

12 August 2014

The Secretary
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Attn: Megan Fu

Dear Megan

Request for a Section 75W Modification to MP10_0213 - Wollongong Hospital Redevelopment.

Major Project MP10_2013 for the redevelopment of Wollongong Hospital was approved by the Department of Planning and Infrastructure on the 8 June 2012. Since that time the approval has been modified on two (2) occasions under section 75W to include the additional car parking and to amend the building façade of the Elective Services Building.

The purpose of this modification is to amend the materials and finishes or the car park, to reduce the queuing length required and to amend the landscaping in response to these modifications. The modifications are illustrated on the attached plans and are described as follows:

Façade Finishes

- Change of façade material fronting onto New Dapto Road from timber vertical planks to hollow aluminium posts
- Fold the aluminium batten façade around the stair well building fronting onto New Dapto Road rather than spanning between the existing and new buildings with the battens
- Change of retaining wall material from gabion (New Dapto Road frontage), stone face (Urunga Parade frontage) and gabion and stone face (Dudley Street frontage) to split-faced block work
- Provision of a fire rated block wall on the façade adjacent to Bungora House (noted as Methadone Clinic on drawings)
- Change in the mechanical vent shaft finish on Urunga Parade from metal cladding to painted render blockwork wall

Landscaping

Amendment to the landscape arrangement on the New Dapto Road frontage associated with the realignment of the pedestrian entry point to the stair and lifts

Queuing Lanes

Reduction in queuing length and alignment within the car park (level 5) for cars entering from New Dapto Road

The details of the proposed modifications and the justification for them are provided below:

Façade Finishes

It is proposed to amend the material used for the battens fronting New Dapto Road from recycled hardwood timber to rectangular aluminium posts with a powder coat finish, as illustrated by 21225 A0-200 Issue 01 (enclosed). The battens would remain at the same height, (RL 47.790), with similar dimensions and spacing. The visual permeability and scale of the façade treatment would not change, nor would the delineation of space between the public and private realm.

The extent of the aluminium batten façade would be amended on the New Dapto Road frontage with the battens wrapped around the proposed stair well, breaking up the mass of this building, rather than spanning the space between the existing and current buildings.

The use of aluminium battens would provide a more robust material requiring less maintenance and lower installation costs. The revised material would complement the aluminium mesh finish, ensuring that a visually interesting façade design remains, while reducing capital and ongoing maintenance costs.

The retaining wall finishes would be amended from gabion and stone face finishes to split-faced block work. The revised material would retain the highly textured finish of the retaining walls to add interest and ensure that the walls present as a solid mass providing a visual grounding for the development.

The incorporation of a fire rated blockwall on the southern elevation adjacent to the existing buildings accommodating associated medical uses would ensure compliance with Building Code of Australia requirements. Additionally, the finish of the mechanical vent shaft fronting onto Urunga Parade is proposed to be revised from metal cladding to painted render block work.

The revision from metal cladding to blockwall would not significantly impact on the presentation of the wall to Urunga Parade, as the wall is set back from the street and partially concealed by existing development in the intervening space. The separation and existing structures would serve to break up the mass of both the vent shaft and the blockwall.

Landscaping

The arrangement of landscaping on the New Dapto Road frontage is proposed to be amended to accommodate the revised alignment of the low angled pedestrian ramp, which provides access from New Dapto Road into the stair and lift building. The amendment to the landscape arrangement retains the existing landscaping extent, while breaking up the linear nature of the previously proposed path, with the revised path linking New Dapto Road and the stair/lift building at an angle.

Queuing Lanes

The existing approved parking layout as identified by drawing NA80813070 DA-1005 Rev D included queuing of 33 car lengths at the New Dapto Road access prior to the boom gates in accordance with Table 3.3 of AS2890.1. An assessment of the New Dapto Road and Dudley Street car park entry points has subsequently, been undertaken by Cardno. The outcome is included in the attached document titled "Wollongong Hospital Queuing Study - Traffic and Transport Technical Note – Revision 2" (Technical Note).

The Technical Note identified that the access queuing lengths within Table 3.3 of AS2890.1 provide guidance as conservative estimates where more "specific guidance" is not available to avoid impact on the adjacent road network. The Technical Note seeks to provide the "specific guidance" referred to in AS2890.1 and considers the impact of the anticipated entry/exit vehicle flow based on the statistical analysis of 'Queuing Theory'. Based on the analysis undertaken in the Technical Note, a revised design layout for the entry lanes has been provided as illustrated by the enclosed drawing NA80813070DA-1005 Rev F. The revised layout shows the entry boom gates and associated merger of the queuing lanes in the middle of the car park, rather than towards the western side of the car park as originally proposed.

The revised layout provides for 20 car lengths of queuing, which based on the Technical Note analysis is considered acceptable subject to a number of management measures being employed to reduce the number of cars accessing the parking spaces located immediately adjacent to the boom gates. The proposed management measures to allow the free flow of traffic in proximity to the boom gate merger are discussed in the Technical Note.

Summary

The proposed changes in the façade arrangement and finishes would retain the visual interest and associated streetscape character achieved by the original design, while providing a clear visual delineation.

The revision of the car park layout comprising the relocation of the boom gates and associated vehicle access lane merger from the New Dapto Road frontage has been assessed by Cardno. The assessment undertaken in the Technical note found that the revised layout would not impact on the potential for vehicle flow into the car park to be reduced to the point where traffic would back up from inside the car park and then impact on vehicle movements along New Dapto Road.

Furthermore, the proposed boom gate location and entry lane merger design has been assessed and found to allow acceptable traffic flow within the car park. Based on the assessment undertaken it is considered that the proposed amendments would address the intent of the scheme proposed by the approved design.



It is therefore requested that Department of Planning and Environment amend the Major Project Approval MP10_0213 under Section 75W of the *Environmental Planning and Assessment Act 1979* to take into account the changes outlined above and on the enclosed plans. As you know, the project is currently under construction and therefore timely consideration of this request would be appreciated to avoid delays in delivering this important piece of public infrastructure.

If you have any questions in respect to this application, please contact Leoné McEntee on 9978 5420 or 0410432505.

Yours sincerely

Sam Sangster
Chief Executive

Encl: 21225 A-0200 Issue 01
21225 A-0201 Issue 01
21225 A-0202 Issue 01
NA80813070DA-1005 Rev F
Wollongong Hospital Queuing Study - Traffic and Transport Technical Note Rev 2