



# UNSW Health Translation Hub Randwick Hospitals Campus

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State Significant Development Assessment SSD-10822510

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Title: Health Translation Hub Randwick Hospitals Campus

*Cover image: View of proposed building form the north-east (source Architectus)*

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# Glossary

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

<b>Planning Secretary</b>	Secretary of the Department of Planning, Industry and Environment
<b>POW</b>	Prince of Wales (Hospital)
<b>RAP</b>	Remediation Action Plan
<b>RtS</b>	Response to Submissions
<b>SCHCCCC</b>	The Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre
<b>SDRP</b>	State Design Review Panel
<b>SEARs</b>	Planning Secretary's Environmental Assessment Requirements
<b>SEPP</b>	State Environmental Planning Policy
<b>SRD SEPP</b>	State Environmental Planning Policy (State and Regional Development) 2011
<b>SRtS</b>	Supplementary Response to Submissions
<b>SSD</b>	State Significant Development
<b>TfNSW</b>	Transport for NSW
<b>TIA</b>	Traffic Impact Assessment
<b>UNSW</b>	University of NSW

# Executive Summary

This report provides an assessment of a State significant development (SSD) application for a new health, education and research building (SSD-10822510). The site is part of the Randwick Hospitals campus. The Applicant is Health Infrastructure NSW (on behalf of Health Administration Corporation) and the proposal is located within the Randwick local government area (LGA).

## The proposal

The proposal seeks approval for construction of a 15 storey building over one basement level and use of the building as a health education and research building, part of the wider Hospital campus use and in conjunction with the University of NSW (UNSW). Approval is also sought for a pedestrian bridge over Botany Street linking the proposal to the UNSW campus, as well as associated landscaping and public domain works. The proposal would generate 495 operational jobs and 450 construction jobs.

## The site

The site is located within the Randwick Hospitals campus, on the corner of High Street and Botany Street, Randwick.

## Statutory context

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

## Engagement

The application was publicly exhibited between 19 May and 15 June 2021. The Department of Planning, Industry and Environment (the Department) received a total of 10 submissions, including eight from public authorities, one from a special interest group and one from a member of the public. An additional four submissions from public authorities were received in response to the Applicant's Response to Submissions (RtS).

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

## Assessment summary and conclusions

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

The proposal is consistent with the character of emerging surrounding built forms and is reflective of modern institutional development anticipated by the strategic planning objectives for the precinct. The design has evolved through a comprehensive design review process and the Department considers

the proposal exhibits a high-quality design that would make a positive contribution to the precinct and would not result in any unacceptable adverse environmental or amenity impacts.

Landscape plans were amended at the RtS stage to improve the level of tree canopy coverage. The plans demonstrate the proposal is capable of providing a high-quality landscape outcome that would make a positive contribution to the character of the area and provide for a publicly accessible plaza that incorporates pleasant outdoor spaces for building occupants and the general public.

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

Traffic impacts associated with the proposal would be minimal and would not result in material impacts to the surrounding road network. Adequate parking will be provided on the University of NSW campus opposite the site to service the development and the proposal incorporates good levels of bicycle parking and associated facilities, subject to minor design refinements prior to construction. Conditions are also recommended to ensure the final design of vehicular access to the site results in no unacceptable safety concerns and to ensure development of a travel plan and to encourage use of sustainable transport modes.

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

Although the site is affected by flooding, the Applicant has demonstrated the proposal has been appropriately designed having regard to flood risks, including locating floor levels above maximum flood levels, building design to withstand the impacts of any flood and protection of the basement from flooding.

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

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

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

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# 1 Introduction

This report provides an assessment of a State significant development (SSD) application for a new health, education and research building (SSD-10822510).

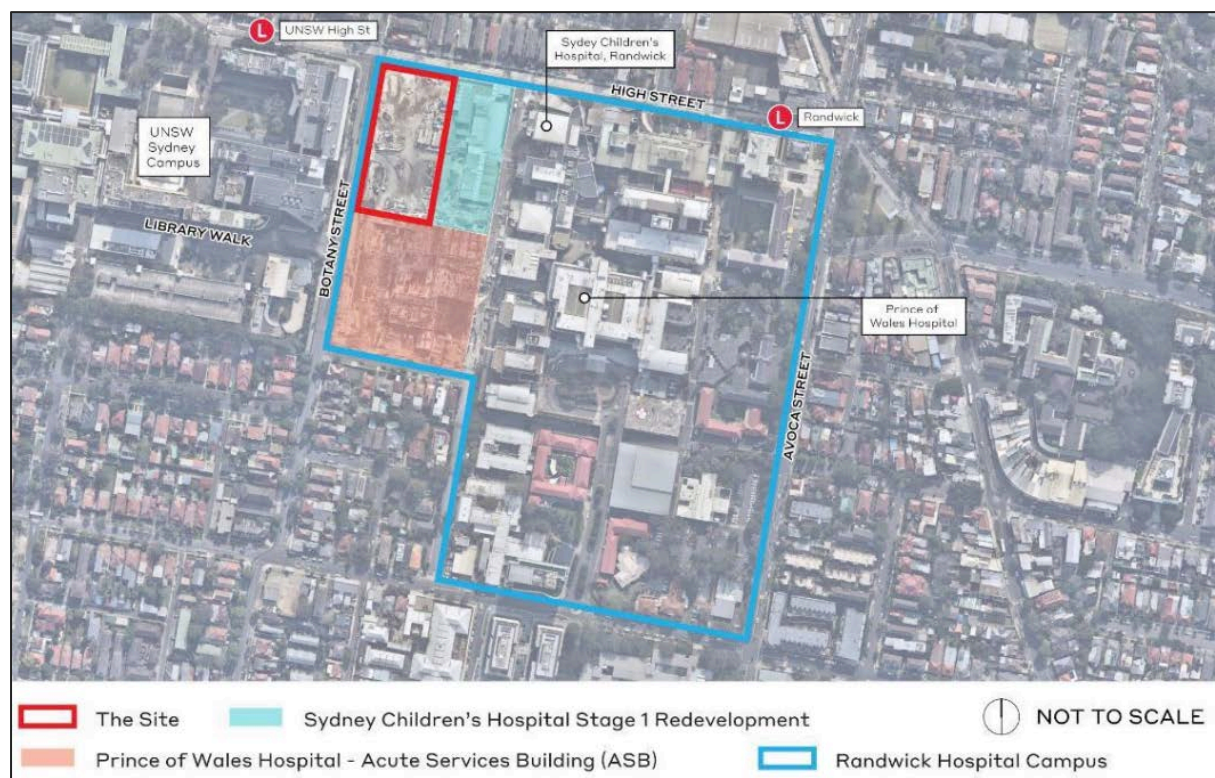
The proposal seeks approval for construction of a 15 storey building over one basement level and use of the building as a health education and research building as part of the wider hospital campus use. Approval is also sought for a pedestrian bridge over Botany Street linking to the University of New South Wales (UNSW) campus, as well as associated landscaping and public domain works.

The application has been lodged by Health Infrastructure on behalf of Health Administration Corporation (the Applicant). The project will be delivered by and operated by the UNSW. The site is located within the Randwick local government area (LGA).

## 1.1 The site

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

The development site has an area of 8,897sqm and has frontages to High Street to the north and Botany Street to the west (**Figure 1**).



**Figure 1 | Site location map (Source: EIS)**

(Note: the southern part of the site in this figure also forms part of the Sydney Childrens Hospital Stage 1 Redevelopment - refer to Figure 3)



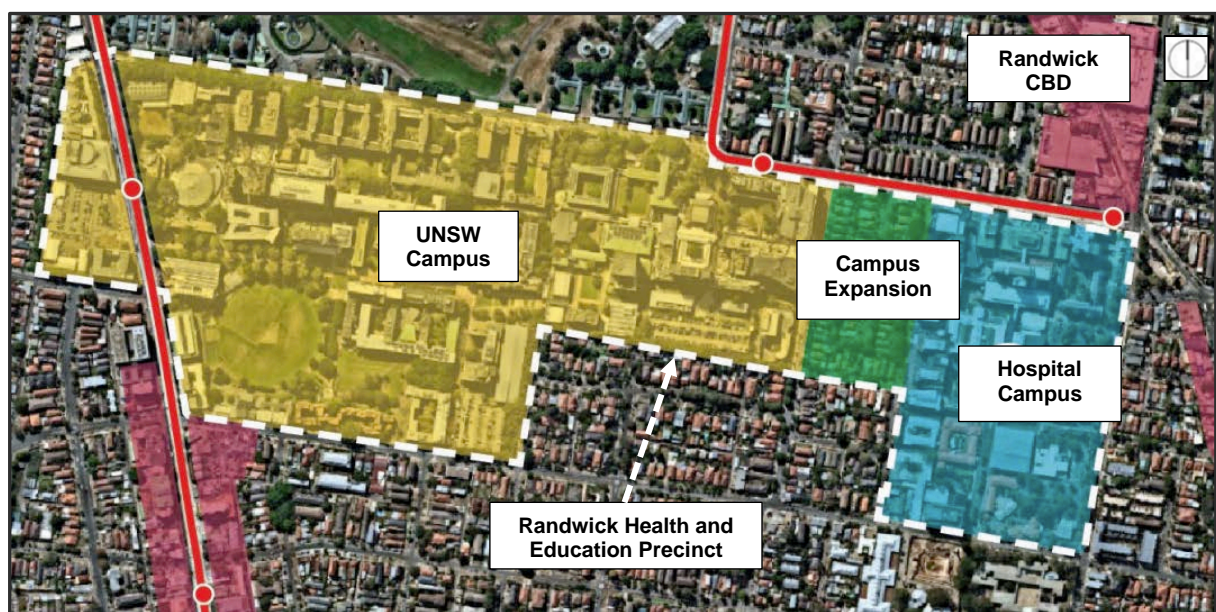
The site has the following legal description:

- 35 existing lots reflecting the site's former residential use (currently in the process of being amalgamated):
  - Lots 3 – 14, Deposited Plan 12909.
  - Lots 1 – 7, Deposited Plan 13997.
  - Lot 1, Deposited Plan 300666.
  - Lots A and B, Deposited Plan 439756.
  - Lots A – D, Deposited Plan 440501.
  - Lots X and Y, Deposited Plan 445567.
  - Lots 1 and 2, Deposited Plan 590480.
  - Lot 32, Deposited Plan 667518.
  - Lots A and B, Deposited Plan 167106.
  - Lots A and B, Deposited Plan 441943.
- Lot 1, Deposited Plan 510271, as the proposed new pedestrian bridge connects to the Wallace Wurth Building on the UNSW campus opposite the site on Botany Street.
- Part of the airspace above Botany Street (proposed to create a new stratum subdivision lot).

The site was previously occupied by residential dwellings but is now cleared and is devoid of any development or vegetation. It includes a six metre (m) wide stormwater and sewerage easement along the High Street and Botany Street frontages. It has been subject to some site preparation works and is currently being used as a construction site compound associated with the broader development of the block.

## 1.2 Background – Randwick Hospitals Campus Redevelopment

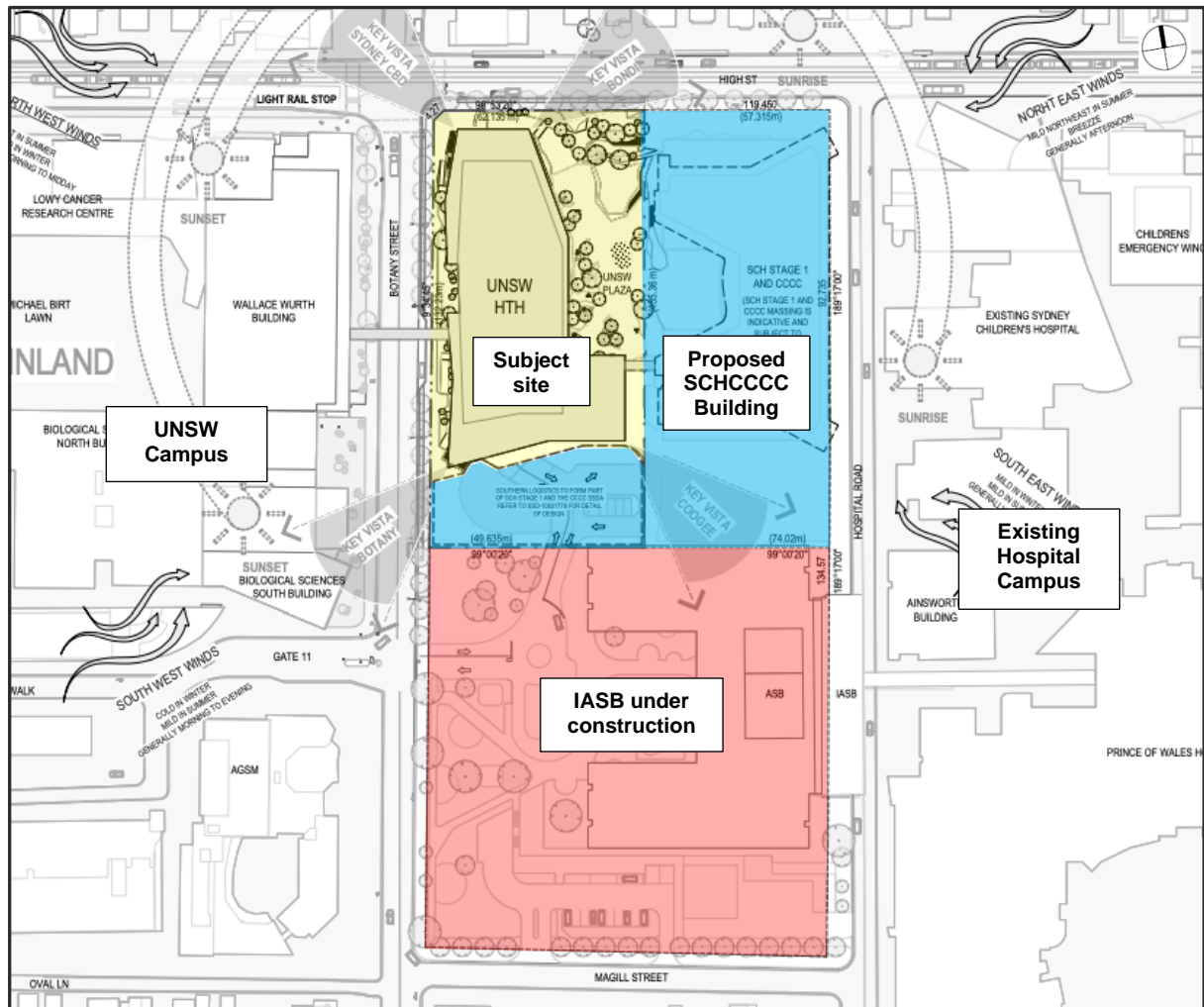
In 2017/2018 the Randwick Hospitals campus was expanded. The NSW Government acquired the residential properties in the blocks located between the existing hospital campus and the UNSW campus (bound by Magill Street and Hight Street) in order to provide expanded hospital facilities and promote growth of the precinct (refer to **Figure 2** and discussion on Strategic Context in **Section 3**).



**Figure 2 |** University and Hospital Campus locations within the Randwick Health and Education Precinct (Base source: Randwick Place Strategy, Greater Sydney Commission)

The campus expansion area is made up of three development sites:

- the subject 'UNSW Health Translation Hub' site.
- the Prince of Wales Integrated Acute Services Building (IASB) site to the south (approved under SSD-9113 and SSD-10339 in 2019 and currently under construction).
- the Sydney Children's Hospital Stage 1 and Children's Comprehensive Cancer Centre (SCHCCCC) development to the east (and including vehicle access and circulation space to the south), currently under assessment under SSD-10831778.



**Figure 3 |** Extract from site analysis plan showing location of other Randwick Hospitals campus development (Base source: Architectural Plans)

### 1.3 Other surrounding development

The UNSW Kensington campus is located to the west of the site including the 7-storey Wallace Wurth and Biological Sciences buildings fronting Botany Street opposite the site.

Opposite the site to the north on High Street is residential development, predominantly characterised by 3-storey walk-up residential flat buildings.

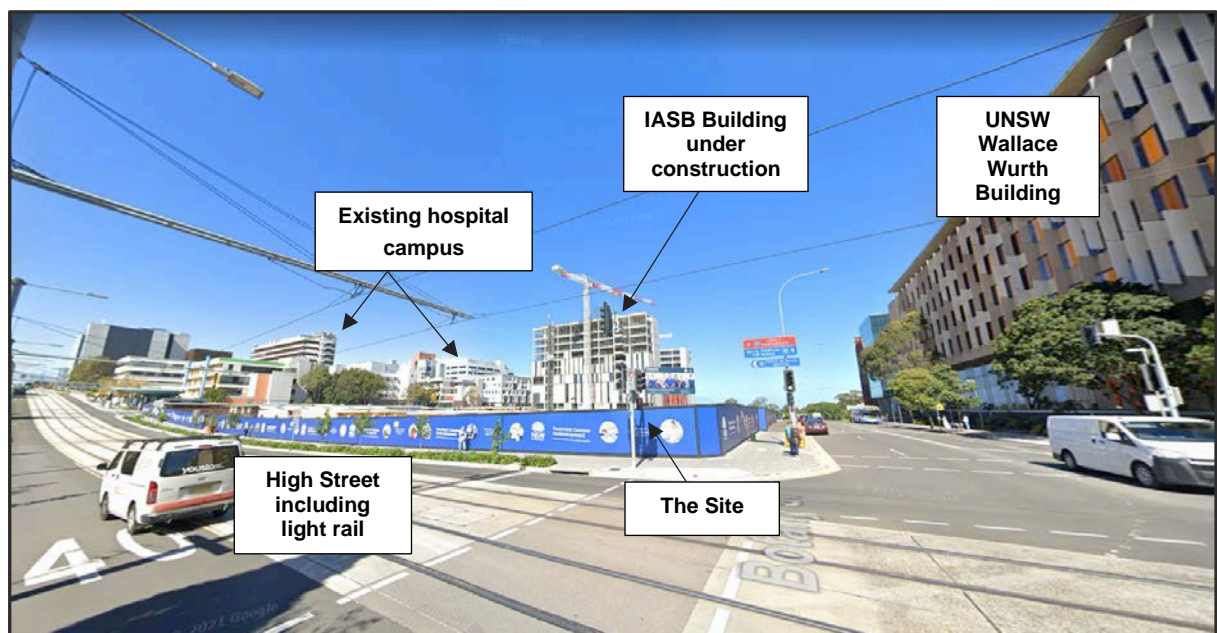
The CBD and South East Light Rail service also adjoins the site, running along High Street, and Randwick CBD is located 280m to the east of the site.



Figures 4 to 9 depict the site and surrounding buildings.



**Figure 4 |** Aerial photo of site and surrounding development (Base source: EIS)

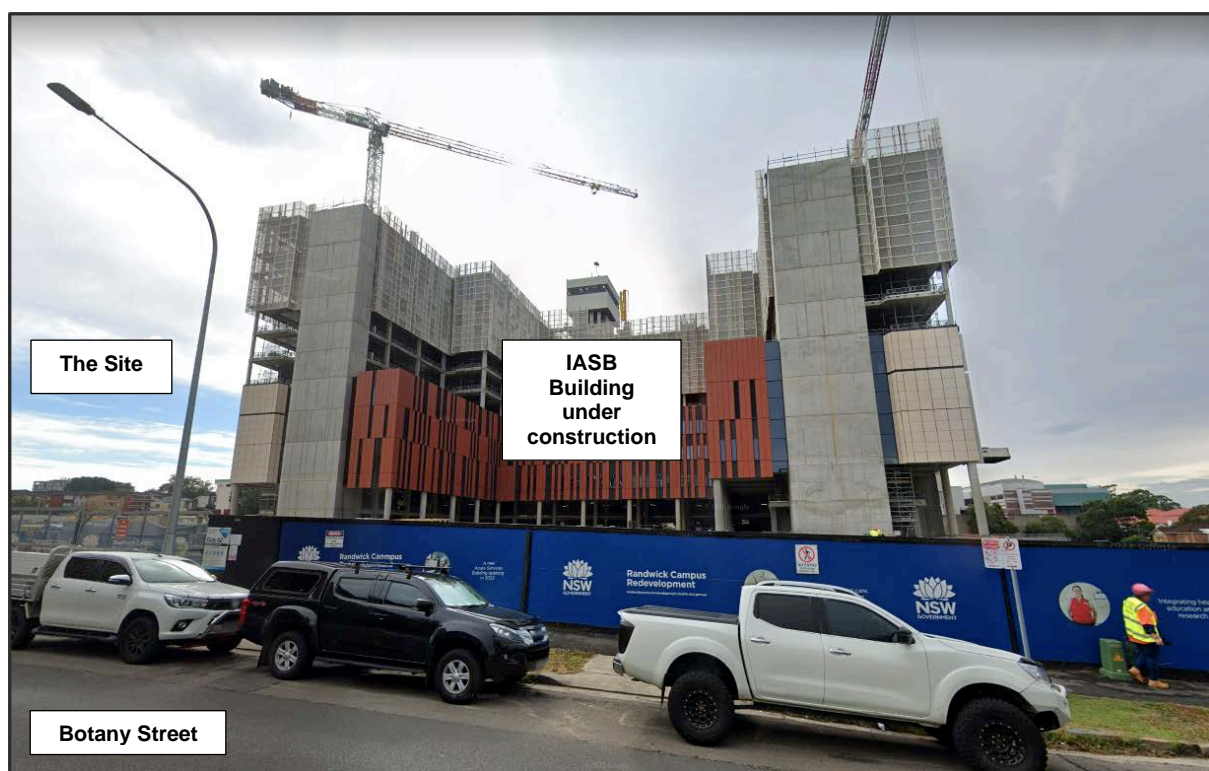


**Figure 5 |** The site as viewed from corner of Botany Street and High Street (Base source: Google Maps)





**Figure 6 |** Development opposite the site on Botany Street (Base source: Google Maps)



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



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



**Figure 9 |** Proposed SCHCCCC development east of the site on High Street (Base source: SSD-10831778 RtS)



## 2 Project

The key components and features of the proposal are provided in **Table 1** and shown in **Figures 10** to **17**.

**Table 1 | Main components of the project**

Aspect	Description
<b>Project summary</b>	Construction of a 15-storey building over one basement level and use as health, education and research building. Associated landscaping and public domain works.
<b>Site area</b>	8,897sqm
<b>Site preparation</b>	Site preparation and basement excavation works to a depth of RL 50.21.
<b>Built form and design</b>	<p>15 storey building (69m high to RL 125.5) over one basement level (loading and servicing area), incorporating:</p> <ul style="list-style-type: none"> <li>a six to eight storey podium (including a double height ground floor).</li> <li>a seven to nine storey tower element.</li> </ul> <p>The building is designed as a slender tower form, located along the western side of the block to allow for a public plaza area on the eastern side of the block linking the site with the proposed adjacent SCHCCCC building.</p> <p>The podium presents a double height ground floor level set in from the building line with full length glazing. A deep glazed awning is also provided at this level and soffits are provided in timber tones.</p> <p>The remainder of the podium and tower is characterised by a combination of clear and opaque glazing, light masonry and a 'solar hood' design to provide a sculptural appearance as well as passive solar shading. Parts of the façade also include anodised mechanical louvres / grill and external mesh screens.</p> <p>Internally, a four level atrium is incorporated adjacent to the western side of the building.</p>
<b>Pedestrian link bridges</b>	<ul style="list-style-type: none"> <li>A single storey connection at Level 2 to the UNSW Kensington Campus (Wallace Wurth Building) over Botany Street. The bridge will have a 9m height clearance and will be enclosed by glazing.</li> <li>A three-storey connection at Levels 2 - 4 to the future SCHCCCC to the immediate east of the site.</li> </ul>
<b>Gross floor area (GFA)</b>	GFA: 35,600sqm. FSR: 4.02:1.



Aspect	Description
<b>Layout / uses</b>	<ul style="list-style-type: none"> <li>Basement: loading, plant, end-of-trip facilities.</li> <li>Ground floor: café / retail, education hub.</li> <li>Level 1: clinics.</li> <li>Level 2: Clinical School, education hub, clinics.</li> <li>Level 3: Children's Comprehensive Cancer Centre, Clinical School.</li> <li>Level 4: Children's Comprehensive Cancer Centre.</li> <li>Levels 5 to 14: translational research workspace.</li> </ul>
<b>Hours of operation</b>	<ul style="list-style-type: none"> <li>General operations: 8am – 6pm Monday to Friday.</li> <li>Access at other times possible for authorised UNSW swipe key holders.</li> </ul>
<b>Car, bicycle and service vehicle parking</b>	<p>Basement level accommodating:</p> <ul style="list-style-type: none"> <li>nil car parking spaces.</li> <li>seven service vehicle spaces including: <ul style="list-style-type: none"> <li>five spaces for vans / utility vehicles.</li> <li>one space for 8.8m medium rigid vehicle.</li> <li>one space for 12.5m heavy rigid vehicle.</li> </ul> </li> <li>125 bicycle parking spaces and end-of-trip facilities for staff (lockers and showers).</li> </ul>
<b>Public domain and landscaping</b>	<ul style="list-style-type: none"> <li>The UNSW Plaza: over 2,500sqm of publicly accessible landscaped space within the eastern portion of the site. The Plaza incorporates hard and soft landscape treatments, including: central paved areas; raised turf; tree planting and planter beds; informal terraced seating; and fixed seating.</li> <li>High Street entry area and front setback landscaping.</li> <li>5.5m wide pedestrian connection to the rear / south of the building to create east-west through-site connection in conjunction with an extension of this path on the SCHCCCC development site.</li> <li>Botany Street setback landscaping incorporating soft landscape treatments.</li> <li>Planting of 57 new trees on the site as well as a range of shrubs and groundcovers and new street trees.</li> </ul>
<b>Signage</b>	<ul style="list-style-type: none"> <li>three illuminated identification signs (the 'UNSW' name) at the top of the tower (north, west and south elevations) 6.26m x 1.62m.</li> <li>two identification signs (the building name: 'Health Translation Hub') at the top of the podium (east and south elevations) 7.21m x 2.55m.</li> <li>three ground level totem signs 2.4m high.</li> </ul>
<b>Jobs</b>	<ul style="list-style-type: none"> <li>450 construction jobs.</li> <li>495 operational jobs.</li> </ul>

Aspect	Description
Stratum subdivision	<ul style="list-style-type: none"> <li>Stratum subdivision to create a stratum lot in the airspace over Botany Street for the proposed pedestrian bridge.</li> </ul>

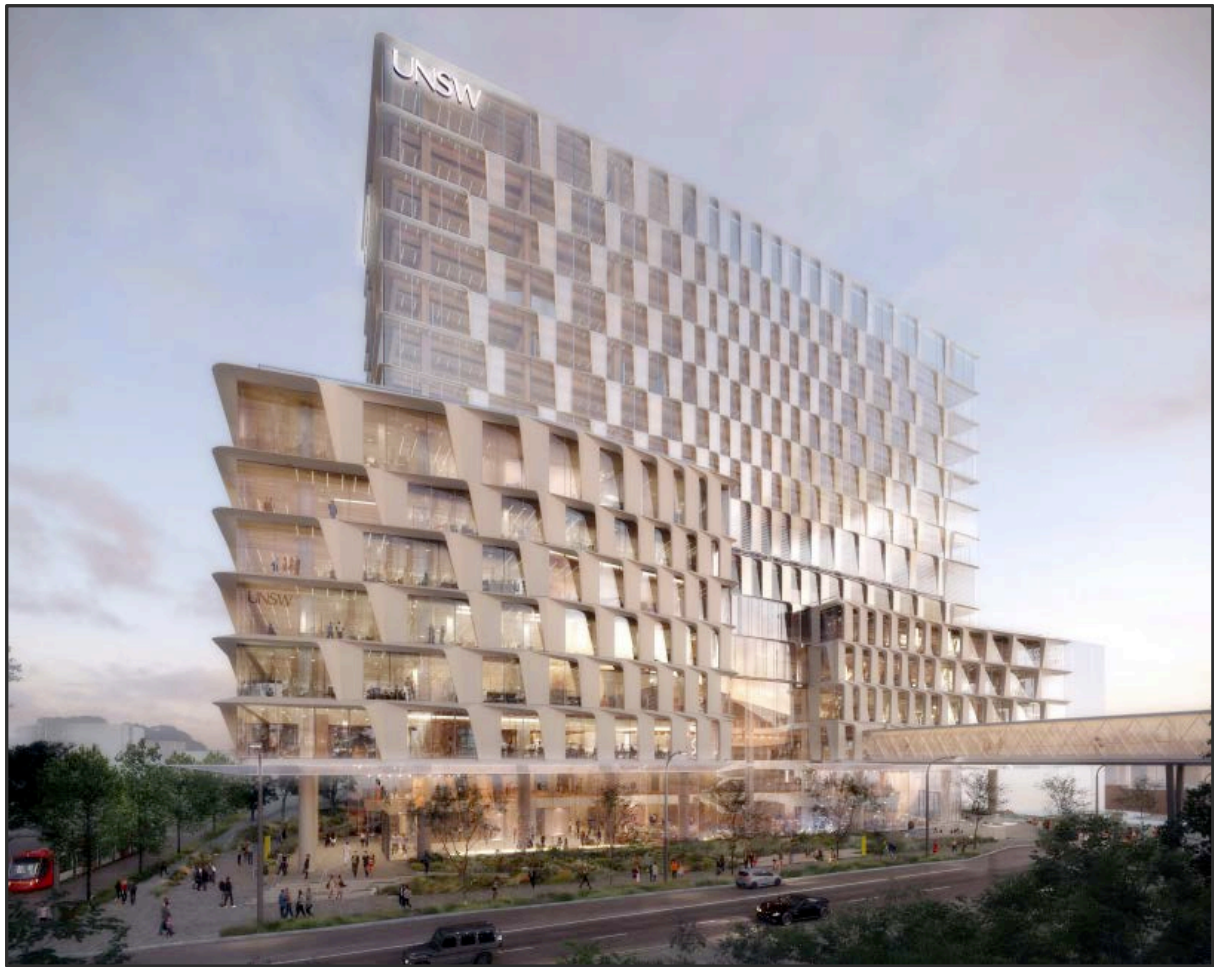


**Figure 10** | Image of the proposed building podium and entry on High Street (Source: EIS)



**Figure 11** | Image of the proposed building frontage and atrium on Botany Street (Source: EIS)

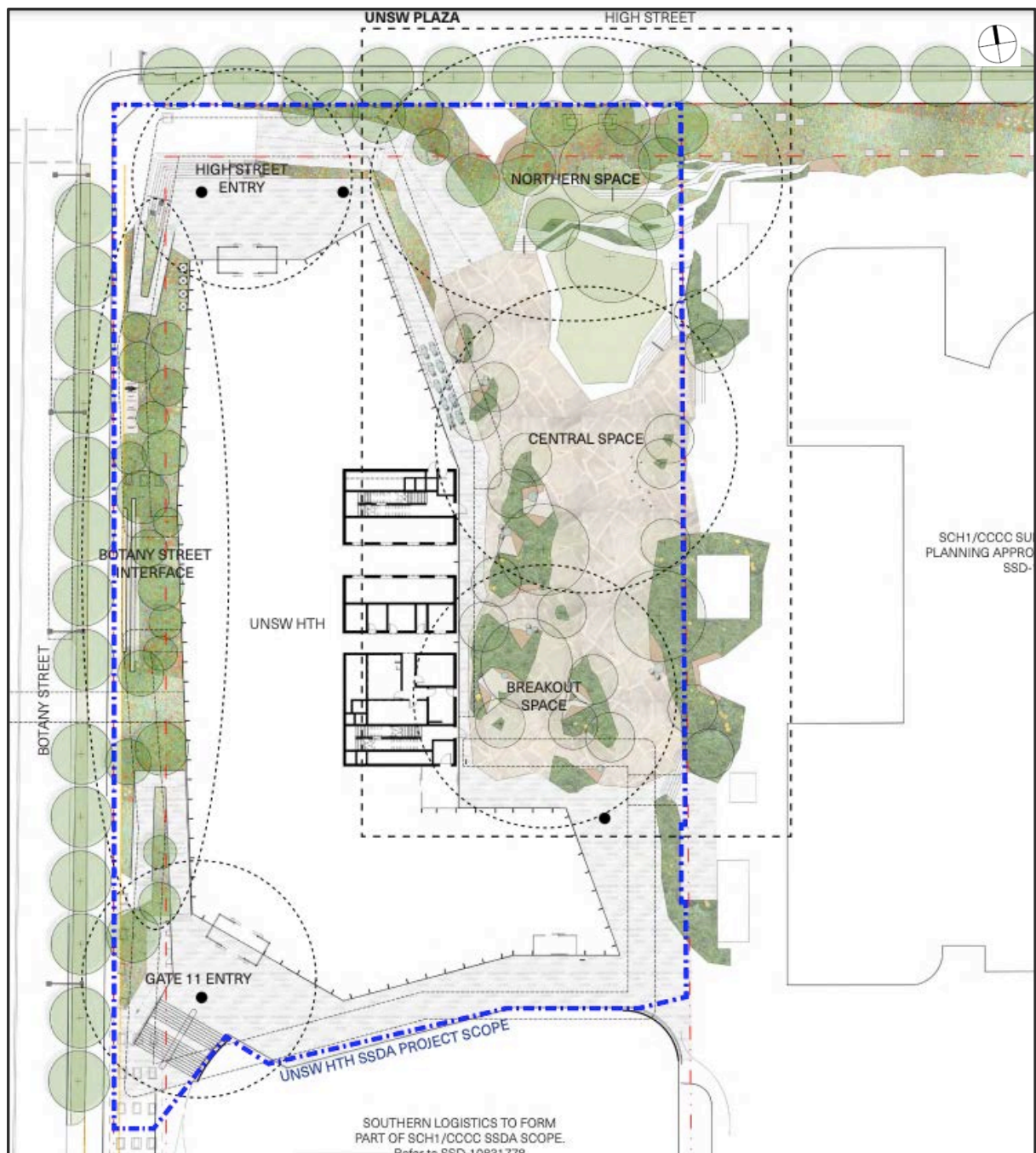




**Figure 12** | The proposed building viewed from the west (Botany Street) frontage (Source: EIS)

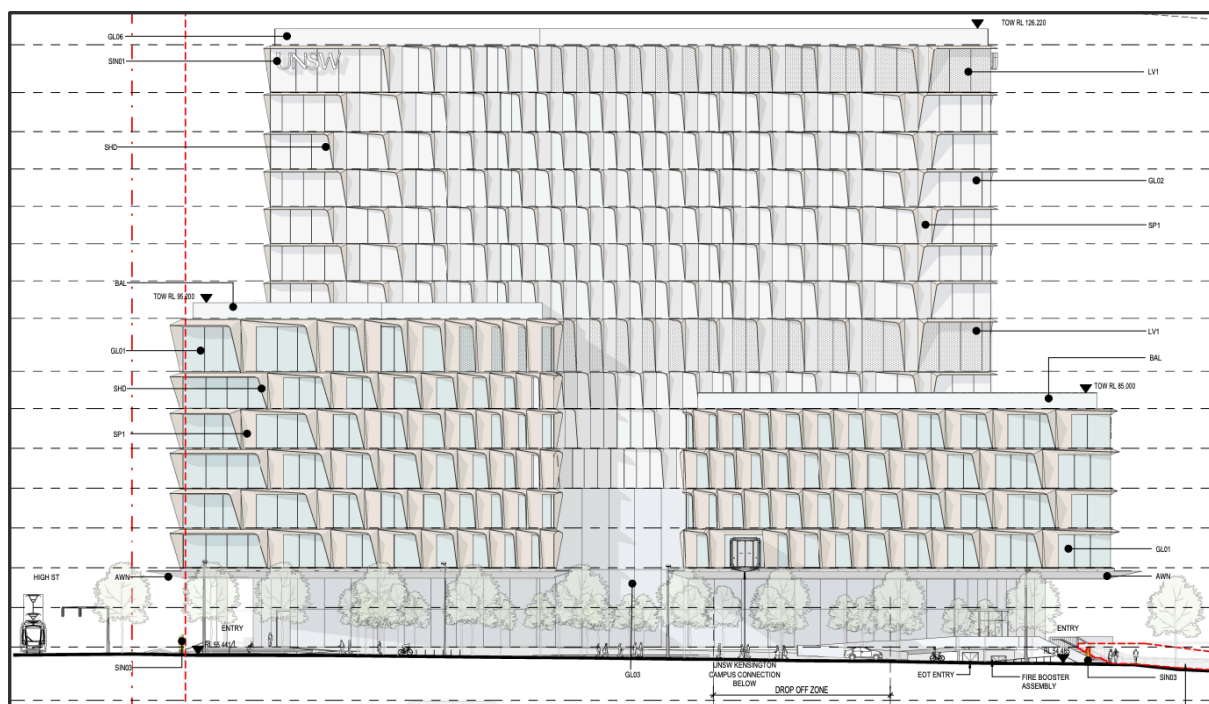


**Figure 13** | Eastern side of building and proposed public plaza (Source: EIS)

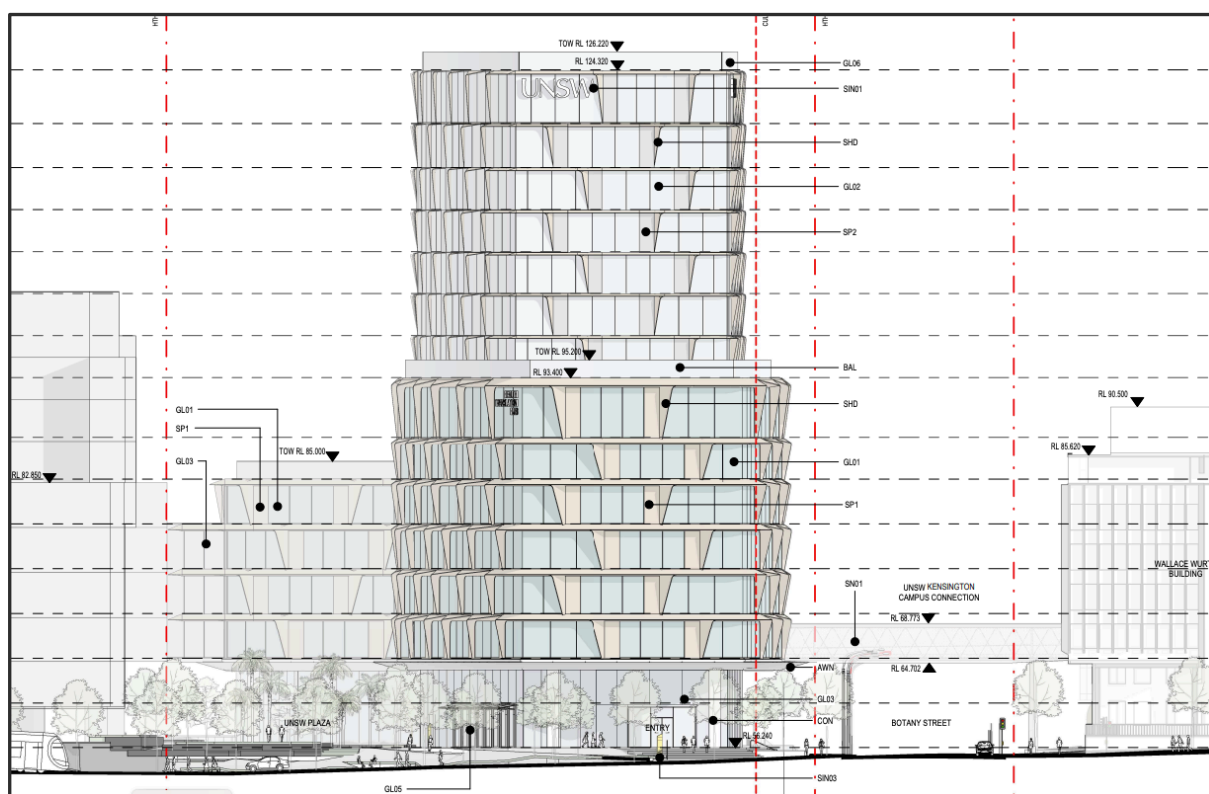


**Figure 14** | Extract from Landscape Plans illustrating site landscaping and public domain works associated with the proposal (Source: RtS Landscape Plans)

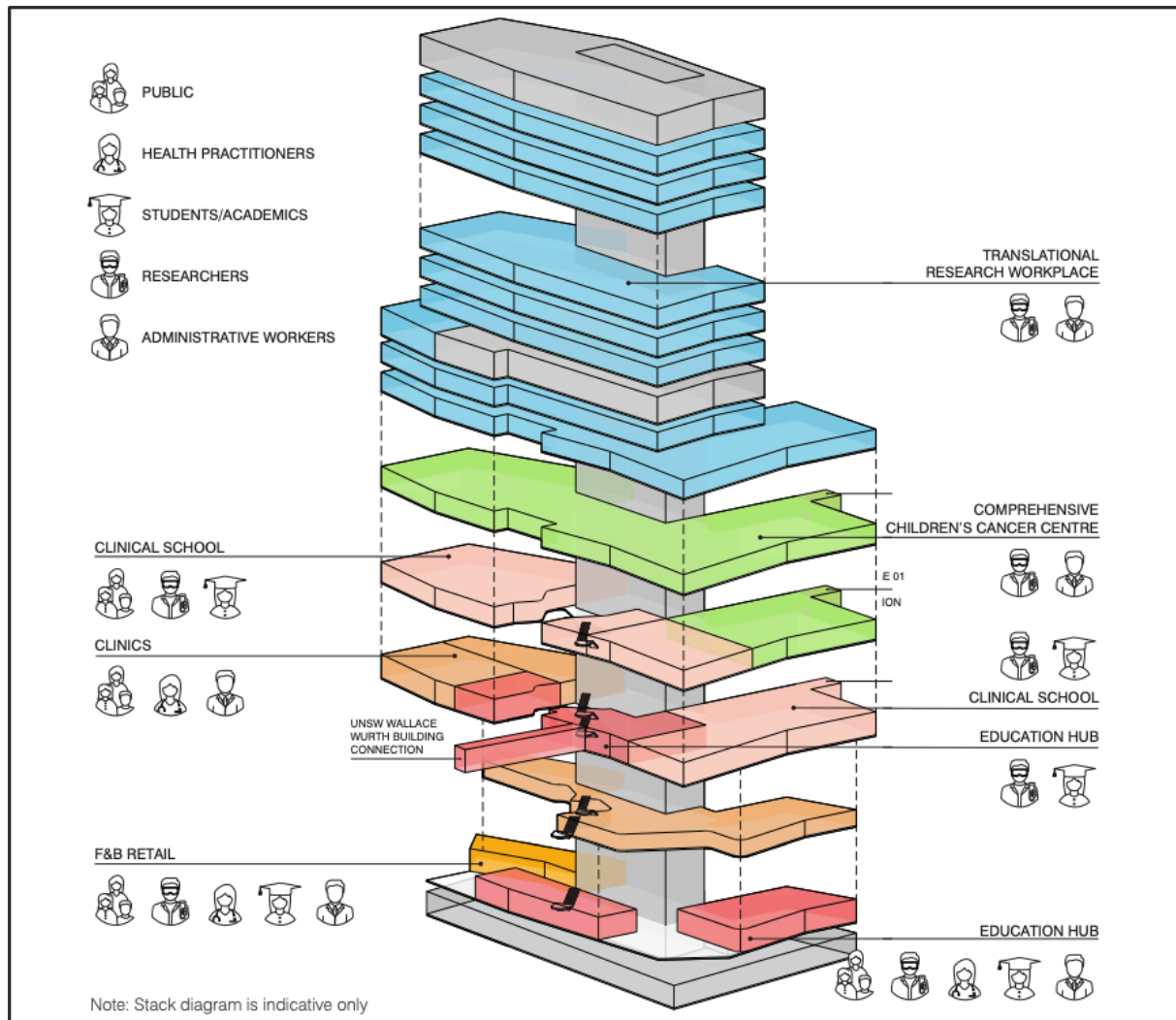




**Figure 15 | Western (Botany Street) elevation (Source: Architectural Plans)**



**Figure 16 | Northern (High Street) elevation (Source: Architectural Plans)**



**Figure 17 | Proposed building uses and layout (Source: EIS)**



### 3 Strategic context

The proposal facilitates a development opportunity to improve both educational and health infrastructure by co-locating and integrating a range of specialised services within the hospital campus and immediately adjacent to the UNSW campus.

The Greater Sydney Region Plan and the Eastern City District Plan identify the Randwick Health and Education Precinct (see **Figure 2**). The Precinct was led by the Greater Sydney Commission, brought together Randwick City Council, UNSW, Prince of Wales Public and Private Hospitals, the Royal Hospital for Women and the Sydney Children's Hospital.

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

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

The development would also provide direct investment in the region and would support 450 construction jobs and 495 operational jobs.

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

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

- the NSW Future Transport Strategy 2056 as it locates new services in a highly accessible location and provides facilities to support active transport travel options, and therefore encourages the use of accessible public transport options.

## 4 Statutory Context

### 4.1 State significance

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

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

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

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

### 4.2 Permissibility

Approval is sought for a 'health services facility', which includes 'hospitals'. Although the site will be operated by UNSW for educational and research purposes, it will also be located in and is ancillary to the Randwick Hospitals campus. The Department is satisfied that the proposal can be defined as part of the hospital, noting the definition permits ancillary development that includes "educational purposes or any other health related use" and "research purposes (whether or not carried out by hospital staff or health care workers for commercial purposes)".

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

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

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

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

### 4.3 Other approvals

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

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

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

### 4.4 Mandatory matters for consideration

#### Environmental planning instruments

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

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

#### Objects of the EP&A Act

The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent/ 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 2**.

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

Objects of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources	The development would ensure the proper management and development of the land for the social welfare of the community and State.

Objects of the EP&A Act	Consideration
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal includes measures to deliver ecologically sustainable development (ESD) as described below.
(c) to promote the orderly and economic use and development of land,	The development would meet the objectives of the zone and deliver improved facilities for health and tertiary education infrastructure for the State. The development would economically serve the community through new jobs and infrastructure investment.
(d) to promote the delivery and maintenance of affordable housing,	N/A. The proposal does not affect affordable housing.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The site has been previously cleared under separate approval and the proposed development would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The proposed development is not anticipated to result in any unacceptable impacts upon built and cultural heritage, including Aboriginal cultural heritage (refer to discussion in <b>Section 6.5</b> ).
(g) to promote good design and amenity of the built environment,	The proposal has been reviewed by the Government Architect NSW (GANSW) State Design Review Panel throughout the development of the proposed design. The Department considers the application would provide for good design and amenity of the built environment. Refer to detailed discussion in <b>Section 6.1</b> .
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Department has considered the proposed development and has recommended a number of conditions of consent to ensure the construction and maintenance is undertaken in accordance with legislation, guidelines, policies and procedures (refer to <b>Appendix C</b> )
(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 ( <b>Section 5.1</b> ), which included consultation with Council and other public authorities and consideration of their responses ( <b>Sections 5 and 6</b> ).

Objects of the EP&A Act	Consideration
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the proposal as outlined in <b>Section 5.1</b> , which included notifying adjoining landowners, placing a notice in newspapers and displaying the proposal on the Department's website during the exhibition period.

### Ecologically sustainable development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle.
- inter-generational equity.
- conservation of biological diversity and ecological integrity.
- improved valuation, pricing and incentive mechanisms.

The Applicant is targeting the equivalent of 5 Star Green Star Design and As Built rating and includes the following ESD initiatives and sustainability measures:

- passive design principles and a high-performance building envelope.
- façade and glazing performance requirements to minimise energy efficiency.
- installation of energy and water efficient fixtures and fittings.
- solar photovoltaic cells.
- rainwater harvesting for reuse on site.
- support facilities for sustainable travel.

The Department has recommended conditions that evidence detailing that the final design targets and achieves the 5 Star Green Star rating (or an alternative equivalent certification process) be submitted to the satisfaction of the Certifying Authority at appropriate stages during the development process.

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

The Department has considered the proposed development in relation to the ESD principles. The precautionary and inter-generational equity principles have been applied in the decision-making process via a thorough and rigorous assessment of the environmental impacts of the proposed development. The proposed development is consistent with ESD principles as described in Appendix G of the Applicant's EIS, which has been prepared in accordance with the requirements of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).

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



## Environmental Planning and Assessment Regulation 2000

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

### Planning Secretary's Environmental Assessment Requirements

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

### Section 4.15(1) matters for consideration

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

**Table 3 | Section 4.15(1) matters for consideration**

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

## 4.5 Biodiversity Development Assessment Report

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

The proposed works are not likely to have a significant impact on biodiversity values. The relevant Agency heads determined that the application for the Health Translation Hub is not required to be accompanied by a BDAR by granting a waiver on 23 December 2020.

## 5 Engagement

### 5.1 Department's engagement

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

The Department received a total of 10 submissions, including eight submissions from public authorities, and two public submissions. Copies of the submissions may be viewed at **Appendix A**.

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

### 5.2 Public authority submissions

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

**Table 4 | Summary of Council and agency submissions**

#### **Randwick City Council (Council)**

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

- the east-west pedestrian link to the south of the building is critical to the successful movement of people through the campus.
- the footpath on High Street should be widened to 4 - 5 metres.
- the building will overshadow the Botany Street drop off to the emergency department.
- the proposed building exceeds current height controls and would be out of context with the height of surrounding buildings.
- consideration should be given to improving weather protection on the pedestrian bridge over Botany Street and further information is required in relation to the legal instrument to create the bridge in the road reserve.
- concerns are raised with potential exacerbation of existing parking impacts on the surrounding area. Further information is required to detail proposed positive incentives to encourage occupants of the building to use UNSW campus parking areas.
- the proposed on-street parking bays are not supported and should be deleted in favour of a 'signposted only' option.
- the Applicant should work with Council to provide bicycle links through the wider campus including an east-west link and a north-south link.

- further consideration of aspects of the bicycle access are recommended.
- clarification is requested in relation to aspects of ground level landscaping, including permeability and landscaping above the stormwater culvert. Council recommends additional tree planting and improvements to street trees and public domain landscaping.
- landscaping should be provided at the roof level and upper level terraces to improve amenity.
- the proposed building design is supported. Despite some aspects potentially being difficult to achieve in practice, the design aesthetics must be seen through to delivery.
- further consideration should be given to improved sustainability measures, including increasing site canopy cover, commitments to photovoltaics and a 5 Star Green Star equivalency, dual reticulation for water, joint initiatives with the Hospital such as localised trigeneration or centralised stormwater harvesting.
- recommends conditions be implemented to ensure noise goals, contamination and remediation requirements and air quality measures are achieved.

### **Transport for NSW (TfNSW)**

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

- further information is required including:
  - a road safety audit and swept path analysis for the Botany Street entry / loading dock access.
  - consideration of a consolidated loading dock with the adjoining development with access via Hospital Road, removing access from Botany Street.
  - demand / justification for the proposed on-street drop-off zone and further consideration of whether the drop-off zone should be provided on the site.
  - the location of the light rail tracks relative to the proposed excavation.
- the adjacent light rail infrastructure must be protected and any disruptions to its operation are to be minimised. A range of conditions are recommended to ensure the detailed design, excavation and construction details are endorsed by TfNSW and would not adversely impact the light rail corridor.
- an updated green travel plan should be prepared in consultation with TfNSW prior to occupation.
- a Construction Traffic Management Plan (CTMP) will need to be approved by TfNSW prior to commencement of works.

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

EESG identified requirements for the construction of building walls located below flood levels and requested further information to demonstrate how the basement will be protected from flooding.

EESG advised it has previously issued a BDAR waiver and considers the proposed development is not likely to have any significant impact on biodiversity values.



## Heritage NSW

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

- the site is not on the State Heritage Register (SHR), and is separated from any other nearby SHR items so that there are no visual links or view impacts from the proposal to SHR items.
- other than one site where Aboriginal heritage has been identified, salvaged and recorded in accordance with Heritage NSW approval, there are no other areas of Aboriginal archaeological or cultural significance affected by the development, and subject to conditions to ensure the proposal is carried out in accordance with the recommendations of the Aboriginal Cultural Heritage Assessment Report (ACHAR), no concerns are raised with respect to Aboriginal Heritage.

## Sydney Airport Corporation Limited (SACL)

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

## Civil Aviation Safety Authority (CASA)

CASA reviewed the Aviation Impact Assessment and advised it has no objections to the proposed building, but notes it does not regulate helicopter landing sites and NSW Health Infrastructure are the appropriate source of advice regarding the adjacent approved helicopter landing site. CASA advise it will assess the buildings and cranes in detail from an obstacle perspective under the Airspace Regulations on receipt of an invitation to comment from SACL.

## Sydney Water

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

## NSW Environment Protection Authority (EPA)

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

### 5.3 Public submissions

Two public submissions were received, both in support of the proposal. One of the submissions was from a community group, BIKEast. BIKEast advised it supported the bicycle-supportive features of the proposed design and made recommendations for improvements to aspects of the cycle facilities. No other issues were raised in the submissions. Copies of the submissions may be viewed at **Appendix A**.

## 5.4 Response to submissions

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

On 22 September 2021, the Applicant provided a Response to Submissions (RtS) (**Appendix A**) on the issues raised during the exhibition of the proposal. The RtS made the following key refinements to the proposal:

- amendments to the design of the pedestrian bridge to the SCHCCCC Building.
- amendments to landscape design to increase tree planting and canopy cover.
- inclusion of an accessible outdoor roof terrace at Level 8.
- removal of an indented on-street pick up/drop-off zone on Botany Street.

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

The RtS was made publicly available on the Department's website and was referred to the relevant public authorities. An additional five submissions were received from public authorities. A summary of the submissions is provided at **Table 5** and copies of the submissions may be viewed at **Appendix A**.

**Table 5 | Summary of Council and agency submissions**

### Council

Council provided the following advice:

- the width of the footpath along High Street is of critical importance to Council and should be widened to 3m to accommodate a shared path along High Street. Council acknowledged the design concerns identified by the Applicant associated with footpath widening and provided suggested solutions. Council is open to all options that would achieve a 3m wide shared path.
- recommended conditions requiring an Integrated Transport Working Group to establish east-west and north-south bicycle routes through the hospital campus, and to ensure incentives for staff and visitors to use UNSW campus parking.
- recommended conditions be implemented to ensure noise goals, contamination and remediation requirements and air quality measures are achieved.

### TfNSW

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

### EESG

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

### CASA

CASA advised the RtS is satisfactory and it has no further comments.

## Heritage NSW

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

### 5.5 Additional information

On 17 November 2021, the Applicant provided additional information to address the issue of footpath widening raised by Council, including consideration of safety, design and feasibility concerns.

## 6 Assessment

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

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

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

### 6.1 Built form and urban design

#### Design quality and design review

The proposed building will have a material visual presence due to its scale and distinctive contemporary design. The Applicant considers it will serve as a landmark to identify the gateway between the education and health precincts and make a significant contribution to the character of the area.

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

- the establishment of 15 key urban design principles developed in conjunction with the project vision and design brief. The principles provide guidance on building design and the relationship to and impact on surrounding spaces and have been supported by the State Design Review Panel (SDRP).
- the development of the design in consultation with GANSW. Prior to lodgement the Applicant attended four SDRP sessions and adjusted the design to respond to issues identified through this process. Following submission of the EIS, GANSW identified outstanding concerns in relation to a pedestrian link bridge design and aspects of the landscape design, but following submission of the RtS, raised no further concerns with respect to these issues.
- careful collaboration with the Applicant for the SCHCCCC building at all stages to ensure an integrated approach to the development of the site.

The Department is therefore satisfied the proposal has undergone comprehensive design review to ensure a high architectural design standard is achieved.

The Department has also given careful consideration to urban design outcomes relating to: building height and scale; building and façade design; and landscape design. These are discussed in detail below and the Department considers the proposal will achieve a high design standard and make a positive contribution to the character of the locality.

#### Building height and scale

The proposed building would have a height of 15 storeys (or 69m) and includes a podium height of eight storeys fronting High Street and six storeys at the rear of the building.



In its comments on the EIS, Council raised concern with the overall height of the proposal, noting it exceeds the existing LEP height controls (15m along High Street and 9.5m for the remainder of the site) and would result in a building that is out of context with the heights of surrounding buildings. At the same time, Council noted the podium height would maintain the emerging seven to eight storey street wall height along the High Street frontage and supported the ground level and tower setbacks as they would reduce apparent building tower height and would help to mitigate streetscape scale impacts.

GANSW considered the overall design of the development and did not identify any concerns with the proposed height or scale of the building. No other submissions raised concerns with building height.

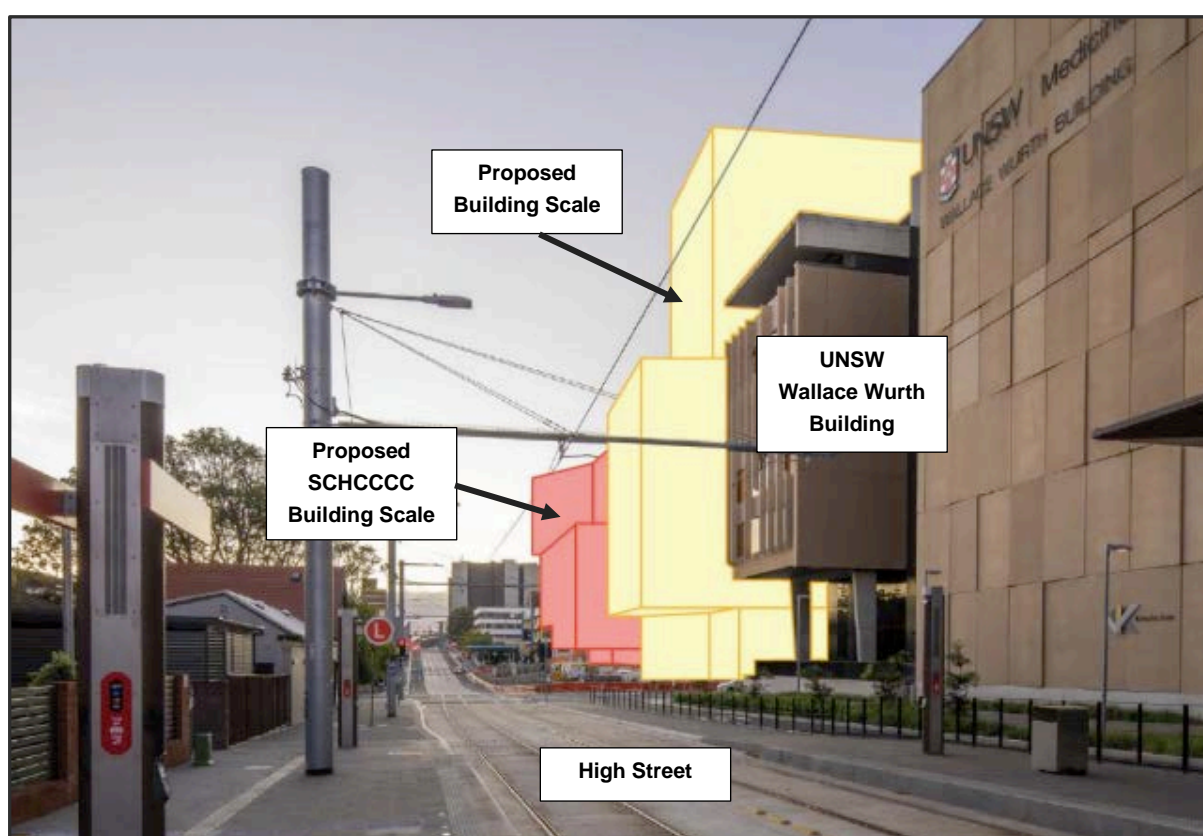
The Department notes the proposal does not comply with either the height or floor space ratio controls under the LEP (see **Appendix B**), however by virtue of clause 5.12 of the LEP, the controls cannot restrict the proposed development as it is being carried out by a public authority as permissible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

The Department acknowledges the proposed building would be taller than other existing buildings in the vicinity of the site, but considers the proposed scale of the building would be acceptable as:

- the nature of the area is changing with the establishment of the Randwick Health and Education Precinct, with increased scale and density reflective of expected modern institutional development in a metropolitan context.
- the building would not present as out of character within the context of the existing adjoining IASB building to the south (max. height of 64m/13 storeys), the proposed SCHCCCC building to the east (max. height of 50 metres/10 storeys), or the range of other institutional building heights in the vicinity of the site as demonstrated in **Figure 18** and the Visual Impact Assessment submitted with the application.
- the proposed podium heights of six and eight storeys ensure the building relates well to the scale of other adjacent development, including the six to eight storey scale UNSW development opposite the site on Botany Street and the scale of the proposed adjacent SCHCCCC building (**Figure 19**).
- the tower above the podium presents as a slender built form, sculptured and tapered, and set back from the main building lines so that it will not be visually intrusive, despite its height.
- the proposed building height would not result in unacceptable overshadowing impacts, heritage impacts, wind impacts, aviation safety impacts or other adverse amenity or environmental outcomes (refer to relevant considerations in **Section 6.5**).
- the concentration of building massing in one part of the site leading to increased building height frees up the ground plane and allows for a large part of the site to be provided as a public plaza, providing significant public amenity benefits.



**Figure 18 | High Street building scale context (close range and long range) (Source: EIS)**



**Figure 19 | High Street building scale context (Source: EIS)**

## Building design

The building is architecturally distinctive and includes a double height ground floor / mezzanine set in from the building line with full length glazing to promote activation and permeability. A deep glazed awning is provided at this level for all weather protection and soffits are provided in warm timber tones. The remainder of the podium and tower is characterised by a combination of clear and opaque glazing, light masonry and a 'solar hood' design to provide a sculptural appearance as well as passive solar shading. Aspects of the façade design are shown in **Figure 20**. The proposal also incorporates

pedestrian bridges to neighbouring buildings designed to complement the proposed building (**Figures 21 and 22**).

### ***Façade design***

Council complimented the façade design, and in particular, found the proposed 3D blades designed to individually change according to the solar conditions of each orientation, to be exemplary in conception. However, it noted some aspects may be difficult to achieve in practice and recommended the design aesthetic be maintained through to delivery. GANSW have also supported the design of the building, which was refined and developed based on feedback from four SDRP meetings prior to submission of the SSD application.

The Department considers that overall, the building facade design ensures the building presents a high-quality sculptured architectural design that will provide visual interest, appropriate solar shading and make a positive contribution to the building stock of the precinct. The façade design elements as shown on the plans and architectural reports recommended for approval are required to be carried through to construction. However, given the prominent nature of the site and unique façade design, a further condition is recommended requiring the architectural design team certify that the details in the construction documentation will ensure delivery of a façade design consistent with the plans, photomontages and design documentation submitted with the application.



**Figure 20** | Photomontage of proposal indicating some key building / façade design feature (Source: EIS)

### ***Interface with public domain***

Following submission of the application, GANSW noted the importance of both visual and physical permeability of the spaces with the surrounding public domain and reiterated an earlier request for the provision of tilt-up doors associated with the ground floor food and beverage uses.

In response to the request for tilt-up doors, the Applicant advises that the resolution of the ground floor façade will be developed during the design development phase, having regard to visual permeability, security requirements and the detailed retail strategy brief.

The Department considers that the proposal provides an appropriate interface with the public domain, including active ground floor uses, high-quality double height full glazed façades to create a sense of visual permeability and activity, four storey height atrium on Botany Street and multiple entry points to provide physical permeability and connection with the adjacent public domain. Nevertheless, the Department considers it may be possible to further improve permeability and connections between the private and public domains in line with GANSW advice, and therefore a condition is recommended requiring the Applicant to give further consideration to the provision of tilt-up doors associated with the food and beverage retail outlet.

### ***Pedestrian bridge designs***

With regard to the design of the pedestrian bridges:

- GANSW raised concerns with the design of the airbridge connecting the subject building with the SCHCCCC building.
- Council advised the visual openness and transparency of the Botany Street pedestrian bridge is supported, but questioned why the bridge included a central open air section with glazed airlocks at each end rather than a continuous glass enclosure with all-weather protection.

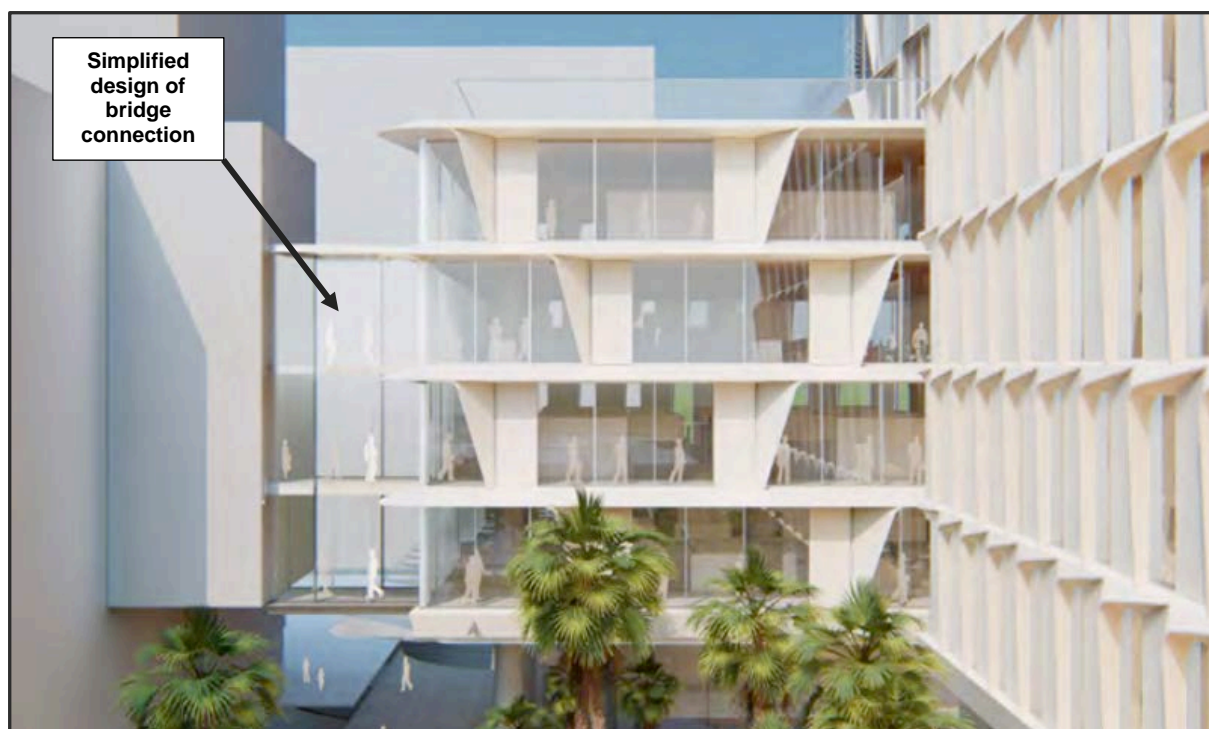
In response to these matters, the Applicant:

- amended the design of the airbridge connecting the building with the SCHCCCC building by removing the solar hoods and simplifying the façade design in order to reduce its visibility and ensure a neutral appearance that serves to enable each building to express its unique identity separated by the neutral airbridge.
- provided additional information on the design of the Botany Street pedestrian bridge.

Following revision made in the RtS, the Department considers the bridge connection with the SCHCCCC building to be well designed, with materials and finishes that complement the design of the building while the extensive glazing and simple form also presents a neutral appearance that serves to clearly separate the design of the two adjacent building forms (as illustrated in **Figure 21**).

With regard to the bridge over Botany Street, the Applicant advises the open mesh façade design (rather than enclosed glazing) enables passive ventilation, removing the need for mechanical services and thereby reduce the ceiling / roof depth to create a lightweight aesthetic while also maintaining appropriate weather protection. Glazed airlocks are provided at each end to provide a buffer with the adjacent airconditioned spaces for both buildings. As the airlocks are glazed, they should not be visible or impact the overall aesthetic of the bridge.

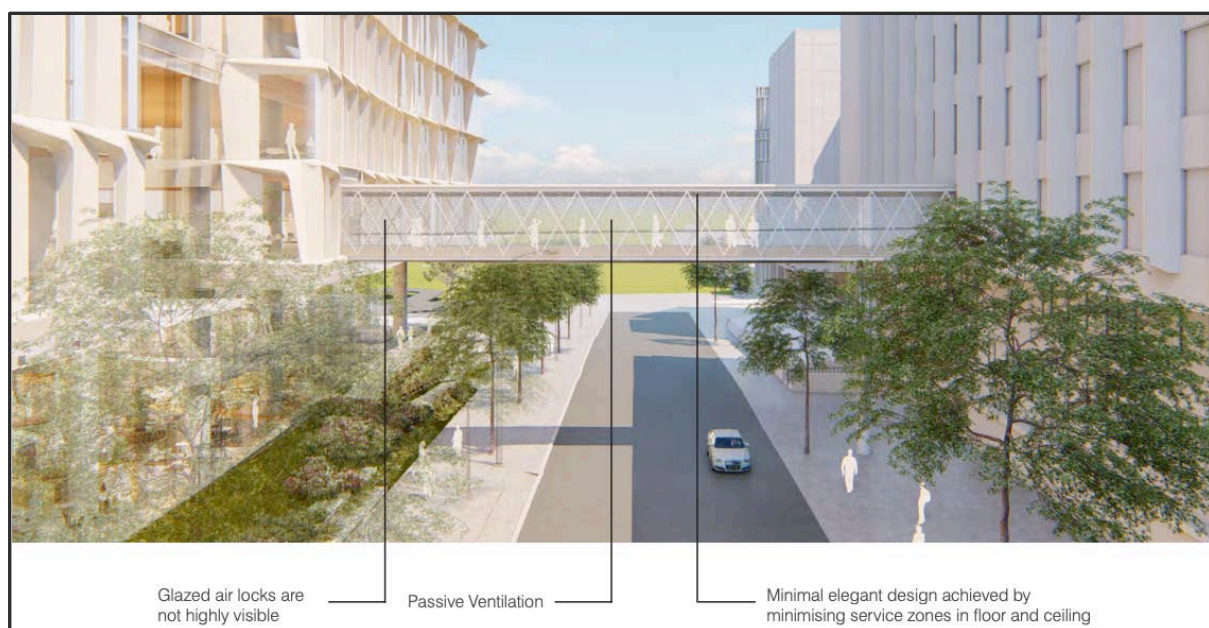




**Figure 21 | Revised Bridge connection with SCHCCCC building (Source: RtS)**

GANSW advise it supports the design of the bridges and considers it provides sufficient weather protection with appropriate amenity. Council raised no further concerns with the design of the bridges.

The Department agrees with the Applicant and GANSW that a fully glazed and airconditioned enclosure is not required for the Botany Road airbridge, which only serves as a circulation space between the two buildings. The Department supports the proposed bridge design, which presents as lightweight and neutral, and would provide adequate weather protection and amenity for pedestrians using the bridge to access the adjoining building (as shown below in **Figure 22**).



**Figure 22 | Botany Street Pedestrian Bridge Design (Source: RtS)**

## Landscape design

### Ground level landscaping

The application includes the following ground level outdoor spaces:

- the UNSW Plaza: over 2,500sqm of publicly accessible landscaped space within the eastern portion of the site incorporating a 'breakout space', 'central space' and 'northern space' (**Figure 23**). The Plaza incorporates hard and soft landscape treatments including: central paved areas; raised turf; extensive tree planting and planter beds; informal terraced seating; and fixed seating.
- High Street entry area and front setback landscaping.
- 5.5m wide pedestrian connection to the rear / south of the building to create east-west through-site connection in conjunction with an extension of this path on the SCHCCCC development site.
- Botany Street setback landscaping incorporating soft landscape treatments.

Council supported the UNSW Plaza and the overall landscape and planting themes, but recommended the provision of additional trees and increased canopy cover to 25 per cent of the site area to support sustainability and biodiversity design outcomes. It also recommended consideration be given to the paving permeability and to tree planting and soil depths over the stormwater culvert structures, which run along the street boundaries. Council also advised the street tree planting could be improved and recommended the final design be prepared in coordination with Council's public domain team.

GANSW advised the pedestrian link along the southern edge of the building should be widened as there is a pinch point inhibiting sight lines along the link.

The landscape design was revised in the RtS to provide additional canopy cover. A total of 57 trees are now proposed on the site as well as a range of shrubs and groundcovers, in addition to new street trees on Botany and High Streets. The RtS demonstrated that the revised proposal would result in a significant improvement in tree canopy coverage, noting that the existing site is currently devoid of any vegetation, and the previous residential use of the site only had a tree canopy coverage of 10 per cent. The proposed development would achieve a tree canopy coverage of 19 per cent (**Figure 24**), which the Applicant considers is the highest, without compromising clear, open and intuitive wayfinding on the site.

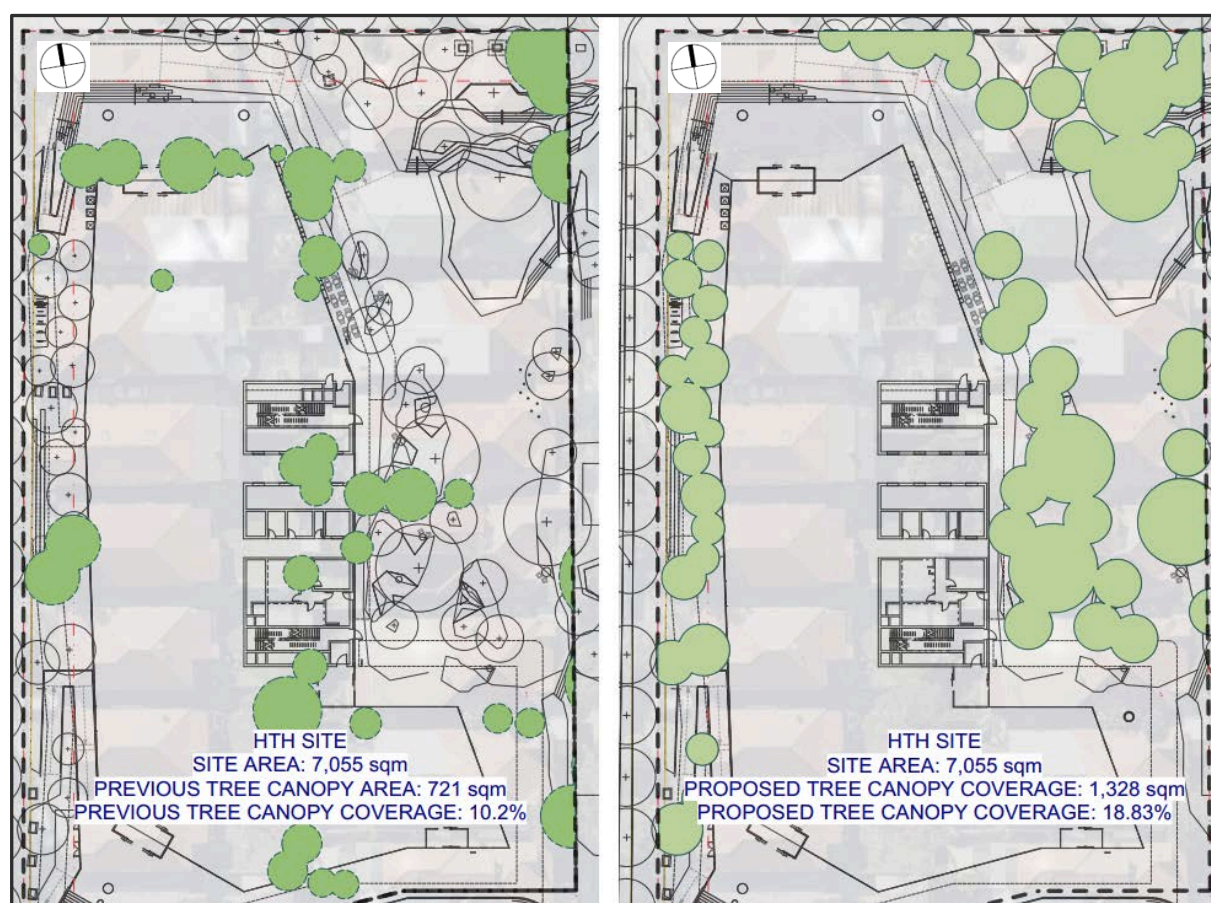
The Applicant also advised that consideration was given to permeable paving, however permeable pavers were not chosen due to the high traffic nature of the site and issues related to *Disability Discrimination Act 1992* compliance and risks of trips and falls. Instead, the application includes a soil-vault system underneath non-permeable paving areas to allow for oxygen and water to enter compacted soil and allows for water to be captured within the landscaped areas. Detailed information was also provided to demonstrate adequate soil depths would be provided above the stormwater culverts to support the proposed landscape plantings in these locations, and the Applicant confirmed further engagement with Council on street tree planting is welcomed.

The Department considers that overall, the proposal makes a positive contribution to landscaped open space and the landscape character of the area, improving both the quantum and quality of landscaping and open space compared to what was provided by the previous residential development on the site.





**Figure 23 | UNSW Plaza Design (Source: RtS)**



**Figure 24 | Previous (left) versus proposed (right) tree canopy coverage (Source: RtS)**

Although the 19 per cent proposed tree canopy coverage would not achieve the 25 per cent target referenced by Council, being the target for medium to high density development within the NSW Government Architect's *Draft Green Places Design Guide*, it would exceed the 15 per cent target for CBD areas under the same guide. Given the hospital campus effectively serves as an extension of

the Randwick CBD, and given the proposal results in a substantial improvement for tree canopy coverage compared to the site prior to its clearing, the Department considers the extent of tree planting is appropriate for this location.

The Department also considers the range of plantings is appropriate, incorporating a number of species endemic to the local area, and extensive planting on both street frontages to ensure a landscaped appearance to the site and a positive contribution to the landscape character of the area. However, to address Council's concern regarding street trees, a condition is recommended requiring public domain landscape plans to be provided with revised street tree plantings in consultation with Council.

The Department is also satisfied with the overall design and arrangement of the landscaping on the site. The site layout provides the UNSW Plaza with a northerly aspect to ensure good levels of solar access to support tree growth and provide amenity to the spaces. The Plaza will be generous and includes flexible outdoor areas which will allow for a variety of uses including gathering and outdoor learning. The design also ensures excellent levels of pedestrian connectivity north-south and east-west through the site, and the Department is satisfied that the 5.5m wide pedestrian path along the southern edge of the building provides a generous and easily identifiable connection through the site.

The Department also considers that the range of hard landscaping materials is appropriate. Although permeable pavers are not proposed, the level of permeability is consistent with expectations for a CBD location. Further, as discussed below in **Section 6.5**, the proposed stormwater management system will ensure that runoff from the developed site would not exceed predevelopment runoff and water quality leaving the site would be improved under the proposal. As such permeable pavers are not required for stormwater management purposes.

### **Roof terrace**

Both GANSW and Council recommended incorporation of outdoor spaces on roof terraces where possible. In response, the Applicant amended the design to include a north facing outdoor podium roof terrace on Level 8 of the building, although no landscaping is proposed to this area. The Department is satisfied with the level of outdoor amenity space provided with the proposal. The Level 8 roof terrace introduced in the RtS makes good use of this north facing space, and in conjunction with the generous public plaza discussed above, the proposal provides good levels of outdoor amenity space for the occupants of the building.

## **6.2 Public domain improvements: pedestrian and cycle connections**

The proposal improves pedestrian and cycle connections to and around the site, including:

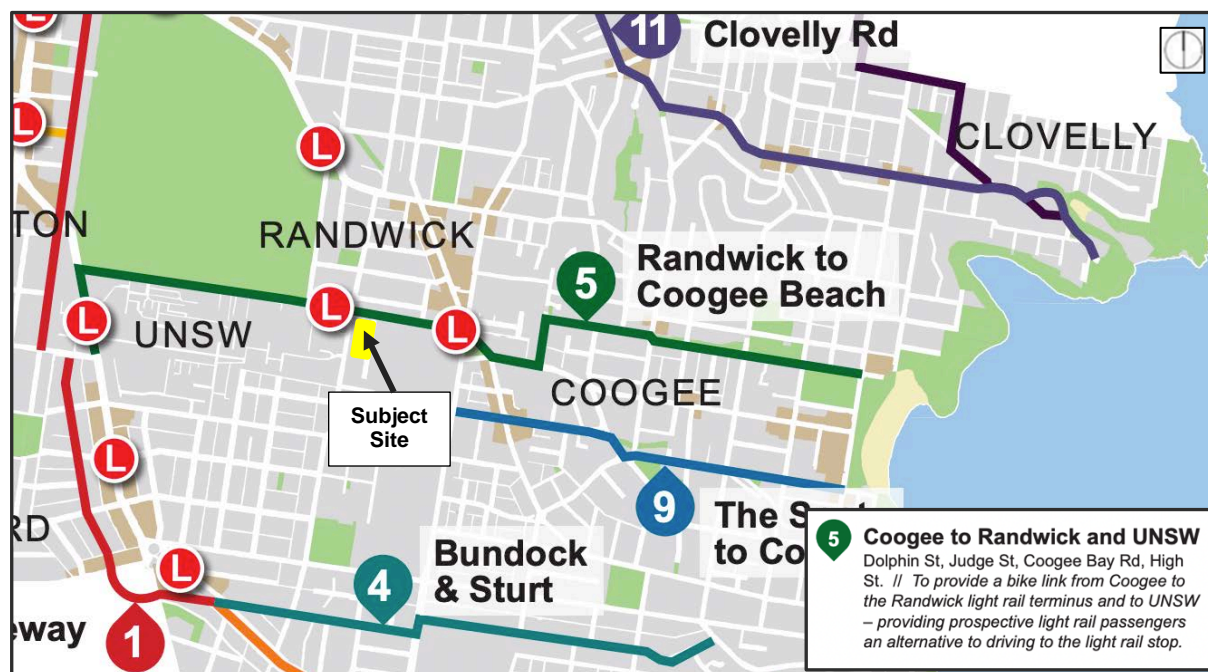
- public pedestrian access through the site, including a new east-west link on the southern side of the building and north-south access through the UNSW Plaza.
- pedestrian bridge over Botany Street connecting the site to the UNSW main campus.
- an improved / widened footpath on Botany Street, increasing the width of the footpath by approximately one metre and creating a four metre wide shared cycle / pedestrian path along Botany Street.

However, concerns were raised in submissions that the proposal should include footpath widening on High Street to enable provision of a shared path and give further consideration to improved pedestrian and cyclist connections in the precinct. These issues have been considered in detail below.



## High Street footpath

Council has recommended that the pedestrian footpath on High Street (currently 2.5m wide plus a nature strip of 1m to 1.2m) should be widened to four to five metres to accommodate the projected increased pedestrian and cyclist movements generated by the light rail and to enable provision of a three metre wide shared path along High Street. Council advise that an east-west shared / bike path along High Street is an established Council priority and is identified in its 2015 'Bicycle Route Construction Priory Map' (**Figure 25**).



**Figure 25 |** Extract from Council's 2015 Bicycle Route Construction Map (Source: Randwick Council)

However, the Applicant considers that footpath widening on High Street should not be required, noting the width of the footpath is consistent with the surrounding footpaths and was found to be acceptable to accommodate anticipated pedestrian movements when the light rail was developed. The Applicant identified a range of concerns:

- **design concerns:** the ability to increase the width of the footpath is limited by the site topography, resulting in design impacts, including:
  - change to gradient of the entry to the site from the public footpath, impacting on the proposed seamless accessible transition, being a key design principle established through the SDRP process (**Figure 26**).
  - requirement for a 650mm retaining wall along the footpath edge, instead of the proposed battered edges (**Figure 27**), with associated visual impacts, safety impacts (a hazard for cyclists travelling at high speeds down the hill adjacent to the wall) or impacts to the path's function (as users tend not to travel directly adjacent to structures and obstructions so the footpath widening would effectively create redundant space that would not be used).
  - associated visual clutter from additional handrails and balustrades that would be required.
  - loss of landscaping, trees and overall reduction in canopy cover.
  - exposed stormwater infrastructure with adverse visual impacts and safety impacts for cyclists.
- **safety concerns:** the Applicant's traffic engineer advises that in addition to the hazards created by the retaining wall and stormwater infrastructure that would be required to address flooding and

stormwater management and disability access compliance, Austroads Guidelines recommend shared pathways only be introduced where pedestrian demands are low, bicycle demands are low, and bicycle speeds are less than 20 km / hour. However, in this case the traffic engineer considers the incline of High Street would result in cyclist speeds in excess of 20 km / hour and the area would have very high volumes of cyclists and pedestrians, including vulnerable users such as those with mobility impairments and pregnant women, due to the location adjacent to a major health facility.

- **feasibility concerns:**

- the cycleway to the west (an on-road cycleway on High Street west of Wansey Road 300m from the site) is located on the northern side of High Street and cyclists would therefore need to cross High Street to access any continuation of the cycleway if provided on the southern side of the street, which would not provide for a practicable or legible connection for cyclists.
- it is unclear how the remainder of the cycleway in this section of High Street would be delivered. In particular, any extension to the east would require cyclists to travel past the light rail stop near Avoca Street, an area which generates significant pedestrian activity adjacent to the rail platform and where the footpath width narrows to less than two metres, which is insufficient to accommodate a shared path (**Figure 28**).

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



**Figure 26 |** Proposed accessible entry / integration with High Street. Footpath widening would result in steeper access path, reduced landscaping, retaining wall and balustrading in the area highlighted. (Source: RtS)





**Figure 27** | Proposed landscape design adjacent to the footpath. Footpath widening would result in reduced landscaping and 650 mm retaining wall (Source: RtS)

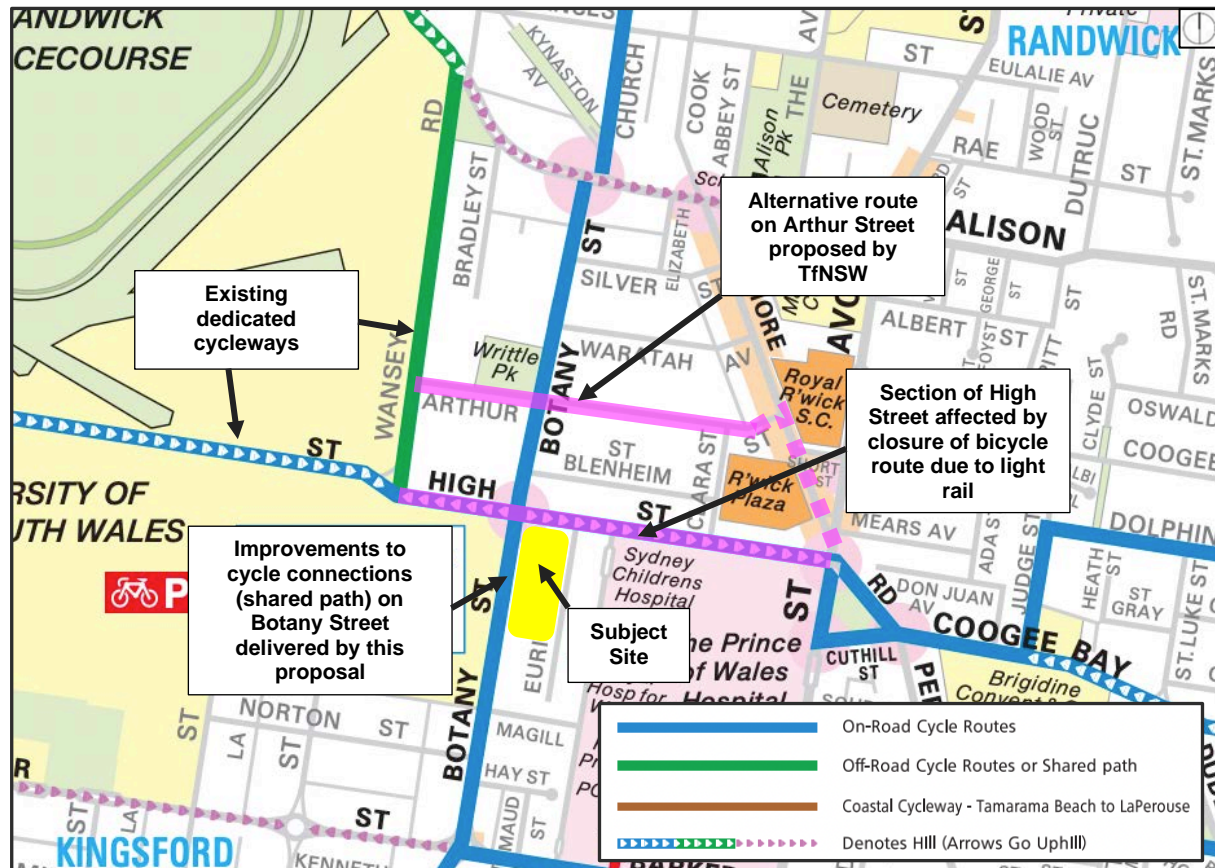


**Figure 28** | High Street to the east of the site indicating narrow footpaths adjacent to the light rail stop (Source: Applicant's Supplementary Information)

#### *Department consideration*

Cycleways and footpath widths on High Street were considered in the assessment of the CBD and South East Light Rail (SSI-6042). In particular, Modification 4 (SSI-6042-Mod-4) to that approval, determined on 13 April 2016, made amendments to the design of the High Street light rail stops immediately to the east and west of the site, including changes to the roadway design. Council's submission to that modification requested the inclusion of dedicated cycle lanes on High Street. However, the Department's assessment did not recommend inclusion of cycleways. Rather, the assessment acknowledged the modified light rail design would result in reduced cycleway connectivity along High Street and considered that cyclists would be likely to use Arthur Street (**Figure 29**) as an alternative route, given the reduced accessibility through High Street. TfNSW committed to further

investigating bicycle route alternatives to High Street and, as required by condition B33 of the CBD and South East Light Rail (SSI-6042) approval, prepared a Pedestrian and Cyclist Network Facilities Strategy. That Strategy also acknowledges that the development of the light rail would result in the permanent closure of any bicycle route in this section of High Street, and that an on-street cycle route via Arthur Street is planned as a suitable alternative, subject to consultation with Council.



**Figure 29 |** Extract from Council's Cycling and Walking Map, with potential changes to cycle routes as recommended by TfNSW shown (Base source: Randwick Council)

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

The Department considers that since the construction of the light rail and associated changes to High Street, the provision of a dedicated cycleway or even a shared cycleway and pedestrian path in this part of High Street (between Wansey Road and Avoca Street) could not be readily achieved, as acknowledged in the Department's previous assessment, the TfNSW Strategy, and given the significant footpath width constraints and safety concerns identified by the Applicant's traffic engineer.

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

Further, the Department is satisfied the existing High Street footpath, which was recently constructed in association with the light rail development, is adequate to meet the needs of pedestrians, and there is nothing specific to this proposal that would reasonably require that the Applicant dedicate part of its land to Council for improved pedestrian / cyclist connectivity. Rather, the Department considers the



proposed footpath widening and new four metre wide shared path along Botany Street and the other new connections through the site will make a material improvement to connectivity for pedestrians and cyclists in the area and will adequately offset any impacts from additional pedestrians and cyclists generated by the development.

### **Other cyclist connections**

Council also noted there were significant concerns for cyclists when approaching the site from the east and south and therefore recommended that UNSW be required to work closely with Health Infrastructure to nominate and design an appropriate east-west link through the hospital campus to link Magill Street with Avoca Street and to explore opportunities to strengthen north-south bike lines along, for example, Hospital Road. Council recommends a condition requiring the establishment of an Integrated Transport Working Group including Health Infrastructure, UNSW and Council to ensure adequate transport planning, including bicycle and pedestrian routes for the Randwick Hospitals campus.

BIKEast, an organisation advocating for cyclists in eastern Sydney, also recommended further consideration be given to the provision of improved connections in the precinct.

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

The Department considers the expansion of the hospital campus gives rise to the need to consider pedestrian and cycle routes including connections through and campus and connections with the new development. It is appropriate that the enlarged campus incorporate improved connections where possible and therefore the Department supports Council's suggestion for an Integrated Transport Working Group to look at improvements to bicycle and pedestrian routes for the Randwick Hospitals campus. The Department however acknowledges that the Applicant, as the landowner, has the capacity to drive delivery of improvements to pedestrian and cycleway connectivity on the Randwick Hospital campus, but UNSW would have limited capacity to deliver any change on the campus outside of the subject site. A condition has been recommended accordingly.

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

## **6.3 Traffic, transport and access**

### **Car parking**

The proposal does not include any on-site car parking. However, parking is available on the UNSW campus for staff, students and visitors, including within the UNSW Botany Street multi-storey parking

station directly across the road from the site. The Applicant has demonstrated there is sufficient capacity within that carpark to support car parking demand generated by the proposal.

Council raised a concern that the proposal may result in exacerbation of on-street parking impacts and impacts on nearby private (shopping centre) parking facilities in the surrounding area, and requested information be provided to detail positive incentives to encourage occupants of the building to use UNSW campus parking areas.

The Applicant advises occupants will be encouraged to make use of public transport, walking and cycling in order to promote sustainable transport and reduce reliance on private vehicles (discussed below). Therefore, the Applicant does not propose specific incentives to promote parking on the UNSW site. However, the Applicant notes that for those occupants who do drive, the available annual parking permits and affordable all day casual parking rates on the campus provide an incentive to park on the campus as opposed to the surrounding streets which are time-limited to two hours or less.

Council reviewed the information provided by the Applicant and recommended that incentives to encourage staff who drive to site to utilise UNSW parking facilities should be incorporated into a Green Travel Plan. It also recommended the establishment of an Integrated Transport Working Group to review the Green Travel Plan.

The need for a Green Travel Plan to promote non-car mode share is supported and discussed below. However, the Department considers a specific requirement to include incentives for car parking in the Plan is not necessary and may lead to increased car travel to the site. The Department considers that parking should not be incentivised, and rather non-car modes of travel should be encouraged and promoted. However, a condition is recommended to ensure that all staff, students and visitors to the site have access to the UNSW campus car parking, consistent with existing arrangements for staff and students on the UNSW campus.

Subject to access to UNSW campus parking and measures to promote non-car mode share (discussed below), the Department is satisfied the available parking on the UNSW campus would adequately cater for the parking demand associated with the use of the site and will not result in unacceptable impacts for on-street parking or use of private carparks. The Department notes that while some students or staff may attempt to park in nearby private carparks, it is up to the operators of those carparks to manage their access arrangements or charges for public car parking.

## **Bicycle parking**

The proposal incorporates bicycle parking facilities for students, visitors and teachers including:

- 125 basement bicycle parking spaces for staff and students.
- associated end-of-trip facilities (20 showers and approximately 250 lockers).
- 20 visitor bicycle spaces at street level.

Council commended the significant end-of-trip facilities but recommended further consideration be given to the design of the entry to the facilities. BIKEast also advised it supports the bicycle facilities included in the proposal, but recommends further consideration be given to provision of facilities for larger, heavier electric bikes and for cargo bikes, including appropriate entry design and the location of the short-term bicycle parking racks.

In response, the Applicant advised the design of the end-of-trip facilities will be further developed in conjunction with a specialist consultant during the detailed design phase. The design will consider the practical needs of cyclists entering and exiting the building and will accommodate a wide range of bicycle types and user needs.

The Department considers that bike parking, including street level parking for visitors (located adjacent to Botany Street) and basement level parking and end-of-trip facilities are generally appropriate, and the Department is satisfied that the detailed design will be able to accommodate appropriate access for cyclists as well as incorporation of parking for larger bikes. A condition has been recommended to ensure careful consideration is given to access design and parking for larger bicycle types both for visitors and other users in the final design details.

### Sustainable travel

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

- providing no additional car parking (discussed above).
- improved pedestrian and cycle connections (discussed in **Section 6.2**).
- providing bicycle parking and end-of-trip facilities (discussed above).
- measures set out in the UNSW Environmental Sustainability Plan, which includes targets to increase active travel across the campus and a strategy to develop a Campus Transport and Access Plan.

TfNSW reviewed the proposal and advised that it should be a priority to secure funding, human resourcing and a timeframe for completion of key actions identified by the Applicant to support sustainable travel outcomes. TfNSW therefore recommended conditions requiring a Green Travel Plan or Campus Action Travel Plan (to be reviewed annually) to include sustainable transport options and be submitted to TfNSW for endorsement.

However, the Applicant does not consider it is appropriate to require the development of a Green Travel Plan for the development, as travel to the site should not be viewed on the basis of the individual building, but rather a holistic approach should be taken which considers the broader requirements of all UNSW campus users. The Applicant also considers it is not appropriate to link a 'whole of campus' Green Travel Plan condition to an individual building. Further, the Applicant advises it has a proven track record in reducing private vehicle usage associated with the university and that other university buildings approved by the Department did not include a requirement for a Green Travel Plan.

In this case, given the significant increase in the population on the site generated by the proposed use and the concerns raised by Council in relation to private vehicle parking in the vicinity of the site, the Department considers that it is essential that the Applicant commit to ensuring long term improvements to non-car mode share and sustainable transport through a Green Travel Plan or similar arrangement. The fact that the building will be used in conjunction with the wider UNSW campus does not negate this requirement unless there is a campus-wide travel plan in place instead of an individual building Green Travel Plan. The Department notes that the UNSW's Sustainability Plan commits to developing a Campus Transport and Access Plan although this has not yet been

developed. In line with TfNSW recommendations, the Department therefore recommends the Applicant submit either a Green Travel Plan for the site or a Campus Action Travel Plan, which covers the wider campus, to ensure there is an ongoing commitment to promoting sustainable transport.

Subject to the recommended conditions, the Department is satisfied the proposal will make a positive contribution to sustainable travel and transport over the long term.

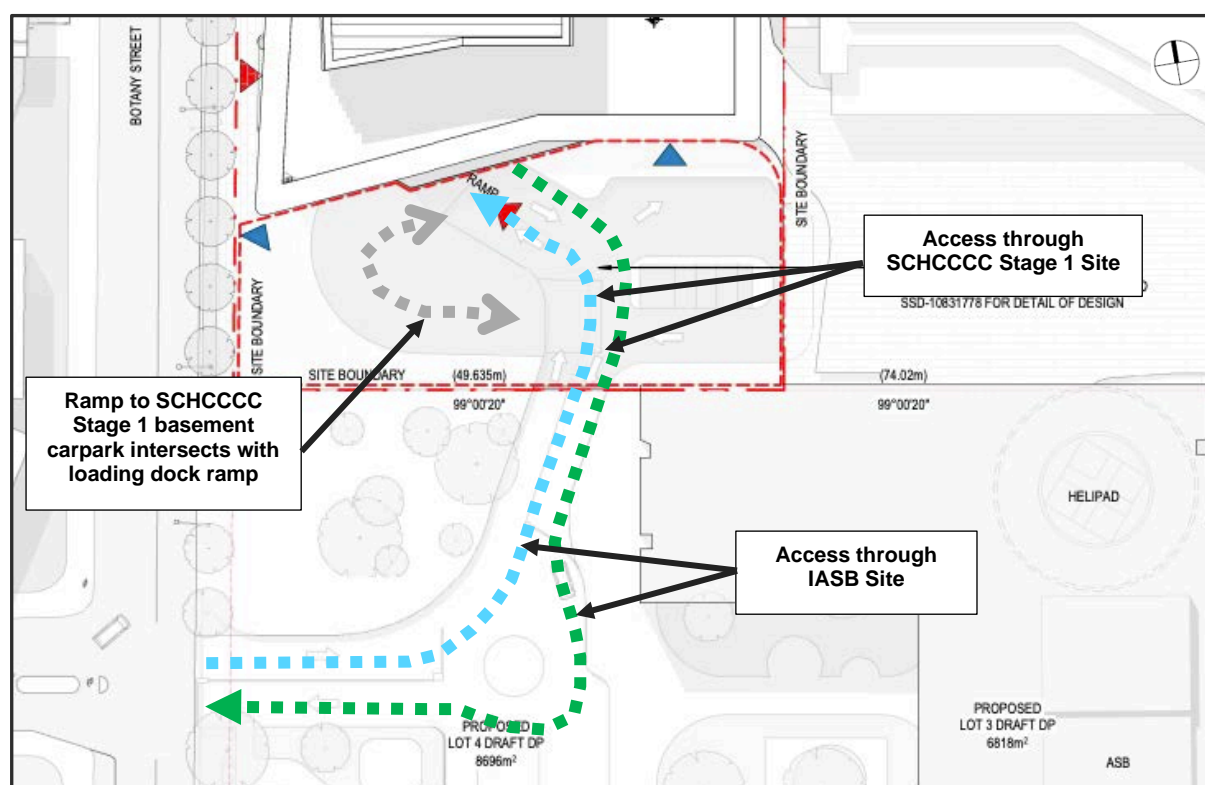
### Traffic generation and impacts on road network

The application was accompanied by a Transport Impact Assessment (TIA) which considered the impact of the development on the operation of the surrounding road network. The TIA demonstrates that traffic associated with the use of the site (75 staff vehicle trips and 12 service vehicle trips during peak hour) would not be significant and all intersections in the vicinity of the site would continue to operate well, with good to satisfactory levels of service following completion of the development and the development on the adjoining sites.

TfNSW and Council had no concerns with the traffic impacts of the development. The Department is satisfied the proposal would not result in any unacceptable traffic impacts on the locality.

### Service access and safety

Service vehicles will access the basement via a driveway from Botany Street, travelling through the IASB site and the drop-off and carpark access associated with the Children's Hospital (**Figure 30**).



**Figure 30 | Entry and exit route to basement loading dock (Base Source: Architectural Plans)**

In response to concerns raised by TfNSW with potential conflicts, the RtS included a Stage 2 Road Safety Audit and swept path analysis for vehicles entering the site and the loading dock.



TfNSW reviewed the safety audit and identified the following outstanding concerns:

- the audit report did not address conflicts between vehicles accessing the loading dock at the intersection of the loading dock and carpark ramp leading to the SCHCCCC basement carpark.
- the audit report did not address conflicts between swept paths of simultaneous vehicle movements entering and exiting the loading dock.
- insufficient information was provided to identify how the risk assessment was undertaken.
- lack of mitigation measures provided for identified 'medium' priority risks.

To ensure these issues are satisfactorily resolved, TfNSW recommends the Applicant be required to undertake a Stage 3 (Detailed Design) Road Safety Audit prior to commencement of construction, and where necessary, the design drawings be reviewed to implement recommended safety measures.

The Department notes the access route and locations of some potential conflicts are on the adjoining sites and therefore it is possible that amendments may be required to the design of the access on the adjoining sites. As the development relies on access through these sites, conditions are recommended requiring the Applicant to demonstrate that safe access will be provided to the site in accordance with the findings and recommendations of a Stage 3 (Detailed Design) Road Safety Audit, including demonstration that any necessary amendments to adjoining sites have been made.

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

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

### **Pick-up and drop-off**

The application initially included an indented on-street pick-up and drop-off zone on Botany Street adjacent to the site. However, Council raised concerns with potential adverse impacts of the design, including impacts to the proposed shared path. TfNSW requested that further consideration be given to providing on-site facilities instead of relying on on-street facilities.

In response, the indented drop-off zone was removed in the RtS in favour of a continuous kerb line. Instead, and as recommended by Council, the Applicant now proposes to provide a signposted 20m long '5 Minute Parking' area on Botany Street to enable efficient pick-up and drop-off of passengers associated with the development.

Additional information on demand for pick-up and drop-off facilities was also provided. The Department notes the TIA indicates that in 2019 (prior to the opening of the light rail) less than one per cent of all students and staff travelled to the university as car passengers. The RtS estimates that

potentially 12-15 passenger drops offs associated with the development may occur during the busiest hour of the day.

No concerns were raised by TfNSW or Council with the amended pick-up / drop-off arrangements.

The Department notes Council's support (being the relevant Roads Authority for Botany Street) for the proposed arrangement, and is satisfied that an on-street drop-off or short-term parking zone would be sufficient to service the limited demand generated by the proposed development and separate on-site facilities are not required.

### **Construction traffic**

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

Access routes and the number of vehicles would vary throughout the stages of construction but is anticipated to peak during the bulk excavation phase with up to 40 deliveries per day in addition to construction worker vehicle movements. The Preliminary CTMP advises construction workers will be encouraged to use public transport to access the site and to minimise traffic and parking impacts.

TfNSW noted that due to several construction projects occurring simultaneously in the precinct, there would be a cumulative impact on general traffic and public transport operations. It also identified the need to minimise impacts on road users during the construction of the pedestrian bridge over the roadway. TfNSW recommended a detailed CTMP be developed in consultation with TfNSW and the South East Light Rail operator. No other submissions raised concerns with construction traffic.

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

## **6.4 Acoustic impacts**

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

### **Construction impacts**

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

- residential receivers during standard construction hours: 56-57 dB(A).
- residential receivers outside standard construction hours: 49 - 50 dB(A).
- adjacent health and education facilities: 45 dB(A) (internal).

The assessment finds that the predicted construction noise levels at the nearest affected receivers would be highly intrusive at all stages of construction with noise levels of up to 88 dB(A) at residential receivers and 85 dB(A) at the adjacent educational (university) facilities and 94 dB(A) at the adjacent health (hospital) facilities. The assessment provides recommendations for the incorporation of mitigation measures to reduce construction noise, with detailed measures to be included in a future Construction Noise and Vibration Management Plan (CNVMP)

Proposed construction hours would be consistent with the standard ICNG construction hours, except on Saturdays when construction hours of 8am to 5pm are proposed (ICNG standard hours are 8am to 1pm). The extended construction hours on Saturdays are proposed to be consistent with the approved adjoining IASB construction hours as well as the proposed hours of the construction for the SCHCCCC building and to reduce the length of the construction timeframe.

Council did not raise any concerns with the construction noise impacts and noted the Construction Management Plan and Acoustic Assessment contain relevant measures to mitigate and minimise potential impacts. No other submissions were received in relation to construction noise.

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

Examples of recommended mitigation measures include:

- use of site sheds or other temporary structures to screen noise emissions.
- low noise construction equipment and methods and noise minimising movement alarms on vehicles.
- careful scheduling of construction activities including aligning activities concurrently where a noisy activity can mask other less noisy activities.

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

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

## **Operational impacts**

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

The assessment considers that subject to appropriate acoustic enclosure and attenuation, all plant could comply with established operational noise criteria.

The assessment also found that due to the low number of expected additional traffic movements associated with the development, impacts of road traffic noise would be negligible.

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

The Department is satisfied the noise impacts generated by the development can be adequately managed and mitigated, subject to the verification of noise attenuation measures during the detailed design stage and verification of operating conditions upon commencement of operations. The Department has recommended standard conditions requiring the proposal demonstrates compliance with recommended noise limits and that post occupation monitoring is undertaken.

### Internal noise levels

The Acoustic Assessment also considered internal amenity, noting the premises is adjacent to the light rail and therefore subject to consideration against 'Development near Rail Corridors and Busy Roads – Interim Guideline'. The Acoustic Assessment provides that with a sealed façade, the proposal should readily achieve the required internal noise levels of 40 dB(A) in order to ensure appropriate internal amenity for the proposed use, and notes that the acoustic requirements and specification of the façade will be determined during the detailed design phase.

No concerns were raised in submissions regarding internal amenity, but TfNSW recommended a condition to ensure the required internal amenity levels will be met, with relevant façade treatments included in the construction documentation.

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

## 6.5 Other issues

Issue	Findings	Recommendation
<b>Aboriginal heritage</b>	<p>The EIS was accompanied by an Aboriginal Heritage Assessment Report, which indicates the site has been the subject of a previous comprehensive Due Diligence Survey, and excavation and salvage in conjunction with the Local Aboriginal Land Council as part of broader heritage investigations undertaken for the wider block. The previous assessment was carried out under a Heritage NSW Aboriginal Heritage Impact Permit and included archaeological and Aboriginal monitoring of earthworks and a series of machine trenches and hand excavations. One Aboriginal cultural area containing stone hearths and red ochreous material was identified within the subject UNSW HTH site. The area has been recorded and salvaged as part of that process.</p> <p>The assessment concludes that no further investigation or consultation is required in relation to the HTH site as no further areas of archaeological or cultural significance have been identified within the site.</p> <p>The report was also accompanied by an Aboriginal Cultural Heritage Assessment Report (ACHAR) for the wider block, which</p>	<p>Conditions are recommended to undertake management and monitoring measures in accordance with the recommendations of the ACHAR.</p>



Issue	Findings	Recommendation
	<p>makes a number of recommendations in relation to management of Aboriginal archaeology on the site, including monitoring of all relevant earthworks, and all earthworks to be guided by an Aboriginal Heritage Management Plan.</p> <p>Heritage NSW has reviewed application, and raised no concerns with the ACHAR, Aboriginal consultation or the Aboriginal heritage impacts of the proposal. Heritage NSW advises it supports the mitigation measures and recommendations of the ACHAR, and recommends conditions of consent specifically reference the monitoring methodology in the ACHAR.</p> <p>The Department acknowledges that the only identified area of archaeological or cultural significance has been removed from the site and as such significant Aboriginal cultural heritage impacts are unlikely to arise from the proposal. Further, subject to conditions as recommended by Heritage NSW, the Department considers there would be appropriate monitoring and management safeguards in place to ensure any other potential archaeological heritage would be identified during the excavation phase and appropriately managed.</p>	
<b>European heritage</b>	<p>A Heritage Impact Statement (HIS) was prepared to assess the potential heritage impacts of the proposed development. The site does not contain any heritage items, nor is it within a conservation area. It is within the vicinity of several items listed on the State Heritage Register, although these items are located at least 800m from the subject site. The HIS indicates the proposal would result in only minor and acceptable alterations to views to and from the nearby heritage items but would not visually dominate any of the heritage items. There would be no physical impact on the items or their settings, no impacts to the function, or the cultural significance of the items.</p> <p>No submissions have raised any concerns with the heritage impacts of the proposal. The Department supports the conclusions of the HIS and considers the proposal does not result in any heritage concerns.</p>	No additional conditions required.
<b>Overshadowing impacts</b>	<p>Council initially raised concerns that the proposal would result in overshadowing of the IASB forecourt and Children's Hospital emergency vehicular drop off area and requested hourly shadow diagrams in order to properly assess any overshadowing impacts.</p> <p>The RtS included hourly shadow diagrams which demonstrated that a good level of solar access would be retained to the IASB front setback area, with the majority of the area receiving good solar access between 12pm and 2pm at mid-winter and excellent</p>	No additional conditions or mitigation measures required.

Issue	Findings	Recommendation
	<p>solar access at other times of the year. However, the shadow diagrams also confirm that the Children's Hospital emergency vehicular drop-off area would be heavily overshadowed by the proposal.</p> <p>Following the additional information provided in the RtS, Council raised no further concerns with respect to overshadowing.</p> <p>The Department considers the overshadowing impacts of the proposal are acceptable, noting the proposal would not overshadow any residential areas or areas of existing public open space. Shadows will predominantly fall on areas that are intended for vehicular access and circulation and therefore do not require extensive sunlight for amenity, while the proposed new public UNSW Plaza would receive very good levels of solar access, ensuring appropriate amenity outcomes in the parts of the site that will be most used for gathering and recreation.</p>	
<b>Wind impacts</b>	<p>The EIS includes an environmental wind assessment which considered the wind environment conditions for pedestrian areas within and around the subject site following the development of both the proposed building and the SCHCCCC building.</p> <p>Wind speeds are projected to comply with safety criterion, with the exception of minor exceedances in the middle of Botany Street south of the site (i.e. away from pedestrian areas and therefore of no unacceptable consequence) and locally at two small locations under the south-west undercroft of the proposed building and south of the adjoining SCHCCCC building. The assessment identifies that these minor exceedances could be ameliorated with the provision of solid balustrades.</p> <p>Across the remainder of the site, the majority of areas are assessed as suitable for pedestrian standing and walking, with local calmer areas suitable for sitting located at the main entry to the north-west of the site, and close to the building in the UNSW Plaza. Areas of higher wind speeds could be mitigated by solid balustrades, wayfinding signs, staggered vertical barriers or kinetic artwork.</p> <p>The Department therefore recommends the provision of final landscape plans which demonstrate incorporation of the recommended mitigation measures and confirmation that the design will ensure a pedestrian wind environment suitable for the intended uses of sitting / standing / walking in each relevant part of the site.</p> <p>Subject to these conditions, the Department considers the proposal would not result in any unacceptable wind impacts and all</p>	<p>Conditions are recommended requiring the provision of mitigation measures in accordance with the wind impact assessment and confirmation that the design will ensure a pedestrian wind environment suitable for the intended uses in each relevant part of the site.</p>

Issue	Findings	Recommendation
	pedestrian areas would experience wind speeds that would be comfortable for their likely use.	
<b>Development contributions</b>	<p>The Applicant is seeking an exemption from the payment of development contributions, noting:</p> <ul style="list-style-type: none"> <li>• Council's Section 94A Contributions Plan allows for a waiver from contributions, for 'public hospitals', and the proposal forms an extension of the existing public hospital facilities.</li> <li>• Planning Circular D6 sets out circumstances in which it is appropriate to waive contributions for Crown development that provides a public benefit.</li> </ul> <p>Council did not raise any concerns with waiving the imposition of development contributions.</p> <p>Given the significant public benefit provided by this Crown development and the provisions of Council's Contributions Plan, the Department considers that it is appropriate that contributions are not levied against the development in this case.</p>	No additional conditions required.
<b>Sustainability</b>	<p>The Applicant is targeting the equivalent of 5 Star Green Star Design and As Built rating and the proposal includes a range of ESD initiatives and sustainability measures described in <b>Section 4.4</b>. It is also targeting the equivalent of the 5.5 Star NatHERS energy rating.</p> <p>Council advised it supports the proposal to meet the 5 Star Green Star equivalency but questioned why formal certification would not be sought. It also recommended additional sustainability measures be considered including improved tree cover, improved surface permeability, green energy purchasing and joint sustainability initiatives with the Hospital such as trigeneration or central stormwater harvesting.</p> <p>As discussed in <b>Section 6.1</b>, the Applicant subsequently improved the tree canopy cover and the Department is satisfied with the level of tree cover and with surface permeability.</p> <p>The Applicant advised it is not seeking formal certification of the Green Star rating due to the costs associated with certification. It also advised joint sustainability initiatives with the Hospital would be difficult to achieve in practice as the University and the Hospital are separate entities with different operational targets and initiatives.</p> <p>The Department's standard condition requires the Applicant to achieve a 5 Star Green Star rating or seek approval from the Planning Secretary for an alternative certification process. The Department is satisfied that subject to any alternative certification</p>	Conditions are recommended requiring evidence detailing that the final design targets and achieves the 5 Star Green Star rating or approval be sought for an alternative certification process.

Issue	Findings	Recommendation
	<p>process achieving the equivalent of the 5 Star Green Star rating, the proposal will achieve an excellent level of sustainability that would not be improved by formal certification. Subject to this condition, the Department is satisfied the equivalent of an “Australian Excellence” level of sustainability will be achieved, and therefore additional initiatives or green energy purchasing are not considered to be necessary in this case.</p>	
<b>Flooding and stormwater management</b>	<p>A Civil Design Report has been submitted with the application which details:</p> <ul style="list-style-type: none"> <li>the provision of onsite detention to ensure that runoff from the developed site would not exceed predevelopment runoff.</li> <li>water quality treatments measures which demonstrate the proposal would result in a significant reduction in water pollutants in stormwater leaving the site above the minimum applicable requirements.</li> <li>the site is subject to flooding, with the probable maximum flood (PMF) having a depth of up of 1.4m in High Street. Ground floor levels have been designed to be 500mm above the PMF.</li> </ul> <p>Following concerns raised by EESG, additional information was provided with the RtS to demonstrate building walls below the PMF level would be appropriately designed to withstand the impacts of any flood and that the basement would be protected from flooding. EESG confirmed the additional information addressed its concerns and it has no outstanding concerns in relation to flood management</p> <p>The Department is satisfied the proposal will result in improved outcomes for stormwater management on the site and would not result in any adverse impacts for water quality or downstream waterways. The Department is also satisfied the proposal has been appropriately designed having regard to flood risks.</p>	<p>Standard conditions requiring implementation of a detailed stormwater management system and a stormwater operation maintenance plan are recommended.</p>
<b>Light rail infrastructure</b>	<p>The foundations of the proposed development would be approx. 16.5m from the light rail tracks on High Street.</p> <p>TfNSW raised concerns about the potential effect of the development on the structural integrity and safe operation of the light rail during both construction and operation of the development.</p> <p>To mitigate impacts, TfNSW recommended conditions requiring relevant documentation to be reviewed and endorsed by TfNSW as well as conditions to ensure the protection of the light rail infrastructure and light rail operations.</p>	<p>Conditions have been recommended, consistent with advice from TfNSW, to ensure the protection of the light rail infrastructure.</p>



Issue	Findings	Recommendation
	<p>The Applicant advised it was agreeable to the recommended conditions and also provided further information to demonstrate that the proposed structure would have negligible influence on the existing light rail infrastructure.</p> <p>The Department is satisfied that subject to the recommended conditions, the proposal will not result in adverse outcomes for the light rail infrastructure adjacent to the site.</p>	
<b>Bridge over Botany Street</b>	<p>A draft plan of subdivision for a stratum lot over Botany Street was submitted with the proposal for the proposed pedestrian bridge between the hospital campus and UNSW.</p> <p>Following a request from Council for further information with regard to the legal instrument to provide this infrastructure over the public roadway, the Applicant advised it would be seeking a 99 year lease from Council for the stratum lot, similar to an existing arrangement for a UNSW building on Anzac Parade.</p> <p>Council raised no further concerns in response.</p> <p>The Department is satisfied appropriate legal arrangements can be put in place to ensure the bridge can be built and operated by UNSW.</p>	<p>Conditions have been recommended requiring stratum subdivision and lease arrangements to the satisfaction of Council.</p>
<b>Aviation safety</b>	<p>An Aviation Impact Assessment accompanied the application and considered the impacts of the proposal on the operations of Sydney Airport and the helicopter landing site (HLS) on the adjoining IASB building. It found that the proposed building, including any temporary construction cranes would be sufficiently clear of the HLS and any helicopter approach and departure paths such that no remedial action will be required. It also advised that separate Commonwealth approval will be required as the proposed building height exceeds the Obstacle Limitation Surface (OLS) and construction cranes will temporarily protrude into the Sydney Airport PAN-OPS surfaces.</p> <p>The Application was referred to CASA and SACL and no objections were raised.</p> <p>SACL advised of the need for separate approval under the Airport (Protection of Airspace) Regulations. The Commonwealth Department of Infrastructure, Transport, Cities and Regional Development (DITCRD) subsequently issued approval for the construction of the building to a maximum height of RL 126.22, subject to conditions including requirements for obstacle lighting, restrictions on construction cranes, and certification of constructed building height.</p>	<p>An advisory note is included in the recommendation to confirm that the application must be carried out in accordance with the conditions of the controlled activity approval.</p>

Issue	Findings	Recommendation
	<p>CASA advised it does not regulate HLSs and that NSW Health and its specialist aviation consultant are the appropriate sources of advice regarding the HLS. The Department therefore relies on the findings of the Aviation Report which was prepared on behalf of NSW Health.</p> <p>Based on the findings of the Aviation Assessment and the controlled activity approval by DITCRD, the Department is satisfied the proposal would not result in any unacceptable consequences for aviation safety.</p>	
<b>Waste management</b>	<p>The Application was accompanied by a Construction Waste Management Plan and an Operational Waste Management Plan, which identified waste minimisation and management measures during the construction and operational phases respectively.</p> <p>No concerns were raised in submissions in relation to waste management</p> <p>The Department is satisfied waste management has been properly considered in the design of the development and waste management can be managed through conditions requiring detailed waste management plans at the appropriate stages.</p>	<p>Conditions are recommended requiring detailed Construction and Operational Waste Management Plans.</p>
<b>Contamination</b>	<p>The EIS includes a preliminary site investigation (PSI) and contamination assessment for the site which identified areas of potential concern relating to imported fill, demolition of dwellings containing asbestos and / or lead paint, construction support activities and neighbouring or nearby commercial activities. The assessment also notes that previous investigations within the site and the larger block have identified some key contaminants including polycyclic aromatic hydrocarbons, asbestos and petroleum hydrocarbons (to a lesser extent). Minor exceedances of ecological criteria have previously been noted, however, they are not considered to be a significant risk factor.</p> <p>The PSI concludes that the site can be made suitable for the development subject to development of a Remediation Action Plan (RAP) and conducting a data gap investigation. A RAP was also prepared and submitted with the application, as well as an unexpected finds protocol.</p> <p>The EPA raised no concerns with regard to contamination. Council recommended conditions requiring the Applicant engage a suitably qualified environmental consultant to verify the implementation of the RAP and validate the site following completion of all below ground works.</p>	<p>Conditions are recommended requiring works be carried out in accordance with the RAP and requiring a Site Audit Statement to verify the site has been made suitable for the land use.</p>

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

## 7 Evaluation

The proposed SSD application seeks approval for a new 15 storey health, education and research building within the Randwick Hospitals campus. The Department has reviewed the EIS and RtS and assessed the merits of the proposal, taking into consideration advice from the public authorities, including Council, and all environmental issues associated with the proposal have been thoroughly addressed.

The Department's assessment of the project concludes that:

- the built form and urban design is suitable for the site, consistent with the character of emerging adjacent built forms, and is reflective of expected modern institutional development anticipated by the strategic planning objectives for the development of the Precinct. The Department considers the proposal exhibits a high-quality design that would make a positive contribution to the Precinct and would not result in any unacceptable adverse environmental or amenity impacts.
- the proposal would provide a high-quality landscape outcome, improve the quantum and quality of landscaping compared to the previous use of the site, includes a large publicly accessible plaza that provides a significant public benefit and would make a positive contribution to the landscape and public domain character of the area.
- the proposal includes improvements to the surrounding public domain and to pedestrian connections through the site and conditions are recommended to ensure further consideration is given to improving other connections through the hospital campus in the future. As such, the Department considers the proposal will make a material improvement to connectivity for pedestrians and cyclists in the area and will adequately offset the impacts of additional pedestrians and cyclists generated by the development.
- the proposal would not result in any adverse traffic or parking impacts and subject to a condition requiring a Green Travel Plan or similar, includes appropriate measures to encourage sustainable transport use and ensure reduced reliance on private vehicles.
- the proposal is consistent with key government strategic plans and policies, including the Greater Sydney Region Plan, Eastern District Plan, State Infrastructure Strategy 2018-2038 and Future Transport Strategy 2056.
- the proposal is considered to be in the public interest and would provide public benefits, including additional investment in health educational infrastructure within a highly accessible location, support the continuing growth of identified Strategic Centre, Innovation District, and Health and Education Precinct and ensure the delivery of approximately 450 new construction jobs and 495 operational jobs.

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

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

Consequently, the Department recommends that the State significant development for the UNSW Health Translation Hub be approved, subject to the recommended conditions of consent.



## 8 Recommendation

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

- **considers** the findings and recommendations of this report.
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant consent to the application.
- **agrees** with the key reasons for approval listed in the notice of decision.
- **grants consent** for the application in respect of the UNSW Health Translation Hub (SSD-10822510), subject to the conditions in the attached development consent.
- **signs** the attached development consent and recommended conditions of consent (**Appendix C**).

Prepared by: Natasha Harras, Consultant Planner

**Recommended by:**



**Megan Fu**  
Principal Planner  
Social and Infrastructure Assessments

**Recommended by:**



**David Gibson**  
Team Leader  
Social Infrastructure

## 9 Determination

The recommendation is **adopted** by:

A handwritten signature in black ink, appearing to read 'KH', with a long horizontal flourish extending to the right.

15 December 2021

**Karen Harragon**

Director

Social and Infrastructure Assessments

# Appendices

## Appendix A – List of referenced documents

### 1. Environmental Impact Statement

<https://www.planningportal.nsw.gov.au/major-projects/project/40556>

### 2. Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/40556>

### 3. Response to Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/40556>

### 4. Additional Information

<https://www.planningportal.nsw.gov.au/major-projects/project/40556>

## Appendix B – Statutory consideration

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

Table 1 | SRD SEPP compliance table

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

### State Environmental Planning Policy (Infrastructure) 2017 (ISEPP)

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

The proposal (including the ancillary pedestrian bridge over Botany Street) is categorised as 'health services facilities'. The site (including Botany Street) is zoned R2 Low Density Residential and R3 Medium Density Residential, both defined as 'prescribed zones' in clause 56 of the ISEPP and therefore the development is permissible with consent under clause 57(1).

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

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

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

### State Environmental Planning Policy No. 64 – Signage (SEPP 64)

SEPP 64 applies to all signage that under an EPI can be displayed with or without development consent and is visible from any public place or public reserve. The development includes eight proposed signs:

- three illuminated identification signs at the at the top of the tower (north, west and south elevations) 6.26m x 1.62m.
- two illuminated identification signs at the at the top of the podium (east and south elevations) 7.21m x 2.55m.
- three ground level totem signs 2.4m high.

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

**Table 2 | SEPP 64 compliance table**

Assessment Criteria	Comments	Compliance
<b>1 Character of the area</b>		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The signs would be consistent with the civic character of the area and would not detract from the desired future character of the Health and Education Precinct.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	A specific theme does not apply to the area.	Yes



Assessment Criteria	Comments	Compliance
<b>2 Special areas</b>		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	Some of the signs would be visible from the residential area to the north of the site. However, as the signs are designed to be complementary to the building design and are consistent with the use of the building, no adverse visual impacts would arise.	Yes
<b>3 Views and vistas</b>		
Does the proposal obscure or compromise important views?	The proposed identification signs would be located on the facades of the building and therefore would not impact on any views. The ground level totem signs would also not restrict any important views.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	Three signs would be located at the top of the building, and therefore would form part of some skyline views, however, the signs are considered appropriate relative to the scale of the building and purpose as building identification signs and are not considered to result in any adverse visual impacts.	Yes
Does the proposal respect the viewing rights of other advertisers?	The proposal would not affect any other advertising.	Yes
<b>4 Streetscape, setting or landscape</b>		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signs have been located and designed to be compatible with the architecture of the building and are considered appropriate for scale of the building and the site.	Yes
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The signs complement the building design and therefore the visual interest of the streetscape	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	There is no existing advertising.	N/A
Does the proposal screen unsightliness?	N/A	N/A

Assessment Criteria	Comments	Compliance
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signs would not protrude above the building or affect any structures or tree canopies.	Yes
Does the proposal require ongoing vegetation management?	None of the proposed signs require vegetation management.	Yes
<b>5 Site and building</b>		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The signs have been designed to be compatible with the architecture of the building and are considered appropriate for scale of the building and the site.	Yes
Does the proposal respect important features of the site or building, or both?	The signs do not affect any important site features. The location and size of the signage zones have been designed to complement the architecture of the building.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The signs are of a simple design and do not require innovation for their intended use as identification signage complementary to the design of the building.	N/A
<b>6 Associated devices and logos with advertisements and advertising structures</b>		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	The logo of the building operator is central to the design of the proposed signage. Signage does not rely on external platforms / safety devices and all lighting would be integral to the design.	Yes
<b>7 Illumination</b>		
Would illumination result in unacceptable glare?  Would illumination affect safety for pedestrians, vehicles or aircraft?	The letters on the façade signs will be internally illuminated. In the context of the entire building, the signs are unlikely to result in any material glare, including glare for residential premises opposite the site. Nevertheless, a standard condition is recommended to ensure all outdoor lighting (including illuminated signs) would not result in unacceptable glare. The signs would not result in adverse safety impacts.	Yes

Assessment Criteria	Comments	Compliance
Would illumination detract from the amenity of any residence or other form of accommodation?	As above	Yes
Can the intensity of the illumination be adjusted, if necessary?  Is the illumination subject to a curfew?	The intensity of the illumination can be adjusted. Although no curfew applies to the site, the signage will be fitted with a timeclock and can be turned off as required.	Yes
<b>8 Safety</b>		
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	Signs located on the facades and will not affect sightlines. The totem signs are also located so as to not materially affect sightlines or safety	Yes
Would the proposal reduce safety for any public road?	The proposed signs would be located above the streetscape and therefore will not impact the safety of any road users.	Yes

### State Environmental Planning Policy No. 55 - Remediation of Land

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application.

The EIS includes a preliminary site investigation (PSI) and contamination assessment for the site which identified areas of potential concern relating to imported fill, demolition of dwellings containing asbestos and / or lead paint, construction support activities and neighbouring or nearby commercial activities. The assessment also notes that previous investigations within the site and the larger block have identified some key contaminants including polycyclic aromatic hydrocarbons, asbestos and petroleum hydrocarbons (to a lesser extent). Minor exceedances of ecological criteria have previously been noted, however, they are not considered to be a significant risk factor.

The PSI concludes that the site can be made suitable for the development subject to development of a Remediation Action Plan (RAP) and conducting a data gap investigation. A RAP was also prepared and submitted with the application, as well as an unexpected finds protocol.

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

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

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

### **Draft State Environmental Planning Policy (Remediation of Land)**

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

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

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

### **State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)**

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

The information provided with the application demonstrates the quantities of goods to be stored on the site would not trigger SEPP 33 or be considered as potentially hazardous.

The proposal has been reviewed by the Department's Hazards Team who agree that the proposal is unlikely to exceed threshold quantities under SEPP 33.

Conditions have been recommended to ensure quantities of dangerous goods stored on site may not exceed threshold levels and to ensure any dangerous goods that are stored are done so in accordance with relevant standards.

### **Randwick Local Environmental Plan (RLEP) 2012**

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

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



**Table 3 | Consideration of the RLEP 2012**

RLEP 2012	Department Comment / Assessment
Clause 2.1 Land Use Zones	The site is zoned R2 Low Density Residential and R3 High Density Residential. The proposed development is a health services facility. which is not listed as a permissible form of development within the zones. However, the development may be carried out as a result of clause 5.12 (discussed below) and Clause 57(1) of the ISEPP (discussed above).
Clause 4.3 Height of Buildings	A 15m height control applies to the northern part of the site and a 9.5m height control applies to the remainder of the site. The proposal, with a height of up to 69m, would not comply with these height controls. However, by virtue of clause 5.12 (discussed below) the height controls cannot be applied to restrict development on the site. Building height has been considered in detail in <b>Section 6.1</b> .
Clause 4.4 Floor Space Ratio	There are no FSR controls applying to the northern part of the site. The remainder of the site has an FSR control of 0.5:1 under the LEP. The proposal, with an FSR of 4.02:1 would exceed this control. However, by virtue of clause 5.12 (discussed below) the FSR control cannot be applied to restrict development on the site. Building scale has been considered in <b>Section 6.1</b> .
Clause 5.10 Heritage conservation	The site is not a heritage item or within a heritage conservation area. The Department has considered the potential heritage impacts in <b>Section 6.5</b> of the report and is satisfied the proposal would not result in any adverse outcomes for heritage conservation.
Clause 5.12 Infrastructure Development	The clause provides that the LEP does not restrict the carrying out of any development by a public authority that is permitted under State Environmental Planning Policy (Infrastructure) 2007 (ISEPP). In this case the Applicant is a public authority and the proposal is permissible with consent under the ISEPP.
Clause 6.2 Earthworks	The clause provides that the consent authority must consider a range of matters prior to granting consent for earthworks. The matters for consideration have been considered in <b>Section 6.5</b> and in the expert consultant reports submitted with the application. The Department is satisfied that subject to standard conditions to control earthworks, remediation, and disposal of excavated material, no unacceptable impacts would arise from the proposed earthworks on the site.
Clause 6.4 Stormwater Management	Stormwater management has been considered in <b>Section 6.5</b> and the Department is satisfied the proposal will allow for adequate infiltration of water, on-site retention and reuse and avoids significant stormwater runoff to adjacent properties.

RLEP 2012	Department Comment / Assessment
Clause 6.8 Airspace Operations	As the proposed development will penetrate the OLS for Sydney Airport, separate approval was sought from the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development in satisfaction of this clause: refer to <b>Section 6.5</b> .
Clause 6.10 Essential Services	The proposal will be connected to essential services including water, sewer, stormwater drainage, electricity and vehicular access. The Department is satisfied the site is capable of being appropriately serviced.
Clause 6.11 Design Excellence	<p>The following matters have been considered as required by the clause:</p> <p><i>(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved:</i> Architectural design, including materials and detail have been considered in <b>Section 6.1</b> and the Department is satisfied a high standard of design is achieved.</p> <p><i>(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain:</i> refer to discussion in <b>Section 6.1 and 6.2</b>. The quality and amenity of the public domain is significantly improved through the provision of publicly accessible open space on the site, provision of through site links, widening of the Botany Street footpath, improved tree canopy coverage, provision of a landscaped green edge to the site and the contribution of the high quality building design to the building stock of the local area</p> <p><i>(c) how the proposed development responds to the environmental and built characteristics of the site and whether it achieves an acceptable relationship with other buildings on the same site and on neighbouring sites:</i> refer to discussion in <b>Section 6.1</b> – the proposed design and scale of the building is compatible with surrounding developments.</p> <p><i>(d) whether the building meets sustainable design principles in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, safety and security and resource, energy and water efficiency:</i> refer to discussions in <b>Section 6.5</b>: the proposal is considered acceptable with regard to all of these issues.</p> <p><i>(e) whether the proposed development detrimentally impacts on view corridors and landmarks:</i> the proposal does not affect any view corridors or landmarks.</p>

## Other Policies

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

## Appendix C – Recommended Instrument of Consent