

Notice of decision

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

Application type	State significant development
Application number and project name	SSD-17491477 Lang Walker AO Medical Research Building – Macarthur
Applicant	Western Sydney University
Consent Authority	Minister for Planning

Decision

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

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

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

Date of decision

9 June 2022

Reasons for decision

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

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the department's assessment report;
- the prescribed matters under the Environmental Planning and Assessment Regulation 2000;
- the objects of the Act;
- all information submitted to the department during the assessment of the development;
- the findings and recommendations in the department's assessment report; and
- the views of the community about the project (see Attachment 1).

The findings and recommendations set out in the department's assessment report were accepted and adopted as the reasons for making this decision.

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

- the project would provide a range of benefits for the region and the State as a whole, including capital investment in health and education infrastructure, as well as the creation of 58 construction jobs and 121 new operational jobs.
- the project is permissible with development consent and is consistent with NSW Government policies including the Greater Sydney Commission's Greater Sydney Regional Plan 'A Metropolis of Three Cities' and Western City District Plan, Transport for NSW's Future Transport Strategy 2056, NSW State Infrastructure Strategy 2018-2038 Building the Momentum and NSW Premier's Priorities.
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards. The consent authority has included conditions to ensure: relevant bush fire guidelines are applied during the construction and operation of the development; landscaping works are delivered in a timely manner; car parking is managed appropriately without impacting overall hospital car park capacity; a Green Travel Plan is delivered to achieve a gradual modal shift away from private vehicle travel; noise mitigation is developed through design development to ensure noise targets are complied with; and construction impacts are appropriately managed.
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the conditions of consent. Engagement on the project is considered to be in line with *Undertaking Engagement Guidelines for State Significant Projects*, including the community participation objectives outlined in these guidelines.
- weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Department exhibited the Environmental Impact Statement for the project from 19 November 2021 until 16 December 2021 (28 days). One public objection was received.

The key issues raised by Council and the community (including in submissions) and considered in the Department's Assessment Report and by the decision maker include traffic and parking, built form, stormwater management and noise. Other issues are addressed in detail in the department's assessment report.

<i>Issue</i>	<i>Consideration</i>
<p><i>Traffic and parking</i></p> <ul style="list-style-type: none"> Staff and visitors of the MRB may use surrounding streets for parking, contributing to parking shortages for residents. The proposal will increase congestion on local roads. Council raised concern that the additional driveway access from Parkside Crescent would result in reduced on-street parking. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> Staff and visitors of the MRB will be provided dedicated access to the excess parking spaces across the Campbelltown Hospital campus following the completion of hospital Stage 2 redevelopment works. The Applicant's traffic assessment demonstrates that the surrounding road network has ample capacity to accommodate expected traffic generated by the development, noting that the Level of Service at key intersections would not significantly deteriorate. Active travel mode share will improve in response to the implementation of a Green Travel Plan and provision of bicycle parking and end-of-trip facilities. The Applicant's Response to Submissions Report (RtS) confirmed the removal of the proposed additional driveway access, with servicing to be accommodated via the existing driveway at the adjacent Macarthur Clinical School. One on-street parking space will be lost due to the provision of a drop-off bay, however its loss will be compensated through the provision of a piece of public infrastructure within Park Central, as agreed by Council. <p><i>Conditions include:</i></p> <ul style="list-style-type: none"> Requirements for the dedication of 67 parking spaces within the hospital campus for use solely by staff and visitors of the MRB, and for the preparation and implementation of a Green Travel Plan to increase mode share for active travel and reduce overall car parking demand. A requirement for the provision of a piece of public infrastructure within Park Central to compensate for the loss of one on-street car park.
<p><i>Built form</i></p> <ul style="list-style-type: none"> Council requested improvements to the appearance of the lower sections of the Park Crescent elevation, including the relocation of the access driveway and loading area. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The Applicant's RtS included removal of the proposed access driveway, with servicing to be accommodated via the existing driveway at the adjacent Macarthur Clinical School. Revisions were also made to improve the appearance of the lower sections of the Park Crescent elevation, including the use of varied bricks laid in a variegated pattern. <p><i>Conditions include:</i></p> <ul style="list-style-type: none"> No conditions recommended.
<p><i>Stormwater management</i></p> <ul style="list-style-type: none"> Council requested the inclusion of an overland flow path to the north of the proposed MRB. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The proposal includes use of an existing overland flow path along the southern site boundary, which drains onto Parkside Crescent. The Applicant confirmed that the MRB will not have any adverse impact on existing flood levels or overland flow paths outside the site. <p><i>Conditions include:</i></p> <ul style="list-style-type: none"> A requirement for an operational stormwater management system to be designed by a suitably qualified professional, in accordance with the conceptual design in the EIS and with applicable Australian Standards.
<p><i>Noise</i></p> <ul style="list-style-type: none"> The development will result in extra noise from use of the helipad. 	<p><i>Assessment</i></p> <ul style="list-style-type: none"> The proposal includes the demolition of an existing decommissioned hospital helipad. No helicopter noise will be generated as a result of the development. <p><i>Conditions include:</i></p> <ul style="list-style-type: none"> No conditions relating to helicopter noise are recommended.