



Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre

State Significant Development Assessment SSD-10831778

December 2021



Published by the NSW Department of Planning, Industry and Environment

dpie.nsw.gov.au

Title: Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre

Cover image: View of proposed building from High Street (Source: Billard Leece Partnership)

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Glossary

Abbreviation	Definition
AHD	Australian Height Datum
ACHAR	Aboriginal Cultural Heritage Assessment Report
BCA	Building Code of Australia
CIV	Capital Investment Value
Council	Randwick City Council
CTMP	Construction Traffic Management Plan
Department	Department of Planning, Industry and Environment
EESG	Environment, Energy and Science Group
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
GANSW	Government Architect NSW
Heritage	Heritage NSW, Department of Premier and Cabinet
HIS	Heritage Impact Statement
HTH	Heritage Translation Hub
IASB	Integrated Acute Services Building
ICNG	Interim Construction Noise Guideline
LEP	Local Environmental Plan
LGA	Local Government Area
Minister	Minister for Planning and Public Spaces
NML	Noise Management Level

Abbreviation	Definition
OLS	Obstacle Limitation Surface
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
POW	Prince of Wales (Hospital)
RAP	Remediation Action Plan
RtS	Response to Submissions
SCHCCCC	The Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre
SDRP	State Design Review Panel
SEARs	Planning Secretary's Environmental Assessment Requirements
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW
TTA	Traffic and Transport Assessment
UNSW	University of NSW

Executive Summary

This report provides an assessment of a State significant development (SSD) application for a new 10 storey health services (hospital) building (SSD-10831778). The site is part of the Randwick Hospitals campus and is situated on High Street, Randwick. The Applicant is Health Administration Corporation and the proposal is located within the Randwick local government area (LGA).

The proposal

The proposal seeks approval for construction of a 10 storey building over two basement levels and use of the building as a health services building as part of the wider hospital campus use, as well as associated landscaping works. The proposal is known as the Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre (SCHCCCC).

The proposal would generate 516 operational jobs and 1,195 construction jobs.

The site

The site is located within the Randwick Hospitals campus, on High Street, Randwick.

Statutory context

The proposal is SSD under clause 14 of the Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011, as it is development for the purpose of hospital with a CIV of more than \$30 million. Therefore, the Minister for Planning and Public Spaces is the consent authority.

Engagement

The application was publicly exhibited between 19 May and 15 June 2021. The Department of Planning, Industry and Environment (the Department) received a total of 11 submissions, including eight from public authorities, one from a special interest group and two from members of the public. An additional five submissions from public authorities was received in response to the Applicant's Response to Submissions (RtS).

The key issues raised in the submissions include: building scale and design; landscaping; public domain; parking; access; light rail infrastructure; and flooding.

Assessment summary and conclusions

The Department has considered the above issues in its assessment. The Department has considered the merits of the proposal in accordance with relevant matters under section 4.15(1), the objects of the Environmental Planning and Assessment Act 1979, the principles of Ecologically Sustainable Development, and issues raised in all submissions as well as the Applicant's response to these.

The proposal is consistent with the character of emerging surrounding built forms and is reflective of modern institutional development anticipated by the strategic planning objectives for the precinct. The design has evolved through a comprehensive design review process and the Department considers the proposal exhibits a high-quality design that would make a positive contribution to the hospital precinct and would not result in any unacceptable adverse environmental or amenity impacts.

Landscape plans were amended with the RtS to improve the landscape design and through-site link. The plans demonstrate the proposal is capable of providing a high-quality landscape outcome that would make a positive contribution to the character of the area and contribute to a publicly accessible plaza that incorporates pleasant outdoor spaces for building occupants and the general public.

The proposal includes improvements to pedestrian connections through the site. Although Council recommends further changes should be made to the proposal to enable footpath widening and provision of a shared way on High Street, the Department's assessment concludes the existing footpath is adequate for pedestrians and land dedication and amendments to enable the provision of a wider path or shared way cannot reasonably be required in this case. However, conditions are recommended to ensure further improvements to connections through the hospital campus are given consideration by the Applicant in conjunction with Council. Overall, the development would result in a material improvement to connectivity for pedestrians and cyclists in the area.

Traffic impacts associated with the proposal would be minimal and would not result in material impacts to the surrounding road network. Adequate parking can be provided on site, subject reducing overall campus drive mode share through a Green Travel Plan (GTP) and subject to improvements to wayfinding and efficiency within the main hospital carpark. Conditions are also recommended to ensure appropriate bicycle parking and to ensure the final design of vehicular access to the site results in no unacceptable safety concerns.

The proposal is not expected to result in material operational noise impacts and conditions are recommended to ensure no adverse impacts arise. It is expected that construction noise, while significant, can be appropriately mitigated and managed through a Construction Noise and Vibration Management Plan developed in consultation with affected receivers, and appropriate conditions have been recommended accordingly.

Although the site is affected by flooding, the Applicant has demonstrated the proposal has been appropriately designed having regard to flood risks, including provision of flood barriers.

Conditions have been recommended to ensure the proposal will not result in any adverse outcomes for the adjacent light rail infrastructure, to ensure appropriate sustainability outcomes are achieved on the site, and to otherwise mitigate and manage environmental impacts.

In addition, the development would deliver health infrastructure to address the needs of the community, and facilitate growth of an identified Strategic Centre, Innovation District and Health and Education Precinct consistent with strategic planning objectives for region. The development provides further investment in social infrastructure and supports new construction and operational jobs.

The Department concludes the proposal is in the public interest and recommends that the application be approved subject to conditions.

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1 Introduction

This report provides an assessment of a State significant development (SSD) application for a new health services (hospital) building (SSD-10831778).

The proposal seeks approval for construction of a 10-storey building over two basement levels and use as a health services facility, as well as associated landscaping works. The proposal is known as the Sydney Children’s Hospital Stage 1 and Children’s Comprehensive Cancer Centre (SCHCCCC).

The application has been lodged by Health Infrastructure (HI) on behalf of Health Administration Corporation (the Applicant). The site is located within the Randwick local government area (LGA).

1.1 The Site

The development site the subject of this application is located within the Randwick Hospitals campus in Randwick (**Figure 1**), which comprises four major public hospitals, being the Prince of Wales (POW) Hospital, Sydney Children’s Hospital (SCH), the Royal Hospital for Women (RHW) and the POW Private Hospital, as well as associated research institutes.



Figure 1 | Site location map (Base source: EIS)

The subject site has a legal description of Lot 100 in DP1249692; Lots 1 - 4 in DP13995; Lots A - D in DP304806; Lots A and B in DP303478; Lots A and B in DP102029; Lots A and B in DP167106; Lots 6 and 7 in DP13997; Lots A and B in DP441943; and Lots 12-14 in DP12909.

It has an area of 9,870sqm and has frontages to High Street to the north and Hospital Road to the east. The site is L-shaped in that it also includes works in the southern part of the adjoining site, known as the 'Health Translation Hub '(HTH) site (**Figure 2**).

The site slopes gently from the north-east to the south-west with a fall of approximately three metres. Previously the site was occupied by residential dwelling houses, but the site is now cleared and is devoid of any development or vegetation. It includes a six metre (m) wide stormwater and sewerage easement along the High Street frontage. It has been subject to some site preparation and early works and is currently being used as a construction compound associated with the broader development of the block.



Figure 2 | Aerial view of site and surrounding context (Source: EIS)

1.2 Background: Randwick Hospitals Campus Redevelopment

In 2017 / 2018 the Randwick Hospitals campus was expanded. The NSW Government acquired the residential properties in the blocks located between the existing hospital campus and the UNSW campus (bounded by Magill Street and High Street) in order to provide expanded hospital facilities and promote the growth the precinct (refer to **Figure 3** and discussion on Strategic Context in **Section 3**).

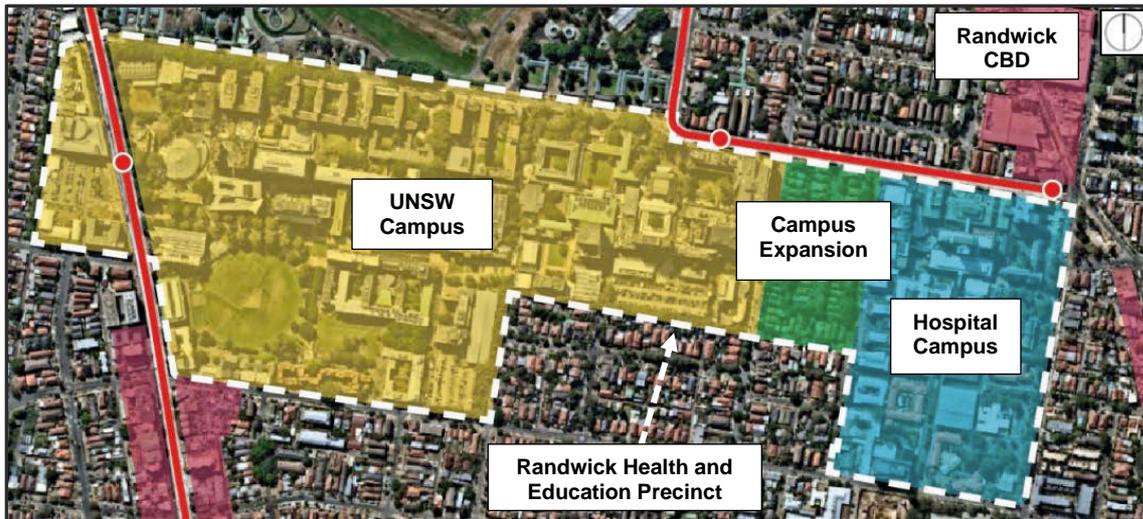


Figure 3 | University and Hospital Campus locations within the Randwick Health and Education Precinct (Base source: Randwick Place Strategy, Greater Sydney Commission)

The campus expansion area is made up of three development sites (**Figure 4**):

- the subject SCHCCCC site.
- the Prince of Wales Integrated Acute Services Building (IASB) site to the south (approved under SSD-9113 and SSD-10339 in 2019 and currently under construction).
- the HTH development to the west, currently under assessment under SSD-10822510.

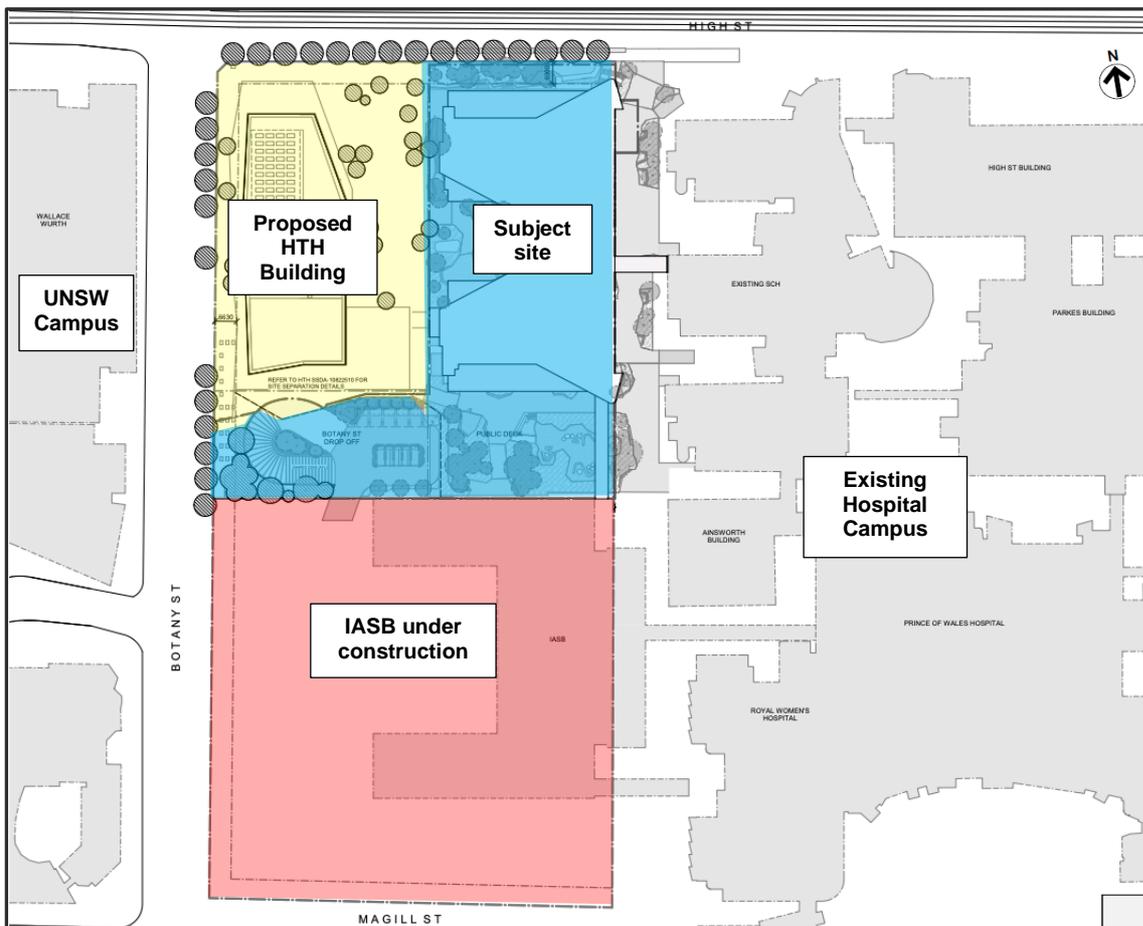


Figure 4 | Extract from site plan showing location of other Randwick Hospitals campus development (Base source: EIS)

1.3 Other surrounding development

Immediately adjoining the site to the east, Hospital Road is in the process of being redeveloped under a separate approval process. It will be closed to through traffic and will include ramped vehicular access to the basement of the subject site, and ground level landscaping and pedestrian links along the eastern side of the site. The existing four to five storey Sydney Children's Hospital (SCH) adjoins the site on the opposite side of Hospital Road.

Opposite the site to the north on High Street is residential development, predominantly characterised by three storey walk-up residential flat buildings. The CBD and South East Light Rail service also adjoins the site, running along High Street.

Randwick CDB is located 220m to the east of the site, while The University of NSW (UNSW) Kensington campus is located 100m west of the site.

Figures 5 to 9 depict the site and surrounding buildings.

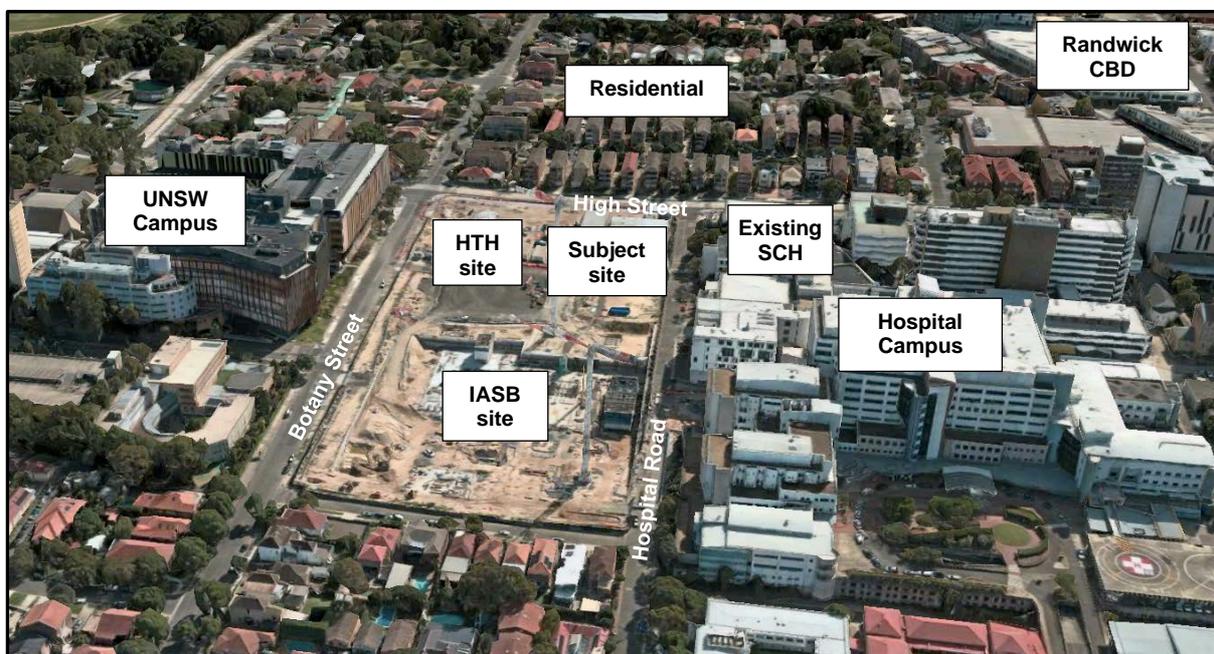


Figure 5 | Aerial photo of site and surrounding development (Base source: Apple Maps)



Figure 6 | The site as viewed from High Street (Base source: Google Maps)

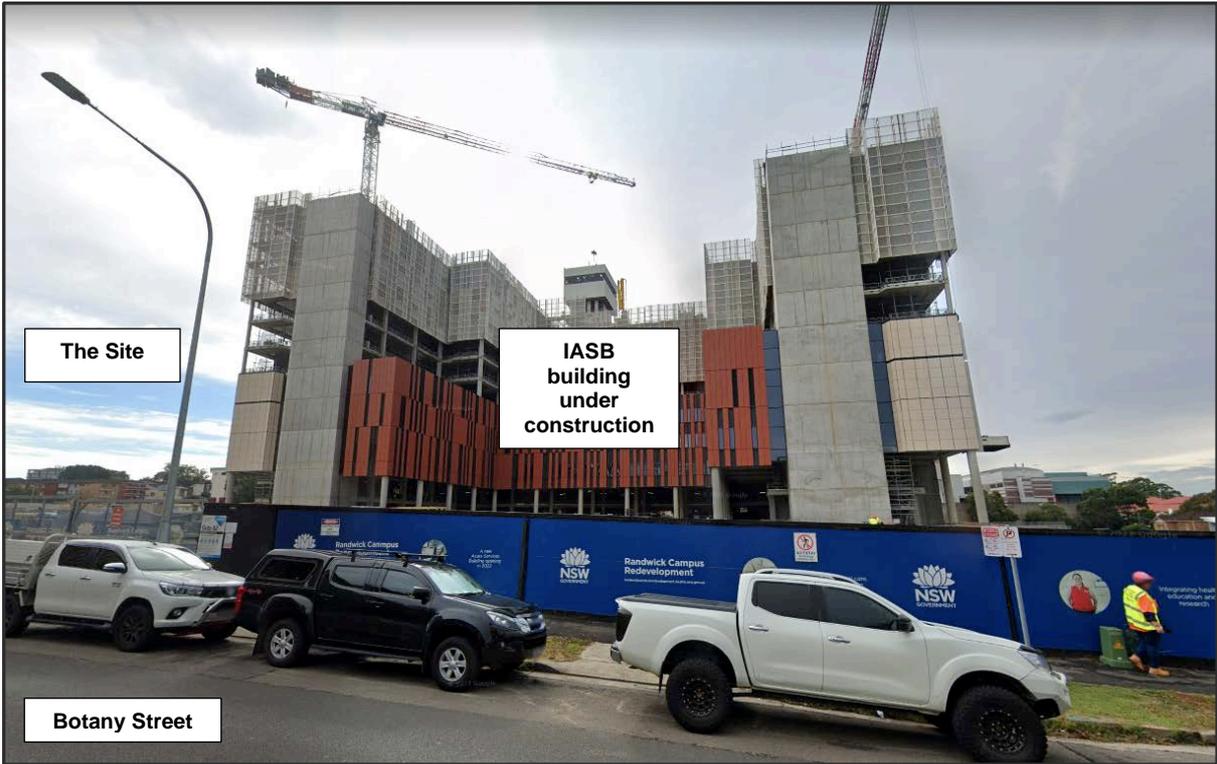


Figure 7 | The IASB building south of the site on Botany Street (Base source: Google Maps)

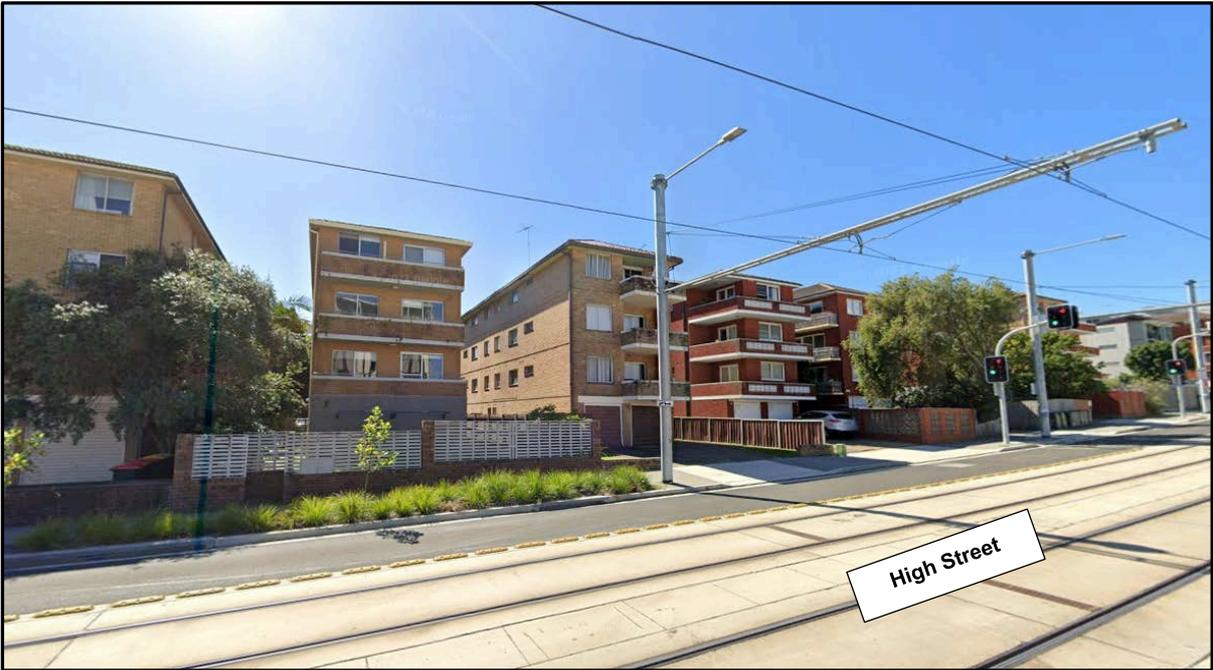


Figure 8 | Development opposite the site on High Street (Base source: Google Maps)



Figure 9 | Proposed HTH building west of the subject site (Base source: SSD-10831778 RtS)

1.4 Related previous development approvals

On 4 September 2018, the Sydney Eastern City Planning Panel in conjunction with Randwick City Council granted development consent to DA/208/2018 for the demolition of 92 dwellings and ancillary structures, removal of vegetation and site remediation. The site subject of the development application encompasses the site subject of this SSD and adjacent land.

A separate Review of Environmental Factors (REF) approval via Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) was issued by HI on 19 April 2018, for early and enabling works including services diversion. The works include the closure of Eurimbla Avenue, diversion of an existing overland flow path, realignment of Council's drainage system and tree removal.

On 27 February 2019, SSD-9113 was approved by the Department for the development of a 13 storey Prince of Wales Hospital Acute Services Building on land immediately to the south of the subject site. The works include an emergency department, operating theatres, central sterilising service, intensive care, inpatient units, overhead pedestrian links to existing hospital buildings, helipad, roadworks (including Botany Street signalised intersection), utility and landscaping works. Three minor modifications to SSD-9113 have been approved. The development is under construction.

On 18 December 2019, SSD-10339 was approved by the Department for a 10 storey addition to the eastern side of the Acute Services Building, also located immediately to the south of the subject site. The approval has been subject to one minor modification. Construction works are underway in conjunction with construction of SSD-9113.

2 Project

The key components and features of the proposal are provided in **Table 1** and shown in **Figures 10** to **15**.

Table 1 | Main components of the project

Aspect	Description
Project summary	Construction of a 10 storey building over two basement levels and use as Health Services Facility. Associated landscaping and public domain works.
Site area	9,870sqm
Site preparation	Site preparation and basement excavation works to a depth of RL 50.210
Built form and design	<p>10 storey building (50.4m high or RL 102.4) over two basement levels incorporating:</p> <ul style="list-style-type: none"> • ground floor plane (Ground and L01) characterised by glazed and coloured facades. • mid-storey (L02 – 05) presenting as a simple rectilinear form. • upper storeys (L06 – 09) presenting as unique sculptured form with varied setbacks. • mechanical plant level (L10) setback behind main building lines. <p>Facades incorporate a wide variety of materials and finishes including aluminium cladding, coloured panels, glazing, aluminium framing, fibre cement cladding and exposed concrete.</p>
Pedestrian link bridges	<p>Two pedestrian link bridges:</p> <ul style="list-style-type: none"> • a single storey connection at Level 1 to the IASB building to the south. • a single storey connection at Level 2 to the existing SCH to the east. <p>A bridge link connection will also be provided to the HTH building to the west (delivered as part of the development of that site).</p>
Gross floor area (GFA)	GFA: 36,072sqm FSR: 3.65:1
Building population	132 hospital beds / patients (89 overnight, 39 day, four clinical trial beds) 516 staff
Layout / uses	<ul style="list-style-type: none"> • Basement 2: parking, loading, kitchen, back-of-house, link to IASB.

Aspect	Description
	<ul style="list-style-type: none"> • Basement 1: emergency department, medical imaging and virtual care centre, ambulance bays. • Ground floor: front of house, retail, public laboratories and discovery centre. • Level 1: Intensive Care Unit and link bridge to IASB. • Level 2: plant, pharmacy, pathology, link bridge to existing SCH. Future HTH Connection and interactive spaces. Future connection to IASB. • Levels 3 and 4: medical short stay unit, research laboratories, education and workspaces. Future HTH connection. • Level 5: day oncology centre, research laboratories, education and workspaces. • Level 6: oncology inpatient units. • Level 7: medical / surgical inpatient units. • Level 8: neuroscience. • Level 9: mechanical plant.
Hours of operation	<ul style="list-style-type: none"> • 24 hours a day, 7 days a week
Car and service vehicle parking	<ul style="list-style-type: none"> • Basement level parking and servicing accommodating: <ul style="list-style-type: none"> ○ 50 visitor parking spaces (including two accessible spaces). ○ six ambulance spaces. ○ one police parking space. ○ nine loading bays / service vehicle spaces. • Ground level emergency department drop-off area. • No bicycle parking or end-of-trip facilities: it is proposed to utilise shared facilities associated with the IASB building to the south.
Public domain and landscaping	<p>Ground level landscaping including:</p> <ul style="list-style-type: none"> • entry courtyard and extension of UNSW Plaza (publicly accessible open space area adjoining to the west). • High Street entry area and front setback landscaping. • landscaping on the southern side / rear of the building, including children’s playground and 5m wide pedestrian connection to create east-west through-site connection in conjunction with an extension of this path on the HTH development site. • integration with proposed landscaping treatments on Hospital Road to the east. • planting of 64 new trees on the site as well as a range of shrubs and groundcovers and new street trees.

Aspect	Description
Signage	<p>14 signage zone (separate consent will be sought for the signs):</p> <ul style="list-style-type: none"> • 10 identification signs on the building facades (north, south, east and west elevations) varying in size (6m x 3m; 1.5 / 2m x 8.5m; 1.5m x 10m). • two identification wall signs within the drop-off area (2m x 6m; 1.5m x 15m). • two ground level pylon signs 6m high.
Jobs	<ul style="list-style-type: none"> • 1,196 construction jobs • 516 operational jobs

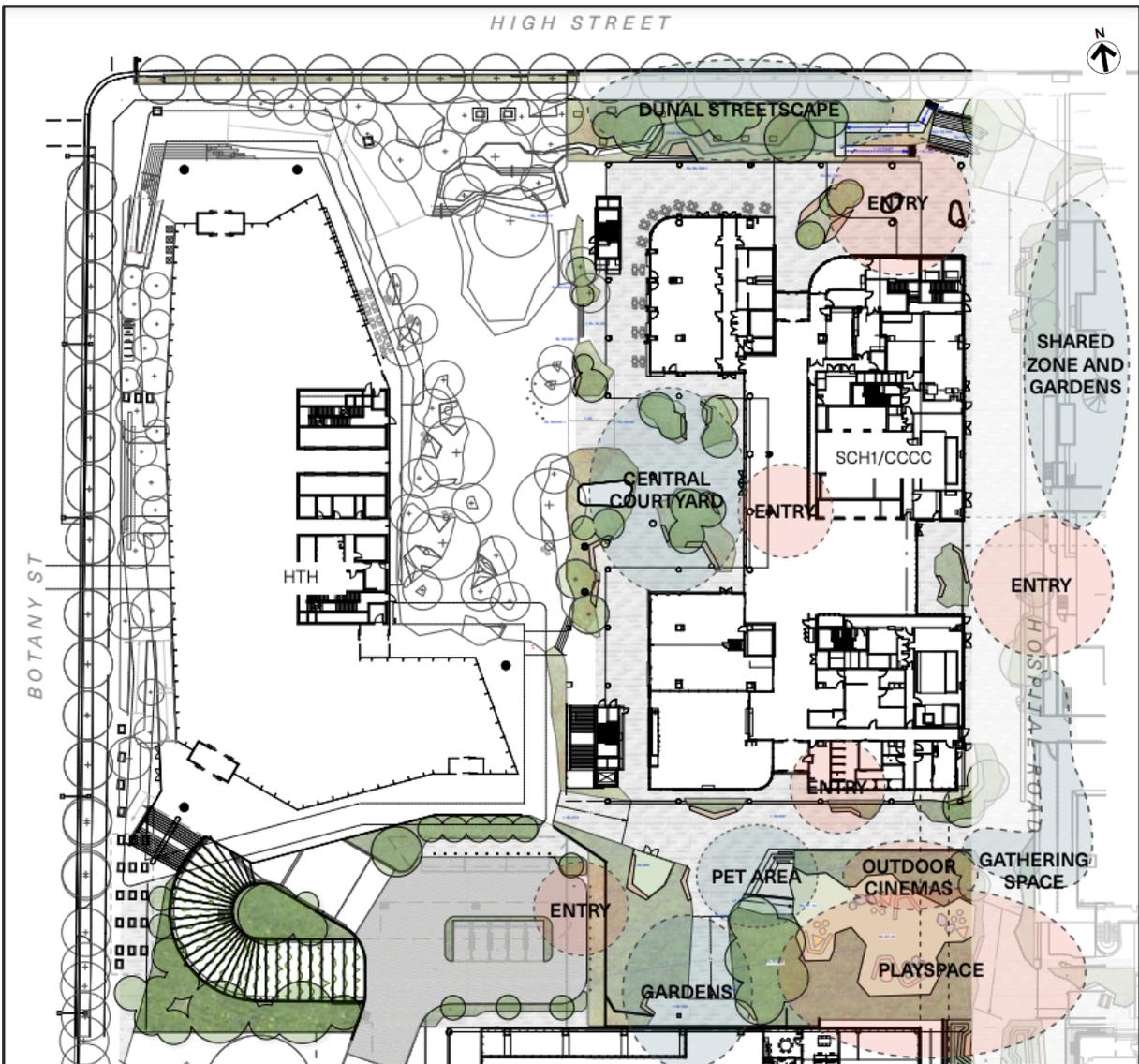


Figure 10 | Extract from landscape plans indicating site layout (Base source: RtS Landscape Plans)



Figure 11 | Image of the proposal on High Street (Base source: RtS)



Figure 12 | Detailed view of proposed building entry on High Street (Source: RtS)

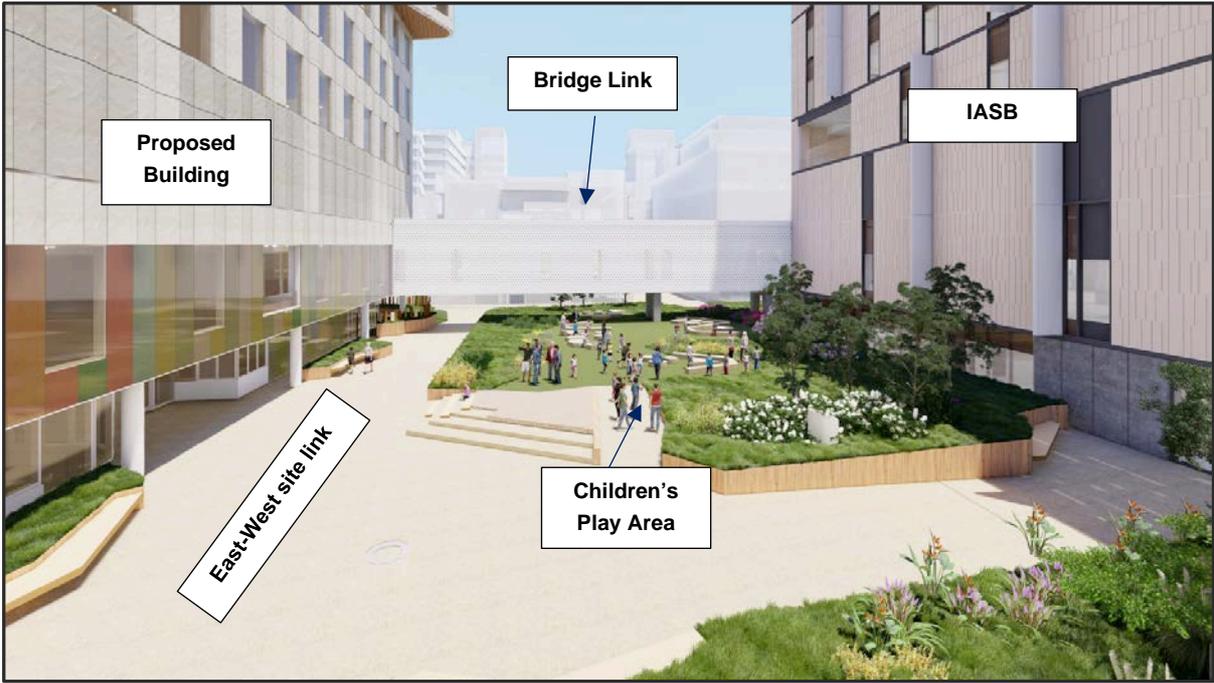


Figure 13 | Proposed children's play area, through-site link and bridge link to IASB building to the south of the site (Base source: RtS)



Figure 14 | Western elevation (Source: RtS)

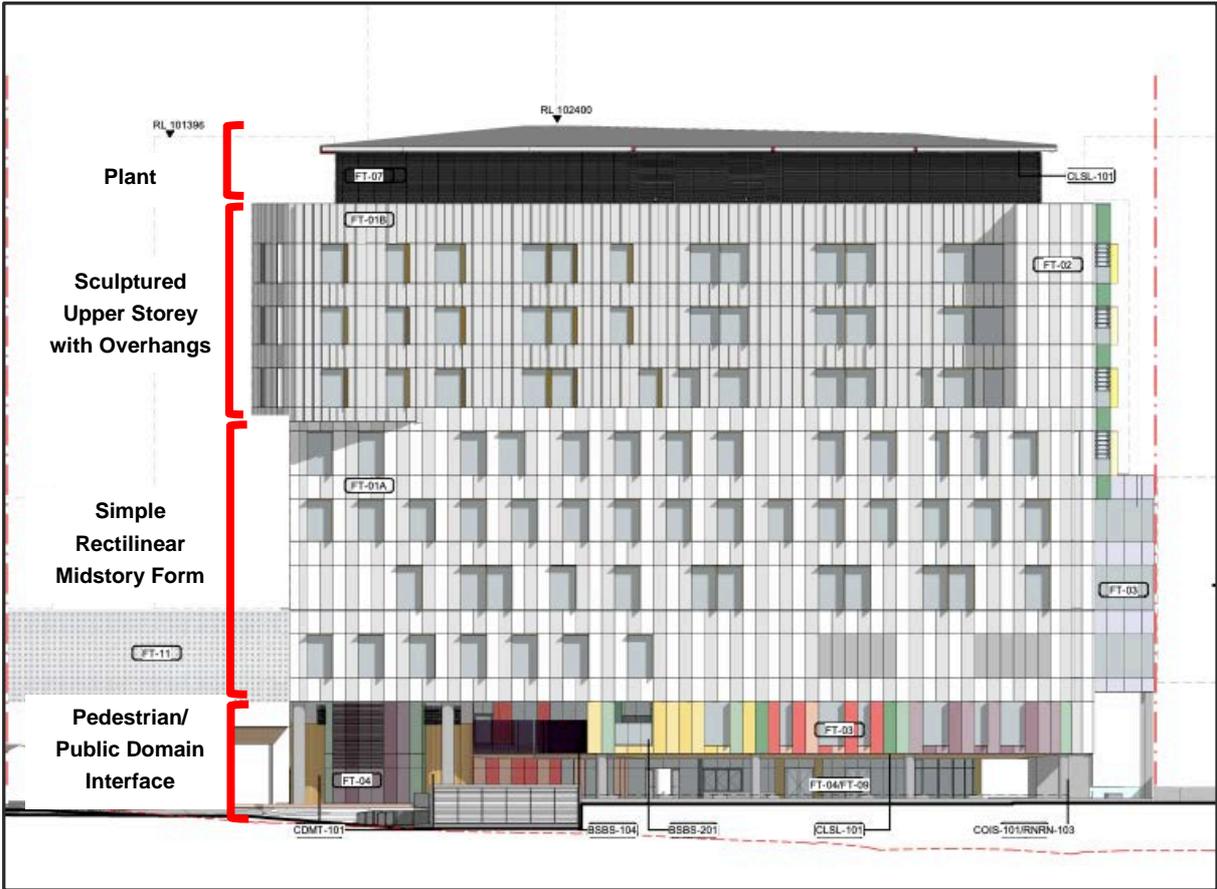


Figure 15 | Northern (High Street) elevation and key built form elements (Base source: RtS)

3 Strategic context

The Greater Sydney Region Plan and the Eastern City District Plan identify the Randwick Health and Education Precinct (see **Figure 3**). The Precinct led by the Greater Sydney Commission, brought together Randwick City Council, the University of NSW, Prince of Wales Public and Private Hospitals, the Royal Hospital for Women and the SCH.

The plans note the strategic importance of developing the integration of health and education facilities, given universities, hospitals, medical research institutions and tertiary education facilities are significant contributors to Greater Sydney's economy. Health and education precincts are identified as offering opportunities to drive and support international competitiveness as well as integration of services to improve efficient and effective delivery of health care and improved education outcomes. The strategic plans identify that economic productivity is created by the agglomeration of benefits flowing from an active innovation ecosystem and therefore seeks to grow identified health and education precincts, including the Randwick Health and Education Precinct, into 'innovation districts', being 'transit-accessible precincts with an active ecosystem that includes health and education assets, surrounded by a network of medical research institutions, a mix of complementary industry tenants, housing, ancillary facilities and services'.

The NSW Government has also made a significant commitment to expanding and upgrading the precinct in order to achieve these strategic visions. This proposal is an important part of the vision of the NSW Government and Randwick Health Collaboration for the creation of the improved precinct and innovation district: refer also to **Section 1.2**.

The development would provide also substantial direct investment in the region and would support 1,195 construction jobs and 516 operational jobs.

The Department considers that the proposal is appropriate for the site given it is consistent with:

- A Metropolis of Three Cities – the Greater Sydney Region Plan, as it would deliver health and infrastructure to support the city (Objective 1) and would facilitate the growth of an internationally competitive health, education, research, and innovation precinct (Objective 21).
- the Greater Sydney Commission's Eastern District Plan, including:
 - Planning Priority E1 – Planning for a city supported by Infrastructure – as it delivers key social infrastructure in an area with good public transport capacity delivered by the light rail service.
 - Planning Priority E8 – Growing and Investing in health and education precincts and the Innovation Corridor, noting the site is both within a health and education precincts and the Innovation Corridor.
 - Planning Priority E11 – Growing investment, business opportunities and jobs in strategic centres, noting Randwick is an identified strategic centre.
- the State Infrastructure Strategy 2018-2038 as it represents continued investment in health infrastructure.
- the NSW Future Transport Strategy 2056 as it locates new services in a highly accessible location and provides facilities to support active transport travel options, and therefore encourages the use of accessible public transport options.

4 Statutory context

4.1 State significance

The proposal is SSD under section 4.36 (development declared SSD) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as the development has a CIV in excess of \$30 million and is for the purpose of a hospital under clause 14 of Schedule 1 of the State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).

The Minister is the consent authority under section 4.5 of the Act.

In accordance with the Minister for Planning and Public Spaces' delegation to determine SSD applications, signed on 26 April 2021, the Director, Social and Infrastructure Assessments may determine this application as:

- the relevant Council has not made an objection.
- there are less than 15 public submissions in the nature of an objection.
- a political disclosure statement has not been made.

4.2 Permissibility

The site is zoned part R2 Low Density Residential and part R3 Medium Density Residential under Randwick Environmental Plan (RLEP) 2012.

Under RLEP the proposed development ('health service facility') is not listed as a permissible form of development within the zones, but clause 5.12 provides that the RLEP does not restrict the carrying out of any development by a public authority that is permitted under State Environmental Planning Policy (Infrastructure) 2007 (ISEPP).

In this case the Applicant is a public authority and the proposal is permissible with consent under the ISEPP. Specifically, clause 57(1) of the ISEPP provides that "Development for the purpose of health services facilities may be carried out by any person with consent on land in a prescribed zone". R2 Low Density Residential and R3 Medium Density Residential are prescribed zones in accordance with clause 56 of the ISEPP.

Therefore, the Minister for Planning and Public Spaces or a delegate may determine the carrying out of the development.

4.3 Other approvals

Under Section 4.41 of the EP&A Act, a number of other approvals are integrated into the State significant development approval process, and consequently are not required to be separately obtained for the proposal.

Under Section 4.42 of the EP&A Act, a number of further approvals are required, but must be substantially consistent with any development consent for the proposal (e.g. approvals for any works under the Roads Act 1993).

The Department has consulted with the relevant public authorities responsible for integrated and other approvals, considered their advice in its assessment of the project, and included suitable conditions in the recommended conditions of consent (see **Appendix C**).

4.4 Mandatory matters for consideration

Environmental planning instruments

Under section 4.15 of the EP&A Act, the consent authority is required to take into consideration any environmental planning instrument (EPI) that is of relevance to the development the subject of the development application. Therefore, the assessment report must include a copy of, or reference to, the provisions of any EPIs that substantially govern the project and that have been taken into account in the assessment of the project.

The Department has undertaken a detailed assessment of these EPIs in **Appendix B** and is satisfied the application is consistent with the requirements of the EPIs.

Objects of the EP&A Act

The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent) are to be understood as powers to advance the objects of the legislation, and limits on those powers are set by reference to those objects. Therefore, in making an assessment, the objects should be considered to the extent they are relevant. A response to the Objects of the EP&A Act is provided at **Table 2**.

Table 2 | Response to the objects of section 1.3 of the EP&A Act

Objects of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources	The development would ensure the proper management and development of the land for the social welfare of the community and State.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal includes measures to deliver ecologically sustainable development (ESD) as described below.
(c) to promote the orderly and economic use and development of land,	The development would meet the objectives of the zone and deliver improved facilities for health infrastructure for the State. The development would economically serve the community through new jobs and infrastructure investment.
(d) to promote the delivery and maintenance of affordable housing,	N/A. The proposal does not affect affordable housing.

Objects of the EP&A Act	Consideration
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The site has been previously cleared under separate approval and the proposed development would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The proposed development is not anticipated to result in any unacceptable impacts upon built and cultural heritage, including Aboriginal cultural heritage (refer to discussion in Section 6.5).
(g) to promote good design and amenity of the built environment,	The proposal has been reviewed by the Government Architect of NSW (GANSW) State Design Review Panel throughout the development of the proposed design. The Department considers the application would provide for good design and amenity of the built environment. Refer to detailed discussion in Section 6.1 .
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Department has considered the proposed development and has recommended a number of conditions of consent to ensure the construction and maintenance is undertaken in accordance with legislation, guidelines, policies and procedures (refer to Appendix C).
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Department publicly exhibited the proposal (Section 5.1), which included consultation with Council and other public authorities and consideration of their responses (Sections 5 and 6).
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the proposal as outlined in Section 5.1 , which included notifying adjoining landowners, placing a notice in newspapers and displaying the proposal on the Department's website during the exhibition period.

Ecologically sustainable development

The EP&A Act adopts the definition of 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 and that ESD can be achieved through the implementation of:

- the precautionary principle.
- inter-generational equity.
- conservation of biological diversity and ecological integrity.

- improved valuation, pricing and incentive mechanisms.

The development includes the following ESD initiatives and sustainability measures:

- passive design principles to maximise daylight and solar access and to respond to environmental conditions.
- façade and glazing performance requirements to minimise energy efficiency.
- installation of energy and water efficient fixtures and fittings.
- support facilities for sustainable travel.
- use of sustainable building materials.
- potential inclusion of solar photovoltaic cells and rainwater harvesting for reuse on site

The Applicant has developed the Health Infrastructure ESD Evaluation Tool (ESD tool) as part of its Health Infrastructure Engineering Services Guidelines (including Design Guidance Note 058), which includes a list of nine sustainable initiative categories. The abovementioned sustainability measures would be implemented in accordance with the ESD tool to ensure the development achieves the required rating under the guideline. The ESD tool has been previously endorsed by the Planning Secretary and outlines a self-certification approach to achieve 'Australian best practice', which is 60 points out of 110 points available. This approach has been designed to demonstrate an equivalency against the Green Building Council of Australia (GBCA) Green Star rating system and is equivalent to 5 stars under that system. A condition of consent is recommended to certify that these measures are delivered and that the targeted rating is attained by the proposed development.

The site has previously been cleared under separate approval and therefore the development would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats. New landscaping forms part of the proposal and new plantings would make a positive contribution to the landscape character and biodiversity with the area.

The Department has considered the proposed development 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 proposed development. The proposed development is consistent with ESD principles as described in Appendix G of the Applicant's EIS, which has been prepared in accordance with the requirements of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).

Overall, the proposal is consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

Planning Secretary's Environmental Assessment Requirements

The EIS is compliant with the Planning Secretary's Environmental Assessment Requirements (SEARs) and is sufficient to enable an adequate consideration and assessment of the proposal for determination purposes.

Section 4.15(1) matters for consideration

Table 3 identifies the matters for consideration under section 4.15 of the EP&A Act that apply to SSD in accordance with section 4.40 of the EP&A Act. The table represents a summary for which additional information and consideration is provided for in **Section 6** (Assessment) and relevant appendices or other sections of this report and EIS, referenced in the table.

Table 3 | Section 4.15(1) matters for consideration

Section 4.15(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The Department's consideration of the relevant EPIs is provided in Appendix B of this report.
(a)(ii) any proposed instrument	Satisfactorily complies. The Department's consideration of relevant draft EPIs is provided in Appendix B of this report.
(a)(iii) any development control plan (DCP)	Under clause 11 of the SRD SEPP, DCPs do not apply to SSD.
(a)(iiia) any planning agreement	Not applicable.
(a)(iv) the regulations Refer Division 8 of the EP&A Regulation	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6 of the EP&A Regulation), public participation procedures for SSD and Schedule 2 of the EP&A Regulation relating to EIS.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	Appropriately mitigated or conditioned - refer to Section 6 of this report.
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Sections 3 and 6 of this report.
(d) any submissions	Consideration has been given to the submissions received during the exhibition period. See Sections 5 and 6 of this report.
(e) the public interest	Refer to Section 6 of this report.

4.5 Biodiversity Development Assessment Report

Under section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act), SSD applications are "to be accompanied by a biodiversity development assessment report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values".

The application was accompanied by a BDAR, which identified that all vegetation has been removed from the site under separate applications / legislative pathways. An assessment of threatened species habitats determined that the development site does not provide habitat for threatened species. Prescribed impacts were assessed as part of the development and it was determined that based on an absence of vegetation and buildings that there were no prescribed impacts for the development.

Mitigation measures were recommended to manage potential biodiversity impacts during construction and in relation to landscaping. These have been incorporated into the recommended consent conditions.

The Environment, Energy, and Science Group of the Department of Planning, Industry and Environment (EESG) acknowledged the site has been previously cleared and raised no concerns in relation to biodiversity.

5 Engagement

5.1 Department's engagement

In accordance with Schedule 1 of the EP&A Act, the Department publicly exhibited the application from 19 May until 15 June 2021 (28 days). The Department published notice of the application on its website and adjoining landholders and relevant State and local government authorities were also notified in writing.

The Department received a total of 11 submissions, including eight submissions from public authorities and three public submissions. Copies of the submissions may be viewed at **Appendix A**.

The Department has considered the comments raised in the submissions during the assessment of the application (**Section 6**) and/or by way of recommended conditions in the instrument of consent at **Appendix C**.

5.2 Public authority submissions

During the exhibition period, the Department received a total of seven submissions from NSW Government agencies, and a submission from Randwick City Council (Council). A summary of the issues raised in the submissions is provided **Table 4**. Copies of the submissions may be viewed at **Appendix A**.

Table 4 | Summary of Council and agency submissions

Randwick City Council (Council)

Council does not object to the proposal but provided the following comments and recommendations:

- a pedestrian pathway providing an open-air east-west mid-block pedestrian route through the hospital campus on Nurses Drive and Delivery Drive should be progressively upgraded and enhanced as part of the long-term masterplan for the campus.
- the east-west pedestrian link to the south of the building is critical to the successful movement of people through the campus. The design of the route on the site is confused, constrained, and poorly articulated.
- the footpath on High Street should be widened to 4.5m.
- bicycle access through the campus should be improved and end-of-trip facilities should be improved. The Applicant should work with Council to provide bicycle links through the wider campus including an east-west link and a north-south link.
- concerns are raised with potential exacerbation of existing parking impacts on the surrounding area. Further information is required to detail proposed improvements in the efficiency of the existing main carpark in order to deliver additional parking capacity.
- concerns are raised with the design of the emergency drop-off area including amenity, wayfinding, overshadowing of the area and arrival experience.
- amenity issues (lack of outlook and natural light) associated with the underground location of the emergency department.

- concerns are raised in relation to aspects of ground level landscaping, including permeability and landscaping above the stormwater culvert. Council recommends additional deep soil areas, larger tree planting, increased canopy coverage, improvements to landscape design and improvements to street tree plantings.
- the proposed building exceeds current height controls and would be out of context with the height of surrounding buildings. The size of the roof top plant level should be reconsidered as it results in significant additional building bulk.
- concerns are raised with the design of the building, including the overall symmetrical design of the building, the design of the north-east overhanging architectural element, the façade design and materiality, limited height and transparency of the lower levels and the need for variation in the sun shading devices according to orientation.
- consideration should be given to relocating the children's play area to a location that receives sunshine and is in sight of the proposed café, or to an upper level terrace.
- concerns are raised in relation to the design of the pedestrian bridges, including the link to the IASB and the link to the existing SCH building.
- further consideration should be given to improved sustainability measures, including increasing site canopy cover, commitments to photovoltaics, specification of water efficient fixtures, dual reticulation for water, joint initiatives with the hospital such as localised trigeneration or centralised stormwater harvesting.
- recommends conditions be implemented to ensure noise goals, contamination and remediation requirements and air quality measures are achieved.

Transport for NSW (TfNSW)

TfNSW does not object to the proposal and provided the following comments:

- further information is required including:
 - details of the proposed dynamic wayfinding system in the main hospital carpark that would be used to improve the utilisation of the carpark in order to provide the parking demand created by the proposed use.
 - a road safety audit and swept path analysis for the Botany Street entry / ambulance access.
 - consideration of a consolidated loading dock with the adjoining development with access via Hospital Road, removing access from Botany Street.
 - estimated number of vehicles using the proposed drop-off area and queue analysis.
 - details of the location of the light rail tracks relative to the proposed excavation.
- the adjacent light rail infrastructure must be protected and any disruptions to its operation are to be minimised. A range of conditions are recommended to ensure the detailed design, excavation and construction details are endorsed by TfNSW and would not adversely impact the light rail corridor.
- an updated GTP should be prepared in consultation with TfNSW prior to occupation.
- a Construction Traffic Management Plan (CTMP) will need to be approved by TfNSW prior to commencement of works.

Environment, Energy, and Science Group of the Department of Planning, Industry and Environment (EESG)

EESG raised concern that the building walls would operate as a flood barrier and advised any flood barrier should be separate from and independent of any building wall. It requested additional information in relation to flood barrier design and modelling and how all potential flood ingress points would be developed to ensure protection from flooding. EESG advised it has no comments on biodiversity values.

Heritage NSW

Heritage NSW does not object to the proposal and provided the following comments:

- the site is not on the State Heritage Register (SHR), and is separated from any other nearby SHR items so that there are no visual links or view impacts from the proposal to SHR items
- a significant Aboriginal Site is located within 100m of the study area and the entire project area has the potential to contain archaeological deposits. Further test excavations and monitoring will be required and ongoing Aboriginal community consultation will be used to finalise management recommendations. Heritage NSW recommends the mitigation measures outlined in the recommendations of the Aboriginal Cultural Heritage Assessment Report (ACHAR), and the EIS be specifically referenced in the conditions of consent.

Sydney Airport Corporation Limited (SACL)

SACL confirmed the proposed development will penetrate Sydney Airport's protected airspace and therefore would be subject to a determination under the Airports (Protection of Airspace) Regulations.

Civil Aviation Safety Authority (CASA)

CASA reviewed the Aviation Impact Assessment and advised it has no objections to the proposed building and no issues with the Aviation Impact Assessment but notes it does not regulate helicopter landing sites (HLS) and HI are the appropriate source of advice regarding the adjacent HLS.

CASA advise it will assess the buildings and cranes in detail from an obstacle perspective under the Airspace Regulations on receipt of an invitation to comment from SACL.

Sydney Water

Sydney Water confirmed water and wastewater servicing should be available to the site, with adjustments or amplifications as needed and confirmed through the future Section 73 application. Standard conditions are recommended.

NSW Environment Protection Authority (EPA)

The EPA does not object to the proposal, and advised it has no comments on the proposal.

5.3 Public submissions

Three public submissions were received, of which one was in support of the proposal and two provided comments. A summary of the key issues raised in the submissions is provided at **Table 5** below and copies of the submissions may be viewed at **Appendix A**.

Table 5 | Summary of public submissions

Issue	Number of Submissions
<ul style="list-style-type: none">Inadequate provision of external spaces for use by patients and their families.	1
<ul style="list-style-type: none">Construction impacts (noise, vibration, traffic, dust) and associated impacts on amenity and property values.	1
<ul style="list-style-type: none">Building scale and associated visual impacts.	1

5.4 Response to submissions

Following the exhibition of the application, the Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions.

On 5 October 2021, the Applicant provided a Response to Submissions (RtS) (**Appendix A**) on the issues raised during the exhibition of the proposal. The RtS made the following key refinements to the proposal:

- changes to the façade design, including simplification of the façade / rationalisation of the number of different façade types, simplification of the colour palette and refinement of the sunshade design.
- increased transparency of the building at ground level and improvements to canopies, bridge links and soffits.
- revised landscape design on the southern side of the building to improve the pedestrian connection.
- enhancement of upper-level green spaces including façade planting between Levels 5 and 8, and planting to the perimeter of Levels 6 to 8.
- improvements to the design of the entry to the emergency department.
- internal treatments to improve ceiling heights and increase the perceived height and openness of key circulation spaces.

Additional information and updated reports were also submitted with the RtS.

The RtS was made publicly available on the Department's website and was referred to the relevant public authorities. An additional five submissions were received from public authorities. A summary of the submissions is provided at **Table 6** and copies of the submissions may be viewed at **Appendix A**.

Table 6 | Summary of Council and agency submissions

Council

Council provided the following advice:

- that the width of the footpath along High Street is of critical importance to Council and should be widened from the existing 2.5m to 3m to accommodate a shared path along High Street. Council acknowledged the various design concerns identified by the Applicant associated with footpath widening and provided a detailed response and suggested solutions. Council advised it is open to all options that would achieve a 3m wide shared path.
- recommended conditions requiring an Integrated Transport Working Group to establish east-west and north-south bicycle routes through the hospital campus and to promote these transport modes for staff and visitors of the health campus.
- recommended that the design of the drop-off/pick-up area continue to be refined to increase access and amenity.
- recommended conditions be implemented to ensure noise goals, contamination and remediation requirements and air quality measures are achieved.

TfNSW

TfNSW recommended conditions in relation to protection of light rail infrastructure; travel demand management; road safety audit and road safety measures; construction traffic management.

EESG

EESG advised the matters previously raised in relation to flooding have now been addressed.

CASA

CASA notes approval has been given by the Department of Infrastructure, Transport, Regional Development and Communications under the Airspace Regulations and it has no further comments.

Heritage NSW

Heritage NSW reiterated its previous recommendation for conditions of consent to specifically reference the Aboriginal heritage monitoring methodology of the ACHAR.

5.5 Additional information

On 19 November 2021, the Applicant provided additional information to address the issue of footpath widening raised by Council, including consideration of safety, design and feasibility concerns.

6 Assessment

The Department has considered the EIS, the issues raised in submissions and the RtS in its assessment of the proposal. The Department considers the key issues associated with the proposal are:

- built form and urban design.
- public domain improvements.
- traffic, transport and parking.
- acoustic impacts.

Each of these issues is discussed in the following sections of this report. Other issues considered during assessment are discussed at **Section 6.5**.

6.1 Built form and urban design

Design quality and design review

Careful consideration has been given to the quality of the design of the building. Key actions taken to ensure a high-quality urban design outcome on the site include:

- the establishment of eight key design principles developed during the Masterplan Phase and further refined to provide guidance on building design on the site.
- careful collaboration with the Applicant for the HTH Building at all stages to ensure an integrated approach to the overall development of the site.
- the development of the design in consultation with GANSW. Prior to lodgement, the Applicant attended four SDRP sessions and adjusted the design to respond to issues identified through this process. Following submission of the application, a fifth SDRP session was held, and the SDRP identified outstanding concerns in relation to building façade materials and finishes, particularly the exterior colours, the use of solar shading, screening materials, glazing to the circulation core and the design of the link bridge to the HTH. In response to these concerns the Applicant amended the façade design, and following submission of the RtS, the SDRP advised all of its issues had been resolved, subject to confirmation of screening materials. It also raised the design of the pedestrian link bridge on the adjoining site, which the Department notes is not relevant to the assessment of this application. These issues are discussed in greater detail below.

The Department is therefore satisfied the proposal has undergone comprehensive design review to ensure a high architectural design standard is achieved. The Department has also given careful consideration to urban design outcomes relating to:

- building height and scale.
- building and façade design.
- landscape design.

These are discussed in the following sections and the Department considers the proposal will achieve a high standard of urban design and make a positive contribution to the character of the locality.

Building height and scale

The proposed building would have a height of 10 storeys or 50.4m.

Council raised a concern with the overall height of the proposal, noting it greatly exceeds the existing LEP height controls (15m along High Street and 9.5m for the remainder of the site) and would result in a building that is out of context with the heights of surrounding buildings. At the same time, Council noted building is expressed as a six storey building, with an additional three levels setback approximately 8.4m (other than the north-east overhang), and Level 10 setback a further 3m all around, which overall generates an interesting dynamic to the High Street frontage to the streetscape. However, Council recommended further consideration be given to the large upper level mechanical plant room, which it considers also adds to building bulk.

One public submission raised a concern with the height and scale of the building.

The SDRP considered the overall design of the development and did not identify any concerns with the proposed height or scale of the building as submitted.

The Department notes the proposal does not comply with either the height or floor space ratio controls under the LEP (refer **Appendix B**), however by virtue of clause 5.12 of the LEP, the controls cannot be applied to restrict the proposed development as it is being carried out by a public authority and is permissible under the ISEPP. Further, the Department considers the LEP height controls reflect the previous use and the residential zoning of the site and are no longer relevant in the context of the emerging surrounding development, which is characterised by institutional buildings four to 13 storeys in scale, consistent with strategic plans for the precinct (refer **Section 3**), rather than low scale residential buildings as envisaged by the (now outdated) LEP controls.

The Department considers the proposed scale of the building would be acceptable as:

- the nature of the area is changing with the establishment of the Randwick Health and Education Precinct, with increased scale and density reflective of modern institutional development in a metropolitan context.
- the building would not present as out of character within the context of the existing adjoining IASB building to the south (max. height of 64m / 13 storeys), the proposed HTH building to the west (max. height of 69m / 15 storeys), or the range of other institutional building heights in the vicinity of the site as demonstrated in **Figure 16**.
- the proposed building heights of six storeys stepping back to 10 storeys ensures the building relates well to the scale of other nearby development, including the six to eight storey scale UNSW development further to the west of the site and the scale of the proposed adjacent HTH building on High Street.
- although the north-east corner overhang element adds apparent height to the development on High Street, it also adds to the sculptural form of the building, adding visual interest and breaking up the massing, resulting in positive outcomes for the streetscape.
- the proposed building height would result in no unacceptable overshadowing impacts, heritage impacts, wind impacts, aviation safety impacts or other adverse amenity or environmental outcomes (refer to relevant considerations in **Section 6.5**).



Figure 16 | High Street building scale context (Source: EIS)

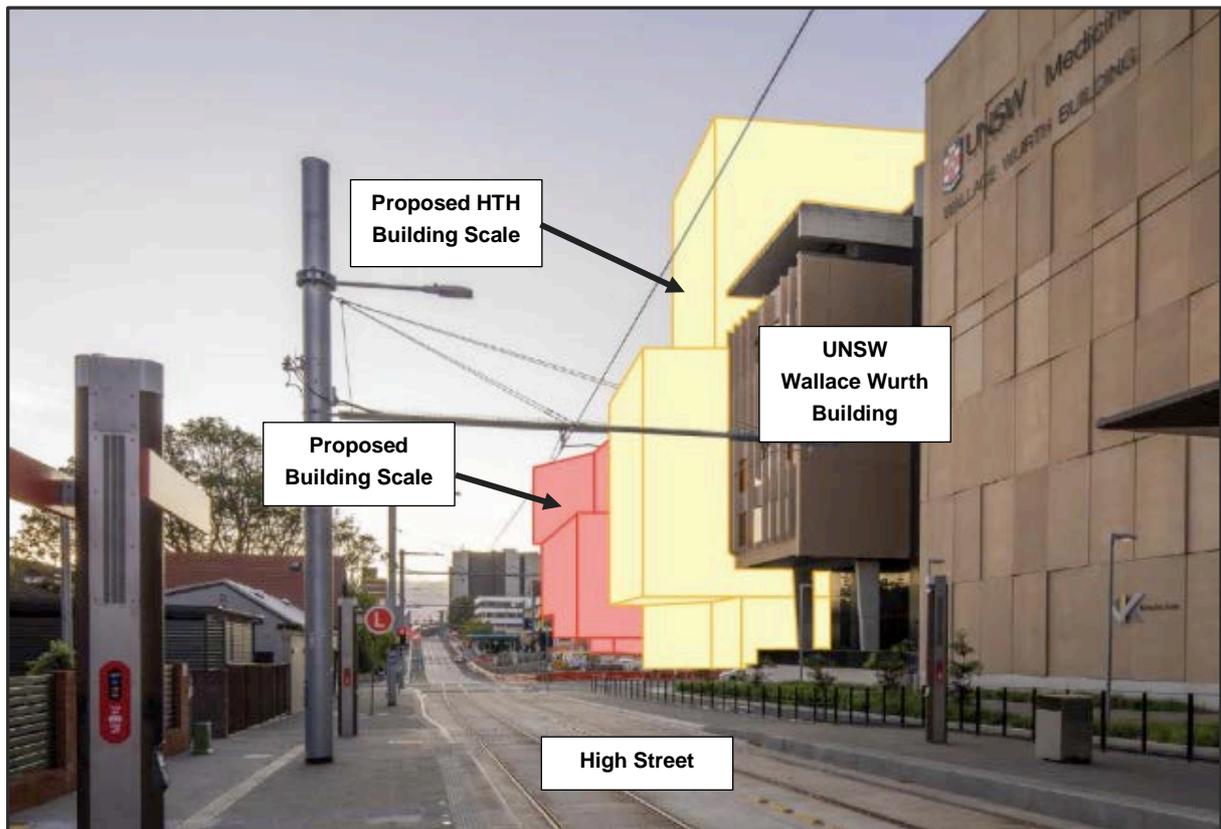


Figure 17 | High Street building scale context (Base source: EIS)

Building design

Building form

The building form consists of four key horizontal elements (refer to **Figure 15**):

- ground floor plane (Ground and L01): characterised by glazed and coloured facades in warm tones with associated awnings to define the pedestrian level, provide visual interest and activation.
- mid-storey (L02 – L05) presenting as a simple rectilinear form.
- upper storey (L06 – L09) presenting as unique sculptured form with varied setbacks, including overhanging elements.
- mechanical plant level (L10) setback behind the main building lines.

In plan form, the building forms a symmetrical 'C'-type shape around a western courtyard space, a continuation of the adjoining UNSW public plaza. A range of outdoor terraces are provided at various levels by the variations in the building element forms.

Council initially raised a concern that the symmetrical and blockish building shaping was at odds with the idea of free form cliffs and sand dunes, which were inspiring the built form.

As discussed below, the Applicant simplified the façade design to assist with ensuring the building presented as more sculptural, however, it retained the overall built form, noting building massing is primarily driven by clinical requirements.

The Department considers the overall built form is appropriate, noting that as viewed from High Street and the future public plaza, it incorporates a variety of building elements, which provide visual interest, further enhanced by the façade treatments, discussed below.

Façade design

Council raised concerns with the proposed façade design, noting it did not reflect the sea cliffs and sand dunes which the Applicant advises inspired the design, and advising it should be varied to reflect the context on each side of the building. Further, the architectural language and expression of the windows and sun shading devices should respond to the uses of the building and the relevant orientation. Council also raised concerns with the upper level north east overhang feature, particularly the expression of the windows, detailing and materiality of this feature.

The SDRP also identified concerns with the façade design. Key concerns related to the overly complex nature of the use of multiple colours, façade and blade patterning, and recommended a simpler façade design approach that reflected the original design intent of referencing sand dunes and sea cliffs. The SDRP also identified refinements were needed to the design of the 'folded' façade panels, the solar blades, glazing to the stair core and the use of Crimsafe screening.

The Applicant revised the façade design in response to these comments. Key changes can be seen in **Figures 18** and **19** and include:

- simplification of the façade and reduction in the number of different façade types.
- rationalisation of colour, with colours simplified and warmer tones used to reflect the landscape. Main colour elements limited to the ground plane and the western courtyard.
- refinements to sunshade design, folded panels, windows and stair core treatment.
- simplification of façade and window design to the northeast overhang feature (**Figure 20**).
- removal of Crimsafe screening and replacement with glass balustrading.

GANSW and Council reviewed the revised scheme and raised no concerns with the proposed façade design. GANSW noted the replacement of Crimsafe screening with glass balustrading was not clear on the revised documentation and requested the proposed change be confirmed. A condition has been recommended accordingly.



Figure 18 | Proposed façade design as originally lodged (Source: EIS)

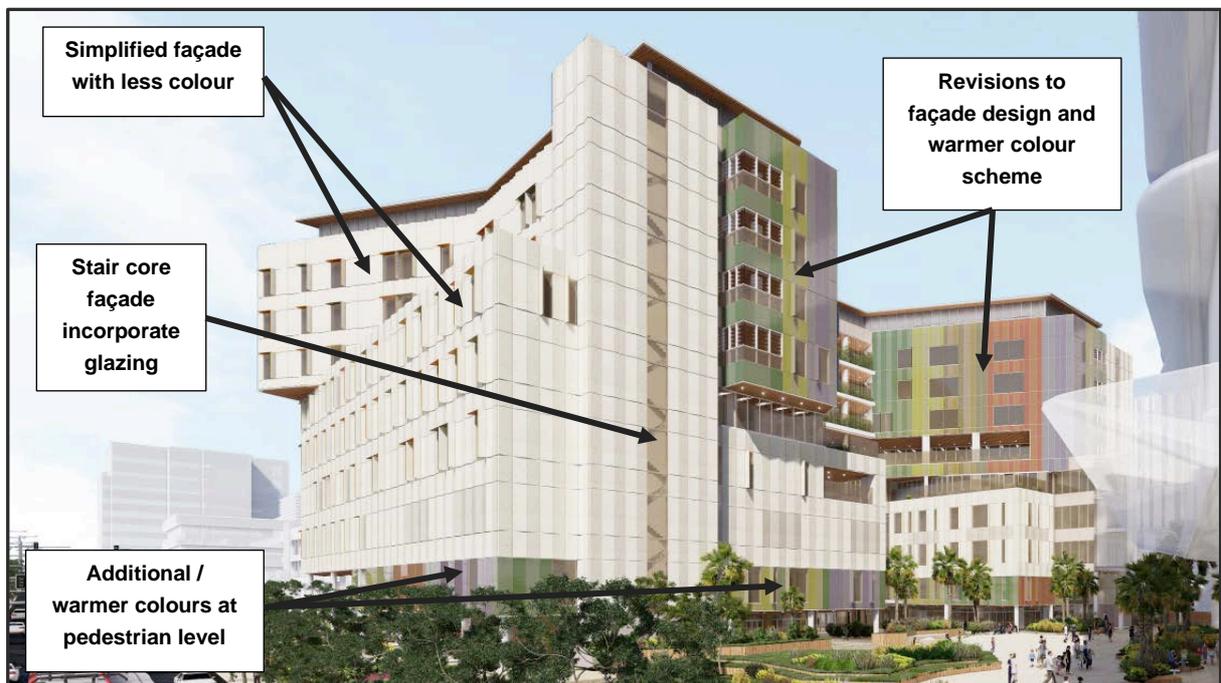


Figure 19 | Revised façade design (Base source: RtS)

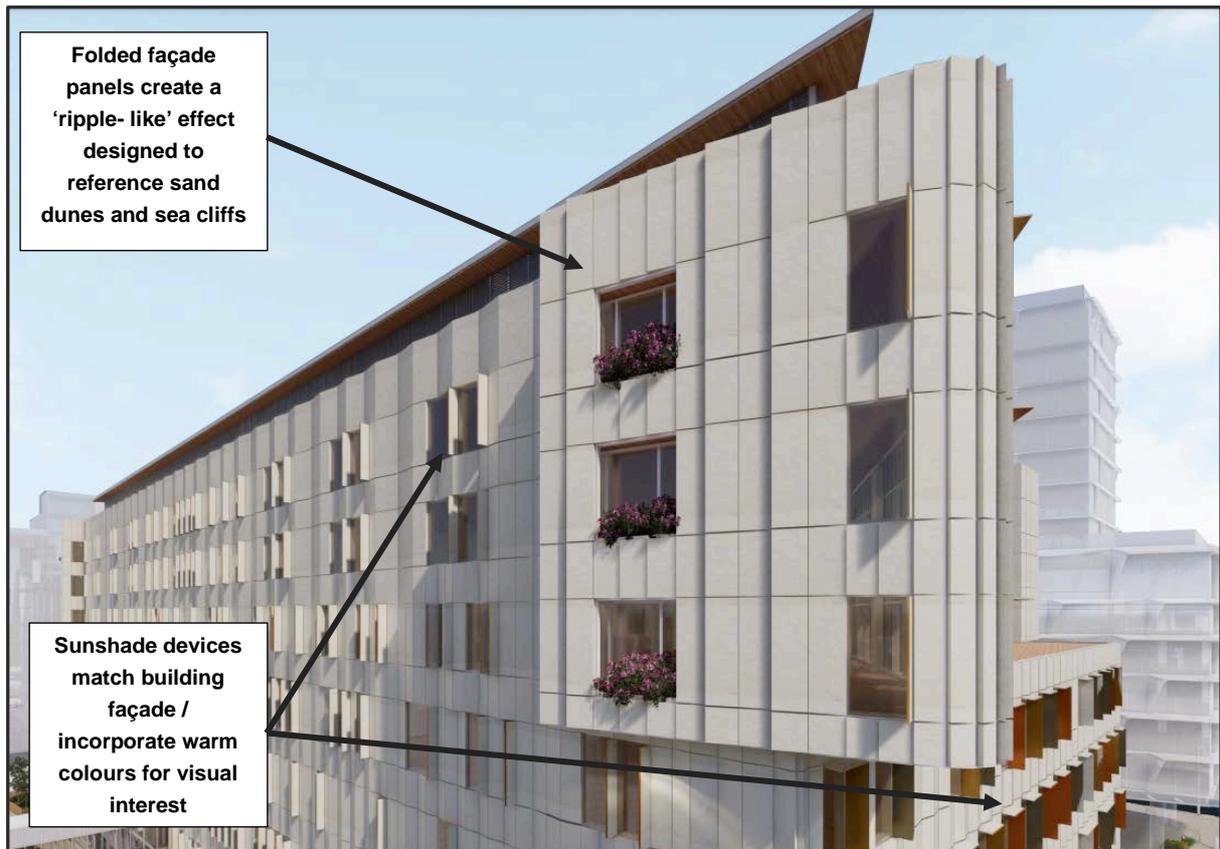


Figure 20 | Close up of proposed façade design at north-east overhang (Base source: RtS)

The Department considers that overall, the revised building facade ensures the building presents a high-quality architectural design that will make a positive contribution to the character of the Health and Education Precinct. The revised façade is considered to present an elegant, sculptured form to High Street that will appropriately relate to emerging surrounding development, while the incorporation of colours within the lower levels and the western courtyard will add visual interest and warmth for pedestrians and users, and is considered appropriate for the use as a children’s hospital.

Ground floor activation and interface with public domain

The design of the ground floor and public domain interface has evolved having regard to design input from the SDRP. Following submission of the application, the SDRP raised no concerns with the ground plane design. Council advised that additional undercroft height and transparency of the ground and first floor levels at the High Street entry would help to create a lighter and more inviting entry experience.

The Applicant subsequently refined the soffit treatments to the High Street entry and incorporated a consistent approach to the use of colour at the ground floor / Level 1 plane. It also noted the ground floor is highly transparent with generous use of glazing, although the location of the ICU Department at Level 1 prevents further visibility at this level.

Noting the need to balance the functional and operating needs of the hospital, the Department considers that the proposal provides an appropriate interface at the ground floor plane. Activation and integration with the surrounding public domain is achieved by full height glazed facades to the ground floor, incorporation of active uses, triple height building entry space in the western courtyard (**Figure 21**), and multiple entry points to provide physical permeability and connection with the adjacent public

domain. Warm timber style soffits and the use of colour at the ground and first floors also provide an inviting and visually interesting pedestrian experience.



Figure 21 | View of western courtyard and ground level interface (Base source: RtS)



Figure 22 | View of High Street entry and ground level interface (Source: RtS)

Pedestrian bridge designs

The proposal includes two pedestrian link bridges, linking the building to the existing SCH to the east over Hospital Road, and linking the building to the IASB to the south. A link bridge will also be provided to the HTH development to the west, although that bridge forms part of the HTH proposal.



Figure 23 | Proposed bridge links to adjoining development (Base source: RtS)

Council raised concerns with the design of the two proposed pedestrian bridges. In particular, it noted the bridge to the IASB over the children's playground area was low to the ground and heavy in appearance. It recommended both bridges be designed with a light steel and glass architectural expression rather than repeating the vertical cladding of the main building.

The SDRP raised no concerns with the design of these bridges but did raise concern with the design of the HTH bridge connection. However, the Department notes those issues have been considered and resolved in the assessment of the HTH development and are not relevant to this assessment.

The Department considers the design of the bridges are acceptable, with materials and finishes that complement the design of the building while also meeting required clinical functions to ensure levels of privacy which prevent extensive transparency. The Department notes the bridges are set well back from the main building lines and are relatively small elements in the context of the proposed built form, and therefore would result in no material impacts to the streetscape or character of the area.

Internal amenity

The SDRP raised an issue with limited ceiling heights in the building foyer, noting a resulting lack of solar access and amenity, while Council questioned why the Children's emergency department is underground, with associated lack of access to natural light, sunshine and outlook. Council also questioned the emergency department entry layout, noting a lack of intuitive wayfinding.

In response to these issues, the Applicant advises treatments have been used to increase the perception of internal volume to mitigate the low ceiling heights at ground level, including two 3-storey void areas, tapered external soffits and a sloped ceiling to the main circulation corridor to increase perceived height and openness. The layout of the emergency department entry level was also reviewed and improved to provide a larger reception space at the main entry, improving wayfinding and access to natural light and outlook from the reception area.

The Department acknowledges that the ground floor ceiling heights would be relatively low for the entrance to an institutional building, with a floor-to-floor height of 3.9m. However, it is also acknowledged that floor levels and ceiling heights are responding to the clinical needs of the building and the various connections to all adjoining buildings above and below ground. The limited ground

floor footprint, floor to ceiling glazing, incorporation of three storey voids / light wells and careful interior design ensures the proposal will still deliver good levels of internal amenity within this space. The Department also considers that the amenity of the emergency department and its location below ground would be acceptable, given access to natural light and outlook is not a key consideration in emergency situations, unlike the wards and other longer stay functions located at the aboveground levels.

Landscape design

Ground level landscaping

The application includes the following ground level outdoor spaces (**Figure 24**):

- Central Courtyard and extension of the UNSW Plaza on the adjoining site, providing over 2,500sqm of publicly accessible landscaped space. The Plaza incorporates hard and soft landscape treatments, seating, and provides a north-south link through the site.
- landscaped areas to the south of the building, incorporating a children's play area, soft landscape areas and pedestrian connections to create east-west through-site link in conjunction with an extension of this path on the HTH development site and connections to the IASB site.
- High Street entry area and front setback landscaping.
- landscaping associated with the emergency department drop-off area and vehicular access areas to the south of the HTH building.

The proposal also relies on a landscaped link over Hospital Road to the east of the subject building, to be delivered under a separate approval process.

Council supports the overall landscape and planting themes, but made the following recommendations:

- the east-west pedestrian link requires improvement to provide a more legible route.
- additional trees / canopy cover be increased to 25 per cent of the site area to support sustainability and biodiversity design outcomes.
- soil depths within the pedestrian plaza areas and over the stormwater culvert structures require further consideration.
- street tree planting could be improved and the final design should be in coordination with Council's public domain team.
- the location of the children's play area should be reconsidered, due to the location being overshadowed. Alternative locations to the north of the building within sight of the proposed café or on an upper level north facing terrace were recommended.
- further consideration should be given to the design of one planter bed.
- the design of the emergency department drop-off area should be improved, noting it would be characterised by blank walls, hard paving and narrow footpaths, resulting in a less than inviting arrival experience.

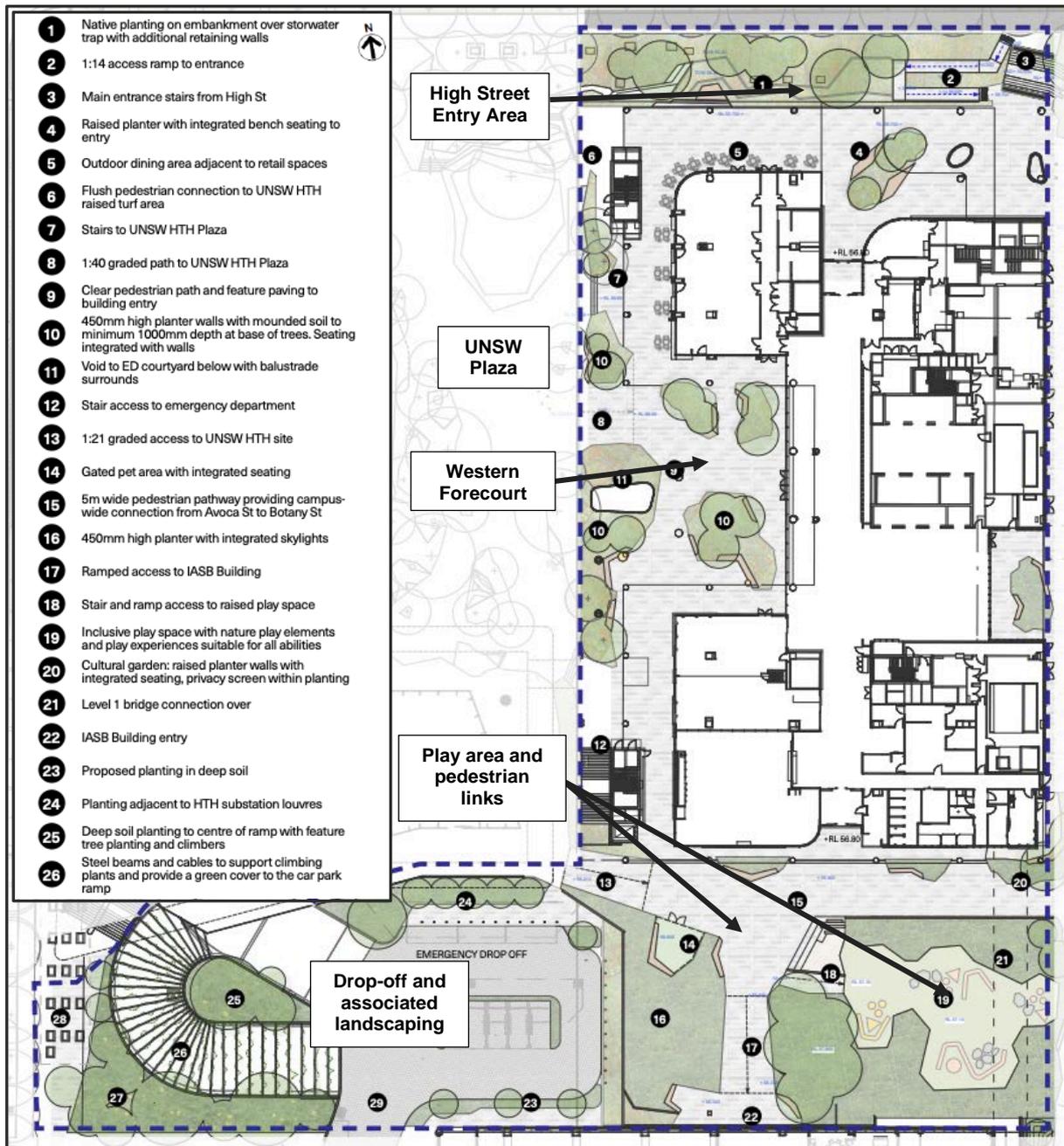


Figure 24 | Extract from landscape plan showing key landscape areas (Base source: RtS)

The landscape design was amended in the RtS to:

- provide an improved east-west link, incorporating a five metre wide more direct east-west path.
- improvement upper level terrace landscaping to supplement the children’s play area (discussed in the following section).
- amendments to the design of the emergency department drop-off area.



Figure 25 | Children's emergency drop-off area as originally proposed (Source: EIS)



Figure 26 | Children's emergency drop-off area as currently proposed (Source: RtS)

The RtS also provided additional information in relation to the landscape design. It advised that although the proposal results in a reduction in tree canopy coverage from the previous residential use of the site (21.7 per cent coverage) to 15.5 per cent, this is the highest that can be achieved without compromising clear, open and intuitive wayfinding on the site, and given the limitations due to the building function, particularly the emergency department located below the Plaza. However, information was provided to demonstrate adequate soil depths would be provided over structures to support the proposed landscape plantings in these locations. The Applicant also confirmed further engagement with Council on street tree planting is welcomed.

Following submission of the RtS, Council raised no concerns with the landscape scheme, other than a recommendation to continue to refine the emergency department drop-off area.

The Department considers that overall, the proposal makes a positive contribution to landscaped open space and the landscape character of the area, presenting a high quality landscaped green edge to the surrounding streetscapes.

Although the proposed tree canopy coverage would not achieve the 25 per cent target referenced by Council, being the target for medium to high density residential development within the NSW Government Architect's Draft Green Places Design Guide, it would meet the 15 per cent target for CBD areas under the same guide. Given the hospital campus effectively serves as an extension of the Randwick CBD, the Department considers the extent of tree planting is appropriate for this location.

The Department also considers the range of plantings is appropriate, incorporating a number of species endemic to the local area. However, to address Council's concern regarding street trees, a condition is recommended requiring public domain landscape plans to be provided with revised street tree plantings in consultation with Council.

The design also ensures excellent levels of pedestrian connectivity north-south and east-west through the site, and the Department is satisfied that the 5m wide pedestrian path along the southern edge of the building provides a generous and easily identifiable connection through the site.

The Department acknowledges the play area will be heavily overshadowed in mid-winter, however, it will receive good solar access in summer and will still be capable of delivering a high quality children's play space located well away from the roadways. Other areas within the Plaza and the upper level terraces are capable of providing sunnier opportunities for children's informal recreation, and subject to a condition requiring the provision of an additional children's recreation area on Level 6 (discussed below), the proposal will provide an appropriate range of outdoor spaces available for future patients and visitors.

Finally, the Department also considers the design of the emergency department drop-off area is acceptable. Proposed landscaping will soften and screen the blank northern wall (raised as concern by Council, and which will incorporate louvres to the HTH development substation), and other landscaping treatments, awning soffits and façade design ensure a pleasant appearance to what is a short-term vehicular drop-off area. Therefore, no additional refinements to the design of the area are considered necessary.

Upper level terraces

One public submission raised concerns with inadequate provision of external spaces for use by patients and their families, while the SDRP recommended the Applicant consider incorporating vertically connected terraces to create opportunities for playful articulated space within the building footprint. As discussed above, Council also identified the need to provide spaces with access to sunlight.

The provision of landscaped open space on the upper levels was improved in the RtS to address concerns. A range of landscaped open spaces are proposed at various levels and with various orientations, however most spaces are relatively small in the context of the site.

The Department supports the proposed landscaping at the upper levels. However, it notes that a key opportunity for provision of patient recreation / amenity space would be on the large Level 6 north-facing terrace overlooking High Street. This area provides the largest and best opportunity on the site for elevated open space, as well as access to excellent solar access and outlook. The landscape

plans indicate the potential for landscaping in this area, however it has not been included in the landscape scheme. Given the highly overshadowed nature of the main children's play area, the Department recommends a condition requiring inclusion of an outdoor recreation space to complement the ground level play area. Subject to this condition, the Department is satisfied the proposal would incorporate good levels of outdoor amenity space for the occupants of the building.

6.2 Public domain improvements: pedestrian and cycle connections

The proposal improves pedestrian and cycle connections through the site, including a new east-west link on the southern side of the building and north-south access in conjunction with the UNSW Plaza.

However, Council raised concerns that the proposal should provide for additional improvements surrounding the site, including footpath widening on High Street to enable provision of a shared path, and further consideration given to improved pedestrian and cyclist connections in the precinct.

These issues have been considered in detail below.

High Street footpath

Council has recommended that the pedestrian footpath on High Street (currently 2.5m wide plus a nature strip of up to 1.2m) (**Figure 27**) be widened to 4m to 5m to accommodate the projected increased pedestrian and cyclist movements generated by the light rail and to enable provision of a 3m wide shared path along High Street. Council advise that an east-west shared / bicycle path along High Street is an established Council priority and is identified in its 2015 'Bicycle Route Construction Priority Map' (**Figure 28**).



Figure 27 | Existing High Street footpath adjacent to the subject site (Source: Google Street View)



Figure 28 | Extract from Council's 2015 Bicycle Route Construction Map (Base source: Council)

However, the Applicant considers that footpath widening on High Street should not be required, noting the proposal already incorporates improved pedestrian connections through the site. The Applicant identified a range of concerns:

- **design concerns:** the ability to increase the width of the footpath is limited by the site topography, resulting in sub-optimal design impacts, including:
 - impacts to access ramp grade and requirement for a retaining wall along the footpath edge, instead of the proposed battered edges (**Figure 29**), with associated visual impacts.
 - loss of landscaping.
 - exposed stormwater infrastructure with adverse visual impacts and safety impacts for cyclists.
- **safety concerns:** the Applicant's traffic engineer advises that:
 - the step grade of the street is likely to result in bicycle speeds that are beyond the acceptable limits of shared paths.
 - High Street is a high pedestrian activity zone, including higher than average proportions of vulnerable users (people with limited mobility, pregnant women, and children). A shared path would result in unnecessary risks in this environment.
 - stormwater infrastructure on the site would be located in very close proximity to the shared path, restricting the width of the path and causing a safety hazard for cyclists.
- **feasibility concerns:**
 - an inconsistent path width due to parking indentations, street furniture and signal infrastructure means a continuous shared path could not be provided on High Street under current conditions (**Figure 30**).
 - there was an opportunity to consider bicycle routes as part of the light rail project, but there has never been any formalisation of any cycle route along this part of High Street to date.



Figure 29 | Proposed landscape design adjacent to the footpath - footpath widening would result in reduced landscaping and 650mm retaining wall (Source: RtS)



Figure 30 | High Street to the east of the site indicating narrow footpaths affected by street furniture and signal infrastructure (Source: Applicant's Additional Information)

Council acknowledged the Applicant's concerns in relation to design issues associated with any footpath widening and provided a detailed response to each of these concerns. In summary, the Council considers the design issues could be adequately resolved through careful re-design of the front setback area, and that a shared path would provide significant community benefit and amenity that would outweigh any design impacts caused by the required retaining wall, changes to access ramps, or landscape modifications.

Department consideration

Cycleways and footpath widths on High Street were considered in the assessment of the CBD and South East Light Rail (SSI-6042). In particular, Modification 4 (SSI-6042-Mod-4) to that approval, determined on 13 April 2016, made amendments to the design of the High Street light rail stops immediately to the east and west of the site, including changes to the roadway design. Council’s submission to that modification requested the inclusion of dedicated cycle lanes on High Street.

However, the Department’s assessment of Modification 4 (SSI-6042-Mod-4) did not recommend inclusion of cycleways. Rather, the assessment acknowledged the modified light rail design would result in reduced cycleway connectivity along High Street and considered that cyclists would be likely to use Arthur Street (**Figure 31**) as an alternative route, given the reduced accessibility through High Street. TfNSW committed to further investigating bicycle route alternatives to High Street and, as required by condition B33 of the CBD and South East Light Rail approval, prepared a Pedestrian and Cyclist Network Facilities Strategy. That Strategy also acknowledges that the development of the light rail would result in the permanent closure of any bicycle route in this section of High Street, and that an on-street cycle route via Arthur Street is planned as a suitable alternative, subject to consultation with Council.

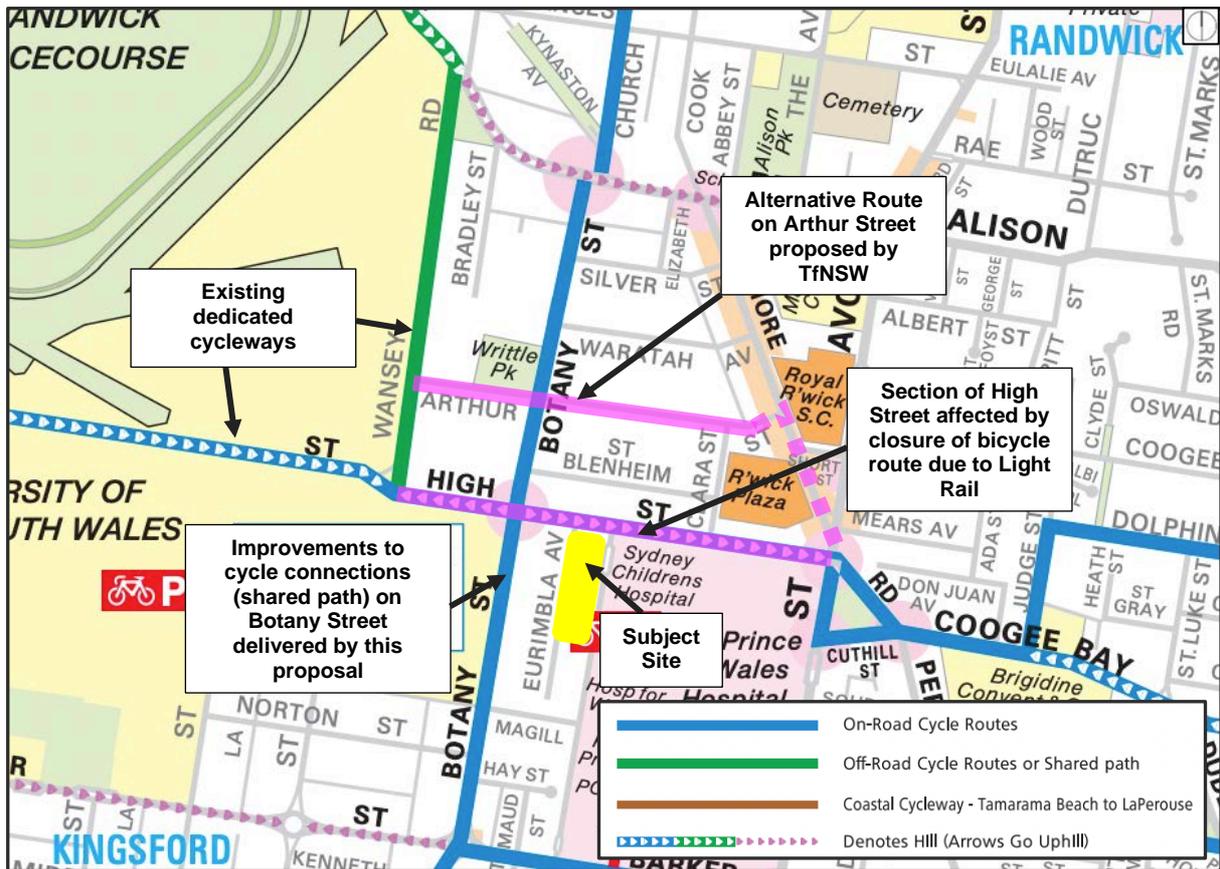


Figure 31 | Extract from Council’s Cycling and Walking Map, with potential changes to cycle routes as recommended by TfNSW shown (Base source: Council)

The Department notes that Council’s 2015 Bicycle Route Construction Priority Map pre-dates the assessment of SSI-6042-Mod-4 and the TfNSW Pedestrian and Cyclist Network Facilities Strategy.

The Department considers that since the construction of the light rail and associated changes to High Street, the provision of a dedicated cycleway or even a shared cycleway and pedestrian path in this

part of High Street (between Wansey Road and Avoca Street) could not be readily achieved, as acknowledged in the Department's previous assessment of SSI-6042-Mod-4, the TfNSW Strategy, and given the significant footpath width constraints and safety concerns identified by the Applicant's traffic engineer.

As such the Department considers it would be unreasonable to require the Applicant to dedicate additional land to the Council and to make changes that would materially affect the design of the development, for a shared pathway that could result in safety concerns and that may never be able to be delivered beyond the site frontage.

Further, the Department is satisfied the existing High Street footpath, which was recently constructed in association with the light rail development, is adequate to meet the needs of pedestrians and there is no nexus or specific matter relevant to this proposal that would reasonably require that the Applicant dedicate part of its land to Council for improved pedestrian / cyclist connectivity beyond that assessed under the Light Rail. Rather, the Department considers the proposed new connections through the site will make a material improvement to connectivity for pedestrians and cyclists in the area and will adequately offset any impacts of additional pedestrians and cyclists generated by the development.

Other cyclist connections

Council also advised that significant improvements are required to bicycle access through the campus to the proposed end-of-trip facilities and noted there were significant concerns for cyclists when approaching the site from the east and south. Council therefore recommended that the Applicant be required to work closely with NSW Health to nominate and design an appropriate east-west link through the hospital campus to link Magill Street with Avoca Street and to explore opportunities to strengthen north-south bicycle lines along, for example, Hospital Road. Council note this would align with the objectives of the current GTP for the campus, and recommends a condition requiring the establishment of an Integrated Transport Working Group including NSW Health, UNSW and Council to ensure adequate transport planning, including bicycle and pedestrian routes for the Randwick Hospitals campus.

The Applicant responded that there are existing shared east-west and north-south links that will continue to be utilised by cyclists, such as Francis Martin Drive and Hospital Road south of Magill Street, and that ongoing consultation with Council is welcomed to explore potential opportunities that may assist to enhance the available shared bicycle links. However, the Applicant also advises that it is opposed to the creation of a formal Working Group related to precinct wide matters, which it considers is beyond the scope of this application, is not considered necessary given that NSW Health and UNSW meet regularly with Council anyway and was not required for the IASB development.

The Department considers the expansion of the hospital campus gives rise to the need to consider pedestrian and cycle routes including connections through and campus and connections with the new development and associated end-of-trip facilities (considered in **Section 6.3**). It is appropriate that the enlarged campus incorporate improved connections where possible and therefore the Department supports Council's suggestion for an Integrated Transport Working Group to look at improvements to bicycle and pedestrian routes for the Randwick Hospitals campus to ensure that there is a co-ordinated approach to dealing with this matter. The Department however acknowledges that the Applicant, as the landowner, has the capacity to drive delivery of improvements to pedestrian and cycleway connectivity on the Randwick Hospital campus but UNSW would have limited capacity to

deliver any change on the campus outside of the subject site. A condition has been recommended accordingly.

The Department considers that with the establishment of a Working Group to strengthen routes through the campus, and with the proposed pedestrian links through the site, the proposal will result in positive outcomes for pedestrian and cyclist connectivity within the precinct.

6.3 Traffic, transport and access

Car parking

The proposal incorporates basement visitor car parking for 50 cars.

The Traffic and Transport Assessment (TTA) submitted with the application estimates that by 2031 the proposal would generate a demand for an additional 60 visitor / outpatient parking spaces and an additional 89 staff car parking spaces, based on a targeted mode share established by the IASB proposal, which the TTA advises is 43.6 per cent of staff driving to the site by 2031 (down from 52 per cent as existing).

On this basis, there would be a shortfall of around 99 parking spaces.

However, the TAA states that if staff driver mode share can be reduced by a further 0.9 per cent across the entire campus (to 42.7 per cent) by 2031, the number of required staff car parking spaces across the campus would also be reduced, so that there would only be an estimated shortfall of approximately 65 spaces.

The TTA also advises the main carpark building on the campus, which includes approximately 1,600 parking spaces, only operates at around 91 per cent occupancy during peak periods and this capacity could be improved to 95 per cent through the installation of a dynamic wayfinding system, which makes it easier for drivers to locate empty spaces, resulting in 65 additional spaces being used in peak periods.

The TTA concludes that the parking demand associated with the development could be met by:

- the provision of the proposed 50 visitor car spaces on the site.
- improved efficiencies in the main car park delivering an additional 65 car spaces.
- a driver mode shift of an additional 0.9 per cent to 42.7 per cent by 2031.

Council noted that as there is currently a very high demand for on-street parking in the vicinity of the site, it appears that existing parking demands are not being met on the hospital campus and raised a concern that the proposal may result in an exacerbation of parking impacts in the surrounding area. Council and TfNSW both requested further information to detail the wayfinding system that would be installed in the main carpark and to provide evidence that it would result in improved capacity to deliver the additional parking spaces.

The RtS provided detailed information, including case studies, which demonstrated the efficiencies achieved by a parking guidance system. Following the provision of this information, no further parking concerns were raised by Council or TfNSW.

The Department notes the issues raised by Council with regard to parking impact on the local area but is satisfied that parking demand generated by the proposal could be accommodated on the hospital campus without adverse impacts to surrounding streets, subject to achieving a combination

of improvements to driver mode share and improvements to the capacity of the main hospital carpark. However, the Department also notes the Applicant advises that at this stage the parking strategy to deliver the additional spaces is still under investigation and the application does not provide a clear commitment to the delivery of a dynamic wayfinding system in the main hospital carpark. The Department considers that without these efficiency improvements, the proposal has potential to result in material additional demand and adverse impacts on parking in the local area. The Department therefore recommends conditions requiring the installation of a dynamic wayfinding system (or similar measures) that would deliver at least 65 additional spaces in the main hospital carpark prior to occupation of the building. As discussed below, requirements for a GTP that will deliver an additional staff driver mode shift to 42.7 per cent by 2031 are also recommended.

Bicycle parking

The proposal does not propose any bicycle parking facilities within or adjacent to the building, but relies on shared access to campus-wide bicycle parking spaces and end-of-trip (EOT) facilities being delivered with the IASB, including:

- 200 staff bicycle parking spaces within the existing main carpark building, around 200m south of the public entrance to the proposed SCHCCCC building (**Figure 32**).
- the provision of a minimum of 64 visitor bicycle parking spaces provided in a minimum of eight easily accessible locations on the hospital campus (but within close proximity to the ASB).
- associated EOT facilities within the main carpark building (20 showers and approximately 300 lockers).

Council commended the significantly improved EOT facilities within the existing hospital carpark, but suggested access to these spaces needs to be improved and clearly marked.

The Department considers that provision of appropriate bicycle parking facilities is essential to achieve the mode share targets of the proposal. Subject to details being provided which demonstrate the provision of shared facilities as described, including demonstration the facilities are clearly signposted, accessible, and available to all staff of the SCHCCCC building, the Department is satisfied staff would have appropriate access to bicycle parking and facilities. A condition has been recommended to demonstrate the provision of these facilities prior to occupation of the building.

However, the Department considers that short stay visitors are unlikely to use the shared facilities in the main hospital carpark, given they are positioned around 200m from the building entrances, around 300m from High Street, and would not be intuitively located by cyclists arriving to the site for the first time (and these spaces would not be available to visitors in any case). The Department considers there is ample space to provide visitor bicycle parking close to the main building entrances, either within the High Street front setback, the entry courtyard spaces, or within the upgraded Hospital Road. A condition has been recommended requiring the provision of 20 visitor parking spaces accordingly within SCHCCCC.

The Department also notes a recent trend in the type of bicycles used by commuters and couriers and, consistent with the approach taken in the assessment of the UNSW HTH Building, recommends that at least some of the bicycle parking spaces used by visitors should be designed to accommodate larger bicycles including e-bicycles and cargo bicycles.

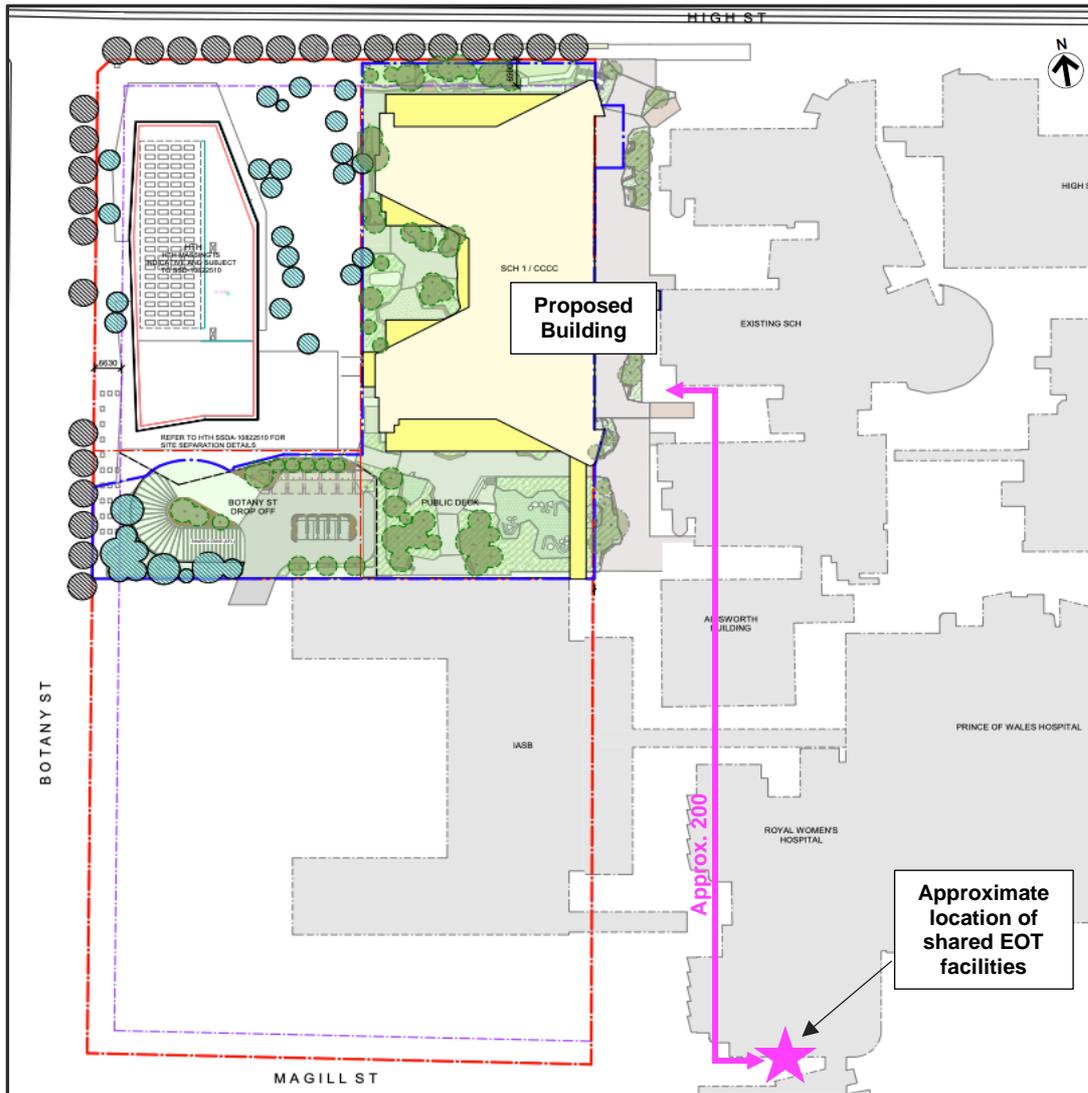


Figure 32 | Location of shared bicycle parking and EOT facilities (Base source: RtS)

The Department considers that subject to conditions to demonstrate shared parking and facilities as described, additional visitor parking close to the main building entry, and inclusion of large bicycle parking, the proposal will adequately cater for the bicycle parking demands associated with the proposal and will assist with encouraging a mode share shift away from private motor vehicles (as discussed below).

Non-car mode share and sustainable travel

The site has excellent access to public transport with the light rail adjoining the site and with numerous bus routes operating out of Randwick, which is a district hub for buses in Sydney's east. The application aims to encourage use of sustainable transport and to minimise the use of cars travelling to the site by:

- improved pedestrian and cycle connections (discussed in **Section 6.2**).
- providing access to bicycle parking and EOT facilities (discussed above).
- the operation of a campus-wide GTP to reduce driver mode share and improve sustainable transport options.

A draft GTP was developed for the hospital campus in 2019 in relation to the IASB development. A copy was submitted with this application and targets a staff mode share of 47 per cent by 2022. However, the approval for the IASB development requires a campus-wide GTP and Travel Demand Management Strategy to be prepared prior to occupation of that building and be designed to achieve an eight per cent reduction in private vehicle usage (to 44 per cent) by 2027, which is supported by the improved public transport to the site with the new light rail service.

Further, as described above, the TTA assessment for parking for the current proposal relies on achieving a further staff driver mode share reduction to a maximum 42.7 per cent across the entire campus by 2031 in order to ensure parking demand would be met on-site.

TfNSW reviewed the proposal and advised that the Applicant should update and expand the existing hospital GTP to provide for sustainable travel solutions, including advice on how any ongoing activities would be delivered. TfNSW also recommended the GTP be developed in collaboration with the adjacent HTH development.

The Department has recommended conditions requiring an updated GTP that would achieve the required mode share of 42.7 per cent by 2031. The GTP is also required to address measures to implement the plan, including all relevant resource requirements, funding and responsibilities. Subject to the recommended conditions, the Department is satisfied the proposal will make a positive contribution to sustainable travel and transport over the long term and would reduce parking demand associated with the use so that parking can be adequately catered for on site.

However, the Department considers that there is no need for the GTP to be developed in collaboration with the HTH development as suggested by TfNSW. As discussed in the separate assessment for the HTH, travel arrangements associated with that building are being developed as part of a UNSW campus-wide approach, given that building will be operated by, and will function as part of the UNSW campus.

Traffic generation and impacts on road network

The TTA also considered the impact of the development on the operation of the surrounding road network. Modelling demonstrates that the proposal would generate 167 peak hour trips in the vicinity of the site, however this would have minimal impact on the wider road network, nor would it materially affect operation of the main vehicular entry intersection on Botany Street, which is expected to operate within practical capacity.

No concerns were raised in submissions with regard to the traffic impacts of the development. The Department satisfied the proposal would not result in any unacceptable traffic impacts to the locality.

Vehicle access and servicing

Service vehicles and ambulances will access basement parking and servicing via Hospital Road. Under a separate approval process, it is proposed to lower Hospital Road to create an access tunnel to the loading dock on Basement Level 2, the ambulance transfer bays on Basement Level 2 and the ambulance parking on Basement Level 1. Ambulances will also be able to access the transfer bays via the basement carpark / drop-off area / IASB site and Botany Street (**Figure 33**).

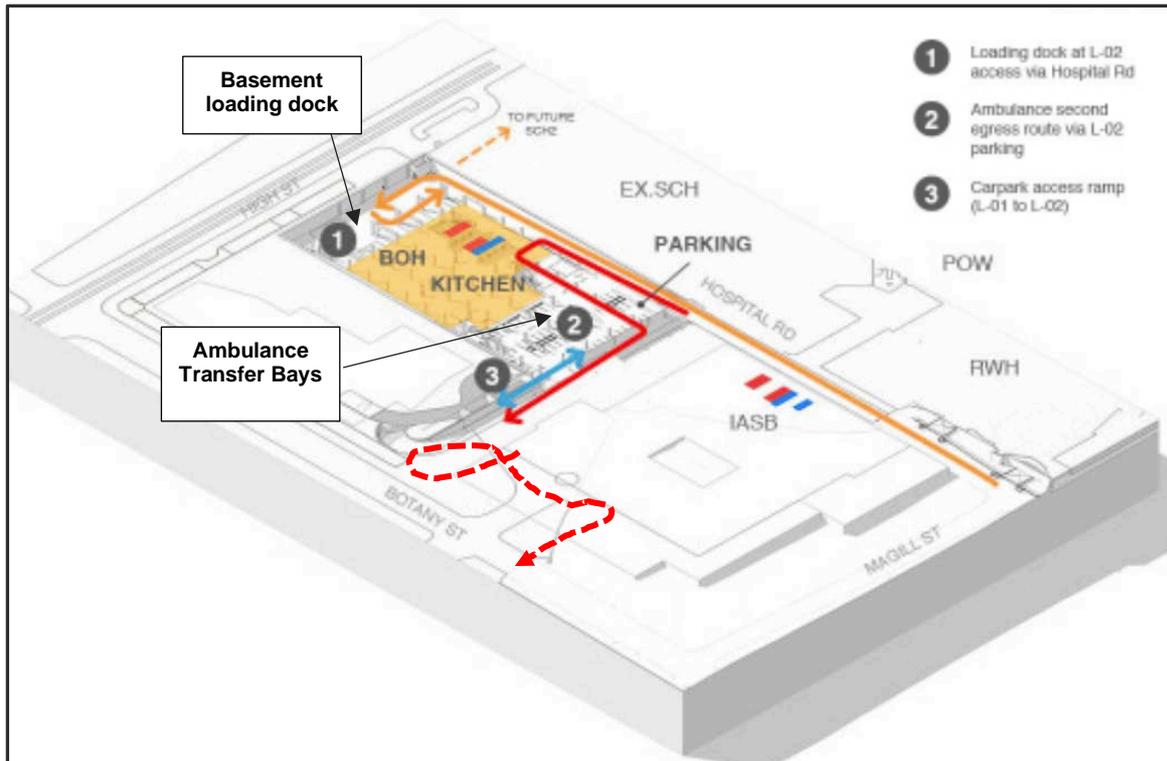


Figure 33 | Level 2 basement service vehicle flows (Base source: EIS)

In response to concerns raised by TfNSW and the Department, the RtS included a Stage 2 Road Safety Audit, swept path analysis and sections for the service vehicle access ramps.

TfNSW reviewed the safety audit and additional information and noted:

- the audit report identifies issues and advises these will be addressed during the detailed design stage of the development.
- the swept paths of simultaneous vehicle movements travelling in opposite directions to access the loading dock overlap each other.
- traffic management and safety measures need to be in place along the vehicle access route to the loading dock, pick-up and drop-off area and the carpark to provide safety for all users of the health facility.

To ensure these issues are satisfactorily resolved, TfNSW recommends the Applicant be required to undertake a Stage 3 (Detailed Design) Road Safety Audit prior to commencement of construction works on the site, and implement safety measures as required.

The Department notes the Stage 2 Audit did not consider service vehicle / ambulance access to the basement via Hospital Road, although plans identify conflicts in the swept paths and head clearance conflicts for service vehicles accessing the basement via the Hospital Road tunnel / access ramp. There are a number of potential conflicts that need to be resolved with some of these located on the adjoining sites (including on Hospital Road and the IASB site) and therefore it's possible that amendments may be required to the design of the access on the adjoining sites. As the development relies on access through these sites, conditions are recommended requiring the Applicant to demonstrate that safe access is provided to the site in accordance with the findings and recommendations of a Stage 3 (Detailed Design) Road Safety Audit for all access to the site (including all service vehicle access).

The Department considers that subject to these conditions, safe access to the site would be provided and the Department is satisfied no safety concerns would arise with regard to vehicular access to the site.

The Department also notes that TfNSW initially suggested consideration be given to providing a consolidated loading dock for the subject site and the HTH, with all heavy vehicle access via Hospital Road rather than Botany Street. The Applicant is not pursuing a consolidated loading dock due to the potential for conflicts between the different operational needs of both entities and difference in development staging. As the Department is satisfied any access and safety concerns can be resolved through a Stage 3 Audit and final design adjustments, a consolidated loading dock is not considered necessary in this case.

Pick-up and drop-off

The application includes a ground level emergency department pick-up and drop-off area accessed from Botany Street.

TfNSW requested additional information to confirm the proposed access and internal circulation movements would not cause queuing on Botany Street or result in safety impacts.

The Stage 2 Road Safety Audit (discussed above) submitted with the RtS addressed safety concerns, with final issues relating to clarification of traffic circulation to be resolved at the detailed design phase by appropriate signage and line marking. This will be ensured through a condition requiring a Stage 3 (Detailed Design) Road Safety Audit, and implementation, as discussed above.

The Department is satisfied that the proposed drop-off area would be able to service the demand generated by the proposed development and subject to conditions, would be appropriately designed with regards to circulation and traffic safety.

Construction parking and traffic

A Preliminary Construction Traffic Management Plan (CTMP) was submitted with the application, which considered potential vehicle routes, traffic generation and impacts on surrounding streets and footpaths.

It is anticipated that during the main stage of construction up to 100 construction vehicles per day may attend the site. The Preliminary CTMP advises construction workers will not be permitted to park on the site or surrounding streets and therefore are likely to be discouraged from driving to the site, minimising traffic and parking impacts. Traffic impacts will also be minimised by coordinating traffic movements to occur outside of the road network peak periods.

TfNSW noted that due to several construction projects occurring simultaneously in the precinct, there would be a cumulative impact on general traffic and public transport operations. TfNSW recommended a detailed CTMP be developed in consultation with TfNSW and the light rail operator. One public submission mentioned construction traffic as a potential issue.

The Department has recommended conditions of consent requiring the development of a detailed CTMP in consultation with Council, TfNSW and the light rail operator and a construction worker transportation strategy. Subject to these conditions, the Department considers construction traffic impacts would be appropriately managed.

6.4 Acoustic impacts

The EIS was accompanied by an Acoustic Assessment that considered the potential construction and operational noise and vibration impacts on nearby sensitive land receivers, including residential premises north of the site and south of the site, as well as adjacent health and educational facility receivers, and other nearby land uses. The location of affected receivers is shown in **Figure 34**.

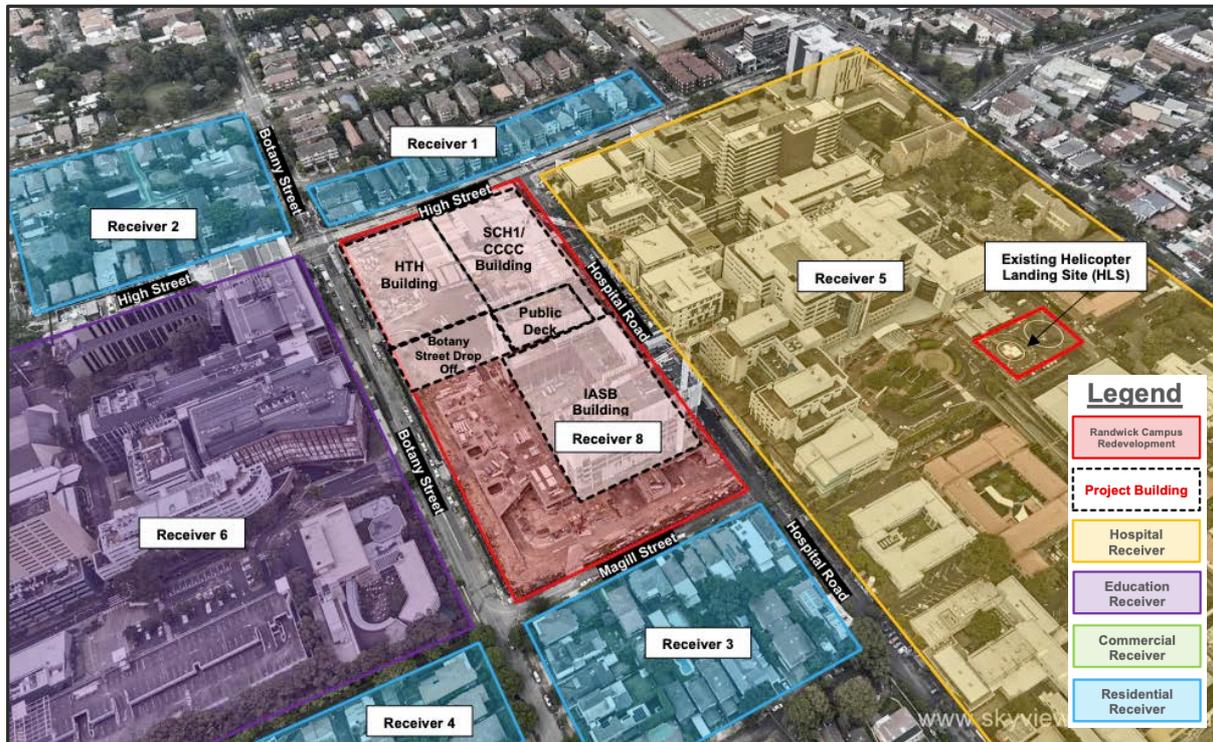


Figure 34 | Extract from Acoustic Assessment of site map and surrounding receivers (Base source: EIS)

Construction impacts

The EPA's Interim Construction Noise Guideline (ICNG) outlines the process of establishing construction noise management levels (NMLs) for surrounding sensitive receivers. Based on the established rating background noise levels, the Acoustic Assessment establishes the following NMLs (dB(A)Leq,15mins):

- residential receivers during standard construction hours: 61 dB(A).
- residential receivers outside standard construction hours: 51 - 56 dB(A).
- adjacent health and education facilities: 45 dB(A) (internal).

The assessment finds that the predicted construction noise levels at the nearest affected receivers on High Street would be highly intrusive at all stages of construction other than internal works, with noise levels of up to 81 dB(A). The assessment provides recommendations for the incorporation of mitigation measures to reduce construction noise, with detailed measures to be included in a future Construction Noise and Vibration Management Plan (CNVMP).

Proposed construction hours would be consistent with the standard ICNG construction hours, except on Saturdays when construction hours of 8am to 5pm are proposed (ICNG standard hours are 8am to 1pm). The extended construction hours on Saturdays are proposed to be consistent with the

approved IASB construction on the site as well as the proposed hours of the construction of the HTH building and to reduce the length of the construction timeframe.

Council did not raise any concerns with the construction noise impacts and noted the Construction Management Plan and Acoustic Assessment contains relevant measures to mitigate and minimise potential impacts. One public submission raised construction noise as a concern.

The Department acknowledges that due to the scale of the development and proximity of affected receivers, construction noise associated with the project would be significant. However, the Department is satisfied that subject to appropriate mitigation and management measures through a CNVMP developed in consultation with affected receivers, impacts could be materially reduced.

Examples of recommended mitigation measures include:

- use of acoustic enclosures or screening.
- careful location and orientation of noisy equipment.
- low noise construction equipment.
- careful scheduling of construction activities and monitoring of noise emissions.

The Department is also supportive of the extended Saturday construction hours, as the hours would be consistent with other construction works approved on the adjoining site and with the hours of construction generally approved by Council for other building works within the LGA. As such, it would be consistent with community expectations for hours of construction noise and would enable the overall length of the construction phase to be reduced, resulting in no net additional impacts to neighbours over the long term.

Subject to conditions, the Department is therefore satisfied construction noise would be appropriately mitigated and managed.

Operational impacts

Operational noise generated by the proposal would include the operation of mechanical plant and traffic noise associated with vehicles accessing the site. The Acoustic Assessment identified the operational noise criteria under the relevant provisions of the Noise Policy for Industry (EPA, 2017) (NPI) and considered the impacts of the traffic against the NSW Road Noise Policy (RNP).

The Acoustic Assessment provides detailed recommendations for the acoustic attenuation of all plant, and the Department is satisfied that subject to incorporation of these recommendations, and verification at the design and operational stages, all plant would comply with established operational noise criteria.

Council recommended conditions be included requiring further acoustic assessment at the design development to ensure the operational noise management levels would be achieved.

The Acoustic Assessment also found that expected additional traffic movements associated with the development would not result in a 2 dB(A) increase in road traffic noise and therefore traffic noise impacts would be negligible and acoustically acceptable as set out in the RNP.

The Department is satisfied the noise impacts generated by the development can be adequately managed and mitigated, subject to the verification of noise attenuation measures during the detailed design stage and verification of operating conditions upon commencement of operations. The

Department has recommended standard conditions requiring the proposal demonstrate compliance with recommended noise limits and that post occupation monitoring is undertaken.

Internal noise levels

The Acoustic Assessment also considered internal amenity, noting NSW Health guidelines for internal noise and amenity levels for clinical spaces, public spaces and back-of-house areas, as well as Australian Standards for health buildings, and noting the site will be affected by aircraft noise from helicopter movements. On this basis, preliminary façade acoustic treatments and roof construction requirements have been recommended to ensure appropriate internal amenity outcomes in accordance with the relevant guidance.

In addition, the Department notes that as the premises is adjacent to the light rail, it is therefore also subject to consideration against Development Near Rail Corridors and Busy Roads – Interim Guideline and is required to achieve internal noise levels of 35 dB(A) for wards and 40 dB(A) for other noise sensitive areas within hospitals in order to ensure appropriate internal amenity.

No concerns were raised in submissions regarding internal amenity, but TfNSW recommended a condition to ensure the required internal amenity levels within Development Near Rail Corridors and Busy Roads – Interim Guideline be met by the development, with relevant façade treatments required to be included in the construction documentation.

The Department is satisfied that subject to the conditions, external noise will be adequately mitigated through the façade treatment and good levels of internal acoustic amenity will be achieved.

6.5 Other issues

Issue	Findings	Recommendation
European heritage	<p>A Heritage Impact Statement (HIS) was prepared to assess the potential heritage impacts of the proposed development. The site does not contain any heritage items, nor is it within a conservation area. It is within the vicinity of several locally listed heritage items, including buildings within the eastern and southern parts of the hospital campus. The HIS indicates that no adverse heritage impacts arise from the proposal, noting all nearby heritage items are visually separated from the subject site by existing development, and therefore no significant view of the items would be impacted by the proposal. Further, the HIS considers the proposed expanded health facilities on the site would reinforce the significance of the Prince of Wales Hospital Group heritage item as an important and historic provider of health-related services in the vicinity of the site.</p> <p>No submissions have raised any concerns with the heritage impacts of the proposal. The Department supports the conclusions of the HIS and considers the proposal does not result in any heritage concerns.</p>	No additional conditions required

Issue	Findings	Recommendation
Aboriginal heritage	<p><i>Construction Phase</i></p> <p>The EIS was accompanied by an Aboriginal Heritage Assessment Report prepared for the site, which supplements a range of Aboriginal cultural heritage assessments carried out across the site and on neighbouring sites, including a detailed ACHAR prepared for the IASB development, which also took into consideration the wider site, including the area to which this development relates. The supplementary heritage report identifies that most of the subject site has been previously assessed within a Preliminary Aboriginal Archaeological Assessment and part of the site has been previously investigated and assessed under a Heritage NSW Aboriginal Heritage Impact Permit.</p> <p>Parts of the site that have not yet been investigated include the northern portion of the area that previously formed Eurimbla Avenue and this area lies adjacent to a significant archaeological and Aboriginal Cultural area (on the UNSW HTH site). The heritage assessment concludes that monitoring under an Unexpected Finds Protocol should be applicable to this part of the site, but that the remainder of the site requires no further archaeological investigation. The ACHAR makes recommendations in relation to management of Aboriginal archaeology on the site, including monitoring of all relevant earthworks, and all earthworks to be guided by an Aboriginal Heritage Management Plan (AHMP).</p> <p>Heritage NSW has reviewed the application and raised no concerns with the ACHAR, Aboriginal consultation or the Aboriginal heritage impacts of the proposal. Heritage NSW advises it supports the mitigation measures and recommendations of the ACHAR and recommends conditions of consent specifically reference the monitoring methodology in the ACHAR.</p> <p>The Department acknowledges that previous investigations have not identified areas of archaeological or cultural significance on the site and as such significant Aboriginal cultural heritage impacts are unlikely to arise from the proposal. The Department is satisfied that, subject to further investigations and monitoring being carried out in accordance the ACHAR under an AHMP for areas that were not previously investigated, appropriate safeguards would be in place to ensure any potential archaeological heritage would be identified during the excavation phase and appropriately managed.</p> <p><i>Operation and heritage interpretation</i></p> <p>The SDRP requested that the RtS include some details as to how connection to Country and expression of Aboriginal heritage would be made evident, such as through place naming, art or materials.</p> <p>The Applicant advised that this matter is ongoing and will be subject to consultation with the Aboriginal Community.</p>	<p>Conditions are recommended to undertake management and monitoring measures in accordance with the recommendations of the ACHAR.</p> <p>Conditions are recommended requiring a Heritage Interpretation Plan.</p>

Issue	Findings	Recommendation
	<p>Conditions of consent are therefore recommended to formalise these measures through a Heritage Interpretation Plan.</p>	
<p>Wind impacts</p>	<p>The EIS includes an Environmental Wind Assessment, which considered the wind environment conditions for pedestrian areas within and around the subject site following the development of both the HTH and SCHCCCC buildings.</p> <p>Wind speeds are projected to comply with safety criterion, with the exception of minor exceedances to one area to the south of the building. The assessment identifies that these minor exceedances could be ameliorated with the provision of 1.8m high solid balustrades along the western side of the southern open space area.</p> <p>Across the remainder of the site, the majority of areas are assessed as suitable for pedestrian standing and walking, with local calmer areas suitable for sitting located close to the building entries.</p> <p>Subject to provision of 1.8m high solid balustrades along the western side of the southern open space, the Department considers the proposal would not result in any unacceptable wind impacts and all pedestrian areas would experience wind speeds that would be comfortable for their likely use.</p>	<p>A condition is recommended requiring the provision of mitigation measures in accordance with the wind impact assessment.</p>
<p>Sustainability</p>	<p>The Applicant has developed the Health Infrastructure ESD Evaluation Tool (ESD tool), which has been previously endorsed by the Planning Secretary. The ESD tool has been designed to demonstrate an equivalency against the Green Building Council of Australia (GBCA) Green Star rating system and outlines a self-certification approach to achieve 'Australian best practice'. The proposal targets equivalent to 5 stars under the Green Star rating system, which is 60 points out of 110 points available under its ESD tool.</p> <p>Council advised it supports the proposal to meet the 5 Star Green Star but questioned a lack of commitment to incorporating photovoltaics as part of the proposal. It also recommended additional sustainability measures be considered including improved tree cover, inclusion of water efficient fixtures, passive irrigation, dual reticulation for water reuse and joint sustainability initiatives with UNSW such as trigeneration or central stormwater harvesting.</p> <p>As discussed in Section 6.1, the Department is satisfied with the level of tree cover.</p> <p>The Applicant advised it will incorporate water efficient fixtures, separate reticulation, and it is continuing to consider incorporation of photovoltaics and passive irrigation, noting these matters will be determined at the detailed design phase following development approval. Joint sustainability initiatives with UNSW such as trigeneration or central stormwater harvesting are not proposed, and the Applicant for the HTH building has advised such measures would</p>	<p>Conditions consent are recommended to certify that measures are delivered and that the targeted rating is attained by the proposed development in accordance with HIs ESD tool.</p>

Issue	Findings	Recommendation
	<p>be difficult to achieve in practice as the University and the Hospital are separate entities with different operational targets and initiatives.</p> <p>The Department notes the Applicant's commitment to achieve the equivalent of a 5 Star Green Star rating which is considered to be the "Australian Excellence" level of sustainability. The Green Star rating scheme and its ESD tool allow for flexibility in the design and inclusion of ESD measures (such as photovoltaics) in order to achieve the 5 Star / 60 out of 110 points targets. The Department is satisfied that subject to the development achieving the proposed targets, the proposal will achieve an excellent level of sustainability, and therefore specific requirements for inclusion of photovoltaics or passive irrigation are not considered necessary to be mandated as part of the approval.</p>	
<p>Overshadowing impacts</p>	<p>Council raised concerns that the proposal would result in overshadowing of the children's playground, the emergency department drop-off area and the parts of the Plaza, resulting in poor amenity outcomes for these locations.</p> <p>As discussed in Section 6.1, shadowing of the play area is considered acceptable, subject to this space being supplemented with north-facing recreation space on the Level 6 terrace.</p> <p>The Department otherwise considers the overshadowing impacts of the proposal are acceptable, noting the proposal would not overshadow any residential areas or areas of existing public open space. Shadowing of the vehicular drop-off area is considered acceptable given it is primarily intended for vehicular access and circulation and therefore does not require extensive sunlight for amenity, and overall the proposed new public UNSW Plaza and the High Street frontage would receive very good levels of solar access, ensuring good amenity outcomes in the parts of the site that will be most used for gathering and recreation.</p>	<p>No additional conditions required.</p>
<p>Light rail infrastructure</p>	<p>The basement of the proposed development would be around 16.75m from the light rail tracks on High Street.</p> <p>TfNSW raised concerns about the potential effect of the development on the structural integrity and safe operation of the light rail during both construction and operation of the development.</p> <p>To mitigate impacts, TfNSW recommended conditions requiring relevant documentation to be reviewed and endorsed by TfNSW as well as conditions to ensure the protection of the light rail infrastructure and light rail operations.</p> <p>The Applicant advised it was agreeable to most of the recommended conditions and also provided further information to demonstrate that the proposed structure would have negligible influence on the existing light rail infrastructure. However, it also advised that it considered some of the conditions were too onerous, including a requirement for</p>	<p>Conditions have been recommended, consistent with advice from TfNSW, to ensure the protection of the light rail infrastructure.</p>

Issue	Findings	Recommendation
	<p>written endorsement by TfNSW of each construction stage, noting there is no strict requirement for TfNSW concurrence as the project is SSD.</p> <p>The Department considers that given the site boundary is within a few metres of the light rail tracks, there is potential for works on the site to affect the light rail operations and therefore TfNSW's standard conditions should be applied to the development, regardless of whether or not the project is SSD. In light of the potential for risk to the light rail, and in the context of the scale of the development, the Department does not consider the conditions to be too onerous.</p> <p>The Department is satisfied that subject to the recommended conditions, the proposal will not result in adverse outcomes for the light rail infrastructure adjacent to the site</p>	
<p>Aviation safety</p>	<p>An Aviation Impact Assessment accompanied the application and considered the impacts of the proposal on the operations of Sydney Airport and the HLS on the adjoining IASB building. It found that during the construction phase, a helicopter operations (crane) management plan would be required to protect the IASB HLS, including approach and departure paths from crane intrusion during construction activities. It also recommended the existing HLS at the hospital (that the IASB HLS will ultimately replace) remain operational / available as an alternate HLS for periods when the construction cranes could impact the IASB HLS. The Aviation Assessment also advised that separate Commonwealth approval will be required as the proposed building height (and construction cranes) would exceed the Obstacle Limitation Surface (OLS) for Sydney Airport.</p> <p>The Commonwealth Department of Infrastructure, Transport, Cities and Regional Development (DITCRD) subsequently issued a controlled activity approval for the construction of the building to a maximum height of RL 102.4 AHD, subject to conditions including restrictions on construction cranes, and certification of constructed building height.</p> <p>The Application was referred to CASA and Sydney Airport and no objections were raised.</p> <p>CASA advised it does not regulate HLS and that NSW Health and its specialist aviation consultant are the appropriate sources of advice regarding the HLS.</p> <p>The Department therefore recommends that the Applicant as operator of the HLS prepare a further report prior to the erection of any cranes or any structures that may obstruct helicopter flight operations at the Randwick Hospitals campus, that identifies the necessary changes to the construction methodology and / or flight paths where required to ensure safe ongoing helicopter operations during construction.</p>	<p>A condition is recommended requiring further evaluation and establishment of appropriate mitigation measures prior to the erection of any cranes or any structures that may obstruct helicopter flight operations at the Randwick Hospitals campus.</p> <p>An advisory note is included in the recommendation to confirm that the application must be carried out in accordance with the conditions of the controlled activity approval.</p>

Issue	Findings	Recommendation
	<p>Subject to this condition and given the controlled activity approval by DITCRD, the Department is satisfied the proposal would not result in any unacceptable consequences for aviation safety.</p>	
<p>Development contributions</p>	<p>The Applicant is seeking to be exempt from payment of development contributions.</p> <p>Council's Section 94A Contributions Plan allows for an exemption from contributions to be considered by Council for 'public hospitals', and the proposal forms an extension of the existing public hospital facilities.</p> <p>Council did not raise any concerns with waiving contributions.</p> <p>Given the significant public benefit provided by the development and the provisions of Council's Contributions Plan, the Department considers that it is appropriate that the development be exempted from payment of contributions.</p>	<p>No additional conditions required.</p>
<p>Flooding</p>	<p>The site is subject to flooding, with the probable maximum flood (PMF) level being RL 55.738 in High Street. Ground floor levels have been designed to be 500mm above the PMF, but the basement / emergency department would be below the PMF level.</p> <p>Following concerns raised by EESG, the plans were amended to include an independent flood barrier within the High Street front setback landscaping to prevent floodwater ingress to the site. Temporary flood barriers are also proposed along High Street and Botany Street during the construction phases of the building and the HTH building. Additional information was provided with the RtS to demonstrate that the basement level and carpark entry would be adequately protected from flooding.</p> <p>EESG confirmed the additional information addressed its concerns and it has no outstanding concerns in relation to flood management.</p> <p>The Department notes the advice of EESG and is satisfied that subject to the inclusion of the proposed temporary and permanent flood barriers, the proposal has been appropriately designed having regard to flood risks.</p>	<p>Conditions requiring the inclusion of the flood mitigation measures, including proposed temporary and permanent flood barriers are recommended.</p>
<p>Stormwater Management</p>	<p>A stormwater management report has been submitted with the application which details:</p> <ul style="list-style-type: none"> • the provision of three onsite detention systems to ensure that runoff from the developed site would be less than that of predevelopment runoff. • water quality treatments measures which demonstrate the proposal would result in a significant reduction in water pollutants in stormwater leaving the site compared to pre-development levels. • the inclusion of sediment and erosion control measures during the construction phase. 	<p>Standard conditions requiring implementation of a detailed stormwater management system and a stormwater operation maintenance plan are recommended.</p>

Issue	Findings	Recommendation
Waste Management	<p>No concerns were raised in submissions in relation to stormwater management.</p> <p>The Department is satisfied the proposal will result in improved outcomes for stormwater management on the site and would not result in any adverse impacts for water quality or downstream waterways.</p> <p>The Application was accompanied by a Waste Management Plan, which identified waste minimisation and management measures during the construction and operational phases.</p> <p>No concerns were raised in submissions in relation to waste management.</p> <p>The Department is satisfied waste management has been properly considered in the design of the development and waste management can be managed through conditions requiring detailed waste management plans at the appropriate stages.</p>	<p>Conditions are recommended requiring a detailed construction and detailed operational waste management plan.</p>
Construction Impacts	<p>One public submission raised construction impacts as an issue.</p> <p>Construction traffic has already been considered in Section 6.2, construction noise in Section 6.4, and aviation safety during construction was considered above.</p> <p>The Department is satisfied construction impacts can be managed through conditions and recommends the imposition of standard conditions to ensure submission and implementation of a detailed Construction Management Plan, dust control and management, sediment control, and waste control and management during the construction phase.</p>	<p>Standard conditions to mitigate construction impacts have been recommended</p>
Contamination	<p>The EIS includes a detailed site investigation and contamination assessment for the site which concludes that the site has a low to medium potential risk for contamination, primarily related to existing fill and the potential presence of asbestos and polycyclic aromatic hydrocarbons. The assessment concludes the site could be made suitable for the proposal development, subject to the successful implementation of a Remediation Action Plan (RAP). A RAP was therefore also prepared and submitted with the application, including an unexpected finds protocol.</p> <p>The EPA raised no concerns with regard to contamination. Council recommended conditions requiring the Applicant engage a suitably qualified environmental consultant to verify the implementation of the RAP and validate the site following completion of all below ground works.</p> <p>The Department is satisfied that subject to the imposition of conditions, requiring remediation in accordance with the RAP and validation, the site would be suitable for the proposed use and will not result in unacceptable contamination risks.</p>	<p>Conditions are recommended requiring works be carried out in accordance with the RAP and requiring a Site Audit Statement to verify the site has been made suitable for the land use.</p>

Issue	Findings	Recommendation
Health and Air Quality	<p>Council noted that as cooling towers are proposed for the development, conditions should be included to ensure compliance with the relevant legislation and standards.</p> <p>The Department is satisfied that subject to a standard condition requiring the cooling towers to comply with the <i>Public Health Act 2010</i>, associated regulation, Australian standards and NSW Health Code of Practice for Control of Legionnaires' Disease, the proposed cooling towers would not result in any health or air quality concerns.</p>	<p>A standard condition is recommended to ensure cooling towers comply with the relevant legislation and standards.</p>

7 Evaluation

The proposed SSD application seeks approval for a new 10 storey hospital building within the Randwick Hospitals campus. The Department has reviewed the EIS and RtS and assessed the merits of the proposal, taking into consideration advice from the public authorities, including Council, and all environmental issues associated with the proposal have been thoroughly addressed.

The Department's assessment of the project concludes that:

- the built form and urban design is suitable for the site, consistent with the character of emerging adjacent built forms, and is reflective of expected modern institutional development anticipated by the strategic planning objectives for the development of the precinct. The Department considers the proposal exhibits a high-quality design that would make a positive contribution to the precinct and would not result in any unacceptable adverse environmental or amenity impacts.
- the proposal would provide a high-quality landscape outcome, including providing (in conjunction with the adjoining HTH site) a large publicly accessible plaza, ground level children's play area and landscaped green edge to the site, which provides a significant public benefit and would make a positive contribution to the landscape and public domain character of the area.
- the proposal includes improvements to pedestrian connections through the site and conditions are recommended to ensure further consideration is given to improving other connections through the hospital campus in the future. As such, the Department considers the proposal will make a material improvement to connectivity for pedestrians and cyclists in the area and will adequately offset the impacts of additional pedestrians and cyclists generated by the development.
- the proposal would not result in any adverse traffic or parking impacts, subject to a condition requiring a GTP with improved mode share targets, and improvements to way finding in the main hospital carpark.
- the proposal is consistent with key government strategic plans and policies, including the Greater Sydney Region Plan, Eastern District Plan, State Infrastructure Strategy 2018-2038 and Future Transport Strategy 2056.
- the proposal is considered to be in the public interest and would provide public benefits, including additional investment in health educational infrastructure within a highly accessible location, support the continuing growth of identified Strategic Centre, Innovation District and Health and Education Precinct and ensure the delivery of approximately 1,195 new construction jobs and 516 operational jobs.

Based on its assessment, the Department considers that the project is justified and in the public interest, and that the site is suitable for the proposed development.

Recommended conditions of approval and the implementation of measures detailed in the Applicant's EIS and RtS would ensure that the project would minimise and mitigate the residual environmental impacts of the project.

Consequently, the Department recommends that the State significant development for the Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre be approved, subject to the recommended conditions of consent.

8 Recommendation

It is recommended that the Director, Social and Infrastructure Assessments, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report.
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant consent to the application.
- **agrees** with the key reasons for approval listed in the notice of decision.
- **grants consent** for the application in respect of the Sydney Children’s Hospital Stage 1 and Children’s Comprehensive Cancer Centre (SSD-10831778), subject to the conditions in the attached development consent.
- **signs** the attached development consent and recommended conditions of consent (**Appendix C**).

Prepared by: Natasha Harras, Consultant Planner

Recommended by:



Megan Fu
Principal Planner
Social and Infrastructure Assessments

Recommended by:



David Gibson
Team Leader
Social Infrastructure

9 Determination

The recommendation is **adopted** by:



17 December 2021

Karen Harragon

Director

Social and Infrastructure Assessments

Appendices

Appendix A – List of referenced documents

1. Environmental Impact Statement

<https://www.planningportal.nsw.gov.au/major-projects/project/40561>

2. Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/40561>

3. Response to Submissions and Additional Information

<https://www.planningportal.nsw.gov.au/major-projects/project/40561>

Appendix B – Statutory Consideration

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

Table 1 | SRD SEPP compliance table

Relevant Sections	Consideration and Comments	Complies
3 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development	The proposed development is identified as SSD.	Yes
8 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: (a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and (b) the development is specified in Schedule 1 or 2.	The proposed development is permissible with development consent and the proposal is for the purpose of a hospital or a health, medical or related research facility with a capital investment value (CIV) in excess of \$30 million, under clause 14 (c) of Schedule 1.	Yes

State Environmental Planning Policy (Infrastructure) 2017 (ISEPP)

The ISEPP aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

The proposal is categorised as ‘health services facilities’. The site is zoned R2 Low Density Residential and R3 Medium Density Residential, both defined as ‘prescribed zones’ in clause 56 of the ISEPP and therefore the development is permissible with consent under clause 57(1).

In accordance with clause 86, as the development is located within 25m of the light rail corridor, the Application was referred to TfNSW and the Department has considered the submissions received from TfNSW in **Sections 5** and **6** of this report. Suitable conditions have been included in accordance TfNSW recommendations (see **Appendix C**).

In accordance with clause 87, consideration is also required to be given to acoustic impacts, having regard to 'Development Near Rail Corridors and Busy Roads – Interim Guideline'. This has been considered in **Section 6.4** and conditions are recommended to ensure internal amenity levels as recommended by the Guideline will be met.

The proposal is therefore consistent with the ISEPP given the consultation and consideration of the comments from the relevant public authorities.

State Environmental Planning Policy No. 64 - Signage

SEPP 64 applies to all signage that under an EPI that can be displayed with or without development consent and is visible from any public place or public reserve. The development includes 14 signage zones which will be subject to further DAs:

- 10 identification signs on the building facades (north, south, east and west elevations) varying in size (6m x 3m; 1.5 / 2m x 8.5m; 1.5m x 10m).
- two identification wall signs within the drop-off area (2m x 6m; 1.5m x 15m).
- two ground level pylon signs 6m high.

Under clause 8 of SEPP 64, consent must not be granted for any signage application unless the proposal is consistent with the objectives of the SEPP and with the assessment criteria which are contained in Schedule 1. **Table 2** below considers the consistency of the proposed signage with these assessment criteria.

Table 2 | SEPP 64 compliance table

Assessment Criteria	Comments	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The signs would be consistent with the civic character of the area and would not detract from the desired future character of the Health and Education Precinct.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	A specific theme does not apply to the area.	Yes
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive	Some of the signs would be visible from the residential area to the north of the site. However, as the signs are designed to be complementary	Yes

Assessment Criteria	Comments	Compliance
areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	to the building design and are consistent with the use of the building, no adverse visual impacts would arise.	
3 Views and vistas		
Does the proposal obscure or compromise important views?	The proposed identification signs would be located on the facades of the building and therefore would not impact on any views. The ground level pylon signs would also not restrict any important views.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	A number of signs would be located at the top of the building, and therefore would form part of some skyline views, but subject to appropriate future design to complement the building façade, the signs would not result in any adverse visual impacts and are considered appropriate relative to the scale of the building and purpose as building identification signs.	Yes
Does the proposal respect the viewing rights of other advertisers?	The proposal would not affect any other advertising.	Yes
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signage zones have been located and designed to be compatible with the architecture of the building and are considered appropriate for scale of the building and the site.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	Subject to appropriate future detailed design, the signs would complement the building design and therefore the visual interest of the streetscape.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	There is no existing advertising.	N/A
Does the proposal screen unsightliness?	N/A	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signs would not protrude above the building or affect any structures or tree canopies.	Yes

Assessment Criteria	Comments	Compliance
Does the proposal require ongoing vegetation management?	None of the proposed signs require vegetation management.	Yes
5 Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The signage zones have been scaled to be compatible with the architecture of the building, and are considered appropriate in size to enable easy identification of this important institutional building and the site.	Yes
Does the proposal respect important features of the site or building, or both?	The signs do not affect any important site features. The location and size of the signage zones have been designed to complement the architecture of the building.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The current proposal is for the location of signage zones only. Innovation and imagination will be matters for consideration in the detailed DA.	N/A
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Detail of any devices or logos will be a matter for the detailed DA.	Yes
7 Illumination		
Would illumination result in unacceptable glare? Would illumination affect safety for pedestrians, vehicles or aircraft?	Detail of any illumination will be a matter for the detailed DA.	Yes
Would illumination detract from the amenity of any residence or other form of accommodation?	As above.	Yes
Can the intensity of the illumination be adjusted, if necessary?	As above.	Yes

Assessment Criteria	Comments	Compliance
Is the illumination subject to a curfew?		
8 Safety		
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	Signs located on the facades will not affect sightlines. Pylon signs are also located so as to not materially affect sightlines or safety.	Yes
Would the proposal reduce safety for any public road?	The proposed signs are not located in close proximity to traffic lights and would have no impact on road safety.	Yes

State Environmental Planning Policy No. 55 - Remediation of Land

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application. The EIS includes a detailed site investigation and contamination assessment for the site which concludes that the site has a low to medium potential risk for contamination, primarily related to existing fill and the potential presence of asbestos and polycyclic aromatic hydrocarbons. The assessment concludes the site could be made suitable for the proposal development, subject to the successful implementation of a Remediation Action Plan (RAP). An RAP was therefore also prepared and submitted with the application, including an unexpected finds protocol.

The EPA raised no concerns with regard to contamination. Council recommended conditions requiring the Applicant engage a suitably qualified environmental consultant to verify the implementation of the RAP and validate the site following completion of all below ground works.

The Department has recommended conditions requiring works be carried out in accordance with the RAP and requiring a Site Audit Statement to verify the site has been made suitable for the land use.

The Department is satisfied that subject to the imposition of conditions, the site would be suitable for the proposed use and will not result in unacceptable contamination risks.

Draft State Environmental Planning Policy (Remediation of Land)

The Draft Remediation SEPP will retain the overarching objective of SEPP 55 promoting the remediation of contaminated land to reduce the risk of potential harm to human health or the environment.

Additionally, the provisions of the Draft Remediation SEPP will require all remediation work that is to be carried out without development consent, to be reviewed and certified by a certified contaminated land consultant, categorise remediation work based on the scale, risk and complexity of the work and require environmental management plans relating to post-remediation management of sites or ongoing operation, maintenance and management of on-site remediation measures (such as a containment cell) to be provided to council.

The Department is satisfied that the proposal will be consistent with the objectives of the Draft Remediation SEPP.

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

In accordance with the requirements of the SEARs, consideration has been given to SEPP 33. SEPP 33 aims to identify proposed developments for the purpose of industry or storage with the potential for significant off-site impacts, in terms of risk and or offence (odour, noise). A development is defined as potentially hazardous and / or potentially offensive, if, without mitigating measures in place, the development would have a significant risk and/ or offence impact on off-site receptors.

Consistent with clause 12 of SEPP 33, the Applicant provided a preliminary hazard analysis (PHA) (Appendix AA of the EIS). The PHA identified that the quantities of medical gas (such as Oxygen and Nitrox Oxide), clinical waste and use of nuclear medicine, which generates radioactive material, would be above the threshold quantities in SEPP 33 and therefore the development is classified as potentially hazardous. The Department has assessed the PHA and concludes it has satisfied relevant Department Guidelines.

The Department notes that the proposal includes safeguards to ensure any off-site risk is unlikely, including engineering and procedural controls. Notwithstanding, the Department has recommended conditions of consent to require storage of dangerous goods in accordance with relevant Australian Standards to ensure the safe operation of the development.

Randwick Local Environmental Plan (RLEP) 2012

RLEP 2012 aims to encourage the development of housing, employment, infrastructure and community services to meet the needs of the existing and future residents of the Randwick LGA. RLEP 2012 also aims to conserve and protect natural resources and foster economic, environmental and social well-being.

The Department has consulted with Council throughout the assessment process and has considered all relevant provisions of the RLEP 2012 and those matters raised by Council in its assessment of the development (refer to Section 5). The Department concludes the development is consistent with the relevant provisions of the RLEP 2012. Consideration of the relevant clauses of RLEP 2012 is provided in **Table 3**.

Table 3 | Consideration of the RLEP 2012

RLEP 2012	Department Comment / Assessment
Clause 2.1 Land Use Zones	The site is zoned R2 Low Density Residential and R3 High Density Residential. The proposed development is a health services facility, which is not listed as a permissible form of development within the zones. However the development may be carried out as a result of clause 5.12 (discussed below) and clause 57(1) of the ISEPP (discussed above).

RLEP 2012	Department Comment / Assessment
Clause 4.3 Height of Buildings	A 15m height control applies to the northern part of the site and a 9.5m height control applies to the remainder of the site. The proposal, with a height of up to 50.4m would not comply with these height controls. However, by virtue of clause 5.12 (discussed below), the height controls cannot be applied to restrict development on the site. Building height has been considered in detail in Section 6.1 .
Clause 4.4 Floor Space Ratio	There are no FSR controls applying to the northern part of the site. The remainder of the site has an FSR control of 0.5:1 under the LEP. The proposal, with an FSR of 3.65:1 would exceed this control. However, by virtue of clause 5.12 (discussed below), the FSR control cannot be applied to restrict development on the site. Building scale has been considered in Section 6.1 .
Clause 5.10 Heritage conservation	The site is not a heritage item or within a heritage conservation area. The Department has considered the potential heritage impacts in Section 6.5 of the report and is satisfied the proposal would not result in any adverse outcomes for heritage conservation.
Clause 5.12 Infrastructure Development	The clause provides that the LEP does not restrict the carrying out of any development by a public authority that is permitted under the ISEPP. In this case, the Applicant is a public authority and the proposal is permissible with consent under the ISEPP.
Clause 6.2 Earthworks	The clause provides that the consent authority must be consider a range of matters prior to granting consent for earthworks. The matters for consideration have been considered in Section 6.5 and in the expert consultant reports submitted with the application. The Department is satisfied that subject to standard conditions to control earthworks, remediation, and disposal of excavated material, no unacceptable impacts would arise from the proposed earthworks on the site.
Clause 6.4 Stormwater Management	Stormwater management has been considered in Section 6.5 and the Department is satisfied the proposal will allow for adequate infiltration of water, on-site retention and reuse and avoids significant stormwater runoff to adjacent properties.
Clause 6.8 Airspace Operations	Separate approval was sought from the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development in satisfaction of this clause: refer to Section 6.5 .
Clause 6.10 Essential Services	The proposal will be connected to essential services including water, sewer, stormwater drainage, electricity and vehicular access. The Department is satisfied the site is capable of being appropriately serviced.

Clause 6.11 Design
Excellence

The following matters have been considered as required by the clause:

(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved:

architectural design, including materials and detail have been considered in **Section 6.1** and the Department is satisfied a high standard of design is achieved.

(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain: refer to discussion in **Section 6.1** and **6.2**. The quality and amenity of the public domain is significantly improved through the provision of publicly accessible open space on the site, provision of through site links, provision of a landscaped green edge to the site and the contribution of the high quality building design to the building stock of the local area.

(c) how the proposed development responds to the environmental and built characteristics of the site and whether it achieves an acceptable relationship with other buildings on the same site and on neighbouring sites: refer to discussion in **Section 6.1** – the proposed design and scale of the building is compatible with surrounding developments.

(d) whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency: refer to discussions in **Section 6.5**: the proposal is considered acceptable with regard to all of these issues.

(e) whether the proposed development detrimentally impacts on view corridors and landmarks: the proposal does not affect any view corridors or landmarks.

Other Policies

In accordance with clause 11 of the SRD SEPP, Development Control Plans do not apply to State significant development.

Appendix C – Recommended Instrument of Consent