



Campbelltown Hospital Redevelopment Stage 2

State Significant
Development
Assessment
(SSD 9241)



January 2019

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Cover photo

Photomontage of the proposal as viewed from the south-west (Source: Response to Submissions 2018)

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Glossary

Abbreviation	Definition
AA	Acoustic Assessment
AHD	Australian Height Datum
BAM	Biodiversity Assessment Method
BC Act	Biodiversity Conservation Act 2016
BCA	Building Code of Australia
CASA	Civil Aviation Safety Authority
CIV	Capital Investment Value
Consent	Development Consent
Council	Campbelltown City Council
CEEC	Critically Endangered Ecological Community
CDCP	Campbelltown (Sustainable City) Development Control Plan 2015
CLEP	Campbelltown Local Environmental Plan 2015
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
Department	Department of Planning and Environment
DSI	Detailed Site Investigation
EEC	Endangered Ecological Community
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
EPL	Environment Protection Licence
ESD	Ecologically Sustainable Development
GA NSW	Government Architect NSW
GTP	Green Travel Plan
LEP	Local Environmental Plan
Minister	Minister for Planning
NSW RFS	New South Wales Rural Fire Service
NPI	Noise Policy for Industry
OEH	Office of Environment and Heritage
Planning Secretary	Secretary of the Department of Planning and Environment
PMF	Probable Maximum Flood
RL	Relative Level

RMS	Roads and Maritime Services
RtS	Response to Submissions
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TEC	Threatened Ecological Community
TIA	Traffic Impact Assessment



Executive Summary

This report provides an assessment of a state significant development (SSD) application for the Campbelltown Hospital Redevelopment Stage 2 (SSD 9241), located at Therry Road, Campbelltown. The Applicant is Health Infrastructure and the proposal is located within the City of Campbelltown (Council) Local Government Area.

The proposal seeks approval for the construction and operation of Stage 2 of the redevelopment of Campbelltown Hospital. The redevelopment involves the demolition of a number of existing structures, construction of a new 13 storey Clinical Services Building (CSB) with rooftop helipad, a new multi-storey connection (hospital spine) between the main hospital buildings and associated works including alterations to access and parking, tree removal and landscaping.

The proposal has a capital investment value (CIV) of \$598 million and would generate up to 350 construction jobs and 418 full time equivalent operational jobs. The proposal is SSD under clause 14 of the State Environmental Planning Policy (State and Regional Development) 2011, as it is development for the purpose of a hospital with a CIV of more than \$30 million. Therefore, the Minister for Planning is the consent authority.

The application was publicly exhibited for 28 days between 30 August 2018 and 26 September 2018 (inclusive). The Department of Planning and Environment (the Department) received a total of eleven submissions, including ten from public authorities (including Council), and one from the public. No objections were received. An additional six submissions from public authorities (including Council) were received in response to the Applicant's Response to Submissions (RtS).

The key issues raised in the submissions include built form and urban design, traffic, parking, noise and vibration.

The Department has considered the above issues in its assessment along with other impacts. 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 Department's assessment of the project concludes that:

- the proposed built form and scale is acceptable in the context of the existing development on and surrounding the site, the operational needs of the hospital, the regional importance of the facility and proximity of the site to Campbelltown city centre.
- the surrounding road network has adequate capacity to cater for the expected increase in traffic to the site and proposed changes to the site's access arrangements would be acceptable.
- sufficient car parking would be provided on site to accommodate staff, outpatients and visitors.
- appropriate mitigation measures have been proposed to minimise noise and vibration impacts on surrounding residential properties.

In addition, the proposal would offer significant public benefits in terms of the provision of health care and employment in the Campbelltown / Macarthur region and is consistent with key government strategic plans and policies, including State Infrastructure Strategy 2018-2038, Greater Sydney Regional Plan: A Metropolis of Three Cities and Greater Sydney Commission's Western City District Plan.

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 the Campbelltown Hospital Redevelopment Stage 2 at Therry Road, Campbelltown (SSD 9241).

The proposal seeks approval for the construction and operation of Stage 2 of the redevelopment of Campbelltown Hospital. The redevelopment involves the demolition of existing structures, construction of a new 13 storey Clinical Services Building (CSB) with rooftop helipad, a new multi-storey connection (hospital spine) between the main hospital buildings and associated works including alterations to access and parking, tree removal and landscaping.

The application has been lodged by Health Infrastructure (the Applicant). The site is located within the City of Campbelltown (Council) local government area (LGA).

1.1 Site description

Campbelltown Hospital (the site) is located approximately 500 metres south-west of Campbelltown central business district (CBD) which itself is located approximately 51 kilometres south-west of Sydney CBD. The hospital campus is approximately 19.33 hectares in size and is bounded by Appin Road to the east, Therry Road to the south and Marsden Park / Parkside Crescent to the west. The location of the site is shown in **Figure 1**.

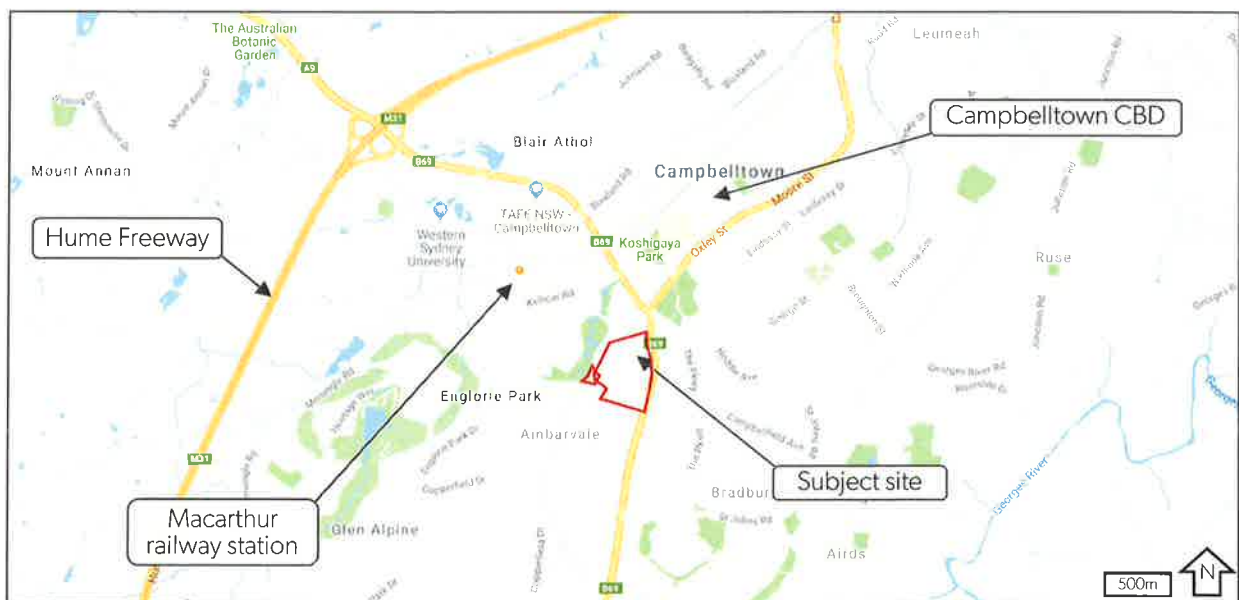


Figure 1 | Regional context map (Base source: Google Maps 2018)

Campbelltown Hospital comprises a 417-bed major metropolitan hospital incorporating a mental health in-patient service and a teaching campus for the Western Sydney University Macarthur Clinical School. The hospital provides a range of emergency, medical, surgical, maternity, intensive care, renal and other health services across the South Western Sydney Local Health District.

The hospital campus contains several interconnected main buildings known as Buildings A, B, C and D, along with several small and associated buildings scattered across the hospital site. The main entry to the hospital is located between Buildings A and B, while the emergency department and emergency drop-off is located at the western end of Building A. A NSW Ambulance station is located to the west of Central Road and south of Parkside Crescent.

An aerial view of the site and surrounds is shown in **Figure 2** and a plan showing the existing buildings and uses on site is shown in **Figure 3**.



Figure 2 | Aerial view of site and surrounds (Source: Nearmap 2018)

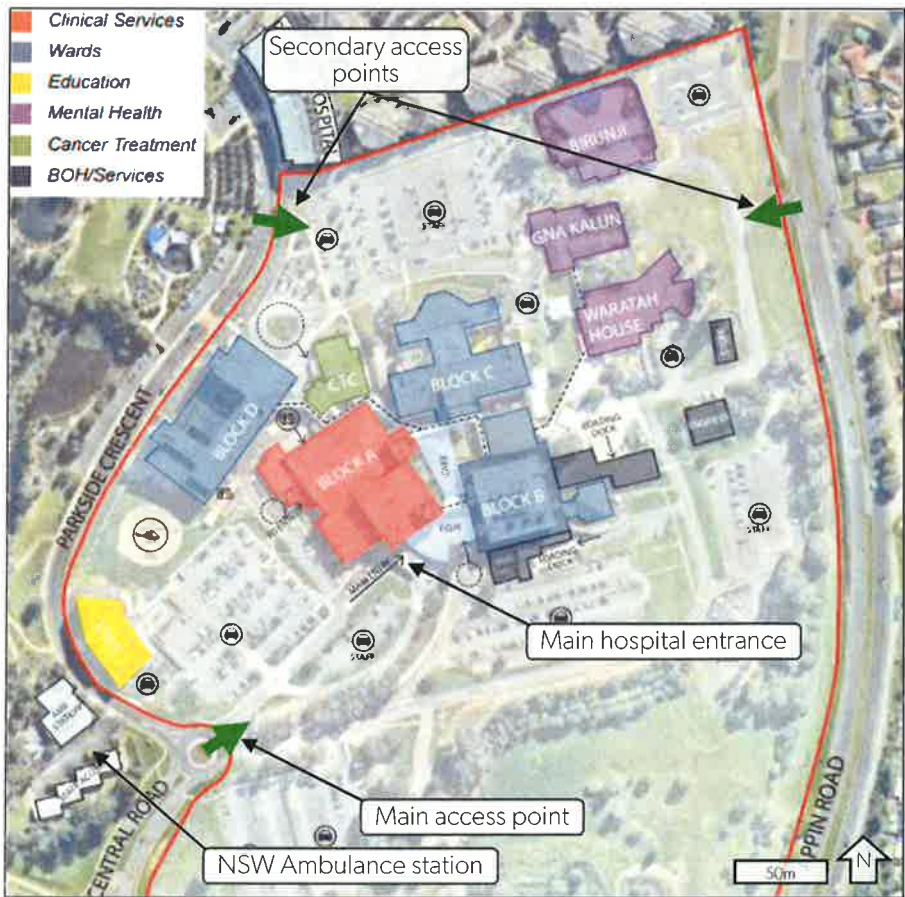


Figure 3 | Existing buildings and uses on site (Source: Applicant's EIS 2018)

The main vehicular access to the site is via Therry Road and Central Road from the south of the site. Secondary access is available from Parkside Crescent in the north-west corner of the site and from Appin Road in the north-east corner of the site. The site itself contains an access road network which connects a series of carparks across the site and the loading dock on the north-eastern side of Building B. At the time of writing this report, the site contained 1456 car parking spaces. A helipad is also located on the western boundary of the site between Building D and the Macarthur Clinical School.

The site generally slopes downward from the south-east corner to the north-west corner of the site. The south-east corner of the site, which is the steepest part of the site, is largely undeveloped, and is grassed with scattered trees.

1.2 Surrounding development

Land to the east and north-east of the site, on the opposite side of Appin Road, and to the south of the site, on the opposite side of Therry Road, is used for low density housing. Marsden Park and medium density housing are located to the west and north-west of the site. Campbelltown Private Hospital and a seniors' living development is located to the north of the site.

Macarthur railway station is approximately 1 kilometre to the west of the site. Several local bus routes service the site, stopping at a bus bay near to the main entrance of the hospital.



2. Project

2.1 Key components and features

The key components and features of the proposal, as refined in the Response to Submissions (RtS), are provided in **Table 1** and are shown in **Figures 4** to **11**.

Table 1 | Main components of the project

Aspect	Description
Project Summary	Construction and operation of Stage 2 of the redevelopment of Campbelltown Hospital involving the demolition of existing structures, construction of a new 13 storey CSB with rooftop helipad, a new multi-storey connection (hospital spine) between the main hospital buildings providing a new connection between the main hospital buildings, and associated works including alterations to access and parking, tree removal and landscaping
Demolition	<ul style="list-style-type: none">• Demolition of low scale elements of Buildings A, B and C to accommodate the new building and proposed hospital spine• Demolition of existing accessways and parking to allow for the new building, access roads and parking
Built form	<ul style="list-style-type: none">• New 13 storey building with two levels partially below ground and a rooftop helipad• New multi-storey weather protected connection (hospital spine) between the new building and existing Buildings A, B and C
Site area	<ul style="list-style-type: none">• Existing hospital campus - 19.33 hectares
Gross floor area (GFA)	<ul style="list-style-type: none">• 58,535 square metres
Uses	<ul style="list-style-type: none">• CSB containing:<ul style="list-style-type: none">○ Emergency department○ Operating theatres○ Intensive care unit○ Mental health unit○ Birthing and speciality care nursery○ Surgical and medical beds○ Helipad facilities○ Ambulance bay
Vehicular access	<ul style="list-style-type: none">• New secondary access road connecting to Therry Road• New access road connecting to Appin Road to replace an existing connection

	<ul style="list-style-type: none"> • New dedicated access road for ambulances providing access to the emergency department ambulance bay
Car parking	<ul style="list-style-type: none"> • 271 at-grade parking spaces to be removed • 52 new at-grade replacement spaces to be provided resulting in a total of 1865 spaces on site, representing an increase of 409 spaces above the number of spaces on site at the time of writing this report
Bicycle parking	<ul style="list-style-type: none"> • 10 existing bicycle parking spaces to be maintained • End-of-trip facilities to be provided
Tree removal and landscaping	<ul style="list-style-type: none"> • 31 trees to be removed • Landscaping to be undertaken at the main entrance, emergency department entrance, adjacent to the hospital spine and along new access roads and car parking
Hours of operation	<ul style="list-style-type: none"> • 24 hours per day, 7 days per week
Jobs	<ul style="list-style-type: none"> • Up to 350 construction jobs and 418 operational jobs
CIV	\$598 million

2.2 Construction works

The main components of construction work include the demolition of a number of existing structures and preparatory earthworks followed by the construction of the new 13 storey building and hospital spine. Works would be undertaken in a way that would allow for the continued operation of the hospital. The buildings and other structures to be demolished are shown in **Figure 4**.

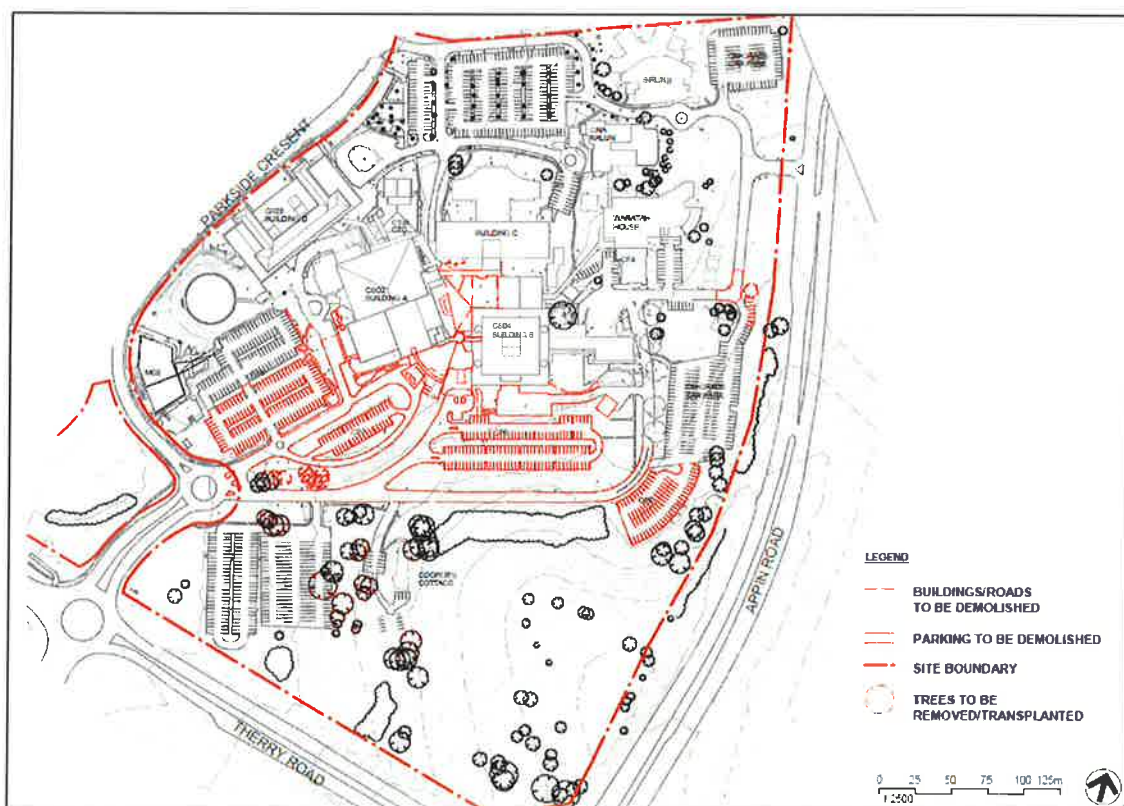


Figure 4 | Demolition plan (Source: Applicant's RfS 2018)

2.3 Physical layout and design

The proposed new building would be located within the centre of the hospital campus, immediately south of existing Buildings A and B. The proposed hospital spine would be constructed to the north of the building, providing a weather protected connection to Buildings A, B and C.

The new main entrance to the hospital is proposed to be located in the centre of the southern elevation of the building immediately south of the hospital spine. The emergency department entrance would be located in the centre of the western elevation of the building with the ambulance bay located in the north-western corner.

A new one-way access road is proposed along the southern side of the building with a public drop-off area and public bus stop immediately adjacent to the main entrance. A pedestrian bridge would be constructed across this road to provide access to at-grade carparks located on the southern side of the road.

A reconfigured emergency department drop-off and carpark would be provided at the western end of the proposed building adjacent to the entrance to the emergency department. The ambulance access road is proposed to run to the north-west of this carpark to the ambulance bay.

The new access to Appin Road would be located in the north-east corner of the site, just south of the existing connection which would be removed. The proposed second access to Therry Road would be located in the south-west corner of the site.

The proposed site layout is shown in **Figure 5** and plans and elevations of the proposed building are shown in **Figures 6 to 11**.

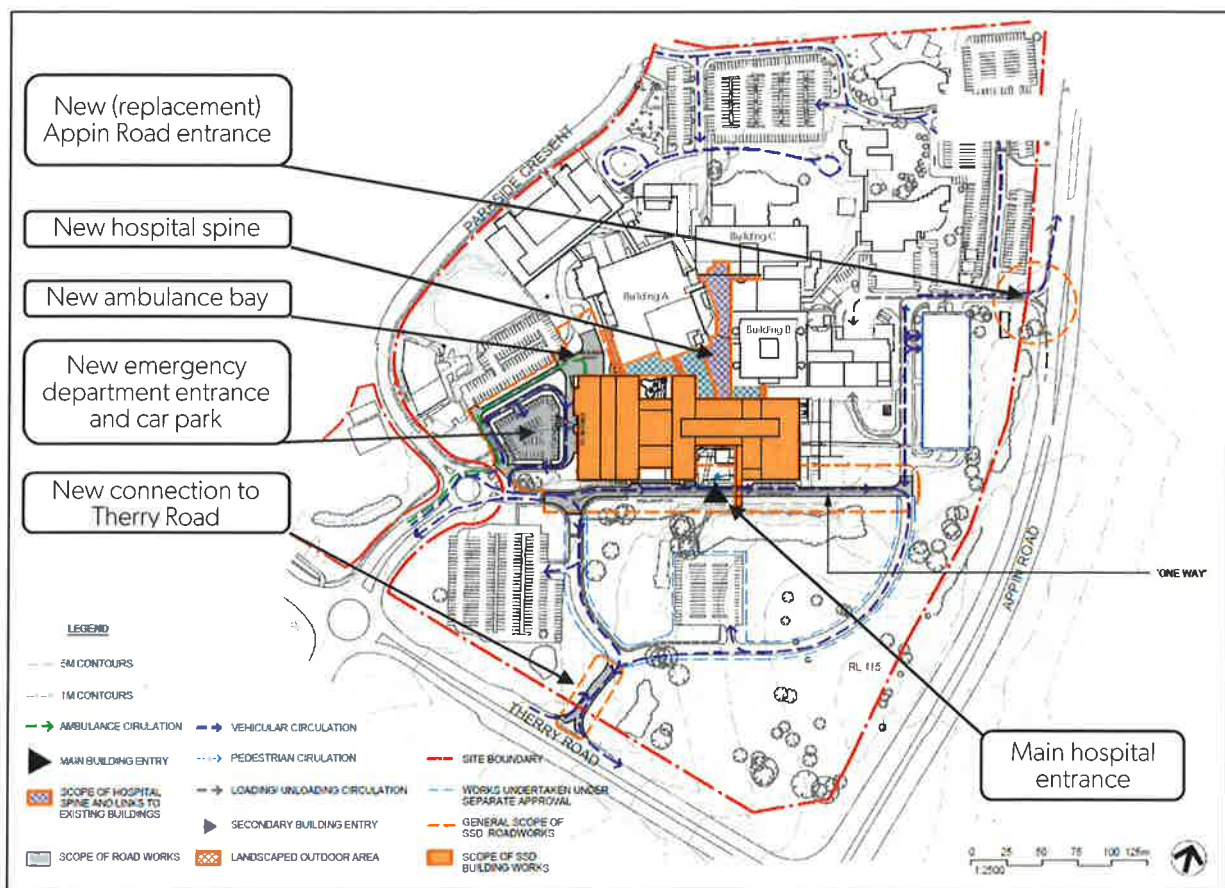


Figure 5 | Proposed site plan (Source: Applicant's RtS 2018)

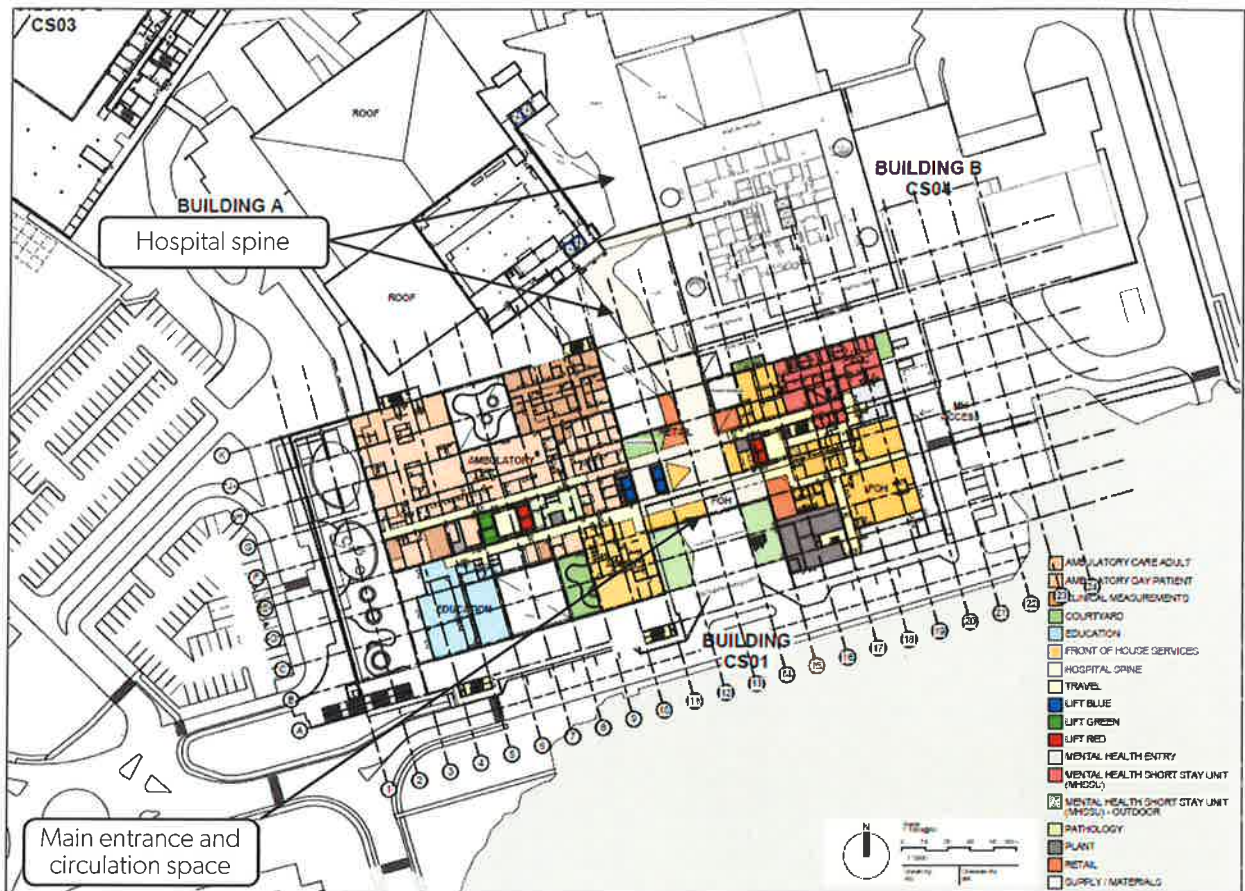


Figure 6 | Level 02 layout plan (Source: Applicant's RtS 2018)



Figure 7 | Southern elevation (Source: Applicant's RtS 2018)



Figure 8 | Western elevation (Source: Applicant's RtS 2018)

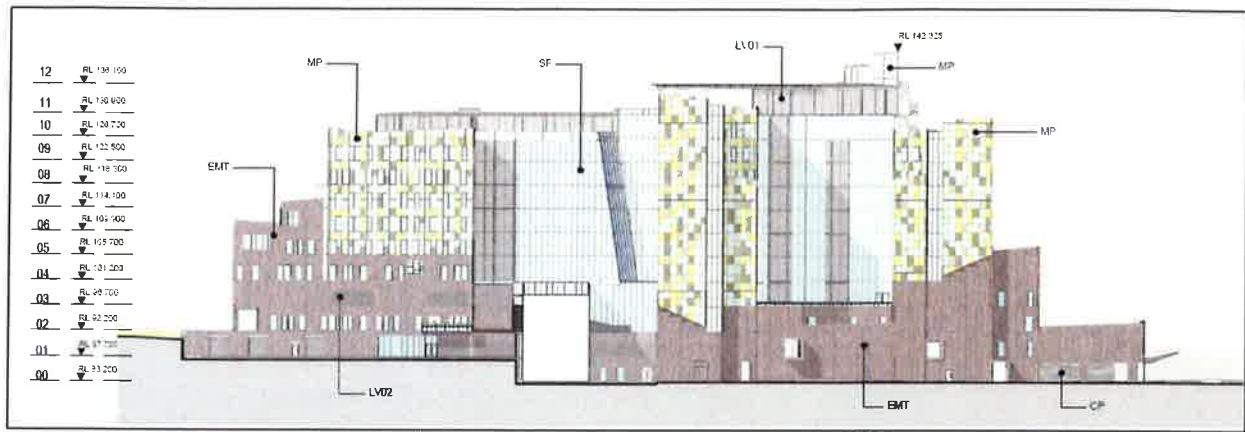


Figure 9 | Northern elevation (Source: Applicant's RtS 2018)

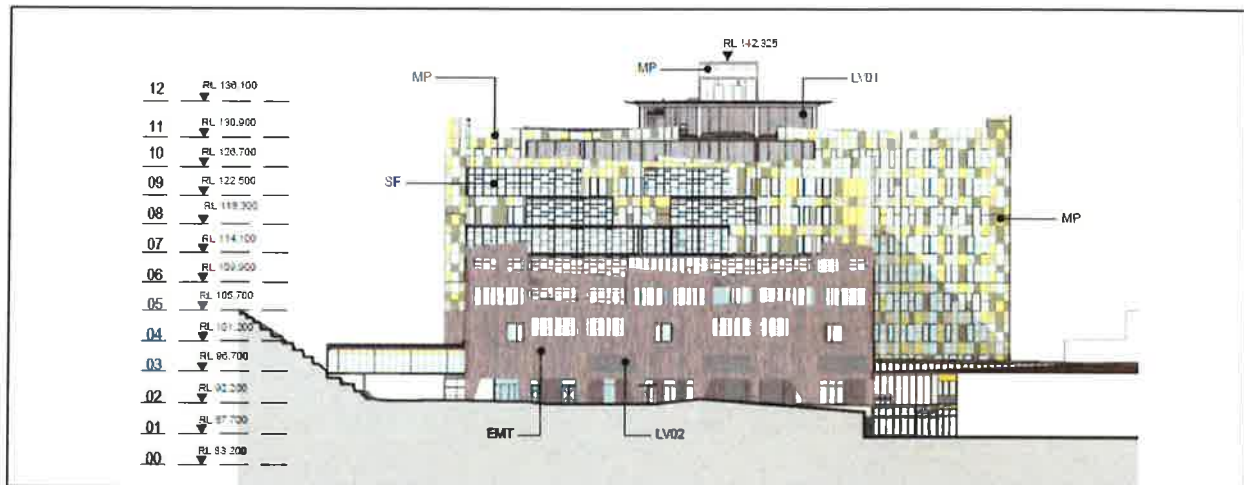


Figure 10 | Eastern elevation (Source: Applicant's RtS 2018)

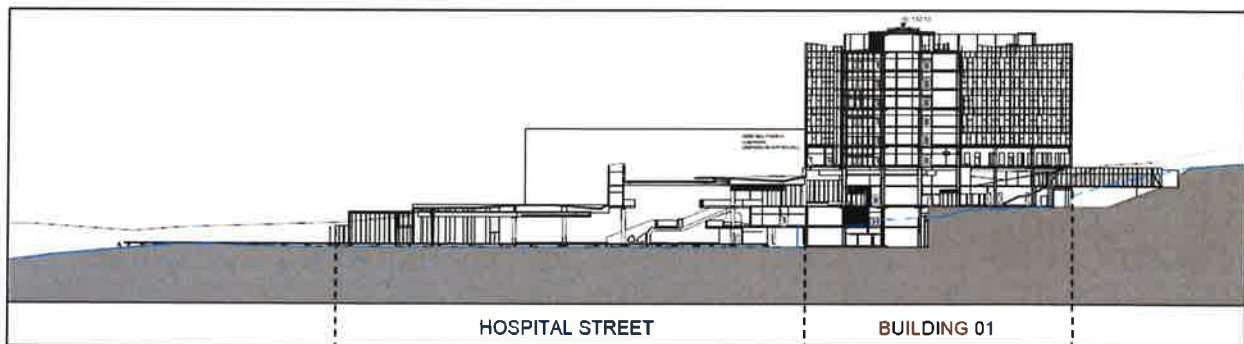


Figure 11 | Section running north-south through proposed building and hospital spine (Source: Applicant's RtS 2018)

2.4 Timing

The construction of the building would be undertaken in a single stage with construction works expected to be completed in 2022.

2.5 Related development

The redevelopment of Campbelltown Hospital is being carried out over several stages with works undertaken under different approval pathways. The existing and proposed works known at the time of writing this report are summarised in **Table 2** and are illustrated in **Figure 12**.

Table 2 | Other works on site and approval pathways

Stage / element	Summary of works	Approval details / status
Stage 1	Acute Health Services Building located in the south-eastern corner of the site between Parkside Crescent and Building A.	An SSD approval (SSD 5003) was issued by the Executive Director Major Projects Assessments, as delegate for the Minister for Planning, on 21 November 2012. The building has since been constructed and is operating on site.
Multi-storey carpark	A multi-storey carpark proposed on the eastern boundary of the site providing 810 additional parking spaces.	Development consent (4141/2017/DA-C) was issued by the Council on 22 August 2018. Construction has commenced on site.
At-grade carparks	Demolition of carparks 5 and 5A in the north-eastern corner of the site and construction of new carparks in the general location as those removed and in the south-western corner of the site.	The works were approved under Part 5 of the <i>Environmental Planning and Assessment Act 1979</i> (EP&A Act). Works have partly been completed with the remaining works currently underway.
Loading dock & kitchen	Upgrade of the central loading dock and kitchen located on the eastern side of Building B.	The works are to be facilitated under Part 5 of the EP&A Act.
Internal link road	<p>A new east-west internal access road to the south of the main hospital buildings and alterations to car parking, including:</p> <ul style="list-style-type: none"> reconfiguration of the existing at-grade carpark adjacent to the Central Road roundabout. construction of a new at-grade carpark to the south of the new east-west access road. 	The works are to be facilitated under Part 5 of the EP&A Act. The road is expected to be delivered prior to the commencement of construction of the new building proposed in the current SSD application.

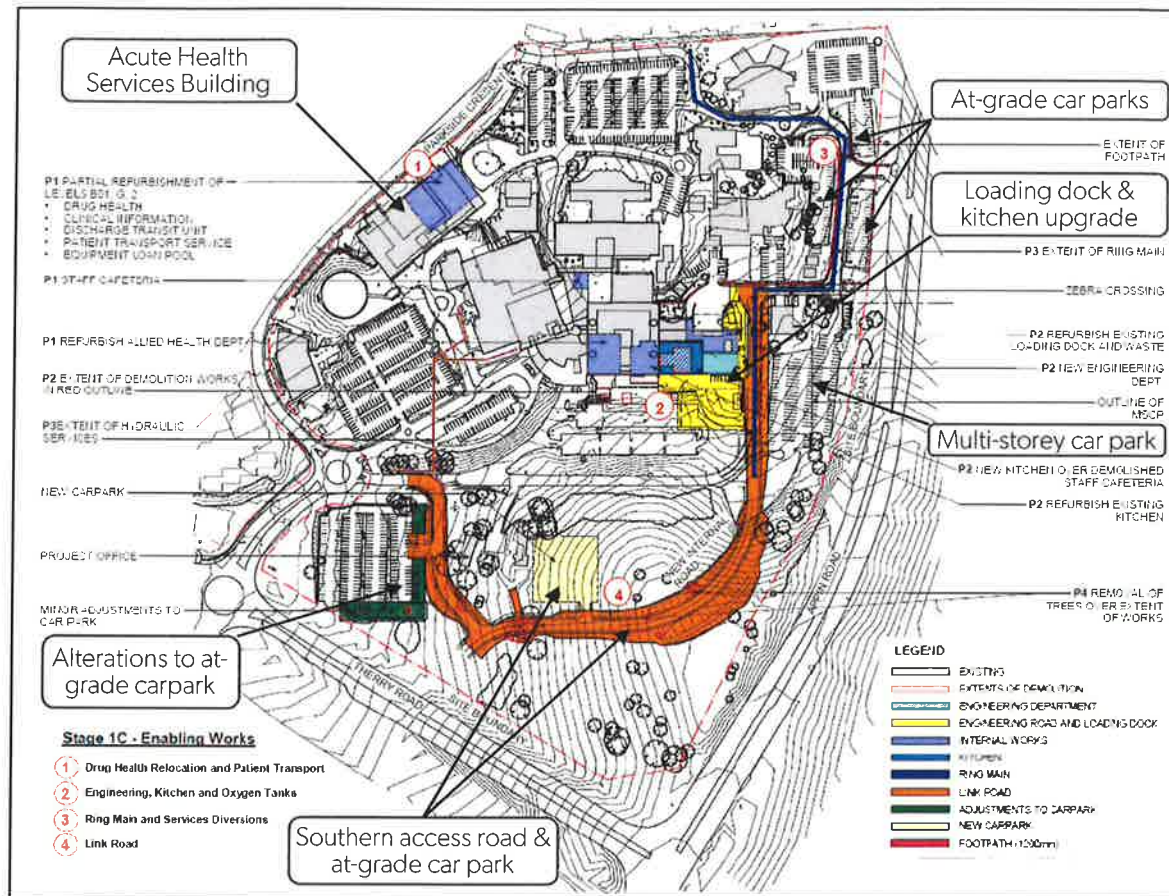


Figure 12: Other works on site (Applicant's RtS 2018)



3. Strategic Context

Campbelltown Hospital is part of the South Western Sydney Local Health District and provides health services to residents in the Macarthur region. The Applicant states that the proposed redevelopment is required to provide capacity to meet the increasing health service demands of a growing and changing population. Campbelltown's population is expected to grow from 163,000 people in 2018 to 273,000 in 2036. This will involve a 144 per cent increase in residents aged over 70 years and a 58 per cent increase in children aged up to 14 years.

The proposal seeks to:

- increase the provision of services to meet the significant growth in population, changing age profile and increase in complexity of disease and poor health in the region.
- improve service access and patient flows.
- address high rates of preventable hospitalisation, particularly through the increase of mental health, maternity, cancer, renal, ambulatory care and outpatient services.
- improve self-sufficiency of the hospital and local health district, particularly regarding the provision of acute medical and surgical services which currently require residents to travel out of the region for 40 per cent of their inpatient care and 50 per cent of surgical care.

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

- it is consistent with the Greater Sydney Regional Plan: A Metropolis of Three Cities as the development provides new and improved health infrastructure to service Sydney's growing population within an identified strategic centre.
- it is consistent with the vision outlined in the Greater Sydney Commission's Western City District Plan, as it would provide significantly improved health infrastructure with a designated health and education precinct.
- it is consistent with the NSW Future Transport Strategy 2056 as it provides improved health facilities within a strategic centre.
- it is consistent with State Infrastructure Strategy 2018 – 2038: Building the Momentum as it facilitates investment in health infrastructure to support a growing and ageing population.
- it would provide direct investment in the region in the order of \$598 million, which would support up to 350 construction jobs and 418 new operational jobs.



4. Statutory Context

4.1 State significant development

The proposal is SSD under section 4.36 of the EP&A Act (development declared SSD) 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 State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP).

The Minister is the consent authority under section 4.5 of the EP&A Act. In accordance with the then Minister for Planning's delegation to determine SSD applications signed on 11 October 2017, the Executive Director, Priority Projects Assessments may determine this application as:

- the relevant Council has not made an objection.
- there are less than 25 public submissions in the nature of objection.
- a political disclosure statement has not been made.

4.2 Permissibility

The site is located within the SP2 Infrastructure – Health Services Facilities zone under the Campbelltown Local Environmental Plan 2015 (CLEP). A hospital is permissible with consent within the zone. Therefore, the Minister for Planning 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 SSD approval process, and consequently are not required to be separately obtained for the proposal. In addition, 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 / approval) 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 3**.

Table 3 | 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 suitably zoned land for the social welfare of the community and state. The improved health care facilities would provide significant social and economic benefits to the community.
(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) (see below).
(c) to promote the orderly and economic use and development of land,	The development would meet the objectives of the zone to provide health infrastructure. The redevelopment of part of the existing hospital campus to intensify the use would also be of economic benefit through job creation and infrastructure investment.
(d) to promote the delivery and maintenance of affordable housing,	Not applicable.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	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 impacts upon built and cultural heritage, including Aboriginal cultural heritage. See Section 6.4 .
(g) to promote good design and amenity of the built environment,	The proposal has been reviewed by the Government Architect NSW (GA NSW) throughout the assessment of the proposed development. The Department considers the application would provide for good design and amenity of the built environment (refer to Section 6).
(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 development 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. |
| (j) to provide increased opportunity for community participation in environmental planning and assessment. | The Department publicly exhibited the proposal (see Section 5.1), which included notifying adjoining landowners, placing a notice in newspapers and displaying the proposal on the Department's website and at Council 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 proposes ESD initiatives and sustainability measures in accordance with the NSW Health Engineering Services Guidelines which will target a 4 Star Green Star equivalency rating. This will include consideration of:

- reduced energy use targeting a 10 per cent improvement on National Construction Code – Section J energy efficiency standards.
- passive design strategies, demand management and life-cycle sustainability and maintenance implications.
- water conservation measures, including highly efficient water fittings and fixtures, water recycling and rainwater harvesting.
- use of locally-sourced, low-energy or recycled materials.

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. To ensure that appropriate ESD measures are incorporated into the proposed development, the Department has recommended conditions requiring certification of a minimum 4 Green Star rating from the Green Building Council Australia or adoption of ESD measures equivalent to an accredited rating scheme to the satisfaction of the Planning Secretary. Subject to these conditions, the proposed development is consistent with ESD principles as described in Appendix Y 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 4 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 4 | Section 4.15(1) matters for consideration

Section 4.15(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	The application satisfactorily complies. The Department's consideration of the relevant EPIs is provided in Appendix B of this report.
(a)(ii) any proposed instrument	The application satisfactorily complies with the relevant draft EPIs (see Appendix B).
(a)(iii) any development control plan (DCP)	Under clause 11 of the SRD SEPP, DCPs do not apply to SSD. Notwithstanding this, consideration has been given to relevant DCPs at Appendix B .
(a)(iiia) any planning agreement	Not applicable.
(a)(iv) the regulations <i>Refer Division 8 of the EP&A Regulation</i>	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	The impacts of the proposed development have been appropriately mitigated or conditioned - refer to Section 6 .
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Sections 3, 4 and 6 .
(d) any submissions	Consideration has been given to the submissions received during the exhibition period. See Sections 4 and 5 .
(e) the public interest	The proposed development is in the public interest. Refer to Section 6 .

Biodiversity Conservation Act 2016

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 impact of the proposal on biodiversity values has been assessed in the BDAR accompanying the EIS and considered in **Section 6** of this report.

5. Engagement

5.1 Department's engagement

In accordance with Schedule 1 of the EP&A Act, the Department publicly exhibited the application for a period of 28 days from 30 August 2018 until 26 September 2018. The application was exhibited at the Department and on its website, at the NSW Service Centre and at Council's office.

The Department placed a public exhibition notice in the Campbelltown Macarthur Advertiser on 29 August 2018 and notified adjoining landholders and relevant state and local government authorities in writing. The Department representatives visited the site to provide an informed assessment of the development.

The Department has considered the comments raised in the public authority and public 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 Summary of submissions

The Department received a total of eleven submissions, comprising 10 submissions from public authorities, including Council, and one submission from the public. No objections were received. A summary of the issues raised in the submissions is provided in **Section 5.3** and **5.4** and copies of the submissions in **Appendix A**.

5.3 Public authority submissions

A summary of the issues raised in the public authority submissions is provided at **Table 5** below and copies of the submissions in **Appendix A**.

Table 5 | Summary of public authority submissions to the EIS exhibition

Council

Council advised that it strongly supports the proposal and offered the following comments:

- The expansion of the hospital would bring significant social and economic benefits to the community that would be a catalyst project that would give significant weight to the revitalisation of Campbelltown CBD and reinforce its identity as the metropolitan centre of the Campbelltown / Macarthur and wider southern region.
- The proposal is in line with Council's recent strategic planning for the area including Re-imagining Campbelltown CBD, particularly with regard to the area becoming a leading centre of health services, medical research and medical technology activity.
- Built form and its relationship with the surrounding green and rolling hills, achievement of architectural excellence and sustainable development is extremely important to Council.
- The use of sustainable strategies is strongly encouraged.
- The proposal has been carefully considered and has addressed many complex and competing matters on the site including customer experience, access and service requirements.
- Whilst the building would be larger in proportion that would be expected for the site, the design has resulted in a proportioned built form response.

-
- Treatment of facades and materials proposed for the three main building elements is supported, however some of the proposed elements are not readily apparent in the detail provided in the EIS. It is recommended that façade design be revised with more emphasis on vertical elements particularly for the finger points of the building in order to facilitate a hierarchy of façade treatment. The proposed night time lighting is integral to this.
 - It is noted that while the building would be in the order of 10-12 stories, the actual building height would be more akin to an 18 storey building due to higher floor heights proposed.
 - Given the overall height, the building would dominate the landscape. Façade treatment is therefore of considerable importance and should be in line with the community's desire for inclusion of green walls and design elements that soften the buildings impact in the landscape.
 - The night time treatment (i.e. lighting) of the building should not draw the viewer's eye to the overall bulk and scale. Instead, it should seek to establish the building as an important place identifier in the night time landscape, that can be celebrated by its individuality in a night time backdrop while being respectful of the sensitive suburban and rolling hills environment. Further engagement with Council on the design is therefore requested.

Air Services Australia

Air Services Australia advised that the proposal would not affect relevant airspace procedures or communication, navigation or surveillance facilities.

Civil Aviation Safety Authority (CASA)

CASA offered the following comments / recommendations:

- The site is located outside of the obstacle limitation surfaces for Camden Aerodrome.
- The Applicant should consider CASA and International Civil Aviation Organization guidance in relation to the proposed helicopter landing site and consult with helicopter operators in relation to the proposed design and the ongoing operation of the existing helipad on site during construction works.

Environment Protection Authority (EPA)

EPA made the following comments / recommendations:

- Contaminated land investigations undertaken as part of the EIS do not meet the requirements of EPA sampling guidance – further investigations are therefore recommended having regard to the number of samples undertaken on site and the depth of samples.
- The proposed extended construction hours for weekday mornings and Saturdays are not supported on the basis of the justification provided in the EIS - standard construction hours should therefore apply.
- Appropriate arrangements should be implemented during construction and operation with regard to:
 - investigation and management of potential site contamination following demolition of existing structures.
 - management of asbestos and other hazardous (including clinical) waste.
 - noise management.
 - erosion, sediment and dust controls.
 - management of on site emergency back-up generators and fuel storage systems.
 - radiation control associated with medical equipment and therapies.
 - implementation of sustainability measures.

Endeavour Energy

Endeavour Energy advised that it is aware of the proposed development and is working with the Applicant with regard to connection to the electricity supply network.

Office of Environment and Heritage (OEH)

OEH made the following comments / recommendations:

- Conditions be imposed in relation to unexpected finds of Aboriginal objects or ancestral remains.
- The BDAR did not include an assessment of Serious and Irreversible Impacts as required in the Biodiversity Assessment Method (BAM).
- Surveys carried out to determine the presence of *Pimelea spicata* (Spiked Rice-flower) on site were not undertaken at a time when specimens would be easily found.
- Additional flood modelling identified for the Stage 2 detailed studies, including utilising TUFLOW and Council's updated flood model, should be undertaken in early planning stages to inform decision-making.
- An emergency response plan should be prepared to manage floods larger than the 1 per cent average exceedance probability (AEP) up to the probable maximum flood (PMF).

Heritage Division

The Heritage Division noted that there are no items listed on the State Heritage Register within the site or within the vicinity of the development works which may be impacted by the proposal. A condition was recommended in relation to procedures if unexpected archaeological relics are found on site.

NSW Rural Fire Service (NSW RFS)

The NSW RFS made the following recommendations:

- Water, electricity and gas must comply with sections 4.13 and 4.2.7 of Planning for Bush Fire Protection 2006 (NSW RFS).
- A bush fire evacuation and emergency management plan should be prepared for the hospital.

Roads and Maritime Services (RMS)

RMS advised that the traffic impact assessment report submitted with the EIS should give further consideration to a number of matters, including consideration of other developments in the area, need for road improvement works as a result of the proposed development, internal circulation patterns, light and heavy vehicle movements, car parking provision, positioning of the Appin Road entry connection and proposed RMS upgrades to the Narallen Road / Appin Road intersection.

RMS also provided recommended conditions setting out design requirements for the proposed connection to Appin Road, including replacement of the proposed acceleration lane with a high-angle exit.

Transport for NSW (TfNSW)

TfNSW made the following comments / recommendations:

- Information is requested in relation to proposed internal road widths and capacity of these to accommodate bus services as proposed in the EIS.

- Wayfinding strategies be implemented to assist with the increase in mode share of walking and cycling to the site by staff, outpatients and visitors.
- A construction management plan be developed to ensure pedestrian movements are maintained or appropriately diverted where affected by works.

5.4 Public submissions

The one public submission received considered that the expansion of the hospital is very positive for the region. Concern however was raised in relation to perceived inadequate car parking provision on the site and the failure of the proposal to include the construction of a multi-storey carpark. A copy of the submission may be viewed at **Appendix A**.

5.5 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 12 November 2018, the Applicant provided an RtS (**Appendix A**) on the issues raised during the exhibition of the proposal. This included the following:

- Amended Architectural Plans
- Amended Landscape Plans
- Amended Design Summary
- Form, Massing and External Fabric Principles Statement
- Wayfinding Strategy
- Access and Circulation Information
- Flood Mitigation advice
- Amended BDAR
- Parking Study and Traffic Assessment
- Arts Strategy and Community Engagement Framework.

The amended plans incorporated the following:

- a general reconfiguration and reduction of the building footprint as a result of design development in consideration of the hospital service requirements and functional layouts.
- an increase in building height from relative level (RL) 140.25 (57 metres) to RL 142.32 (59.09 metres).
- refinements to the external façade of the building including:
 - changes in the horizontal material break up of building form.
 - simplification of the material palette.
- revisions to the carpark and access arrangements to the west and south of the proposed building, including the:
 - retention of part of the existing carpark to the north-west of the proposed building.
 - redesign of the new emergency department carpark, drop-off and ambulance bay access road.
 - removal of the proposed at-grade carpark to the south of the proposed building from the scope of works included the SSD application.
 - revision of access and car parking configuration works proposed to the south of the building under separate approval processes.

The changes to the proposed parking and access arrangements means that the proposed development, as revised in the RtS, includes the removal of 271 at-grade parking spaces and provision of 52 replacement spaces. Consequently, the proposed revised development will result in a total of 1865 spaces on site when other changes to parking on site, proposed under separate approval processes, are considered. This represents an increase of 409 spaces above the number of spaces on site at the time of writing this report.

The RtS was made publicly available on the Department website and was referred to the relevant public authorities. An additional six submissions were received from public authorities, including Council. A summary of the issues raised in the submissions is provided at **Table 6** and copies of the submissions may be viewed at **Appendix A**.

Table 6 | Summary of public authority submissions to the RtS

Council

Council advised that it had no further comments to make in relation to the application.

Air Services Australia

Air Services Australia advised that the revised building height would not impact any sector or circling altitude, any instrument approach or departure procedure for Camden Airport. Nor would the proposal affect communication, navigation or surveillance facilities.

EPA

The EPA made reference to its original comments in relation to the proposed increased construction hours and advised that the Department should ensure that the accepted construction hours are appropriately justified and controls are implemented to minimise noise.

OEH

OEH:

- acknowledged the updated BDAR and advised that no further comments were made in relation to biodiversity.
- recommended the implementation of an unexpected finds procedure in relation to Aboriginal cultural heritage.
- noted the updated flood modelling and recommended the preparation of an emergency response management plan for flood events larger than the 1 per cent AEP.

RMS

RMS raised no further comment in relation to the application.

TfNSW

TfNSW noted the Applicant's advice in relation to the accommodation of bus services within the proposed road network and requested that the Applicant liaise with TfNSW on planned bus movements when these are known.



6. Assessment

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

- built form and urban design.
- traffic and parking.
- noise and vibration.

Each of these issues is discussed in the following sections of this report. Other issues taken into consideration during the assessment of the application are discussed at **Section 6.4**.

6.1 Built form and urban design

The Applicant advises that the proposed design was developed in consideration of the project objectives to:

- provide a world class acute health facility which will become a civic focus for the community and the people of the South Western Sydney Local Health District.
- achieve efficiencies and flexibility for operation and function and longer-term expansion strategies.
- facilitate contemporary models of patient centred care.
- enhance communication between the multidisciplinary staff team and optimise clinical outcomes in a secure and safe environment.

The Applicant advises that a master planning process was undertaken to inform the siting of the proposed building, which was selected to create an integrated clinical zone centred on Buildings A to C, while the operational needs of the hospital informed the overall form and height of the building.

The proposed building would be 13 storeys (59.09 metres) in height including two partial basement levels and rooftop helipad. This would be located immediately to the south of Buildings A and B and be integrated into the core hospital facilities (Buildings A to C) through the construction of a multi-level hospital spine. Landscaped areas and courtyards would also be incorporated, including along the hospital spine, involving planting, public seating areas and sculpture elements.

In response to the exhibition of the EIS, Council advised that it supported the proposal and provided comments in relation to the proposed built form. Council advised that whilst the building would be larger in proportion than would be expected for the site, it considered that the design has resulted in a proportioned built form response. As the proposed building would dominate the landscape, Council advised that consideration of the façade treatment is of paramount importance. In this regard, Council advised that the design should be revised with more emphasis on vertical elements, particularly the finger points of the building, to facilitate a hierarchy of façade treatment. This should seek to soften the buildings impact in the landscape.

Following consideration of the EIS, the Department and GA NSW also raised a number of queries in relation to the treatment of the bulk and scale of the building, including facade composition and materials.

In response to the comments made, the Applicant submitted revised plans as part of the RtS as well as additional information explaining the proposed design. The revised plans and additional information detailed:

- an overall reduction in the mass of the building and an increase in building height of 2.09 metres.

- a new façade treatment for the building incorporating a change in the horizontal material breakup of the building form. This includes three bands and four material types to achieve the vertical stratification of the overall built form using glass reinforced concrete, porcelain tiles and anodised aluminium sheet. The Applicant advises that this approach has been informed by remnant Cumberland Plain Woodland which is a prominent feature in the locality comprising:
 - Sub-basement (Levels L00 and L01) incorporating reinforced glass fibre cement of shale tonal colouring with recessed punched openings.
 - Podium (Levels L02 to L05) incorporating solid and textural materials, comprising varying profiled porcelain tiles of metallic glazed earthy tonal colouring, with recessed punched openings.
 - Tower (Levels L06 to L13) incorporating lighter materials with a strong emphasis of the vertical, comprising aluminium sheeting and striation of colouring from silver grey greens to eucalyptus greens at the buildings crown, with vertical flush faced openings.
- further design detail of the proposed main hospital entrance and circulation spine.

The revised façade treatment is shown in **Figures 13** and **14**. An image of the proposed main hospital entrance is shown in **Figure 15** and spine in **Figure 16**.

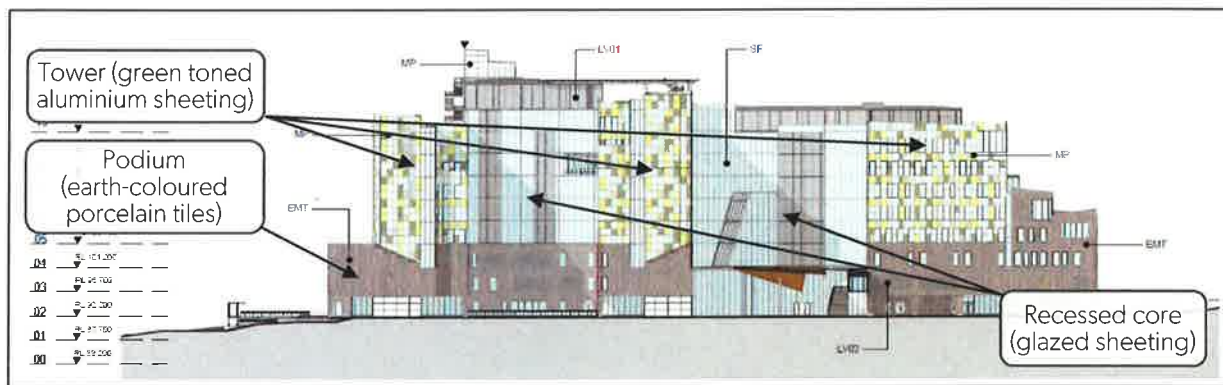


Figure 13 | Southern (revised) elevation (Source: Applicant's RtS 2018)

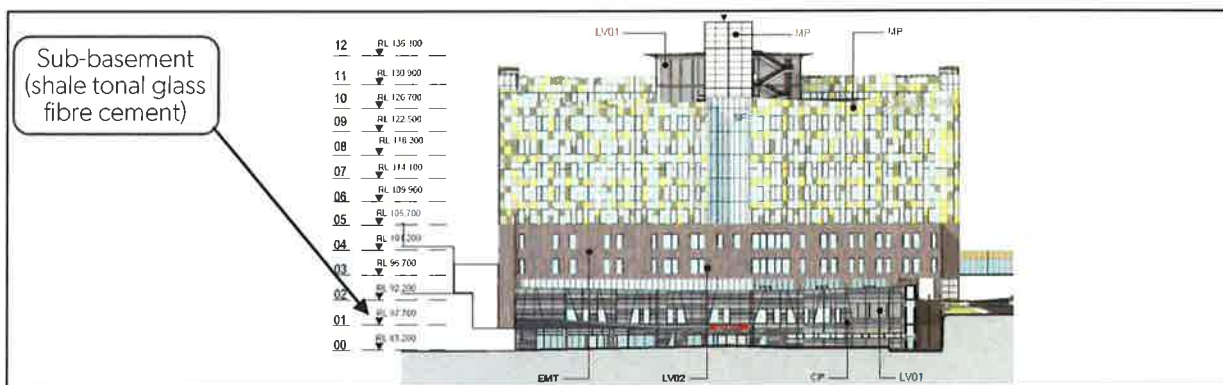


Figure 14 | Western elevation (Source: Applicant's RtS 2018)



Figure 15 | Main entrance (Source: Applicant's RtS 2018)



Figure 16 | Internal view of hospital spine (Source: Applicant's RtS 2018)

The RtS was referred to Council which advised that it had no further comments in relation to the proposal.

The Department has reviewed the comments made by Council and the information provided by the Applicant in the RtS and has considered the revised design within the context of the surrounding built form. Whilst recognising that the proposed building would be taller than the existing surrounding development, the Department concludes the proposal would be acceptable on the following basis:

- the building would be located within the centre of the large hospital site with extensive setbacks to the site boundaries, meaning that the building will be viewed within the context of the wider hospital site, with existing buildings and landscaping offering a visual transition to the taller built form.

- the taller and more prominent built form is appropriate given the importance of the hospital as a facility of regional significance and the sites proximity to the Campbelltown city centre.
- the proposed design incorporates architectural design features to provide visual interest and minimise the massing of the building, including modulation, articulation and the incorporation of materials, colours and finishes that reflect the natural environment.
- the proposal would have acceptable amenity impacts as surrounding residential properties are sufficiently separated from the proposed building and overshadowing would not extend outside of the site (see **Section 6.4**).
- the proposal elevates the presence of the hospital in the locality with a more easily identifiable main entrance, improved wayfinding and high standard central circulation area connecting the main hospital buildings.
- the built form is consistent with typical hospital building design that maximises efficiency through vertical alignment of functions and services, and modulates the building to reduce the visual mass.
- the larger form allows for the consolidation of services in a fit-for-purpose building with improved connections to existing hospital buildings that would allow for improved standard of care and functionality of the site.
- the site is not subject to a maximum building height control or maximum floor space ratio under the CLEP.

Night time lighting

Council advised that the night time architectural response is considered to be of equal importance to the daytime response. Council considered that subtle and distinct lighting solutions should be implemented that do not draw the viewer's eye to the outline and scale of the building. Rather, the lighting should be sympathetic to the sensitive suburban and rolling hills environment that the building sits within.

In the RtS, the Applicant advised that it is willing to prepare a lighting strategy for the building in consultation with Council. The Department accepts the comments made by Council and has recommended a condition requiring a lighting strategy to be prepared for the building in consultation with Council.

6.2 Traffic and parking

Operational traffic

The EIS included a Traffic Impact Assessment (TIA) which considered the traffic and parking impacts of the proposal, including the potential increase in traffic as a result of the proposal and the impact of the proposed new access points onto Appin Road and Therry Road.

The TIA calculated the estimated increase in trips on the surrounding network based on the proposed increase in parking numbers on site. This was done as previous traffic studies undertaken at the site have shown that the number of trips to the hospital are governed by the availability of parking on the site. The analysis estimated that there would be 470 additional trips in each of the two daily peak periods at the site (7am to 8am and 3:30pm to 4:30pm) identified through traffic surveys. The distribution of these trips across the various hospital access points was determined using survey data and professional judgement with regard to the expected changes to traffic movements following the completion of the proposed multi-storey carpark on site and additional connection to Therry Road.

The impact of the increase in trips on the surrounding road network was considered through a SIDRA analysis of key intersections in proximity to the site. The intersections investigated are shown in **Figure 17**.



Figure 17 | Intersections assessed in SIDRA Analysis (Source: Nearmap 2018)

The analysis examined the existing and future Level of Service (LOS) at each intersection. LOS is an indicator of the performance of an intersection based on the average delay of vehicles travelling through the intersection. This grades performance from A (good operation with delays of less than 14 seconds) to F (extra capacity required with delays in excess of 70 seconds). The results of the analysis are summarised in **Table 7**.

Table 7 | Results of SIDRA intersection analysis

Intersection	Peak period	Existing delay (seconds)	Proposed delay (seconds)	Existing LOS	Proposed LOS
Therry Road / Central Road Roundabout	AM	8.2	9.0	A	A
	PM	16.3	20.3	B	B
Parkside Crescent / Central Road Roundabout	AM	5.3	6.2	A	A
	PM	6.2	7.0	A	A
Parkside Crescent Access	AM	2.0	2.3	A	A
	PM	1.2	1.4	A	A
Appin Road Access	AM	0.5	0.7	A	A
	PM	0.5	1.0	A	A
Therry Road / Appin Road	AM	14.3	18.6	A	B
	PM	17.8	25.8	B	B
Proposed Therry Road Access	AM	N/A	0.5	N/A	A
	PM	N/A	0.5	N/A	A

The analysis found that all intersections currently perform well with spare capacity, having a rating of LOS A or B. It also found that while the proposal would increase the level of traffic through these intersections, the proposal would not reduce the performance (LOS) of all but one of the intersections. Whilst it was found that the performance of the intersection of Therry Road and Appin Road would reduce in the morning peak period from LOS A to B, the analysis noted that B still represents a good performance with acceptable delays and spare capacity. The TIA therefore concluded that the proposal would not have any significant adverse impacts on the performance of the surrounding road network.

To limit the impact of the proposed development, the TIS included a Green Travel Plan (GTP), which examined the existing travel patterns of staff and identified potential measures to encourage staff to travel to the site by public transport, bicycle or foot. The GTP found existing low levels of non-car based trips to the site. The GTP did however find that the provision of end-of trip facilities would encourage a small percentage of local resident staff to travel by bicycle or foot.

Following exhibition of the EIS, RMS raised a number of queries in relation to the TIA, including the need for consideration of other nearby development, cumulative impacts and need for road improvement works. Council did not raise any concerns in relation to traffic impacts in its submission and traffic was not raised in the public submission.

The Applicant provided a response to the RMS comments in the RtS, confirming that the proposal would not have any significant adverse impacts on the road network and that no road improvements were required outside of the site. The RtS was referred to RMS which advised that it had no further comments in relation to the proposal.

The Department has considered the TIA, agency comments and the Applicant's RtS. Although the development would result in a minor reduction to the LOS of the intersection of Therry Road and Appin Road, this and all other surrounding intersections would continue to have a high level of performance. The proposal would also incorporate measures to reduce car dependency where possible in the context of the use. On this basis, the Department is satisfied that the local road network could reasonably accommodate traffic generated by the development. The Department has recommended conditions to require a detailed GTP to be prepared prior to the commencement of occupation to give effect to proposed mitigations.

Construction traffic

A Preliminary Construction Traffic Management Plan (Preliminary CTMP) was submitted with the application. Construction vehicles would include small vehicles, delivery trucks and heavy rigid vehicles (from 6.4 metre semi rigid vehicles to 18 metres heavy rigid vehicles) including utes, tip trucks, concrete agitators and concrete pumps. Articulated vehicles, including 18 metre 'truck and dog' and 19 metre semi-trailers, are anticipated to be used for material collections and deliveries. Special oversized vehicles are also likely to be required such as cranes. The Preliminary CTMP noted that the SSD construction works are likely to coincide with the other construction works on site, including the proposed multi-deck carpark (see **Figure 12** for a plan showing the location of the multi-deck carpark).

The anticipated access routes are shown in **Figure 18** with Appin Road being the main access point. These utilise collector or regional roads and avoid use of local roads.

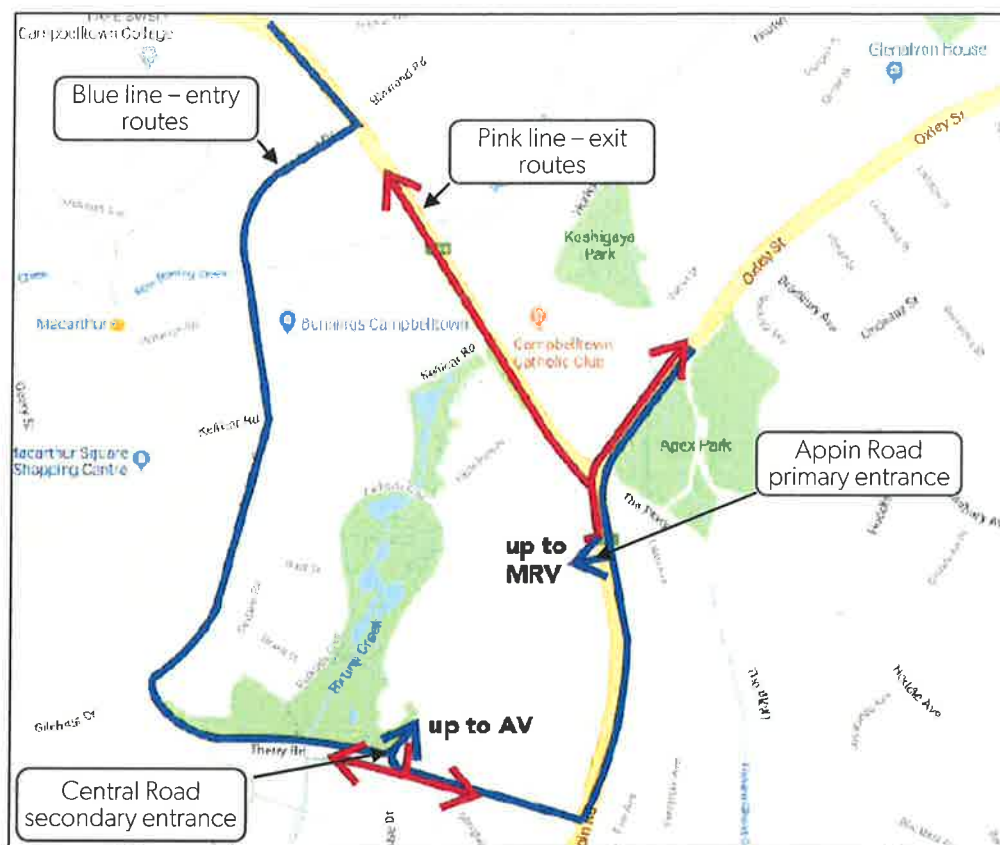


Figure 18 | Proposed construction vehicle routes (Source: Applicant's EIS 2018)

The Preliminary CTMP anticipates that external work zones would not be required as delivery and construction vehicles would be accommodated within the site and that construction vehicles would not interrupt existing traffic flows within the area.

The Department is satisfied that construction traffic can be adequately managed during construction of the development. The Department has recommended a condition requiring the preparation of a detailed Construction Traffic and Pedestrian Management Plan prior to commencement of works to ensure that impacts on the surrounding street network are minimised.

Access

The proposal includes changes to the road (and parking) layout within the site, including a new emergency drop-off area, ambulance bay access road and one-way road with drop-off and bus stop at the main entrance on the southern elevation of the new building. The proposal also includes the construction of new left-in and left-out accesses to the external road network, including to Appin Road (replacing the existing access) and Therry Road. No changes are proposed to the existing loading bay located on the eastern side of Building B as part of the SSD works.

The TIA noted that the proposed changes would provide for efficient traffic distribution across the site and the access points would improve performance of existing intersections by distributing traffic across a greater number of available routes.

In response to the exhibition of the EIS, RMS provided recommended conditions requiring changes to the design of the proposed Appin Road access. TfNSW also requested confirmation that the proposed internal road network would be designed to accommodate bus movements.

The Applicant accepted the RMS requirements in the RtS and confirmed that the internal road network would be designed to satisfactorily accommodate bus movements. The Applicant requested that the RMS design requirements be imposed through conditions of consent.

The Department has considered the TIA and agency comments and is satisfied that the revised access arrangements are acceptable for the site and would not result in any adverse traffic impacts. The Department has recommended conditions requiring the road works to be designed in accordance with RMS, TfNSW and Council requirements.

Operational parking

The proposal, as modified in the RtS, includes the removal of 271 parking spaces and provision of 52 replacement spaces at the western end of the proposed building. A number of changes to on site parking are also underway or proposed outside of the current SSD application (see **Section 2.5**). These changes include the provision of a new 810 space multi-deck carpark along the eastern boundary of the site and at-grade parking at several other locations on the site. The Applicant advises that these changes are to be completed prior to the occupation of the building proposed in this SSD application. Overall, the proposal, in combination with other parking works on site, would result in a total of 1865 parking spaces across the hospital campus. This represents an increase of 409 spaces from the number of spaces on site at the time of writing this report.

The TIA included in the EIS set out the expected parking demand of the proposed development, informed by a parking study that was not included in the EIS. The Department therefore required the Applicant to provide a copy of the parking study following exhibition of the EIS. The Department also required the Applicant to respond to the concern raised in the public submission that the proposal did not include the construction of a multi-level carpark.

The Applicant's RtS confirmed that the wider redevelopment of the hospital included the construction of a multi-storey carpark to cater for staff, outpatients and visitors. The RtS also included a copy of the parking demand study which was undertaken in October 2017 to inform future planning of the site. This examined the existing parking demand (and travel mode share) at the site and estimated future increased demand resulting from the expansion of the hospital, including in the proposed development.

The RMS Campbelltown (Sustainable City) Development Control Plan 2015 does not provide a car parking rate for public hospital uses. The parking study therefore estimated future parking demand based on the travel mode share identified at the site and the projected increase of staff, beds and outpatient visits. Overall, the study estimated a future demand for 1797 spaces in the year 2021/22 at the completion of the proposed development.

The Department has considered the TIA included in the EIS and parking study provided with the RtS, and notes that Council, RMS and TfNSW did not raise any concerns relation to the provision of on site parking. On the basis that 1865 spaces would be provided on the campus at the completion of the proposed development, the Department is satisfied that the parking demand arising from the proposed development would be appropriately accommodated on site.

The Department has recommended a condition requiring evidence to be submitted to the Certifying Authority that 1865 parking spaces have been provided on site prior to the occupation of the proposed building. In addition, the Department has recommended a condition requiring a parking demand study to be undertaken within 12 months of the occupation of the proposed building to verify that parking demand is as anticipated. Where it is found that demand is greater than that anticipated, measures are to be recommended to manage the existing demand, improve utilisation of on site parking and / or provide additional parking facilities on site.

The Department notes that the parking study:

- calculated future demand on the assumption of a 3 per cent, 8 per cent and 10 per cent reduction in staff travel to the site by car (through the implementation of GTP measures) from the time of the study in 2017 to 2021/22, 2026/27 and 2031/32 respectively.
- recommended that measures be implemented to encourage staff to park in designated staff parking areas to reduce instances of staff reducing spaces available to outpatients and visitors in the main public car parks.
- recommended that wayfinding be provided to improve awareness of parking options on site and reduce outpatients and visitors circulating in full car parks when spaces are available elsewhere on the site.

The Department has recommended conditions to give effect to these assumptions and recommendations.

Construction Parking

In the EIS, the Applicant advised that parking would not be available on site for construction workers. Instead, carpooling and use of sustainable transport options would be encouraged, including through the provision of safe on site storage for tools by tradespeople.

Following exhibition of the EIS, the Department required the Applicant to outline specific measures to mitigate the potential impacts of construction parking given the proposed lack of parking on site. In response, the Applicant advised in the RtS that the use of on site parking, including new on site parking provided under separate approvals, would be explored. In addition, the potential to utilise car parking at nearby external sites (with the relevant landowner's agreement), including on Council land, would be investigated.

The Department is satisfied that construction parking can be adequately managed during construction subject to a recommended condition requiring the preparation of a Construction Worker Transportation Strategy prior to commencement of works. This must include the provision of sufficient parking for construction workers and the implementation of associated management arrangements to monitor and manage any construction parking issues that occur.

6.3 Noise and vibration

The proposed development has the potential to cause adverse noise and vibration impacts on surrounding properties during construction and operation as a result of construction activities, operational plant and equipment and increased traffic in the area.

The EIS included an Acoustic Assessment (AA) which considered the potential impacts of on site noise and vibration sources on the closest residential and adjoining health-facility receivers. These included the residential properties on the eastern side of Appin Road (R2 and R3), southern side of Therry Road (R4) and on the western side of Marsden Park (R5), as well as the private hospital (R6) and seniors living development (R1) to the north of the site. Impacts to users of Marsden Park (R7) were also considered.

Attended and unattended noise monitoring was undertaken to quantify the existing acoustic environment at the site and near to the sensitive receiver locations. Noise monitoring locations are shown in **Figure 19**.



Figure 19 | Location of noise monitoring locations (Source: Applicant's RtS 2018)

Construction Impacts

The Interim Construction Noise Guideline (DECCW, 2009) (ICNG) outlines the process of establishing noise management levels (NMLs) to minimise construction noise impacts on sensitive receivers. The AA determined the NMLs for each sensitive receiver based on the measured background noise levels for standard hours (7am to 6pm) and outside standard hours. These are shown in **Table 8**.

Table 8 | Construction Noise Management Levels

Receiver	Hours	Noise Affected Level - dB(A)Leq(15min)	Highly Noise Affected Level - dB(A)Leq(15min)
R1 - Seniors living development	Standard hours	55	75
	Outside standard hours	48	53
R2 - East of Appin Road - North	Standard hours	64	75
	Outside standard hours	49	54
R3 - East of Appin Road - South	Standard hours	55	75
	Outside standard hours	40	45
R4 - South of Therry Road	Standard hours	61	75
	Outside standard hours	47	52
R5 - West of Marsden Park	Standard hours	56	75
	Outside standard hours	45	50
R6 - Private hospital to the north of site	Standard hours	43 (internal level)	-
	Outside standard hours	45 (internal level)	-
R7 - Marsden Park	Standard hours	60	-
	Outside standard hours	60	-

The assessment then modelled the predicted noise levels having regard to the equipment and plant likely to be used during the varying construction phases (2A – Enabling and early works, 2B – Main works preparation and 2C – main works) for the proposed building. The results of the modelling are shown in **Figure 20**.

Location	Noise management level, $L_{Aeq}(15 \text{ min})$ dB(A)		Predicted sound level, $L_{Aeq}(15 \text{ min})$ dB(A)		
	Noise affected	Highly noise affected	Scenario 1 (Stage 2A)	Scenario 2 (Stage 2B)	Scenario 3 (Stage 2C)
Standard hours					
R1	55	75	66	37	50
R2	64	75	75	53	56
R3	55	75	70	58	59
R4	61	75	68	62	58
R5	56	75	67	59	55
R6	45 ¹	-	50 ²	30 ²	25 ²
R7	60	-	49	41	37
Outside standard hours					
R1	48	53	56	37	50
R2	49	54	75	53	56
R3	40	45	70	58	59
R4	47	52	68	62	58
R5	45	50	67	59	55
R6	45 ¹	-	50 ²	30 ²	25 ²
R7	60	-	49	41	37

Note:
1 – internal noise level
2 – predicted sound pressure level includes -10 dB adjustment accounting for external-to-internal noise reduction (assuming window partially open)

Predicted sound pressure level ≤ noise affected level
 Noise affected level < predicted sound pressure level ≤ highly noise affected
 Highly noise affected < predicted sound pressure level

Figure 20 | Predicted noise levels at receiver locations (Source: Applicant's EIS 2018)

The modelling found that noise affected levels are likely to be exceeded at the boundaries of the sensitive receivers and that there would be periods where properties are highly noise affected. The AA noted that the predicted noise levels would only be experienced for limited periods of time when works are occurring and that all feasible and reasonable work practices would be implemented to reduce impacts.

The AA also examined the potential impacts of the construction works on sensitive receivers due to vibration having reference to relevant NSW and international guidelines. This found that the proposal would not be likely to have adverse impacts on sensitive receivers from vibration because of the large separation distances available between the construction area and the closest sensitive receivers.

Overall, the AA recommended that a detailed Construction Noise and Vibration Management Plan (CNVMP) be prepared prior to the commencement of works and that this include mitigation measures such as:

- adherence to the standard approved working hours as much as possible and close management of work outside of those hours.
- location of noisy stationary plant as far away as possible from sensitive receivers.
- use of site sheds and other temporary structures, screens or hoarding to limit noise exposure.
- sealing of openings in the building prior to commencement of internal works to limit noise emission.
- selection of low-noise construction equipment and work methods.

- design of construction methodology or programme so that noisy activities occur concurrently where one noisy activity would mask a less noisy activity, or, at different times where more than one noisy activity would significantly increase the noise.

In its submission on the EIS, the EPA made the following recommendations:

- intra-day respite periods should be implemented for works identified in the ICNG as particularly annoying and intrusive.
- construction vehicles should not arrive outside of the approved construction hours.
- a safety risk assessment should be undertaken to determine whether it is practicable to use audible movement alarms of a type that would minimise the noise impact on surrounding noise sensitive receivers, without compromising safety.

Further EPA comments in relation to the proposed construction hours are addressed below.

The Department supports the mitigation measures proposed in the AA as well as those recommended by the EPA. The Department acknowledges that a development within an established urban environment would likely result in some noise impacts and as such, has recommended conditions to ensure noise is minimised where practicable.

Construction hours

The EIS proposes the following construction hours:

- Monday to Friday inclusive: 6.30am to 6pm.
- Saturday: 7am to 3pm.
- no work on Sundays and public holidays.

These times includes additional hours above the standard hours provided in the ICNG, including an extra 30 minutes on weekday mornings, an extra hour on Saturday mornings and two extra hours on Saturday afternoons.

In response to exhibition of the EIS, EPA advised that it did not support the proposed increased construction hours on the basis of achieving improved productivity as set out in the EIS. The EPA therefore recommended that standard construction hours should apply.

Following the exhibition of the EIS, the Department required the Applicant to provide further justification for the requested hours along with specific measures to address the potential noise impacts as a result of these works.

In the RtS, the Applicant advised that the additional time in the morning is required to enable non-noisy preparatory actions to occur to minimise these clashing with early hospital shift staff. Noise intensive equipment and processes would not be permitted during this time. The extra time on Saturday afternoon is proposed to reduce the overall construction timeframe to the benefit of the local and wider community, by delivering the project more quickly.

The Applicant noted that the extension to Saturday afternoon was shorter than the construction hours approved in the local development consent issued for the multi-level carpark (which allows work to continue to 5pm) and advised that work would in the extra hours would be required to comply with the outside standard hours controls set out in the AA.

The RtS was referred to the EPA which advised that the Department should ensure that the accepted construction hours are appropriately justified and controls are implemented to minimise noise.

The Department has considered the AA included in the EIS, additional information provided in the RtS, EPA comments and construction hours approved for other major works on the site. The Department concludes that the Applicant's proposed construction hours are acceptable on the following basis:

- the additional half hour on weekday mornings and hour on Saturday mornings would allow preparatory works to occur without disrupting the hospital shift-change and would not involve significant noise generating activities.
- the additional hours on Saturday afternoons would be less extensive than the hours approved in the SSD consent for the Stage 1 redevelopment works and local consent for the multi-storey carpark on the site.
- the relatively large size of the site and location of the proposed building within the centre of the site offers large setbacks to nearby sensitive receivers.
- appropriate controls are proposed, including those applying to outside standard hours in the AA, to ensure that impacts on surrounding residents are minimised.

The Department has recommended conditions to require the abovementioned mitigation measures to be implemented including the preparation of a CNVMP prior to the commencement of works.

Operational Impacts

The AA considered operational noise against the relevant provisions of the Noise Policy for Industry (EPA, 2017) (NPI). This indicated that mechanical plant and equipment may have a noise impact, however noted that the separation distance to offsite receivers is advantageous and provides a fundamental safeguard to those locations.

A detailed assessment was not included in the AA as the plant and equipment to be used had not yet been finalised. The AA therefore recommended that a detailed assessment be undertaken once plant and equipment has been selected and that a variety of mitigation measures be adopted where necessary to achieve compliance with project specific noise levels determined having regard to NIP criteria. Potential measures included:

- procurement of quiet plant and equipment.
- installation of acoustic attenuators for air discharge and air intakes of plant and equipment.
- use of acoustically lined and lagged ductwork.
- installation of acoustic barriers between plant and equipment and sensitive neighbouring premises.
- partial or complete acoustic enclosures over plant and equipment.

The AA concluded that the proposed development would be capable of achieving compliance with the project specific noise levels subject to this approach.

The EPA did not make any specific comments in relation operational noise in its submission following exhibition of the EIS.

The Department has considered the findings and recommendations in the AA and concludes that the noise impacts of the proposed development can be appropriately managed. The Department has recommended conditions of consent requiring:

- a detailed operational noise and vibration assessment to be prepared prior to the commencement of construction (excluding demolition) which demonstrates that noise associated with plant and equipment would not exceed the project specific noise levels identified in the AA.
- noise monitoring to verify that operational noise levels do not exceed the project specific noise levels identified in the AA.

- the provision of noise attenuating measures should noise monitoring identify exceedance of the project specific noise levels identified in the AA.

6.4 Other Issues

The Department's consideration of other issues is provided at **Table 9**.

Table 9 | Department's assessment of other issues

Issue	Discussion	Findings / Recommended Conditions
Flooding and drainage	<p>The site is located immediately east of the Birunji Creek and is located within the catchment of the creek.</p> <p>The EIS included an investigation of the flood potential of the site and potential impacts on the development. The investigation confirmed that:</p> <ul style="list-style-type: none"> the site is currently subject to minor flooding from local overland flows in a 1 per cent AEP event. flooding from overland flows, with mitigation, would generally be less than 0.1 metres deep around the proposed building. flood mitigation would be provided through amplification of the on site stormwater network. the low flood potential means that the proposed building is not considered to be flood affected and flood planning levels would not be required. the proposed development is not anticipated to increase flooding impacts on private property. a detailed stage 2 flood study would be carried out incorporating Council's updated flood study which would consider the PMF for the site and confirm flood management options. <p>In its submission to the EIS, OEH advised that additional investigations / modelling should be undertaken at an early stage using Council's updated flood study to inform controls for the proposed development including any flood planning level.</p>	<p>The Department is satisfied that the Applicant has demonstrated that the site is not affected by significant flooding. The Department has recommended conditions requiring:</p> <ul style="list-style-type: none"> the provision of evidence that flood mitigation measures have been implemented on site. an emergency response plan is prepared for the site.

The Applicant subsequently undertook further investigations / modelling as part of the RtS utilising Council's updated flood model. This confirmed the outcomes of the initial investigations of the 1 per cent AEP. It also confirmed that flooding is to be managed through the incorporation of a detention basin and tank on the site as well as the upgrade of the capacity of stormwater drainage through the site, including alongside roadways. The RtS noted that the upgrade of stormwater pipelines and the provision of the on site detention would be provided under other approval processes and do not form part of the SSD application. These works would be completed prior to the completion of the SSD works.

The additional investigations also identified that while existing external access roads to the health precinct would be cut in the PMF, the hospital would be minor flood affected.

The RtS was referred to OEH which noted the above advice. OEH recognised that the proposed new connection to Appin Road and Therry Road would offer a non-flood affected route out of the site in a PMF event. It was also recommended that an emergency response plan be prepared for flood events above the 1 per cent AEP in consultation with Council and the NSW State Emergency Service.

Contamination

A detailed site investigation (DSI) was included in the EIS. This involved a review of land use history of the site and previous contamination investigations undertaken in relation to the site. Testing of soil samples was also undertaken in conjunction with geotechnical investigations.

Testing identified that heavy materials were found to have concentrations below the relevant criteria and no asbestos was reported. Overall the DSI concluded that the risk of contamination on site is low and that the site is suitable for the continued use as a hospital.

In its submission to the exhibition of the application, EPA noted that the number and depth of samples tested was less than that

The Department has reviewed the DSI and additional information provided in the RtS, and is satisfied that the Applicant has adequately demonstrated that the site is suitable for ongoing use as a hospital as required by SEPP 55. The Department has recommended a condition to require a Site Audit Report and Section A Site Audit Statement to be issued prior to the commencement of construction in order to verify the suitability of the site.

The Department has also considered the EPA's advice and accepts the recommendations in relation to procedures for unexpected finds. The

recommended in EPA guidelines and that updated groundwater testing had not been undertaken. The EPA also provided recommendations in relation to further investigations to be undertaken following the demolition of existing buildings, appointment of a site auditor if contamination is found, and preparation of an unexpected finds procedure.

The Applicant provided more information in its RtS which explained the methodology taken in determining the scope of sampling undertaken.

The RtS was referred to EPA which advised that is had no further comments to make in relation to contamination issues.

Department has recommended conditions to give effect to these requirements.

The Department has also recommended a condition requiring the Applicant to undertake works in accordance with *Protection of the Environment Operations (Waste) Regulation 2014* and consult with SafeWork NSW if any asbestos waste is to be handled and / or disposed of.

Tree removal	<p>An arboricultural report was included with the EIS. This assessed 148 trees located within the proximity of the proposed building and associated car parking and access road works.</p> <p>The report concluded that 31 trees would need to be removed to accommodate the proposed works, including:</p> <ul style="list-style-type: none"> • one tree of high retention value. • 28 trees of medium retention value. • two trees of low retention value. <p>The bulk of the trees to be removed are located within the footprint of the proposed building or to its immediate south. Three trees are to be removed on the eastern boundary of the site in proximity of the proposed connection to Appin Road.</p> <p>Tree removal was not raised as a concern by Council or the public submitter.</p>	<p>The Department accepts that tree removal is necessary to accommodate the proposed building in proximity to the existing hospital facilities.</p> <p>The Department notes that the bulk of the tree removal is located within the centre of the site in proximity to trees to be retained and proposed replacement planting involving in the order of 87 trees on the site. On this basis, it is considered that the proposal would not have an adverse effect on amenity and would maintain the landscape character of the site.</p> <p>The Department has recommended conditions in relation to protection of trees to be retained and the implementation of proposed landscaping.</p>
Biodiversity	<p>A BDAR was included with the EIS. This identified that the proposal impacts on two Threatened Ecological Communities (TEC) listed under the BC Act, including Cumberland Plain Woodland which is a Critically Endangered Ecological Community (CEEC) and River-flat Eucalypt Forest which is an Endangered Ecological Community (EEC).</p> <p>The BDAR set out the measures taken to avoid, minimise and mitigate impacts to the vegetation</p>	<p>The Department notes the conclusions of the BDAR and the advice provided by OEH.</p> <p>The Department is satisfied that the biodiversity impacts of the proposal would be appropriately offset by the offset strategy set out in the BDAR. The Department has recommended conditions requiring the implementation of the offset strategy,</p>

and species habitat present within the site. It concluded that the unavoidable impacts of the proposal include the removal of 0.12 hectares of Cumberland Plain Woodland, with six ecosystem credits required to offset this impact. In addition, it concluded that the proposal is unlikely to have any Serious and Irreversible Impacts due to the small area and poor condition of Cumberland Plain Woodland to be impacted.

In response to the exhibition of the EIS, OEH queried the timing of surveys undertaken for flora species on the site. It also advised that the Serious and Irreversible Impacts assessment had not been undertaken in accordance with OEH's BAM. The Applicant provided an amended BDAR in the RtS which was forwarded to OEH for consideration.

OEH subsequently advised that it noted that the BDAR had been updated to include a detailed assessment of Serious and Irreversible Impacts and that it had no further comment.

including the retiring of the specified ecosystem credits.

Bush fire

Part of the hospital precinct is mapped as bush fire prone in the Campbelltown Bush Fire Prone Land Map. The proposed building is not however located within the buffer and is approximately 150 metres from the mapped bush fire prone vegetation.

A bush fire requirements statement was included in the EIS. This noted that the proposed building would be more than 100 metres from the mapped vegetation and that the vegetation itself is not of sufficient dimensions or size to be a significant threat. No bush fire protection measures were recommended having regard to the requirements of Planning for Bush Fire Protection 2006 (NSW RFS).

The NSW RFS raised no objection to the proposal and has recommended bush fire protection measures to be implemented. These include the provision of utilities in accordance with NSW RFS requirements and the preparation of an emergency management plan for the hospital.

The Department notes the bush fire assessment included in the EIS and the advice provided by the NSW RFS.

The Department is satisfied that appropriate bush fire protection measures are proposed for the development. The Department has recommended conditions to require implementation of the suggested bush fire protection measures.

Sediment, Erosion and Dust	<p>A preliminary construction management plan was included with the EIS. This proposed the preparation of an erosion and sediment control plan to contain sediment within the site and prevent soil erosion. Proposed measures include the diversion of clean runoff away from works areas and collection and treatment of sediment affected runoff before discharge from the site. Measures are also proposed to control dust, such as watering down of roads and stockpiles, covering of haulage trucks and stockpiles, and monitoring of weather conditions on site.</p> <p>The EPA recommended that appropriate sediment, erosion and dust control measures be implemented during works to minimise the impacts of the proposal.</p>	<p>The Department has recommended conditions requiring the preparation of a final detailed construction management plan prior to the commencement of construction works on the site. This must set out all reasonable measures to prevent adverse impacts on surrounding landowners and the environment.</p>
Hazardous / dangerous goods and waste	<p>The EIS included an assessment of the hazardous / dangerous goods and waste to be managed in the proposed development.</p> <p>The assessment determined that the proposal would not involve hazardous / dangerous goods and waste that is not already managed by the existing hospital operations.</p> <p>Overall, the assessment concluded there is a low to medium risk associated with the proposed development, noting that the hospital would be operated below the screening thresholds for further investigation.</p>	<p>The Department has recommended conditions to ensure that hazardous / dangerous goods and waste is managed in accordance with relevant standards and that appropriate control measures and safeguards are implemented.</p>
Development contributions	<p>The Campbelltown Local Infrastructure Contributions Plan 2018 sets out development contribution requirements that apply within the Campbelltown LGA. This provides that development comprising public infrastructure to be carried out by or on behalf of any public authority is exempt from the provisions of the Plan.</p>	<p>The Department notes that the proposed development is not subject to contributions under the Campbelltown Local Infrastructure Contributions Plan 2018.</p> <p>The Department considers that no additional conditions or amendments are necessary.</p>
Aboriginal cultural heritage	<p>An Aboriginal cultural heritage archaeological survey report was included in the EIS. This included an archaeological survey of the site and consultation with Aboriginal stakeholders. The report concluded that there was limited potential for historical heritage values to be</p>	<p>The Department has reviewed the EIS and advice provided by OEH. The Department is satisfied that the proposal is unlikely to result in significant impacts on Aboriginal heritage and that the likelihood of</p>

	<p>impacted by the proposal and that no Aboriginal sites are registered on the site. An unexpected finds protocol was recommended.</p> <p>In its submission to the exhibition of the EIS, OEH recommended procedures for unexpected finds of Aboriginal objects or ancestral remains.</p>	<p>recovering Aboriginal items of significance is low.</p> <p>The Department has recommended conditions setting out procedures to be implemented if unexpected Aboriginal objects or ancestral remains are found.</p>
Non-Aboriginal heritage	<p>The Heritage Division has advised that there are no items listed on the State Heritage Register within the site or within the vicinity of the development works which may be impacted by the proposal. A condition was recommended in relation to procedures if unexpected archaeological relics are found on site.</p>	<p>The Department notes the advice of the Heritage Division and has recommended a condition setting out procedures to be implemented if unexpected archaeological relics are found on site.</p> <p>The Department is satisfied that the proposed development would not have adverse impacts on non-Aboriginal heritage.</p>
Overshadowing, privacy and view loss	<p>The EIS included an assessment of potential overshadowing, privacy and view loss impacts of the proposal. This concluded that the proposal would not result in any adverse impacts on nearby residential properties given:</p> <ul style="list-style-type: none"> the size of the site and large setbacks provided between the building and the nearest residential properties. the proposed building would represent an evolution of the existing built form on site. the building would not interrupt any significant views. 	<p>The Department is satisfied that the proposed building would not have overshadowing or privacy loss impacts on surrounding properties given the large setback of the proposed building from nearby residential properties. Furthermore, the proposed building would not detrimentally affect any existing significant district views.</p>
Airspace protection / Helicopter operations	<p>CASA advised that the site is located outside of the obstacle limitation surfaces for Camden Aerodrome. Air Services Australia further advised that the proposal would not affect relevant airspace procedures or communication / navigation / surveillance facilities.</p> <p>The amended building design included in the RtS involved an increase in height of approximately two metres. The RtS was therefore referred to CASA and Air Services Australia. Air Services Australia advised that the</p>	<p>The Department has recommended conditions requiring the existing and future helicopter operations to be reviewed and revised during construction works and following the completion of the proposed building.</p> <p>The Department has also recommended a condition requiring the Applicant to provide details of the proposed helicopter flight paths to Council. This would allow Council to consider the need for appropriate airspace protections to facilitate</p>

revised height would not have any additional impacts.

ongoing helicopter operations at the site.

The proposal includes the installation of a new helipad on the roof of the proposed building. This would replace the existing ground level helipad on the western boundary of the site.

CASA advised that it does not have oversight of helicopter landing sites but referenced Civil Aviation Advisory Publication 92-2(2) which provides guidelines for the establishment and operation of onshore helicopter landing sites.

An aviation report was included in the EIS to consider the impacts of the proposal on helicopter operations at the site. This noted that the transition to a rooftop location for the helipad would increase the safety of flight operations. It also noted that flight paths would largely replicate the existing flight paths to the site which run to the north-west and south-east.

The report advised that helicopter operations may be impacted during construction works for the proposed building. A review of these operations is recommended once the construction methodology is known.

6.5 Public Interest

The proposal is considered to be in the public interest as it would provide the following public benefits:

- the provision of modern health facilities consistent with best practice guidelines and current standards for health care.
- the delivery of additional health care facilities to support the growing and ageing population of the region.

The proposal would generate up to 350 construction jobs and 418 full time equivalent operational jobs. The proposal would also address state priorities as it would provide improved health infrastructure to meet Sydney's growing population. The Department therefore concludes that the proposal is in the public interest.

7. *Evaluation*

The Department has reviewed the EIS, RtS and assessed the merits of the proposal, taking into consideration advice from the public authorities, including Council. Issues raised in the public submission have been considered and all environmental issues associated with the proposal have been thoroughly addressed.

The proposed development is consistent with the objects of the EP&A Act (including ESD) and is consistent with the State's strategic planning objectives for the site as set out in the Greater Sydney Regional Plan: A Metropolis of Three Cities and the Greater Sydney Commission's Western City District Plan as it would create jobs and provide for better access to health care services. The proposal would provide significant public benefit to the local and regional community through the provision of increased and improved health services for an identified strategic centre.

The proposed development is suitable for the site and would not result in any significant adverse environment or amenity impacts and would provide an appropriate built form for the site. The Department has recommended conditions to manage the impacts of the proposal during construction and operation.

The proposal is considered to be in the public interest as it would provide public benefits, including:

- the provision of modern health facilities consistent with best practice guidelines and current standards for health care.
- the delivery of additional health care facilities to support the growing and ageing population of the region.
- delivery of up to 350 new construction jobs and 418 full time equivalent operational jobs.

The Department concludes the impacts of the development are acceptable and can be appropriately mitigated through the implementation of the recommended conditions of consent. Consequently, the Department considers the development is in the public interest and should be approved subject to conditions.



8. Recommendation

It is recommended that the Executive Director Priority Projects Assessments, as delegate of the Minister for Planning:

- **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 Campbelltown Hospital Redevelopment Stage 2 (SSD 9241).
- **signs** the attached development consent and recommended conditions of consent (see **Appendix C**).

Recommended by:

Jason Maslen

Senior Planning Officer

Social and Other Infrastructure Assessments

Recommended by:

Karen Harragon

Director

Social and Other Infrastructure Assessments



9. Determination

The recommendation is **Adopted** / **Not adopted** by:

David Gainsford

Executive Director

18/2/19

Priority Projects Assessments



Appendices

Appendix A- List of Documents

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

1. Environmental Impact Statement
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9241
2. Submissions
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9241
3. Applicant's Response to Submissions
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=9241

Appendix B- Statutory Considerations

ENVIRONMENTAL PLANNING INSTRUMENTS (EPIs)

To satisfy the requirements of section 4.15(a)(i) of the EP&A Act, this report includes references to the provisions of the EPIs that govern the carrying out of the project and have been taken into consideration in the Department's environmental assessment.

Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State & Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- Draft State Environmental Planning Policy (Remediation of Land) (Draft Remediation SEPP)
- Campbelltown Local Environmental Plan 2015 (CLEP).

COMPLIANCE WITH CONTROLS

SRD SEPP

Table B1 | 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. The development is a type specified in Schedule 1.	Yes
Schedule 1 State significant development —general (Clause 8 (1)) 14 Hospitals, medical centres and health research facilities Development that has a capital investment value of more than \$30 million for any of the following purposes: (a) hospitals, (b) medical centres, (c) health, medical or related research facilities (which may also be associated with the facilities or research activities of a NSW local health district board, a University or an independent medical research institute).	The proposed development comprises development for the purpose of a hospital and has a CIV in excess of \$30 million.	Yes

Infrastructure SEPP

The Infrastructure SEPP 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 Department has consulted and considered the comments from the relevant public authorities (refer to **Sections 5** and **6** of the report). The Department has included suitable conditions in the recommended conditions of consent (see **Appendix C**).

SEPP 33

SEPP 33 provides clear definitions of hazardous and offensive industries and aims to facilitate development defined as such and to ensure that in determining developments of this nature, appropriate measures are employed to reduce the impact of the development and require advertisement of applications proposed to carry out such development. A preliminary hazard analysis is required if the development is identified as a potentially hazardous or potentially offensive development, having regard to the screening thresholds set out in supporting guidelines.

The EIS included an assessment of the hazardous / dangerous goods and waste to be managed in the proposed development. The assessment determined that the proposal would not involve hazardous / dangerous goods and waste that is not already managed by the existing hospital operations. Overall, the assessment concluded there is a low to medium risk associated with the proposed development noting that the hospital would be operated below the screening thresholds for further investigation. On this basis, the Department is satisfied that a preliminary hazard analysis is not required.

With regard to the disposal and transporting of hazardous / dangerous goods and waste, the Applicant advises that the hospital has existing procedures in place and this would be undertaken by regulated contractors in accordance with standard safety procedures for each product. The Department is therefore satisfied that the transport of goods and waste would be appropriately managed.

SEPP 55

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application. The EIS included a detailed site investigation of the site which concluded that the risk of contamination is low and that the site is suitable for the continued use as a hospital.

The Department has considered the EIS and advice provided by the Environmental Protection Authority and is satisfied that the site is suitable for the continued use as a hospital as required by SEPP 55. See **Section 6.4** for further details.

Draft Remediation SEPP

The Draft Remediation SEPP retains 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 require that:

- all remediation work that is to be carried out without development consent is to be reviewed and certified by a certified contaminated land consultant.
- remediation work be categorised based on the scale, risk and complexity of the work.

- 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) be provided to council.

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

CLEP

The CLEP aims to encourage the development of housing, employment, infrastructure and community services to meet the needs of the existing and future residents of the Campbelltown LGA. The CLEP 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 CLEP 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 CLEP. Consideration of the relevant clauses of the CLEP is provided in **Table B2**.

Table B2 | Consideration of the CLEP

CLEP	Department Comment/Assessment
Clause 2.1 Zone	The site is included in the SP2 – Infrastructure: Health Services Facilities zone. A hospital is a permitted use within the zone.
Clause 4.3 Building height	The site is not subject to a height limit.
Clause 4.4 Floor Space Ratio	The site is not subject to a floor space ratio limit.
Clause 5.10 Heritage conservation	The site does not contain nor is near to any sites of local heritage significance. Nor is the site or surrounding land included in a heritage conservation area.
Clause 7.1 Earthworks	The earthworks associated with the proposed development include excavation to accommodate the proposed building (which includes two levels partially belowground) and the adjoining access road within the sloping site. The excavation works are not anticipated to result in any significant impacts to drainage or soil stability. Additionally, the site is not located in proximity to any identified areas of archaeological sensitivity environmentally sensitive areas. The earthworks are not expected to result in any unreasonable impacts and appropriate mitigation measures are proposed to manage impacts, including management of dust, noise and erosion and sediment control during construction.
Clause 7.2 Flood Planning	See Section 6.4 for consideration of flooding and drainage on the site.
Clause 7.10 Essential Services	All essential services are available to the development. The Department has recommended conditions of consent that require services to be connected to the development prior to the commencement of aboveground works.

Clause 7.18 Access to or from public roads

The EIS included an assessment of the impacts of the proposal on traffic flow and safety on the road network surrounding the site. This concluded that the surrounding road network has capacity to accommodate the anticipated increase in traffic associated with the proposed development. In addition, the proposed additional road connections into the site will distribute traffic flow and impacts of the proposal.

The application was referred to Council and RMS who advised that it had no objections to the proposal. The Department has recommended conditions of consent to give effect to access road design requirements specified by RMS. See **Section 6.2** for further details.

Other policies

In accordance with Clause 11 of the SRD SEPP, development control plans do not apply to state significant development. Notwithstanding this, the objectives of relevant controls under the Campbelltown (Sustainable City) Development Control Plan 2015, where relevant, have been considered in **Section 6** of this report.

Appendix C- Recommended Instrument of Consent

Development Consent

Section 4.38 of the Environmental Planning and Assessment Act 1979

As delegate of the Minister for Planning under delegation executed on 11 October 2017, I approve the Development Application referred to in Schedule 1, subject to the conditions specified in Schedule 2.

These conditions are required to:

- prevent, minimise, or offset adverse environmental impacts;
- set standards and performance measures for acceptable environmental performance;
- require regular monitoring and reporting; and
- provide for the ongoing environmental management of the development



David Gainsford
Executive Director
Priority Projects

Sydney 18th February 2019

SCHEDULE 1

Application Number:	SSD 9241
Applicant:	Health Infrastructure
Consent Authority:	Minister for Planning
Site:	Campbelltown Hospital, Therry Road, Campbelltown (Lot 6 DP1058047)
Development:	Construction and operation of Stage 2 of the redevelopment of Campbelltown Hospital involving the demolition of existing structures, construction of a new 13 storey clinical services building with rooftop helipad, a new multi-storey connection (hospital spine) between the main hospital buildings and associated works including alterations to access and parking, tree removal and landscaping.

DEFINITIONS

Aboriginal object	Has the same meaning as the definition of the term in section 5 of the <i>National Parks and Wildlife Act 1974</i>
Aboriginal place	Has the same meaning as the definition of the term in section 5 of the <i>National Parks and Wildlife Act 1974</i>
Advisory Notes	Advisory information relating to the consent but do not form a part of this consent
AHIMS	Aboriginal Heritage Information Management System
Applicant	Health Infrastructure or any other person carrying out any development to which this consent applies
BCA	Building Code of Australia
BC Act	<i>Biodiversity Conservation Act 2016</i>
CEMP	Construction Environmental Management Plan
Certifying Authority	Professionals that are accredited by the Building Professionals Board to issue construction, occupation, subdivision, strata, compliance and complying development certificates under the EP&A Act, <i>Strata Schemes (Freehold Development) Act 1973</i> and <i>Strata Schemes (Leasehold Development) Act 1986</i> or in the case of Crown development, a person qualified to conduct a Certification of Crown Building works.
Conditions of this consent	The conditions contained in Schedule 2 of this document
Construction	<p>All physical work to enable operation including but not limited to the demolition and removal of buildings, the carrying out of works for the purposes of the development, including bulk earthworks, and erection of buildings and other infrastructure permitted by this consent, but excluding the following:</p> <ul style="list-style-type: none"> • building and road dilapidation surveys; • investigative drilling, investigative excavation or Archaeological Salvage; • establishing temporary site offices (in locations identified by the conditions of this consent); • installation of environmental impact mitigation measures, fencing, enabling works; and • minor adjustments to services or utilities.
Council	Campbelltown City Council
Day	The period from 7am to 6pm on Monday to Saturday, and 8am to 6pm on Sundays and Public Holidays
Demolition	The deconstruction and removal of buildings, sheds and other structures on the site
Department	NSW Department of Planning and Environment
Development	The development described in the EIS and Response to Submissions, including the works and activities comprising the construction and operation of the clinical services building, as modified by the conditions of this consent.
Earthworks	Bulk earthworks, site levelling, import and compaction of fill material, excavation for installation of drainage and services, to prepare the site for construction
EIS	The Environmental Impact Statement titled <i>Environmental Impact Statement Campbelltown Hospital Redeployment Therry Road, Campbelltown</i> , prepared by Ethos Urban dated 10 August 2018 submitted with the application for consent for the development, including any additional information provided by the Applicant in support of the application
ENM	Excavated Natural Material

Environment	Includes all aspects of the surroundings of humans, whether affecting any human as an individual or in his or her social groupings
EPA	NSW Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPL	Environment Protection Licence under the POEO Act
Evening	The period from 6pm to 10pm.
Feasible	Means what is possible and practical in the circumstances
Heritage	Encompasses both Aboriginal and historic heritage including sites that predate European settlement, and a shared history since European settlement
Heritage Item	An item as defined under the <i>Heritage Act 1977</i> , and assessed as being of local, State and/ or National heritage significance, and/or an Aboriginal Object or Aboriginal Place as defined under the <i>National Parks and Wildlife Act 1974</i> , the World Heritage List, or the National Heritage List or Commonwealth Heritage List under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth), or anything identified as a heritage item under the conditions of this consent
Incident	An occurrence or set of circumstances that causes, or threatens to cause, material harm and which may or may not be, or cause, a non-compliance <i>Note: "material harm" is defined in this consent</i>
Land	Has the same meaning as the definition of the term in section 1.4 of the EP&A Act
Management and mitigation measures	The management and mitigation measures set out in Section 8 of the EIS.
Material harm	Is harm that: <ul style="list-style-type: none"> a) involves actual or potential harm to the health or safety of human beings or to the environment that is not trivial; or b) results in actual or potential loss or property damage of an amount, or amounts in aggregate, exceeding \$10,000, (such loss includes the reasonable costs and expenses that would be incurred in taking all reasonable and practicable measures to prevent, mitigate or make good harm to the environment)
Minister	NSW Minister for Planning (or delegate)
Mitigation	Activities associated with reducing the impacts of the development prior to or during those impacts occurring
Monitoring	Any monitoring required under this consent must be undertaken in accordance with section 9.40 of the EP&A Act
Night	The period from 10pm to 7am on Monday to Saturday, and 10pm to 8am on Sundays and Public Holidays
Non-compliance	An occurrence, set of circumstances or development that is a breach of this consent
NSW RFS	New South Wales Rural Fire Service
OEH	NSW Office of Environment and Heritage
OEMP	Operational Environmental Management Plan
Operation	The carrying out of the approved purpose of the development upon completion of construction.
Planning Secretary	Planning Secretary under the EP&A Act, or nominee
POEO Act	<i>Protection of the Environment Operations Act 1997</i>

Reasonable	Means applying judgement in arriving at a decision, taking into account: mitigation, benefits, costs of mitigation versus benefits provided, community views, and the nature and extent of potential improvements.
Rehabilitation	The restoration of land disturbed by the development to a good condition, to ensure it is safe, stable and non-polluting.
Response to submissions	The Applicant's response to issues raised in submissions received in relation to the application for consent for the development under the EP&A Act.
RMS	NSW Roads and Maritime Services
Sensitive receivers	A location where people are likely to work, occupy or reside, including a dwelling, school, hospital, office or public recreational area.
Site	The land defined in Schedule 1.
Site Auditor	As defined in section 4 of the <i>Contaminated Land Management Act 1997</i>
Site Audit Report	As defined in section 4 of the <i>Contaminated Land Management Act 1997</i>
Site Audit Statement	As defined in section 4 of the <i>Contaminated Land Management Act 1997</i>
TfNSW	Transport for New South Wales
VENM	Virgin Excavated Natural Material
Waste	Has the same meaning as the definition of the term in the Dictionary to the POEO Act
Year	A period of 12 consecutive months

SCHEDULE 2

PART A ADMINISTRATIVE CONDITIONS

Obligation to Minimise Harm to the Environment

- A1. In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and, if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction and operation of the development.

Terms of Consent

- A2. The development may only be carried out:
- (a) in compliance with the conditions of this consent;
 - (b) in accordance with all written directions of the Planning Secretary;
 - (c) generally in accordance with the EIS and Response to Submissions;
 - (d) in accordance with the approved plans in the table below:

Architectural Drawings prepared by <i>Billard Leece Partnership Pty Ltd</i>			
Dwg No.	Rev	Name of Plan	Date
SSD-01-002	G	Plan – Site Plan – Demolition	07/11/2018
SSD-01-003	L	Plan – Site Plan Proposed Works	07/11/2018
SSD-02-003	G	Plan – Site Access Proposed	07/11/2018
SSD-03-020	G	Plan – Proposed – L03 – Roadworks – Sheet 1	07/11/2018
SSD-03-021	E	Plan – Proposed – L03 – Roadworks – Sheet 2	07/11/2018
SSD-03-000[H]		Plan – Level L00	30/10/2018
SSD-03-001[H]		Plan – Level L01	30/10/2018
SSD-03-002[J]		Plan – Level L02	30/10/2018
SSD-03-003[H]		Plan – Level L03	30/10/2018
SSD-03-004[H]		Plan – Level L04	30/10/2018
SSD-03-005[H]		Plan – Level L05	30/10/2018
SSD-03-006[H]		Plan – Level L06	30/10/2018
SSD-03-007[H]		Plan – Level L07	30/10/2018
SSD-03-008[H]		Plan – Level L08	30/10/2018
SSD-03-009[H]		Plan – Level L09	30/10/2018
SSD-03-010[H]		Plan – Level L10	30/10/2018
SSD-03-011[J]		Plan – Level L11	30/10/2018
SSD-03-012[J]		Plan – Level L12	30/10/2018
SSD-04-001	H	Sections – Sheet 1	30/10/2018
SSD-04-002	H	Sections – Sheet 2	30/10/2018
SSD-04-003	G	Sections – Sheet 3	30/10/2018
SSD-04-006	G	Elevations – North & West	30/10/2018
SSD-04-007	G	Elevations – South & East	30/10/2018
SSD-04-013	B	Material Schedule	05/09/2018
Landscape Plans prepared by <i>Arcadia Landscape Architecture</i>			
Dwg No.	Rev	Name of Plan	Date
LA01	F	Landscape Masterplan	November
LA-ARC-LA02	C	Landscape Graphic Masterplan	September 2018

LA-ARC-LA03	C	Landscape Graphic Masterplan Ground	September 2018
LA-ARC-LA04	C	Ravine Entry Road Precinct	September 2018
LA-ARC-LA05	C	Ravine Landscape Section Entry Road Precinct	September 2018
LA-ARC-LA06	D	Cave Hospital Entry Precinct + Courtyards	January 2019
LA-ARC-LA07	D	Outcrop Landscape External Courtyards	January 2019
LA-ARC-LA08	C	Outcrop Emergency Entry + Carpark Precinct	September 2018
LA-ARC-LA09	C	Outcrop Landscape Areas Adjacent to Building 3B	September 2018
LA-ARC-LA10	C	Outcrop Landscape Areas on Eastern Side of Building	September 2018
LA-ARC-LA11	D	Gully Enclosed Landscape Courtyards	January 2019
LA-ARC-LA15	D	Landscape Graphic Masterplan Upper Levels 1, 2 & 3	January 2019
LA-ARC-LA16	D	Landscape Graphic Masterplan Upper Levels 4 & 5	January 2019
LA-ARC-LA17	D	Landscape Graphic Masterplan Upper Levels 6, 7, 8 & 9	January 2019
LA-ARC-LA18	C	Landscape Podium Sections Level 02 Open Space	September 2018
LA-ARC-LA19	C	Landscape Podium Sections Level 04 Mental Health Courtyard	September 2018
LA-ARC-LA20	C	Landscape Indicative Materials Palette	September 2018
LA-ARC-LA21	C	Landscape Indicative Materials Palette	September 2018
LA-ARC-LA22	C	Landscape Indicative Materials Palette	September 2018
LA-ARC-LA23	C	Landscape Typical Landscape Details	September 2018
LA-ARC-LA24	C	Planting Palette Ground Floor Entrances + Car Parks – River-Flat Eucalypt Forest and Cumberland Plain	September 2018
LA-ARC-LA25	C	Planting Palette Internal Courtyards – Western Sydney Dry Rainforest	September 2018
LA-ARC-LA26	C	Planting Palette Mental Health Courtyards	September 2018
LA-ARC-LA27	D	Planting Schedule	January 2019

- A3. Consistent with the requirements in this consent, the Planning Secretary may make written directions to the Applicant in relation to:
- (a) the content of any strategy, study, system, plan, program, review, audit, notification, report or correspondence submitted under or otherwise made in relation to this consent, including those that are required to be, and have been, approved by the Planning Secretary; and
 - (b) the implementation of any actions or measures contained in any such document referred to in (a) above.
- A4. The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition A2(c) or A2(d). In the event of an inconsistency, ambiguity or conflict between any of the documents listed in condition A2(c) and A2(d), the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.

Limits of Consent

- A5. This consent lapses five years after the date of consent unless the works associated with the development have physically commenced.

Prescribed Conditions

- A6. The Applicant must comply with all relevant prescribed conditions of development consent under Part 6, Division 8A of the EP&A Regulation.

Planning Secretary as Moderator

- A7. In the event of a dispute between the Applicant and a public authority, in relation to an applicable requirement in this approval or relevant matter relating to the Development, either party may refer the matter to the Planning Secretary for resolution. The Planning Secretary's resolution of the matter must be binding on the parties.

Long Service Levy

- A8. For work costing \$25,000 or more, a Long Service Levy must be paid. For further information please contact the Long Service Payments Corporation Helpline on 131 441.

Legal Notices

- A9. Any advice or notice to the consent authority must be served on the Planning Secretary.

Evidence of Consultation

- A10. Where conditions of this consent require consultation with an identified party, the Applicant must:
- (a) consult with the relevant party prior to submitting the subject document for information or approval; and
 - (b) provide details of the consultation undertaken including:
 - (i) the outcome of that consultation, matters resolved and unresolved; and
 - (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.

Staging, Combining and Updating Strategies, Plans or Programs

- A11. With the approval of the Planning Secretary, the Applicant may:
- (a) prepare and submit any strategy, plan or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan or program);
 - (b) combine any strategy, plan or program required by this consent (if a clear relationship is demonstrated between the strategies, plans or programs that are proposed to be combined); and
 - (c) update any strategy, plan or program required by this consent (to ensure the strategies, plans and programs required under this consent are updated on a regular basis and incorporate additional measures or amendments to improve the environmental performance of the development).
- A12. If the Planning Secretary agrees, a strategy, plan or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent.
- A13. If approved by the Planning Secretary, updated strategies, plans or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan or program.

Demolition

- A14. Demolition work must comply with *Australian Standard AS 2601-2001 The demolition of structures* (Standards Australia, 2001). The work plans required by AS 2601-2001 must be accompanied by a written statement from a suitably qualified person that the proposals contained in the work plan comply with the safety requirements of the Standard. The work plans and the statement of compliance must be submitted to the Certifying Authority before the commencement of works.

Structural Adequacy

- A15. All new buildings and structures, and any alterations or additions to existing buildings and structures, that are part of the development, must be constructed in accordance with the relevant requirements of the BCA.

Note: Part 8 of the EP&A Regulation sets out the requirements for the certification of the development.

External Walls and Cladding

- A16. The external walls of all buildings including additions to existing buildings must comply with the relevant requirements of the BCA.

Design and Construction for Bush Fire

- A17. Water, electricity and gas services are to comply with sections 4.1.3 and 4.2.7 of *Planning for Bush Fire Protection 2006*.

Applicability of Guidelines

- A18. References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent.

However, consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.

Monitoring and Environmental Audits

- A19. Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the EP&A Act. This includes conditions in respect of incident notification, reporting and response, non-compliance notification, compliance reporting and independent auditing.

Note: For the purposes of this condition, as set out in the EP&A Act, "monitoring" is monitoring of the development to provide data on compliance with the consent or on the environmental impact of the development, and an "environmental audit" is a periodic or particular documented evaluation of the development to provide information on compliance with the consent or the environmental management or impact of the development.

Access to Information

- A20. At least 48 hours before the commencement of construction until the completion of all works under this consent, or such other time as agreed by the Planning Secretary, the Applicant must:
- (a) make the following information and documents (as they are obtained or approved) publicly available on its website:
 - (i) the documents referred to in condition A2 of this consent;
 - (ii) all current statutory approvals for the development;
 - (iii) all approved strategies, plans and programs required under the conditions of this consent;
 - (iv) regular reporting on the environmental performance of the development in accordance with the reporting arrangements in any plans or programs approved under the conditions of this consent;
 - (v) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs;
 - (vi) a summary of the current stage and progress of the development;
 - (vii) contact details to enquire about the development or to make a complaint;
 - (viii) a complaints register, updated monthly;
 - (ix) audit reports prepared as part of any independent audit of the development and the Applicant's response to the recommendations in any audit report;
 - (x) any other matter required by the Planning Secretary; and

- (b) keep such information up to date, to the satisfaction of the Planning Secretary.

Compliance

- A21. The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.

ADVISORY NOTES

- AN1. All licences, permits, approvals and consents as required by law must be obtained and maintained as required for the development. No condition of this consent removes any obligation to obtain, renew or comply with such licences, permits, approvals and consents.

PART B PRIOR TO COMMENCEMENT OF CONSTRUCTION

Notification of Commencement

- B1. The Department must be notified in writing of the dates of commencement of physical work and operation at least 48 hours before those dates.

If the construction or operation of the development is to be staged, the Department must be notified in writing at least 48 hours before the commencement of each stage, of the date of commencement and the development to be carried out in that stage.

Certified Drawings

- B2. Prior to the commencement of construction, the Applicant must submit to the satisfaction of the Certifier structural drawings prepared and signed by a suitably qualified practising Structural Engineer that demonstrates compliance with:
- (a) the relevant clauses of the BCA; and
 - (b) this development consent.

Reflectivity

- B3. The building materials used on the facades of all buildings will be designed so as not to result in glare that causes discomfort or threatens the safety of pedestrians or drivers. A report/statement demonstrating consistency with this requirement will be submitted to the satisfaction of the Certifying Authority prior to the commencement of above ground works.

External Walls and Cladding

- B4. Prior to the commencement of construction, the Applicant must provide the Certifying Authority with documented evidence that the products and systems proposed for use or used in the construction of external walls, including finishes and claddings such as synthetic or aluminium composite panels, comply with the requirements of the BCA.

The Applicant must provide a copy of the documentation given to the Certifying Authority to the Planning Secretary within seven days after the Certifying Authority accepts it.

Protection of Public Infrastructure

- B5. Before the commencement of construction, the Applicant must:
- (a) consult with the relevant owner and provider of services that are likely to be affected by the development to make suitable arrangements for access to, diversion, protection and support of the affected infrastructure;
 - (b) prepare a dilapidation report identifying the condition of all public infrastructure in the vicinity of the site (including roads, gutters and footpaths); and
 - (c) submit a copy of the dilapidation report to the Planning Secretary, Certifying Authority and Council.

Site Contamination

- B6. Following demolition works, further investigation of building footprints is to be undertaken in accordance with the Detailed Site Investigation prepared by Douglas Partners dated August 2018. A report outlining the findings of the investigations and a review of the report by a NSW EPA accredited Site Auditor are to be submitted to the satisfaction of the Certifying Authority. Should the investigations identify that remediation works are required, a Remediation Action Plan (RAP) is to be prepared and reviewed by a NSW EPA accredited Site Auditor to confirm that the RAP is appropriate.
- B7. Within one month of the completion of remediation works (where required) the Applicant must submit a Site Audit Report and Section A Site Audit Statement for the relevant part of the site prepared by a NSW EPA accredited Site Auditor. The Site Audit Report and Section A Site Audit Statement must verify the relevant part of the site is suitable for the ongoing use as a hospital and be provided to the satisfaction of the Certifying Authority.

Unexpected Contamination Procedure

- B8. Prior to the commencement of earthworks, the Applicant must prepare an unexpected contamination procedure to ensure that potentially contaminated material is appropriately managed. The procedure must form part of the CEMP in accordance with condition B30 and must ensure any material identified as contaminated must be disposed off-site, with the disposal location and results of testing submitted to the Planning Secretary, prior to its removal from the site.

Utilities and Services

- B9. Before the construction of any utility works associated with the development, the Applicant must obtain relevant approvals from service providers.
- B10. Prior to the commencement of above ground works written advice must be obtained from the electricity supply authority, an approved telecommunications carrier and an approved gas carrier (where relevant) stating that satisfactory arrangements have been made to ensure provisions of adequate services.

Community Communication Strategy

- B11. A Community Communication Strategy must be prepared to provide mechanisms to facilitate communication between the Applicant, the relevant Council and the community (including adjoining affected landowners and businesses, and others directly impacted by the development), during the design and construction of the development and for a minimum of 12 months following the completion of construction.

The Community Communication Strategy must:

- (a) identify people to be consulted during the design and construction phases;
- (b) set out procedures and mechanisms for the regular distribution of accessible information about or relevant to the development;
- (c) provide for the formation of community-based forums, if required, that focus on key environmental management issues for the development;
- (d) set out procedures and mechanisms:
 - (i) through which the community can discuss or provide feedback to the Applicant;
 - (ii) through which the Applicant will respond to enquiries or feedback from the community; and
 - (iii) to resolve any issues and mediate any disputes that may arise in relation to construction and operation of the development, including disputes regarding rectification or compensation.

The Community Communication Strategy must be submitted to the Planning Secretary for approval no later than two weeks before the commencement of any work.

Work for the purposes of the development must not commence until the Community Communication Strategy has been approved by the Planning Secretary, or within another timeframe agreed with the Planning Secretary.

Ecologically Sustainable Development

- B12. Prior to the commencement of construction, the Applicant must register for a minimum 4 star Green Star rating with the Green Building Council Australia and submit evidence of registration to the Certifying Authority, unless the NSW Health Engineering Services Guidelines are updated demonstrating equivalency with an accredited rating scheme to the satisfaction of the Planning Secretary.

Outdoor Lighting

- B13. Prior to commencement of construction, all outdoor lighting during construction within the site must comply with AS 1158.3.1:2005 Lighting for roads and public spaces – Pedestrian area (Category P) lighting – Performance and design requirements and AS 4282-1997 Control of the obtrusive effects of outdoor lighting. Lighting must also comply with any recommendations of the review undertaken under Condition B39 to ensure the ongoing safe operation of the existing

helipad on the site. Details demonstrating compliance with these requirements must be submitted to the satisfaction of the Certifying Authority.

Access for People with Disabilities

- B14. The works that are the subject of this application must be designed and constructed to provide access and facilities for people with a disability in accordance with the BCA. Prior to the commencement of construction, the Certifying Authority must ensure that evidence of compliance with this condition from an appropriately qualified person is provided and that the requirements are referenced on any certified plans.

Mechanical Ventilation

- B15. All mechanical ventilation systems must be designed in accordance with Part F4.5 of the BCA and must comply with the AS 1668.2-2012 *The use of air-conditioning in buildings – Mechanical ventilation in buildings* and AS/NZS 3666.1:2011 *Air handling and water systems of buildings– Microbial control* to ensure adequate levels of health and amenity to the occupants of the building and to ensure environment protection. Details must be submitted to the satisfaction of the Certifying Authority prior to the commencement of construction.

Roadworks and Access

- B16. Prior to the commencement of construction of the relevant work, the Applicant must submit design plans to the satisfaction of the relevant roads authority which demonstrate that the proposed Therry Road access to the development is designed to accommodate the turning path of the largest vehicle accessing the site.
- B17. Prior to the commencement of construction of the relevant work, the Applicant must submit design plans to the satisfaction of Certifying Authority which demonstrate that the proposed internal roads to be traversed by bus services are bus capable as specified by TfNSW.

Car Parking and Service Vehicle Layout

- B18. Compliance with the following requirements must be submitted to the satisfaction of the Certifying Authority prior to the commencement of construction:
- (a) all vehicles must enter and leave the Site in a forward direction;
 - (b) the 52 on-site car parking spaces to be provided in the development are designed in accordance with the latest version of AS2890.1;
 - (c) the swept path of the longest vehicle entering and exiting the Site in association with the new work, as well as manoeuvrability through the Site, must be in accordance with AUSTROADS; and
 - (d) the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, is to be addressed.

Road Design and Traffic Facilities

- B19. All roads and traffic facilities must be designed to meet the requirements of Council or RMS (whichever is applicable). The necessary permits and approvals from the relevant road authority must be obtained prior to the commencement of road or pavement construction works.
- B20. The new Appin Road access must be designed and constructed in accordance with RMS requirements including the following:
- (a) The deceleration lane on Appin Road must be designed to meet RMS requirements and be certified by a suitably qualified practitioner. The design must be in accordance with AUSTROADS and other Australian Codes of Practice. Certified copies of the civil design plans must be submitted to RMS for approval prior to the commencement of road or pavement construction works.
 - (b) Swept path plans must be provided for the largest vehicles accessing the site from Appin Road for RMS review. The access must cater for the simultaneous entry / exit of vehicles. If the access is used for construction access, additional turning paths must be provided for the largest construction vehicles accessing the site.

- (c) A 3.5 metre wide strip of land along the full length of the deceleration lane must be dedicated as public road at no cost to RMS prior to the commencement of road or pavement construction works.
- (d) The Applicant is responsible for all public utility adjustment or relocation works necessitated by the Appin Road works and as required by the various public utility authorities and / or their agents.
- (e) The Applicant must carry out works to remove the existing deceleration lane and vehicular crossing to Appin Road at no cost to RMS.
- (f) The Applicant must enter into a Works Authorisation Deed for the Appin Road works.
- (g) A plan checking fee and lodgement of a performance bond are required from the Applicant prior to the release of the approved road design plans by RMS.
- (h) A Road Occupancy Licence must be obtained from the Transport Management Centre for any works that may impact on traffic flows on Appin Road during construction activities.
- (i) Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system must be submitted to RMS for approval prior to the commencement of any road construction or associated drainage works.

Note: *The Works Authorisation Deed will need to be executed prior to RMS's assessment of the detailed civil design plans. The plan checking fee will be payable and a performance bond may be required before RMS approval is issued.*

End-of-Trip Facilities

- B21. Compliance with the following requirements for end-of-trip facilities must be submitted to the satisfaction of the Certifying Authority prior to the commencement of construction:
- a) the provision of end-of-trip facilities for staff in accordance with the Response to Submissions;
 - b) appropriate pedestrian and cyclist advisory signs are to be provided; and
 - c) all works/regulatory signposting associated with the proposed developments shall be at no cost to the relevant roads authority.

Public Domain Works

- B22. Prior to the commencement of any footpath or public domain works (where proposed), the Applicant must consult with Council and / or RMS and demonstrate to the Certifying Authority that the streetscape design and treatment meets the requirements of Council and / or RMS, including addressing pedestrian management. The Applicant must submit documentation of approval for each stage from Council to the Certifying Authority.

Stormwater Management System

- B23. Prior to the commencement of construction, the Applicant must design a stormwater management system for the development and submit it to the satisfaction of the Certifying Authority. The system must:
- (a) be designed by a suitably qualified and experienced person(s);
 - (b) be generally in accordance with the conceptual design in the EIS as modified in the Response to Submissions;
 - (c) be in accordance with applicable Australian Standards;
 - (d) ensure that the system capacity has been designed in accordance with *Australian Rainfall and Runoff* (Engineers Australia, 2016) and *Managing Urban Stormwater: Council Handbook* (EPA, 1997) guidelines;

Flood Management

- B24. Prior to the commencement of construction (excluding demolition), evidence must be provided to the satisfaction of the Certifying Authority that flood mitigation measures set out in the Response to Submissions have been implemented.

Operational Noise – Design of Mechanical Plant and Equipment

- B25. Prior to commencement of construction, the Applicant must incorporate the noise mitigation recommendations in the Acoustic Report prepared by ARUP dated 27 July 2018, into the

detailed design drawings. The Certifying Authority must verify that all reasonable and feasible noise mitigation measures have been incorporated into the design to ensure the development will not exceed the recommended operational noise levels identified in the Acoustic Report.

Biodiversity

- B26. Prior to carrying out development that will impact on biodiversity values, the class and number of ecosystem credits in Table 1 must be retired to offset the residual biodiversity impacts of the development.

Table 1 Ecosystem credits required to be retired

Plant community type	Vegetation formation	Area to be impacted	Credits required
850 - Grey Box - Forest Red Gum grassy woodland on shale of the Cumberland Plain, Sydney Basin Bioregion	Coastal Valley Grassy Woodlands	0.12	3

- B27. The requirement to retire credits in condition B26 may be satisfied by payment to the Biodiversity Conservation Fund of an amount equivalent to the class and number of ecosystem credits, as calculated by the Biodiversity Offsets Payment Calculator.
- B28. Evidence of retirement of credits or payments to the Biodiversity Conservation Fund in satisfaction of condition B26 must be provided to the Planning Secretary for approval prior to carrying out development that will impact on biodiversity values.

Environmental Management Plan Requirements

- B29. Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:
- detailed baseline data;
 - details of:
 - the relevant statutory requirements (including any relevant approval, licence or lease conditions);
 - any relevant limits or performance measures and criteria; and
 - the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;
 - a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;
 - a program to monitor and report on the:
 - impacts and environmental performance of the development;
 - effectiveness of the management measures set out pursuant to paragraph (c) above;
 - a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;
 - a program to investigate and implement ways to improve the environmental performance of the development over time;
 - a protocol for managing and reporting any:
 - incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);
 - complaint;
 - failure to comply with statutory requirements; and
 - a protocol for periodic review of the plan.

Note: The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans

Construction Environmental Management Plan

B30. The Applicant must prepare a Construction Environmental Management Plan (CEMP) and it must include, but not be limited to, the following:

- (a) Details of:
 - (i) hours of work;
 - (ii) 24-hour contact details of site manager;
 - (iii) management of dust and odour to protect the amenity of the neighbourhood;
 - (iv) stormwater control and discharge;
 - (v) measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site;
 - (vi) groundwater management plan including measures to prevent groundwater contamination;
 - (vii) external lighting in compliance with AS 4282-1997 Control of the obtrusive effects of outdoor lighting;
 - (viii) community consultation and complaints handling;
 - (ix) measures to ensure the ongoing safe operation of the existing helipad on the site identified in the review undertaken in accordance with Condition B39.
- (b) Construction Traffic and Pedestrian Management Sub-Plan (see condition B32);
- (c) Construction Noise and Vibration Management Sub-Plan (see condition B33);
- (d) Construction Waste Management Sub-Plan (see condition B34);
- (e) Construction Soil and Water Management Sub-Plan (see condition B35);
- (f) Flood Emergency Response Sub-Plan (see condition B36);
- (g) an unexpected finds protocol for contamination and associated communications procedure;
- (h) an unexpected finds protocol for Aboriginal and non-Aboriginal heritage and associated communications procedure;
- (i) waste classification (for materials to be removed) and validation (for materials to remain) be undertaken to confirm the contamination status in these areas of the site; and

B31. The Applicant must not commence construction of the development until the CEMP is approved by the Certifying Authority and a copy submitted to the Planning Secretary.

B32. The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must address, but not be limited to, the following:

- (a) be prepared by a suitably qualified and experienced person(s);
- (b) be prepared in consultation with Council, RMS and TfNSW;
- (c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;
- (d) detail heavy vehicle routes, access and parking arrangements;
- (e) ensure all demolition and construction vehicles (excluding worker vehicles) are to be contained wholly within the Site and vehicles must enter the Site before stopping;
- (f) include a Driver Code of Conduct to:
 - (i) minimise the impacts of earthworks and construction on the local and regional road network;
 - (ii) minimise conflicts with other road users;
 - (iii) minimise road traffic noise; and
 - (iv) ensure truck drivers use specified routes;
- (g) include a program to monitor the effectiveness of these measures; and
- (h) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.

- B33. The Construction Noise and Vibration Management Sub-Plan (CNVMSP) must address, but not be limited to, the following:
- (a) be prepared by a suitably qualified and experienced noise expert;
 - (b) describe procedures for achieving the noise management levels in EPA's *Interim Construction Noise Guideline* (DECC, 2009);
 - (c) describe the measures to be implemented to manage high noise generating works such as piling, in close proximity to sensitive receivers;
 - (d) include strategies that have been developed with the community for managing high noise generating works;
 - (e) describe the community consultation undertaken to develop the strategies in condition B16(d); and
 - (f) include a complaints management system that would be implemented for the duration of the construction.
- B34. The Construction Waste Management Sub-Plan (CWMSMP) must address, but not be limited to, the following:
- (a) detail the quantities of each waste type generated during construction and the proposed reuse, recycling and disposal locations;
 - (b) removal of hazardous materials, particularly the method of containment and control of emission of fibres to the air, and disposal at an approved waste disposal facility in accordance with the requirements of the relevant legislation, codes, standards and guidelines, prior to the commencement of any building works.
- B35. The Applicant must prepare a Construction Soil and Water Management Plan (CSWMSP) and the plan must address, but not be limited to the following:
- (a) be prepared by a suitably qualified expert, in consultation with Council;
 - (b) describe all erosion and sediment controls to be implemented during construction;
 - (c) provide a plan of how all construction works will be managed in a wet-weather events (i.e. storage of equipment, stabilisation of the Site);
 - (d) detail all off-Site flows from the Site; and
 - (e) describe the measures that must be implemented to manage stormwater and flood flows for small and large sized events, including, but not limited to 1 in 1-year ARI, 1 in 5-year ARI and 1 in 100-year ARI).
- B36. The Flood Emergency Response Sub-Plan (FERSP) must address, but not be limited to, the following:
- (a) be prepared by a suitably qualified and experienced person(s);
 - (b) address the provisions of the *Floodplain Risk Management Guideline* (OEH, 2007);
 - (c) include details of:
 - (i) the flood emergency responses for the construction phase of the development;
 - (ii) predicted flood levels;
 - (iii) flood warning time and flood notification;
 - (iv) assembly points and evacuation routes;
 - (v) evacuation and refuge protocols; and
 - (vi) awareness training for employees and contractors.

Construction Worker Transportation Strategy

- B37. Prior to the commencement of construction, a Construction Worker Transportation Strategy must be submitted to the satisfaction of the Certifying Authority. The Strategy must detail measures to ensure that construction traffic associated with the development does not utilise nearby public and residential streets or public parking facilities. The Strategy must detail the provision of sufficient parking facilities for construction workers as set out in the Response to Submissions in combination with other measures proposed to encourage travel modes which do not result in additional demand for parking.

Construction and Demolition Waste Management

- B38. The Applicant must notify the RMS Traffic Management Centre of the truck route(s) to be followed by trucks transporting waste material from the site, prior to the commencement of the removal of any waste material from the site.

Existing Helipad / Helicopter Operations During Construction

- B39. Prior to the commencement of construction, helipad / helicopter operations at the site are to be reviewed by a suitably qualified and experienced aviation professional in consultation with relevant stakeholders. The review must consider the proposed construction methodology including plant and equipment to be used (including lighting and cranes) and recommend changes to the construction methodology and / or flight paths where required to ensure safe ongoing helicopter operations at the site. A report summarising the outcome of the review must be submitted to the Certifying Authority.

Proposed Helipad Design

- B40. Prior to the construction of the proposed helipad, a report prepared by a suitably qualified and experienced aviation professional must be submitted to the satisfaction of the Certifying Authority which states that the design of the helipad incorporates the relevant details outlined in Civil Aviation Safety Authority Civil Aviation Advisory Publication CAAP 92-2(2) *Guidelines for the establishment* and other relevant National and International guidelines.

Proposed Helipad Operations

- B41. Prior to the construction of the helipad, future ongoing helicopter operations to the site are to be reviewed by a suitably qualified and experienced aviation professional. Proposed flight paths to the helipad must be identified in consultation with relevant stakeholders in accordance with Civil Aviation Safety Authority Civil Aviation Advisory Publication CAAP 92-2(2) *Guidelines for the establishment* and other relevant National and International guidelines. A report summarising the outcome of the review and a Three-dimensional Visual Flight Rules Approach and Departure Path and Transitional Surface Survey must be submitted to the satisfaction of Certifying Authority and a copy submitted to the Department and Council.

Compliance Reporting

- B42. No later than two weeks before the date notified for the commencement of construction, a Compliance Monitoring and Reporting Program prepared in accordance with the Compliance Reporting Post Approval Requirements (Department 2018) must be submitted to the Department and the Certifying Authority.

Compliance Reports of the project must be carried out in accordance with the Compliance Reporting Post Approval Requirements (Department 2018).

The Applicant must make each Compliance Report publicly available 60 days after submitting it to the Department and notify the Department and the Certifying Authority in writing at least seven days before this is done.

- B43. Notwithstanding the requirements of the Compliance Reporting Post Approval Requirements (Department 2018), the Planning Secretary may approve a request for ongoing annual operational compliance reports to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that an operational compliance report has demonstrated operational compliance.

PART C DURING CONSTRUCTION

Approved Plans to be On-site

- C1. A copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification must be kept on the Site at all times and must be readily available for perusal by any officer of the Department, Council or the Certifying Authority.

Site Notice

- C2. A site notice(s):
- (a) must be prominently displayed at the boundaries of the site for the purposes of informing the public of project details including, but not limited to the details of the Builder, Certifying Authority and Structural Engineer.
 - (b) is to satisfy all but not be limited to, the following requirements:
 - (i) minimum dimensions of the notice must measure 841 mm x 594 mm (A1) with any text on the notice to be a minimum of 30-point type size;
 - (ii) the notice is to be durable and weatherproof and is to be displayed throughout the works period;
 - (iii) the approved hours of work, the name of the site/ project manager, the responsible managing company (if any), its address and 24-hour contact phone number for any inquiries, including construction/ noise complaint must be displayed on the site notice; and
 - (iv) the notice(s) is to be mounted at eye level on the perimeter hoardings/fencing and is to state that unauthorised entry to the site is not permitted.

Operation of Plant and Equipment

- C3. All plant and equipment used on site, or to monitor the performance of the development must be:
- a) maintained in a proper and efficient condition; and
 - b) operated in a proper and efficient manner.

Demolition

- C4. Demolition work must comply with *Australian Standard AS 2601-2001* The demolition of structures (Standards Australia, 2001). The work plans required by AS 2601-2001 must be accompanied by a written statement from a suitably qualified person that the proposals contained in the work plan comply with the safety requirements of the Standard. The work plans and the statement of compliance must be submitted to the Certifying Authority before the commencement of works.

Construction Hours

- C5. Construction, including the delivery of materials to and from the site, may only be carried out between the following hours:

- (a) between 7am and 6pm, Mondays to Fridays inclusive; and
- (b) between 8am and 3pm, Saturdays.

Preparatory activities (but no construction work) may also be undertaken from 6.30am Monday to Fridays and from 7am on Saturdays.

No work may be carried out on Sundays or public holidays.

- C6. Activities may be undertaken outside of the hours in condition C5 if required:
- (a) by the Police or a public authority for the delivery of vehicles, plant or materials; or
 - (b) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
 - (c) where the works are inaudible at the nearest sensitive receivers; or
 - (d) where a variation is approved in advance in writing by the Planning Secretary or her nominee if appropriate justification is provided for the works.

Notification of such activities must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

- C7. Rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:
- (a) 9am to 12pm, Monday to Friday;
 - (b) 2pm to 5pm Monday to Friday; and
 - (c) 9am to 12pm, Saturday.

Implementation of Management Plans

- C8. The Applicant must carry out the construction of the development in accordance with the most recent version of the approved CEMP (including Sub-Plans).

Construction Traffic

- C9. All construction vehicles (excluding worker vehicles) are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site before stopping.

Road Occupancy Licence

- C10. A Road Occupancy Licence must be obtained from the relevant road authority for any works that impact on traffic flows during construction activities.

SafeWork Requirements

- C11. To protect the safety of work personnel and the public, the work site must be adequately secured to prevent access by unauthorised personnel, and work must be conducted at all times in accordance with relevant SafeWork requirements.

Hoarding Requirements

- C12. The following hoarding requirements must be complied with:
- (a) no third-party advertising is permitted to be displayed on the subject hoarding/ fencing;
 - (b) the construction site manager must be responsible for the removal of all graffiti from any construction hoardings or the like within the construction area within 48 hours of its application; and
 - (c) the Applicant must submit a hoarding application to Council for the installation of any hoardings over Council footways or road reserve.

No Obstruction of Public Way

- C13. The public way (outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances. Non-compliance with this requirement will result in the issue of a notice by the relevant Authority to stop all works on site.

Construction Noise Limits

- C14. The development must be constructed to achieve the construction noise management levels detailed in the *Interim Construction Noise Guideline* (DECC, 2009). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the management and mitigation measures identified in the approved Construction Noise and Vibration Management Plan.
- C15. The Applicant must ensure construction vehicles (including concrete agitator trucks) do not arrive at the site or surrounding residential precincts outside of the construction hours of work outlined under condition C5.
- C16. The Applicant must implement, where practicable and without compromising the safety of construction staff or members of the public, the use audible movement alarms of a type that would minimise noise impacts on surrounding noise sensitive receivers.

- C17. Any noise generated during construction of the development must not be offensive noise within the meaning of the *Protection of the Environment Operations Act 1997* or exceed approved noise limits for the site.

Vibration Criteria

- C18. Vibration caused by construction at any residence or structure outside the site must be limited to:
- (a) for structural damage, the latest version of *DIN 4150-3 (1992-02) Structural vibration - Effects of vibration on structures* (German Institute for Standardisation, 1999); and
 - (b) for human exposure, the acceptable vibration values set out in the *Environmental Noise Management Assessing Vibration: a technical guideline* (DEC, 2006) (as may be updated or replaced from time to time).
- C19. Vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria specified in condition C18.
- C20. The limits in conditions C18 and C19 apply unless otherwise outlined in a Construction Noise and Vibration Management Plan, approved as part of the CEMP required by condition B33 of this consent.

Tree Protection

- C21. For the duration of the construction works:
- (a) street trees must not be trimmed or removed unless it forms a part of this development consent or prior written approval from Council is obtained or is required in an emergency to avoid the loss of life or damage to property;
 - (b) all street trees must be protected at all times during construction. Any tree on the footpath, which is damaged or removed during construction due to an emergency, must be replaced, to the satisfaction of Council;
 - (c) all trees on the site that are not approved for removal must be suitably protected during construction as per recommendations of the Arboricultural Impact Assessment prepared by Ecological Australia dated 7 December 2018; and
 - (d) if access to the area within any protective barrier is required during the works, it must be carried out under the supervision of a qualified arborist. Alternative tree protection measures must be installed, as required. The removal of tree protection measures, following completion of the works, must be carried out under the supervision of a qualified arborist and must avoid both direct mechanical injury to the structure of the tree and soil compaction within the canopy or the limit of the former protective fencing, whichever is the greater.

Dust Minimisation

- C22. The Applicant must take all reasonable steps to minimise dust generated during all works authorised by this consent.
- C23. During construction, the Applicant must ensure that:
- (a) exposed surfaces and stockpiles are suppressed by regular watering;
 - (b) all trucks entering or leaving the site with loads have their loads covered;
 - (c) trucks associated with the development do not track dirt onto the public road network;
 - (d) public roads used by these trucks are kept clean; and
 - (e) land stabilisation works are carried out progressively on site to minimise exposed surfaces.

Air Quality Discharges

- C24. The Applicant must install and operate equipment in line with best practice to ensure that the development complies with all load limits, air quality criteria/air emission limits and air quality monitoring requirements as specified in the EPL applicable to the site.

Erosion and Sediment Control

- C25. All erosion and sediment control measures, must be effectively implemented and maintained at or above design capacity for the duration of the construction works and until such time as all ground disturbed by the works have been stabilised and rehabilitated so that it no longer acts as a source of sediment.

Imported Soil

- C26. The Applicant must:
- (a) ensure that only VENM, ENM, or other material approved in writing by EPA is brought onto the site;
 - (b) keep accurate records of the volume and type of fill to be used; and
 - (c) make these records available to the Department or Certifying Authority upon request.

Disposal of Seepage and Stormwater

- C27. Any seepage or rainwater collected on-site during construction or groundwater must not be pumped to the street stormwater system unless separate prior approval is given in writing by the EPA in accordance with the *Protection of the Environment Operations Act 1997*.

Unexpected Finds Protocol – Aboriginal Heritage

- C28. In the event that surface disturbance identifies a new Aboriginal object, all works must halt in the immediate area to prevent any further impacts to the object(s). A suitably qualified archaeologist and the registered Aboriginal representatives must be contacted to determine the significance of the objects. The site is to be registered in the Aboriginal Heritage Information Management System (AHIMS) which is managed by OEH and the management outcome for the site included in the information provided to AHIMS. The Applicant must consult with the Aboriginal community representatives, the archaeologists and OEH to develop and implement management strategies for all objects/sites. Works shall only recommence with the written approval of OEH.

Unexpected Finds Protocol – Historic Heritage

- C29. If any unexpected archaeological relics are uncovered during the work, then all works must cease immediately in that area and the OEH Heritage Division contacted. Depending on the possible significance of the relics, an archaeological assessment and management strategy may be required before further works can continue in that area. Works may only recommence with the written approval of Heritage Division of the OEH.

Waste Storage and Processing

- C30. Waste must be secured and maintained within designated waste storage areas at all times and must not leave the site onto neighbouring public or private properties.
- C31. All waste generated during construction must be assess, classified and managed in accordance with the Waste Classification Guidelines Part 1: Classifying Waste (EPA, 2014).
- C32. The body of any vehicle or trailer used to transport waste or excavation spoil must be covered before leaving the premises to prevent any spillage or escape of any dust, waste of spoil. Mud, splatter, dust and other material likely to fall from or be cast off the wheels, underside or body of any vehicle, trailer or motorised plant leaving the site must be removed before leaving the premises.
- C33. The Applicant must ensure that concrete waste and rinse water are not disposed of on the site and are prevented from entering any natural or artificial watercourse.

Handling of Asbestos

- C34. The Applicant is to consult with SafeWork NSW concerning the handling of any asbestos waste that may be encountered during construction. The requirements of the Protection of the Environment Operations (Waste) Regulation 2014 with particular reference to Part 7 – 'Transportation and management of asbestos waste' must also be complied with.

Independent Environmental Audit

- C35. Proposed independent auditors must be agreed to in writing by the Planning Secretary prior to the preparation of an Independent Audit Program or commencement of an Independent Audit.

C36. No later than four weeks before the date notified for the commencement of construction, an Independent Audit Program prepared in accordance with the Independent Audit Post Approval Requirements (Department 2018) must be submitted to the Department and the Certifying Authority.

C37. Table 1 of the Independent Audit Post Approval Requirements (Department 2009) is amended so that the frequency of audits required in the construction phase is:

- (a) An initial construction Independent Audit must be undertaken within eight weeks of the notified commencement date of construction; and
- (b) A subsequent Independent Audit of construction must be undertaken no later than six months from the date of the initial construction Independent Audit.

In all other respects Table 1 remains the same. The Planning Secretary may require the initial and subsequent Independent Audits to be undertaken at different times to those specified above, upon giving at least 4 weeks notice to the applicant of the date upon which the audit must be commenced.

C38. Independent Audits of the development must be carried out in accordance with:

- (a) the Independent Audit Program submitted to the Department and the Certifying Authority under condition C36 of this consent; and
- (b) the requirements for an Independent Audit Methodology and Independent Audit Report in the Independent Audit Post Approval Requirements (Department 2018).

C39. In accordance with the specific requirements in the Independent Audit Post Approval Requirements (Department 2018), the Applicant must:

- (a) review and respond to each Independent Audit Report prepared under condition C38(a) of this consent;
- (b) submit the response to the Department and the Certifying Authority; and
- (c) make each Independent Audit Report and response to it publicly available within 60 days after submission to the Department and notify the Department and the Certifying Authority in writing at least seven days before this is done.

C40. Notwithstanding the requirements of the Independent Audit Post Approval Requirements (Department 2018), the Planning Secretary may approve a request for ongoing annual operational audits to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that an audit has demonstrated operational compliance.

Incident Notification, Reporting and Response

C41. The Department must be notified in writing to compliance@planning.nsw.gov.au immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one), and set out the location and nature of the incident.

C42. Subsequent notification must be given and reports submitted in accordance with the requirements set out in **Appendix 1**.

Non-Compliance Notification

C43. The Department must be notified in writing to compliance@planning.nsw.gov.au within seven days after the Applicant becomes aware of any non-compliance. The Certifying Authority must also notify the Department in writing to compliance@planning.nsw.gov.au within seven days after they identify any non-compliance.

C44. The notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.

C45. A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.

Revision of Strategies, Plans and Programs

C46. Within three months of:

- (a) the submission of a compliance report under condition B42;
- (b) the submission of an incident report under condition C42;
- (c) the submission of an Independent Audit under condition C39;
- (d) the approval of any modification of the conditions of this consent; or
- (e) the issue of a direction of the Planning Secretary under condition A2 which requires a review,

the strategies, plans and programs required under this consent must be reviewed, and the Department and the Certifying Authority must be notified in writing that a review is being carried out.

C47. If necessary to either improve the environmental performance of the development, cater for a modification or comply with a direction, the strategies, plans and programs required under this consent must be revised, to the satisfaction of the Certifying Authority. Where revisions are required, the revised document must be submitted to the Certifying Authority for approval within six weeks of the review.

Note: *This is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.*

Operational Noise – Design of Mechanical Plant and Equipment

C48. Prior to commencement of the installation and associated construction of plant and equipment, a detailed operational noise and vibration impact assessment shall be submitted to the Certifying Authority and the Department. The assessment must:

- (a) prepared by a suitably qualified person.
- (b) detail the operational noise and vibration sources and activities, including mechanical plant.
- (c) outline all feasible and reasonable noise and vibration mitigation and management measures to be implemented.
- (d) demonstrate that noise levels will not exceed the recommended operational noise levels identified in the Acoustic Report prepared by ARUP dated 27 July 2018.

The Applicant must incorporate the noise mitigation recommendations in the Acoustic Report prepared by ARUP dated 27 July 2018 into the detailed design drawings.

The Certifying Authority must verify that all reasonable and feasible noise mitigation measures have been incorporated into the design to ensure the development will not exceed the recommended operational noise levels identified in the Acoustic Report.

PART D PRIOR TO OCCUPATION OR COMMENCEMENT OF USE

Notification of Occupation

- D1. The date of commencement of the occupation of the development must be notified to the Department in writing, at least one month before occupation. If the operation of the development is to be staged, the Department must be notified in writing at least one month before the commencement of each stage, of the date of commencement and the development to be carried out in that stage.

External Walls and Cladding

- D2. Prior to the occupation of the building, the Applicant must provide the Certifying Authority with documented evidence that the products and systems used in the construction of external walls including finishes and claddings such as synthetic or aluminium composite panels comply with the requirements of the BCA.
- D3. The Applicant must provide a copy of the documentation given to the Certifying Authority to the Planning Secretary within seven days after the Certifying Authority accepts it.

Protection of Public Infrastructure

- D4. Unless the Applicant and the applicable authority agree otherwise, the Applicant must:
- (a) repair, or pay the full costs associated with repairing, any public infrastructure that is damaged by carrying out the development; and
 - (b) relocate, or pay the full costs associated with relocating any infrastructure that needs to be relocated as a result of the development.

Note: This condition does not apply to any damage to roads caused as a result of general road usage or otherwise addressed by contributions required by of this consent.

Post-construction Dilapidation Report

- D5. Prior to occupation of the building, the Applicant must engage a suitably qualified person to prepare a post-construction dilapidation report at the completion of construction. This report is:
- a) to ascertain whether the construction created any structural damage to adjoining buildings or infrastructure.
 - b) to be submitted to the Certifying Authority. In ascertaining whether adverse structural damage has occurred to adjoining buildings or infrastructure, the Certifying Authority must:
 - i) compare the post-construction dilapidation report with the pre-construction dilapidation report required by these conditions; and
 - ii) have written confirmation from the relevant authority that there is no adverse structural damage to their infrastructure and roads.
 - c) to be forwarded to Council.

Utilities and Services

- D6. Prior to occupation of the building, the Applicant must obtain a Compliance Certificate for water and sewerage infrastructure servicing of the site under section 73 of the *Sydney Water Act 1994*.

Roadworks and Access

- D7. The Applicant must complete the Appin Road and Therry Road access works prior to occupation of the building.

Works as Executed Plans

- D8. Prior to occupation of the building, works-as-executed drawings signed by a registered surveyor demonstrating that the stormwater drainage and finished ground levels have been constructed as approved, must be submitted to the Certifying Authority.

Green Travel Plan

- D9. Prior to the commencement of operation of any part of the development, the Applicant must prepare a Green Travel Plan to the satisfaction of the Certifying Authority. The Green Travel Plan must:
- (a) be prepared in consultation with TfNSW;

- (b) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives;
 - (c) include performance targets for reductions in staff travel by car to the site consistent with those assumed in the Parking Demand Study & Traffic Assessment prepared by PTC dated 10 October 2017 included in the Response to Submissions;
 - (d) set out measures to encourage staff to park in dedicated staff car parks; and
 - (e) describe pedestrian and bicycle linkages and end of trip facilities available on-site.
- D10. The Applicant must not commence operation until the Green Travel Plan is submitted to the Certifying Authority.

Evacuation and Emergency Planning

- D11. Prior to the operation of the development, a Bush Fire Emergency Management and Evacuation Plan must be prepared consistent with *Development Planning – A Guide to Developing a Bush Fire Emergency Management and Evacuation Plan* December 2014.

Mechanical Ventilation

- D12. Following completion, installation and testing of all mechanical ventilation systems, the Applicant must provide evidence to the satisfaction of the Certifying Authority, prior to the final occupation, that the installation and performance of the mechanical systems complies with:
- (a) the BCA;
 - (b) *AS 1668.2-2012 The use of air-conditioning in buildings – Mechanical ventilation in buildings* and other relevant codes;
 - (c) the development consent and any relevant modifications; and
 - (d) any dispensation granted by the NSW Fire Brigade.

Car Parking Arrangements

- D13. Unless otherwise agreed by the Planning Secretary, occupation or commencement of use of the building must not occur until evidence to the satisfaction of the Certifying Authority is submitted demonstrating that a minimum of 1865 car parking spaces are available to staff and visitors on the site.
- D14. Prior to the occupation of the building, a car parking wayfinding strategy shall be submitted to the Certifying Authority which details proposed measures, such as the installation of signage, to advise of, and direct drivers to, the various car parking facilities available across the site.

Road Damage

- D15. The cost of repairing any damage caused to Council or other Public Authority's assets in the vicinity of the Site as a result of construction works associated with the approved development is to be met in full by the Applicant prior to commencement of use of any stage of the development.

Fire Safety Certification

- D16. Prior to the final occupation, a Fire Safety Certificate must be obtained for all the Essential Fire or Other Safety Measures forming part of this consent. A copy of the Fire Safety Certificate must be submitted to the relevant authority and Council. The Fire Safety Certificate must be prominently displayed in the building.

Structural Inspection Certificate

- D17. A Structural Inspection Certificate or a Compliance Certificate must be submitted to the satisfaction of the Certifying Authority prior to the occupation of the relevant parts of any new or refurbished buildings. A copy of the Certificate with an electronic set of final drawings (contact approval authority for specific electronic format) must be submitted to the approval authority and the Council after:
- (a) the site has been periodically inspected and the Certifying Authority is satisfied that the structural works is deemed to comply with the final design drawings; and

- (b) the drawings listed on the Inspection Certificate have been checked with those listed on the final Design Certificate/s.
- (c) person/s authorised to, for the life of the development.

Stormwater Quality Management Plan

- D18. Prior to occupation of the building, an Operation and Maintenance Plan (OMP) is to be prepared to ensure proposed stormwater quality measures remain effective. The OMP must contain the following:
- (a) maintenance schedule of all stormwater quality treatment devices;
 - (b) record and reporting details;
 - (c) relevant contact information; and
 - (d) Work Health and Safety requirements.
- D19. Details demonstrating compliance must be submitted to the Certifying Authority prior to occupation.

Warm Water Systems and Cooling Systems

- D20. The installation, operation and maintenance of warm water systems and water cooling systems (as defined under the *Public Health Act 2010*) must comply with the *Public Health Act 2010*, Public Health Regulation 2012 and Parts 1 and 2 (or Part 3 if a Performance-based water cooling system) of AS/NZS 3666.2:2011 *Air handling and water systems of buildings – Microbial control – Operation and maintenance* and the NSW Health Code of Practice for the Control of Legionnaires' Disease.

Outdoor Lighting

- D21. To ensure that lighting of the building is sympathetic to the suburban environment and does not emphasise the scale of the building, the Applicant must prepare a lighting strategy for the proposed building in consultation with Council. The strategy shall be submitted to the satisfaction of the Certifying Authority prior to the occupation of the building and a copy provided to the Department and Council.
- D22. The Applicant shall ensure the installed lighting associated with the development achieves the objective of minimising light spillage to any adjoining or adjacent sensitive receivers. Outdoor lighting must:
- (a) comply with the latest version of AS 4282-1997 - *Control of the obtrusive effects of outdoor lighting* (Standards Australia, 1997); and
 - (b) be mounted, screened and directed in such a manner that it does not create a nuisance to surrounding properties or the public road network.
- D23. The Applicant must ensure that the installed lighting associated with the development achieves the objective of not causing distraction to helicopter operations associated with the proposed helipad having regard to the advice of a suitably qualified and experienced aviation professional and relevant National and International guidelines.
- D24. Upon installation of outdoor lighting, but before it is finally commissioned, the Applicant must submit to the Certifying Authority evidence from a qualified practitioner demonstrating compliance in accordance with conditions D21 and D22.

Signage

- D25. Wayfinding signage and signage identifying the location of staff and public car parking must be installed prior to occupation.
- D26. Bicycle wayfinding signage must be installed within the site to direct cyclists from footpaths to designated bicycle parking areas prior to occupation.

Operational Waste Management Plan

- D27. Prior to the commencement of operation, the Applicant must prepare a Waste Management Plan for the development and submit it to the Department/Certifying Authority. The Waste Management Plan must:

- (a) detail the type and quantity of waste to be generated during operation of the development;
- (b) describe the handling, storage and disposal of all waste streams generated on site, consistent with the *Protection of the Environment Operations Act 1997*, *Protection of the Environment Operations (Waste) Regulation 2014* and the *Waste Classification Guideline* (Department of Environment, Climate Change and Water, 2009);
- (c) detail the materials to be reused or recycled, either on or off site; and
- (d) include the Management and Mitigation Measures included in Section 8 of the EIS.

Site Audit Report and Site Audit Statement

D28. Prior to occupation of the building, where required by the unexpected contamination procedure prepared under condition B8 the Applicant must obtain from an EPA accredited Site Auditor, a Site Audit Statement and a Site Audit Report which demonstrates that the site is suitable for its intended use(s).

Long Term Environmental Management Plan

D29. The Applicant must prepare a Long Term Environmental Management Plan (LTEMP), to the satisfaction of the Planning Secretary. The plan must:

- (a) be prepared by a suitably qualified and experienced person whose appointment has been endorsed by the Planning Secretary in consultation with EPA;
- (b) be submitted to EPA for review and be approved by the Planning Secretary within one month of the completion of remediation works, unless otherwise agreed by the Planning Secretary; and
- (c) include, but not be limited to:
 - (i) a description of the nature and location of any contamination remaining on site;
 - (ii) provisions to manage and monitor any remaining contamination, including details of any restrictions placed on the land to prevent development over the containment cell;
 - (iii) a description of the procedures for managing any leachate generated from the containment cell, including any requirements for testing, pumping, treatment and/or disposal;
 - (iv) a description of the procedures for monitoring the integrity of the containment cell;
 - (v) a surface and groundwater monitoring program;
 - (vi) mechanisms to report results to relevant agencies;
 - (vii) triggers that would indicate if further remediation is required; and
 - (viii) details of any contingency measures that the Applicant is to carry out to address any ongoing contamination.

D30. Upon completion of the remediation works, the Applicant must manage the site in accordance with the LTEMP and any on-going maintenance of remediation notice issued by EPA under the *Contaminated Land Management Act 1997*.

Landscaping

D31. Prior to occupation of the building, the Applicant must prepare a Landscape Management Plan to manage the revegetation and landscaping works on-site, to the satisfaction of the Certifying Authority. The plan must:

- (a) detail the number and species of plants to be planted on-site;
- (b) describe the monitoring and maintenance measures to manage revegetation and landscaping works;
- (c) be consistent with the Applicant's Management and Mitigation Measures as detailed in the EIS; and
- (d) be consistent with the landscape plans listed in condition A2(d).

D32. The Applicant must not commence operation until the Landscape Management Plan is submitted to the Certifying Authority and landscaping is implemented on site.

Operational Flood Emergency Management Plan

D33. An Operational Flood Emergency Response Plan (OFEMP) must be prepared in consultation with Council and the NSW State Emergency Service. The OFEMP must be submitted to the satisfaction of the Certifying Authority prior to the occupation of the building and must address, but not be limited to, the following:

- (a) be prepared by a suitably qualified and experienced person(s);
- (b) address the provisions of the *Floodplain Risk Management Guideline* (OEH, 2007);
- (c) include details of:
 - (i) the flood emergency responses for the operational phases of the development;
 - (ii) predicted flood levels;
 - (iii) flood warning time and flood notification;
 - (iv) assembly points and evacuation routes;
 - (v) evacuation and refuge protocols; and
 - (vi) awareness training for employees and contractors.

Compliance with Food Code

D34. The Applicant is to obtain a certificate from a suitably qualified tradesperson, certifying that the kitchen, food storage and food preparation areas (where proposed) have been fitted in accordance with the AS 4674 *Design, construction and fit-out of food premises*. The Applicant must provide evidence of receipt of the certificate (where required) to the satisfaction of the Certifying Authority prior to occupation.

PART E POST OCCUPATION

Operation of Plant and Equipment

- E1. All plant and equipment used on site, or to monitor the performance of the development must be:
- (a) maintained in a proper and efficient condition; and
 - (b) operated in a proper and efficient manner.

Community Communication Strategy

- E2. The Community Communication Strategy, as approved by the Planning Secretary, must be implemented for a minimum of 12 months following the completion of construction.

Operational Noise Limits

- E3. The Applicant must ensure that noise generated by operation of the development does not exceed the noise limits in Acoustic Report prepared by ARUP dated 27 July 2018.
- E4. The Applicant must undertake short term noise monitoring in accordance with the *Noise Policy for Industry*. The monitoring program must be carried out by an appropriately qualified person and a monitoring report must be submitted to the Planning Secretary within six months of occupation of the building to verify that operational noise levels do not exceed the recommended noise levels for mechanical plant identified in the Acoustic Report. Should the noise monitoring program identify any exceedance of the recommended noise levels referred to above, the Applicant is required to implement appropriate noise attenuation measures so that operational noise levels do not exceed the recommended noise levels or provide attenuation measures at the affected noise sensitive receivers.

Unobstructed Driveways and Parking Areas

- E5. All driveways, footways and parking areas must be unobstructed at all times. Driveways, footways and car spaces must not be used for the manufacture, storage or display of goods, materials, refuse, skips or any other equipment and must be used solely for vehicular and/or pedestrian access and for the parking of vehicles associated with the use of the premises.

Green Travel Plan

- E6. The Green Travel Plan required by condition D9 of this consent must be reviewed and updated on an annual basis. The review must consider the performance of the Plan against the specified targets and specify additional measures where required for implementation.

Parking Demand Study

- E7. Within 12 months of the occupation of the building and again at three years from occupation, a parking demand study must be submitted to the Department to verify the parking demand on site estimated in the EIS and Response to Submissions to meet demand generated by the development. Where parking demand is found to exceed the parking capacity of the site, measures should be identified to manage existing demand, improve utilisation of existing on site parking and / or where necessary provide additional parking facilities on site to meet that demand. Evidence of implementation of additional parking measures (where required) must be submitted to the Planning Secretary within 12 months of the conclusion of the study.

Outdoor Lighting

- E8. Notwithstanding Condition D22, should outdoor lighting result in any residual impacts on the amenity of surrounding sensitive receivers, the Applicant must provide mitigation measures in consultation with affected landowners to reduce the impacts to an acceptable level.

Fire Safety Certificate

- E9. The owner must submit to Council an Annual Fire Safety Statement, each 12 months after the final Safety Certificate is issued. The certificate must be on, or to the effect of, Council's Fire Safety Statement.

Landscaping

- E10. The Applicant must maintain the landscaping and vegetation on the site in accordance with the approved Landscape Management Plan required by condition D31 for the duration of occupation of the development.

Hazards and Risk

- E11. The Applicant must store all chemicals, fuels and oils used on-site in accordance with:
- (a) the requirements of all relevant Australian Standards; and
 - (b) the NSW EPA's *Storing and Handling of Liquids: Environmental Protection – Participants Manual* if the chemicals are liquids.
- E12. In the event of an inconsistency between the requirements of condition E11(a) and E11(b), the most stringent requirement must prevail to the extent of the inconsistency.

Dangerous Goods

- E13. The quantities of dangerous goods stored and handled at the site must be below the threshold quantities listed in the Department of Planning's *Hazardous and Offensive Development Application Guidelines – Applying SEPP 33* at all times.

Discharge Limits

- E14. The development must comply with section 120 of the POEO Act, which prohibits the pollution of waters, except as expressly provided for in an EPL.

Bunding

- E15. The Applicant must store all chemicals, fuels and oils used on-site in appropriately banded areas in accordance with the requirements of all relevant Australian Standards, and/or EPA's *Storing and Handling of Liquids: Environmental Protection – Participants Manual* (Department of Environment and Climate Change, 2007).

Ecologically Sustainable Development

- E16. Within six months of commencement of operation, Green Star certification must be obtained demonstrating the development achieves a minimum 4 star Green Star As Built rating unless updated NSW Health Engineering Services Guidelines are accepted by the Planning Secretary. Evidence of the certification or other evidence as agreed with the Planning Secretary in updated NSW Health Engineering Services Guidelines, must be provided to the Certifying Authority and the Planning Secretary.

APPENDIX 1 WRITTEN INCIDENT NOTIFICATION AND REPORTING REQUIREMENTS

Written Incident Notification Requirements

1. A written incident notification addressing the requirements set out below must be emailed to the Department at the following address: compliance@planning.nsw.gov.au within seven days after the Applicant becomes aware of an incident. Notification is required to be given under this condition even if the Applicant fails to give the notification required under condition C42 or, having given such notification, subsequently forms the view that an incident has not occurred.
2. Written notification of an incident must:
 - a. identify the development and application number;
 - b. provide details of the incident (date, time, location, a brief description of what occurred and why it is classified as an incident);
 - c. identify how the incident was detected;
 - d. identify when the applicant became aware of the incident;
 - e. identify any actual or potential non-compliance with conditions of consent;
 - f. describe what immediate steps were taken in relation to the incident;
 - g. identify further action(s) that will be taken in relation to the incident; and
 - h. identify a project contact for further communication regarding the incident.
3. Within 30 days of the date on which the incident occurred or as otherwise agreed to by the Planning Secretary, the Applicant must provide the Planning Secretary and any relevant public authorities (as determined by the Planning Secretary) with a detailed report on the incident addressing all requirements below, and such further reports as may be requested.
4. The Incident Report must include:
 - a. a summary of the incident;
 - b. outcomes of an incident investigation, including identification of the cause of the incident;
 - c. details of the corrective and preventative actions that have been, or will be, implemented to address the incident and prevent recurrence; and
 - d. details of any communication with other stakeholders regarding the incident.

Notice of decision

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

Application type	State significant development
Application number and project name	SSD 9241 Campbelltown Hospital Redevelopment Stage 2
Applicant	Health Infrastructure
Consent Authority	Minister for Planning

Decision

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

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

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

Date of decision

18/2/19.

Reasons for decision

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

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the Department's Assessment Report.
- the prescribed matters under the Environmental Planning and Assessment Regulation 2000.
- the objects of the Act.
- the considerations under s 7.14(2) and 7.16(3) of the *Biodiversity Conservation Act 2016* (NSW);
- all information submitted to the Department during the assessment of the development application and information considered in the Department's Assessment Report.
- the findings and recommendations in the Department's Assessment Report.
- the views of the community about the project (see Attachment 1).

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

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

- the project would provide a range of benefits for the region and the State as a whole, including \$598 million of capital investment, creation of a total of 350 construction and 418 operational jobs, providing modern facilities that meet current standards for healthcare for the State and providing further investment in public infrastructure in an identified strategic centre.
- the project is permissible with development consent and is consistent with NSW Government policies including the *State Infrastructure Strategy 2018-2038*, *Greater Sydney Regional Plan: A Metropolis of Three Cities*, the *Greater Sydney Commissions' Western City District Plan* and *Future Transport Strategy 2056*.
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards as identified in the Department's Assessment Report. The consent authority has included conditions to ensure construction impacts are appropriately managed, biodiversity impacts are offset and adequate car parking is provided on site.
- the community views have been considered and adequately addressed through the recommended conditions of consent.
- weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Department exhibited the Environmental Impact Statement for the project from 30 August 2018 until 26 September 2018 (28 days). One public submission and a submission from Campbelltown City Council was received.

The key issues raised in the submissions and considered in the Department's Assessment Report and by the decision maker relate to built form and urban design, and car parking. Other issues are addressed in detail in the Department's Assessment Report.

<i>Issue</i>	<i>Consideration</i>
<p><i>Built form and urban design</i></p> <ul style="list-style-type: none"> • Achievement of design excellence and sustainability is important to the local community. • The façade treatment and night time treatment (i.e. lighting) of the building is crucial to achieving a building that sits sympathetically within the landscape. • The façade design should give more emphasis on vertical elements. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • The treatment of the building was revised by the Applicant following consideration of the design comments made by Council. • The façade treatment incorporates a vertical breakup of the sub-basement, podium and tower components of the building. This utilises varied materials, colours and finishes that emphasise the vertical tower form and reflects the natural landscape setting. <p><i>Conditions</i></p> <ul style="list-style-type: none"> • Conditions have been imposed which requires the submission and implementation of sustainability measures in the development and the preparation of a lighting strategy for the building in consultation with Council.
<p><i>Car parking</i></p> <ul style="list-style-type: none"> • Need for adequate car parking on site including a multi-storey car park. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> • The proposal will remove 271 existing car parking spaces and provide 52 replacement parking spaces on the site. • The wider redevelopment of the hospital includes the provision of additional parking on site, including an 810 space multi-storey car park. • At the completion of the proposed development, a total of 1865 spaces will be provided on site which exceeds the estimated demand identified in parking studies undertaken in relation to the site. <p><i>Conditions</i></p> <ul style="list-style-type: none"> • Conditions include the preparation of a Green Travel Plan for the site to encourage a reduction in car based trips to the site over time and a review of parking demand on site within 12 months of the occupation of the building.