

6 ASSESSMENT

6.1 Director General's Report

6.1.1 The purpose of this submission is for the Director General to provide a report on the project to the Minister for the purposes of deciding whether or not to grant approval to the project pursuant to Section 75J of the EP&A Act.

6.1.2 Section 75I(2) sets out the scope of the Director General's report to the Minister. Each of the criteria set out therein have been addressed below, as follows:

(a) a copy of the proponent's environmental assessment and any preferred project report; and

The proponent's EA is included for the Ministers consideration at Appendix F whilst the preferred project report is set out at Appendix C.

(b) any advice provided by public authorities on the project; and

All advice provided by public authorities on the project for the Minister's consideration is set out at Appendix E.

(c) a copy of any report of a panel constituted under Section 75G in respect of the project; and

No independent hearing and assessment panel was undertaken in respect of this project.

(d) a copy of or reference to the provisions of any State Environmental Planning Policy (SEPP) that substantially govern the carrying out of the project; and

An assessment of each relevant SEPP that substantially govern the carrying out of the project is set in Appendix G.

(e) except in the case of a critical infrastructure project – a copy of or reference to the provisions of any environmental planning instrument that would (but for this Part) substantially govern the carrying out of the project and that have been taken into consideration in the environmental assessment of the project under this Division; and

An assessment of the development relative to the prevailing environmental planning instrument is provided in Appendix G.

(f) any environmental assessment undertaken by the Director General or other matter the Director General considers appropriate.

The environmental assessment of the project is this report in its entirety.

(g) a statement relating to compliance with the environmental assessment requirements under this Division with respect to the project.

A statement relating to compliance with the environmental assessment requirements is provided at Appendix H.

6.2 Summary of Significant Issues

6.2.1 Following the exhibition period, the proponent met with representatives from both Council (on 12 September 2006) and the RTA (on 20 September 2006) to discuss the issues raised. Consensus was reached in respect of all issues and both parties confirmed their final positions in writing to the Department thereafter.

6.2.2 The proponent lodged a response to the issues raised in submissions, a preferred project report and a revised statement of commitments on 7 December 2006. This was made publicly available on the Department's website. The opportunity was taken at this stage to make several amendments to the proposal. However, these are considered to be relatively minor and do not warrant re-exhibition.

6.2.3 The Department has carried out an assessment of the project application on the basis of the revised and updated plans and documentation lodged on 7 December 2006 in response to issues raised during the exhibition process. There are a number of issues that require further detailed consideration and resolution.

6.3 Development Staging

Issue Summary

6.3.1 The capability of the new mental health facility to operate in isolation pending the implementation of future development stages.

Raised By

6.3.2 Department of Planning; Lismore City Council

Consideration

6.3.3 This project involves the development of a new mental health facility at Lismore Base Hospital and constitutes stage one of a three stage comprehensive redevelopment of the hospital to enhance its clinical, support and community facilities. Stage two is the development of an integrated cancer care unit whilst stage three is for a new procedures centre and inpatient and hospital support facilities.

6.3.4 The development of the new mental health facility will provide the initial physical and health services infrastructure to facilitate the implementation of stages two and three in the future and is the subject of this project application. Implementation of stages two and three will require approval of subsequent applications for development and are not before the Department for its consideration.

6.3.5 It is understood there is no certainty as to the likelihood or timing of stages two and three being implemented. Consequently, the Department sought clarification from the proponent regarding the future development of LBH in order to ensure that stage one can take place and operate in isolation prior to stages two and three being developed (e.g. car parking provision – see Section 6.4 below).

6.3.6 The proponent addressed the issue of development staging within the Environmental Assessment and lodged master plans to accompany the application. These set out the overall redevelopment strategy for the redevelopment of LBH and demonstrate that stage one can be carried out in a coherent fashion and LBH can satisfactorily operate in perpetuity.

6.3.7 The master plan has since been updated as part of the preferred project submission so as to reflect the amended proposal. The Department has assessed the project application and is satisfied that the development can proceed in isolation of stages two and three. Implementation of the stage one redevelopment will not affect the ongoing functionality of LBH.

Resolution

6.3.8 No further action required.

6.4 Car Parking Provision

Issue Summary

6.4.1 Ensuring provision of adequate car parking provision for Lismore Base Hospital (LBH) as a whole.

Raised By

- 6.4.2 Department of Planning; Lismore City Council; RTA

Consideration

- 6.4.3 The mix of formal and informal car parking available for the site is relies upon informal on-street car parking (which occurs in some areas without line marking and provision of kerbs and guttering) to the detriment of existing residential amenity. Car parking demand is high at LBH and it is the Department's view that the proposed redevelopment of LBH provides an opportunity to rectify this problem. It is considered that provision of well serviced off-street car parking should be maximised whilst on-street car parking should be reduced.
- 6.4.4 Car parking rates are set out within Council's Development Control Plan No. 18 Off Street Car Parking (DCP 18). The car parking rates for hospital developments is 1 car parking space per 5 beds plus 1 car parking space per 2 employees plus 1 car parking space per resident doctor. LBH currently provides 210 patient beds across the site, 522 employees and 44 resident doctors. Based upon the assumptions in DCP 18 as referred to above, LBH as a whole should provide 347 car parking spaces. However, LBH currently provides 331 car parking spaces, a shortage of 16.
- 6.4.5 Following the development of the new mental health facility at LBH, hospital wide health related services across the site will increase to 258 patient beds, 608 employees and 48 doctors. The car parking requirement based upon the ratios within DCP 18 is 404 spaces for the consolidated hospital operation. The exhibited proposal included provision of 406 car parking spaces primarily through the development a two storey car parking facility and undercroft car parking beneath the child and adolescent unit and the ambulatory care unit.
- 6.4.6 However, in response to the issues raised in submissions, the proponent amended the nature and extent of overall car parking provision on the site. Whilst the revised proposal includes the removal of the upper level of the proposed two storey car parking facility, car parking capacity has increased to 416 car parking spaces primarily through the establishment of basement car parking under the adult inpatient unit (see Paragraph 3.6.16). Other increases have been made on ground level, the undercroft area beneath the ambulatory care unit and the main entry road and set down area.
- 6.4.7 The Department's North Coast Office raised concerns about the level of car parking provision available to patients and staff during the construction period given that the new mental health facility will be developed upon an existing car parking area. Interim car parking arrangements have been made by NCAHS through the relocation of a number of its vehicles to an off-site location until such time as the new facility is developed. A number of existing spaces will be retained until such time as the new facility is developed.
- 6.4.8 The amended proposal involves a reduction in the amount of on-street car parking in favour of an increased proportion of off-street car parking. The proportion of on-street car parking has been agreed with Council and will be upgraded with kerb and guttering at cost to the proponent for use as informal hospital car parking. The proponent has reconfigured the car parking provision as part of its preferred project submission to better reflect the needs of patients, visitors and staff thereby further exceeding Council's car parking requirements by 12 spaces.
- 6.4.9 The Department is satisfied that adequate car parking has been provided to cater for LBH as a whole following the development of the mental health facility on part of the site.

Resolution

- 6.4.10 The proponent has made two statements of commitment in relation to this issue the first of which states that the revised design solution presented in the (PPR) report improves parking functionality and increases the overall number of off-street car parking at LBH. The second makes a commitment to obtaining approval under Section 138 of the Roads Act for the construction of on street car parking

located within the road reserve of Hunter Street prior to commencement of works.

- 6.4.11 It is recommended that an additional condition be imposed requiring the provision of 416 car parking spaces with a bitumen sealed/paved or equivalent surface constructed in accordance with relevant Council requirements. Furthermore, additional signage should be erected to clearly indicate that off street car parking is available and provision of disabled car parking is provided in accordance with relevant Australian Standards (Condition B7).

6.5 Visual Impact and Built Form

Issue Summary

- 6.5.1 Visual impact and built form issues arising as a result of the redevelopment and perceived safety and security concerns.

Raised By

- 6.5.2 Department of Planning; local resident

Consideration

- 6.5.3 The existing hospital buildings range from between two and six stories in height, the tallest buildings being located adjacent the Uralba Street frontage. The topography of the site follows a pronounced south-east to north-west slope with level differences of between 12 to 16 metres from the highest point in the south east corner to the lowest point in the north west section of the site. The development site forms approximately 30% of the LBH site and is visible from the northern areas of the site.
- 6.5.4 The project application is seeking approval for the development of an adult inpatient unit, a child and adolescent inpatient unit and an ambulatory care unit with a number of internal courtyards and ancillary staff support and clinical facilities. The three composite buildings will be single storey and constructed to a similar specification.
- 6.5.5 An opportunity has been taken to redesign and reconfigure some of the buildings to address local resident's concerns relating to loss of amenity and perceived security and safety issues. This has resulted in reducing the visual impact of the buildings and improved their functionality within the site as well as some internal courtyard areas being expanded for the benefit of both patients and staff.
- 6.5.6 The topography of the LBH site slopes downwards from Uralba Street in the south to Weaver Street in the north. The location of the new mental health unit as a whole is at a much lower level than the remainder of the main hospital buildings and will be viewed within the context of these buildings which are up to six stories in height. It will not be visible in a southerly direction.
- 6.5.7 The redesign and relocation of the ambulatory care unit approximately seven metres to the east of the Hunter Street boundary will reduce its visual impact. Similarly, the height of the child and adolescent unit has been reduced by one metre and realigned parallel to the other buildings so as to create a more logical extension of built form.
- 6.5.8 Other amendments have been made such as decreased roof heights which has been achieved by changing the original skillion roofs to gabled roofs and the deletion of three roof level plant rooms and platforms (to now be located at ground level). The internal configuration has been amended so as to better cater for the needs of future users of the facility.
- 6.5.9 The proponent has produced and submitted amended plans and elevations as part of its preferred project submission to demonstrate how these changes will affect the external appearance of the buildings. At the Department's request, further plans and elevations were lodged to show how the three storey link connecting the mental health facility to the main hospital building (Block A) will function.

- 6.5.10 The Department's North Coast Office raised potential concerns regarding the heritage items on Uralba Street such as Armstrong House, "Kiaora" and existing cultural landscape items as future master plan stages are implemented. The proponent noted the comments made and stated that future applications for development will address this issue at the appropriate time.
- 6.5.11 As part of its revised submission, the proponent has provided additional information to address perceived safety and security concerns. The physical design of the mental health facility will not permit unauthorised access by patients and detailed design specifications will be adopted such as anti-climb perimeter fences, courtyard design and toughened glazing is also proposed.
- 6.5.12 The Department is satisfied that the revised proposal will not have a detrimental impact on the visual amenity of local residents nor will it give rise to safety and security concerns. Generally, the smaller footprints proposed as a result of the design changes will improve setbacks from site boundaries and reduce the impact of the bulk and scale of development upon the surrounding environment.

Resolution

- 6.5.13 The proponent has made a statement of commitment to ensure that the design of the mental health facility ensures the safety of patients, staff, visitors and residents and the most acute patient facilities are located away from existing residential areas. The plans and documentation lodged as part of the project application have been amended accordingly and relodged as the preferred project submission.
- 6.5.14 A statement of commitment has been made to ensure that the visible light reflectivity from building materials used on the facades of buildings will not exceed 20% and will be designed so as not to result in glare that causes any nuisance or interference to any person or place.
- 6.5.15 A further statement of commitment has been made requiring final design details of external materials and finishes (including schedules and a sample board of materials and colours) to be submitted to and approved by the Director of Strategic Assessments within six months of the Minister's approval.
- 6.5.16 The Department recommends that one condition of approval be imposed requiring updated landscaped drawings (to reflect the amended proposal) to be submitted to and approved by the Director of Strategic Assessments prior to the commencement of above ground works (Condition B1).

6.6 Section 94 Contributions

Issue Summary

- 6.6.1 Payment of Section 94 Contributions as identified in Council's Contributions Plan due to increased activity.

Raised By

- 6.6.2 Department of Planning; Lismore City Council

Consideration

- 6.6.3 Council require payment of monetary contributions towards strategic urban roads payable under Section 94 of the EP&A Act. Provision of new roads are identified as well as road upgrading requirements on a site specific basis to cater for increased traffic flows as a direct consequence of new developments.
- 6.6.4 Section 2.1.1 of Council's Contributions Plan states that contributions for traffic generating developments that do not fit into the categories of residential, industrial or commercial development, will be calculated individually based upon the RTA's Guide to Traffic Generating Developments traffic generation and the formulae used within Council's Contributions Plan.

6.6.5 The RTA guidance does not provide a figure for traffic generation of public hospitals. However, Council's Contributions Plan provides a calculation for the intensification of land uses. This calculation is based upon additional vehicular movements generated which are divided by Residential Equivalent Tenements (ET's) and multiplied by the cost per ET/m².

6.6.6 In its original submission dated 17 August 2006, Council provided a preliminary calculation on this basis.

	500	Additional traffic movements per day generated by the LBH development ¹
/	9	Residential Equivalent Tenements (ET's) ²
=	55.5	Number of ET's per square metre ³
x	\$4,749	Cost of ET per square metre (based upon a Residential ET) ⁴
=	\$263,570	Total Amount Payable

Notes

1. Initial assumption made by Council

2. Sourced from Council's Contributions Plan (Page 31)

3. Additional Traffic Movements per day generated by the LBH development / Residential ET's

4. Sourced from Council (\$30,802,000 x 60% / 4,227) + Administration Levy (AL) x Consumer Price Index (CPI)

6.6.7 Council considers that there is a clear nexus between the development and the need for upgrading the strategic urban road network in particular nearby proposed arterial link road, underpasses/overpasses and intersection upgrades. The proponent queried the extent to which the development will generate additional traffic and considers that there will only be a negligible increase of traffic.

6.6.8 Consequently, a meeting took place on 12 September 2006 between the General Manager, Development Assessment Planner and Development Engineer from Council and representatives from NCAHS, Department of Commerce and appointed architects and traffic consultant to discuss the basis of the calculations and the extent of attributable Section 94 contributions.

6.6.9 Further information was provided during the meeting by the proponent's traffic consultant primarily in relation to additional traffic movements generated by the LBH redevelopment. An alternative methodology was applied and a discount was made for the replacement of 6 dwellings, 3 of which have approval for medical usage.

6.6.10 The revised methodology adopted for the recalculation has resulting in a significant reduction in payable Section 94 Contributions as set out as follows:

	361	Additional traffic movements per day generated by LBH development ¹
/	105,491	Total additional traffic demand to be generated by all development ²
=	0.0034	Proportion of traffic movements generated by LBH development ³
x	\$31,633,654	Total works required for all traffic identified in Contributions Plan ⁴ (\$30,802,000 + 2.7% Consumer Price Index)
=	\$110,960	Proportion of works required by LBH redevelopment ⁵ (\$108,253 + 2.5% Administration Levy)
-	\$34,905	Discount of 3 ET's for the dwellings and 4.35 ET's for medical usage ⁶ (7.35 ET's x \$4,749 Cost of ET's per square metre)
=	\$76,055	Total Amount Payable

Notes

1. Sourced from TEF Consulting on behalf of NSW Health

2. Sourced from the Road Contributions Study prepared by TEC Consultants and Lismore City Road Study prepared by PPK Consultants

3. Additional Traffic Movements per day generated by LBH development / Total additional traffic demand to be generated by all developments

4. Sourced from Council Contributions Plan (i.e. \$30,802,000 + CPI)

5. Proportion of works required by LBH development (i.e. \$108,253 + AL)

6. Discount of 7.35 ET's x cost of ET's per square metre (\$30,802,000 x 60% / 4,227) + AL x CPI

6.6.11 Whilst the development falls outside the conventional methodology adopted for residential, commercial and industrial development within Council's Contributions Plan, Council is satisfied that there is

sufficient flexibility within the scope of Section 2.1.1 of Council's Contributions Plan for an ad hoc methodology to be adopted in the form proposed.

- 6.6.12 This re-calculation has enabled the contribution to be reduced from \$263,570 to \$76,055; a decrease of \$187,515. Council and the proponent have reached a consensus that this contribution is satisfactory for both parties. The Department is satisfied that this amount is appropriate and the rationale used to calculate this level of contribution is acceptable.

Resolution

- 6.6.13 Whilst the proponent has made a statement of commitment requiring payment of a Section 94 contribution of \$76,055 it is recommended that an additional condition is attached to the approval so as to formally set out all the terms of payment required by Council (Condition B12).

6.7 Section 64 Contributions

Issue Summary

- 6.7.1 Payment of contributions as identified in Council's Section 64 Contributions Plan due to increased activity.

Raised By

- 6.7.2 Department of Planning; Lismore City Council

Consideration

- 6.7.3 Financial contributions are required under Section 306 of the Water Management Act 2000 for both water and sewerage headworks to provide funds for the provision of such services and facilities (collected under Section 64 of the Local Government Act). The terms and conditions of payable contributions are set out within Council's Section 64 Contributions Plan.
- 6.7.4 Council's preliminary Section 64 contributions were calculated on the basis that payment for water and sewerage headworks should be levied against the development. A credit of 19 Equivalent Tenements (ET's) was given so as to take into account 14 existing allotments and 5 ET structures being removed (i.e. resulting in 24.2 ET's for water headworks and 49.64 ET's for sewerage headworks):

	\$21,078	Water Headworks – Urban Reservoir Zone (Central) (24.2 ET's x \$871 per ET*)
+	\$81,675	Water Headworks – Rous County Council (24.2 ET's x \$3,375 per ET*)
+	\$122,511	Sewerage Headworks – South Lismore Treatment Plant (49.64 ET's x \$2,468 per ET*)
=	\$225,000	Total Amount Payable

Notes

* Costs per ET sourced from Council's Section 64 Contributions Plan

- 6.7.5 A meeting took place on 12 September 2006 between the General Manager, Development Assessment Planner and Development Engineer from Council and representatives from NCAHS, Department of Commerce and appointed architects and traffic consultant to discuss the basis of the calculations and the extent of attributable Section 64 contributions.
- 6.7.6 It was agreed by representatives of Council and the proponent to revisit the Section 64 contributions on the basis that the water headworks be waived and credit be given for the existing 25-bed Richmond Clinic Psychiatric Unit when recalculating the sewerage headworks:

	\$0	Water Headworks – Urban Reservoir Zone (Central) (0 ET's x \$871 per ET*)
+	\$0	Water Headworks – Rous County Council (0 ET's x \$3,375 per ET*)
+	34,280	Sewerage Headworks – South Lismore Treatment Plant (13.89 ET's** x \$2,468 per ET*)
=	\$34,280	Total Amount Payable

Notes

* Costs per ET sourced from Council's Section 64 Contributions Plan

** Reduced ET's for sewerage headworks reflect existing 25-bed Richmond Clinic Psychiatric Unit (i.e. 23 beds x 1.43 – 19 ET's credit)

- 6.7.7 This re-calculation has enabled the contribution to be reduced from \$225,000 to \$34,280; a decrease of \$190,720. Council and the proponent have reached a consensus that this contribution is satisfactory for both parties. The Department is satisfied that this amount is appropriate and the rationale used to calculate this level of contribution is acceptable.

Resolution

- 6.7.8 Whilst the proponent has made a statement of commitment requiring payment of a Section 64 contribution of \$34,280 it is recommended that an additional condition is attached to the approval so as to formally set out all the terms of payment required by Council (Condition B13).

6.8 Acoustics and Noise

Issue Summary

- 6.8.1 Potential noise impacts arising from the mental health facility particularly emanating from the external courtyard areas.

Raised By

- 6.8.2 Department of Planning; local resident

Consideration

- 6.8.3 There are significant physiological and therapeutic benefits through provision of external recreation areas forming part of contemporary mental health facilities. It is acknowledged that the psychological condition of the patient is such that courtyards can be sources of varying degrees of noise, therefore consideration has been given to the location and treatment of walls to minimise such impacts.
- 6.8.4 The new mental health facility will incorporate a number of design parameters to minimise acoustic impact of noise generating areas on surrounding developments. These have been developed in accordance with the EPA's Noise Guideline for Local Government for the management and reduction of intrusive noise.
- 6.8.5 High noise generators are to be located away from existing residential development and the location of courtyards are to be located between the proposed buildings thereby providing a buffer to other hospital facilities. High surrounding masonry walls (with acoustic separation distances) are to be erected next to courtyards that are adjacent to existing residential developments.
- 6.8.6 Other provisions have been included within the design of the mental health facility including provision of double glazing windows to bedrooms of high dependency patients and location of plant rooms at the centre of the facility or against embankments. Acoustically modified plant equipment is proposed to be installed together with other noise reduction technology.
- 6.8.7 The Department is of the view that external courtyard areas should be an integral element in the

design of modern mental health facilities. It is apparent that the proponent has designed the mental health facility so as to limit noise and acoustic impacts from patients as far as possible and the Department is satisfied that this issue has been satisfactorily addressed.

Resolution

- 6.8.8 The proponent has made a statement of commitment to ensure that the design of the mental health facility ensures the safety of patients, staff, visitors and residents and the most acute patient facilities are located away from existing residential areas and the proposal has been amended accordingly.
- 6.8.9 A statement of commitment has been made to design the external landscaped courtyard areas so as to conform to the submitted landscape plans.
- 6.8.10 It is recommended that the Minister impose a condition requiring an acoustic consultant to be engaged, upon completion of the project, to provide a final report to demonstrate that the noise emissions from plant and machinery do not generate offensive or unreasonable levels of noise to adjoining receivers (Condition E2).
- 6.9 Traffic Generation and Road Works

Issue Summary

- 6.9.1 Adequacy of the existing road network to accommodate traffic movements arising as a result of the proposed redevelopment and the need to upgrade surrounding streets to a satisfactory standard.

Raised By

- 6.9.2 Department of Planning; RTA; local resident

Consideration

- 6.9.3 The RTA originally considered the application at its Regional Advisory Committee (RAC) on 17 August 2006. The Department was subsequently advised that the proponent had not undertaken an adequate traffic study to assess its impact upon the operation of the surrounding road network and infrastructure and the application could not be supported in its current form.
- 6.9.4 The Department subsequently informed the proponent that this issue would need to be resolved in consultation with the RTA prior to the Department finalising its assessment. The proponent discussed the issue with the RTA on 18 September 2006 and the application was reconsidered by the RAC on 27 September 2006.
- 6.9.5 The Department has since been informed by the RTA that they have no further objection to the application provided servicing arrangements in Weaver Street are addressed (see Appendix E and Section 6.10). It is considered that the increase in traffic generation as a result of the stage one LBH redevelopment is negligible and can be accommodated within the existing road network.
- 6.9.6 Road works are required both within and outside of the site which needs to be carried out to the detailed specifications of the Department and Council. The Department is satisfied that all necessary road works can take place subject to the imposition of several conditions of approval including payment of Section 94 Contributions for road upgrade (see Section 6.6).

Resolution

- 6.9.7 The proponent has made a statement of commitment to design all roadways external to the site to be designed in accordance with the relevant Council requirements and the RTA/Austrroads.
- 6.9.8 It is recommended a condition of approval be imposed requiring provision of kerb and gutter,

stormwater drainage, full road width pavement including traffic facilities (roundabouts, median islands etc.) and paved footpaths to be constructed along the full length of the new roads. They should be designed in consultation with relevant Council, RTA and Austroads requirements (Condition B6).

6.9.9 Appropriate financial contributions for road upgrade will be enforceable through agreed Section 94 contributions (Condition B12).

6.9.10 It is recommended that other generic conditions of approval be imposed to ensure that approval is sought under Section 138 of the Roads Act for development required within the road reserve (Condition B8) and a road works bond is lodged with Council to cover any damage to infrastructure within the road reserve that may arise during construction of the proposed development (Condition B9).

6.10 Accessibility and Servicing

Issue Summary

6.10.1 Adequacy of vehicular and pedestrian accessibility and servicing arrangements (including proposed bulk oxygen tank).

Raised By

6.10.2 Department of Planning; Lismore City Council

Consideration

6.10.3 The new primary access point into the new mental health facility will be via Laurel Avenue. This will deliver vehicular traffic to a shared set down area in close proximity to the mental health facility which will provide access to the overground and undercroft car parking areas. Disabled car parking is to be provided in this area in close proximity to the main entrance to the mental health unit.

6.10.4 Pedestrian linkages between the mental health facilities are to be provided between each of the buildings for visitors and staff together with a link connecting the mental health facility to the main hospital building (Block A). The proponent also intends to hold discussions with the relevant bus service provider to ascertain the optimal outcome for visitors to the new mental health facility.

6.10.5 As part of the proposal it is proposed to relocate the existing bulk oxygen tank from Hunter Street to Weaver Street. Given that the tank would need to be serviced by an articulated vehicle concern was raised that the amenity of existing residents may be compromised and the standard of existing roads may be unsuitable to accommodate such a vehicle.

6.10.6 The location of the bulk oxygen tank and the proposed route for an articulated vehicle to service it has been subject to further consideration by the proponent in consultation with Council and the RTA. A satisfactory solution has been reached by restricting deliveries to daylight periods and requiring that the location and construction of the bulk oxygen tank accords with relevant standards.

Resolution

6.10.7 The proponent has made statements of commitment to consult the relevant bus operator to establish the optimal outcome for visitors to the new mental health facility utilising public transport. Approval will be sought for the proposed bulk oxygen tank service area on Weaver Street under Section 138 of the Roads Act and it will meet all relevant Australian Standards, Codes and WorkCover requirements for construction and servicing of the facility.

6.10.8 Further statements of commitment are proposed, the first of which seeks to maintain access and use of the site during the redevelopment on the new mental health facility to ensure the safety of staff, visitors and patients. The second ensures that the design of the facilities will permit effective,

appropriate, safe and dignified use by all people including those with disabilities in accordance with relevant Australian Standards. Thirdly, public ways will be kept clear of any materials, vehicles, refuses, skips and the like.

- 6.10.9 It is recommended that three conditions be imposed to supplement the proponent's statement of commitments. Firstly, all deliveries to the proposed bulk oxygen tank are to be restricted to daylight periods as specified within the NSW EPA Industrial Noise Policy together with provision of appropriate regulatory signage (Condition B10). Secondly, the proposed loading area of the bulk oxygen tank on Weaver Street shall be upgraded to a sealed road with kerb and gutter (Condition B11) and thirdly all loading and unloading of service vehicles shall be carried out wholly within the site at all times (Condition E1).

6.11 Remediation, Demolition and Construction Management

Issue Summary

- 6.11.1 Site remediation issues and effects of demolition and construction activities upon the operation of the hospital and existing local residents.

Raised By

- 6.11.2 Department of Planning; Lismore City Council

Consideration

- 6.11.3 Development consent has been granted for the demolition and removal of all structures on the site as well as bulk earthworks and new internal road construction. All early works have been undertaken on the site and it is cleared in readiness for construction to commence. Issues related to contaminants on the site have been addressed.
- 6.11.4 Concern has been raised regarding the presence of an underground storage tank (UST) within the site and whether it is required in the future. The UST is currently being utilised as the primary supply for the hospital's emergency back up generator. The hospital has protocols in place for the monitoring and integrity of the tank to ensure that no leakage occurs.
- 6.11.5 There will be demolition and construction impacts associated with the development proposal including materials delivery and handling, concrete pumping, excavation machinery etc. It is proposed to minimise these effects as far as possible through such concessions as limiting on site operating hours, establishing noise management procedures etc given the characteristics of the surrounding area.
- 6.11.6 The Department is satisfied that this issue has been addressed through the proponent's statements of commitment provided supplementary conditions of approval are imposed so as to strengthen the mitigation measures therein as set out below. These include lodgement of construction management plans to address a number of matters including construction traffic and pedestrian management and noise and vibration management.

Resolution

- 6.11.7 The proponent has made concessions with its statement of commitments to prepare a hazardous building materials management plan to be incorporated within the construction management plan and introduce soil erosion controlling measures and to prepare a construction environmental management plan to address a number of key issues associated the demolition and construction process.
- 6.11.8 The proponent has committed to notifying the RTA's Traffic Management Centre of the truck routes to be followed by vehicles transporting waste material from the site prior to this phase of this phase of the works being undertaken. An access and safety plan will be prepared to maintain access and use of the site during the redevelopment to ensure the safety of staff, visitors and patients.

- 6.11.9 The proponent has committed to erecting a site notice informing the public of the project, including details of the builder, proponent and structural engineer. The Department recommends that a condition be imposed requiring a copy of the approved and certified plans, specifications and documents incorporating conditions of approval and certification shall be kept on the site at all times and shall be readily available for perusal by any officer of the Council or Department (Condition C3).
- 6.11.10 The Department recommends that a construction management plan (Condition B4) and a construction waste management plan (Condition B5) be produced and implemented. Each will require submission to and approval by DEC or the Director of Strategic Assessments where appropriate and will address a number of matters including construction traffic and pedestrian management and noise and vibration management. Lodgement of pre-construction and post-construction dilapidation reports (Conditions B3 and D1) is recommended.
- 6.11.11 The proponent has committed to continue liaising with the local community and Council and providing Council with 24 hour contact details in relation to construction issues. The Department, in consultation with Council, recommends that this be supplemented with a condition of approval requiring the proponent to consult Council in relation to environmental management of the site through a delegated representative from the NCAHS who will be available during and post construction (Condition C8).
- 6.11.12 The proponent has committed to a number of generic statements of commitment during the construction period to mitigate any environmental effects taking place during that period. These include hours of operation, dust control measures, construction noise and vibration management, contact and complaint procedures and emergency preparedness and response.

6.12 Environmental Management and Utility Provision

Issue Summary

- 6.12.1 The extent to which the redevelopment proposal accords with environmental and waste management objectives and adequacy of the site to accommodate essential utilities and services.

Raised By

- 6.12.2 Department of Planning; Lismore City Council

Consideration

- 6.12.3 The proponent has adopted Ecologically Sustainable Development (ESD) principles in the overall design of the mental health facility such as optimal orientation for sun control and external space considerations. Other sustainable development objectives have informed the project such as the minimisation of non-renewable resource consumption and environmental impacts.
- 6.12.4 Various design objectives are to be achieved within the buildings such as complimentary passive design and engineering services, thermal, visual and acoustic comfort, good internal air quality and energy efficiency. Environmentally sound materials and renewable energy systems will be used wherever possible.
- 6.12.5 The Department is satisfied that the project has been designed so as to optimise environmental objectives and the project will be undertaken in accordance with effective environmental management techniques. Disconnection from utility services has occurred on the development site and the proponent can meet the requirements of public authorities for connection to services.

Resolution

- 6.12.6 The proponent will ensure that all external general and security lighting will conform to all relevant Australian Standards and the design of stormwater disposal systems will be based upon relevant guidelines. Furthermore, statements of commitment have been made to ensure that a waste

management plan is developed for the design and management of facilities for the storage and handling of waste in accordance with Council policies.

- 6.12.7 A detailed statement of commitment have been made in relation to water management including a commitment to water sensitive urban design principles, incorporation of appropriate design philosophy to ensure water targets are met, ensuring seepage or rainwater collected on site during construction will be managed in accordance with Council's guidelines.
- 6.12.8 The proponent has committed to provision of an operational environmental management plan to be implemented prior to the occupation or commencement of use. This will address a number of issues including the protection of buildings and assets, conservation of flora and fauna, encouragement of waste management and ESD initiatives, storage of materials and noise management.
- 6.12.9 The Department recommends a condition of approval be imposed requiring that any seepage or rainwater collected on site during construction shall not be pumped to the street stormwater system unless separate prior approval is given in writing by DEC. Any discharges are to be managed in accordance with the provisions of the Protection of the Environment Operations Act (Condition C1). It is recommended that a further condition be imposed setting out the requirements for basement drainage to be submitted to DEC.

7 CONCLUSION

- 7.1 The Department has reviewed the environmental assessment and the preferred project report and duly considered advice from public authorities as well as issues raised in general submissions in accordance with Section 75I(2) of the Act.
- 7.2 The most significant issues of those raised were car parking provision and payment of financial contributions. Following the exhibition period the proponent met with representatives from Council and the RTA to resolve outstanding issues. Consensus was reached between the parties.
- 7.3 Development staging has been carefully considered to ensure that the consolidated hospital operation (i.e. following the development of the mental health unit as stage one) can continue to operate in perpetuity until such time as stages two and three are implemented as they are yet to be subject to applications for development. The proponent has provided plans and documentation to demonstrate that this can take place and the Department is satisfied in this regard.
- 7.4 The Department is of the view that the combination of statements of commitment made by the proponent together with supplementary conditions of approval that are recommended be imposed by the Minister, should effectively mitigate and manage this issue within acceptable environmental limits. The proponent agrees to the content of all conditions of approval.
- 7.5 The Department recommends that the project application be approved subject to the imposition of conditions set out in Appendix A.