provide a distinct community benefit to the local and wider Sydney region.

The department considers as the proposal is providing a public facility and service, the exemption can be applied. It is therefore recommended that no development contributions be applied to the development.

4.4. Public interest

The proposed ambulatory care and mental health building will be designed to be fit-for-purpose and deliver the quality of care required to meet health objectives and replace adapted warehouse buildings. The new facilities will be providing public benefit by reducing waiting times for emergency health care and providing further facilities for mental health care. The new facilities will address the objective of NSW 2021 by improving the quality of health care and mental health care in the state and strategic planning objectives by renewing health care facilities within the hospital campus and consolidating on the key assets of the precinct.

The proposed new facility will support new operational jobs and construction jobs and provide direct investment into the medical sector in the Sydney City region. The new facilities and jobs will be locating jobs and key community facilities closer to home and in an area readily accessible by public transport.

5. CONCLUSION

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 appropriately assessed.

The construction and operation of the additional health facilities as part of Royal Prince Alfred Hospital would provide a significant contribution to the ongoing development and consolidation of the health facilities on the site. The development is consistent with NSW 2021 which seeks to deliver improved health outcomes and improve access to quality healthcare and the strategic objectives for the area in Metropolitan Plan for Sydney 2036 and the draft Sydney City Subregional Strategy.

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 the project application be approved, subject to conditions.

6. RECOMMENDATION

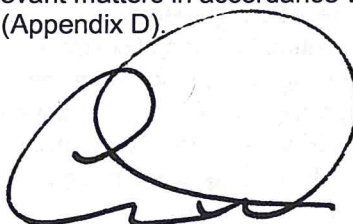
It is recommended that the Deputy Director-General, Development Assessment and Systems Performance, as delegate of the Minister for Planning and Infrastructure:

- a) **Consider** the findings and recommendations of this report;
- b) **Approve** the Major Project Application (MP 10_0166), 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 D).

Approved by



Heather Warton
Director
Metropolitan and Regional Projects North



Chris Wilson
Executive Director
Major Projects Assessment

1.2.13



Richard Pearson
Deputy Director-General
Development Assessment and Systems Performance

4/2/13

APPENDIX A RELEVANT SUPPORTING INFORMATION

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Infrastructure website as follows.

1. Environmental Assessment: provided on CD or refer to the following link
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4260.
2. Submissions: provided at Tag A or refer to the following link
http://majorprojects.planning.nsw.gov.au/index.pl?action=list_submissions&job_id=4260.
3. Preferred Project Report: provided on CD or refer to the following link
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4260.

APPENDIX B CONSIDERATION OF ENVIRONMENTAL PLANNING INSTRUMENTS

State Environmental Planning Policy (Major Development) 2005 (MD SEPP)

On 24 September 2010, the Director, Government Land and Social Projects, Major Projects Assessment, as delegate for the then 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 be development for the purpose of providing professional health care services to people admitted as in-patients with a capital investment of more than \$15 million. Therefore, the Minister for Planning and Infrastructure is the approval authority.

Part 3A of the EP&A Act, as in force immediately before its repeal on 1 October 2011 and as modified by Schedule 6A to the Act, continues to apply to transitional Part 3A projects. Director-General's environmental assessment requirements (DGRs) were issued in respect of this project prior to 1 October 2011 and an environmental assessment was submitted before 30 November 2012, and the project is therefore a transitional Part 3A project.

State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)

The aim of this policy is to assist in the effective delivery of public infrastructure throughout the State.

Schedule 3 of the Infrastructure SEPP requires traffic generating development to be referred to the RMS. The proposal was referred to the RMS, who has not provided any comments on this application.

A program of early works was also approved under Part 5 of the EP&A Act for the subject site and the adjoining areas, relying on Divisions 10 and 17 of the Infrastructure SEPP, to facilitate redevelopment of the site, including the following works:

- demolition of exiting buildings (Buildings 11 and 21) and structure on the site
- removal of existing vegetation and trees on the site
- relocation/upgrade and decommissioning of existing services
- repositioning of Sydney Water easement
- relocation of existing bulk oxygen tank
- installation of two new substations
- extension of New Hospital Road through to Lucas Street.

State Environmental Planning Policy No. 55 – Remediation of Land

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.

Preliminary site investigations and Phase 2 assessment undertaken for the site indicate that the site does not contain elevated concentrations of contaminants and are below the site assessment criteria

and that the subsurface soil conditions are suitable for continued use of the site for hospital purposes. However, the Phase 2 assessment recommended further testing be undertaken and scanning for the potential for an underground storage tank and further testing around the tank if it is located on the site and a remedial action plan prepared if required.

The department is satisfied that, in accordance with clause 7 of the SEPP, the investigations undertaken of the subject site demonstrate that the site is not contaminated and is suitable for the continued use for hospital purposes. However, the department recommends that the recommendations of the Phase 2 assessment be undertaken prior to the commencement of any excavation works.

Sydney Local Environmental Plan 2012 (SLEP)

The site is located within the Sydney Local Government Area and is zoned SP2 Infrastructure – Health Services Facility under the SLEP. The proposal is consistent with the zone objectives as it comprises infrastructure development that is in keeping with the intended uses for the site, which is identified as health services.

SLEP	Criteria	Department Comment / Assessment
5.10	Heritage Conservation	The proponent has prepared a Heritage Impact Statement and heritage impact is discussed in the report.
5.12	Infrastructure development and use of existing buildings of the Crown	The proponent has approved site preparatory works as development permitted without consent under the Infrastructure SEPP.
6.21	Design Excellence	The department considers that the design of the building meets the objective of this clause and as the building will be providing critical public infrastructure and given the location within the campus, the cost and benefit from a design competition would not be appropriate for this development.
7.15	Flood Planning	The proponent has indicated that the land is not flood prone land.
7.16	Airspace Operations	The proposed building is located below the Limitation or Operations Surface
7.20	Development requiring preparation of a development control plan	The department considers that a development control plan would not be necessary given the stand alone building and as it would not have significant adverse impacts on adjoining buildings or the public domain given its location within the campus.

APPENDIX C GLOSSARY

Delegated Authority

On 14 September 2011 and effective from 1 October 2011, the Minister for Planning and Infrastructure delegated his functions to determine Part 3A applications to the department, where:

- the council has not made an objection, and
- there are less than 25 public submissions objecting to the proposal, and
- a political disclosure statement has not been made in relation to the application.

Ecologically Sustainable Development can be achieved through the implementation of:

- (a) *the precautionary principle - namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:*
 - (i) *careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*
 - (ii) *an assessment of the risk-weighted consequences of various options,*
- (b) *inter-generational equity—namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,*
- (c) *conservation of biological diversity and ecological integrity—namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,*
- (d) *improved valuation, pricing and incentive mechanisms—namely, that environmental factors should be included in the valuation of assets and services, such as:*
 - (i) *polluter pays—that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,*
 - (ii) *the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,*
 - (iii) *environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.*

Objects of the Act

- (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.*

Relevant Environmental Planning Instruments

Under sections 75l(2)(d) and 75l(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.

Transitional provisions

These are the detailed provisions that comprehensively set out the requirements for enabling Part 3A to continue to apply to a major project application or a concept plan. The provisions are at **Schedule 6A Transitional arrangements - repeal of Part 3A**, in the Environmental Planning and Assessment Act, 1979. Despite its repeal on 1 October 2011, Part 3A continues to apply to this project, described as a transitional Part 3A project, pursuant to Schedule 6A of the Act as DGRs had been issued in respect of this project before the 1 October 2011 and an Environmental Assessment was received before the 30 November 2012, the cut off dates for continuation as a transitional Part 3A project.

APPENDIX D INSTRUMENT OF APPROVAL
