



**Planning &
Infrastructure**

***MODIFICATION REQUEST:
Hurstville Private Hospital
37 Gloucester Rd, Hurstville
(MP11_0042 MOD 1)***

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

March 2014

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1. BACKGROUND

On 9 April 2013, the Planning Assessment Commission, as delegate for the Minister for Planning and Infrastructure approved the project application (MP11_0042) for the redevelopment of Hurstville Private Hospital, Gloucester Street, Hurstville.

The site is located in Hurstville to the north-west of Hurstville City Centre. Penshurst railway station and King Georges Road are west of the site. The main building entrance is off Gloucester Road and parking access is off Millett Street. The reception area to the hospital is on Gloucester Road. The hospital frontage to Pearl Street comprises a pharmacy, medical centre and day surgery wing, with a radiology unit and consulting rooms on the second storey. The Millett Street frontage is the rear of the hospital comprising birthing rooms, kitchen and amenities. There is an associated on-grade car park at 12 Millett Street used by hospital staff.

The project location and existing site layout is shown in **Figure 1**.

Figure 1: Site Layout



Area 1 - Medical Centre with 2 levels of consulting rooms and 2 basement parking levels (this is the main development site).

Area 2 - one storey building housing surgical consulting rooms.

Area 3 - original house which now comprises offices, board room, kitchen, cafeteria, and store.

Area 4 - connecting wing with wards on the ground floor and service rooms on the second floor.

Area 5 - completed in 2009 includes patient wards and delivery suites.

Area 6 - open car park for staff use.

The redevelopment works approved under MP11_0042 comprise:

- four new operating theatres;
- three new lifts;
- new wards and consulting rooms;
- new basement car parking and delivery dock;

- a link-way bridge to connect wards to new lifts;
- refurbishment work to existing wards, consulting suites and kitchen; and
- additional parking and cantilevered turning bay deck over a section of the existing open at-grade car park located at 12 Millett Street.

2. PROPOSED MODIFICATION

The proposed modification application seeks approval to reduce the scale of the approved hospital additions, with one storey effectively proposed to be deleted from the approved redevelopment. A small additional area of consulting rooms and additional parking are proposed.

The upper and lower basement areas and the front driveway will be reconfigured to accommodate extra car spaces required to support the proposed increase in consulting room area. Minor internal reconfiguration of the new works is also proposed to accommodate the new consulting areas and to remove one level of beds/wards.

The proposed modification results in: an increase in the proposed number of car spaces from 79 to 98; an increase in the GFA of the consulting room component of the development by 382 sqm; and a lowering of the parapet height of the approved building by 2050 mm.

The key aspects of the proposed modification are listed in **Table 1**.

Table 1: Key Proposed Modifications – by level

Aspect - level	Description
Ground Level	<ul style="list-style-type: none">• Relocate substation and utilities in front driveway to the corner of Gloucester Road and Pearl Street, within the property boundary.• The vacant area created by moving the substation and utilities will be replaced with 3 car spaces, 1 disabled car space and drop-off spaces.
Lower Basement	<ul style="list-style-type: none">• Relocate car spaces and storage area to include Bicycle parking/storage in lower basement. Demolition of oxygen enclosure (previously approved).
Upper Basement	<ul style="list-style-type: none">• Minor reconfiguration of utility rooms, car spaces and bin storage area. Additional bicycle parking and storage.
Ground Level	<ul style="list-style-type: none">• Reconfigure location of OR4 and Equipment store, Reconfigure OR7 and adjacent Recovery beds.• No proposed refurbishment of delivery suites and surgical wards except one small office. Refurbish pantry area and rear of kitchen.• Oxygen vessel to be enclosed in rendered block work. Car spaces on new upper deck as per final project approval with timber screen surround.
Level 1	<ul style="list-style-type: none">• Refurbishment of smaller area of consulting suites. Extension of floor plate for consulting suites and plant room where previously only consulting suites on a mezzanine proposed with small plant above. Reconfiguration of proposed plant area.
Level 2	<ul style="list-style-type: none">• Proposed 33 bed surgical ward to become consulting rooms, day oncology and physiotherapy room.
Level 3	<ul style="list-style-type: none">• Birthing suite and maternity ward to become a surgical ward.

3. STATUTORY CONTEXT

3.1 Modification of the Minister's Approval

In accordance with clause 3 of Schedule 6A of the EP&A Act, section 75W of the Act as in force immediately before its repeal on 1 October 2011 and as modified by Schedule 6A,

continues to apply to transitional Part 3A projects. Approved projects are transitional Part 3A projects.

Section 75W(2) of the EP&A Act provides that a proponent may request the Minister to modify the Minister's approval of a project. The Minister's approval of a modification is not required if the approval of the project as modified would be consistent with the original approval. As the proposed modification seeks to amend design and configuration of the approved hospital redevelopment, the modifications will require the Minister's approval.

3.2 Environmental Assessment Requirements

Section 75W(3) of the EP&A Act provides the Director-General with scope to issue Environmental Assessment Requirements (DGRs) that must be complied with before the matter will be considered by the Minister. Environmental Assessment Requirements were not issued for this modification as the proponent had addressed the key issues in the modification request.

3.3 Delegated Authority

On 4 April 2013, the Minister delegated his powers and functions under section 75W of the EP&A Act to the Executive Director, Development Assessment Systems and Approvals in cases where:

- a) the relevant local council has not made an objection, and
- b) a political disclosure statement has been made, but only in respect of a previous related application, and
- c) there are less than 10 public submissions (not including submissions from public authorities) in the nature of objections in respect of the modification request.

As only one public submission was received and council does not object, and there was a political donation disclosure but only in relation to a previous related application, the Executive Director may determine the modification request under delegated authority.

4. CONSULTATION AND SUBMISSIONS

4.1 Exhibition

Under Section 75X(2)(f) of the EP&A Act, the Director-General is required to make the modification request publicly available. Planning and Infrastructure:

- publicly exhibited it from Wednesday 27 November 2013 until Tuesday 10 December 2013 (14 days):
 - on Planning and Infrastructure's website and Information Centre 23-33 Bridge St Sydney; and
 - at Hurstville City Council: Civic Centre, MacMahon Street, Hurstville.
- notified immediately surrounding landholders in writing.

Planning and Infrastructure (P&I) received two submissions during the exhibition of the modification request – one submission from Hurstville City Council and one submission from the general public. A summary of the issues raised in submissions is provided below.

4.2 Public Authority Submissions

Hurstville City Council - does not object to the proposed modification, however raised the following issues:

- the basement aisle widths do not comply with Australian Standards. If possible the widths should comply. If this cannot be achieved then the plans should be checked by a traffic engineer to ensure safe manoeuvrability;

- council does not normally support stacked parking - the stacked parking spaces should be clearly designated so that they are for staff only; and
- council requests a copy of the revised CIV certificate for section 94 payment.

4.3 Public Submissions

One public submission was received which raised concern regarding hospital staff and visitors regularly parking on surrounding streets, leaving no spaces for local residents.

5. ASSESSMENT

Planning and Infrastructure considers the key issues for the proposed modification to be:

- built form;
- traffic and parking;
- section 94 contributions; and
- location of oxygen tank.

5.1 Built form

As a consequence of the proposed modifications, the overall height of the approved hospital addition is proposed to be reduced by approximately 2 metres. This will reduce the bulk of the overall building in what is predominantly a residential (mixed medium and low density) area. Planning and Infrastructure (the agency) raises no concern with the proposed reduction in height.

5.2 Traffic and parking

The current project has approval for 79 car spaces (incl. 3 accessible). The modification application proposes an increase of 19 spaces to provide 98 car spaces. The proponent has detailed that the additional car spaces are required to support the proposed increase in consulting room area within the hospital (from 1,865 sqm to 2,247 sqm over levels 1 and 2).

The proposed increase in parking spaces to support the proposed increase in consulting room area is addressed in the traffic and parking report accompanying the modification application, prepared by Positive Traffic Engineering and Planning. The Traffic and Parking report describes the assessment of the potential traffic impacts associated with the proposed modification. The report concludes that:

- the potential traffic impacts of the increased number of consulting rooms would be minimal and would not impact significantly on the surrounding road network;
- 98 spaces would provide parking over and above the minimum requirements of the Hurstville Council DCP of 90 - 93 spaces for the development as a whole;
- the development is located within easy walking distance to a number of high frequency public transport alternatives to limit the need for private vehicle travel to and from the site; and
- overall the traffic impacts of the modified proposal are considered satisfactory.

All of the 33 spaces in the lower basement car park are proposed to be allocated to staff and medical consultants, which includes six designated stacked car spaces. Whilst council stated that it does not normally support stacked parking, given the exclusive use of these spaces by staff, it is considered acceptable in this instance.

The agency believes the proposal has adequate parking and transport options for staff and visitors to the hospital.

The proponent advises that 93 car spaces will be provided at the Occupation Certificate stage. There will be a second stage when an additional five car spaces fronting Gloucester Street will be provided after the substation and utilities have been relocated to the corner of Gloucester and Pearl streets. The Agency raises no objection to this arrangement.

The bicycle storage areas are proposed to be reconfigured to achieve closer compliance with NSW RTA Bicycle Guidelines 2005 (RTA Guidelines) and the Australian Standard AS2890.3. In this regard, a storage area will be located in both the upper and lower basement car parks, each with nine bicycle spaces. A total of 18 spaces will therefore be provided, which is three spaces more than in the existing approval. Visitor bicycle rings will be located at the front of the hospital on Gloucester Street to accommodate seven bicycles. Lockers, male and female showers and change rooms will be provided in the hospital, in addition to the facilities already provided for staff use and separately for theatre staff use. This is supported by the agency.

5.3 Section 94 Contributions

Condition A9 of the existing approval requires the payment of a contribution under Section 94B of the EP&A Act of 1 per cent of the cost of carrying out the development, estimated to be \$322,000 based on a CIV of \$32.2 million. This equated to a s94 contribution of \$322,000.

The proposed modification seeks to reduce the size of the refurbishment, hence reducing the value of the CIV. The CIV of the modified development is estimated to be \$29.5 million and therefore condition A9 is required to be modified to reflect the adjusted payment of \$295,000 in contributions.

Council questioned the value of the revised CIV and queried the exclusion of several elements in the estimate, including *“rock excavation, removal of contaminated soil/material, major service upgrades to the facility and the surrounds, works outside the site boundaries and provision of new substation”*. Council indicated that these items would normally be included in a cost estimate for the purposes of calculating a s94 contribution.

P&I is satisfied, however, that the CIV of the development as modified has been calculated consistently with the original application, with the same exclusions reflected in both estimates. The proponent has also clarified that the works excluded from the CIV report do not apply to the subject development – i.e. there is no rock excavation, no remediation is required, no upgrades to existing substations are required etc.

Accordingly, P&I considers the revised contribution amount to be reasonable.

5.4 Location of Oxygen Tank

In order to minimise amenity impacts on adjacent residential units, the original project approval conditioned the oxygen tank to be located near the loading dock on Millett Street near the Pearl Street corner, and serviced/refilled from the loading dock on Millett Street.

The modification application seeks approval to relocate the oxygen tank back to the originally proposed location on the upper deck at the rear of the 12 Millett Street car park, in a rendered blockwork enclosure, with vehicular access and servicing provided from Gloucester Street.

The modification application has provided justification (on safety grounds) for relocating the oxygen tank back to the car park deck of 12 Millett Street, namely:

- in order to minimise hazards associated with the location of oxygen tanks, it is recommended that gas stores to be located outdoors in a secure tamperproof cage protected from the sunlight; and

- expert advice provided with the modification application also detailed that the location of the gas tank in the loading dock (as required by the original approval) was unsafe during the refilling process as the tanker and the vessel would not be in direct line of site throughout the refilling process.

In order to ensure that there are minimal adverse noise impacts on residential neighbours, refilling of the tank will only be undertaken every fortnight on weekdays between 10 am and 3 pm. The enclosure will also be appropriately screened and will have no adverse impact on the outlook of adjoining residential buildings.

The agency is satisfied the relocation of the oxygen tank will not compromise safety or residential amenity.

6. CONCLUSION AND RECOMMENDATIONS

Planning and Infrastructure is satisfied that the modification request to the approved Major Project Application will ensure a satisfactory level of amenity for residents of the development and surrounding residences.

The modified proposal achieves the same objectives as the original Major Project application and will not alter the overall nature, need or justification of the project. It is therefore recommended that the modification request be approved, subject to the amended Modifications.

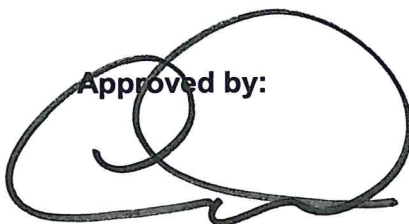
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