

HEALTH INFRASTRUCTURE

Review of Environmental Factors

Nepean Hospital

Total Asset Management (TAM) Relocation Project

Prepared by _planning Pty Ltd

Version Number 2 - FINAL



HI Planning Document Control

Version	Date	Author	Description	Reviewed by	Approved by
12	June 2022		REF Template Revision		

Declaration

This Review of Environmental Factors (REF) has been prepared for NSW Health Infrastructure (HI) and assesses the potential environmental impacts which could arise from the proposed demolition, construction works, and operation in relation to the Nepean Hospital Total Asset Management (TAM) Relocation Project at Nepean Hospital, Derby Street, Kingswood.

This REF has been prepared in accordance with the relevant provisions of *the Environmental Planning and Assessment Act 1979* (EP&A Act), *the Environmental Planning and Assessment Regulation 2021* (EP&A Regulation) and *State Environmental Planning Policy (Transport and Infrastructure) 2021* (TISEPP).

This REF provides a true and fair review of the activity in relation to its likely impact on the environment. It addresses to the fullest extent possible all the factors listed in section 170 of the EP&A Regulation (that is, the Department of Planning and Environment’s Guidelines for Division 5.1 assessments – June 2022), as well as the *Commonwealth Environmental Protection and Biodiversity Conservation Act 1999* (EPBC Act).

Based upon the information presented in this REF, it is concluded that, subject to adopting the recommended mitigation measures, it is unlikely there would be any significant environmental impacts associated with the activity. Consequently, an *Environmental Impact Statement* (EIS) is not required.

Declaration	
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Appendices

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A	Survey	Veris	Issue C – 13 May 2022
B	Section 10.7(2) and (5) Planning Certificate	Penrith City Council	Planning Certificate No. 24/01088 - 29 February 2024
C	ESD Report / Memo	Stantec	21 July 2022
D	Architectural Plans	Fortey + Grant Architecture	(Site Plan) Ground Floor – General Arrangement Plan A-01 Rev B dated 6/12/2023 – as modified to serve as Site Plan Partition Plan A-03 Rev A dated 13/9/2023 Roof Plan A-04 Rev A dated 13/9/2023 Elevations A-06 Rev A dated 13/9/2023 Sections A-07 Rev A dated 13/9/2023
E	Transport Impact Assessment (March 2023)	ptc	9 March 2023 (Issue 5) as identified on the document control page
F	Arboricultural Development Assessment Report	Moore Trees	Final version – 23 May 2022 Addendum statement dated 29 November 2022
G	Hydraulic and Fire Services Memo	Arup	28 October 2022
H	Mechanical HVAC Services Memo		
I	Electrical and Communications Services Memo	JHA	19 April 2022
J	Civil Engineering Documentation – TAM Civil Works	ACOR	28 October 2022
K	Flood Impact Assessment Report		17 January 2024
L	Preliminary Construction Management Plan	Turner & Townsend (for HI)	16 February 2024 (v2.0)
M	TAM Building Dangerous Goods Design Considerations	Arup	21 November 2022
N	Detailed Site Investigation - TAM	JK Environments	Ref: E35033PLrpt – 1 July 2022
O	Notification letters	HI	21 February 2021
P	Response to notification	Penrith City Council	2 March 2021
Q	Noise Impact Assessment	EMM Indigeco	6 July 2022 (v2 Final)
R	Geotechnical Investigation - TAM	JK Environments	Ref: 35033LTTrpt – 4 July 2022
S	AHIMS Search Result	_planning / NSW Govt	8 February 20224
T	Ecology Impact Assessment Letter Report	Thrive Ecology	18 September 2023
U	Hazardous Building Materials Survey - TAM	JK Environments	Ref: E35033PLrpt2-HAZ – 28 June 2022

V	BCA Design Development Report - TAM	BM+G	7 November 2023 Rev 2
W	Mitigation Measures	HI	5 March 2024

Abbreviations

Abbreviation	Description
AEC	Area of Environmental Concern
AHD	Australian Height Datum
AHIP	Aboriginal Heritage Impact Permit
AHIMS	Aboriginal Heritage Information Management System BC Regulation
AMG	Australian Map Grid
BC Act 2016	Biodiversity Conservation Act 2016
BC Act 2017	Biodiversity Conservation Act 2017
BC Regulation	Biodiversity Conservation Regulation 2017
BAM	Biodiversity Assessment Method
CA	Certifying Authority
CE	Chief Executive
CM Act	Coastal Management Act 2016
CMP	Construction Management Plan
CWC	Connecting with Country
CRA	Conservation Risk Assessment
DPC	Department of Premier and Cabinet
DPE	Department of Planning and Environment
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EES	Environment, Energy and Science
EPA	Environment Protection Authority
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2021
EPBC Act (Cwth)	Environment Protection and Biodiversity Conservation Act 1999
EPI	Environmental Planning Instrument
EPL	Environment Protection License
FM Act	Fisheries Management Act 1994
Ha	Hectares
HHIMS	Historic Heritage Information Management System
HI	Health Infrastructure
LEP	Local Environmental Plan

Abbreviation	Description
LGA	Local Government Area
MPS	Multipurpose Service
MNES	Matters of National Environmental Significance
NPW Act	National Parks and Wildlife Act 1974
NPW Regulation	National Parks and Wildlife Regulation 2009
NPWS	National Parks and Wildlife Service (part of EES)
NT Act (Cth)	Commonwealth Native Title Act 1993
OEH	(Former) Office of Environment and Heritage
PCMP	Preliminary Construction Management Plan
Planning Systems SEPP	State Environmental Planning Policy (Planning Systems) 2021
POEO Act	Protection of the Environment Operations Act 1997
Proponent	NSW Health Infrastructure
REF	Review of Environmental Factors
RF Act	Rural Fires Act 1997
RFS	Rural Fire Service
Resilience and Hazards SEPP	State Environmental Planning Policy (Resilience and Hazards) 2021
SEPP	State Environmental Planning Policy
SIS	Species Impact Statement
TISEPP	State Environmental Planning Policy (Transport and Infrastructure) 2021
WM Act	Water Management Act 2000

Executive Summary

The Proposal

The scope of works involves the demolition of existing slabs and minor earthworks; minor and selected tree removal; and the construction and use of the new one-storey Total Asset Management (TAM) building. The TAM building's relocation arises from the existing TAM building and compound being within the footprint of the recently approved Stage 2 Redevelopment tower which has commenced construction. The demolition of the existing TAM building and compound is subject to the approved Stage 2 Redevelopment SSD application.

The scope of works is approximately \$4.9 million in value.

Need for the Proposal

The driver for the TAM relocation and new building arises solely through the need to find a new permanent location on the campus due to the Stage 2 Redevelopment footprint sitting over the existing location.

Proposal Objectives

The TAM proposal's objective is to secure a permanent new location of this service due to the construction of the Stage 2 Redevelopment.

Options Considered

It is clear that to do-nothing is not a suitable course of action. The options essentially focussed on the scale and orientation of the new TAM building in the proposed location, following consideration that potentially moving the facility into existing floorspace was not viable given the specialised spatial needs of the building. The current design resolves a range of operational and accommodation matters and provides for an efficient spatial relationship within this part of the campus as well as its environs outside of the campus.

Site Details

Nepean Hospital is located at 35 Derby Street, Kingswood NSW 2747. The whole of the hospital is sited within Lot 4 DP 1238301. The subject development site is located in the south of the hospital campus addressing Derby Street – see **Figure 1** further over.

The site of the works presently accommodates fleet and executive at-grade car parking and a number of mature trees and landscaping – see **Figure 2** further over.

Planning Approval Pathway

Section 4.1 of the EPA Act states that if an EPI provides that development may be carried out without the need for development consent, a person may carry the development out, in accordance with the EPI, on land to which the provision applies. However, the environmental assessment of the development is required under Part 5 of the Act.

State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP) aims to facilitate the effective delivery of infrastructure across the State. Chapter 2 Division 10 of TISEPP outlines the approval requirements for health service facilities. A "hospital" is defined as a health service facility under this division.

The site is zoned 'SP2 Infrastructure - Health Service Facilities' under *Penrith Local Environmental Plan 2010* (LEP). The SP2 zone is a prescribed zone under the TISEPP.

The proposal involves the construction of the TAM building, subject to section 2.61(1)(b) as replacement accommodation for that department / function of the hospital.

Selected tree removal, earthworks, and relocation of infrastructure and services is undertaken as ancillary to the works subject to section 2.3(3) of the TISEPP.

However, the project becomes an 'activity' for the purposes of Part 5 of the EPA Act and is subject to an environmental assessment (REF). The proposal is considered an 'activity' in accordance with section 5.1 of the EP&A Act because it involves the carrying out of a work, the demolition of a building or a work, and the use of land, that is not Exempt Development or prohibited under an environmental planning instrument.

Statutory Consultation

The TAM building scope does not trigger any notification need due to the provisions being applied for its construction and use as replacement accommodation – see section 2.62(1) and section 2.61(1)(b) of the TISEPP. The general notification requirements for REFs under the TISEPP are also not triggered.

As the TAM building was previously part of a proposed REF combined with the adjacent (and now separately approved) CAMHS building, for context the TAM building was included in notification for the CAMHS building under section 2.62 of the TISEPP to Council and occupiers of adjoining land.

Under section 2.62 notification is triggered to Council and occupiers of adjoining land for a period of 21 days. Notification letters were issued to these parties on 21 February 2021. The notification period concluded on 14 March 2021.

Following notification, a response was received only from Penrith City Council (dated 2 March 2021)

Council's letter (on the CAMHS scope only) raises the following matters:

The proposal represents an increase in gross floor area and additional or expanded services within the hospital that may require a proportionate increase in onsite car parking.

There is already a numerical deficiency in onsite car parking resulting from recent state significant development approvals for the redevelopment of the Nepean Hospital campus. It will need to be demonstrated that the proposed development works will not further increase patronage and parking demands if there is no additional car parking proposed.

A review of the plans suggest reconfiguration of some car parking however there doesn't appear to be a specific increase in parking to cater for the increased gross floor area associated with the proposed development.

It is therefore requested that a traffic and parking assessment report be prepared and submitted to Council for review that addresses the traffic and parking demands of the existing / approved hospital campus with analysis to confirm what impacts the proposed works will have on parking availability. The report should ensure or demonstrate that further overflow parking is projected to occur in the local road network as a consequence of this development.

To address Council's request that a traffic and parking assessment report be prepared and submitted to Council, ptc's pre-existing assessment was updated to address Council's comments and was provided to Council's letter's signatory for information by email on 15 March 2023. Note, the ptc assessment addressed the parking and traffic matters concerning both the CAMHS and TAM components of the works

Council was provided with a response timeframe of 7 calendar days. Council's Senior Traffic Engineer responded by email on 17 March 2023 advising that he/Council: had no objection with respect to the ptc report; that it generally concurred with the assessment; and advised of conditions and a clarification for inclusion in the mitigation measures. See Section 5 of this REF for further details of Council's response.

No public submissions were received.

Environmental Impacts

The environmental impacts of the works are varied given the nature of the works, including demolition and minor civil engineering works, tree removal, and the construction of a new building on the hospital campus. The most significant impacts identified to arise relate to demolition and construction noise and vibration, and other general demolition and construction impacts.

Construction noise is likely to impact a range of internal hospital uses within the nearby retained buildings and operational hospital. Management and mitigation will be applied to limit likely impacts. Construction vibration will be localised to within the subject hospital buildings and management and mitigation will again need to be applied to reduce adverse impacts upon sensitive machinery, equipment, activities and patients within the hospital.

Impacts upon vegetation, biodiversity, heritage, Aboriginal cultural heritage, natural systems including stormwater, and traffic and parking have generally been identified as negligible, low, or neutral. Tree removal will be offset with an increase in native trees at the site at a rate of better than 1:1.

Justification and Conclusion

The proposed demolition and construction works for the new TAM building at Nepean Hospital is subject to assessment under Part 5 of the EP&A Act. The REF has examined and taken into account to the fullest extent possible all matters affecting, or likely to affect, the environment by reason of the proposed activity.

As discussed in detail in this report, the proposed activity will not result in any significant or long-term impact. The potential impacts identified can be reasonably mitigated and where necessary managed through the adoption of suitable site practices and adherence to accepted industry standards.

As outlined in this REF, the proposed activity can be justified on the following grounds:

- It responds to an existing need within the community;
- It generally complies with, or is consistent with all relevant legislation, plans and policies;
- It has minimal environmental impacts; and
- Adequate mitigation measures have been proposed to address these impacts.

The environmental impacts of the proposal are not likely to be significant and therefore it is not necessary for an EIS to be prepared and approval to be sought for the proposal from the Minister for Planning under Part 5.1 of the EP&A Act. Further, the activity will not significantly affect threatened species, populations, ecological communities or their habitats, and therefore a Species Impact Statement (SIS) and/or Biodiversity Development Assessment Report (BDAR) is not required.

On this basis, it is recommended that HI approve the proposed activity in accordance with Part 5 of the EPA Act and subject to the adoption and implementation of matters outlined in this report.

1. Introduction

The scope of works involves the demolition of existing slabs and minor earthworks; minor and selected tree removal; and the construction and use of the new one-storey Total Asset Management (TAM) building. The TAM building's relocation arises from the existing building and compound being within the footprint of the recently approved Stage 2 Redevelopment tower which has commenced construction. The demolition of the existing TAM building and compound is subject to the approved Stage 2 Redevelopment SSD application.

The scope of works is approximately \$4.9 million in value.

The proposal is located at Nepean Hospital - 35 Derby Street, Kingswood NSW 2747 (the site). The whole of the hospital is sited within Lot 4 DP 1238301. The subject development site is located in the south of the hospital campus addressing Derby Street – see **Figure 1** below.



Figure 1 – Location within Nepean Hospital – site of works outlined in red (skyviewaerial.com.au)

The site of the works presently accommodates fleet and executive at-grade car parking and a number of mature trees and landscaping – see **Figure 2** over.

The activity forms part of HI's delivery of infrastructure solutions and services to support the healthcare needs of the NSW communities.

This Review of Environmental Factors (REF) has been prepared by _planning Pty Ltd on behalf of HI to determine the environmental impacts of the proposed demolition, construction works, and operation in relation to the Total Asset Management (TAM) Relocation Project at Nepean Hospital, Derby Street, Kingswood. For the purposes of these works, HI is the proponent and the determining authority under Part 5 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The purpose of this REF is to describe the proposal, to document the likely impacts of the proposal on the environment and to detail protective measures to be implemented to mitigate impacts.

The description of the proposed works and associated environmental impacts have been undertaken in the context of section 170 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), that is, the Department of Planning and Environment's Guidelines for Division 5.1 assessments – June 2022, as well as the Australian Government's *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).



Figure 2 – Existing adjacent buildings and uses within this part of the hospital – TAM site bounded in red (STH)

The assessment contained within the REF has been prepared having regard to:

- whether the proposed activity is likely to have a significant impact on the environment and therefore the necessity for an EIS to be prepared and approval to be sought from the Minister for Planning and Homes under Part 5.1 of the EP&A Act;
- whether the proposed activity is likely to significantly affect threatened species, populations, ecological communities or their habitats, and therefore require a Species Impact Statement (SIS) and/or Biodiversity Development Assessment Report (BDAR); and
- the potential for the proposal to significantly impact *Matters of National Environmental Significance* (MNES) on Commonwealth land and the need to make a referral to the Australian Government Department of Environment and Energy for a decision by the Commonwealth Minister for the Environment on whether assessment and approval is required under the EPBC Act.

The REF helps to fulfil the requirements of section 5.5 of the EP&A Act, which requires that HI examine, and take into account to the fullest extent possible, all matters affecting, or likely to affect, the environment by reason of the proposed activity.

1.1 Proposal need and Alternatives

The driver for the TAM relocation and new building arises solely through the need to find a new permanent location on the campus due to the Stage 2 Redevelopment footprint sitting over the existing location. The objective is to secure a permanent new location of this service due to the construction of the Stage 2 Redevelopment.

It is clear that to do-nothing is not a suitable course of action in either circumstance.

The options essentially focussed on the scale and orientation of the new TAM building in the proposed location.

To arrive at a preferred solution, the team undertook a number of workshops with representatives from HI, EWG, NBMLHD, and hospital staff.

The preferred option's design resolves a range of operational and accommodation matters and provides for an efficient spatial relationship within this part of the campus, as well as its environs outside of the campus.

2. Site Analysis and Description

2.1 The Site and Locality

Nepean Hospital is located at 35 Derby Street, Kingswood NSW 2747. The whole of the hospital is sited within Lot 4 DP 1238301. The subject development site is located in the south of the hospital campus addressing Derby Street.

The Nepean Hospital Campus sits south-east of the Penrith CBD. The campus is generally bounded by the Great Western Highway and Barber Avenue to the north, Somerset Street to the east, Derby Street to the south and Parker Street to the west— see **Figures 3** and **4**. The Health Administration Corporation (HAC) owns the hospital site.

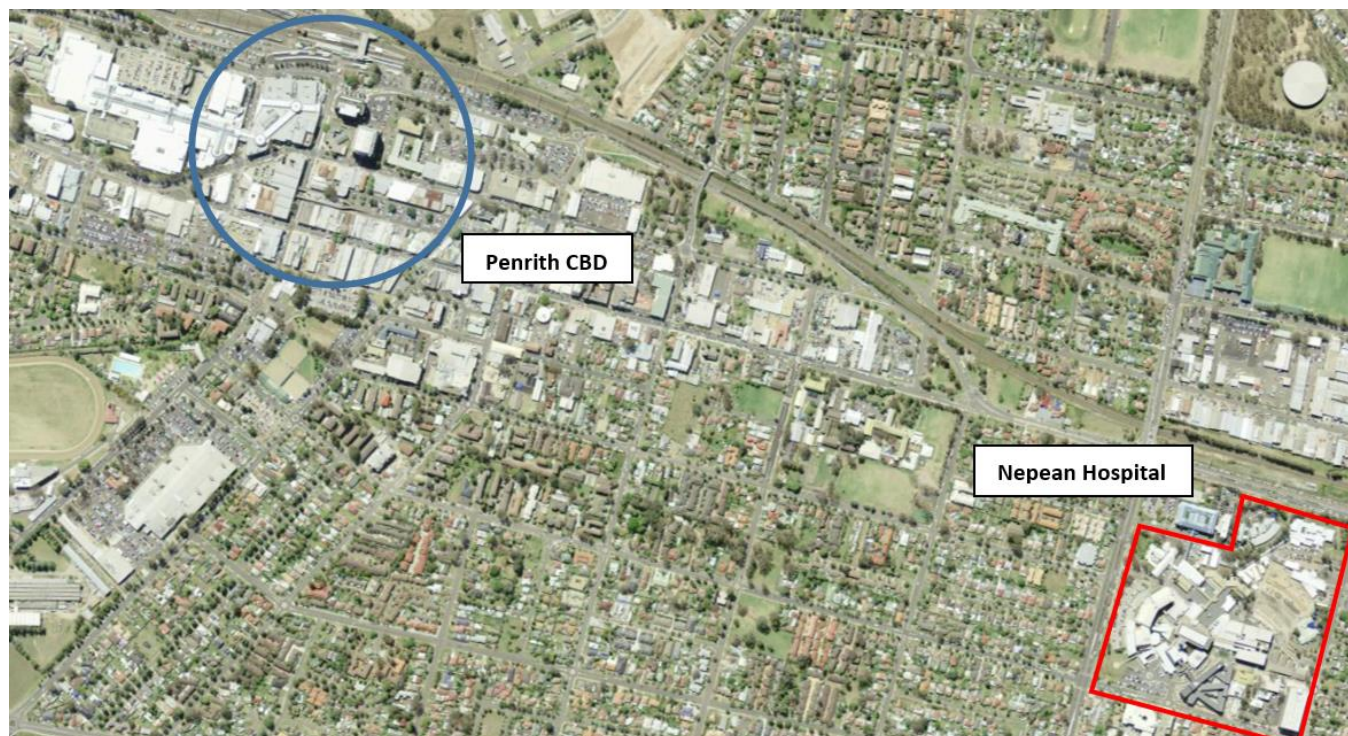


Figure 3 – Location Plan

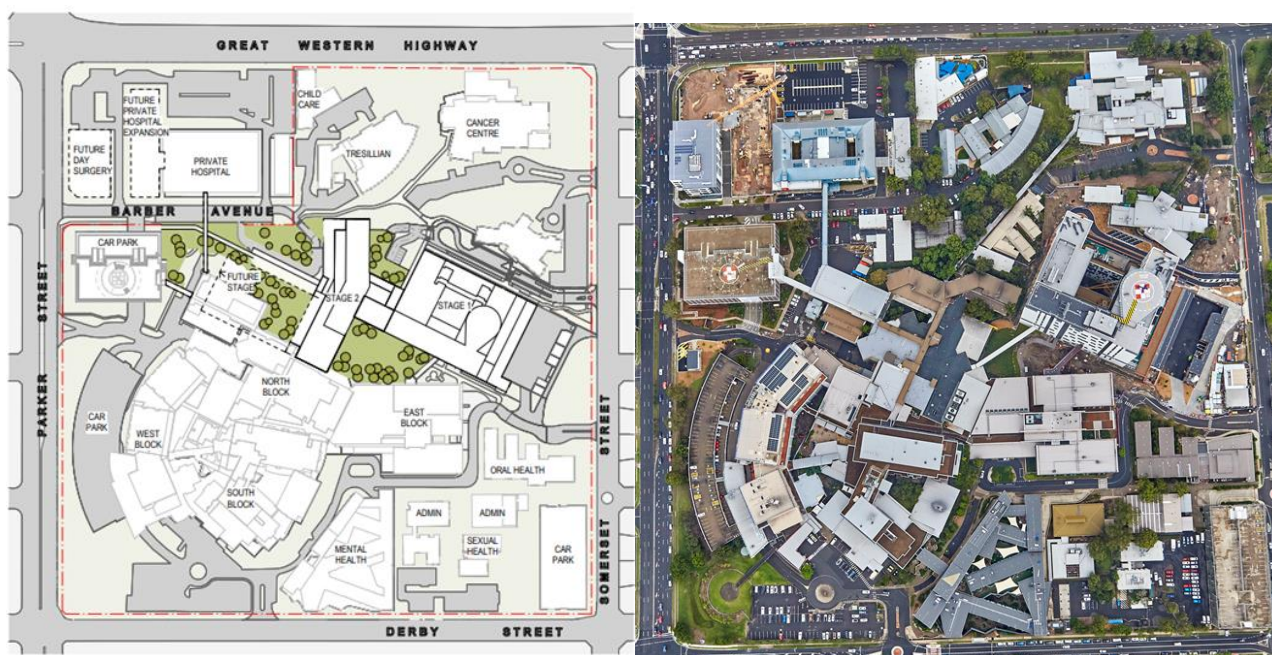


Figure 4 – Campus map and recent aerial photograph of the campus

2.1.1 Existing Development

The site of the works presently accommodates fleet and executive at-grade car parking and a number of mature trees and landscaping. See also **Figures 1** and **2** earlier in this REF for the location of the works within the Nepean Hospital campus as well as the cluster of buildings existing within this location – see **Figures 5-7**.



Figure 5 – The site as seen from Derby Street, including some trees proposed for removal



Figure 6 – Existing at-grade car park adjacent to the TAM building site



Figure 7 – Existing at-grade car park on the proposed site of the TAM building (google)

2.1.2 Other Site Elements

The site generally falls from north to south towards Derby Street. The levels at the site range from RL53.6 to RL51.76 along the northern boundary, falling from west to east. From this point they drop to about RL51 at the campus boundary with Derby Street – See the survey at **Appendix A**.

Aside from the buildings, at-grade car parking areas, and landscaping located within the development site, the otherwise highly-modified site accommodates 12 mature (largely native) trees. It is understood that these are generally mature planted specimens. Note also that the most recent visit by the arborist in November 2022 has identified that some four (4) trees have been removed from the Derby Street frontage of the site, meaning eight (8) trees now sit within the development site. These remaining 8 trees are proposed for removal and replacement.

2.1.3 Site Considerations and Constraints

Section 10.7 Planning Certificate No. 24/01088 dated 29 February 2024 identifies that the site is located within the 'SP2 Infrastructure – Health Services Facilities' zone under *Penrith Local Environmental Plan 2010* and is provided at **Appendix B**.

Table 1: Section 10.7 Planning Certificate

Affectation	Yes	No
Critical habitat		✓
Conservation area		✓
Item of environmental heritage		✓
Affected by section 38 or 39 of the Coastal Management Act 2016 (CM Act)		✓
Proclaimed to be in a mine subsidence district		✓
Affected by a road widening or road realignment		✓

Affectation	Yes	No
Affected by a planning agreement		✓
Affected by a policy that restricts development of land due to the likelihood of landslip		✓
Affected by bushfire, tidal inundation, subsidence, acid sulphate or any other risk		✓
Affected by any acquisition of land provision		✓
Biodiversity certified land or subject to any bio-banking agreement or property vegetation plan		✓
Significantly contaminated		✓
Subject to flood related development controls	✓ See discussion below	
Planning considerations under State Environmental Planning Policy (Precincts – Western Parkland City) 2021, Chapter 4 – Western Sydney Aerotropolis	✓ See discussion below	
Planning consideration in relation to remediation works under State Environmental Planning Policy (Biodiversity and Conservation) 2021, Chapter 6 – Water Catchments	✓ See discussion below	

2.2 Surrounding Development

Neighbouring land uses around the Nepean Hospital campus opposite Somerset St (to the east) and Derby Street (to the south) include low to high-density residential uses ranging from single dwelling houses to a 7-storey residential flat building facing the site, as well as commercial and health consulting rooms in former residential dwellings. Within the hospital the site is immediately surrounded by the existing Acute Mental Health Unit building to its west and the newly approved CAMHS development also to the west (presently under construction); the East Block and the Oral Health building to its north; and the 7-storey split-level multideck car park at the corner of Derby and Somerset Streets to the site's east – see **Figures 8-10**.



Figure 8 – Residences in Somerset Street to the south of the hospital



Figure 9 – Somerset Specialist Centre at the corner of Somerset and Derby Streets



Figure 10 – 48-56 Derby Street immediately opposite the site

3. Proposed Activity

3.1 Proposal Overview

Overview

The works subject of this REF involve:

- Removal of up to eight (8) trees in the footprint of the proposed new building and works.
- Removal of existing fleet and other car parking spaces in the footprint of the new TAM building.
- The construction and use of the single storey TAM building, including ancillary and associated services and utilities augmentation and connections, earthworks associated with the construction.

Note, the adjusted access from Derby Street and access past the east of the TAM building to the CAMHS parking is already approved under the CAMHS development's REF from 2023.

The scope of works is approximately \$4.9 million in value.

Proposal Objectives

The TAM Relocation Project objective is to secure a permanent relocation of this service due to the demolition works under the Stage 2 Redevelopment which displaces the existing TAM facility.

3.1.1 Design Approach

Placemaking and Design

Whilst the design of this project has pre-dated detailed compliance requirements under this REF process and has not specifically focussed upon the objectives of *Better Placed* (GANSW, May 2017) and its successors, or the principles of placemaking, as far as is relevant to a project providing for new TAM facilities the project architects have nonetheless routinely considered and satisfied the objectives as part of their typical design process as set out below through an appropriately scaled, placed and activated development meeting these principles.

- Better fit: contextual, local and of its place
- Better performance: sustainable, adaptable and durable
- Better for community: inclusive, connected and diverse
- Better for people: safe, comfortable and liveable
- Better working: functional, efficient and fit for purpose
- Better value: creating and adding value
- Better look and feel: engaging, inviting and attractive

The tight site and its constraints as well as the operational requirements of the building leaves little scope for significant exploration of alternatives to widen application of the principles. The design of the TAM building is one limited by its functional and spatial needs and requirements. The external appearance of the building is one which has cost-effectively delivered a utilitarian form and materiality commensurate with its purpose. Notwithstanding, it is also of a modern architecturally-designed expression common for contemporary buildings of various styles.

Connecting with Country/ Engagement

Again, as above, the specific requirements for this REF process post-date the design process. Notwithstanding, ongoing development at Nepean Hospital campus maintains a high degree of engagement with local traditional land owners/Aboriginal Country. This has been particularly evident during the planning and design for the Stages 1 and 2 Redevelopment towers and the SSD process for those developments. The details of those engagements have been documented in those applications and accepted. Generally, the TAM Relocation Project forms part of the Stage 2 Redevelopment process.

Engagement has been consistent with the GANSW Connecting with Country (CWC) framework in that regard, however noting the highly specialised functions and lack of direct public access to this subject building.

Sustainability

A range of sustainability initiatives have been employed for the building consistent with the requirements of HI's Design Guidance Note (DGN) No. 058 Environmentally Sustainable Development (DGN 58).

The TAM building is likely to be able to meet a minimum 4-star requirement under the previous version of DGN 58 under which it was designed and assessed. It achieves a 50.5 point score for a then 45 point target. This has been calculated by the project's ESD consultant as per the report dated July 2022. DGN 58 was updated in November 2023 with minimum requirements increased from 45 points to 60 points.

The design cannot achieve the new 60 point target and accordingly an exemption was sought through HI Sustainability on the basis of the advanced stage of design and date at which the TAM's documents were prepared. Further, consideration under the exemption was given to the value of the works and functional, utilitarian and non-habitable / non-clinical nature of the building itself. This has been accepted by HI Sustainability.

Further, the EP&A Regulation lists four principles of ESD required to be considered in assessing a project:

- The Precautionary Principle
- Intergenerational equity
- Conservation of biological biodiversity and ecological integrity
- Improved valuation and pricing of environmental resources

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful consideration and evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This REF has not identified any serious threat or irreversible damage to the environment and therefore the precautionary principle is not relevant in this case.

Intergenerational equity is concerned with ensuring the health, diversity and productivity of the environment can be maintained or enhanced for the benefit of future generations. The proposal satisfies this by providing a means to providing enhanced and much needed support to the hospital's health services for generations to come.

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration for any development. The proposal will have no detrimental effect upon this, given the general lack of biodiversity values present on the site.

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources that may be affected by a proposal, including air, water, land and living things. Mitigation measures are included in this REF for avoiding waste and ensuring where possible reuse, recycling and managing waste occurs, as relevant to this scope of works.

The project's ESD report in response to the then applicable DGN 58 is attached at **Appendix C**.

3.1.2 Proposed Activity

The details of the proposed activity are set out below. Descriptions of other aspects of the works follows further below.

Demolition

The demolition scope entails the removal of the at-grade fleet parking area and its general street furniture within the footprint of the TAM building. Tree removal details based on the Arboricultural Assessment are set out further below. Overall, a net loss of 19 staff parking spaces results (26 spaces removed and 7 new CAMHS / TAM spaces provided) with the 46 fleet car spaces separately transferred within the campus near West Block.

Review of Environmental Factors: Nepean Hospital Total Asset Management (TAM) Relocation Project

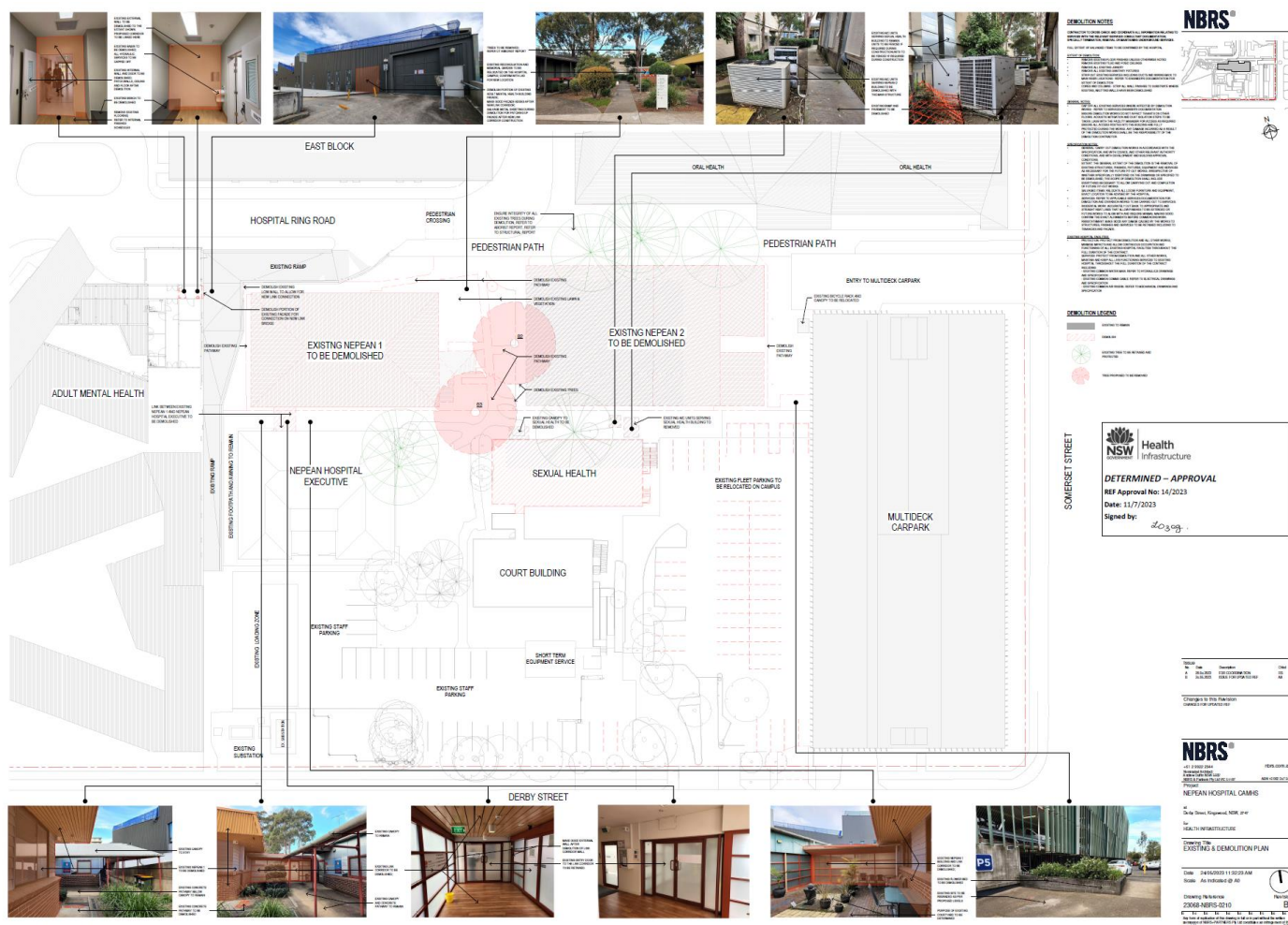


Figure 11 – Combined CAMHS / TAM Demolition Plan (STH)

TAM

The proposed TAM relocation involves a single storey building with a maximum height of about 6.985m (below the 15m REF threshold) and oriented north-south and addressing Derby with its narrow / short elevation.

The floor plan for TAM provides for a range of offices and amenities and an administrative component of the use and supports the various workshops and stores associated with activities to maintain the Nepean Hospital campus. This includes:

- Bulk store
- Gardeners' workshop
- Carpenters' workshop
- Painters' workshop
- Plumbers' workshop
- Welders' workshop and gas store
- Fitters' workshop
- HVAC and electrical workshops and stores

Various materials and goods (including small portions of hazardous goods) will be stored within the new TAM building. Two (2) parking spaces, plus a loading / unloading space are provided in relation to the TAM building.

Figures 12 and 13 provide details of the proposed TAM building location, floor plans, elevations, and bulk and scale.

The architectural plans are included at **Appendix D**.

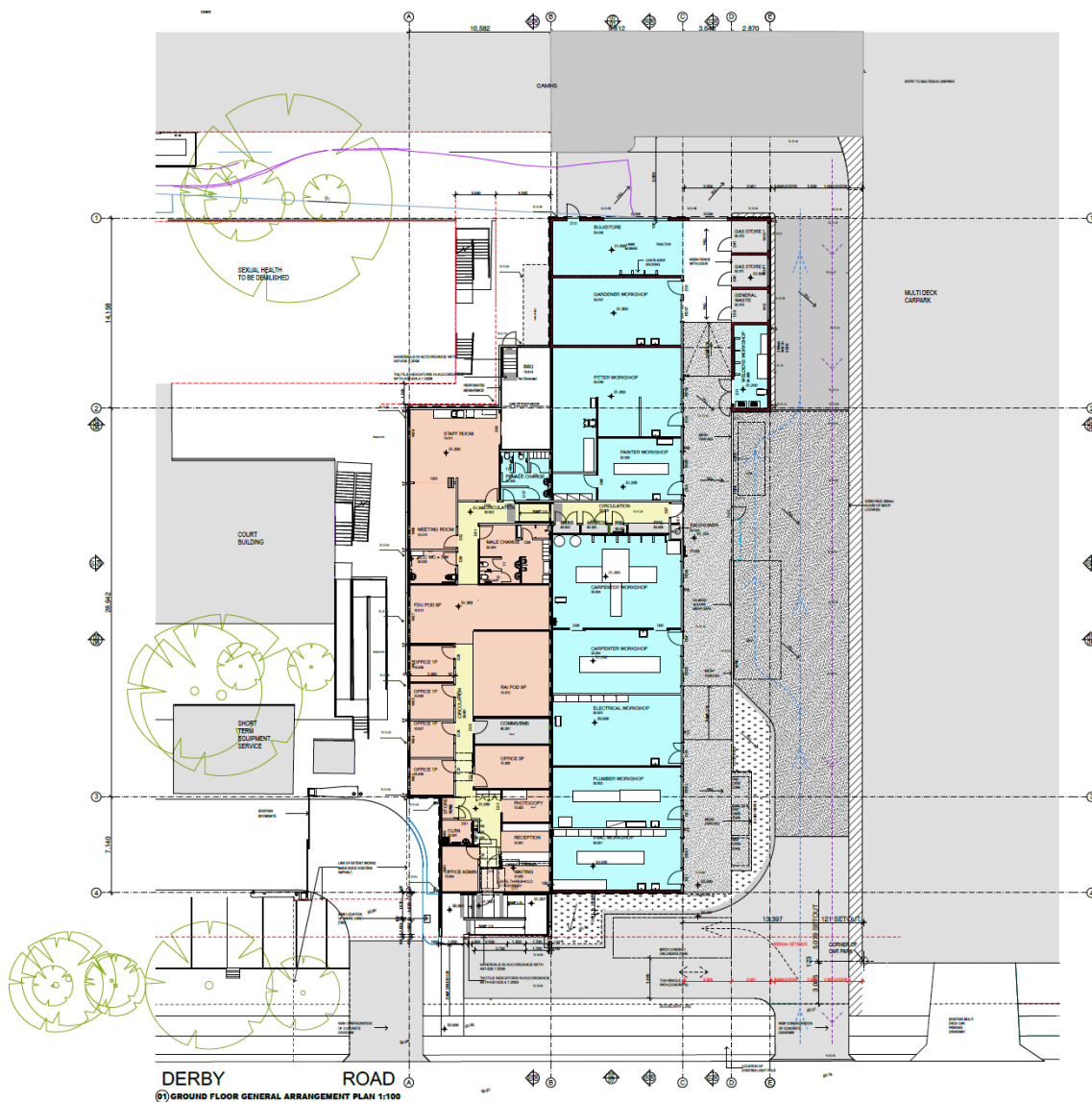


Figure 12 – TAM site and floor plan (Fortey + Grant Architecture)

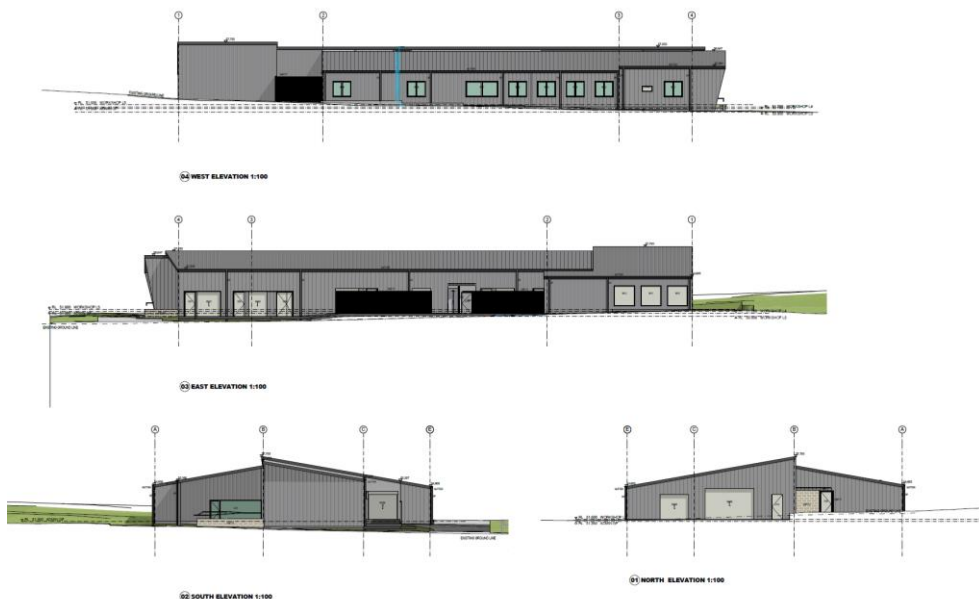


Figure 13 – TAM elevations (Fortey + Grant Architecture)

Parking (CAMHS / TAM combined)

Noting the following has already been accepted and approved under the CAMHS REF in 2023, it is included here to provide further context in relation to the TAM building sitting over the existing at-grade parking.

In terms of parking supply, 26 existing staff spaces will be lost as a result of the works, however 7 new / replacement spaces will be provided in relation to the parking requirements for CAMHS and TAM. No change to TAM related parking arises given it is a relocation of existing on-campus infrastructure. The 46 fleet spaces transferred to near West Block will displace 46 staff spaces in that location.

The net loss in parking supply is 19 spaces, plus the 46 fleet spaces transferred to West Block. This equals 65 spaces lost.

ptc (the project's traffic and transport consultant) has estimated the required parking supply arising from the works. CAMHS is likely to generate the need for 36 parking spaces for staff, visitors to in-patients, and other associated visits to the facility by medical or emergency officers. The demolition of Nepean 1; Nepean 2; Sexual Health; and the Court Building results in the decanting of some staff within the hospital campus but a relocation of a significant number out of the campus. Of some 256 staff presently working within these buildings, 125 will be relocated out of the campus. This has the effect of reducing parking demand by some 111 spaces based on ptc's calculations.

Accordingly, the 111 spaces presently required will be offset by a new demand for 36 spaces. The resultant change in parking demand is a reduction of 75 spaces.

The demand for parking is reduced by 75 spaces compared the change in supply of 65 spaces. The works therefore result in a net decrease in demand for parking on the campus by 10 spaces, which effectively serves to remove this number of vehicles from the streets around the hospital's perimeter.

See the Traffic Impact Assessment at **Appendix E**.

Tree Removal and Landscaping

The TAM building's works result in the loss of up to 12 trees (being Trees 128 to 139). These are all native trees being predominantly eucalypts (chiefly Grey box (*Eucalyptus moluccana*)) or River she-oaks (*Casuarina Cunninghamiana*) up to a maximum height of 15m. They are all generally in a good condition and with a general life expectancy of up to 40 years. Most have no visual defects. Moore Trees notes that in reviewing the newest drawings and a site visit that some trees in the car park area have been removed as at 22 November 2022. With "Four (4) trees are remaining of the original eight (8) initially assessed in that location" this now results in the removal of eight (8) trees under the TAM proposal. It is understood that the trees are all mature planted specimens. The tree removal and tree protection plan is shown at **Figure 14**, with the indicative boundary of the TAM works shown within a blue boundary.

Relevantly, none of the trees affected by the works are Council street trees. All trees are wholly within the boundaries of the hospital campus and can be addressed through the REF process. See the survey at **Appendix A**. The project's Arboricultural Development Assessment Report (and its addendum) is found at **Appendix F**.

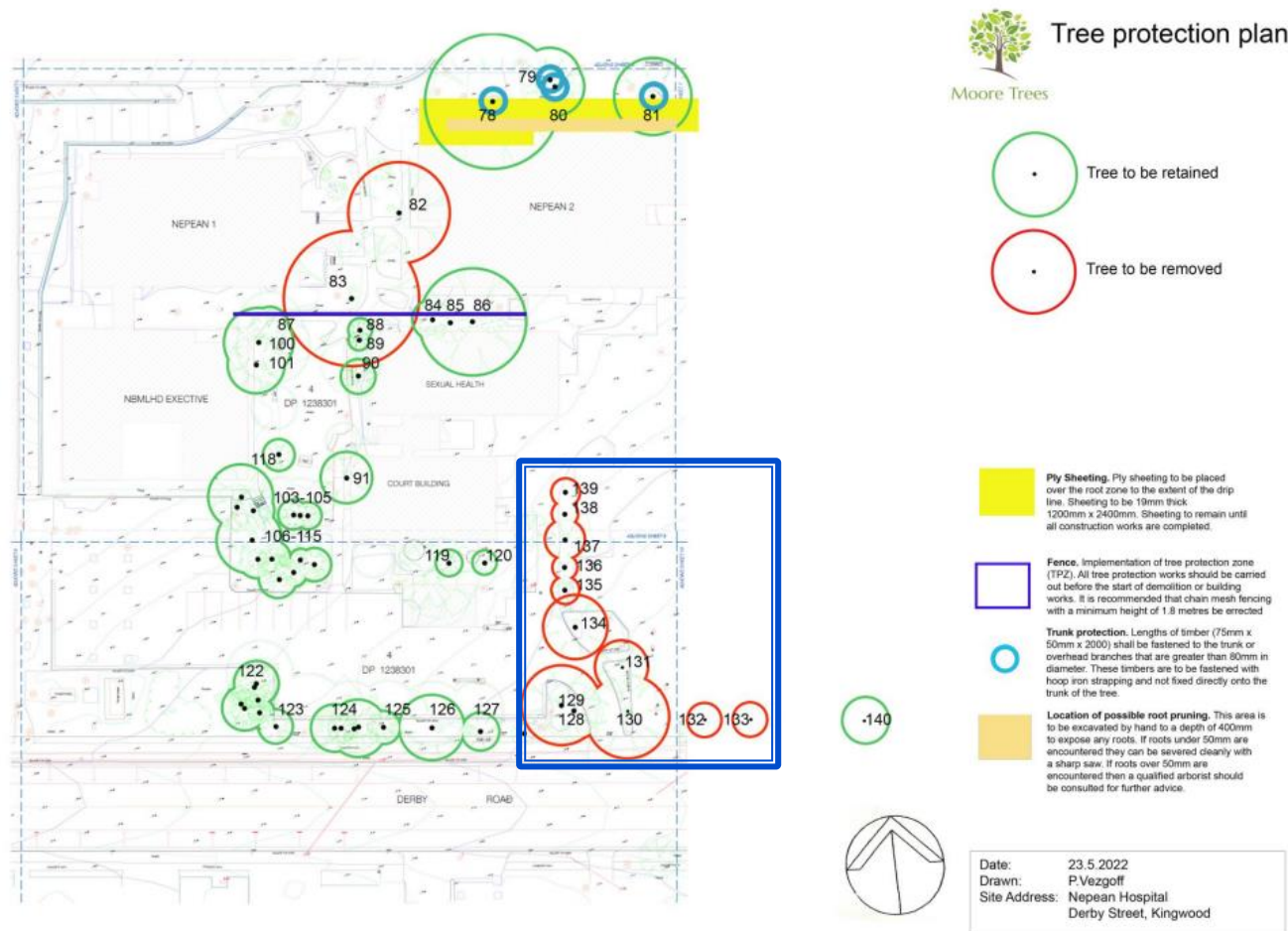


Figure 14 – Tree Protection Plan – with TAM Building works location shown with a blue boundary (Moore Trees)

Utilities

Arup has provided a services statement related to hydraulic and fire services, and to mechanical services for both the CAMHS and TAM buildings (provided when this project combined both assessments). Further, JHA has provided an electrical services statement for both buildings. These are all located at **Appendices G, H and I**.

Arup indicates that the works for TAM will not necessitate any new connections with respect to domestic cold water supply or natural gas. The TAM building will connect into existing site sewer infrastructure, as such a new connection to Sydney Water authority sewer mains will not be required.

Rainwater harvesting will not be adopted for the TAM building. All roof drainage collected will discharge into the civil stormwater network.

There is currently an existing hydrant booster assembly located on Derby Street. This booster is dedicated to the AMH building. The AMH hydrant system is complete with a single diesel hydrant pump located on level 1 and consists of a 150mm capped provision available for future extension as documented on the AMH hydraulic as built drawings (AB-HZ-512 REV:C). The hydrant water supply for the future CAMHS building will be supplied by extending this capped provision.

It has been proposed that hydrant protection to the TAM building will be provided via external hydrants that will extend from the new hydrant service to CAMHS.

A new connection to Sydney Water authority mains for the hydrant supply will not be required for the TAM building.

The fire hose reel supply to the TAM building will extend from the cold water supply.

JHA advises with respect to electrical and communications services that the existing High Voltage (HV) infrastructure on-site does not form part of the proposed works, however an application to Endeavour Energy is necessary to inform Endeavour Energy of the increased load. JHA is to undertake this application on behalf of the client. There are currently no Low Voltage Authority works proposed under the project scope.

Electricity diversions works are required and proposed to maintain connections for the retained buildings within the development site. New electrical connections will also be required for the TAM building.

In terms of Photovoltaic (PV) systems, JHA advises is proposed that the TAM roof and switchboard be designed such that a PV system could be installed on the TAM building's roof in the future.

Similarly, existing external telecommunications providers' infrastructure on-site does not form part of the proposed works, nor is it expected to be affected by the proposed works under this package. Internal hospital-related communications will however require diversion and reallocation due to the demolition works of existing buildings (under the CAMHS approval) using the hospital's communications network.

Civil Engineering Works

ACOR Consultants has provided a statement with respect to the civil engineering scope for the TAM building - see **Appendix H**.

The civil works associated with the TAM building include:

- In-ground stormwater network to service the new building and external areas, including provision for capacity to accept stormwater discharge from the CAMHS site area.
- Site regrading and pavement works external to the building envelope, including proposed driveway on the eastern side of the building, and altered access to the existing carpark to the west.
- Minor earthworks below the building where the floor level is below the existing natural surface.

3.2 Proposal Need, Options and Alternatives

3.2.1 Strategic Justification

The TAM relocation directly arises from other strategically-significant projects arising from the Stage 1 and Stage 2 Redevelopments.

3.2.2 Alternatives and Options

Options Considered

The TAM Building's options essentially focussed on the scale and orientation of the building in the proposed location, following consideration that potentially moving the facility into existing floorspace was not viable given the specialised spatial needs of the building. The current design resolves a range of operational and accommodation matters and provides for an efficient spatial relationship within this part of the campus and its environs outside of the campus.

The TAM building options were somewhat limited due to space constraints, however the preferred option under this REF provides the necessary capacity to safeguard the operation of the TAM department and future-proof their operations in a timely manner.

3.3 Construction Activities

The works are long term (being about 10 months in duration). A preliminary Construction Management Plan has been prepared by Turner & Townsend which will be further embellished and built-upon by a final Construction Management Plan by the appointed contractor. The following information is derived from the preliminary Construction Management Plan, which is located at **Appendix L**.

Table 2: Project Timeframes and Construction Activities

Construction activity	Description
Commencement Date	Estimated April 2024 to January/February 2025.
Work Duration/Methodology	The duration of the works is approximately 10 months. An overlap in construction of both the CAMHS and TAM buildings will occur over the 10 month program.
Work Hours and Duration/Construction	Standard working hours are proposed, namely Mon-Fri 7am to 6pm Sat 8am to 1pm No work Sundays or public holidays
Workforce/Employment	The proposed workforce is not yet understood, but would likely be in the order of 50 workers across both sites over the duration of the works.
Ancillary Facilities	Site sheds and amenities will be located between the two CAMHS and TAM sites in the general location of the current Sexual Health building and potentially extending into the area covered by the current Court Building. No parking is proposed on-site or on-campus for construction works are the typical policy of car sharing and public transport use continues to be promoted by HI.
Plant Equipment	The likely plant and equipment cited by the preliminary Construction Management Plan, includes: <ul style="list-style-type: none"> • powered mobile plant • excavators • cranes • personnel and/or materials hoists • air compressors • electric generators jack hammers • hydraulic jacks • oxy-acetylene (gas cutting/welding) • concrete saws and corers • scaffolding • ladders (limited use) • many types of handheld plant, including: angle grinders, power saws, hammers, • demolition saws, hydraulic jacks and pinch/lever bars.
Earthworks	Only minimal and shallow earthwork are required to accommodate the TAM building – see the civil engineering documents at Appendix J .
Source and Quantity of Materials	This is yet to be determined, however given potential scarcity of imported materials, there is a likelihood of a significant proportion of locally sources building materials.
Traffic Management and Access	<p>The CAMHS and TAM projects will be constructed via separate contracts however construction activity will occur concurrently to minimise the impacts of traffic activity on Derby Street.</p> <p>Access to both sites will be provided via a single driveway on Derby Street, adjacent to the multi-storey car park. Access through to the CAMHS site will be maintained along a roadway between the TAM site and the adjacent multi-storey car park.</p> <p>The peak traffic activity is likely to be associated with the removal of material during the demolition stage, and concrete pours associated with the footings and structures. Following these stages, smaller and less frequent vehicles are used for the fitout stage.</p> <p>The site is well served by the arterial road network, providing proximate access to the M4 motorway to the south of Kingswood. The following truck routes have been identified as provided the most direct routes while minimising the impact on residential areas/roads.</p> <p>The proposed driveway access will be designed to accommodate the left turn movement into the site and the right turn exit movement. There is no intention for vehicle to use the roads to the west of the campus.</p> <p>The movement of vehicles will be restricted to the hours of operation of the site and all standard requirements (covered loads etc.) will apply.</p>

3.4 Operational Activities

Use

The TAM use is a continuation of the same and existing use presently located to the north of the campus off Barber Avenue. This use provides the campus with its ongoing maintenance services for a range of matters including landscaping and gardening, repairs and maintenance of the buildings and property, and other related actions.

Operation Hours

The TAM building will continue or maintain the hospital's existing hours and will operate its standard daily and weekly hours.

Staff / Patients

The TAM facility is not expected to generate any increase in staff. It does not affect patient or visitor numbers.

Traffic and Parking

As noted above, in terms of parking supply, 26 existing staff spaces will be lost as a result of the works, however 7 new / replacement spaces will be provided in relation to the parking requirements for CAMHS and TAM. No change to TAM related parking arises given it is a relocation of existing on-campus infrastructure. The 46 fleet spaces transferred to near West Block will displace 46 staff spaces in that location.

The net loss in parking supply is 19 spaces, plus the 46 fleet spaces transferred to West Block. This equals 65 spaces.

ptc has estimated the required parking supply arising from the works. CAMHS is likely to generate the need for 36 parking spaces for staff, visitors to in-patients, and other associated visits to the facility by medical or emergency officers. The demolition of Nepean 1; Nepean 2; Sexual Health; and the Court Building results in the decanting of some staff within the hospital campus but a relocation of a significant number out of the campus. Of some 256 staff presently working within these buildings, 125 will be relocated out of the campus. This has the effect of reducing parking demand by some 111 spaces based on ptc's calculations.

Accordingly, the 111 spaces presently required will be offset by new demand for 36 spaces. The resultant change in parking demand is a reduction of 75 spaces.

The demand for parking is reduced by 75 spaces compared the change in supply of 65 spaces. The works therefore result in a net decrease in demand for parking on the campus by 10 spaces, which effectively serves to remove this number of vehicles from the streets around the hospital's perimeter.

Given the lack of change in the TAM staffing and parking allocation, and the net reduction of staff on the campus, the traffic generated by these works in their operational guise is likely to be reduced with concomitant improvements in intersection performance where it directly relates to vehicles generated by activities on the campus.

4. Statutory Framework

4.1 Planning Approval Pathway

Section 4.1 of the EP&A Act states that if an EPI provides that development may be carried out without the need for development consent, a person may carry the development out, in accordance with the EPI, on land to which the provision applies. However, the environmental assessment of the development is required under Part 5 of the Act.

State Environmental Planning Policy (Transport & Infrastructure) 2021 (TISEPP) aims to facilitate the effective delivery of infrastructure across the State. Division 10 of TI SEPP outlines the approval requirements for health service facilities. A “hospital” is defined as a health service facility under this division.

The site is zoned ‘SP2 Infrastructure - Health Service Facilities’ under the *Penrith Local Environmental Plan 2010*. The SP2 is a prescribed zone under the TI SEPP.

The proposal involves demolition works and the erection of the TAM building serving as replacement accommodation for that department within the hospital, along with ancillary works which is classified as development without consent as proposed activity is consistent with sections 2.61(1)(b) and (c) and 2.3(3) of the TISEPP.

Therefore, the project becomes an ‘activity’ for the purposes of Part 5 of the EP&A Act and is subject to an environmental assessment (REF). The proposal is considered an ‘activity’ in accordance with clause 5.1 of the EPA Act because it involves the carrying out of a work, the demolition of a building or a work, and the use of land, that is not Exempt Development or prohibited under an environmental planning instrument.

TISEPP consultation is discussed within section 5 of this REF.

Table 3:Description of proposed activities

Division and Section within TISEPP	Description of Works
Chapter 2, Division 10, Section 2.61(1)(c) Chapter 2, Part 2.1, Section 2.3(3)	Demolition works of existing slabs
Chapter 2, Part 2.1, Section 2.3(3)	Tree removal, minor earthworks, services diversions and new connections, and access reconfiguration as ancillary works
Chapter 2, Division 10, Section 2.61(1)(b)	Construction and use of TAM building

4.2 Environmental Protection and Biodiversity Conservation Act 1999

The provisions of the EPBC Act do not affect the proposal as it is not development that takes place on or affect Commonwealth land or waters. Further, it is not development carried out by a Commonwealth agency, nor does the proposed development affect any matters of national significance. An assessment against the EPBC Act checklist is provided at Table 4.

Table 4: EPBC Checklist

Consideration	Yes/No
The activity will not have any significant impact on a declared World Heritage Property?	No
The activity will not have any significant impact on a National Heritage place?	No
The activity will not have any significant impact on a declared Ramsar wetland?	No
The activity will not have any significant impact on Commonwealth listed threatened species or endangered community?	No
The activity will not have any significant impact on listed migratory species?	No

Consideration	Yes/No
The activity does not involve nuclear actions?	No
The activity will not have any significant impact on Commonwealth marine areas?	No
The activity will not have any significant impact on Commonwealth land?	No
The activity does not relate to a water resource, a coal seam gas development or large coal mining development?	No

4.3 Environmental Planning and Assessment Act 1979

The proposed activity is consistent with the objectives of the EP&A Act as outlined in the table below.

Table 5: Consideration of the Objects of the EP&A Act

Object	Comment
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The TAM building supports the efficient and effective operation of Nepean Hospital. This in turn supports and promotes the general welfare of the community.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The development's ESD credentials have been considered as part of the design and ongoing operation of the development. See further detailed ESD considerations within this REF.
(c) to promote the orderly and economic use and development of land,	The TAM building's relocation arises from the development of the approved Stage 2 Redevelopment tower at the hospital. This has been determine to be an orderly use of the land in co-locating that building with the Stage 1 tower. The need to relocate functions within the hospital to arrive at the best functioning hospital has been at the forefront of land use planning decisions within the campus.
(d) to promote the delivery and maintenance of affordable housing,	N/A
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The development / activity does not affect the environment, including threatened and other species of native animals and plants, ecological communities and their habitats in any significant way.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	N/A – the hospital and its immediate environs, particularly to its south, does not contain any built and cultural heritage (including Aboriginal cultural heritage).
(g) to promote good design and amenity of the built environment,	The design of the TAM building is one limited by its functional and spatial needs and requirements. The external appearance of the building is one which has cost-effectively delivered a utilitarian form and materiality commensurate with its purpose. Notwithstanding, it is also of a modern architecturally-designed expression common for contemporary buildings of various styles.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The TAM Department of the hospital is in itself concerned with with the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	N/A
(j) to provide increased opportunity for community participation in environmental planning and assessment.	Whilst the TAM building was not required to be notified, opportunity arose during the then combined CAMHS / TAM notification process to seek and include Council's feedback as set out in Section 5 of this REF.

Duty to Consider Environmental Impact

Part 5 of the EP&A Act applies to activities that are permissible without consent and are generally carried out by a public authority. Activities under Part 5 of the EP&A Act are assessed and determined by a public authority, referred to as the determining authority. Health Infrastructure is a public authority and is the proponent and determining authority for the proposed works.

For the purpose of satisfying the objects of the EP&A Act relating to the protection and enhancement of the environment, a determining authority, in its consideration of an activity shall, notwithstanding any other provisions of the Act or the provisions of any other Act or of any instrument made under the EP&A Act or any other Act, examine and take into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of that activity (refer to sub-section 1 of section 5.5 of the EP&A Act).

Section 170 of the EP&A Regulation defines the factors which must be considered when assessing the likely impact of an activity on the environment under Part 5 of the EP&A Act. This is set out in the Department of Planning and Environment’s Guidelines for Division 5.1 assessments – June 2022, which provides reference to factors to be considered under section 171(2) of the EP&A Regulation. Section 6.1 of this REF specifically responds to the factors for consideration under sections 170 and 171(2).

Table 5 below demonstrates the effect of the proposed development activity on the matters listed for consideration in sub-section 3 of section 5.5 of the EP&A Act.

Table 6: Matters for consideration under Sub-Section, Section 5.5 of the EP&A Act

Matter for Consideration	Impacts of Activity
Sub-section 3: Without limiting subsection 1, a determining authority shall consider the effect of any activity on any wilderness area (within the meaning of the <i>Wilderness Act 1987</i>) in the locality in which the activity is intended to be carried on.	No effect, as there is no wilderness area (within the meaning of the <i>Wilderness Act 1987</i>) in the locality in which the activity is intended to be carried on.
Note: If a biobanking statement has been issued in respect of a development under Part 7A of the <i>Threatened Species Conservation Act 1995</i> , the determining authority is not required to consider the impact of the activity on biodiversity values.	

4.4 Environmental Planning and Assessment Regulation 2021

As above, Section 170 of the EP&A Regulation defines the factors which must be considered when assessing the likely impact of an activity on the environment under Part 5 of the EP&A Act. This is set out in the Department of Planning and Environment’s Guidelines for Division 5.1 assessments – June 2022, which provides reference to factors to be considered under section 171(2) of the EP&A Regulation. These requirements are considered at section 6.1 of this REF.

4.5 Other NSW Legislation

The following table lists any additional legislation that is required to be considered if it is applicable to the proposed activity.

Table 7: Other Possible Legislative Requirements

Legislation	Comment	Relevant? Yes/No
State Legislation		
<i>Rural Fires Act 1997</i>	The site is not identified on the Bushfire Prone Land Map.	No
<i>Biodiversity Conservation Act 2016</i>	The development site does not contain any critical habitat, threatened species or ecological population or community.	No

Review of Environmental Factors:
Nepean Hospital Total Asset Management (TAM) Relocation Project

Legislation	Comment	Relevant? Yes/No
<i>Water Management Act 2000</i>	The works are not within 40 metres of a watercourse.	No
<i>Contaminated Land Management Act 1997</i>	The site is not listed on the register of contaminated sites.	No
<i>Heritage Act 1977</i>	The site is not listed or mapped as a heritage item.	No
<i>Roads Act 1993</i>	Approval under section 138 of the Roads Act applies to the reconfiguration of the accessways into and out of the campus at Derby Street and which are in part within Council's road reservation. This have been addressed and resolved through the recently approved CAMHS REF, upon which TAM will rely for its access. This process has been commenced with Council as part of the construction of CAMHS. The works otherwise do not involve the pumping of water onto a public road, or involve the connection of a road to a classified road.	No. Not directly under this REF.
<i>Local Government Act 1993</i>	No part of the Local Government Act is triggered.	No.
<i>National Parks and Wildlife Act 1974</i>	An Aboriginal Cultural Heritage Assessment Report (ACHAR), in support of an Aboriginal Heritage Impact Permit (AHIP), is not required due to the existing highly disturbed nature of the site.	No.
<i>Crown Land Management Act 2016</i>	Not relevant to this REF.	No.
<i>Protection of the Environment Operations Act 1997</i>	An environment protection licence is unlikely to be triggered or required due to the relatively minor scope and duration of the works.	No.
<i>NSW Reconstruction Authority Act 2022</i>	The works respond to the broad requirements of the State Disaster Mitigation Plan (SDMP) under section 38 of the NSW Reconstruction Authority Act, in that the development is designed in response to any disaster event that may occur at the site including flooding, earthquake and the like, noting that hospital campus is not on or near bushfire prone land.	No.
Section 171A of the Environmental Planning and Assessment Regulation 2021	There are no direct impacts to any catchments, as defined for consideration under Section 171A of the EP&A Regulation, including the Hawkesbury-Nepean Catchment.	No.
State Legislation Planning Policies		
State Environmental Planning Policy (Biodiversity and Conservation) 2021	Chapter 6 of the SEPP applies to the former Hawkesbury – Nepean SREP.	Yes – see commentary below.
State Environmental Planning Policy (Sustainable Buildings) 2022	This SEPP, and Chapter 3 in particular, does not apply to Part 5 / REF assessments.	No
State Environmental Planning Policy (Resilience and Hazards) 2021	Chapter 3 Hazardous and offensive development applies to the TAM. Chapter 4 Remediation of land applies in relation to any contamination across the development site.	Yes – see commentary below.
State Environmental Planning Policy (Transport and Infrastructure) 2021	Infrastructure SEPP provisions now located within this SEPP.	Yes – see prior commentary and further below regarding the ability to use the REF / Development without consent pathway. The activity is not traffic generating development, as per the relevant criteria.

Legislation	Comment	Relevant? Yes/No
State Environmental Planning Policy (Precincts – Western Parkland City) 2021	The site is within an State Significant Precinct that's located in the Western Parkland City, namely within the boundaries of the former Western Sydney Aerotropolis SEPP	Yes, see commentary below.
Penrith Local Environmental Plan 2010		
Zone	<p>The Nepean Hospital campus is zoned SP2 Infrastructure - Health Service Facilities zone under Penrith Local Environmental Plan (LEP) 2010. Health services facilities are permitted with consent within the SP2 zone.</p> <p>The objectives of the SP2 zone are:</p> <ul style="list-style-type: none"> To provide for infrastructure and related uses. To prevent development that is not compatible with or that may detract from the provision of infrastructure. <p>The proposed TAM building is consistent with the SP2 zone objectives as it provides for and supports the ongoing operation of Nepean Hospital as envisaged by the zone and its objectives.</p>	Yes.
Height of Buildings	N/A	No
Floor Space Ratio	N/A	No.
Heritage	N/A	No.
Flood Planning	It is noted that despite the contents of the section 10.7(2) and (5) Planning Certificate with respect to flood planning controls, the whole of the campus is not mapped as being affected as such.	Yes, see commentary in Section 6 of this REF.

Transport and Infrastructure SEPP – Chapter 2 - Infrastructure

The delivery of the new TAM building is to be undertaken subject to section 2.61(1)(b) and 2.61(2) of the TISEPP as development without consent as set out below:

- (1) *Any of the following development may be carried out by or on behalf of a public authority without consent on any land if the development is carried out within the boundaries of an existing health services facility—*
- (a) *the erection or alteration of, or addition to, a building that is a health services facility,*
 - (b) **development for the purposes of restoring or replacing accommodation or administration facilities,**
 - (c) *demolition of buildings carried out for the purposes of a health services facility,*
 - (d) *development for the purposes of patient transport facilities, including helipads and ambulance facilities,*
 - (e) *development for the purposes of car parks to service patients or staff of, or visitors to, the health services facility (or to service staff of, or visitors to, other premises within the boundaries of the facility).*
- (2) ***This section does not permit the erection of any building that exceeds 15 metres in height or is located closer than 5 metres to any property boundary (or an addition to a building resulting in the building exceeding that height or being closer than that distance to any property boundary).***

Consistent with section 2.61(1)(b) and 2.61(2) of the TISEPP, the works are being carried out by HI (a public authority) within the boundaries of an existing health services facility. The proposed TAM building is less than 15m in height and sits no closer than 5m from any property boundary and therefore satisfies the provisions of section 2.61(2).

The overall ancillary works, including tree removal and services relocation and augmentation works, and earthworks related to the construction are addressed / permitted via section 2.3(3) of the TISEPP.

As noted in the table above, the activity is not a traffic generating development under Schedule 3 of this SEPP.

Resilience and Hazards SEPP – Chapter 3 – Hazardous and Offensive Development

Resilience and Hazards SEPP – Chapter 3 – Hazardous and Offensive Development operates as the successor to the former / original SEPP 33 which commenced in 1992 with aims, amongst other things, to ensure that in determining whether a development is a hazardous or offensive industry, any measures proposed to be employed to reduce the impact of the development are taken into account, and that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact.

Under section 3.12 of the Resilience and Hazards SEPP (former clause 13 of SEPP33), in determining an application to carry out development to which this Part applies, the consent authority must consider (in addition to any other matters specified in the Act or in an environmental planning instrument applying to the development)—

- (a) current circulars or guidelines published by the Department of Planning relating to hazardous or offensive development, and
- (b) whether any public authority should be consulted concerning any environmental and land use safety requirements with which the development should comply, and
- (c) in the case of development for the purpose of a potentially hazardous industry—a preliminary hazard analysis prepared by or on behalf of the applicant, and
- (d) any feasible alternatives to the carrying out of the development and the reasons for choosing the development the subject of the application (including any feasible alternatives for the location of the development and the reasons for choosing the location the subject of the application), and
- (e) any likely future use of the land surrounding the development.

To address section 3.12 and the relevant SEPP 33 Guidelines, a screening assessment was carried out by Arup as part of its TAM Building Dangerous Goods Design Considerations memo. This is provided at **Appendix M**.

Arup advises with respect to these prevailing SEPP 33 requirements that the TAM building has been assessed against the thresholds in Applying SEPP 33 and none of the thresholds are exceeded. Refer to sections 2.1 and 2.4 of the Arup assessment. Therefore, the development is not potentially hazardous and a Preliminary Hazard Assessment (PHA) is not required. The activity is neither a hazardous or offensive development under this chapter of the SEPP.

Resilience and Hazards SEPP – Chapter 4 – Remediation of Land

Pursuant to section 4.6 – Contamination and remediation to be considered in determining development application of (the former clause 7 of SEPP 55), a consent authority must consider whether the land subject of a development application is contaminated and, if the land is contaminated, be satisfied that the land is suitable in its contaminated state for the use proposed. If the land requires remediation to be made suitable for the proposed purpose, the consent authority must be further satisfied that the land will be so remediated before the land is used for that purpose.

Whilst this provision applies only to DAs, it remains a relevant consideration for the works as the object of this Chapter of this SEPP is to provide for a State-wide planning approach to the remediation of contaminated land, and in particular to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment and where a remediation work is required that it meets certain standards and notification requirements.

To confirm that the site is suitable for the ongoing health services uses a Detailed Site Investigation has been undertaken by JK Environments (see **Appendix N**) for the land subject of the TAM building. Based on the investigations no remediation is required at the site.

JK Environments are of the opinion based on the data collected and assessed for the DSIs, that the site is suitable for the proposed development from a contamination standpoint, without the need for remediation, subject to appropriate implementation of its recommendations. See further assessment / discussion in Section 6 of this REF.

Biodiversity & Conservation SEPP – Chapter 6 – Water Catchments (Hawkesbury – Nepean)

This Chapter as it relates to the Hawkesbury – Nepean Catchment applies to certain land in the Greater Metropolitan Region and includes Penrith LGA. The aim of this plan has been to protect the environment of the Hawkesbury-Nepean River system by ensuring that the impacts of future land uses are considered in a regional context.

This includes strategies for Total Catchment Management, Environmentally Sensitive Areas, Water Quality, Water Quantity, Cultural heritage, Flora and Fauna, Riverine Scenic Quality, Agriculture and Aquaculture and fishing, Rural residential development, Urban Development, Recreation and Tourism, and Metropolitan Strategy.

The relevant provisions of these strategies to this REF relate largely to water quality and quantity considerations at section 6.6 of the SEPP. These are addressed in Section 6 of this REF.

Precincts - Western Parkland City SEPP – Chapter 4 – Western Sydney Aerotropolis

This SEPP, amongst other things, aims to:

- (a) to facilitate development in the Western Sydney Aerotropolis in accordance with the objectives and principles of the Western Sydney Aerotropolis Plan,
- (b) to promote sustainable, orderly and transformational development in the Western Sydney Aerotropolis,
- (c) to ensure development is compatible with the long-term growth and development of the Western Sydney Airport (including in relation to the operation of the Airport 24 hours a day) and other critical transport infrastructure,

Council’s planning certificate indicates this SEPP applies as the land may be subject to its planning controls set out below.

Planning control	Affected?
(a) Subject to an ANEF or ANEC contour of 20 or greater	No
(b) Affected by the Lighting Intensity and Wind Shear Map	No
(c) Affected by the Obstacle Limitation Surface (OLS) Map	Yes
(d) Affected by the “public safety area” on the Public Safety Area Map	No
(e) Within the “3km zone” or the “13km zone” of the Wildlife Buffer Zone Map	Yes

With respect to the above, the hospital campus sits just inside the OLS Map’s Outer Horizontal Surface line of 230.5m AHD. Given the development will be approximately 6-7m above the existing ground levels of RL 53 (that is to about RL 60, the development will be well below this RL 230.5 threshold for notification to Air Services Australia and Commonwealth. The development will not penetrate the prescribed airspace and the provisions of section 4.22 of the SEPP require no further action.

Further, the campus sits at the periphery of the mapped area in relation to the Wildlife Buffer Zone. The campus sits on the 13km Wildlife Buffer Zone line / boundary. Accordingly, the hospital is identified as sitting at the extremities of land surrounding the Airport where wildlife may present a risk to the operation of the Airport. The proposed development does not involve a land use that encourages or fosters wildlife and thereby risk to operations of the airport. No further action under section 4.19 of the SEPP is warranted.

4.6 Strategic Plans

The following table lists any strategic plan that is required to be considered if it is applicable to the proposed activity.

Table 8: Consideration of Strategic Plans

Strategic Plan	Assessment	Relevant? Yes/ No
The Greater Sydney Region Plan - A Metropolis of Three Cities	<p>The Greater Sydney Region Plan: A Metropolis of Three Cities, was released by the Greater Sydney Commission (GSC) in March 2018 and is the first Region Plan by the Greater Sydney Commission.</p> <p>The Plan encompasses a global metropolis of three cities – the Western Parkland City, the Central River City and the Eastern Harbour City. It is envisioned that people of Greater Sydney will live within 30 minutes of their jobs, education and health facilities, services and great places. The Nepean Hospital campus is located within the Western Parkland City.</p> <p>The site and nearby Western Sydney University and TAFE facilities are located within the Greater Penrith Health and Education Precinct. The Nepean Hospital Redevelopment is identified in the Plan as a major hospital expenditure within the Western Parkland City.</p> <p>The TAM relocation forms a peripheral component of the overall Stage 2 Redevelopment which provides further essential health infrastructure services within the Penrith Education and Health Precinct and relieve stress on other medical services within the Precinct and NBMLHD. The redevelopment will also improve connectivity into the site and provide additional jobs during both construction and operation.</p> <p>Over the next 20 years, as part of the Greater Sydney Commission's vision of a Metropolis of Three Cities, the Western City District Plan will drive growth in education, health, and industry sectors with employment hubs in Katoomba, Penrith, Richmond, and Windsor.</p> <p>Penrith is a regional city of the Western District, housing The Quarter, which is one of Sydney's largest health and education precincts. The Quarter is committed to becoming an international destination for investment and excellence in health care, medical research, world-class education, and related technology, where the world's best and brightest come together to collaborate.</p>	Yes, only peripherally.
Future Transport Strategy 2056	The proposed development is modest in scale and is not a type to be inconsistent with any of the objectives and actions associated with the Future Transport Strategy.	No
Western Parkland City District Plan	<p>The Western Parkland City District Plan is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision for Greater Sydney. It is a guide for implementing the Greater Sydney Region Plan, A Metropolis of Three Cities, at a district level and is a bridge between regional and local planning.</p> <p>The vision for the Western City District Plan is to transform the district over the next 20 to 40 years to provide residents with quicker and easier access to a wider range of jobs, housing types and activities. The vision will improve the District's lifestyle and environmental assets.</p> <p>This will be achieved by, amongst other things, developing a range of housing, providing access to public transport and infrastructure including schools, hospitals and community facilities</p> <p>There are no specific or direct linkages to the development of the hospital, nor the TAM building.</p> <p>Accordingly, the proposed development is modest in scale and is not a type to be inconsistent with any of the wider objectives and actions associated with the District Plan.</p>	No

Strategic Plan	Assessment	Relevant? Yes/ No
Penrith Local Strategic Planning Statement	<p>Penrith City Council's Local Strategic Planning Statement (LSPS) - Planning for a Brighter Future, sets out the 20-year vision for land use in Penrith Local Government Area (LGA).</p> <p>The LSPS recognises the special characteristics which contribute to Penrith's local identity and how growth and change will be managed in the future. The LSPS came into force in March 2020 following endorsement by the Greater Sydney Commission and adoption by Council.</p> <p>Overall, the LSPS provides a land use vision for Penrith LGA over the next 20 years taking into consideration the economic, social and environmental needs of the community. It aligns with and responds to the key priorities and directions set in the Greater Sydney Commission's (GSC) Greater Sydney Region Plan – A Metropolis of Three Cities and Western City District Plan.</p> <p>In doing so, it includes 21 planning priorities and 10 themes which reflect the shared community values to be maintained and enhanced. These are:</p> <ul style="list-style-type: none"> • Planning Priority 1 - Align development, growth and infrastructure • Planning Priority 2 – Work in partnership to unlock our opportunities • Planning Priority 3 – Provide new homes to meet the diverse needs of our growing community • Planning Priority 4 – Improve the affordability of housing • Planning Priority 5 – Facilitate sustainable housing • Planning Priority 6 – Ensure our social infrastructure meets the changing needs of our communities • Planning Priority 7 – Enrich our places • Planning Priority 8 – Recognise and celebrate our heritage • Planning Priority 9 – Support the North South Rail Link and emerging structure plan • Planning Priority 10 – Provide a safe, connected and efficient local network supported by frequent public transport options • Planning Priority 11 – Support the planning of the Western Sydney Aerotropolis • Planning Priority 12 – Enhance and grow Penrith's economic triangle • Planning Priority 13 – Reinforce The Quarter as a specialised health, education, research and technology precinct • Planning Priority 14 – Grow our tourism, arts and cultural industries • Planning Priority 15 – Boost our night-time economy • Planning Priority 16 – Protect and enhance our high value environment lands • Planning Priority 17 – Define and protect the values and opportunities within the Metropolitan Rural Area • Planning Priority 18 – Connect our green and blue grid • Planning Priority 19 – Create an energy, water and waste efficient city • Planning Priority 20 – Manage flood risk • Planning Priority 21 – Cool our city <p>The most vivid examples of the Stage 2 Redevelopment (and therefore in a very peripheral sense the TAM Building meeting the Planning Priorities of the LSPS are Planning Priorities 1, 2, 6, 12, and 13. Accordingly, the redevelopment and ongoing enhanced operation of Nepean Hospital plays a significant contribution to Penrith LGA's strategic planning outcomes.</p>	Yes, only peripherally.

5. Consultation

The TAM building scope does not trigger any notification need due to the provisions being applied for its construction and use as replacement accommodation – see section 2.62(1) and section 2.61(1)(b) of the TISEPP.

As the TAM building was previously part of a proposed REF combined with the adjacent CAMHS building, for context the TAM building was latterly included in correspondence for the CAMHS building with Council.

For background, notification letters were issued to Council and occupiers of adjoining land on 21 February 2021 in relation to the CAMHS project with the TAM component later joining that REF / proposal. The notification period concluded on 14 March 2021. The CAMHS component and TAM component were later separated and assessed as separate REFs. The CAMHS component was approved in 2023.

The works to reconfigure the accessways to the development site under the CAMHS component was not deemed of significance with respect to notification to Council as it did not trigger any of the relevant provisions of section 2.10 of the TISEPP and did not affect any on-street parking arrangement at the perimeter of the campus as it sits wholly within a No Parking zone as identified earlier in this REF.

Table 9: Stakeholders required to be notified

Stakeholder	Relevant Section
Penrith City Council	Section 2.62 (CAHMS only)
Occupiers of adjoining land	Section 2.62 (CAHMS only)

The extent of notification of occupiers of adjoining land for the CAMHS component included properties at:

- 30-40 Somerset Street, Kingswood (at the south-eastern extremity of the hospital campus); and
- 46-60 Derby Street, Kingswood (along the southern boundary of the hospital campus).

This generated some 200 notification letters, focused principally upon the residential flat buildings to the hospital's south which in part overlook the site of CAMHS / TAM.

Copies of the notification letters are at **Appendix O**, as well as responses received at **Appendix P**.

An overview of the comments received (in relation to CAMHS but which ultimately overlap into the TAM component) are outlined and responded to in the table below. Note, no public submissions were received.

Table 10: Issues raised and responses

Issue raised	Date received	Response	Reference
Penrith City Council			
The proposal represents an increase in gross floor area and additional or expanded services within the hospital that may require a proportionate increase in onsite car parking.	2 March 2021	These matters are addressed in Section 6 of this REF and directly comment by comment in the ptc Transport Impact Assessment.	Section 6.2.1 and in Appendix E .
There is already a numerical deficiency in onsite car parking resulting from recent state significant development approvals for the redevelopment of the Nepean Hospital campus. It will need to be demonstrated that the proposed development works will not further increase patronage and parking demands if there is no additional car parking proposed.			
A review of the plans suggest reconfiguration of some car parking however there doesn't appear to be a specific increase in parking to cater for the increased gross floor area associated with the proposed development.			

Issue raised	Date received	Response	Reference
<p>It is therefore requested that a traffic and parking assessment report be prepared and submitted to Council for review that addresses the traffic and parking demands of the existing / approved hospital campus with analysis to confirm what impacts the proposed works will have on parking availability. The report should ensure or demonstrate that further overflow parking is projected to occur in the local road network as a consequence of this development.</p>			

To address Council's request that a traffic and parking assessment report be prepared and submitted to Council, ptc's pre-existing assessment was updated to address Council's comments and was provided to Council's letter's signatory for information by email on 15 March 2023. Council was provided with a response timeframe of 7 calendar days. Note, the referral of ptc's report to Council addresses the parking and traffic matters concerning both the CAMHS and TAM components of the works.

Council's Senior Traffic Engineer responded by email on 17 March 2023 advising that he/Council: had no objection with respect to the ptc report; that it generally concurred with the assessment; and advised of conditions and a clarification for inclusion in the mitigation measures (see **Appendix W**). Council's full response is set out below.

I have reviewed the transport impact assessment prepared by ptc dated 28 February 2023 in regard to proposed CAMS and TAM Facilities at Nepean Hospital.

Based on the requirement under State Wide Mental Health Infrastructure Program, a net addition of 10 beds is required. As such, a new CAMHS unit is proposed in the south-eastern corner of the Nepean Hospital campus to supplement the existing facilities. With the redevelopment of the site for CAMHS, the existing TAM facility is to be relocated from the current compound adjacent to Barber Avenue to make way expansion of Stage 2.

The following comments are provided:

- No objection is raised in regard to the traffic impact of the proposed development on adjoining road network as the impact is considered minimal.*
- SSDA condition for Stage 1 requires provision of 2,009 spaces. Review of the submitted traffic impact assessment shows 2,015 parking spaces have been provided for Stage 1 development.*
- The parking demand for CAMHS and TAM has been estimated from the number of staff (256 staff) currently working in the buildings that will be demolished to make way for the construction of CAMHS and TAM development. Out of 256 staff, 125 staff will be relocated to the Health Hub and 131 staff will be based within the campus. The existing parking demand generated by the staff who are to be relocated has been estimated as 111 spaces, based on percentage driving and requiring a parking space (93%), and car occupancy of 1.05.*
- The estimated CAMHS parking demand is 36 spaces resulting in reduction in demand of 75 parking spaces.*
- The CAMHS and TAM developments will displace 26 existing staff parking spaces and 46 fleet parking spaces. Development proposes 7 spaces. Therefore, loss of parking spaces associated with the proposal is 65 spaces. Considering the demand for parking is reduced by 75 spaces, there will be net decrease in demand of 10 spaces. **Therefore, no concern is raised about provision of parking spaces associated with proposed CAMS and TAM Facilities at Nepean Hospital.** (Our emphasis)*

Please note the following:

- A Construction Traffic Management Plan (CTMP) shall be submitted to Penrith City Council's Asset Management Department for endorsement. The CTMP shall be prepared by a suitably qualified consultant with appropriate training and certification from Transport for NSW. The CTMP shall include details of any required road closures, work zones, loading zones. Approval of the CTMP may require approval of the Local Traffic Committee. Please contact Council's Asset Management Department on 4732 7777 and refer to Council's website for a copy of the Temporary Road Reserve Occupancy Application Form.*
- Under Section 138 of the Roads Act 1993 all proposed works within a road reserve require Council approval including the payment of fees and bonds. These works include driveway construction, road reserve occupancy and road reserve opening/excavation.*
- Page 15 of the traffic impact assessment report refers to the largest vehicle required to access the loading dock as medium rigid vehicle. But, swept path assessment shows that the loading dock can accommodate an SRV. This needs to be clarified.*

Review of Environmental Factors:

Nepean Hospital Total Asset Management (TAM) Relocation Project

Based on the above, and in consideration of only the TAM building's development, no further action other than the CTMP being issued to Council for endorsement is required. The remaining comments relate directly to the CAMHS building, with the new accessway forming part of that REF and its approval, with TAM being developed around, and reliant upon, this infrastructure. The CTMP requirement has been included in the mitigation measures (see **Appendix W**).

From a non-statutory consultation perspective, to arrive at a preferred solution, the team undertook a number of workshops with representatives from HI, EWG, NBMLHD, and hospital staff in relation to the TAM building.

6. Environmental Impact Assessment

6.1 Environmental Planning and Assessment Regulation 2021 – Assessment Considerations

The relevant assessment considerations under section 170 of the EP&A Regulation 2021 (though the application of the Department of Planning and Environment's Guidelines for Division 5.1 assessments – June 2022), which provides reference to factors to be considered under section 171(2) of the EP&A Regulation. These are provided below.

Table 11: Summary of Environmental Factors Reviewed in Relation to the Activity

Relevant Consideration	Response/Assessment		
a) Any environmental impact on a community	<p>The works will replace existing development and hard stand areas within disturbed areas of Nepean Hospital. The impacts upon the community will largely be in relation to the appearance of this part of the hospital when viewed from Derby Street and its residential developments to the south. The main changes will be a short-term loss of canopy trees, and a changed built form at the location where the TAM building replaces at-grade parking. The TAM building will nonetheless be significantly lower in height and further setback than the existing multi-deck Somerset Street carpark. Accordingly, there will be some element of tapering of built form away from this strong corner element at the south-eastern corner of the hospital.</p> <p>The construction related impacts will be largely focussed on noise and vibration during works at this edge of the hospital. During construction, a minor increase in trucks and construction operations may have a minor noise impact, however this will be minimal due to the scale of the works.</p>	-ve	Minor and short-term construction
		Nil	Minor ongoing visual impact.
		+ve	
(b) Any transformation of a locality	<p>The works are not of a scale or type that would result in any transformation of the locality. As set out above, the main changes will be a short-term loss of canopy trees, and a changed built form at the location where the TAM building replaces at-grade parking. The TAM building will nonetheless be significantly lower in height and further setback than the existing multi-deck Somerset Street carpark. Accordingly, there will be some element of tapering of built form away from this strong corner element at the south-eastern corner of the hospital.</p>	-ve	
		Nil	Minor visual changes to part of the locality only.
		+ve	
(c) Any environmental impact on the ecosystem of the locality	<p>The hospital is an existing disturbed environment in a suburban and built-up setting. The canopy trees impacted and proposed to be removed will be replaced by new canopy trees within the hospital campus at a rate of better than 1:1. At least 9 trees are proposed to replace the 8 being removed. Trees are generally fragmented throughout the campus and the replanting options will seek to better cluster and focus canopy growth, particularly in the vicinity of the building or in this part of the campus.</p> <p>The tree removal does not impact adversely upon any ecosystems that require further detailed consideration or assessment.</p> <p>The TAM building will impact approximately 115 m² of Cumberland Plain Woodland (Critically Endangered under the BC Act). It will remove foraging habitat for Grey-headed Flying-fox (<i>Pteropus poliocephalus</i>) (Vulnerable under the BC Act and EPBC Act) and the Swift Parrot (<i>Lathamus discolor</i>) (Endangered under the BC Act and Critically Endangered under the EPBC Act). However, due to the limited extent of the vegetation to be impacted and the existing degraded nature of the vegetation it is unlikely to have a significant impact on threatened species or threatened ecological communities. As such, a BDAR or SIS is not required under Part 5 of the EP&A Act.</p>	-ve	
		Nil	Neutral to positive impacts over the longer term as trees mature.
		+ve	As above.
d) Any reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality.	<p>There will be no significant impact, change or reduction of the aesthetic, recreational, scientific or other environmental quality or value of a locality. The only impact is a localised aesthetic impact and this primarily relates to the replacement of at-grade parking and four modest and functional buildings with new architect-designed hospital buildings along with the removal of 8 canopy trees within the hospital, predominantly at the Derby</p>	-ve	
		Nil	Neutral visual impacts overall

Review of Environmental Factors:
Nepean Hospital Total Asset Management (TAM) Relocation Project

Relevant Consideration	Response/Assessment		
	Street frontage. Existing areas of tree canopy will be retained and augmented with at least 9 new canopy trees. A mitigation measure is included to this effect.	+ve	
e) Any effect on locality, place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific, or social significance or other special value for present or future generations.	The Nepean Hospital is a disturbed environment having been subject to decades of change and development. There is no current place or building having aesthetic, anthropological, archaeological, architectural, cultural, historical, scientific, or social significance or other special value for present or future generations that is impacted by the works. The works have the positive impact of placing building stock with bespoke-designed hospital buildings catering for an immediate need in the provision of high quality health care and its associated services. An unexpected finds protocol will be in place for any anthropological, archaeological, cultural, historical matters of significance.	-ve Nil +ve	Positive longer-term health care impacts without any direct impact under this provision.
(f) Any impact on the habitat of protected fauna (within the meaning of the National Parks and Wildlife Act 1974)	No impact upon habitat of protected fauna (within the meaning of the National Parks and Wildlife Act 1974) arises.	-ve Nil +ve	No impact arises.
(g) Any endangering of any species of animal, plant or other form of life, whether living on land, in water or in the air	The works will not endanger of any species of animal, plant or other form of life, whether living on land, in water or in the air. Mitigation measures are included to protect trees and also to ensure any tree hollows that may not have been visible from the ground to further protect any arboreal fauna.	-ve Nil +ve	No impact arises.
(h) Any long term impacts on the environment	The initial loss of 8 canopy trees will be noticeable at the site from Derby Street, however over the longer term, the replacement and increase in canopy trees within the campus has the potential to positive longer term impacts for arboreal animals and the aesthetic presentation of the campus.	-ve Nil +ve	Replacement and increased tree canopy
(i) Any degradation of the quality of the environment	The existing natural environment in the hospital campus and surrounds is generally degraded, disturbed and suburban in form. The works will not further degrade this existing quality. Indeed, the improved built form, functionality and capacity of the hospital as well as the replacement tree canopy plantings has the potential over the longer-term to enhance the quality of the immediate environment.	-ve Nil +ve	Neutral to positive impacts over the longer term as trees mature. As above.
j) Any risk of safety of the environment	There will be no change to the existing safety of the environment during works and the operational phase of the development.	-ve Nil +ve	Neutral
(k) Any reduction in the range of beneficial uses of the environment	There will be no reduction in the range of beneficial uses of the environment during works and the operational phase of the development.	-ve Nil +ve	Neutral
(l) Any pollution of the environment	The pollution of the environment will only occur in a minor and short-term way during works. This is able to be suitably managed or mitigated with standard and bespoke measures for the short overall duration of the works	-ve	Short-term traffic and noise

Relevant Consideration	Response/Assessment		
	in an area already subject to high degrees of planned change and overall transformation.	Nil	
		+ve	
(m) Any environmental problems associated with the disposal of waste	There will be no problems associated with the disposal of waste associated with any of the demolition works, construction works, and the ongoing operation of the buildings. The waste associated with the works is routine and standard, including the handling of HAZMAT and any contaminated soils and materials. Standard waste management systems are anticipated.	-ve	
		Nil	Neutral
		+ve	
n) Any increased demanded on resources (natural or otherwise) that are, or are likely to become, in short supply	There will be no additional demand placed upon natural or other resources that may come into short supply.	-ve	
		Nil	
		+ve	No impact.
(o) Any cumulative environmental effects with other existing or likely future activities.	The locality is a highly active development area. Recent works to Parker Street / The Northern Road have been completed by TfNSW and will not be affected by the works. Other works to The Northern Road to the south of the hospital and towards the M4 Motorway are significantly advanced and also at completion.	-ve	
		Nil	Neutral
		+ve	
	The recent redevelopment of a new private hospital / clinic (Nepean Health Hub) by Cornerstone at the corner of Parker Street and Barber Avenue is now operational.		
	A review of the Department's Major Project's webpage reveals no current development's near Nepean Hospital.		
	A review of the Sydney and Regional Planning Panels register and Penrith City Council DA tracker for any recent DAs of note in Kingswood and near the hospital has however garnered the following recent consent of which construction has now been completed or is nearing completion:		
	• DA20/0810 – 34-36 Somerset Street, Kingswood (approved 29 October 2021) for the construction of a five (5) storey Private Health Facility Containing a 90 Bed Mental Health Hospital and Associated Health Services with Three (3) Levels of Basement and Lower Ground Parking for 92 Cars and a Roof Terrace		
	• DA20/0767 – 28-32 Somerset Street, Kingswood (approved 24 September 2021) for the demolition of Dwelling, Construction of a Seven (7) Storey Accommodation Hotel with Rooftop Bar and Restaurant, 3 Levels of Basement Parking for 63 Vehicles, Ground Floor Reception, Lounge and Dining, and Associated Site Works with Consolidation of Three Lots		
	• DA19/0801 – 39-43 Orth Street, Kingswood (approved 20 April 2020) for the Demolition of Existing Structures and Construction of a 5 Storey Private Hospital with 2 Levels of Basement and Parking for 65 Cars.		
	These developments are all generally to the east of the hospital noting these works will focus construction activity to the south and the likely overlap of impacts will be moderately dispersed given the respective locations and timing. The Stage 2 Redevelopment works are also underway but are focussed to the north of the hospital campus away from these comparatively modest works.		
(p) Any impact on coastal processes and coastal hazards, including those under projected climate change conditions.	The site is not located in the coastal zone or near the coast.	-ve	
		Nil	No Impacts
		+ve	
q) Applicable local strategic planning statements, regional strategic plans or district strategic plans made under the Act, Division 3.1	See section 4.6 of this REF.	-ve	
		Nil	
		+ve	The works reinforce strategic

Relevant Consideration	Response/Assessment
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planning objectives.

The factors to be considered also require consideration at section 171(2)(r) of other relevant environmental factors. No other relevant environmental factors are considered relevant under this REF.

6.2 Identification of Issues

6.2.1 Traffic, Access and Parking

Questions to consider	Yes	No
Will the works affect traffic or access on any local or regional roads?		X
Will the works disrupt access to private properties?		X
Are there likely to be any difficulties associated with site access?		X
Are the works located in an area that may be highly sensitive to movement of vehicles or machinery to and from the work site (i.e. schools, quiet streets)?		X
Will full or partial road closures be required?		X
Will the proposal result in a loss of onsite car parking?	X However the net loss in parking is positively offset by a greater loss in demand for spaces	
Is there onsite parking for construction workers?		X

A Traffic Impact Assessment has been prepared by ptc which also includes preliminary Construction Traffic Management commentary – see **Appendix E**. The assessment considers both the recently approved CAMHS works and the subject TAM development. This is because the works once formed a combined REF. The impacts of the TAM works are to remove areas of fleet parking and at-grade parking in this part of the campus.

In terms of parking supply, as noted, 26 existing staff spaces will be lost as a result of the works, however 7 new / replacement spaces will be provided in relation to the parking requirements for CAMHS and TAM. No change to TAM related parking arises given it is a relocation of existing on-campus infrastructure. The 46 fleet spaces transferred to near West Block will displace 46 staff spaces.

The net loss in parking supply is 19 spaces, plus the 46 fleet spaces transferred to West Block. This equals 65 spaces.

ptc has estimated the required parking supply arising from the works. CAMHS is likely to generate the need for 36 parking spaces for staff, visitors to in-patients, and other associated visits to the facility by medical or emergency officers. The demolition of Nepean 1; Nepean 2; Sexual Health; and the Court Building results in the decanting of some staff within the hospital campus but a relocation of a significant number out of the campus. Of some 256 staff presently working within these buildings, 125 will be relocated out of the campus. This has the effect of reducing parking demand by some 111 spaces based on ptc's calculations.

Accordingly, the 111 spaces presently required will be offset by new demand for 36 spaces. The resultant change in parking demand is a reduction of 75 spaces.

The demand for parking is reduced by 75 spaces compared the change in supply of 65 spaces. The works therefore result in a net decrease in demand for parking on the campus by 10 spaces, which effectively serves to remove this number of vehicles from the streets around the hospital's perimeter.

With respect to **Council's commentary in its submission**, see responses below.

The proposal represents an increase in gross floor area and additional or expanded services within the hospital that may require a proportionate increase in onsite car parking.

ptc advises that the floor area is not a reliable reference with regard to hospital parking demand, with the staff population, number of beds and the provided health services resulting in a more accurate basis. In this regard, the staff population will decrease as a result of this proposal according to the current services plan for the hospital, thereby parking demand will reduce accordingly. Refer to section 5 of the TIA where ptc presents both the parking demand and provision outcomes to conclude a net reduction in demand.

There is already a numerical deficiency in onsite car parking resulting from recent state significant development approvals for the redevelopment of the Nepean Hospital campus. It will need to be demonstrated that the proposed development works will not further increase patronage and parking demands if there is no additional car parking proposed.

Section 5 of the ptc report presents the parking assessment that underpins this application, which is presented in the context of the overall campus parking supply. In specific regard for the CAMHS and TAM project, the clinical services plan proposes a reduction in staff through the removal of the existing buildings within the site, which reduces the parking demand more than the impacts on the parking provision, resulting in a net positive parking provision to demand ratio (i.e. a reduction in the use of on-street parking).

A review of the plans suggest reconfiguration of some car parking however there doesn't appear to be a specific increase in parking to cater for the increased gross floor area associated with the proposed development.

The works themselves provide for 7 spaces for the CAMHS building. The demand generated by CAMHS is 36 spaces. The difference is however offset by the retention of other parking spaces on campus, but a reduced demand for parking spaces due to loss of staff within the campus. The parking demand of this staff is now accommodated within their new accommodation and its on-site parking.

ptc further states, as above, the project does involve some parking reconfiguration including the relocation of the fleet parking to the West Block car park, however the parking demand reduces by more than the reduction in parking (refer Section 5 of the TIA). The parking demand associated with the proposed staffing with CAMHS is presented as this provides a more accurate assessment than the gross floor area.

It is therefore requested that a traffic and parking assessment report be prepared and submitted to Council for review that addresses the traffic and parking demands of the existing / approved hospital campus with analysis to confirm what impacts the proposed works will have on parking availability. The report should ensure or demonstrate that further overflow parking is projected to occur in the local road network as a consequence of this development.

The submission made by Council in 2021 has been subsequently replaced by campus-wide commentary (and assessment) made in relation to the Stage 2 tower's SSD application. This included detailed commentary on campus-wide parking matters as well as on-street parking concerns and the loss of parking on Barber Avenue. These comments and assessments have to the greater part dealt more comprehensively with Council's concerns and the campus-wide car parking issues.

Notwithstanding, ptc states his report has been prepared with reference to the overall campus parking study that established the parking demand and travel mode characteristics of the hospital. By applying the results of that study to the existing buildings to be removed from the subject site, and the proposed uses, it is demonstrated that the project in combination with the reduction in staff demand will improve the parking supply situation (Section 5 of the TIA).

The traffic assessment component has confirmed that the project will involve an overall decrease in the traffic activity associated with the campus, but particularly on Derby Street through the removal of the fleet car park from the site (Section 4 of the TIA).

As noted in the consultation section of this REF, to address Council's request that a traffic and parking assessment report be prepared and submitted to Council, ptc's pre-existing assessment was updated to address Council's comments and was provided to Council's letter's signatory for information by email on 15 March 2023. Council's Senior Traffic Engineer response by email on 17 March 2023 raising no objection and no concern with respect to the parking scenario at the campus arising from this project.

Additionally, in relation to the overall campus-wide supply of parking and the required 2,009 spaces at the commencement of the Stage 1 Redevelopment under the Stage 1 Redevelopment SSD consent, it is noted and relevant to consider the ongoing fluidity of parking supply at the campus.

In June 2022 a campus parking inventory was undertaken by ptc and CBRE which recorded a total parking provision of 1,836 spaces, which excluded parking associated with Stage 1, as the contractor's compound was still in place in lieu of parking. The total spaces associated with Stage 1 were added and resulted in a total provision of 2,015 spaces following the completion of Stage 1. This satisfied a Stage 1 SSD condition requiring the provision of 2,009 spaces. At the time of writing, this provision remains within the campus as no other parking has been displaced pending the commencement of Stage 2 (which has a minor impact on parking) and the CAMHS and TAM project. Subject to budgets and other commitments, the supply of car parking will be able to revert to the 2,000 spaces mark through reconfiguration and re-commissioning of previous spaces lost to phases of redevelopment.

The CAMHS and TAM projects will be constructed as a single contract therefore the construction activity will occur concurrently to minimise the impacts of traffic activity on Derby Street.

Access to both sites will be provided via a single driveway on Derby Street, adjacent to the multi-storey car park. Access through to the CAMHS site will be maintained along a roadway between the TAM site and the adjacent multi-storey car park. The peak traffic activity is likely to be associated with the removal of material during the demolition stage, and concrete pours associated with the footings and structures. Following these stages, smaller and less frequent vehicles are used for the fitout stage.

The site is well served by the arterial road network, providing proximate access to the M4 motorway to the south of Kingswood. The following truck routes have been identified as provided the most direct routes while minimising the impact on residential areas/roads.

The proposed driveway access will be designed to accommodate the left turn movement into the site and the right turn exit movement. There is no intention for vehicle to use the roads to the west of the campus.

The movement of vehicles will be restricted to the hours of operation of the site and all standard requirements (covered loads etc.) will apply.

No on-site construction worker parking is proposed, however given the public transport options around the site it is anticipated workers will be able to travel to the site without high levels of car dependency.

6.2.2 Noise and Vibration

Questions to consider	Yes	No
Are there residential properties or other sensitive land uses or areas that may be affected by noise from the proposal during construction? (i.e. schools, nursing homes, residential areas or native fauna populations)?	X Residential	
Will any receivers be affected by noise for greater than three weeks?	X	
Are there sensitive land uses or areas that may be affected by noise from the proposal during operation?	X	
Will the works be undertaken outside of standard working hours? Monday – Friday: 7am to 6pm Saturday: 8am to 1pm Sunday and public holidays: no work		X
Will the works result in vibration being experienced by any surrounding properties or infrastructure?		X

A Noise and Vibration Impact Assessment has been undertaken by EMM in consideration of the concurrent works at the site in relation to the CAMHS and TAM works, and of the impacts upon sensitive receivers both within the hospital and at the hospital's perimeter. Where impacts are identified, mitigation measures are recommended to apply. This assessment is located at **Appendix Q**.

Sensitive Receivers

Sensitive receivers of noise outside of the hospital have been identified as a range of residential, mixed use, and health care-related uses to the south and east of the development site, generally within the immediate vicinity of the site and/or overlooking the site. A range of uses internal to the hospital, including those within East Block, Oral Health, the retained Nepean Executive building, and the Adult Mental Health building are all also identified as sensitive receivers.

Construction Noise

Based on background noise levels applied for the Stage 1 Redevelopment of the hospital, that is, before construction noise impacts commenced to introduce bias to the recording of conservative background noise levels, and with the assumption of a range of demolition plant and machinery that would be expected based on the scope of works and their sound power levels, EMM has been able to predict the likely noise impacts on the various sensitive receivers.

Across both scopes of works at the site, EMM has concluded as follows with respect to demolition noise.

Noise predictions indicate that construction noise levels during demolition works:

- *may exceed the 'noise affected' Noise Management Levels (NMLs) at all residential assessment locations. The 'highly noise affected' level is not expected to be exceeded during the demolition phase; and*
- *some minor exceedances (up to 5dB) of surrounding hospital / healthcare uses may also be experienced.*

It is noted that the demolition works are expected to be short in duration given:

- *the absence of significant structures on the project site; and*
- *new structures will not accommodate sublevel floors (eg no major excavation).*

On-campus assessment locations which may experience levels exceeding associated NMLs include Oral Health, Sexual Health and Court Building (noting these are now proposed for demolition). Possible mitigation measures are discussed in Section 5.4. Noise mitigation measures and strategies should be formulated as part of the detailed construction noise and vibration management plan.

Across both scopes of works at the site, EMM has concluded as follows with respect to construction noise.

Noise predictions indicate that construction noise levels during construction works:

- *may exceed the 'noise affected' NMLs at all residential assessment locations. The 'highly noise affected' level is not expected to be exceeded during the construction stage; and*
- *the NMLs for surrounding hospital / healthcare uses would likely be met.*

On-campus assessment locations which may experience levels exceeding associated NMLs include the Sexual Health and Court Building (note these are now proposed for demolition). Possible mitigation measures are discussed in Section 5.4. Noise mitigation measures and strategies should be formulated as part of the detailed construction noise and vibration management plan.

Mitigation measures which may be employed to further minimise noise impacts from the construction of the project are discussed in this section. These can include physical measures, such as acoustic screens or shrouds, or noise management measures such as scheduling, alternative plant, community consultation and the like.

Operational Noise

The operational noise likely to be generated by the TAM Building will be from vehicle deliveries via the TAM internal driveway; mechanical plant operation; and TAM workshop activity noise.

The noise levels generated by these three factors have been considered and predicted by EMM.

Operational noise from TAM will likely be intermittent and during the daytime only during the TAM's ordinary hours of operation.

EMM concludes as follows:

Noise associated with demolition and construction may result in some exceedance of project NML for residential assessment locations surrounding the site. Predicted noise levels do not exceed the 'highly noise affected' management level.

Construction noise predictions indicate some exceedances of the project construction NMLs at commercial and healthcare uses within and external to the Nepean Hospital campus. Construction noise mitigation and management strategies have been included in this report for consideration.

A detailed construction noise and vibration management plan is to be prepared as part of the main works contract to ensure that all feasible and reasonable treatments and management measures are considered to minimise construction noise and vibration from the project. This review would be undertaken once a detailed methodology for the works is established.

An assessment of noise from operational noise sources, such as the workshops and mechanical plant has been undertaken. Recommendations and noise management limits have been provided to ensure that noise from the operation of the workshops meet the PNTLs with the façade open and closed.

A detailed assessment of mechanical plant is to be undertaken during the detailed design to confirm compliance with NPfI noise limits.

EMM's recommendations have been included in the proposed mitigation measures for this project.

6.2.3 Air Quality and Energy

Questions to consider	Yes	No
Could the works result in dust generation?	X	
Could the works generate odours (during construction or operation)	X Construction	
Will the works involve the use of fuel-driven heavy machinery or equipment?	X	
Are the works located in an area or adjacent to land uses (e.g. schools, nursing homes) that may be highly sensitive to dust, odours, or emissions?		X

Dust and air quality management is included in the preliminary construction management plan. Standard mitigation measures are likely to be suitable to the level of air quality management required in the context of these works.

6.2.4 Soils and Geology

Questions to consider	Yes	No
Will the works require land disturbance?	X	
Are the works within a landslip area?		X
Are the works within an area of high erosion potential?		X
Could the works disturb any natural cliff features, rock outcrops or rock shelves?		X
Will the works result in permanent changes to surface slope or topography?		X
Are there acid sulphate soils within or immediately adjacent to the boundaries of the work area? And could the works result in the disturbance of acid sulphate soils?		X
Are the works within an area affected by salinity?	X	
Is there potential for the works to encounter any contaminated material?	X	

To manage run-off from stormwater during works, an Erosion and Sediment Control Plan has been prepared and provided by ACOR Consultants at **Appendix J** as part of its civil works package of drawings. The measures proposed

are consistent with Erosion and sediment control - Managing Urban Stormwater: Soils and Construction (Landcom, 2004) (the Blue Book).

With respect to contamination and any need for remediation works, please see commentary below within Section 6.2.13 of this REF.

A Geotechnical Assessment is also provided at **Appendix R**.

With reference to the 1:100,000 Map of Salinity Potential in Western Sydney prepared by the Department of Natural Resource, the site is located in an area where there is a moderate potential for soil and groundwater salinity to occur. Salinity can affect the longevity and appearance of structures as well as causing adverse horticultural and hydrogeological effects.

Penrith City Council's DCP includes a section on managing salinity impacts – see Section 4.5 of Chapter C4 – Land Management. Should the site be identified as being subject to a potential risk of salinity (refer to the map Salinity Potential in Western Sydney 2002) a detailed salinity analysis will be required to avoid or mitigate the impacts of development on salinity processes to prevent any degradation in soils, groundwater or vegetation; damage to buildings and infrastructure; and ensure development will not significantly increase the salt load in existing watercourses.

In any case the scope of earthworks are shallow and unlikely to cause impacts of development upon the groundwater system at or near the hospital campus.

As a mitigation measure, further advice is required to determine the risk of impact upon degradation in soils, groundwater or vegetation; damage to buildings and infrastructure; and ensure development will not significantly increase the salt load in existing watercourses. This should be acquired prior to the commencement of works.

6.2.5 Hydrology, Flooding and Water Quality

Questions to consider	Yes	No
Are the works located near a natural watercourse?		X
Are the works located within a floodplain?		X
Will the works intercept groundwater?		X
Will a licence under the <i>Water Act 1912</i> or the <i>Water Management Act 2000</i> be required?		X

ACOR Consultants have provided advice around the existing hydrology and flooding of the site and the proposed works. This is contained within reporting within **Appendix K** of this REF, which includes a Flood Impact Assessment. A summary is set out below.

Existing stormwater and flooding characteristics of the site

ACOR Consultants advise that there is existing in-ground drainage infrastructure at the southern, downstream, end of the site along the boundary with Derby Street. Surface water from the existing carparking currently sheet flows across the site and is collected into these pits. There is a 300mm diameter outlet pipe from the existing pit in the south-eastern corner of the site. Based on available survey data it is assumed this pipe continues along the Derby Street frontage, past the multideck carpark and discharges into an existing Council kerb inlet pit on the corner of Derby and Somerset Streets. The existing demountable buildings to the north and west of the carpark, namely the Court building and Sexual Health building have gutters and downpipes which collect and convey roof water runoff and discharge directly onto the existing surface and into landscaping areas. This then overland flows as above to be collected into the surface inlet pits in the south. Part of the Court building roof runoff is also directed to an above ground rainwater tank. Rainwater re-use reticulation is unknown.

In terms of flooding, the site falls within the College, Orth and Werrington Creeks catchment and flooding of this area is the subject of the 'College, Orth and Werrington Creeks Catchment Overland Flow Flood Study' prepared by Catchment Simulation Solutions dated June 2017.

The south-eastern corner of the TAM site has been identified as flood effected for all storm events from the 50% AEP to the 1% AEP, with a small area of what appears to be localised ponding. Flood depths are only shown to be up to 200mm deep for all storms. However, outside the site boundary along Derby Street, the area is not shown to be flood

affected for any storm event up to and including the 1% AEP. Due to the uniform flood depths identified on site throughout a variety of storm events, as well as the absence of flooding in the adjacent roadway, the flooding identified on site is suspected to be due to an anomaly in the model.

Along this site boundary the existing carpark only has landscaping with a 150mm kerb. Therefore, any water ponding in this corner will only be to a maximum depth of 150mm before overtopping the kerb and overflowing into the road reserve along Derby Street. Other areas of the site that do not drain towards the existing kerb currently fall directly to the street. Given these existing conditions on site, the 200mm of flooding identified in the modelling is considered to not be representative of actual flood characteristics in the existing scenario.

As part of the proposed development the existing kerb is to be demolished and replaced with a new driveway entry that will fall to the Derby Street kerb level. Therefore, no water ponding will be able to occur anywhere on site, with the entire lot falling directly to the street. This will not impact flooding downstream as the system downstream is not currently flood affected, and the flooding identified on site is considered a misrepresentation of the existing scenario.

In relation to a Probable Maximum Flood (PMF) event, the southern corner of the site becomes inundated in the PMF event. A Flood Certificate obtained from Penrith City Council notes that at the southern end of the site the PMF Flood Level is 51.20 m AHD. Proposed floor levels for the development are generally above this for the administration area and northern workshops. The three southernmost workshops (HVAC Workshop, Plumbers Workshop and Electrical Workshop) all have a proposed floor level of 50.90 m AHD which would result in minor inundation during the PMF of up to 300mm depth. We note that as per the Penrith City Council DCP, the requirements for the site are for the development to be above the 1% AEP storm event plus freeboard. Nonetheless, in the PMF flood event there is minimal inundation of the site and building and a safe evacuation route to the north of the site exists to enable evacuation of personnel from the three workshops which may become inundated.

Provisional Flood Hazard maps for the 1% AEP and the PMF in the flood study report categorise flooding on the site as 'Low Hazard'.

The State Emergency Service of New South Wales (SES) is responsible for providing flood updates and issuing Flood Evacuation Warnings and Flood Evacuation Orders. Flood information issued by the SES may be received by local, radio and television news, SMS messaging, Facebook and doorknocking in affected communities. The timing for evacuation of persons is to be established in consultation with the SES.

As the site is located outside the 1% AEP floodwater extents and the development will not impact the flood characteristics on site, the existing scenario will remain for occupants of the site.

In the event that the 1% AEP flood event is expected to be exceeded, strategies should be adopted in accordance with NSW Government operational guidelines and SES Emergency Evacuation operational guidelines. Evacuation from site in the event of the 1% AEP being exceeded is priority as no shelter in place for events larger than this is provided. There is an available evacuation route to the north of the site as the northern boundary is not flood affected.

ACOR concludes that given the lack of flood affectation in the adjacent area along Derby Street, the proposed development will not impact local flood characteristics. Due to the identified lack of flooding on site, with all localised ponding being relieved due to the proposed works, there is little need for ongoing flood risk management on the site.

Proposed works

Based on Council's DCP, the intent for the development is to utilise the existing fleet carpark drainage network where possible and ultimately discharge to the existing pipe running adjacent to the multideck carpark on Derby Street. The assumed outlet pipe will need to be confirmed prior to detail design to confirm the size and condition of the existing system to ensure it has capacity for the stormwater runoff from the proposed TAM building.

The new building is proposed to be drained by a conventional roof drainage system connecting to a new inground pit and pipe network. The roof and in-ground pipe system will be sized to cater for the 5% AEP, ensuring there is available overland flow paths for the larger storm events up to and including the 1% AEP to freely discharge to Derby Street.

Note, the site is not identified as requiring on-site detention on Council's OSD maps. In terms of Water Sensitive Urban Design elements, the proposed TAM site is approximately 1,900m² with an increase in impervious area of 135m², and as such, no water quality treatment devices are required. Majority of the site area which is currently asphalt carparking

is going to be converted to roof area with the proposed design, so some increase in the rainfall runoff quality will occur due to the runoff largely now being from roof areas.

Stormwater quantity

It is not expected that any flood controls will be placed on the development at the TAM site as the flooding shown on the flood maps is localised to the south-eastern corner of the site only, and the adjacent Derby Street is not identified as flood affected. As such, the flooding shown may be an anomaly in the modelling. Minor regrading at the boundary to ensure the driveways are free draining to Derby Street should alleviate existing flooding, if any. Overland flow paths will be designed to convey flows from all storms above a 5% AEP event up to and including the 1% AEP storm event.

Stormwater quality

The Penrith DCP 2014 Part C3.2 outlines the water quality requirements for proposed developments. For new commercial and industrial developments with a site area of less than 2,500m² or where there is an increase in impervious site area of less than 250m² no stormwater quality or water quantity flow devices are required. Accordingly, based on ACOR Consultant's calculation no flow devices have been provided in this instance.

6.2.6 Visual Amenity

Questions to consider	Yes	No
Are the works visible from residential properties, or other land uses that may be sensitive to visual impacts?	X	
Will the works be visible from the public domain?	X	
Are the works located in areas of high scenic value?		X
Will the works involve night work requiring lighting?		X

The proposed works are likely to be visible from parts of Derby Street to the south of the hospital only, and to that end from a narrow viewshed from residences opposite the hospital on Debry Street. The built form and bulk and scale of development is generally likely to be consistent with the existing cluster of single and two-storey functional (and demountable) buildings currently at the site. The improvement however in existing visual impacts to the future visual impacts arises from the architecturally-designed TAM Building. The TAM building will be a simple and functional building set forward some 5-7m off the Derby Street boundary. Being a single storey building nestled to the immediate west of the multi-storey carpark building at the corner with Somerset Street, it will moderate bulk and scale by stepping down and away from the intersection.

6.2.7 Aboriginal Heritage

Questions to consider	Yes	No
Will the activity disturb the ground surface or any culturally modified trees?		X
Are there any known items of Aboriginal heritage located in the works area or in the vicinity of the works area (e.g. previous studies or reports from related projects)?		X
Are there any other sources of information that indicate Aboriginal objects are likely to be present in the area (e.g. previous studies or reports from related projects)?		X
Will the works occur in the location of one or more of these landscape features and is on land not previously disturbed?		X
<ul style="list-style-type: none"> • Within 200m of waters. • Located within a sand dune system. • Located on a ridge top, ridge line or headland. • Located within 200m below, or above a cliff face. • Within 20m of, or in a cave, rock shelter or a cave mouth 		
If Aboriginal objects or landscape features are present, can impacts be avoided?		N/A
If the above steps indicate that there remains a risk of harm or disturbance, has a desktop assessment and visual inspection been undertaken?		X

Questions to consider	Yes	No
Is the activity likely to affect wild resources or access to these resources, which are used or valued by the Aboriginal community?		X
Is the activity likely to affect the cultural value or significance of the site?		X

The standard unexpected finds protocol is likely to be suitable as a mitigation measure in this context. In confirming that no Aboriginal cultural heritage is likely to be impacted, see a recent AHIMS search at **Appendix S**.

Note, during the Stage 2 Redevelopment SSD process, reporting on Aboriginal cultural heritage resulted in the following commentary and mitigation measures.

Following the site inspection, and due to the disturbed nature of the site, Comber concluded that the site does not contain Aboriginal archaeological potential and that it is unlikely that Aboriginal objects would be disturbed by the proposal. Accordingly, there are no constraints to the proposed Nepean Hospital Stage 2 Redevelopment in respect of Aboriginal archaeology. Recommendations are nonetheless made with respect to an unexpected finds protocol during works and induction and procedures related to addressing any finds.

6.2.8 Non-Aboriginal Heritage

Questions to consider	Yes	No
Are there any heritage items listed on the following registers within or in the vicinity of the work area? NSW heritage database (includes section 170 and local items) Commonwealth EPBC heritage list?		X
Will works occur in areas that may have archaeological remains?		X
Is the demolition of any heritage occurring?		X

Again, with reference to the most recent heritage assessment at the campus, consistent with mapping under Penrith LEP 2010, the hospital campus is not a listed item on any statutory or non-statutory heritage register. A number of local heritage items are however located near or in the general locality of the hospital. No heritage conservation areas are located within this general area.

The proposed works are unlikely to have an impact on any items of built heritage significance of the hospital itself. The majority of buildings are relatively recent developments, the earliest having been erected sometime in the 1980s. Major developments in this area of the campus occurred in the 1990s. In considering the pattern of development in the hospital buildings over time, it is clear that these buildings are representative of the reactive nature of hospital growth in response to the growing community.

The works are also remote from any nearby heritage items being some many hundreds of metres from the closest items in any direction.

Archaeological potential at the site has previously been assessed as Nil to Low on the basis of the highly disturbed and urbanised nature of the site and progressive loss of soil integrity across the campus from periods of intensive works.

The standard unexpected finds protocol is likely to be suitable as a mitigation measure in this context.

6.2.9 Ecology

Questions to consider	Yes	No
Could the works affect any <i>Environmental Protection and Biodiversity Conservation Act 1999 (Cth)</i> listed threatened species, ecological community or migratory species?		X
Is it likely that the activity will have a significant impact in accordance with the <i>Biodiversity Conservation Act (2016)</i> ? In order to determine if there is a significant impact, the REF report must address the relevant requirements of Section 7.2 of the BC Act: <ul style="list-style-type: none">Section 7.2 (a) – Test for significant impact in accordance with section 7.3 of the BC Act.		X

Questions to consider	Yes	No
<ul style="list-style-type: none"> Section 7.2 (c) – it is carried out in a declared area of outstanding biodiversity value. 		
Could the works affect a National Park or reserve administered by EES?		X
Is there any important vegetation or habitat (i.e. Biodiversity and Conservation SEPP) within or adjacent to the work area?		X
Could the works impact on any aquatic flora or habitat (i.e. seagrasses, mangroves)?		X
Are there any noxious or environmental weeds present within the work area?		X
Will clearing of native vegetation be required?		X

The removal of 8 mature native trees would not be classed as the clearing of native vegetation given the selective and specific nature of the tree removal.

Thrive Ecology has undertaken an Ecological Assessment of the site and the proposed works in relation to the TAM Building – see **Appendix T**. Thrive Ecology has concluded that the TAM building will impact approximately 115 m² of Cumberland Plain Woodland (Critically Endangered under the BC Act). It will remove foraging habitat for Grey-headed Flying-fox (*Pteropus poliocephalus*) (Vulnerable under the BC Act and EPBC Act) and the Swift Parrot (*Lathamus discolor*) (Endangered under the BC Act and Critically Endangered under the EPBC Act). However, due to the limited extent of the vegetation to be impacted and the existing degraded nature of the vegetation it is unlikely to have a significant impact on threatened species or threatened ecological communities. As such, a BDAR or SIS is not required under Part 5 of the EP&A Act.

The Aborigicultural Assessment by Moore Trees (see **Appendix F**) has not indicated whether any hollows are found within any of the trees to be removed.

In any case, Moore Trees includes a series of recommendations setting out the tree removal methodology as well as a tree protection plan.

Based on this, the activity will not significantly affect threatened species, populations, ecological communities or their habitats, and therefore a SIS and/or BDAR is not required.

6.2.10 Bushfire

Questions to consider	Yes	No
Are the works located on bushfire prone land?		X
Do the works include bushfire hazard reduction work?		X
Is the work consistent with a bush fire risk management plan within the meaning of the <i>Rural Fires Act 1997</i> (RF Act) that applies to the area or locality in which the activity is proposed to be carried out?		N/A

No further mitigation measures are considered applicable or relevant in the context.

6.2.11 Land Uses and Services

Questions to consider	Yes	No
Will the works result in a loss of, or permanent disruption of an existing land use?		X
Will the works involve the installation of structures or services that may be perceived as objectionable or nuisance?		X
Will the works impact on, or be in the vicinity of other services?		X

No further mitigation measures are considered applicable or relevant in the context.

6.2.12 Waste Generation

Questions to consider	Yes	No
Will the works result in the generation of non-hazardous waste?	X	
Will the works result in the generation of hazardous waste?	X	
Will the works result in the generation of wastewater requiring off-site disposal?		X

The range of waste likely to be generated is a mix of hazardous and non-hazardous building material and hardstand asphaltic waste. As set out in the preliminary Construction Management Plan, all waste materials will be treated in accordance with the Penrith City Council and EPA requirements. Excavated soil is to be classified prior to disposal and/or reuse. Identification of suspected or contaminated soil will cease work. Suspected contaminated spoil will be tested to provide classification for disposal – see discussion on the results of the Detailed Site Investigations in the section that follows.

The project scope includes for some demolition activity. Rubbish will be removed using both liftable construction bins and wheelie type bins. The waste in these bins will be loaded into the larger 'skip' bins located in the building delivery/laydown area within the site compound.

The Contractor will be required to recycle and reuse where possible. The Contractor will be required to arrange for the sorting and recycling of waste materials and packaging to ensure maximum recycling is achieved. The disposal subcontractor will recycle material where possible and record waste volumes. A receipt summarising status of recycled and waste quantities will be issued to the contractor on a monthly basis. Target for recycling of waste by the disposal subcontractor to be agreed upfront (as percentage of the total waste generated). All other/general waste will be removed from site as required.

Anticipated construction waste streams are demolition waste (rubble, concrete, and solid waste); mixed spoil; excavated natural material; green waste; metal waste; office waste; and asbestoscontaining materials. Recycling will be sorted and stockpiled on site in the following categories: concrete; steel/metals; bricks. Waste streams will be classified, and their recovery or disposal tracked.

A Hazardous Materials Assessment has been prepared. See discussion on this in the section that follows.

6.2.13 Hazardous Materials and Contamination

Questions to consider	Yes	No
Is there potential for the works to encounter any contaminated material?	X	
Will the works involve the disturbance or removal of asbestos?	X	
Is the work site located on land that is known to be or is potentially contaminated?	X	
Will the works require a Hazardous Materials Assessment?	X	
Is a Remediation Action Plan required?		X
Is the work category 2 works under Resilience and Hazards SEPP?		N/A

HAZMAT

JK Environments has prepared a Hazardous Building Materials Survey for the building site noting it presently does not accommodate any buildings – see **Appendix U**. The TAM building's site is not subject to any asbestos materials, lead in paint, PCB containing electrical equipment, or SMF materials, principally as the site is an at-grade car park devoid of buildings.

An unexpected finds protocol is to be applied as a mitigation measures as well as a range of recommendations from the JK Environments assessment / report.

Contamination

JK Environments has also prepared a Detailed Site Investigations (DSI) for the site to determine the level of potential contamination as well as any need for remediation works at the sites – **see Appendix N**.

The DSI included a review of historical information for the site and sampling of the soil from seven borehole locations and groundwater from three monitoring wells. The site has historically been vacant or used for grazing/agricultural purposes, prior to its development as an open-air car park as part of the wider hospital campus from sometime between 1986 and 1991 to the present day.

Soil samples tested revealed no risks from contamination.

Elevations of heavy metals in groundwater were identified above the ecological SAC, however these were considered to be consistent with regional/background groundwater conditions. Overall, risks associated with groundwater contamination were assessed to be low.

Based on the findings of the DSI, JK Environments is of the opinion that the site is suitable for the proposed development. There is considered to be a relatively low potential for contamination-related unexpected finds to occur at the site during the proposed development works, however it is recommended that an unexpected finds protocol be developed and implemented during the construction phase of the development.

6.2.14 Community Impact / Social Impact

Questions to consider	Yes	No
Is the activity likely to affect community services or infrastructure?		X
Does the activity affect sites of importance to local or the broader community for their recreational or other values or access to these sites?		X
Is the activity likely to affect economic factors, including employment numbers or industry value?		X
Is the activity likely to have an impact on the safety of the community?		X
Will the activity affect the visual or scenic landscape? This should include consideration of any permanent or temporary signage.	X	
Is the activity likely to cause noise, pollution, visual impact, loss of privacy, glare or overshadowing to members of the community, particularly adjoining landowners?	X	

The scope of works is such that the TAM building, being a replacement accommodation for the asset management team of the hospital will broadly have a neutral community / social impact. There are no direct health services provided to the public that have a tangible and positive relationship to the wellbeing of the hospital's catchment and the LHD.

6.2.15 Cumulative Impact

Questions to consider	Yes	No
Has there been any other development approved within 500m of the site?	X	
Will there be significant impacts (for example, including but not limited to, construction traffic impacts) from other development approved or currently under construction within 500m of the site?		X

The locality is a highly active development area. Recent works to Parker Street / The Northern Road have been completed by TfNSW and will not be affected by the works. Other works to The Northern Road to the south of the hospital and towards the M4 Motorway are significantly advanced and also at completion.

The recent redevelopment of a new private hospital / clinic (Nepean Health Hub) by Cornerstone at the corner of Parker Street and Barber Avenue is now operational.

A review of the Department's Major Project's webpage reveals no current development's near Nepean Hospital.

A review of the Sydney and Regional Planning Panels register and Penrith City Council DA tracker for any recent DAs of note in Kingswood and near the hospital has however garnered the following approvals, some of which have been completed and others close to completion:

- DA20/0810 – 34-36 Somerset Street, Kingswood (approved 29 October 2021)
 - Construction of a Five (5) Storey Private Health Facility Containing a 90 Bed Mental Health Hospital and Associated Health Services with Three (3) Levels of Basement and Lower Ground Parking for 92 Cars and a Roof Terrace
- DA20/0767 – 28-32 Somerset Street, Kingswood (approved 24 September 2021)
 - Demolition of Dwelling, Construction of a Seven (7) Storey Accommodation Hotel with Rooftop Bar and Restaurant, 3 Levels of Basement Parking for 63 Vehicles, Ground Floor Reception, Lounge and Dining, and Associated Site Works with Consolidation of Three Lots
- DA19/0801 – 39-43 Orth Street, Kingswood (approved 20 April 2020)
 - Demolition of Existing Structures and Construction of a 5 Storey Private Hospital with 2 Levels of Basement and Parking for 65 Cars

They generally sit to the east of the hospital and have a direct access from the Great Western Highway via Somerset Street. It is unlikely that there would be any significant level of overlap of traffic related to this project and these. Given their level of completion and modest scope of this REF's works the likely volume of construction traffic will be diminishing rather than increasing in this regard.

Stage 2 Redevelopment works are focussed to the north of the hospital campus and are generally remote from the works at the new TAM site.

BCA / Accessibility Assessment

In addition to the above assessment, BM+G has also completed a BCA and Accessibility assessment of the proposed building – see **Appendix V**. BM+G is also satisfied that the new works for the TAM building can satisfy the requirements of the BCA2019 Amendment No. 1 and the Access to Premises Standards 2010 if the works are designed and constructed in accordance with the requirements of this BCA Report and the subsequent Fire Engineering Assessment undertaken by Fire Safety Engineer and Access Report prepared by iAccess Consultants.

7. Summary of Mitigation Measure

Mitigation measures are to be implemented for the proposal to reduce impacts on the environment. The mitigation measures are provided at **Appendix W**.

7.1 Summary of Impacts

Based on the identification of potential issues, and an assessment of the nature and extent of the impacts of the proposed development, it is determined that:

- The extent and nature of potential impacts are moderate during construction (however able to be managed with appropriate mitigation measures) and low during operation and will not have significant adverse effects on the locality, community and the environment;
- Potential impacts can be appropriately mitigated or managed to ensure that there is minimal effect on the locality, community; and
- Given the above, it is determined that an EIS is not required for the proposed development activity.

8. Justification and Conclusion

The proposed demolition, construction works, and operation in relation to the Nepean Hospital Total Asset Management (TAM) Project at Nepean Hospital, Derby Street, Kingswood is subject to assessment under Part 5 of the EP&A Act. The REF has examined and taken into account to the fullest extent possible all matters affecting, or likely to affect, the environment by reason of the proposed activity.

As discussed in detail in this report, the proposed works will not result in any significant or long-term impact. The potential impacts identified can be reasonably mitigated and where necessary managed through the adoption of suitable site practices and adherence to accepted industry standards.

As outlined in this REF, the proposed activity can be justified on the following grounds:

- It responds to an existing need within the community;
- It generally complies with, or is consistent with all relevant legislation, plans and policies;
- It has minimal environmental impacts; and
- Adequate mitigation measures have been proposed to address these impacts.

The environmental impacts of the proposal are not likely to be significant and therefore it is not necessary for an EIS to be prepared and approval to be sought for the proposal from the Minister for Planning under Part 5.1 of the EP&A Act. Further, the activity will not significantly affect threatened species, populations, ecological communities or their habitats, and therefore a SIS and/or BDAR is not required.

On this basis, it is recommended that HI approve the proposed activity in accordance with Part 5 of the EP&A Act and subject to the adoption and implementation of matters outlined in this report.