

Your Reference: SSD 5356
Our Reference: F2008/00386
Contact Person: Mr R Pickles
Hours: 8.30am – 5.00pm
Telephone: 9847 6731
Fax: 9847 6996

1 March, 2013

Heather Warton
Director
Metropolitan and Regional Projects North
GPO Box 39
Sydney NSW 2001

Dear Ms Warton,

**Re: Hornsby Ku-ring-gai Hospital - Redevelopment Stage 1
Property: Corner of Burdett Street and Derby Road, Hornsby**

Thank you for your letter dated 11 January, 2013 regarding the above matter. Council has reviewed the documentation and plans submitted as part of the application for the Stage 1 re-development of the Hornsby Ku-ring-gai Hospital and provides the following comments:

Planning

The site is zoned Special Uses A (Community Purposes) under the *Hornsby Shire Local Environmental Plan 1994*. Hospitals are a permissible land use in the Special Uses zone with development consent.

It is noted that the site contains a heritage item, the Cottage Chapel, listed under the *Hornsby Shire Local Environmental Plan* of local significance.

Whilst the *Hornsby Shire Local Environmental Plan 1994* does not provide for a maximum floor space ratio in the Special Uses A zone, Council's Community Uses DCP requires that development in the Special Uses A zone not exceed 0.4:1 adjoining low density areas. In this regard, Council requests that the Department be satisfied that the bulk, scale and intensity of development would be compatible with the surrounding low density area.

Height

The height of the building is 4 - 5 storeys. Council requests that the Department in its assessment of the proposal has regard to the existing streetscape and character of the area which comprises single and two-storey development. The Department should also ensure that the building would not unreasonably restrict sunlight or result in loss of privacy and amenity to adjacent residential properties.

Setback and Landscape

Council recommends that the building setback to Burdett should be increased to enable additional landscaping within the site between the building and the property boundary along this frontage. Typically Burdett has building setbacks of 6 - 7.6 metres while the proposed building has minimal setback of 1.5m and a height of approximately 11m. There is limited articulation of the building facade. The setback should be more consistent with the existing established streetscape. Small trees should be provided in the additional landscape area between building and property boundary to reduce the visual impact of the building on the streetscape.

Traffic & Safety

Traffic Generation Impacts

- a. The consultant's traffic assessment envisages that the additional 200 vph generated by the proposed development will not have an adverse impact on the existing traffic conditions in the area including at the intersection of Edgeworth David Avenue with Palmerston Road.

Edgeworth David Avenue, Palmerston Road and Myra Street are controlled as one intersection. This is a dog-leg intersection located on a tight bend. It is Council's view that the intersection modelling software that was used (i.e. SIDRA) is unsatisfactory as it does not accurately account for down and upstream weaving/merging manoeuvres that occur at this location. The dog-leg restricts the capacity of the road network at this location.

It is however noted from the consultant's report that no traffic will be turning right from Edgeworth David Avenue into Palmerston Road. The existing traffic pattern indicates that vehicles using the route on Myra Street and Alexandria Parade access the hospital via Palmerston Road at Edgeworth David Avenue intersection. Previous reviews undertaken by Council and others have established that peak hour traffic conditions at this location are unsatisfactory. The Council review established that future developments in the area will necessitate intersection improvements at this location possibly requiring provision of an exclusive right turn lane into Palmerston Road and two westbound through lanes. The additional traffic generated in Stage 1 of the proposed development including the cumulative future traffic that will be generated in later stages of the Hospital redevelopment will exacerbate traffic conditions at this location. The hospital redevelopment is a trigger to provide the required intersection improvement works at this location. The required improvement works would facilitate access and enhance traffic safety for vehicles approaching the development site from the south via Myra Street, Edgeworth David Avenue and Alexandria Parade.

- b. Although the consultants report only mentions Palmerston Road, Burdett Street and Derby Street (Section 4.2 - Existing Road Network) as the major approach routes to the development site, Jubilee Street is also used as a primary access route. This is acknowledged and supported in an unreferenced Figure (Additional arriving and departing) presented in Appendix 1 of the Traffic Report. A Council review has established that there are a number of motor vehicle accidents happening at the intersection of Edgeworth David Avenue with Jubilee Street. The proposed development and cumulative traffic from later stages of the Hornsby redevelopment is likely to increase the number of accidents at this location. The proponent of the development should be requested to consider mitigation measures in accordance with Issue 3.4 outlined in the Director General's requirements for this proposal.

Hospital Car Parking Demand and Impact on Residential Amenity

Surrounding streets are extensively used by hospital visitors and employees. An analysis of the data from the parking surveys undertaken by Council has established that on-street parking experiences a utilisation rate of over 95% during most hours of the day. This implies that the current provision for hospital visitors and employees is not adequate. Hospital patrons looking for vacant car parking spaces are often forced to circulate in the area thereby increasing the volume of traffic on local roads. All day on-street parking and circulating traffic has an impact on residential amenity.

The traffic report has indicated that there is the potential to create a net gain of up to approximately 400 parking spaces for Hospital users by construction of multi storey car park as part of the Stage 2 Redevelopment of the site. It is understood that this is the recent NSW government policy to improve parking at the hospital in line with all hospitals in NSW. In order to improve the amenity of local residents, this initiative is supported and should be a commitment to be included as one of the conditions of consent for the development.

Construction Traffic Impacts

The road network surrounding the development site comprises of local roads that generally have a narrow pavement width of about 7 metres. Most of the roads in the area are not designed to take heavy vehicles.

It is envisaged that construction traffic in particular heavy vehicles will have an impact on residential amenity and road pavement. A comprehensive Construction Management Plan should be prepared prior to the commencement of works. Construction access routes shall be in line with current road restrictions and requirements. Council's Traffic and Road Safety Branch should be consulted during preparing of the Construction Management Plan.

Other measures required to address traffic and car parking impacts

A Transport Management Strategy for the Hospital should be developed to promote active and public transport particularly among staff which would result in reduction of car use and car parking provision.

Recommendations

Should the Director General recommend approval of the development the following conditions are requested by Council:-

General

1. Erosion and Sediment Control

Erosion and sediment control measures must be provided and maintained throughout the construction period in accordance with the manual '*Soils and Construction 2004 (Bluebook)*', the approved plans, Council specifications and to the satisfaction of the principal certifying authority. The erosion and sediment control devices must remain in place until the site has been stabilised and revegetated.

2. Construction Work Hours

All work on site (including demolition and earth works) must only occur between 7am and 5pm Monday to Saturday.

No work is to be undertaken on Sundays or public holidays.

3. Demolition

All demolition work must be carried out in accordance with *Australian Standard 2601-2001 – The Demolition of Structures* and the following requirements:

- a. Demolition material is to be disposed of to an authorised recycling and/or waste disposal site and/or in accordance with an approved waste management plan.
- b. Demolition works, where asbestos material is being removed, must be undertaken by a contractor that holds an appropriate licence issued by *WorkCover NSW* in accordance with Chapter 10 of the *Occupational Health and Safety Regulation 2001* and Clause 29 of the *Protection of the Environment Operations (Waste) Regulation 2005*.

- c. On construction sites where buildings contain asbestos material, a standard commercially manufactured sign containing the words 'DANGER ASBESTOS REMOVAL IN PROGRESS' measuring not less than 400mm x 300mm must be erected in a prominent position visible from the street.

4. **Works near Trees**

All required tree protection measures are to be maintained in good condition for the duration of the construction period.

Note: The applicant is to ensure that no excavation, filling or stockpiling of building materials, parking of vehicles or plant, disposal of cement slurry, waste water or other contaminants is to occur within 4 metres of any tree to be retained.

5. **Sydney Water – s73 Certificate**

A s73 Certificate must be obtained from *Sydney Water*.

6. **External Lighting**

All external lighting must be designed and installed in accordance with *Australian Standard AS 4282 – Control of the Obtrusive Effects of Outdoor Lighting*. Certification of compliance with the Standard must be obtained from a suitably qualified person.

Traffic

7. The intersection of Edgeworth David Avenue / Myra Street / Palmerston Road be redesigned / reconstructed with a view to improve its alignment (removing the dog leg) and a provision of an exclusive right turn lane into Palmerston Road and two westbound through lanes.
8. Construction of a median at the intersection of Edgeworth David Avenue / Jubilee Street to improve traffic safety by restricting movements contributing to right turning crashes.
9. The multi level car park to accommodate the demand for car parking be constructed prior to occupation of Stage 1 hospital redevelopment.
10. A comprehensive Construction Management Plan should be prepared prior to the commencement of works. Construction access routes shall be in line with current road restrictions and requirements. Council's Traffic and Road Safety Branch should be consulted during preparing of the Construction Management Plan.
11. A Transport Management Strategy for the Hospital should be developed to promote active and public transport particularly among staff which would result in reduction of car use and car parking provision.

Engineering

12. **On Site Stormwater Detention**

An on-site stormwater detention (OSD) system must be designed by a chartered civil engineer and constructed in accordance with the following requirements:

- a. The OSD system shall be designed for 50 year ARI storm with maximum permissible discharge rate limited to the of 5 year ARI discharge prior to the proposed development.
- b. Have a surcharge/inspection grate located directly above the outlet.
- c. Connected directly to Council's stormwater drainage system.

13. Internal Driveway/Vehicular Areas

The driveway and parking areas on site must be designed in accordance with *Australian Standards 2890.1, 2890.2, 3727* and the following requirements:

- a. Design levels at the front boundary be obtained from Council.
- b. The driveway grade must not exceed 25 percent and changes in grade must not exceed 8 percent.
- c. Conduit for utility services including electricity, water, gas and telephone be provided.

14. Footpath

A concrete footpath must be constructed along the full frontage of the subject site in accordance Council's *Civil Works Design and Construction Specification, 2005* and the following requirements:

- a. The existing paved footpath must be removed and reconstructed fronting the proposed development.
- b. Construction of Pram ramps at road inter-section.
- c. The land adjoining the footpath to be fully turfed.
- d. Any public utility adjustments to be carried out at the cost of the applicant and to the requirements of the relevant public authority.

15. Vehicular Crossing

A separate application under the *Local Government Act, 1993* and the *Roads Act, 1993* must be submitted to Council for the installation of a new vehicular crossing and the removal of the redundant crossing. The vehicular crossing must be constructed in accordance with Council's *Civil Works Design, 2005* and the following requirements:

- a. Any redundant crossings to be replaced with integral kerb and gutter.
- b. The footway area to be restored by turfing.
- c. Approval obtained from all relevant utility providers that all necessary conduits be provided and protected under the crossing.

16. All car parking must be constructed and operated in accordance with *Australian Standard AS/NZS 2890.1:2004 – Off-street car parking* and *Australian Standard AS 2890.2:2002 – Off-street commercial vehicle facilities*.

- a. All parking areas and driveways are to be sealed to an all weather standard, line marked and signposted;
- b. Car parking, loading and manoeuvring areas to be used solely for nominated purposes;

- c. Vehicles awaiting loading, unloading or servicing shall be parked on site and not on adjacent or nearby public roads;
- d. All vehicular entry on to the site and egress from the site shall be made in a forward direction.

17. Accessible parking spaces are to be in accordance with AS/NZS 2890.6:2009.

18. **Creation of Easements**

The following matter(s) must be nominated on the plan of subdivision under s88B of the *Conveyancing Act 1919*:

- a. The creation of an appropriate *"Positive Covenant"* and *"Restriction as to User"* over the constructed on-site detention/retention systems and outlet works, within the lots in favour of Council in accordance with Council's prescribed wording. The position of the on-site detention system is to be clearly indicated on the title.
- b. To register the OSD easement, the restriction on the use of land *"works-as-executed"* details of the on-site-detention system must be submitted verifying that the required storage and discharge rates have been constructed in accordance with the design requirements. The details must show the invert levels of the on site system together with pipe sizes and grades. Any variations to the approved plans must be shown in red on the *"works-as-executed"* plan and supported by calculations.

Note: Council must be nominated as the authority to release, vary or modify any easement, restriction or covenant.

19. **Traffic Control Plan**

A Traffic Control Plan (TCP) must be prepared by a qualified traffic controller in accordance with the *Roads & Traffic Authority's Traffic Control at Worksites Manual 1998* and *Australian Standard 1742.3* for all work on a public road. The TCP must detail the following:

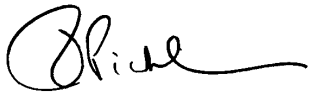
- a. Arrangements for public notification of the works.
- b. Temporary construction signage.
- c. Permanent post-construction signage.
- d. Vehicle movement plans.
- e. Traffic management plans.
- f. Pedestrian and cyclist access/safety.

20. **Damage to Council Assets**

Any damage caused to Council's assets as a result of the construction of the development must be rectified in accordance with Council's written requirements and at the sole cost of the applicant.

Should you wish to discuss this matter further, please contact Council's Manager Development Assessment, Mr Rod Pickles on telephone 9847 6731.

Yours sincerely

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

R PICKLES
Manager Assessments
Planning Division