

Central Coast Regional Cancer Centre Holden Street, Gosford

February 2011

Prepared for

HEALTH INFRASTRUCTURE
NSW HEALTH



Major Project MP 10_0173
Preferred Project Report

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Quality Assurance

Reviewed by



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John Riordan
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16 February 2011

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 Date

This document is for discussion

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Executive summary

This Preferred Project Report is written on behalf of NSW Health Infrastructure in response to the submissions raised during the exhibition of Major Project MP 10_0173 for the proposed Central Coast Regional Cancer Centre Project Application at Holden Street, Gosford.

The Environmental Assessment (dated November 2010) was submitted to the NSW Department of Planning and exhibited between 1 December 2010 and 4 January 2011. This report should be read in conjunction with the Environmental Assessment.

On 13 January 2011, the Department of Planning wrote to NSW Health Infrastructure to provide copies of submissions received during the exhibition period and to request a Preferred Project Report (PPR) identifying how the issues raised in submissions have been addressed. The Department's letter requested a revised Statement of Commitments incorporating amendments in response to the submissions. The Department's letter also identified a number of concerns relating to the proposed car parking arrangements, impacts associated with the development of the proposed five new car parks, and clarification of the total number of new car parking spaces to be provided, which differ in the Environmental Assessment and the Traffic and Transport Report prepared by SKM dated 16 November 2010. The Department requested a response to these concerns. A copy of the Department of Planning letter of 13 January 2011 is attached at **Appendix E**.

In summary, the Proponent seeks consent for the proposed Project Application, described as follows:

- Renovation and refurbishment of the existing old main building;
- Construction of a new extension in the south east part of the Gosford Hospital Campus to provide integrated multidisciplinary cancer care and clinical trials facilities;
- Provision of a two (2) linear accelerators;
- Three (3) radiotherapy bunkers (two fitted out and one shell to be fitted out at a later stage);
- A service delivery hub for locally delivered and rural and regional outreach cancer control and support services;
- Multidisciplinary consulting rooms;
- Waiting and reception spaces;
- Radiotherapy planning and support areas;
- Allied Health accommodation;
- Professional development areas for teaching, training and research;
- Cancer patient information and support services for patients, carers and clinicians;
- Office and support accommodation;
- Infrastructure services to support the proposed development including electricity, potable water, medical gases, stormwater drainage and rainwater collection and reuse, sewer, fire detection, security and telecommunications;
- Car parking for 46 vehicles including 23 patient and 23 staff spaces accommodated to the south of the new cancer centre building with modifications to the existing car park. Displaced existing staff car parking relocated on the hospital grounds by the creation of 54 additional car spaces, which is 4 more than the number of spaces displaced for the proposed Cancer Centre;
- Vegetation removal to accommodate the altered car parking

-
- arrangements;
 - Landscaping works including sympathetic planting of the existing Holden Street retaining wall directly east of the proposed development;
 - Proposed hours of operation from 7.00am to 7.30pm Monday to Friday;
 - 28 full time staff;

Changes to the exhibited Environmental Assessment scheme

Changes to the exhibited Environmental Assessment scheme in the Project Application are as follows:

- A five-bike rack dedicated to the Regional Cancer Centre.
- Eight additional car parking spaces in the Beane Street car park, (increased from six in the Project Application).
- Changes to awnings and provision of a landscaped area to the south of the new entry to the Central Coast Regional Cancer Centre.

The Preferred Project incorporates the above changes to address the concerns raised in submissions received during the exhibition period.

1 Introduction

1.1 Preliminary

This Preferred Project Report is written on behalf of NSW Health Infrastructure in response to the submissions raised during the exhibition of Major Project 10_0173 for the proposed Project Application for the Central Coast Regional Cancer Centre at Holden Street, Gosford.

The Environmental Assessment (dated November 2010) was submitted to the NSW Department of Planning and exhibited between 1 December 2010 and 4 January 2011. This report should be read in conjunction with the exhibited Environmental Assessment.

On 13 January 2011, the Department of Planning wrote to NSW Health Infrastructure to provide copies of submissions received during the exhibition period and to request a Preferred Project Report (PPR) identifying how the issues raised in submissions have been addressed. The Department's letter requested a revised Statement of Commitments incorporating amendments in response to the submissions. The Department's letter also identified a number of concerns relating to the proposed car parking arrangements, impacts associated with the development of the proposed new / altered car parks, and clarification of the total number of new car parking spaces to be provided, which differ in the Environmental Assessment and the Traffic and Transport Report prepared by SKM dated 16 November 2010. The Department requested a response to these concerns. A copy of the Department of Planning letter of 13 January 2011 is attached at **Appendix E**.

This Preferred Project Report is structured as follows:

- **Section 2: Preferred Project**

Describes the amendments made to the Project Application in response to the issues raised in the submissions received during the exhibition period.

- **Section 3: Response to submissions**

This section outlines the Proponent's response to each issue raised in submissions from government agencies, Gosford Council and the public.

- **Section 4: Revised Statement of Commitments**

Provides a revised draft Statement of Commitments that includes additional commitments for the environmental management of the site, during construction and operational phases of the development; and

- **Section 5: Conclusion**

This report should be read in conjunction with the plans, reports and documentation at **Appendices A – F**.

1.2 Consultation

The Proponent's traffic consultant (SKM) discussed the proposed development with Scott Stapleton of the RTA on 25 January 2011. The nearest RTA State Roads to the proposed development are Central Coast Highway and Henry Parry Drive. Racecourse Road is an RTA road, however it is a Regional Road, not a State Road. Under this classification it comes under Gosford City Council management. Other roads surrounding the Hospital [Holden Street, Ward Street and Cape Street] are Council roads.

As requested by Mr Stapleton, the RTA submission was forwarded to Robert Eyre of Gosford City Council for review on 31 January 2011. The RTA are of the opinion that the impact of the development on State Roads is minimal. If Gosford City Council are satisfied with the level of detail contained within the Environmental Assessment documentation, the RTA indicated they were prepared to withdraw the comment relating to detailed intersection analysis.

Discussions with Mr Eyre regarding the project took place on 25 January 2011, 3 February 2011 and 10 February 2011 regarding the RTA deferral and point 2 raised in the RTA's submission regarding intersection analysis.

In an email from Gosford City Council dated 1 February 2011 (refer **Appendix D**), the Council agreed that detailed intersection analysis was not required and the main focus of concern regarded Ward Street and the intersections with Holden and Cape Streets. On 10 February 2011 the Regional Cancer Centre design team agreed to work with Gosford City Council so that the proposed development will not have a negative impact on Ward Street and any required traffic management measures will be agreed prior to issue of the Occupancy Certificate.

The following condition is included at Section 4.11 of the Draft Statement of Commitments:

"The Regional Cancer Centre design team will work with Gosford City Council to review the Regional Cancer Centre's development impacts on Ward Street.

The scope of works to be undertaken by the Proponent will include:

- *A Stage 3 Road Safety Audit of the entire length of Ward Street, including intersections.*
- *Review of possible egress point onto Cape Street (or Ward Street near Cape Street intersection), with internal circulation via the Renal Building.*
- *Review of the details of the non-designated pedestrian crossing to be provided from the Ward Street car park.**

Further discussions will be held with Gosford City Council prior to commencement of the Road Safety Audit to agree items to be addressed. If any issues are identified following the completion of the study the recommended work is to be carried out prior to issue of an Occupancy Certificate."

* This point results from a different submission.

1.3 Consultant team

This Preferred Project Report was prepared by Jayne Klein, Senior Planner and Murray Donaldson, Associate and Urban Planner at Architectus Group Pty Ltd. The following consultants were engaged to work on this project:

Project Management	Coffey Projects
Architect	Silver Thomas Hanley
Urban Planner	Architectus Group
Surveyor	Trehy Ingold Neate
Transport and Access Consultant	Sinclair Knight Mertz
Mechanical and Electrical Engineer	Steensen Varming
Hydraulic Engineer (wastewater and water supply)	SPP Group Pty Ltd
ESD Consultant	Steensen Varming
Civil Engineer	Sinclair Knight Mertz
Structural Engineer	Sinclair Knight Mertz
Quantity Surveyor	Davis Langdon
Accessibility Consultant	Davis Langdon
Geotechnical Engineer	Coffey Geotechnics
Environmental Engineer	Coffey Environments

2 Preferred Project

2.1 Introduction

This section of the report describes the Preferred Project for the Project Application.

2.2 Overview

Amendments to the exhibited Environmental Assessment for the Project Application are described below:

Preferred Project comprising:

- A five-bike rack is to be provided in the location shown on
- **Figure 1** (refer also Figure DoP06 at **Appendix A**).
- Eight additional car parking spaces in the Beane Street car park, (increased from six in the Project Application).
- Changes to awnings and provision of a landscaped area to the south of the new entry to the Central Coast Regional Cancer Centre.

2.3 Architectural drawings

Table 1 below lists the architectural drawings for the Preferred Project prepared by Silver Thomas Hanley.

Table 1. Architectural drawings

Drawing number	Description	Revision
DoP01	Photorealistic Views	03
DoP02	Massing Images	03
DoP03	Site Analysis Plan	02
DoP04	Urban Analysis Plan	02
DoP05	Campus Site Plan	05
DoP06	Detailed Site Plan	05
DoP07	Floor Plan	03
DoP08	Demolition Plan	02
DoP09	Elevations and Sections	03
DoP10	Shadow Study Mar - Sept	03
DoP11	Shadow Study June	03
DoP12	Shadow Study December	03
DoP13	Sample Board	03
DoP14	Landscape Concept Plan	D
DoP15	Car park Allocation Plan	04
SA01	Survey plan	B
SA02	Survey plan	D
SA04	Survey plan	C

The architectural drawings are provided at A3 size at **Appendix A**.

2.4 Preferred Project

This section of the report describes the Preferred Project, having regard to the following elements:

- Land use
- Landscape design
- Building height
- Setbacks
- Vehicular access, traffic and transport
- Car parking
- Pedestrian access
- Bicycle access and parking
- Stormwater management

These elements of the Preferred Project are described below:

Land use

The Preferred Project is for a hospital-related land use, being the new regional cancer centre. This land use will not change as a result of submissions received to the exhibited Environmental Assessment.

Landscape design

The Environmental Assessment includes a Landscape Plan which demonstrates the landscaping proposed for the cancer centre. The proposed landscape design will change to incorporate a new area of seating and landscaping for visitors close from the Regional Cancer Centre entrance (refer landscape plan DoP14 at **Appendix A**).

Building height and setbacks

The proposed built form of the cancer centre, including height and setbacks, will not change as a result of the submissions received to the exhibited Environmental Assessment.

Vehicular access, traffic and transport

The proposed access, traffic and transport arrangements will not change as a result of the submissions received to the exhibited Environmental Assessment.

Car parking

The Project Application Environmental Assessment proposed alterations to the following car parks:

- Cnr of Beane and Racecourse Road to provide 6 additional spaces – this is increased to 8 additional spaces in the Preferred Project;
- Hospital Road to provide 11 additional spaces;
- Fleet car park area to provide 15 additional spaces.

In addition, the EA proposed to construct a new at-grade car park at 13 Ward Street to provide 20 car park spaces.

These car parking arrangements do not change as a result of the submissions received to the exhibited Environmental Assessment.

Vegetation removal

An arborist's report relating to effects on vegetation in the proposed rearrangement to the existing car parks and additional car parking areas car parks is attached at **Appendix G**.

In summary, the proposed Ward Street car park will not require the removal of any trees. Trees 7, 8, 9 and 10 may need to be removed as they fail the Visual Tree Assessment (VTA). There will be an acceptable impact on Trees 1-5. Council will need to consider Trees 11 and 12 which are on their land. It would be justifiable to remove both of these trees due to previous impacts on their root plates, especially Tree 12 with its tropism. If these 2 x trees were removed then 2 x street trees should be replanted to ensure the streetscape amenity is maintained in the long term.

The Fleet Extension car park will require the removal of 1 x mature and structurally defective *C. citriodora* (Lemon-scented Gum). This tree can be replaced in the Landscaping Plan as there is more than adequate space in the immediate area. The removal of this tree will impact the streetscape amenity but with a suitable replacement tree this amenity will be enhanced in the long term.

Pedestrian access

The proposed pedestrian access arrangements will not change as a result of the submissions received to the exhibited Environmental Assessment.

Bicycle access and parking

A new five-bike rack is proposed as shown on the amended detailed site plan DoP06 at **Appendix A**. Refer to

Figure 1.

Stormwater management

The proposed stormwater management, as set out in the exhibited Environmental Assessment, will not change as a result of submissions received.

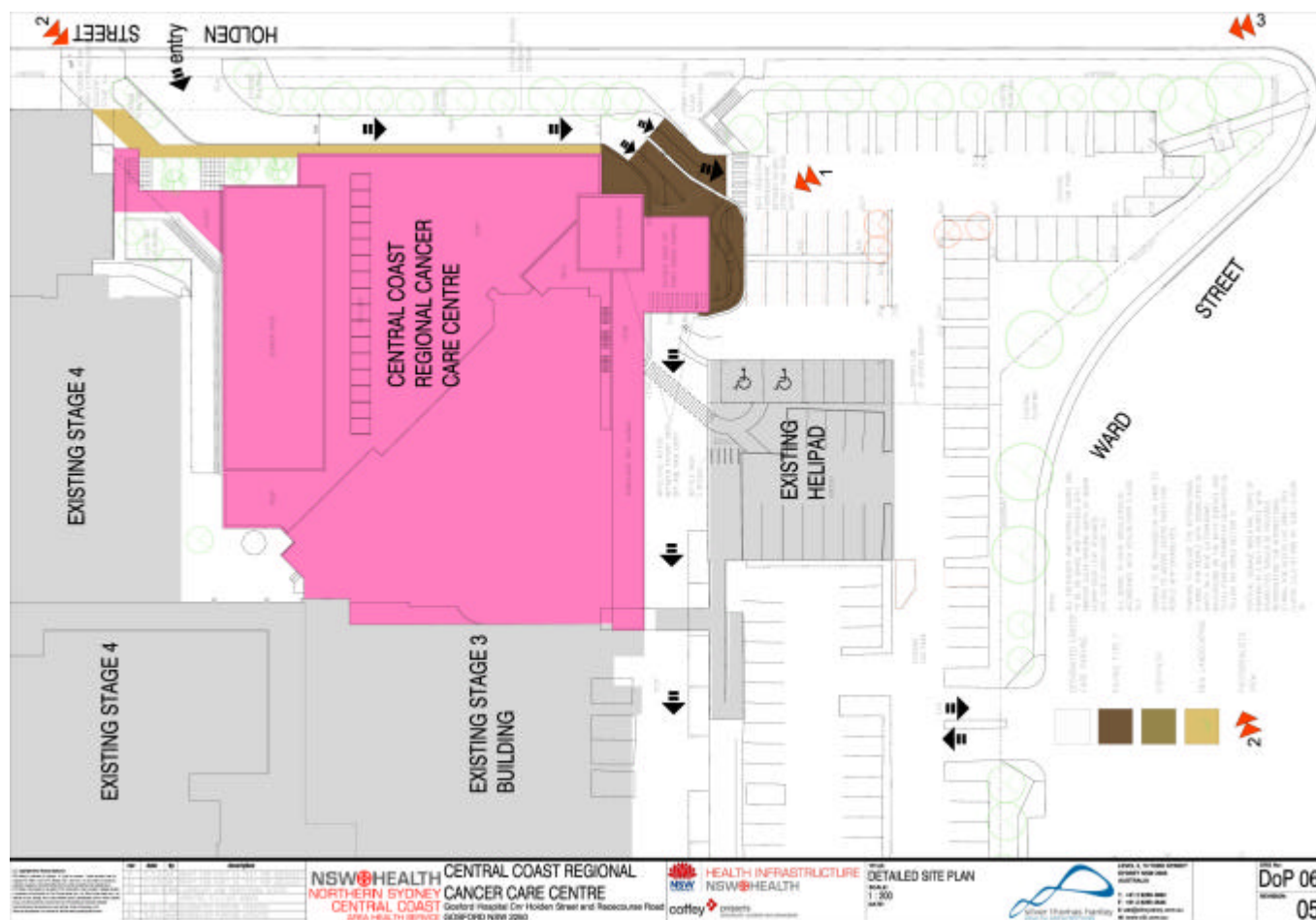


Figure 1 Location of proposed bicycle parking

3 Response to submissions

3.1 Introduction

The project team of specialist consultants have assisted in preparing responses to the key issues raised in submissions. Relevant specialist studies and documentation prepared for the exhibited Environmental Assessment have been reviewed and updated to reflect the Preferred Project including the Traffic Report (refer **Appendix B**), the architectural drawings (refer **Appendix A**) and the landscape plan (refer DoP14 at **Appendix A**).

A summary response to each of the key issues raised in public submissions on the exhibited Environmental Assessment is provided in the following sub-sections of this report.

3.2 Government agencies

The following government agencies were referred the Environmental Assessment by the Department of Planning and provided submissions on the exhibited Environmental Assessment.

- Gosford City Council;
- NSW Transport;
- Department of Environment, Climate Change and Water;
- Roads and Traffic Authority.

Detailed responses to each issue raised by the government agencies that made submissions to the exhibited Environmental Assessment are provided as follows:

Department of Planning

On 13 January 2011, the Department of Planning wrote to NSW Health Infrastructure to provide copies of submissions received during the exhibition period and to request a Preferred Project Report (PPR) identifying how the issues raised in submissions have been addressed. The Department's letter requested a revised Statement of Commitments incorporating amendments in response to the submissions.

The Department's letter also identified a number of concerns relating to the proposed car parking arrangements, impacts associated with the development of the proposed four new car parks, and clarification of the total number of new car parking spaces to be provided, which differ in the Environmental Assessment and the Traffic and Transport Report prepared by SKM dated 16 November 2010. The Department requested a response to these concerns, refer **Table 2** below.

A copy of the Department of Planning letter of 13 January 2011 is attached at **Appendix E**.

Table 2. Response to Department of Planning submission

Issue raised by DoP	Response
Further clarification on the proposed car parking arrangements and impacts associated with the development of the proposed four new car parks.	The Traffic and Transport Report has been updated to provide further clarification on the proposed car parking arrangements and impacts associated with the proposed new car parks and is attached at Appendix B. An arborist's report relating to effects on vegetation in the proposed car parks is attached at Appendix F. In summary, the proposed Ward Street car park will not require the removal of any trees that are located on the block. Trees 7, 8, 9 and 10 may need to be removed as they fail the Visual Tree Assessment (VTA). There will be an acceptable impact on Trees 1-5. Council will need to consider Trees 11 and 12 which are on their land. It would be justifiable to remove both of these trees due to previous impacts on their root plates, especially Tree 12 with its tropism. If these 2 x trees were removed then 2 x street trees should be replanted to ensure the streetscape amenity is maintained in the long term. In summary, the Fleet Extension car park will require the removal of 1 x mature and structurally defective <i>C. citriodora</i> (Lemon-scented Gum). This tree can be replaced in the Landscaping Plan as there is more than adequate space in the immediate area. The removal of this tree will impact the streetscape amenity but with a suitable replacement tree this amenity will be replaced in the long term.
The submitted Traffic and Transport Report, prepared by SKM, dated 16 November 2010, details different figures for the total number of new car parking spaces to be provided, which will require clarification.	The correct total number of new car parking spaces to be provided as amended by the Preferred Project is 54. Further investigations have revealed that it is possible to provide 8 additional spaces within the Beane Street car park by changing the line-marking, without the need to expand the car park. The updated Traffic and Transport Report at Appendix B details these changes.

Gosford City Council

Table 3 below provides a response to each of the issues raised in the Gosford City Council submission to the exhibited Environmental Assessment.

Table 3. Response to Gosford City Council submission

Issue raised by Gosford City Council	Response
The proposal is strongly supported by Council. The Cancer Centre is a highly needed medical facility for the Central Coast.	The proposed Regional Cancer Centre is addressing a significant need on the Central Coast.
The additional parking proposed is needed due to the high demand for parking generated by the hospital. All parking spaces should be properly constructed, drained and line marked.	All parking spaces will be properly constructed, drained and line marked in accordance with the appropriate Australian standards. Section 4.9 of the Draft Statement of Commitments in this report states as follows: <i>"The design of new car parking spaces will meet the requirements of AS2890.1 2004 – Parking facilities."</i>
Consideration should be given to pedestrian pathways from the parking areas to the Hospital entry points. This may require an additional pedestrian crossing in Ward Street, and security lighting and assessment under CPTED for the new 20 space parking area on the southern side of Ward Street.	A non-designated crossing will be provided from the Ward Street car park. This is considered appropriate in this location, rather than a pedestrian crossing, for the following reasons: - The crossing is at two intersections (i.e. entry to Ward Street car park and entry to hospital car park) so vision should be good (i.e. not just stepping out through cars). - Some additional or expanded no stopping signs will be provided to ensure good sight distances. - Traffic speed in Ward Street is slow due to parking in the street and the street width. - Existing car parks such as the corner of Holden and Racecourse Road did not warrant a crossing. This car park

Issue raised by Gosford City Council	Response
	is much smaller. - This car park is expected to be temporary with delivery of major parking under the Master Plan works in future. - This car park will be for controlled staff use, not general public use. The details of the crossing will be addressed as part of the Road Safety Audit of Ward Street (refer Section 4.11 of the Draft Statement of Commitments). A CPTED assessment for the Ward Street car park is provided at Appendix C. Proposed lighting is to be designed in accordance with the relevant Australia Standards for lighting of hospitals and health facilities.
An additional exit driveway should be provided in Ward Street at the western side to compensate for the deletion of the exit driveway to Holden Street.	The majority of cars that use this existing exit are those that use the existing entry off Ward Street. The existing entry will be removed, therefore there will be no requirement for an additional exit. In addition, the road levels on Ward Street are such that it is not possible to enable the construction of an additional exit driveway.
When the Cancer Centre is closed, the car parking spaces allocated to the Cancer Centre should be available for general hospital parking.	The Gosford Hospital Operations Team is opposed to the use of the allocated Cancer Centre spaces being available after hours for general hospital parking. This is because the car park is remote from the Main Entry and the general after hours public car parking management scheme attempts to push general public (after hours) parking to the multi deck car park for safety reasons.
The Masterplan being prepared for Gosford Hospital should include provision for additional on-site parking (preferably by parking stations or multi-level parking). The reliance on on-street parking should be reduced to reduce street congestion and to improve traffic access to and around the hospital.	The Hospital Master Plan is considering the provision of additional on-site parking for Gosford Hospital through additional multi-level parking.
The proposal is subject to the Gosford City Civic Improvement Plan. This plan requires a contribution of 4% of the value of the development.	The proposed development will facilitate delivery of important health services to both the local community, and the wider Central Coast Region. The purpose of Council's civic improvement plan contributions levy is to seek contributions to cover the demand for additional services and facilities generated as a result of increased residential population and employment. The proposed development will assist in the provision of services, rather than creating extra demand. The Environmental Assessment demonstrates that the proposed development can be undertaken using existing services and augmenting these services to cater for the increased capacity. The proposed development provides public amenities and service and therefore meets the criteria of "provision of infrastructure" under Section 94ED(1)(a) of the EP&A Act which includes reference to: <i>"the provision, extension and augmentation of (or the recoupment of the cost of providing, extending or augmenting) public amenities or public services, affordable housing and transport or other infrastructure relating to land".</i> Therefore, Section 94EE (1) of the EP&A Act applies which states that the Minister is to determine development contributions for the provision of infrastructure. In determining the level and nature of development contributions, <i>"the Minister is, as far as reasonably practicable, to make the contribution reasonable having regard to the cost of the provision of infrastructure in relation to the development or class of development"</i> (section 94EE(2)(a)). The proposed development does not generate significant traffic to warrant contributions towards local traffic works. The proposed development will not generate a significant demand for a city shuttle bus given the minor contribution of travel demand when compared to the entire Hospital. Public domain improvements are proposed on the eastern side of the railway and will not directly benefit the hospital staff or visitors. Due to the nature of the public amenities and services provided by the proposed development, it is considered that no development contribution should be imposed for the development.

Issue raised by Gosford City Council	Response
A Section 307 Certificate is required to be obtained under the Water Supply Authorities Act. Council is the Water Supply Authority. Water and Sewer contributions will apply if the total number of beds for the Hospital is increased.	The Water Management Act 2000, Schedule 4 includes the following as "Land exempt from water supply authority service charges": (4) <i>Land that belongs to any public hospital, public benevolent institution or public charity, and is used or occupied by the hospital, institution or charity for its purposes.</i> The total number of hospital beds is not increasing as a result of the proposed development.
The separated two level vehicle access also conflicts with the pedestrian entry from Holden Street which requires pedestrians to take a circuitous walk around the wall and through the car park rather than a clear and pleasant route to the entry.	Due to the health condition of the people visiting the Cancer Centre for treatment, many of whom will have depleted immune systems, the majority will be delivered by their carers who will drive and park in designated spaces in the hospital. Public transport patronage is expected to be low.
The parking and vehicle access appears confusing with numerous entries and exits. A comprehensive traffic and parking plan should be prepared. This should be addressed in the Plan of Management for the Hospital site which is currently being prepared.	A comprehensive traffic and parking plan of existing parking and access arrangements for the Hospital is shown in Figure 2 below. This will be superseded in part as a result of proposed changes to parking and access resulting from the proposed Regional Cancer Centre. The updated plan including Cancer Centre parking and access arrangements is shown in Figure 3 below. The changes involve: • reducing the existing two-way access road from Holden Street to one lane; • replacing the existing Holden Street exit with an exit point to Cape Street for ambulances and an exit point to Ward Street for visitors' and patients' cars; and • providing an additional 54 car parking spaces for the Hospital. These are provided because 50 existing hospital car parking spaces will be displaced by the need to provide 46 dedicated Cancer Centre parking spaces in the existing car park to the south of the proposed Cancer Centre and through the displacement of an additional 4 parking spaces as a result of the location of the circulation road and new green space at the entrance to the proposed Cancer Centre. For further information on traffic and parking, refer to the updated Traffic and Transport Report at Appendix B.

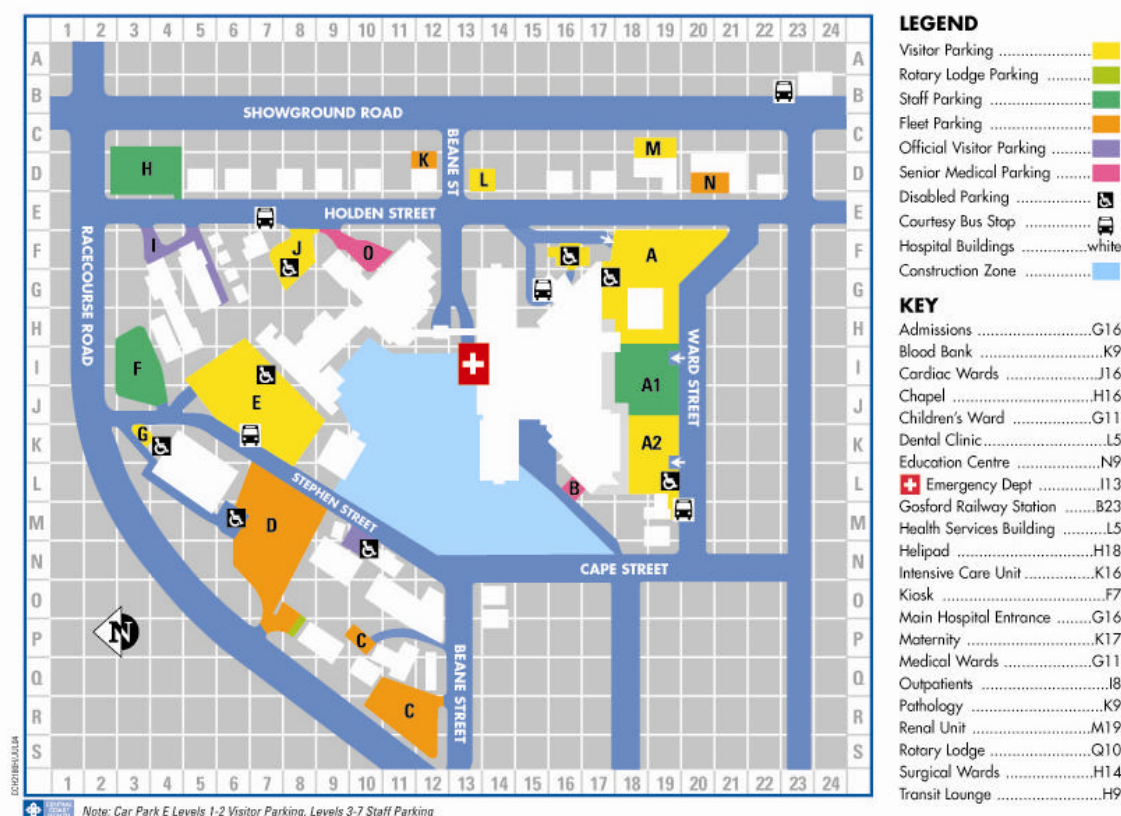


Figure 2. Existing parking & access arrangements for Gosford Hospital

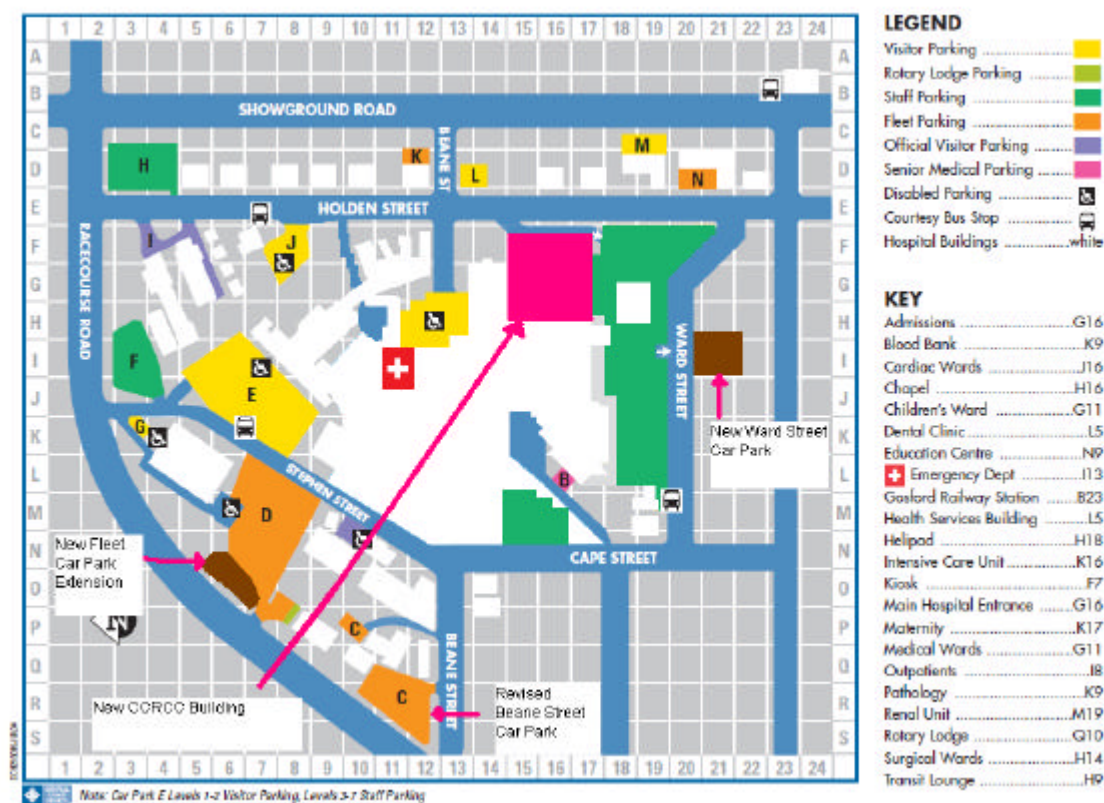


Figure 3. Proposed access & parking for Gosford Hospital

NSW Transport

NSW Transport made a submission to the exhibited Environmental Assessment for the Central Coast Regional Cancer Centre. Responses to each of the issues raised in the submission are given in **Table 4** below.

Table 4. Response to NSW Transport submission

Issue raised by NSW Transport	Response
Impacts on pedestrian and bicycle access during construction.	The Draft Statement of Commitments requires that a Construction Management Plan be prepared prior to the commencement of any construction works on site. This is to include arrangements for temporary pedestrian, bicycle and vehicle access (refer to Draft Statement of Commitments in Section 4 of this report).
TNSW recommends that the applicant identify the quantum and location of bicycle parking facilities and amenities. Specific cycle parking should be provided for the proposed development located in accessible, well lit and secure areas.	In response to this submission, a five-bike rack is to be provided for the proposed Regional Cancer Centre and this is shown on the amended plan DoP06 at Appendix A .
A Workplace Travel Plan should be prepared prior to occupation and this should be reflected in conditions of consent.	A Workplace Travel Plan would need to be prepared for all Gosford Hospital employees as these relate to the whole organisation for which the employees work. It is not seen as appropriate to prepare a separate Travel Plan solely for the employees of the Regional Cancer Centre considering the site has approximately 2000 staff and the project is only increasing that by 23 additional staff. This represents an increase of approximately 0.0115% increase in organisation staff.

NSW Department of Environment, Climate Change and Water (DECCW)

Responses to the issues raised in the submission from DECCW to the exhibited Environmental Assessment are given in **Table 5** below.

Table 5. Response to DECCW submission

Issue raised by DECCW	Response
The EA does not appear to meet section 14 of the DGR requirements for adequate assessment of the proposed development on '...threatened species, populations and endangered ecological communities and their habitats...' particularly local threatened species able to use resources in a built environment, such as the Eastern Freetail-bat, the Eastern False Pipistrelle, and the Little Bentwing-bat.	No critical habitat is located on the site and in the surrounding area. There is no removal of native remnant vegetation, therefore there will be no removal of threatened species. The only vegetation to be removed has been planted since the construction of the hospital. Additional vegetation is proposed to replace and supplement the vegetation to be removed (refer Landscaping Plan for the Regional Cancer Centre at Appendix A and plan of Ward Street carpark at Appendix A). If any native species are found during construction, the Draft Statement of Commitments contains a condition (Section 4.20 of this report) that the construction contractor will contact the National Parks and Wildlife Service.
The EA contains no details of the nature and extent of any vegetation to be removed for proposed new car parking spaces, and includes no assessment of its possible use by local threatened species.	An arborist's report has been prepared for the new car parking areas which provides details of the vegetation to be removed. Refer to Appendix F .
DECCW suggests that the proponent conduct a 7-part test, as per section 5A of the Environmental Planning and Assessment Act 1979 on threatened species, populations and communities known within a 5 km radius of the site to show it has followed due process as required by the DGRs. DECCW is unable to make any further comments on biodiversity issues based on the information presented in the EA.	There is no Assessment of Significance (i.e. 7-part test) required for Part 3A projects, however proponents must demonstrate that a proposal will improve or maintain biodiversity outcomes. No critical habitat is located on the site and in the surrounding area. There is no removal of native remnant vegetation, therefore there will be no removal of threatened species. The only vegetation to be removed has been planted since the construction of the hospital. Additional vegetation is proposed to replace and supplement the vegetation to be removed (refer Landscaping Plan DoP14 for the Regional Cancer Centre at Appendix A and plan of Ward Street carpark at Appendix A). If any native species are found during construction, the Draft Statement of Commitments contains a condition (Section 4.20 of this report) that the construction contractor will contact the National Parks and Wildlife Service.
Should DoP decide to grant approval for the proposal, DECCW recommends that the conditions provided in Attachment 1 be incorporated into the project approval. However in view of the concerns detailed above, DECCW has not included recommended conditions of approval in Attachment 1 in respect of threatened species and biodiversity conservation.	It is requested that Condition 8.3 of the DECCW recommended conditions not be introduced into the final conditions of approval. Condition 8.3 states that: <i>"8.3 An Aboriginal Cultural Education Program must be developed for the induction of all personnel and contractors involved in the construction activities on site. Records are to be kept of which staff/contractors were inducted and when for the duration of the project. The program should be developed and implemented in collaboration with the local Aboriginal community".</i> It is considered that adequate measures are to be implemented through the Draft Statement of Commitments and other DECCW recommended conditions during the excavation and construction phase to ensure that if any archaeological relics of aboriginal cultural significance and any human remains are found, actions are to be taken to ensure work stops and DECCW is notified.

Roads and Traffic Authority (RTA)

The RTA made a submission to the exhibited Environmental Assessment for the Central Coast Regional Cancer Centre. Responses to each of the issues raised in the submission are given in **Table 6** below.

Table 6. Response to RTA submission

Issue raised by RTA	Response
Inadequate identification of existing pedestrian and cycling movements servicing the facility and inadequate assessment identifying existing public transport usage and infrastructure.	Pedestrian access is currently available to the old main entry, in the location of the proposed Cancer Centre from Holden Street. It is anticipated that pedestrian access and public transport patronage to the Cancer Centre will be low for visitors and patients given the low immunity levels during their time having treatment at the Cancer Centre. As such it is considered that dedicated pedestrian access is not considered necessary from Holden Street. Public transport options were considered for both staff and patient access, however, it is unlikely that cancer centre patients will use public transport modes. Staff using public transport are limited by the services available at staff change-over times. As a consequence, whilst these travel options were considered, no changes to the proposed parking spaces were made. Cyclists will be able to access the Cancer Centre from Ward Street and from Holden Street via the vehicle access points. A five-bike rack is to be provided for the proposed Regional Cancer Centre and this is shown on the amended plan detailed site plan DoP06 at Appendix A.
Inadequate identification of all intersections affected by the proposed development. Detailed intersection analysis of these intersections is required. Need to identify measures to mitigate potential impacts.	The Traffic and Transport Report prepared by SKM for the Project Application Environmental Assessment states that previous modelling reports carried out for Gosford Hospital showed that all intersections around the hospital operated at a high level of service (LoS A or LoS B) and could accommodate additional growth of 10% without compromising the level of service. The new cancer centre will add no more than another 5% of that 10% growth. The Traffic and Transport Report therefore assumes that the overall impact on the traffic network is likely to be negligible. Refer to Section 1.2 of this report for a description of consultation held with the RTA and Gosford City Council in relation to this submission point. The Draft Statement of Commitments condition proposed at Section 4.11 and agreed to by Gosford City Council is as follows: <i>“The Regional Cancer Centre design team will work with Gosford City Council to review the Regional Cancer Centre’s development impacts on Ward Street.</i> <i>The scope of works to be undertaken by the Proponent will include:</i> <i>• A Stage 3 Road Safety Audit of the entire length of Ward Street, including intersections.</i> <i>• Review of possible egress point onto Cape Street (or Ward Street near Cape Street intersection), with internal circulation via the Renal Building.</i> <i>• Review of the details of the non-designated pedestrian crossing to be provided from the Ward Street car park.</i> <i>Further discussions will be held with Gosford City Council prior to commencement of the Road Safety Audit to agree items to be addressed. If any issues are identified following the completion of the study the recommended work is to be carried out prior to issue of an Occupancy Certificate.”</i>

4 Revised Statement of Commitments

The Draft Statement of Commitments provided in the Environmental Assessment has been revised to respond to the issues raised during the exhibition period. Revisions to the Statement of Commitments have been made to Section 4.2 to ensure that the construction management plan will include arrangements for temporary bicycle access; addition of Section 4.11 to require that a Road Safety Audit of Ward Street is undertaken in consultation with Gosford City Council; and addition of Section 4.20 to require that if any native species are found during construction, the construction contractor will advise the National Parks and Wildlife Service.

This Statement of Commitments relates to the following matters:

- Demolition management plan
- Construction management plan
- BCA compliance
- Waste management
- Aboriginal Cultural Heritage
- Non-Aboriginal Cultural Heritage
- Site environmental assessment
- Landscape and vegetation
- Traffic management
- Parking
- Road Safety Audit of Ward Street
- Vehicle driveways and manoeuvring areas
- Access for people with disabilities
- Pedestrian access ways
- Lighting
- Services
- Further geotechnical site investigation
- Consultation
- Environmental Management Plan
- Native species

4.1 Demolition management plan

Demolition will be undertaken in accordance with the requirements of the relevant Australian Standard AS2601-2001. The demolition of structures is to be incorporated into the Occupational Health and Safety Act 2000 administered by Work Cover NSW.

A Hazardous Materials Management Plan will be prepared prior to demolition commencing.

The proponent commits to preparing a demolition management plan prior to the commencement of any demolition works on site. The demolition is to include measures to manage the following potential impacts:

- Demolition vehicle movements
- Dust
- Noise
- Demolition waste including hazardous wastes
- Site erosion and sediment control in accordance with "Managing Urban Stormwater (EPA, NSW) and Soil and Erosion Control (The Institution of Engineers Australia).

4.2 Construction management plan

The proponent commits to preparing a construction management plan prior to the commencement of any construction works on site. The plan will include:

- Construction hours;
- Air Quality/dust control procedures;
- Noise Management procedures;
- Construction vehicle movements;
- Waste Management Plan;
- Community safety plan;
- Arrangements for temporary pedestrian, bicycle and vehicle access;
- Storage and handling of materials;
- Environmental Training and awareness;
- Contact and complaints handling procedures; and
- Emergency preparedness and response.

4.3 BCA compliance

All works will comply with the relevant sections of the BCA.

4.4 Waste management

The Proponent is to submit a Construction Waste Management Plan for approval by the PCA prior to the issue of a construction certification for the proposed building or any stage of the proposal that involves demolition, construction or excavation including potentially hazardous wastes.

The Proponent commits to preparing a Construction Waste Management Plan detailing the type of waste to be produced by the development during the operational phase, including waste volumes, which can be reused and recycled or that needs to be disposed. The Waste Management Plan is to be prepared in accordance with the Gosford City Council Development Control Plan No. 106.

4.5 Aboriginal cultural heritage

If any Aboriginal archaeological relics are uncovered during the course of the work, then all works shall cease immediately in that area and the National Parks and Wildlife Service contacted. The Proponent shall comply with any requirements made by NPWS to cease work for the purpose of archaeological recording.

4.6 Non-Aboriginal cultural heritage

If any archaeological relics are uncovered during the course of the work, then all works shall cease immediately in that areas and the NSW Heritage office contacted. Depending on the possible significance of the relics, an archaeological assessment and excavation permit under the NSW Heritage Act 1977 may be required before further works can continue in that area. The proponent shall comply with any requirements made by NPWS to cease work for the purpose of archaeological recording.

4.7 Site environmental assessment

The Proponent commits to undertake a Phase 2 Soil Contamination Assessment across the site following the demolition of the existing structures and prior to the commencement of construction of the new Cancer Centre. The Phase 2 Soil Contamination Assessment is to include sampling targeting areas of Environmental Concern (AEC) identified in the Preliminary Contamination Assessment prepared by Coffey Geosciences.

4.8 Landscape and vegetation

The Proponent will provide landscaping in accordance with the landscape drawings submitted with the Environmental Assessment.

4.9 Parking

The design of new car parking spaces will meet the requirements of AS2890.1 2004 – Parking facilities.

4.10 Vehicle driveways and manoeuvring areas

The Proponent commits to ensuring that vehicle driveways and manoeuvring areas comply with the requirements of section 4.2 of the Gosford City Centre Development Control Plan.

4.11 Ward Street Road Safety Audit

The Regional Cancer Centre design team will work with Gosford City Council to review the Regional Cancer Centre's development impacts on Ward Street.

The scope of works to be undertaken by the Proponent will include:

- A Stage 3 Road Safety Audit of the entire length of Ward Street, including intersections.
- Review of possible egress point onto Cape Street (or Ward Street near Cape Street intersection), with internal circulation via the Renal Building.
- Review of the details of the non-designated pedestrian crossing to be provided from the Ward Street car park.

Further discussions will be held with Gosford City Council prior to commencement of the Road Safety Audit to agree items to be addressed. If any issues are identified following the completion of the study the recommended work is to be carried out prior to issue of an Occupancy Certificate.

4.12 Access for people with disabilities

The design of the facilities will permit effective, appropriate, safe and dignified use by all people including those with disabilities and will be in accordance with:

- NSW Health Facilities Guidelines in particular – Part B, Design for Access, Mobility, OH&S and Security;
- DDS32 Improved Access for Health Care Facilities;
- AS1428; and
- BCA.

4.13 Pedestrian access ways

The Proponent commits to the use of durable materials for pedestrian access ways, entry paths and lobbies commensurate with the standard of the adjoining public domain with appropriate slip resistant materials, tactile surfaces and contrasting colours in accordance with the requirements of section 4.1 of the Gosford City Centre Development Control Plan.

4.14 Lighting

The Proponent will provide adequate lighting of all pedestrian access ways, parking areas and building entries for new build car parks in accordance with the requirements of section 3.4 of the Gosford City Centre Development Control Plan.

4.15 Services

The Proponent will continue to coordinate the requirements of the relevant public authorities in regard to the connection to and/or adjustment of services affected by construction of the proposed development.

4.16 Further geotechnical site investigation

Further targeted geotechnical investigation shall be carried out prior to construction certificate because ground conditions, and in particular fill depths, are expected to vary across the site. The further geotechnical investigation shall include a number of boreholes drilled to bedrock across the site with the aim of assessing fill depths, variability and relative density.

4.17 Integrated Water Management Plan

The Proponent will prepare and submit to the Department of Planning an Integrated Water Management Plan prior to issue of the Construction Certificate. The plan will address, but will not be limited to, the following matters:

- Proposed alternative water supplies;
- Proposed end uses of potable and non-potable water; and
- Water sensitive urban design.

4.18 Consultation

The Proponent will continue to liaise with the local community during the development process.

The Proponent will continue to liaise with Gosford City Council during the development process.

4.19 Environmental Management Plan

An operational environmental management plan will be prepared by the Proponent prior to the opening of the Central Coast Regional Cancer Centre to the public. A copy will be submitted to the Department of Planning for information. The plan will address, but will not be limited to, the following matters:

- Visitor safety;
- Site security;
- Minimisation of anti-social behaviour;
- Noise management;

-
- Traffic and pedestrian management;
 - Storage of materials;
 - Emergency and evacuation procedures;
 - Fire safety;
 - Waste management and ESD initiatives;
 - Lighting; and
 - Signage.

4.20 Native species

If any native species are found during construction, the construction contractor will advise the National Parks and Wildlife Service.

5 Conclusion

The proposed development of the Central Coast Regional Cancer Centre at Holden Street, Gosford seeks consent for:

- Renovation and refurbishment of the existing old main building;
- Construction of a new extension in the south east part of the Gosford Hospital Campus to provide integrated multidisciplinary cancer care and clinical trials facilities;
- Provision of a two (2) linear accelerators;
- Three (3) radiotherapy bunkers (two fitted out and one shell to be fitted out at a later stage);
- A service delivery hub for locally delivered and rural and regional outreach cancer control and support services;
- Multidisciplinary consulting rooms;
- Waiting and reception spaces;
- Radiotherapy planning and support areas;
- Allied Health accommodation;
- Professional development areas for teaching, training and research;
- Cancer patient information and support services for patients, carers and clinicians;
- Office and support accommodation;
- Infrastructure services to support the proposed development including electricity, potable water, medical gases, stormwater drainage and rainwater collection and reuse, sewer, fire detection, security and telecommunications;
- Car parking for 46 vehicles including 23 patient and 23 staff spaces accommodated to the south of the new cancer centre building with modifications to the existing car park. Displaced existing staff car parking relocated on the hospital grounds by the creation of 54 additional car spaces, which is 4 more than the number of spaces displaced for the proposed Cancer Centre;
- Vegetation removal to accommodate the altered car parking arrangements;
- Landscaping works including sympathetic planting of the existing Holden Street retaining wall directly east of the proposed development;
- Proposed hours of operation from 7.00am to 7.30pm Monday to Friday;
- 28 full time staff;
- A five-bike rack dedicated to the Regional Cancer Centre;
- Eight additional car parking spaces in the Beane Street car park, (increased from six in the Project Application); and
- Changes to awnings and provision of a landscaped area to the south of the new entry to the Central Coast Regional Cancer Centre.

The Project Application is consistent with Part 3A of the Environmental Planning and Assessment Act 1979, and the Director General's Environmental Assessment Requirements. This report has addressed all of the Government submissions received, and has addressed concerns raised through amendments to the Preferred Project and amendments to the Draft Statement of Commitments. Accordingly, it is recommended that the Minister for Planning approve the Project Application subject to the revised Statement of Commitments.

