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**NEPEAN HEALTH PRECINCT  
MIXED USE DEVELOPMENT**

**PREFERRED PROJECT REPORT  
CONCEPT PLAN (MP09\_0197)  
STAGE 1 PROJECT APPLICATION (MP09\_0220)**

SUBMITTED TO: DEPARTMENT OF PLANNING ON BEHALF OF  
AESTHETE NO. 3

**MAY 2011**

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DISCLAIMER

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# 1.0 INTRODUCTION

An Environmental Assessment Report for a Concept Plan and Project Plan (Stage 1 only) Application for a development known as the Nepean Health Precinct – Mixed Use Development was lodged with the Department of Planning on 16 December 2010.

In accordance with clause 75H(6) of the *Environmental Planning and Assessment Act 1979*, the application was subsequently exhibited and received eight (8) responses. In response to those submissions the Department of Planning (DOP) has requested that the applicant respond to the issues raised. The DOP also reviewed the Environmental Assessment in light of those submissions and raised several key issues.

The proponent, Aesthete No.3 Pty Ltd and its project team reviewed and considered the Department's comments and considered all the submissions and, in response prepared a Preferred Project Scheme (PPS).

This Preferred Project Report (PPR) sets out the proponents response to the issues raised and outlines a number of revisions to the Concept Plan and Project Plan Applications for which development approval is now sought.

Specifically, this PPR includes the following:

- Revised Concept Plans for approval (Appendix B);

- Response to the issues raised in the Department's letter of 9 March 2011 (Appendix A) and advice regarding consequential changes to the modified concept plan and project plan for which the Minister's approval is now sought;
- Response to issues raised in submissions to the public exhibition of the Concept Plan and Project Application modification

# 2.0 PREFERRED PROJECT

This PPR accompanies a revised Concept Application and Project Application scheme (Preferred Project Scheme) for the redevelopment of the Nepean Health Precinct – Mixed Use Development.

The revised scheme seeks to maintain the same land use and spatial arrangement of buildings on site, but provides significant reduction to both building height and floor space.

Key amendments to the scheme include:

- Lower both buildings A and B in Stage 1 by 1 level
- Lower building in Stage 2 by 4 levels
- Insertion of a ground level commercial level to Stage 2 building
- Deletion of supermarket and other retail
- Deletion 6543m<sup>2</sup> of GFA

Table 1 provides a schedule that identifies Gross Floor Area for both the original and Preferred Project Scheme (PPS) to allow comparison of decrease GFA.

TABLE 1: GFA SCHEDULE

		Original Scheme	Preferred Scheme	GFA change
<b>STAGE 1</b>		<b>m2</b>	<b>m2</b>	<b>m2</b>
<b>Land Use</b>	<b>Building</b>	<b>GFA</b>	<b>GFA</b>	<b>GFA</b>
<b>Commercial</b>	A	19222	18121	-1101
foyer	A	400	696	296
commercial	B	567	741	174
<b>sub total</b>		<b>20189</b>	<b>19558</b>	<b>-631</b>
<b>Residential</b>				
Lobby	B	80	76	-4
Serviced Apartment	B	4511	3759	-752
<b>subtotal</b>		<b>4591</b>	<b>3835</b>	<b>-756</b>
<b>Retail</b>				
retail	A	1509	1026	-483
retail	A	719	244	-475
retail	B	461	399	-62
Supermarket	A	961	0	-961
supermarket ancillary	A	570	0	-570
<b>Sub total</b>		<b>4220</b>	<b>1669</b>	<b>-2551</b>
<b>STAGE 2</b>		<b>m2</b>	<b>m2</b>	<b>m2</b>
<b>Land Use</b>		<b>GFA</b>	<b>GFA</b>	<b>GFA</b>
<b>Commercial</b>		0	1504	1504
<b>Residential</b>		10154	7544	-2610
<b>Retail</b>		3139	1640	-1499
<b>Sub total</b>		<b>13293</b>	<b>10688</b>	<b>-2605</b>
<b>TOTAL GFA</b>		<b>42293</b>	<b>35750</b>	<b>-6543</b>
<b>SITE AREA</b>		<b>9571</b>	<b>9571</b>	<b>9571</b>
<b>FSR</b>		<b>4.42</b>	<b>3.74</b>	<b>-0.68</b>

# 3.0 RESPONSE TO ISSUES RAISED BY DEPARTMENT OF PLANNING

The following section provides a response to the issues raised by the Department of Planning in its letter dated 9 March 2011.

## 3.1 LAND USE

### 3.1.1 ONLY ANCILLARY RETAIL SUPPORTED

*"Only retail floor space ancillary to the proposed medical and short stay accommodation on the site and the adjoining hospital uses are supported at this location. The provision of retail floor space to serve a customer base beyond the development and hospital precinct is discouraged, particularly given the close proximity of the Kingswood retail centre. "*

The PPS deletes the supermarket element of the proposal and also removes a further quantum of retail floor space from both project stages. In total the PPS reduces the total level of retail floor space by 4050m<sup>2</sup> from the original submitted concept plan.

This represents an overall reduction of retail floor space of 65% and also removes any exposure of retail elements of the development from presentation to the Great Western Highway or Parker St.



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The removal of the supermarket element also eliminates the potential for the site to act as a destination type retail centre and will restrict the trade catchment area to those lands in the immediate vicinity of the site. This primary trade area is represented in the figure provided by Hill PDA in their economic impact assessment of the original concept plan (see Figure 2) and includes:

- New residents and workers of the proposed development;
- Existing hospital staff and patrons; and
- Residents of Kingswood south of the Great Western Highway.

(Hill PDA: Barber Ave, Kingswood –  
Economic Impact Assessment p. 39)

As such it is considered that the scale and type of retail offering now provided by the PPS is comfortably within the threshold of ‘ancillary retailing’ to the development and adjoining hospital and health related uses.

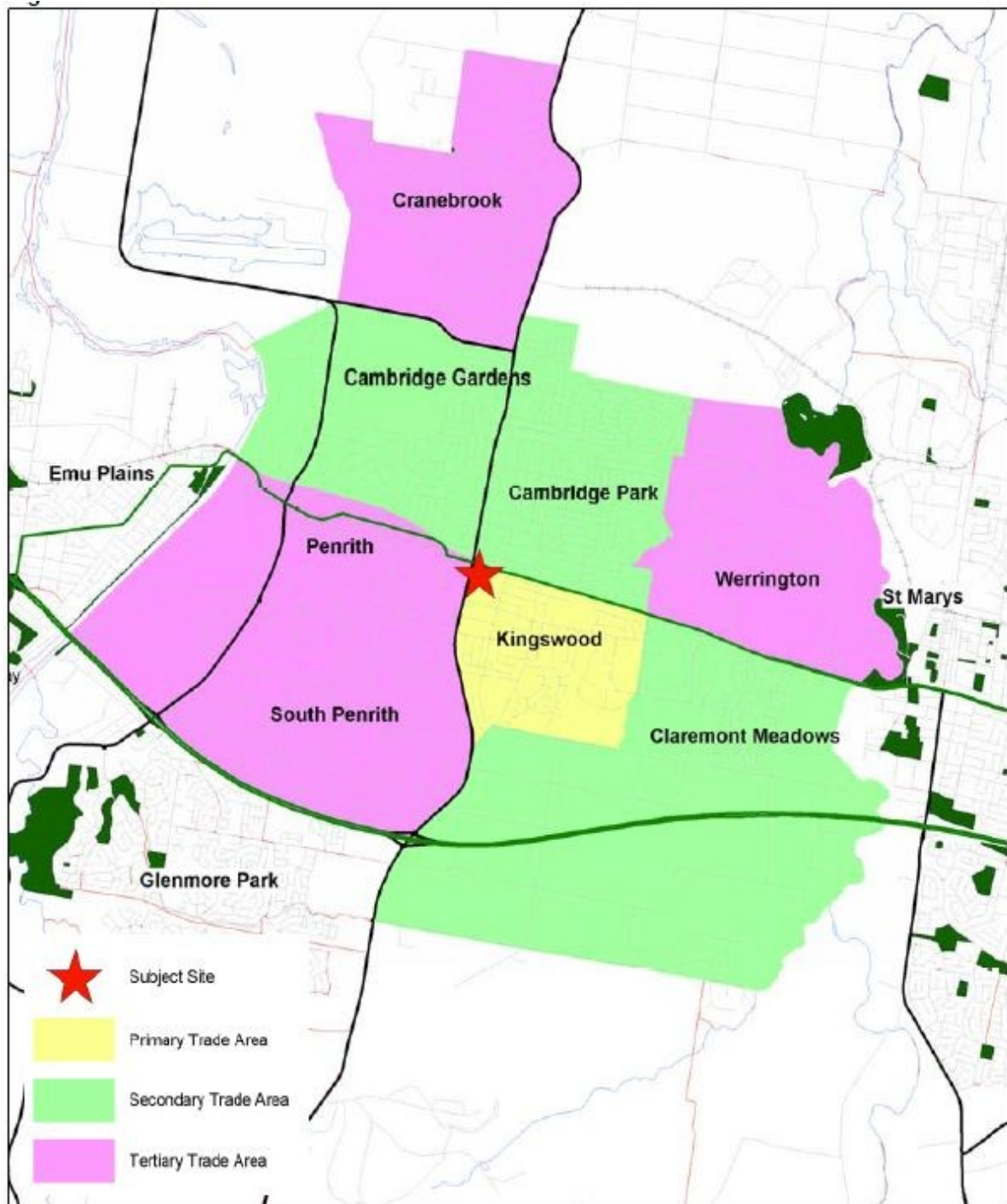
### **3.1.2 COMMERCIAL FLOOR SPACE USE FOR MEDICAL/HEALTH**

*"Commercial floor space proposed within the development must be used for medical/health care related uses associated with the health precinct."*

The proposal has sought to meet a real and currently unmet demand for commercial floor space to serve medical and health care related users in the precinct.

As such the proponent is willing for a condition to be imposed on any approval that commercial floor space is to be used for such purposes. However, the proponent would also like to ensure that other legitimate complimentary land uses such as a gym and child care centre etc can also occupy that element of the building.

FIGURE 1: EXTRACT OF COUCNILS PLANNING PROPOSAL



Source: MapInfo (2006), Hill PDA (2010)

(Hill PDA: Barber Ave, Kingswood – Economic Impact Assessment p. 40)

### 3.1.3 RESITING OF RESIDENTIAL COMPONENT

*"Further consideration should be given to siting the residential component of the development away from the intersection of the Great Western Hwy and Parker Street due to the effects of noise and air pollution associated with vehicle movements."*

The proponent and project team has examined the potential for re-siting the residential element of the development however, is of the view that this would be more problematic from an amenity perspective as any residential element provided to the east of the currently proposed location would experience afternoon overshadowing from the replacement land use and built form provided at that corner. Similarly, the new sited residential areas would not enjoy or benefit from the views to the Blue Mountains which represent a key site asset.

The project team therefore seek to confirm the legitimacy of that location for residential development and remind the Department that similar locations on far busier roads such as the Pacific Highway, Parramatta Rd and Hume Highway have all been targeted for similar development outcomes in recent times and have each delivered quality residential outcomes without adverse amenity impacts being experienced by residents.

## 3.2 HEIGHT, BULK AND SCALE

*"The scale of the residential component of Stage 2 of the Concept Plan is considered inappropriate given the existing medium density zoning of the site, the height of the existing Nepean Private Hospital building and the context of surrounding low density residential areas. The height of the Stage 2 building should be significantly reduced and buildings within Stage 1 should be a maximum of 6 stories above natural ground level."*

The PPS seeks to significantly reduce building height and floor space as outlined at section 2 of this report. This includes reduction of 4 x

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residential levels from the building in stage 2 and the reduction in 1 x level to both buildings in Stage 1.

However, it is worth noting that the existing medium density character of the area, as discussed in the Departments letter, is only partially relevant to the subject site. In this regard, there are strategic planning and approved development outcomes yet to be realised in the area that will significantly alter the existing character and density of the local area.

The most relevant of these is the fact that Penrith City Council have prepared and forwarded a Planning Proposal to the Department of Planning that seeks to zone the lands to the immediate west of the subject site as High Density. An extract of the relevant zoning map that accompanies that Planning Proposal is provided at Figure 2.

It should also be noted that other lands in the vicinity of the subject site to its north-west and east are also proposed to have a high density zoning. Also of relevance is that land within the proposed B6 Zone to the east of the site (Kingswood Business District) which has recently received an approval for a 9 storey development issued by Penrith City Council.

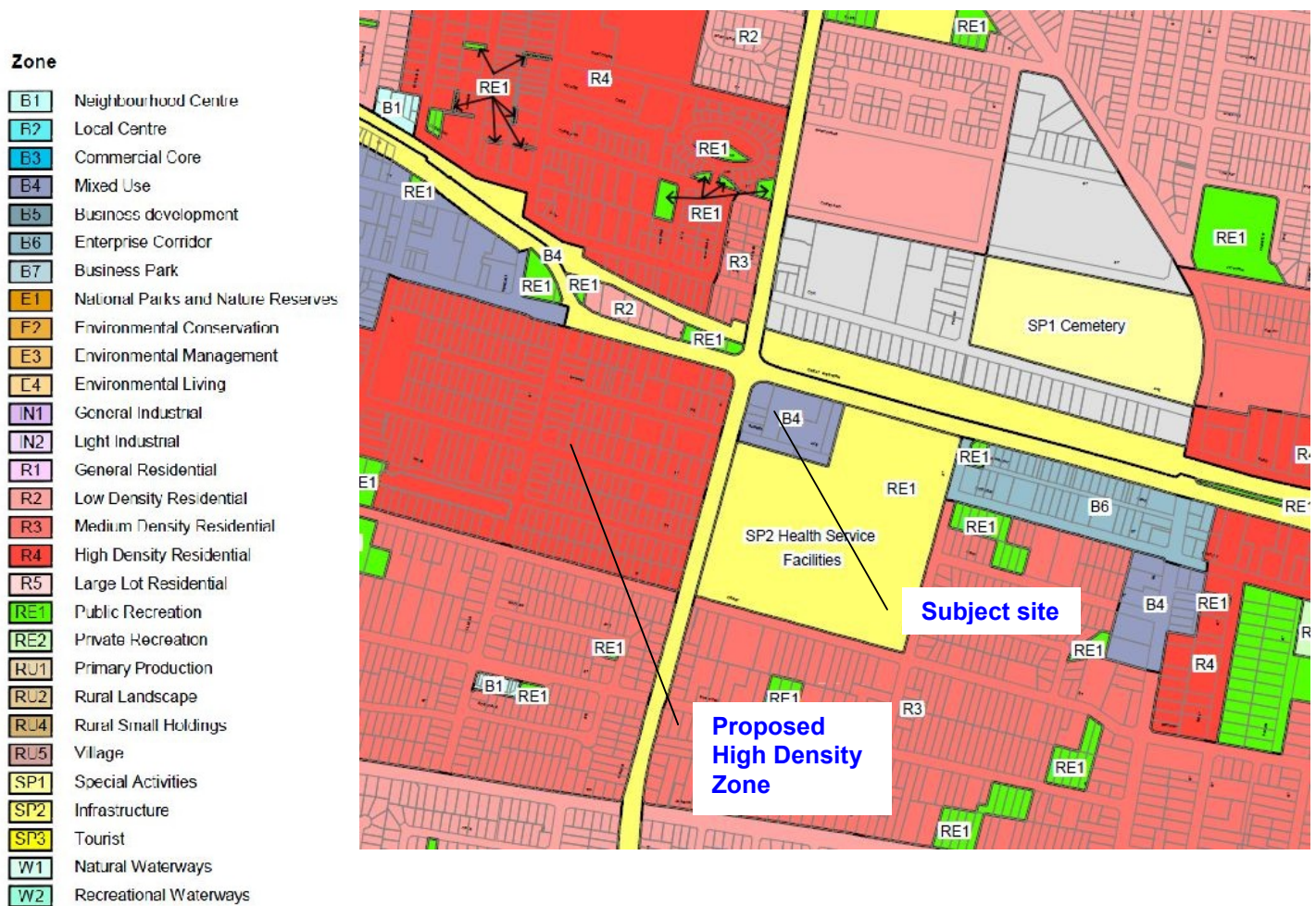
There are also major redevelopment plans underway for the Nepean Hospital site which will see the bulk and scale of that development significantly increased. It should also be recognised that the built forms in this location are already some of the largest in terms of both building height and volume in the LGA.

Accordingly, in that context the proposed modifications as outlined in the PPS are considered to provide a bulk and scale that is entirely



consistent with emerging built character of the broader precinct and its environs.

FIGURE 2: EXTRACT OF COUCNILS PLANNING PROPOSAL



### 3.3 URBAN DESIGN

*An unsatisfactory standard of urban design is achieved as a result of poor pedestrian and bicycle linkages both within the subject site and leading to the site, insufficient provision of landscaping along public frontages and within the plaza, excessive height, bulk and scale, and inadequate building articulation.*

#### 3.3.1 PEDESTRIAN + BICYCLE LINKAGES

It is considered that the development provides excellent bicycle and pedestrian permeability afforded via the thru-site-link and pedestrian plaza that extends from the Great Western Highway to Barber Ave.

It is not clear exactly what the stated bicycle and pedestrian concern relates to however, it may be that concerns reflect those expressed by Councils Urban Design Panel which related to the lack of integration with the emerging Penrith Bicycle Plan and lack of connection to pedestrian linkages on the Hospital lands to the south of the subject site.

With regard to connections with the Penrith Bicycle Plan there was originally a potential under that plan for the major east-west bicycle connection to occur along the Highway immediately at the site frontage. If that were to occur then neither the original Concept Plan nor PPS would facilitate that outcome. However, the most recent advice from Council is that the exact location for the new bike connection is still not resolved, however, is now most likely to be located on the north side of the Great Western Highway on vacant lands between the road reserve and western rail line. Accordingly, the PPS does not compromise that planning outcome and indeed will facilitate excellent access to that bike path via the signalised crossing at the corner of Parker St and Great Western Highway.

With regard to pedestrian connection to the adjacent hospital the PPS provides an at-grade pedestrian crossing across Barber Ave (see figure 5) that will therefore safely and conveniently provide pedestrian access to that adjacent facility. It should also be noted that the adjacent private hospital already provides a grade separated pedestrian connection across Barber Ave. This elevated walkway is demonstrated at Figure 3.

**FIGURE 3: EXISTING ELEVATED PEDESTRIAN CORSSING TO BARBER AVE**



### 3.3.2 LANDSCAPING

The development will present an urban edge to the corner of Parker St and The Great Western Highway. This is considered to be an appropriate design response given its urban context.

However, the PPS also provides an amended landscape plan that provides enhanced landscape provision within the pedestrian plaza as well as the provision of mature street trees to the frontage of both Parker St and the Great Western Highway. The provision of mature trees at the Highway frontage is facilitated by the significant building setback provided at this location. The enhanced landscaping as well as improved landscaping to Great Western Highway, Parker St and Plaza is represented within the accompanying landscape plans (Annexure C) and excerpts of those plans at Figure 4-6.

**FIGURE 4: LANDSCAPING TO HIGHWAY AND PLAZA**

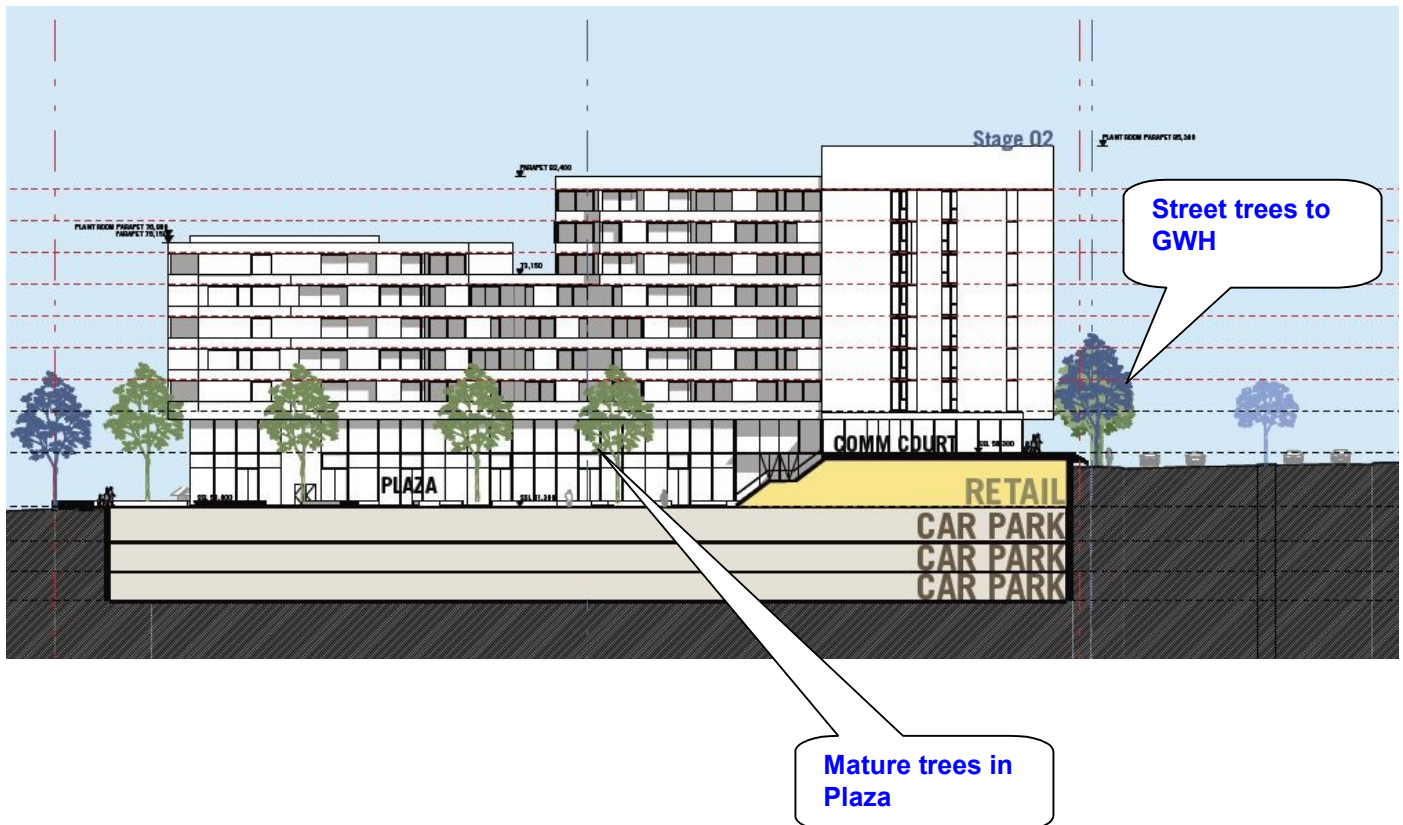
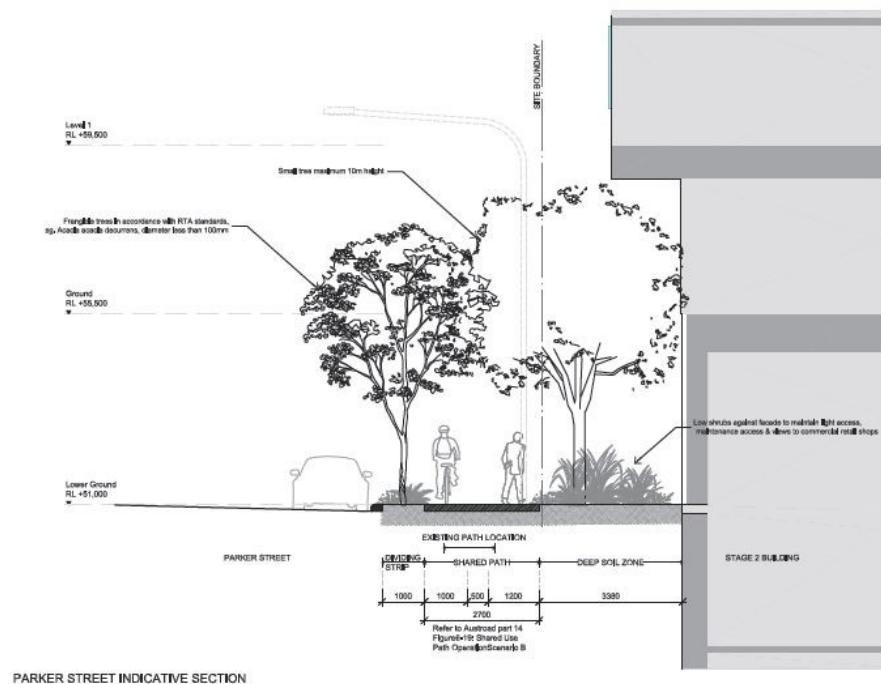
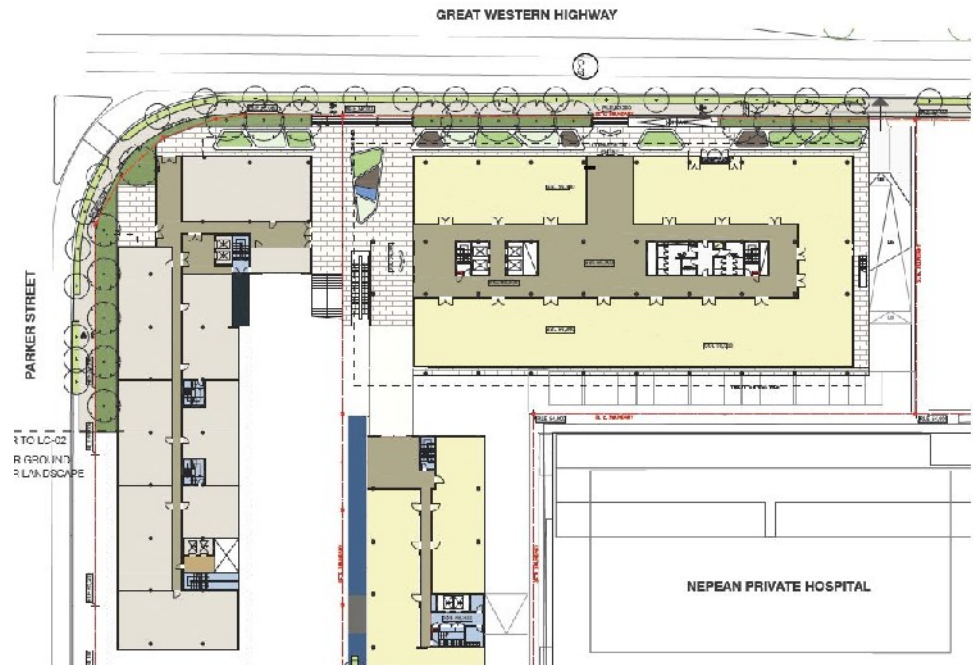




FIGURE 5: EXTRACT OF LANDSCAPING PLAN



**FIGURE 6: LANDSCAPE PERSPECTIVES**



*View to Plaza from Barber Ave*



*View of Plaza*

### 3.3.3 INADEQUATE BUILDING ARTICULATION

Concerns relating to inadequate building articulation appear to have been derived from reference to comments from Penrith City Councils Urban Design Panel. In that respect it should be noted that the design panels comments related primarily to Stage 2 of the development which was only ever submitted as a Concept Plan Application and therefore never sought to fully resolve design detail of elevations and façade treatments for that stage of the development.

It is accepted by the proponent that there is a need to articulate all elevations of this stage of the development and plans outlining how this will occur will be advanced as part of a subsequent Project Application.

With regard to Stage 1 of the development the elevations of the serviced apartments to Barber Ave have been modified to create more building articulation through the projection of balconies at different levels.

## 3.4 CONSTRUCTION IMPACTS

### 3.4.1 CONSTRUCTION NOISE

*"Further details regarding the construction noise impacts of the proposal including identification of sensitive receivers, predicted construction noise levels at sensitive receivers, potential noise controls measures in accordance with DECCW's 'Interim Construction Noise Guideline" and noise impacts on the operation of the Nepean Hospital and Nepean Private Hospital."*

The acoustic consultant has provided additional advice with regard to construction noise and vibration impacts. This advice is provided at Annexure D and indicates that these impacts can be managed through the preparation of Construction Noise Management Plan in accordance with the DECCW's *'Interim Construction Noise Guidelines'*. The statement of commitments have been amended to reflect this position.

#### **3.4.2 CONSTRUCTION TRAFFIC**

*"Further details regarding the construction traffic impacts of the proposed development on the nearby road network and operation of Nepean Hospital and Nepean Private Hospital."*

The traffic consultant has provided advice that the construction traffic associated with the development can be readily managed without adverse impact to the local road network. (See Annexure E).  
The statement of commitments have been amended to reflect this position.

### **3.5 RTA ISSUES**

*The Department is also anticipating a submission from the RTA which may raise issues in relation to traffic and car parking.*

The Sydney Regional Development Advisory Committee (SRDAC) has raised the following key issues.

#### **3.5.1 TRAVEL DEMAND INITIATIVES**

The SRDAC have expressed a concern that the reduction in 28% of required parking provision was an excessive travel demand management approach for the subject development. They also

expressed a particular concern with parking demand generated by the supermarket component and suggested that no travel demand management reduction of parking be applied to this element of the development given the high car dependency for this land use component.

In response the PPS has removed the supermarket element of the development and therefore removes that high car use dependent element.

The PPS also provides a significant reduction in GFA and now only generates a demand for 800 spaces (See Table 2). The PPS actually provides a total of 761 car parking spaces which represents a significant proportional increase in on site parking. This also translates shortfall in parking of only 5% and is therefore considered to provide a suitably scaled Travel Demand Management strategy for the site.

### **3.5.2 PEDESTRIAN AND BICYCLE LINKAGES**

The SRDAC expressed concern with the developments integration with the emerging Penrith City Council Bicycle Plan as well as the need for a pedestrian fence to be provided along the Parker St frontage.

The issues relating to the Penrith Bicycle Plan have already been addressed at section 2.3.1 of this report. Further, the statement of commitments has been amended to include the provision of a pedestrian fence along the Parker St frontage.



**TABLE 2: CAR PARKING DEMANDS**

STAGE 1 (Amended)				
LEVEL	RETAIL (sq metre)	COMMERCIAL (sq metre)	SERVICE APARTMENTS	
			1 Bedroom	2 Bedrooms
Parking Rates	1:26 / Nett Floor Area	1:40 / Gross Floor Area	1 / Apt + 1:10 Visitor	
Lower Ground	1386.00			
Ground		2289		
Level 1		2393	14	2
Level 2		2839	14	2
Level 3		2842	11	2
Level 4		2845	11	2
Level 5		2842	11	2
Level 6		2811		
<b>Total</b>	<b>1386</b>	<b>18861</b>	<b>61</b>	<b>10</b>
Required Car Spaces	53.31	471.53	61	12
Total Car Spaces	53	472	81 (including 8 visitors)	
Total Car Spaces Required	606	Total Car Spaces Provided	449	

STAGE 2				
LEVEL	RETAIL (sq metre)	COMMERCIAL (sq metre)	RESIDENTIAL	
			1 Bedroom	2 Bedrooms
Parking Rates	1:26 / Nett Floor Area	1:40 / Gross Floor Area	1 / Apt + 1:5 Visitor	
Lower Ground	1614.00			
Ground		1505		
Level 1			4	9
Level 2			4	9
Level 3			4	9
Level 4			4	9
Level 5			4	8
Level 6			2	5
Level 7			2	5
<b>Total</b>	<b>1614.00</b>	<b>1505</b>	<b>24</b>	<b>54</b>
Required Car Spaces	62.08	37.625	24	54
Total Car Spaces	62	38	95 (including 17 visitors)	
Total Car Spaces Required	194	Total Car Spaces Provided	312	

SUMMARY		
Total Carparking Required Stage 1 + 2	800	
Total Carparking Provided Stage 1 + 2	761	

### **3.5.3       SERVICING**

The SRDAC expressed concern with the provision of loading docks and the potential conflicts arising from heavy vehicles seeking to access the supermarket.

A more detailed response to all traffic and transport issues has been provided as part of the Traffix – TMAP Addendum Report (Annexure E)

# 4.0 SUBMISSIONS REPORT

The following section of provides a response to all issues raised by respondents to the public exhibition of the original planning proposal.



AGENCY/SUBMITTER	ISSUES	RESPONSE
NSW Transport Rail Corp	The development should not provide car parking for the residential element in excess of Councils Parking DCP.	<p>The only residential element of the development occurs within Stage 2 of the PPS and generates a demand of 95 parking spaces inclusive of demand for visitor parking.</p> <p>The PPS has not sought to allocate parking spaces to various land use components (see Table 2) as it has been expected that this would best occur as part of the preparation of the Transport Access Guide (TAG) referenced in the TMAP accompanying the original EA and identified in the statement of commitments.</p>
NSW Transport/Centre for Transport Planning and Product Development	<p>Proposal should address the NSW State Plan 2010.</p> <p>The TMAP should be revised to indicate how the proposal achieves specific targets of the State Plan and other key policy documents, specifically those that seek to promote non-car based modes of transport.</p> <p>The EA must justify proposed on site parking having regard to local planning controls and RTA guidelines whilst also demonstrating a minimalist approach to</p>	<p>The Final EA provided after the issuing of the Test of Adequacy (TOA) did address the NSW State Plan.</p> <p>The TMAP was prepared prior to the release of the State Plan. Regardless, it has already addressed opportunities to promote active transport and public transport. The TAG provides the ideal opportunity to provide greater detail on these issues.</p> <p>See section 3.5.1</p>

	<p>parking based on close proximity to public transport.</p> <p>Does not support proposal to increase residential parking allocation above the DCP requirements.</p> <p>Makes recommendations that could be included in any final Statement of Commitments.</p>	<p>The PPS has not sought to allocate parking spaces to various land use components (see Table 2) as it has been expected that this would best occur as part of the preparation of the Transport Access Guide (TAG) referenced in the TMAP accompanying the original EA and identified in the statement of commitments.</p> <p>These have been added to the statement of commitment</p>
Penrith City Council	<p>The proposal contains excessive retail floor space beyond that which would be considered ancillary to medical and accommodation use.</p> <p>Excessive commercial floor space encouraging uses not medical/health care related.</p> <p>Excessive scale of residential apartment component in stage 2.</p> <p>Urban Design:</p> <ul style="list-style-type: none"> <li>• Ineffectiveness of pedestrian network internally and leading to the site.</li> <li>• Poor landscaping response</li> <li>• Inadequate articulation to street frontages.</li> </ul>	<p>The PPS has removed a significant measure of the retail elements inclusive of the previously proposed supermarket. See Section 3.1.1 of this report.</p> <p>See Section 3.1.2 of this report.</p> <p>The scale of this and other elements of the development have been significantly reduced. See Section 3.2 of this report.</p> <p>See Section 3.3.1 of this report</p> <p>The PPS provides an amended landscape plan. See Section 3.3.2 of this report.</p>

	<ul style="list-style-type: none"> <li>• Lack of provision of cyclists using GWH</li> </ul> <p>Traffic and Parking.</p> <ul style="list-style-type: none"> <li>• Barber Ave access inadequate and an internal link to Somerset St or to the GWH should be provided.</li> <li>• Re-analysis of pedestrian desire lines, fencing to the median island and dedicated cyclist facilities are required.</li> <li>• Taxi rank in Barber Ave is not supported.</li> <li>• Loading dock and access movements to supermarket are to cater for largest vehicle.</li> <li>• Reduction in parking in line with Travel demand strategies is not supported because of likely high vehicle usage to site.</li> <li>• GWH and Parker St intersection(southern approach)impacts on left turning capacity and</li> </ul>	<p>See Section 3.3.3 of this report.</p> <p>See Section 3.3.1 of this report</p> <p>Opportunities to provide vehicle access through the hospital have been pursued for several years with NSW Health, however no outcome has been achieved as that Department do not wish to have thru-traffic interfere with their site operations. Regardless, the PPS will not jeopardise the future achievement of that outcome should NSW Health ultimately agree to providing thru site access.</p> <p>See section 3.5.2 and 3.3.1 of this report.</p> <p>No Taxi rank provided in PPS. All vehicle set downs can occur in the vehicle drop-off area provided internally to the site.</p> <p>Supermarket element of the development has been deleted from the PPS. The resultant limited retail does not in itself warrant a loading dock to cater for heavy vehicles.</p> <p>On site parking supply has been proportionally increased as part of the PPS. See Section 3.5.1 of this report.</p>
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	encourages weaving movements.	Proposed intersection changes have been developed in consultation with RTA.
EMGA Mitchell McLennan	<p>Object to the development on the basis of inconsistencies with:</p> <ul style="list-style-type: none"> <li>• with relevant planning provisions and object of Act.</li> <li>• SEPP 65</li> <li>• Sydney Metropolitan Strategy</li> <li>• Draft North West Subregional Strategy</li> <li>• NSW State Plan</li> <li>• PLEP 1998</li> <li>• Penrith DCP 2006</li> <li>• Excessive height, bulk and scale of development</li> <li>• Impacts of overshadowing</li> <li>• Social impact on nearby residents and community.</li> </ul>	<p>The EA has undertaken a detailed assessment against both the statutory and strategic planning framework and demonstrates consistency with the broader reaching strategies and direction of that framework.</p> <p>The PPS has been significantly reduced in terms of both height and scale. See section 3.2.</p> <p>The PPS will overshadow the adjacent private hospital. However this is partly a consequence of the hospital providing a limited setback to its northern boundary which would mean that any development of the site, comparable in scale to the private hospital itself, would cause overshadowing. In any event the occupants of the hospital are very short term users (increasingly used for day surgery) who will not be unduly or adversely impacted by loss of solar access.</p> <p>The PPS is consistent with broader strategic direction of both state and local planning agencies and will provide significant new employment, health services and diverse accommodation. As</p>

	<ul style="list-style-type: none"> <li>Excessive reliance on travel demand strategies.</li> <li>Options for vehicle access through the hospital are not examined.</li> <li>Noise and Vibration impacts</li> </ul>	<p>such it is considered to provide significantly positive social impacts to the local and adjacent communities.</p> <p>The PPS has been amended to provide 95% of all parking needs on site. See section 3.5.1.</p> <p>Opportunities to provide vehicle access through the hospital have been pursued for several years with NSW Health, however no outcome has been achieved as that Department do not wish to have thru-traffic interfere with their site operations. Regardless, the PPS will not jeopardise the future achievement of that outcome should NSW Health ultimately agree to providing thru site access.</p> <p>See section 3.4.1</p>
Penrith Business Alliance	<p>Express support for the proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>proposal will provide medical related and non-medical floor space offering opportunities for health consulting services complimentary to other services in the area;</li> <li>will provide accommodation including seniors living, hotel and serviced apartments which are in demand in this precinct;</li> <li>will provide complementary retail services;</li> <li>will provide additional car parking.</li> </ul>	<p>The PPS will still deliver all these positive outcomes for the precinct, LGA and region.</p>
	Welcomes the development as an opportunity for	The PPS will still deliver all these positive

<b>NSW Health/Nepean Blue Mountains.</b>	<p>synergy around the west's premier health research and education precinct.</p> <p>Express concern with local traffic and parking issues.</p> <p>Concern over impact of heights of building on helicopter access to building.</p> <p>Need to amplify existing stormwater drainage systems in the area.</p>	<p>outcomes for the precinct, LGA and region.</p> <p>On site parking supply has been proportionally increased as part of the PPS. Local traffic issues have all been addressed in detail as part of the TMAP.</p> <p>The reduced building height should overcome this concern. Development proposed as part of the PPS is not significantly higher than existing hospital buildings located directly adjacent to hospital helipad.</p> <p>The EA is accompanied by a detailed stormwater management plan that demonstrates suitable outcomes.</p>
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# 5.0 AMENDED STATEMENT OF COMMITMENTS

In accordance with the Director-General's Environmental Assessment Requirements, the proponent is required to include a Draft Statement of Commitments in respect of environmental management and mitigation measures on the site. The following are the commitments made by the proponent:

## 5.1 PUBLIC DOMAIN + LANDSCAPING

- A publicly accessible through-site link will be provided and maintained between the Great Western Highway and Barber Ave
- Lighting to pedestrian plaza will be provided to the relevant Australian Standard
- A public domain and landscape implementation report shall be prepared and submitted to the Principal Certifying Authority prior to the issue of an Occupation Certificate
- All elements of the public domain and landscaping will be maintained by the proponent throughout the life of the development

## 5.2 TRANSPORT AND ACCESSIBILITY

- The proponent will widen the footpath at the southern side of the Great Western Highway from across the frontage of the development
- The proponent will prepare and implement a Transport Access Guide (TAG) for the development that will outline how the development will reduce private vehicle usage by 10%. The TAG will ensure that residential elements of the project are allocated parking in accordance with the requirements of Penrith DCP 2006.
- The TAG will be placed prominently within the development to guide future residents, employees and visitors to the site
- The access and internal design aspects of the development are acceptable and individual Project will comply with AS 2890.1 and AS 2890.1
- A construction Traffic Management Plan will be prepared prior to the issuing a construction certificate
- A pedestrian fence is to be provided along the entire frontage of the Parker St frontage extending past Barber Ave to prevent uncontrolled pedestrian crossing of Parker St.
- Preparation of a Parking Management Plan that identifies the intended location spaces to users of the site, short and long stay parking and control mechanism for managing compliance
- Preparation of a Workplace Travel Plan (WTP) for future staff prior to construction
- Provision of adequate bicycle parking spaces and level of amenities for staff at a convenient location on basement level 1 near the lifts to maximise surveillance, convenience and use.



- Provision of bicycle parking at the appropriate entrances to the development

### 5.3 NOISE MANAGEMENT:

- A construction Noise Management Plan in accordance with the DECCW's '*Interim Construction Noise Guidelines*' will be prepared prior to the issuing a construction certificate
- All glazing will be provided as per Table 3 of the Acoustic Assessment report prepared by *Acoustic Logic*
- A detailed review of all external mechanical plant should be undertaken at construction certificate stage (once plant selections and locations are finalised). Acoustic treatments should be then determined in order to control plant noise emissions to the levels identified
- The Loading Dock shall only be used during business hours (between 7am and 10pm)

### 5.4 STORMWATER

- Two separate detention storage tanks with a total volume of 122 cubic meters will be provided to limit post development discharges from the site to less than pre developed flow rates
- Further investigations and detailed design (will be undertaken prior to the Construction Certificate) is required to provide for the safe carriage of overland flows generated within the site during major storm events and to ensure that the finished floor levels of

habitable floor space are at a sufficient height above defined flow paths to avoid inundation

- Further investigation and detailed design (will be undertaken prior to the Construction Certificate) is required to identify the capacity of the drainage network servicing the Nepean Private Hospital and at what location a legal piped connection draining from the Eastern catchment of the proposed development can be made
- Sediment and erosion control during the construction phase will be managed generally in accordance with the plan included in Appendix C of the Stormwater Management and Utilities Report prepared by *Hyder*

## 5.5 CONTAMINATION

- Undertake a preliminary Phase 2 environmental site assessment to include sampling and analysis of soil and groundwater
- Undertake an inspection of the existing buildings prior to demolition, to assess the potential use of hazardous construction materials such as asbestos, lead and PCB's
- If contamination and/or hazardous construction materials are encountered prepare a remediation action plan (RAP) for the proposed development. The RAP will provide remedial procedures to be followed during the proposed development works
- Undertake a validation assessment for the remedial works undertaken at the site and prepare a validation report

## 5.6 ESD

- Energy modelling will be performed during the design stage to assess the energy efficiency of the building and to assist in optimising the design
- A Building User's Guide which includes information on Energy and Environmental Strategy, Monitoring and Targeting, Building Services, Transport Facilities, Materials and Waste Policy, and Expansion/Re-fit Considerations will be supplied to all users of the building
- There will be a contractual requirement with the contractor to have an Environmental Management Plan (EMP) and have an ISO 14001 Environmental Management System Accreditation applicable to the building
- The proponent will commit to a firm 12 month commissioning building tuning period after handover with minimum of quarterly reviews
- A comprehensive waste management plan will be implemented with 60% of all waste by weight being recycled or reused. A dedicated on-site waste management area will be established to sort and segregate the waste. Waste skips or bins will be provided for the following materials;
  - Cardboard
  - Timber
  - Metal
  - Soft Plastic
  - Polystyrene
  - Insulation
  - Concrete

- Glass
- Bricks

Records will be kept by the contractor to demonstrate the actual percentage of waste recycled

- To reduce the embodied energy and resource depletion associated with the development 30% of in-situ, 20% of pre-cast and 15% of stressed concrete will be substituted with industrial waste product or oversize aggregate
- A dedicated storage area will be provided for the separation, collection and recycling of office consumables. The storage area will be located in the basement next to the lift shaft to provide easy access for all building occupants and recycling companies. The storage area will provide recycling bins for the following waste streams, paper, glass, plastics, metals and organic (compost) materials
- The carpark has been designed at the minimum planning allowance to assist in reducing the number of cars. In the carpark 10% of the carparks will be dedicated solely for small cars, carpool participants or hybrid/alternative fuel vehicles
- Secure cyclist facilities will be provided to accommodate 10% of the building staff. The facilities will include secure bicycle storage and lockers, accessible showers with changing facilities. Visitor bicycle storage will be provided in an accessible location, signposted near the main public entrances
- A Green Star Accredited Professional will have intimate involvement during the design stage to assist in implementing all of the ESD initiatives

## **5.7 ACCESSIBILITY**

- Residential serviced apartment passenger lifts will have a 1400mm x 1600mm internal dimension (travel more than 12m), compliant with the DDA Access Code 2010 Table E3.6 (b)
- The development will provide 9 x accessible serviced apartments under DDA Access Code
- 5 (2%) of the total amount of retail car parking to be made available as wheelchair accessible, compliant with the DDA Access Code 2010
- 5 (1%) of the total amount of commercial car parking to be made available as wheelchair accessible, compliant with the DDA Access Code 2010
- The development will provide 9 x accessible residential carparking bays allocated for this development, compliant with the DDA Access Code 2010 Table D3.5

## **5.8 ELECTROLYSIS FROM RAIL OPERATIONS**

- Prior to the issue of a Construction Certificate the proponent will engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The proponent will incorporate in the development all the measures recommended in the report to control that risk. A copy of that report will be provided to the Principal Certifying Authority with the application for a Construction Certificate

# 6.0 CONCLUSION

This PPR has been submitted as a consequence of issues raised by the DoP and the public exhibition process and makes considerable modifications in direct response to key issues raised as part of that process.

Key changes to the PPS include:

- Lower both buildings A and B in Stage 1 by 1 level
- Lower building in Stage 2 by 4 levels
- Insertion of a ground level commercial level to Stage 2 building
- Deletion of supermarket and other retail
- Deletion 6543m<sup>2</sup> of GFA

Despite the proposed modifications the development proposal still represents a significant urban renewal initiative of land that forms part of the Nepean Health Precinct, which has been identified by both state and local agencies as a major focus for new employment growth in the LGA and sub region.

The development has been advanced in response to considerable demand for new commercial space that would enhance, complement and synergise with the existing public and private hospitals.

The development takes advantage of the site's excellent proximity to regional transport linkages and regional institutional facilities inclusive

of Nepean District Hospital, The University of Western Sydney and Kingswood TAFE which all play a key role in the local community.

It is therefore considered that the proposed development is complementary to this aspiration of Penrith Council and the State Government to see Kingswood emerge into a specialised Health Precinct, and its mixed use nature will deliver the services and amenity that might otherwise take considerably longer to achieve.

Given the environmental planning merits described above, and significant public benefits proposed, it is requested that the Minister approve the PPS under the relevant provisions of the Environmental Planning & Assessment Act, 1979.