

# Notice of decision

## Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

<b>Application type</b>	State significant development
<b>Application number and project name</b>	SSD-10339 Prince of Wales Hospital – Addition to the Acute Services Building
<b>Applicant</b>	Health Administration Corporation
<b>Consent Authority</b>	Minister for Planning and Public Spaces

### Decision

The Executive Director under delegation from the Minister for Planning and Public Spaces has, under section 4.38 of the *Environmental Planning and Assessment Act 1979* (the Act) granted consent to the development application subject to the recommended conditions.

A copy of the development consent and conditions is available [here](#).

A copy of the Department of Planning and Environment's Assessment Report is available [here](#).

### Date of decision

18/12/19.

### Reasons for decision

The following matters were taken into consideration in making this decision:

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the Department's Assessment Report;
- the prescribed matters under the *Environmental Planning and Assessment Regulation 2000*;
- the objects of the Act;
- all information submitted to the Department during the assessment of the development application and additional information considered in the Department's Assessment Report;
- the findings and recommendations in the Department's Assessment Report; and
- the views of the community about the project (see Attachment 1).

The findings and recommendations set out in the Department's Assessment Report were accepted and adopted as the reasons for making this decision.

The key reasons for granting consent to the development application are as follows:

- the project would provide a range of benefits for the region and the State as a whole, including \$67 million capital investment, creation of 200 construction jobs, and a new health facility for the integration of health education, training and research initiatives with acute healthcare services in partnership with the University of New South Wales (UNSW) in the Randwick Education and Health Precinct.
- the project is permissible with development consent and is consistent with NSW Government policies including the *Greater Sydney Regional Plan: A Metropolis of Three Cities*, the *Greater Sydney Commissions' Central Eastern District Plan*, and the *Future Transport Strategy 2056*.
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards. The consent authority has included conditions of consent to ensure construction impacts are appropriately managed and measures for environmentally sustainable development (ESD) are incorporated into the design.
- the community views have been considered and adequately addressed through changes to the project and the recommended conditions of consent.
- weighing all relevant considerations, the project is in the public interest.

## Attachment 1 – Consideration of Community Views

The Department exhibited the Environmental Impact Statement for the project from 22 May 2019 until 19 June 2019 (29 days) and received eight submissions from public authorities, including Randwick City Council outlining issues and recommended conditions of consent. No public submissions were received.

The key issues raised by the Council and considered in the Department's Assessment Report and by the decision maker include traffic, access and noise. Other issues are addressed in detail in the Department's Assessment Report.

<i>Issue</i>	<i>Consideration</i>
<p><i>Traffic and Access</i></p> <ul style="list-style-type: none"> <li>• The closure of Hospital Road at High Street will redistribute traffic to the surrounding local streets resulting in a deterioration in the performance of some key intersections.</li> <li>• Further details requested in relation to disability access and mode separation along Hospital Road.</li> <li>• Traffic Safety at Hospital Road/Magill Street intersection</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>• The Department considers the opening of Magill Street to through traffic to be an acceptable traffic mitigation measure to minimise the impact on the surrounding road network, resulting from the closure of Hospital Road at High Street. The forecast daily traffic volume along Magill Street is lower than the maximum for local roads under the RMS Guide to Traffic Generating Developments 2002.</li> <li>• The Department notes Hospital Road is for service vehicles and ambulances and accepts there are safety benefits by deterring pedestrians from using Hospital Road. Also, the shared vehicle and bicycle access along the southern part of Hospital Road is acceptable given its function for service and logistics vehicles with a slow vehicle speed.</li> <li>• The Department is satisfied direct and legible pedestrian access will be maintained to the existing hospital campus and the UNSW campus. The development incorporates flexibility for a future pedestrian connection to the development sites to the north as envisaged in the masterplan.</li> </ul> <p><i>Conditions</i></p> <ul style="list-style-type: none"> <li>• Conditions are included requiring: <ul style="list-style-type: none"> <li>- Traffic Management Plan detailing measures for road safety and monitoring of the Hospital Road/Magill Street intersection in consultation with Council.</li> <li>- Road Safety Audit of the operation of the Hospital Road/Magill Street intersection.</li> <li>- a Construction Pedestrian Traffic Management Plan to be approved by the Coordinator General, Transport Coordination at TfNSW and with TfNSW, including its Sydney Coordination Office and TfNSW (RMS).</li> </ul> </li> </ul>
<p><i>Noise Impacts</i></p> <ul style="list-style-type: none"> <li>• The opening of Magill Street to through traffic will have an adverse impact on the amenity of the residences on the southern side of Magill Street.</li> </ul>	<p><i>Assessment</i></p> <ul style="list-style-type: none"> <li>• The Department notes a boom gate will be installed at the eastern end of Magill Street to close access to Hospital Road at night time, except for emergencies. However, the proposal will increase traffic movements in Magill Street during the day from vehicles accessing the hospital campus via Hospital Road</li> <li>• The Department notes there will be a 1dB(A) exceedance of the Road Noise Policy criterion of 55 dB(A) at existing residences due to the increase traffic movements in Magill Street. Notwithstanding the minor exceedance, the Department considers there will be a significant overall relative increase in noise to the existing residences of up to 11 dB(A) when compared to the existing situation.</li> <li>• The Department therefore considers there should be operational noise monitoring to identify the actual noise performance of the development and installation of noise attenuation to any affected residences in Magill Street should exceedances occur.</li> <li>• The Department is satisfied the development will not result in unreasonable impacts upon neighbouring residential receivers, subject to the implementation of noise mitigation measures.</li> </ul> <p><i>Conditions</i></p> <ul style="list-style-type: none"> <li>• Conditions are included requiring: <ul style="list-style-type: none"> <li>- Noise Mitigation Strategy for residences in Magill Street if the proposal result in any sleep disturbance.</li> <li>- Operational noise limits including monitoring and noise mitigation measures.</li> <li>- Noise attenuation measures to mechanical plant at the detailed design stage.</li> <li>- a construction Noise and Vibration Management Plan.</li> </ul> </li> </ul>