

NRP Concept Plan & Project Application - Response to Submissions

Issues		Proponent's response
Department of Planning		
Staging		
1	Identify the amount of existing floor area to be retained at the various sub-stages of Stage 2.	Table 3 at Section 2.1.2 of the Preferred Project Report (PPR) outlines the amount of existing floor area to be retained at the various sub stages of the development.
2	Identify any change in employee numbers at the various sub-stages of Stage 2.	Table 4 of the PPR outlines the estimated employee numbers at the various sub-stages of Stage 2.
Traffic and Parking		
3	Clearly identify the amount of on site parking during the various stages of development and the total parking on the site on completion of all stages.	Section 2.2 of the PPR re-iterates Parsons Brinkerhoff's (PB) summary of the amount of on-site parking available during each stage of the development.
4	The timing of implementation of proposed traffic measures, in particular the installation of traffic signals at Botany and Barker Street intersection.	The implementation of the traffic signals at the Botany and Barker Street intersection will be provided at the completion of Stage 2D. All other measures will be provided at the completion of Stage 3. This is further addressed in Section 2.2 of the PPR.
Residential Amenity		
5	Identify the mitigation measures proposed to minimise adverse impacts on adjoining residential land uses due to significantly increased traffic on Hospital Road.	<p>Within their statement at Appendix C of the PPR, PB do not have information that this is the case and confirm that the development will not encourage speeds higher than the speed limit on Hospital Road. Speed control measures over and above the existing speed limit are not proposed.</p> <p>PKA Acoustic Consulting (PKA) has reviewed their original noise assessment submitted with the application and has prepared a further statement to address issues raised with respect to impacts of traffic noise along Hospital Road (refer to Appendix D of the PPR. This matter is discussed further in Section 2.2.3 of the PPR.</p>
Built Form		
6	Further justification of the proposed building setbacks along the western boundary for Stage 2 and the proposed building envelope along western boundary for Stage 3 given potential overlooking of and visual impacts on adjoining properties.	The proposed building setbacks along the western boundary for Stage 2 and the building envelope for Stage 3 have been increased. The benefits of these amendments help reduce to further loss of privacy and visual impacts to adjoining properties. This matter is further addressed in Section 2.1 of the Preferred Project Report.
7	There is inconsistency in shadow diagrams provided in the Architectural Design Report and the Architectural drawings.	Revised shadow drawings showing shadows cast by the Concept Plan envelopes and the Stage 2 building at half hourly intervals between 9am and 3pm on 21 June are included at Volume 2 of the PPR.

Issues		Proponent's response
Sydney Regional Development Advisory Committee/ Roads and Traffic Authority		
Parking and Traffic Considerations		
8	The layout of the proposed car parking areas for the subject development and temporary car parking for the construction phases should be in accordance with AS 2890.1-2004 and AS 2890.2-2002. Furthermore, the width of circulation roadways, parking aisles and ramps within the car park should be designed in accordance with the above standard so that vehicles do not need to cross the other side of the roadway when making turns and circulating in the car park.	The layout of the car park is designed to meet AS 2890.1-2004 and it was checked using the Auto Track program (as confirmed on Pg 45 of the Traffic Study). Furthermore, the circulation roadways, parking aisles and are considered to be wide enough to be able to turn without needing to cross the other side of the roadway when making turns. More detail is provided in the Traffic Study and TMAP at Appendix M of the EAR.
9	Car parking provisions are to be to the satisfaction of Council.	The provision of parking is tailored to the needs of the Research Precinct and its uses. These uses are not those included in Randwick Council's car parking requirements. Council has not expressed any concern for the lack or oversupply of parking – see below for a list of Council comments.
10	All vehicles are to enter and leave the site in a forward direction	All vehicles except for the 13.9m gas tanker proposed at Stage 2D will enter and exit in a forward movement. The gas tanker will be required to reverse into the loading dock from Hospital Road as confirmed in PB's statement at Appendix C of the PPR.
11	The car parking areas and entry/exit points need to be clearly delineated through line marking and signage to ensure smooth, safe traffic flow.	The car parking areas and entry/ exit points will be clearly delineated and will include appropriate use of line marking and signage to ensure smooth, safe traffic flow.
12	The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted for approval, which shows that the proposed development complies with this requirement.	The design of the loading dock, car park and porte cochere complies with AUSTROADS, as indicated within PB's statement at Appendix C of the PPR.
13	A Loading Dock Management Plan is to be submitted to the Department detailing the management of multiple deliveries, and arrival and departure times for deliveries and tradespeople in the loading dock and associated parking area, for review prior to the issue of a Construction Certificate.	A Loading Dock Management Plan is to be prepared and submitted, detailing the management of multiple deliveries and arrival and departure times for deliveries and tradespeople in the loading dock and associated parking area, for review prior to the issue of the construction certificate relating to Stage 2D. This is included as a Statement of Commitment within the Project Application (see Section 5 of the PPR).
14	Sight distances from the proposed access driveways to pedestrians and vehicles entering from Hospital Road and Barker Street are to be in accordance with AS2890.1-2004. Vegetation and proposed landscaping/fencing must not hinder sight lines to and from the access driveway to motorist, pedestrians and cyclists.	A detailed analysis of sight distances is included within PB's statement at Appendix C . As confirmed by PB, the sight distances for the car park and loading dock exits along Hospital Road comply with AS2890.1-2004.

Issues		Proponent's response
Sydney Regional Development Advisory Committee/ Roads and Traffic Authority		
15	A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for review prior to the issue of a Construction Certificate.	As set out in the Statement of Commitments for the Project Application (Section 4 of the PPR) a detailed Site Safety Management Plan will be prepared once a construction contractor has been engaged.
16	It should be noted that Randwick City Council are currently developing a 'Randwick Education and Health Specialised Centre Precinct Plan' for the University and Prince of Wales Hospital sites to establish strategies for travel demand management, parking and the planning and advocacy of public transport for the precinct which should be taken into consideration in the determination of the development.	<p>Randwick Council has confirmed that the 'Randwick Education and Health Specialised Centre Precinct Plan' is still being drafted and is expected to go to Council for endorsement to go on public exhibition in November. On the basis and that the draft document is not currently publicly available, its travel demand strategies cannot be taken into consideration in responses set out in the Preferred Project Report. Moreover, the Council has not included any comment on the Precinct Plan in its submission – see below.</p> <p>Despite this, the proposed development commits to implementing a Travel Smart Travel Plan to encourage a high proportion of staff and students to utilise alternative means of transport to driving see Section 5 of the PPR - Statement of Commitments for Concept Plan.</p>
17	The temporary relocation of the bus stop in Barker Street to a location east of Easy Street and its reinstatement, is to be in accordance with State Transit Authority (STA) requirements.	The State Transit Authority was consulted prior to the lodgement of the application. As set out in Section 4 of the EAR, it was agreed with the STA that during construction of the Stage 2 development a temporary bus stop will be located to the east of Easy Street.
18	All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.	All works/ regulatory signage will be paid for by POWMRI.
Ministry of Transport		
Transport Considerations		
19	<p>Travel demand strategies to facilitate mode shift to non-car transport modes are requested, such as:</p> <ul style="list-style-type: none"> (a) a portion of parking that is timed or priced to discourage all day to manage demand and ensure that some parking would be available for short-term usage of 'last-minute' decisions to drive; (b) the use of 'car share' schemes for corporate use, individual staff and students; and (c) potential assistance for employees to access work by public transport, through salary packaging options and other incentives 	<p>As set out in Section 6.5 of the EAR:</p> <ul style="list-style-type: none"> • a Travel Smart Travel Plan will be implemented to encourage staff and students to utilise alternative means of transport driving to work; • bicycle facilities will be provided on site, including showers and change rooms; and • the potential to use other measures under the plan such as the distribution of pre-paid bus tickets to staff and students or payroll deductions for annual travel passes.

Issues		Proponent's response
Ministry of Transport		
20	Future conversion of car parking spaces to bicycle parking should future cycling parking demand exceed the currently proposed supply. The targeted mode share of 10% to cycling is only a marginal increase over the current 8% mode share. Furthermore, cycling mode share is increasing regionally and may increase markedly at the Institute due to the proposed facilities.	Should demand for bicycle parking increase beyond the level that is to be provided on the site in the future, POWMRI will review the need to convert parking spaces at this time.
21	Strategies for the demolition/construction phase, including: (a) preparation of a demolition/construction traffic management plan that has regard to the need to maximise the safety and attractiveness of walking, cycling and public transport. (b) preparation and distribution of a Travel Access Guide (TAG) for construction workers (which will feed into Travel Smart programs for staff and students following construction); and (c) management of parking demand by construction workers.	As set out in the Statement of Commitments within the Project Application (Section 4 of the PPR) a detailed Site Safety Management Plan will be prepared once a construction contractor has been engaged.
22	Reinforcement of the importance of way finding and pedestrian safety and security measures through lighting, signage and open lines of sight along key desire lines and to the Barkers Street bus stop (including during the construction phase when the stop is proposed to be relocated).	The development provides for adequate and safe pedestrian pathways through and around the site. This is discussed in more detail in Section 2.3 of the PPR.
23	Provision of signage for cycling parking that is as prominent as car parking signage.	As set out in Section 6.10.2 and Section 9.8.6 of the EAR, way finding measures are included within the design of the development. Details of the signage in accordance with BCA requirements will be provided within the construction certificate documentation for Stage 2A, as set out in the Statement of Commitments for the Project Application (Refer to Section 4 of the PPR).
Randwick City Council		
Campus Legibility – Concept Plan		
24	The site should accommodate a through-site link between the Stage 2 building and the Kiloh Centre. This through-site link would facilitate a continuous east-west connection between Avoca Street and Hospital Road and onward to Hay Street and the university. The Stage 2 building envelope will facilitate this connection and the Stage 3 building envelope should also preserve this link. The building facades facing the link should activate the footpath and give passive surveillance for better pedestrian safety.	The development provides for adequate and safe pedestrian pathways through and around the site. This is discussed in more detail in Section 2.3 of the PPR.

Issues		Proponent's response
Randwick City Council		
25	Adequate footpath capacity should be provided in Easy Street, Barker Street and Hospital Road.	<p>It is noted that the Council later indicate in their submission that the pedestrian pathways along Easy Street are more than adequate – see note 34 below.</p> <p>The development will continue to provide for a generous footpath along Barker Street, which have adequate capacity for pedestrians. This is discussed in more detail in Section 2.3 of the PPR.</p> <p>The proposed amendments to the setbacks for Stages 2 and 3 along Hospital Road will allow for the widening of the pedestrian footpath along the eastern side of Hospital Road. This is discussed in more detail in Section 2.1 of the PPR.</p>
26	The building frontage to Francis Martin Drive could provide a better link between the upper (main hospital entry) and lower (Hospital Road) levels. The design should incorporate a high quality pedestrian access-way between the lower and upper entries.	The provision of this suggested linkage between the hospital and Stage 3 of the development is not appropriate for a range of reasons. This is discussed in more detail in Section 2.3 of the PPR.
Campus Legibility – Project Application		
27	A through site-link of appropriate width (e.g. 6m wide) should be provided between the northern-most part of the Stage 2 building, and the southern edges of the Kiloh Centre and the Stage 3 building to facilitate the east/west link across the hospital campus.	The provision of this suggested linkage through the middle of the site, just south of the Kiloh Centre, is not appropriate for a range of reasons. This is discussed in more detail in Section 2.3 of the PPR.
28	The link should include an accessible path of travel linking Hospital Road and Easy Street. This will require minor adjustment to the proposed service access driveway and at-grade car parking. Level adjustments around the retaining wall will also be required.	The provision of this suggested linkage through the middle of the site, just south of the Kiloh Centre, is not appropriate for a range of reasons. This is discussed in more detail in Section 2.3 of the PPR.
29	The link should allow for landscaping and a connection to the existing landscaped area and memorial garden to the north-east of the site. The alignment should facilitate future continuation of the pedestrian path of travel across Easy Street through to Avoca Street.	The provision of this suggested linkage through the middle of the site is not appropriate for a range of reasons. This is discussed in more detail in Section 2.3 of the PPR.
30	The pedestrian link should consider the principles for “crime safety through environmental design”, including active uses at ground level, passive surveillance, lighting, avoidance of alcoves and level changes that obstruct sight-lines.	The proponent has committed to providing details of the illumination and deterrence measures proposed for the development and that these details will be provided to the Department for approval prior to the issue of the occupation certificate – see Statement of Commitments for the Project Application at Section 4 of the PPR.

Issues		Proponent's response
Randwick City Council		
31	A lighting and signage strategy should be developed. A lighting strategy should address compliance with relevant lighting standards such as AS1158, spill prevention to surrounding residential and equestrian areas, and pedestrian lighting along Easy Street, Hospital Road and then through-site link. The signage strategy should identify illuminated signage, sign sizes and locations, and address compatibility with context.	Details of the signage in accordance with BCA requirements will be provided within the construction certificate documentation for Stage 2A and details of illumination will be provided to the Department of Planning prior to the issue of the occupation certificate. This is stated in the Statement of Commitments for the Project Application (Refer to Section 4 of the PPR).
Building Envelope: Site boundaries		
32	The proposed development boundaries extend beyond the current building footprints on all sides. The extent of the proposed site boundaries have implications for the amenity and capacity of the surrounding footpaths, landscaping and public domain.	The proposed development footprints for both the Concept Plan and the Project Application do not extend into the public domain as the Council suggests. The revised proposed footprint for the development will more than adequately provide sufficient public domain areas which will be suitably landscaped and provide generous footpaths around the development. This is addressed in Section 2.1 of the PPR.
33	The proposed site boundary (shown on Drawing PA-101) extends further than the current building on the western boundary with Hospital Road and consequently reduces the existing footpath width. A minimum of 2.5 m should be retained on the eastern side of Hospital Road to accommodate stronger pedestrian connections between the neuroscience precinct and the University. The minimum width should be clear of obstructions and kerb returns.	The development will reconfigure the alignment of the footpath along the eastern side of Hospital Road. This will result in a more direct path of travel but will not reduce the width of the current footpath. Rather with the proposed amendments to the setback along Hospital Road, the development will allow for an increase in the width of the footpath – see Section 2.1 of the PPR for more detail.
34	Improved footpath capacity and landscaping in Easy Street is supported. The proposal includes a setback from the Easy Street site boundary of around 3-4m. This setback zone contains a footpath, with a landscaped strip around 3m. Any extension of the building envelope into this setback zone would compromise its function.	Noted.
35	The proposed setback at Barker Street is supported. There should be a pedestrian footpath to the building entry that does not conflict with any vehicular traffic entering the porte cochere. Presently it appears the area to the west of the entry doors combines vehicular and pedestrian circulation. Consideration should also be given to amending the landscape design in front of the ambulance station to provide more generous pedestrian area.	As illustrated on the Landscape Plan at Appendix F , a paved area is provided between the building line and the porte cochere area. This ensures that pedestrians can be separated from the vehicular traffic entering the porte cochere.

Issues		Proponent's response
Randwick City Council		
Building Envelope: Built Form		
36	<p>There are not specific height controls for this site. While the stage 2 building height is significantly higher than its southern neighbours, it relates well to the maximum building height specified for the University campus. The lower building scale surrounding the courtyard is also supported. However, the stage 3 building is proposed at up to 11-storeys high which has caused the following concerns:</p> <ul style="list-style-type: none"> ▪ The building may be too high to properly relate to its surrounds, including Francis Martin Drive, the Kiloh Centre, residential areas to the west and to the University height controls. ▪ The concept plan could present a more detailed study of architectural massing, articulation, street activation, uses and pedestrian access. 	Section 2.1 of the PPR addresses this issue in more detail.
Amenity		
37	<p>The solar access study requires a finer grain of detail to allow assessment of overshadowing impacts. CAD shadow diagrams often do not account for magnetic declination or nearby site topography so this information should be shown. The solar access study should also plot the location of buildings and uses on the overshadowed land. Solar access to the temporary house stables in the equine centre is more significant than the environmental assessment alludes to. Animal health and well-being can be affected by poor solar access.</p>	<p>Detailed shadow diagrams, showing the shadow impact of the Concept Plan envelopes and the Stage 2 development at half hourly intervals on 21 June and 21 March are included within the Architectural Drawing Set at Volume 2 of the PPR.</p> <p>This matter is further assessed in detail at Section 2.1 of the PPR. The findings of this assessment conclude that there will be not detrimental overshadowing impacts to adjoining development.</p>
Traffic		
38	<p>The Traffic Study indicates the intersection of Barker Street and Botany Street, Kingsford, will be upgraded from a roundabout to traffic signals during Stage 3 of the proposed development. To cater for increased vehicular volumes, it is considered that the traffic signal proposal be made a condition of consent as part of Stage 2. The introduction of traffic signals is to be designed and constructed in accordance with relevant RTA standards and guidelines to the satisfaction of the RTA and Council's Integrated Transport Department. The introduction of traffic signals, associated costs (linemarking, signposting) and demolition of existing roundabout are to be fully funded by the applicant as no cost to Council or the RTA</p>	POWMRI have reviewed Council's request and confirmed that the signalisation of the Barker Street/ Botany Street intersection will be delivered at the completion of Stage 2. The traffic signals will be designed and constructed in agreement with the RTA.

Issues		Proponent's response
39	<p>The following components will need to be referred to the Randwick Traffic Committee for consideration and approval:</p> <ul style="list-style-type: none"> Any on-street parking restriction changes to local roads The introduction of temporary work zones The relocation of existing bus stops 	<p>The State Transit Authority was consulted prior to the lodgement of the application. As set out in Section 4 of the EAR, it was agreed with the STA during construction a temporary bus stop will be located to the east of Easy Street. Any necessary approval for closures of roads for construction purposes will be sought from Council, if required.</p>
40	<p>Council is concerned about the design of the Porte Cochere. The shallow angles of the Porte Cochere encourage higher vehicular speeds as they traverse over the footpath. This places pedestrians at risks. The design is to be altered so that vehicles cross the footpath, when entering and leaving the Porte Cochere, at 90 degrees.</p>	<p>The AUTOTURN programme was used in designing the porte cochere. As it is to be used by vehicles as big as a mini bus, the entry needs to have a wider entry and exit than Council's requirements. Furthermore, it is considered that contrary to Council's concerns, higher vehicle speeds through the porte cochere will not be possible due to the geometry of the entry and exit and the ramps to the elevated porte cochere structure. This is confirmed in PBs statement at Appendix C of the PPR.</p>
41	<p>Council and the RTA are currently investigating measures to improve pedestrian safety and amenity in the vicinity of the development. There is currently a proposal to introduce a 40kmh High Pedestrian Activity Area scheme along High Street, between the Royal Randwick Racecourse entrance (opposite Gate 2 Avenue) and Avoca Street. Given the increased vehicular and pedestrian traffic being generated by the proposed development, it is considered that the applicant should contribute towards the 40kmp High Pedestrian Activity Area scheme.</p>	<p>Given that High Street is located on the northern side of the hospital precinct, PB consider that High Street will only be slightly used by vehicles associated with the development and less by pedestrians from the development. It is considered that the proposed development should not be expected to contribute towards the 40kmp High Pedestrian Activity Area scheme along High Street.</p>
Randwick City Council		
Parking		
42	<p>The parking proposal for Stage 3 requires more detailed analysis of parking demand and the distribution of parking supply over the hospital and university precinct. The parking proposal should link to Council's precinct planning.</p>	<p>The provision of parking is tailored to meet the needs of the Research Precinct and its uses. These uses are not included in Randwick Council's car parking requirements. Furthermore, PB (as stated in their report at Appendix C) state that the parking requirements for Stage 3 have been met by the provision of an additional on-site basement car park, with no net impact on on-street parking demand.</p> <p>Furthermore, Randwick Council has confirmed that the 'Randwick Education and Health Specialised Centre Precinct Plan' is still being drafted and is expected to go to Council for endorsement to go on public exhibition in November. On this basis and that the draft document is not currently publicly available its travel demand strategies cannot be taken into consideration in responses set out in the Preferred Project Report.</p>

Issues		Proponent's response
Continuation of Stage 1		
43	Continuation of Council's earlier development consent DA/468/2007 as Stage 1 of the project application is supported. The proponent's statement of commitments says that Stage 1 would be carried out in accordance with the consent.	Noted.
Section 94A Contributions		
44	The proponent seeks an exemption from Council 1% Developer Contributions Levy. Only a partial exemption should be granted for the medical research institute functions of the proposal and not for the proposed auditorium or parking facilities. This is on the basis that the auditorium and parking are (or are potentially) commercial uses. The developer contribution would be in the order of \$50,000 to \$100,000. The proponent will need to provide a quantity surveyor's report on the proposed cost of the car-parking and the auditorium to confirm the final contribution amount.	The auditorium and parking are for use by staff only for the Neuroscience Research Precinct and not commercial uses or for public use. As set out in Section 6.11 of the EAR, the proposal is considered to be exempt from payment of contributions under Section 11.2 of Council's Section 94A Contributions Plan as the works are part of a public hospital, and the POWMRI is a charitable organisation, reliant on grants, funding and donations.
Heritage		
45	A consent condition should be included requiring preparation of a detailed Interpretation Strategy for the site in conjunction with the Concept Plan. This strategy should be implemented in conjunction with Stages 1 and 2 of the development.	As set out in the Statement of Commitments for the Project Application (see Section 5 of the PPR) and the heritage assessment prepared by Graham Brooks & Associates, an interpretive element / landscape treatment for the Worker's Cottages on Barker Street in conjunction with the European Archaeological Assessment works is to be provided.
Randwick City Council		
46	In relation to European Archaeology, considerable additional research will be required in relation to the predicted extent, nature and significance of archaeological resources, and in developing specific strategies for individual sites or stages of work, documentation, monitoring, recording conservation, retrieval and storage of artefacts.	Cultural Resources Management has prepared an updated European Archaeology Assessment and Management Report. This has been reviewed and considered acceptable by the Heritage Branch of the Department of Planning (see note 57 below).
47	In relation to Aboriginal Archaeology, it is noted that archaeological investigations can commence on areas which are immediately available and can continue in accordance with the staging of the project as existing buildings are demolished. Consultation with the local Aboriginal community and their representatives will need to be maintained.	Noted.

Issues		Proponent's response
Contamination		
48	A condition of approval should require more thorough investigation of the site between demolition and construction. The condition should also require a remedial action plan should contaminants be found and a procedure in the case of unexpected finds during construction.	As set out in the Statement of Commitments for both the Concept Plan and Project Application (refer to Sections 4 and 5 in the PPR), additional subsurface investigations comprising a minimum of 19 sampling locations are to be undertaken once the existing buildings have been demolished and prior to excavation of the site. The results of the sampling exercise will be analysed for contaminants and if necessary an RAP will be prepared and submitted which will detail the location and method of removal for any contamination found on the site.
49	Asbestos identification and removal will need to be carried out by a licensed contractor according to Work Cover requirements.	As set out in draft Statement of Commitments for both the Concept Plan and Project Application (refer to Sections 4 and 5 in the PPR), all asbestos containing materials found on the site will be removed by a licensed contractor in accordance with NSW Work Cover requirements.
Noise and vibration		
50	Many of the acoustic measures requested in the proponent's acoustic report are not mentioned in the statement of commitments. Condition of approval should require an assessment of noise impact during construction and once the building is commissioned to ensure compliance with the relevant laws. An assessment of noise impact once the building is operational will also determine whether nearby dwellings will need protection from traffic noise during morning peak arrival. The acoustic report projects non-compliance based on a worst-case scenario during the morning arrival peak, but anticipates compliance during normal operation.	The Statement of Commitments for the Project Application includes mitigation measures to be implemented during the Stage 2 construction works. Furthermore, the potential acoustic impact from operation of the development is discussed at Section 9.5.1 of the EAR and the potential noise impact from the operation of the loading bay is included in PKAs addendum noise statement at Appendix D of the PPR and as discussed in Section 2.2.3 of the PPR.
Randwick City Council		
Emissions		
51	The roof should be installed with exhaust stacks up to 6m high ventilating labs, fume cupboards and the animal house. Fume scrubbers and air filters may need to be installed to prevent odour or other emission problems.	Installation of exhaust stacks, fume scrubbers and air filters will be undertaken where necessary in accordance with relevant BCA requirements.
Sequencing of Stage 2		
52	The sub-stages 2A through 2D are set-out sequentially in the proponent's environmental assessment. The proponent may wish to alter the sequence of these stages depending on the availability of funds. In that case, transitional and temporary arrangements would need to be reviewed to ensure adequate parking and appropriate mitigation of other impacts.	Noted. It is likely that the sub-stages will be undertaken in sequential order.

Issues		Proponent's response
Site Drainage		
53	The subject development site is located in an area that is covered by Council's onsite stormwater detention policy. Stormwater discharge from the development site must not exceed that which would occur from a 1 in 5 year storm of 1 hour duration for the existing site conditions. The site is one of the few development sites where the percentage of impervious area of the pre-developed site is in excess of the percentage of impervious area post development.	TTW confirm in their statement included at Appendix G that the stormwater system has been designed to ensure that the maximum discharge will not exceed that which would occur in a 1 in 5 year storm event.
Groundwater and Geotechnical		
54	If any temporary dewatering of the site is required to facilitate construction of any part of the basement carpark an activity approval under the Water Management Act may be required. The approval must be obtained with the NSW Department of Water and Energy prior to installation of the works.	Given that this proposal has been declared a Part 3A Project, Section 75U removes the requirement for a separate approval under Section 89 of the Water Management Act. The works will therefore be carried out in accordance with the recommendations set out within the Geotechnical Report, prepared by Jeffery & Katauskas (refer to Statement of Commitments for the Project Application at Section 5 of the PPR).
Civil Works		
55	The Council request that the upgrade to the Barker Street site frontage of the proposed development provide improved pedestrian accessibility and to meet costs associated with construction of new vehicular crossings.	A signalised intersection at Barker Street/ Botany Street, will be provided following the completion of Stage 2, and will provide a safe pedestrian crossing facility at the intersection. No additional crossings across Barker Street are proposed.
Service Authorities		
56	Given that the proposed works will be in excess of \$2 million the applicant will be required to meet all costs associated with replacing the overhead wires with underground cables in the vicinity of the development site.	The proponent does not propose to relocate the overhead wires with underground cables in the vicinity of the site.
Heritage Branch		
Archaeology Considerations		
57	All recommendations from Section 5.5 of the June 2009 Archaeological Assessment report should be included in the Project's Statement of Commitments.	The implementation of the recommendations outlined in the Archaeological Assessment (dated June 2009) is included in the Statement of Commitments for the Project Application (refer to Section 4 of the PPR).
MRI Facility		
58	The impact of the research matters and techniques researched are not analysed and the waste management plan does not refer to the disposal of hazardous waste generated from the research techniques.	The animal house facilities are not proposed to hold animals infected with prions or agents that could cause prion related diseases. However, such work would be within the scope of the Neuroscience Research Precinct. In accordance with the Waste Management Plan and the UNSW Laboratory Hazardous Waste Disposal Procedure (contained within Appendix X of the EAR) infectious animal waste and bedding will be autoclaved before disposal and non-infectious animal carcasses and bedding plus autoclaved waste will be transported off site for disposal by incineration.

Issues		Proponent's response
Community Submission 1, dated 1 July 2009		
Overshadowing and Setbacks		
59	Concerns over the alignment of the development along the eastern side of Hospital Road which and its potential to cast shadows over residential properties on the western side of Hospital Road. A setback as adopted for the Royal Hospital for Women (adjacent to the subject development site) is suggested.	<p>Detailed shadow diagrams, showing the shadow impact of the Concept Plan envelopes and the Stage 2 development at half hourly intervals on 21 June and 21 March are included within the Architectural Drawing Set at Appendix B of the PPR.</p> <p>This matter is further assessed in detail at Section 2.1 of the PPR. The findings of this assessment conclude that there will be not detrimental overshadowing impacts to adjoining development.</p>
60	Shadow diagrams do not clearly show the Stage 3 impact.	The revised shadow diagrams included in Volume 2 of the PPR illustrate the extent of shadows cast by the Stage 3 development and that they will not detrimentally impact upon adjoining residential development – see Section 2.1 of the PPR.
Parking Entry/Exit		
61	The idea that Hospital Road is the only access to parking for the proposal's basement car parking is not feasible in terms of noise, safety and traffic impacts it may cause. Alternatively, Easy Street should become the all-hours entry and exit to the basement car park for the proposal.	The basement parking is to be accessed via Hospital Road as proposed. The potential impacts in terms of noise, safety and traffic impacts have been assessed within the EAR and as confirmed in the Noise Statement provided by PKA at Appendix F of the PPR, the use of Hospital Road to provide vehicular access to the site is considered acceptable and will not give rise to unacceptable adverse noise impacts.
Community Submission 1, dated 1 July 2009		
Traffic on Hospital Road		
62	There will be a significant increase from traffic and resultant noise on Hospital Road.	<p>Within their statement at Appendix C of the PPR, PB do not have information that this is the case and confirm that the development will not encourage speeds higher than the speed limit on Hospital Road. Speed control measures over and above the existing speed limit are not proposed.</p> <p>PKA Acoustic Consulting (PKA) has reviewed their original noise assessment submitted with the application and has prepared a further statement to address issues raised with respect to impacts of traffic noise along Hospital Road (refer to Appendix D of the PPR. This matter is discussed further in Section 2.2.3 of the PPR.</p>
63	Traffic calming initiatives should be employed to reduce speeding along Hospital Road. The PB study should be revisited with regard to the assumption used of the 'Aver Speed' used for Hospital Road and it is notable that almost twice the posted speed limit has been used in their modelling.	As confirmed by PB in their statement at Appendix C , it is noted that the SIDRA intersection modelling had a higher speed limit on Hospital Road, this was an error, which in no way intended to reflect a change to the speed limit on Hospital Road. It was only used in the calculation of geometric delay at the intersection which has no impact on the development. Furthermore, no additional traffic calming measures for Hospital Road are proposed.

Issues		Proponent's response
64	There is no reference in the Traffic Study to the fact that Barker Street and the roundabout onto Botany Road is one of the main commuter routes from Maroubra into the City. The addition of the MRI traffic and people turning into and out of the extra MRI parking will make crossing the road worse.	A signalised intersection, will be provided following the completion of Stage 2, and will provide a safe pedestrian crossing facility at the intersection.
Overlooking/Oversight		
65	Objection to potential overlooking from the building into living room and bedrooms. Request that the proposal adopts the same setback as the Royal Hospital for Women.	The proposal amends the setbacks for Stages 2 and 3 along Hospital Road. This is discussed in more detail in Section 2.1 of the PPR.
66	A large gum tree is marked for felling/ lopping, which means that the RHW will return to full view from Hay Street (now largely shaded). No effort in shading or screening for solar glare, street lighting or noise from the proposal to residential properties.	<p>A revised landscaping plan is included at Appendix F within the PPR. As the main vehicular entrances and loading docks are from Hospital Road, there is little opportunity to provide screen planting along the western boundary.</p> <p>PKAs report at Appendix D of the PPR addresses in detail potential noise impacts from the development to adjoining residential development – see Section 2.2 of the PPR.</p> <p>Further, the Reflectivity Report at Appendix B of the PPR includes recommendations for reflectance properties of the glazing to be used on the facade, to ensure that the development doesn't adversely impact upon the drivers and pedestrians. These recommendations are included as Statements of Commitment for the Project Application in Section 5 of the PPR.</p>
Community Submission 1, dated 1 July 2009		
Parking		
67	Seems to be conflicting numbers for the parking provided in the basement of the development at Stage 2. The PB traffic study quotes a figure of 365 spaces out of overall parking of 440 for the Concept Plan. With Stage 3, this would increase to 502 spaces.	The Concept Plan development (i.e. Stages 2 and 3) will provide a maximum of 440 on-site parking spaces. The Stage 2 development will therefore only provide 365 parking spaces. Table 5 at Section 2.2 PPR re-iterates PB's summary of the amount of on-site parking available and provided during each stage of the development.
68	Hay Street residents often encounter people driving around looking for free parking. With a few hundred more people looking for free parking, this will become intolerable.	The provision of parking is tailored to meet the needs of the Research Precinct and its uses. These uses are not included in Randwick Council's car parking requirements. Furthermore, PB (as stated in their report at Appendix C of the PPR) state that the parking requirements for Stage 3 have been met by the provision of an additional on-site basement car park, with no net impact on on-street parking demand.
69	It is suggested that the whole of Hay Street is made 2P parking for permit holders from 8am to 6pm to stop drivers circling the length of the street looking for a free parking spot.	Parking restrictions on local roads are for the Council to decide, restrictions on roads are not proposed as part of the Concept or Project Application.

Issues		Proponent's response
70	There is a large number of pedestrians walking along Hay Street, usually on the street because there is only a footpath on the south side of Hay Street. Many staff walk through to Hospital Road from Hay Street. Hay Street is therefore dangerous for pedestrians as it is a narrow road and there is also danger from crossing Hospital Road to the MRI entry.	The existing link from Hay Street through to Hospital Road is not proposed to be altered as part of the development. The development is designed to ensure that pedestrian enter the development from Barker Street or Easy Street, therefore pedestrians are not actively encouraged to access the development from Hospital Road.
Oxygen Storage Tanks		
71	There is no reference in regard to the dismantling and clean up of the oxygen storage tanks. No remediation plan is made available, should lubricant leakage cause soil contamination and no reference is made to where the oxygen storage plant is being relocated.	The oxygen storage tanks will remain in-situ until Stage 3 commences. The future Project Application for Stage 3 will include details as to the dismantling and relocation of this facility.
Community Submission 2 – RE: MP08_0086 and 08_0153. Redevelopment of the Prince of Wales Medial Research Institute at Randwick		
Bulk and Size		
72	The size of the re-development is too high for such area and further will have a large negative impact on the streetscape of the bordering roads.	The proposed form and scale of the development at both Stages 2 and 3 have been evaluated again - this is discussed in detail at Section 2.1 of the PPR.
73	Request for a reduction of height to 4-6 storeys setback for Stage 2 and 6-8 storey setback for Stage 3 so as to be in-line with the existing building on the land. This will allow for the development to blend in with the streetscape of the bordering roads and will reduce the amount of overshadowing on the neighbouring properties to an acceptable level.	The proposed form and scale of the development at both Stages 2 and 3 have been evaluated again - this is discussed in detail at Section 2.1 of the PPR.
Overshadowing		
74	The properties at 2, 15 & 17 Hay Street will be significantly affected by overshadowing. The drawings only show overshadowing on March 21 and June 21 and it shows overshadowing until 10am on the days indicated, which is considered unacceptable. Request that the Cox Drawings be revised to show the shadowing diagrams for each month of the year.	<p>Detailed shadow diagrams, showing the shadow impact of the Concept Plan envelopes and the Stage 2 development at half hourly intervals on 21 June and 21 March are included within the Architectural Drawing Set at Volume 2 of the PPR.</p> <p>This matter is further assessed in detail at Section 2.1 of the PPR. The findings of this assessment conclude that there will be not detrimental overshadowing impacts to adjoining development.</p>
75	Request that the size and design of the proposed redevelopment for Stage 2 & 3 is such that there is no overshadowing of abovementioned neighbouring properties after 8am for any month during the year.	<p>The overshadowing impact, as discussed above is considered to be acceptable. A future Project Application for the Stage 3 development will include detailed shadow diagrams illustrating the potential impact of overshadowing on the surrounding properties.</p> <p>The proposed form and scale of the development at both Stages 2 and 3 have been re-evaluated, this is discussed in detail at Section 2.1 of the PPR.</p>

Issues		Proponent's response
Western Exterior Building Line		
76	The proposal's western line of the exterior line is forward of the line of the external face of the balconies of the existing Royal Hospital for Women.	The proposed form and scale of the development at both Stages 2 and 3 have been re-evaluated, this is discussed in detail at Section 2.1 of the PPR.
	This is considered unacceptable as it adds to the degradation of the streetscape and adds significantly to the overshadowing of the western neighbouring properties.	
77	Request for the western exterior face line of the proposed Stage 2 & 3 development are designed to be in-line with the existing building face of the Royal Hospital for Women.	The proposed form and scale of the development at both Stages 2 and 3 have been re-evaluated, this is discussed in detail at Section 2.1 of the PPR.
78	Request for a reduction of height of Stage 2 & 3 development. Areas marked as 7 storeys be reduced to 4 storeys, the areas marked as 6 storeys be reduced to 5 storeys, and the areas marked as 9 storeys be reduced to 6 storeys.	The proposed form and scale of the development at both Stages 2 and 3 have been re-evaluated, this is discussed in detail at Section 2.1 of the PPR.
Overlooking & Glare		
79	In reference to the Solar Light Reflectivity analysis, residents to the west of Hospital Road will be prone to glare. This is seen as unacceptable and the foliage will not obscure the glare as mentioned in the reflectivity report.	The Statement of Commitments for the Project Application includes recommendations from Wintech in regard to the reflectance properties of the glazing on the façade of the building. The specification for the glazing will adhere to the reflectance properties recommended, to ensure that no adverse impact is generated in terms of solar glare to neighbouring properties, pedestrians or drivers.
Community Submission 2 – RE: MP08_0086 and 08_0153. Redevelopment of the Prince of Wales Medial Research Institute at Randwick		
80	The height of the Stage 2 development, the location of the western building face right on the western precinct boundary and the glass windows and glass facades on the western building face will pose an invasion of privacy for all neighbouring residents on the western side of Hospital Road.	The revised facade design for the Hospital Road elevation for Stage 2, development, as discussed within the PPR, continues to maintain much of the plant area, stairs and extensive use of louvers along this facade. This will not only protect occupants of the development from strong westerly solar penetration during summer, but also serve to obstruct views from the development outward to the adjoining residential properties to the west of Hospital Road.
Parking		
81	The shortage in design of available car spaces in the car park is not acceptable. Parking in the cul-de-sac Hay Street is already at saturation levels with all available street parking taken by 6am every morning as employees from the hospital, Research Institute and students from the UNSW hunt for free parking. Request that for Stage 2 the car park be increased in size to 455 spaces so as to comply with the requirement of 0.7 spaces per employee.	The provision of parking is tailored to meet the needs of the Research Precinct and its uses. These uses are not included in Randwick Council's car parking requirements. Furthermore, PB (as stated in their report at Appendix C of the PPR) state that the parking requirements for Stage 3 have been met by the provision of an additional on-site basement car park, with no net impact on on-street parking demand.

Issues		Proponent's response
82	Entry and exit to the basement car park will have a large impact on the relatively narrow Hospital Road and will result in significantly noise impacts on the neighbouring residents on the western side of the development. It is requested the car park entrance and exit be relocated to Easy Street given that it has been constructed to handle large traffic volumes and no residential properties are located on this street. Request 'all hours' entry/exit to the proposal via Easy Street and not via Hospital Road.	The basement parking is to be accessed via Hospital Road as proposed. The potential impacts in terms of noise, safety and traffic impacts have been assessment within the EAR and the use of Hospital Road to provide vehicular access to the site is considered acceptable.
Traffic on Hospital Road		
83	Appendix C shows modelling at an average speed of between 30-50 KM/Hr, however the existing speed limit is 20 km/hr. The increase in traffic volume and noise is unacceptable given the narrow construction of road and the existing correct speed limit of 20 km/ hr must remain. It is requested that: <ul style="list-style-type: none"> ▪ All entry/exit points to the proposal and the car park be via Easy Street; ▪ Maintain the existing speed limit to 20kmph; and ▪ Further traffic calming initiatives be implemented, such as localised land narrowing and installation of traffic islands. 	As confirmed by PB in their statement at Appendix C , it is noted that the SIDRA intersection modelling had a higher speed limit on Hospital Road, this was an error, which in no way intended to reflect a change to the speed limit on Hospital Road. It was only used in the calculation of geometric delay at the intersection which has no impact on the development. Furthermore, no additional traffic calming measures for Hospital Road are proposed.
Community Submission 2 – RE: MP08_0086 and 08_0153. Redevelopment of the Prince of Wales Medial Research Institute at Randwick		
Traffic in Local Surrounding Area		
84	The traffic study states that existing roads surrounding the proposal are already congested with competing flows of traffic and side friction from parallel parking and pedestrian crossings. The added volume of trucks on Barker Street will cause blockage and unacceptable traffic congestion. It is requested that the overall size and floor space be reduced by 25%.	Whilst the traffic study (at Appendix M of the EAR) observes potential congestion on the roads surrounding the development, the traffic surveys and intersection analysis found the intersections all operated satisfactorily. The intersection performance forecast modelling found that whilst there would be an increase in the degree of saturation and average delay, generally the intersections would perform in a similar manner to the current situation. No change is therefore proposed to the overall size of the development, however a signalised intersection at Barker Street/ Botany Street, will be provided following the completion of Stage 2D.
Loading Dock		
85	The setback of the loading dock is only 2-3m. The noise generated by lifted and loading machinery used in such Dock facilities, and the increased volume of trucks using such Dock facilities is unacceptable in its current proposed design. It is requested that: <ul style="list-style-type: none"> ▪ The proposed loading dock be set back from Hospital Road by the same amount as the precedent set by the existing Loading Dock for Prince of Wales and Royal Hospital for Women; and ▪ The loading dock entry is via Barker Street or Easy Street. 	PB's Statement (Appendix C of the PPR) includes a detailed analysis of the loading dock arrangements. Furthermore, noise generated from the loading dock and traffic is addressed in the PKA report at Appendix D of the PPR.

Issues		Proponent's response
Environmental Planning and Assessment Plan		
86	<p>In review of the JBA Urban planning Letter 07542 dated 28 April to the Honourable Frank Sartor it is proposed that no Environmental Planning & Assessment Plan will be required for this stage 2 redevelopment. Request that a full independent Environmental Planning & Assessment Plan be produced for this Stage 2 redevelopment.</p>	<p>The JBA letter, dated 28th April requested that the Minister form an opinion as to whether the POWMRI 'Neuroscience Research Precinct' Project is a development of the kind described in Schedule 1, Clause 19 of the Major Projects SEPP 2005 and therefore, is a 'major project' to be determined under Part 3A of the Act,. It also sought that he authorise the submission of a Concept Plan for the site and requested that the Director-General issue the requirements for the preparation of an Environmental Assessment Report to accompany the concurrent Concept Plan and Stage 2 Project Application.</p> <p>In addition the letter sought that the existing development consent issued by Randwick City Council for alterations and additions to the POWMRI (DA/468/2007) be preserved and rather than have the future Part 3A approval remove and revoke the earlier Part 4 consent be able to continue to have effect upon Part 3A approval by application of Section 75P(1)(c) which enables the Minister to determine that no further environmental assessment is required.</p> <p>The EAR submitted with the Concept Plan and Project Application included a detailed environmental assessment addressing the key issues as set out the Director General's Requirements.</p>
Community Submission 2 – RE: MP08_0086 and 08_0153. Redevelopment of the Prince of Wales Medial Research Institute at Randwick		
Dangerous Goods and Waste Management		
87	<p>There are no plans or detailed information given for how Dangerous Goods and diseases are to be brought into the precinct, and the Waste Management Plan does not detail hoe these used Dangerous Goods and contaminated animals are to be removed form the site in a safe manner. It is requested that:</p> <ul style="list-style-type: none"> ▪ a full Environmental Planning and Assessment Plan be produced for this Stage 2 development to investigate and identify such hazards; and ▪ a detailed plan be developed for the delivery and removal of such dangerous goods and diseases that are brought into the precinct. 	<p>The animal house facilities are not proposed to hold animals infected with prions or agents that could cause prion related diseases. However, such work would be within the scope of the Neuroscience Research Precinct. In accordance with the Waste Management Plan and the UNSW Laboratory Hazardous Waste Disposal Procedure (contained within Appendix X of the EAR) infectious animal waste and bedding will be autoclaved before disposal and non-infectious animal carcasses and bedding plus autoclaved waste will be transported off site for disposal by incineration.</p>
Oxygen Tanks		
88	<p>The proposed documents do not include any information on the removal or relocation of the existing large pressure vessel compound on Hospital Road. It is requested that detailed planning information into the relocation of such equipment be produced.</p>	<p>The oxygen storage tanks will remain in-situ until Stage 3 commences. The future Project Application for Stage 3 will include details as to the dismantling and relocation of this facility.</p>

Issues		Proponent's response
Transport and Access		
89	Generally if the population of a precinct increases in this case by 1500 people then it is only inevitable that there be increased transport and traffic issues. Please confirm the role Hospital Road will be used in this proposed.	The basement car parking and loading facilities will use Hospital Road for vehicular access. Furthermore, the Ambulance Station will have access on to Hospital Road and also Barker Street.
Community Submission 3 – Subject: MP08_0086 and 08_0153		
Shadowing and Visual Impacts		
90	Concerned as to the potential loss of sun and sky views and impact of the overshadowing.	<p>Detailed shadow diagrams, showing the shadow impact of the Concept Plan envelopes and the Stage 2 development at half hourly intervals on 21 June and 21 March are included within the Architectural Drawing Set at Volume 2 of the PPR.</p> <p>This matter is further assessed in detail at Section 2.1 of the PPR. The findings of this assessment conclude that there will be not detrimental overshadowing impacts to adjoining development.</p>
Community Submission 3 – Subject: MP08_0086 and 08_0153		
Geotechnical Impacts and Contamination		
91	Further information into geotechnical impacts and contamination these matters is requested.	Details in regard to geotechnical implications and contamination are included within the EAR. Furthermore, as set out in the Statement of Commitments, additional subsurface investigations comprising a minimum of 19 sampling locations are to be undertaken once the existing buildings have been demolished and prior to excavation of the site. The results of the sampling exercise will be analysed for contaminants and if necessary an RAP will be prepared and submitted which will detail the location and method of removal for any contamination found on the site.
Waste Management		
92	Confirmation of the collection times of the specialised waste is requested.	The waste disposal will be undertaken in accordance with the Prince of Wales and Sydney Children's Hospital Waste Management Plan or the UNSW Laboratory Hazardous Waste Disposal Procedure, therefore it is likely the collection times will be the same as exist for the Hospital and existing MRI.
Acoustic Impacts		
93	The noise that travels from the current car park along Hospital Road is so vast that we feel as the noise is coming from within our home. In particular when the car park is being cleaned with blowers and other machinery, the noise is deafening. Please review the consideration that 'no significant acoustic impacts are expected as a result of the proposal'.	PKA Acoustic Consulting has reviewed their original noise assessment submitted with the application and prepared a further statement (Appendix F of the PPR) to address issues raised with respect to impacts of traffic noise along Hospital Road and potential noise generated from the loading dock. The findings are discussed in Section 2.2.3 of the PPR.

Issues		Proponent's response
Planting		
94	The last Prince of Wales project did not consider planting along Hospital Road. Due to over planting and lack of maintenance by the POW the back fence is eroding and gradually falling.	The new planting within the Neuroscience Precinct is to be maintained by the POWMRI to a high standard. It is noted that the existing landscaped areas are the responsibility of the SESIAHS, which includes the western edge of Hospital Road.
Community Submission 4 – dated 3 July 2009		
Size and Bulk		
95	The proposal does not appear to be sympathetic in nature to the surrounding residential areas given that the southern and western facades are to be 6 to 9 storeys high. It is requested that the Department of Planning set a reasonable height limit to the proposal, such as a 5 storey maximum height where the building is adjacent to existing suburban dwellings.	The proposed form and scale of the development at both Stages 2 and 3 have been re-evaluated, this is discussed in detail at Section 2.1 of the PPR.
Neighbourhood Interface		
96	The western side of the proposal does not interface with nearby residential development.	The western façade of the development has been amended, as discussed in Section 2.1 of the PPR, however the main entrances to the Stage 2 development are from Barker Street and Easy Street, to ensure that the privacy of the neighbours is not compromised.
Community Submission 4 – dated 3 July 2009		
Traffic & Car Parking		
97	Request that the signalised intersection be provided sooner than as stated in the report.	A signalised intersection at Barker Street/ Botany Street, will be provided following the completion of Stage 2.
98	It is requested that a more generous number of parking arrangement for the area during the construction for site employees.	As set out within PBs statement at Appendix C of the PPR, construction parking arrangements will be detailed within the construction management plan which will be prepared and submitted once a contractor has been appointed.
Building Height & Glare		
99	In relation to traffic and glare relating to glazing features that are purely for aesthetics, it appears that all alternatives have not been addressed. Alternative materials that do not impose glare to drivers of vehicles and nearby residences could be suitably substituted.	The reflectivity report at Appendix B of the PPR includes recommendations for reflectance properties of the glazing to be used on the façade, to ensure that the development doesn't adversely impact upon the drivers and pedestrians. These recommendations are included as Statements of Commitment for the Project Application in Section 5 of the PPR.
100	Should the proposal be lowered to address the geographic nature of the suburb the impacts of glare whilst not removed are likely to be reduced.	The proposed development is not proposed to be reduced in height, however the recommendations from the reflectivity report regarding the reflectance properties of the glazing on the façade will be implemented to ensure that the proposed development does not adversely impact upon residents, drivers or pedestrians. The recommendations are included as Statements of Commitment for the Project Application in Section 5 of the PPR.