

## Gosford Hospital Car Parking

March 2012

Prepared for



HEALTH INFRASTRUCTURE  
NSW HEALTH



Section 75W Modification  
Major Project MP10\_0173  
Environmental Assessment

**Architectus Group Pty Ltd**  
ABN 90 131 245 684  
Level 3 341 George Street  
Sydney NSW 2000  
Australia  
T 61 2 8252 8400  
F 61 2 8252 8600  
sydney@architectus.com.au  
www.architectus.com.au



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	<i>Prepared by Advanced Treescape Consulting</i>

### Quality Assurance

Reviewed by



**John Riordan**  
Associate Director  
Urban Design and Planning  
Architectus Sydney Pty Ltd

14 March 2012

Date

This document is for discussion  
purposes only unless signed.

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## 1 Introduction

### 1.1 Preliminary

This report has been prepared by Architectus on behalf of NSW Health Infrastructure under the provisions of Section 75W of the Environmental Planning and Assessment Act 1979 (EP&A Act).

This Section 75W application seeks to modify Major Project consent no. MP10\_0173, granted by the NSW Department of Planning and Infrastructure on 16 May 2011 for the proposed Central Coast Regional Cancer Centre, Gosford.

The proposed modification seeks to delete the approved Ward Street car park from Major Project MP10\_0173 and re-mark and extend the existing hospital fleet car parking area (adjacent to Racecourse Road) to provide for 34 additional car parking spaces (15 additional were approved for MP10\_0173).

In addition, 11 car parking spaces are to be provided in the Beane Street car park (8 additional were approved for MP10\_0173).

The extra 22 car parking spaces to be provided will replace those 20 spaces which were to be accommodated within the Ward Street car park.

The report seeks to modify the consent in the following ways:

- Amend the Project Approval and Conditions of Consent to remove reference to the Ward Street Carpark approved under Major Project MP10\_0173; and
- Amend the Project Approval and Conditions of Consent to provide for the re-marking and extension of the hospital fleet car parking area adjacent to Racecourse Road and the changes to the Beane Street car park.

This report should be read in conjunction with the accompanying documentation including:

- Plans and Drawings at **Appendix A**, being:

Drawing title	Drawing no.	Revision	Date drawn
Cover sheet and drawing index	CI.CP.01.001	2	02.12.11
General notes and typical details	CI.CP.01.002	2	02.12.11
Beane Street car park general arrangements	CI.CP.01.003	2	02.12.11
Fleet extension car park general arrangements	CI.CP.01.004	3	02.12.11
Early works fleet extension car park drainage	CI.CP.01.005	2	02.12.11
Fleet car park typical sections	CI.CP.01.006	2	02.12.11
Fleet extension car park signage plan	CI.CP.01.007	1	15.02.12

Fleet extension car park staging plan	CI.CP.01.008	1	15.02.12
Electrical services fleet car park cover sheet	EL.CP.02.000	02	December 2011
Electrical services fleet car park power and lighting layout	EL.CP.02.001	02	December 2011
Car Park Allocation Plan	DoP 15	05	06.03.12

- Project Approval for MP10\_0173 (**Appendix B**);
- Notes of meeting with Gosford Council officers (**Appendix C**);
- Traffic and Parking Report by Sinclair Knight Merz (SKM), dated 6 March 2012 (**Appendix D**);
- Draft Car Park Management Plan (Fleet Vehicles) (**Appendix E**);
- Arboricultural Impact Assessment, Fleet Car Park Site, Gosford Hospital by Advanced Treescape Consulting (**Appendix F**);
- Application form (submitted under separate cover).

## 1.2 Project team

The project team comprises the following members:

<b>Site owner</b>	Health Administration Corporation
<b>Proponent</b>	NSW Health Infrastructure
<b>Project Manager</b>	Coffey Projects
<b>Architect</b>	Silver Thomas Hanley
<b>Traffic Engineer</b>	Sinclair Knight Merz
<b>Urban Planner</b>	Architectus Group Pty Limited
<b>Electrical Engineer</b>	Steensen Varming
<b>Hydraulic Engineer</b>	SPP Group
<b>Arborist</b>	Advanced Treescape Consulting

## 1.3 Consent authority

The Minister for Planning and Infrastructure is the consent authority for all Section 75W modifications to Major Project approvals for Gosford Hospital.

## 1.4 Consultation

### Gosford City Council

A meeting was held with Gosford City Council on 5 August 2011. Following the meeting, a copy of the minutes of the meeting were sent to the Council planner who attended the meeting. The meeting minutes

are attached at **Appendix C**.

### **1.5 Structure of this report**

This report has the following structure:

- Section 1: Introduction
- Section 2: The site and locality
- Section 3: Development consent history
- Section 4: Proposed modifications
- Section 5: Environmental Assessment
- Section 6: Conclusion

### **1.6 Authorship**

This report has been prepared by Jayne Klein, Senior Urban Planner, Architectus and John Riordan, Associate Director, Architectus.

## 2 The site and locality

### 2.1 The site and locality

The hospital site is bounded by Racecourse Road to the north, Holden Street to the east, Ward Street to the south and Cape Street and Stephen Street to the west.

The site of the Central Coast Regional Cancer Centre approved by Major Project MP10\_0173 is located within the Gosford Hospital grounds, at 60 Holden Street, Gosford. The hospital fleet car park and Beane Street car park which are the subject of changes in this Section 75W modification are located within the hospital grounds adjacent to Racecourse Road.

Access to the fleet car parking area is obtained from Hospital Road (this road is internal to the hospital). No access is obtained directly from Racecourse Road although this is possible in the case of an emergency in the hospital grounds. The fleet car park slopes down to the north towards Racecourse Road. The fleet car park is currently used for the fleet of hospital vehicles used by staff.

Access to the Beane Street car park is direct from Beane Street.

### 2.2 Legal description

The legal description for the fleet car parking area is Lot 101 in DP1034362 and Lot 1 in DP1076023 and for the Beane Street car park is Lot 101 DP 1034362.

The legal description of the main part of the hospital (where the Cancer Centre is located) is Lot 100 in DP1028293.

The legal description of the approved Ward Street car park is Lot 2 in DP382500. Refer **Figure 1**.

### 2.3 Zoning

The sites of the fleet and Beane Street car parks are zoned SP1 Special Activities – Hospital in the Gosford City Centre Local Environment Plan (LEP) 2007 and SP2 Infrastructure – Hospital in the Draft Gosford Local Environment Plan (DLEP) 2009. Car parks associated with the hospital are permissible with consent.



Figure 1. Legal descriptions of hospital and car parks

### 3 Development consent history

#### 3.1 Major Project MP10\_0173

Major Project Application MP10\_0173 Project Approval for Major Project MP10\_0173 was granted by the Minister for Planning and Infrastructure on 16 May 2011 (refer to Project Approval at **Appendix B**). The Development Description is set out in Schedule 2, clause A1 of the Project Approval as follows:

***“Development Description***

*A1. Except as amended by the conditions of this approval, approval is granted only to carrying out the development as described in Schedule 1.”*

Schedule 1 describes the project as follows:

- “Project:*** *Central Coast Cancer Centre, including:*
- *Demolition of non-structural components of the existing Gosford Hospital;*
  - *Construction of a new integrated single storey extension and fit out;*
  - *Alterations to Holden Street vehicular access arrangements and Hospital car parks;*
  - *Construction of Ward Street car park;*
  - *Landscaping; and*
  - *Ancillary infrastructure and services.”*

#### 3.2 Transitional Arrangements for Part 3A Projects under the EP&A Act 1979

Major Project MP10\_0173 was approved under Part 3A of the EP&A Act. Part 3A of the EP&A Act was repealed on 1 October 2011 and Schedule 6A of the EP&A Act sets out the transitional arrangements applying to projects approved under Part 3A.

Clause 2(5) of Schedule 6A of the Act states that:

*“A transitional Part 3A project extends to the project as varied by changes to the Part 3A project or concept plan application, to the concept plan approval or to the project approval, whether made before or after the repeal of Part 3A.”*

Therefore, any modifications to the approved project will continue to be dealt with under Part 3A as Section 75W modifications.

The Minister for Planning and Infrastructure will continue to determine applications made by State agencies and public proponents, with less significant or non-controversial applications being determined by senior officers of the Department under delegation (refer Department of Planning and Infrastructure Fact Sheet, May 2011).

## 4 The proposed modifications

### 4.1 Introduction

This section describes the modifications proposed under Section 75W of the Environmental Planning and Assessment Act 1979.

### 4.2 Hospital fleet car park re-marking and extension

The existing fleet car park contains 86 car parking spaces. It is proposed to extend and re-mark the existing fleet car parking area to provide for an additional 34 car parking spaces, taking the total number of parking spaces within the car park to 120. In addition, the Beane Street car park is to be altered to provide an additional 11 car parking spaces. The fleet car park is currently approved for an additional 15 car parking spaces and the Beane Street car park is currently approved for an additional 8 car parking spaces.

One disabled car park will be removed from the fleet car park as a result of the changes, however the hospital will still have more than the required amount of disabled car parking. The Health Services building adjacent to the fleet car park has disabled parking spaces adjacent to it and these will not be altered.

In addition, the alterations to the fleet car park will also involve:

- removal of all existing line marking and re-marking of the existing car park in accordance with current Australian Standard AS1742;
- stormwater drainage works;
- removal of existing trees within the car park (refer Arboricultural Impact Assessment at **Appendix F**);
- landscape planting;
- construction of a 1.2m wide concrete footpath alongside Racecourse Road;
- new lighting;
- new signage indicating that the fleet car park is for Central Coast Local Health District (CCLHD) fleet vehicles only.

Temporary construction fencing / barrier is to be provided by the contractor. The existing fencing currently at the western end of the existing fleet car park is to be maintained as a construction barrier during Stage 1 construction works.

The plans and drawings of the modifications to the fleet car park are at **Appendix A**.

### 4.3 Removal of Ward Street car park

It is proposed to delete the proposed Ward Street car park and replace the 20 car parking spaces that were to be located within it with an additional 19 spaces within the fleet car park and three (3) within the Beane Street carpark. The total additional parking spaces to be

provided within the fleet parking area is 34 (15 already approved) and within the Beane Street car park is 11 (8 already approved).

A number of plans approved by MP10\_0173 will be deleted or replaced by new plans to reflect the modifications being made to remove the Ward Street car park from the approval and to further extend the fleet and Beane Street car parks.

Where specific reference to the Ward Street car park is made within the Project Approval and Conditions of Consent, these references have been deleted, as detailed in the following section. Other changes have been made to the Project Approval and Conditions of Consent to reflect the further extension of the fleet and Beane Street car parks.

#### 4.4 Project Approval and Conditions of Consent

In accordance with the proposed modifications detailed above, it is proposed to amend the Project Approval and Conditions of Consent as follows.

Additions are shown in red and deletions are struck-through.

##### **SCHEDULE 1**

<b>Application No.:</b>	MP10_0173
<b>Proponent:</b>	Health Infrastructure
<b>Approval Authority:</b>	Minister for Planning and Infrastructure
<b>Land:</b>	Lot 100 in DP1028293 and Lot 2 in DP382500
<b>Project:</b>	Central Coast Cancer Centre, including: <ul style="list-style-type: none"> <li>• Demolition of non-structural components of the existing Gosford Hospital;</li> <li>• Construction of a new integrated single storey extension and fit out;</li> <li>• Alterations to Holden Street vehicular access arrangements and Hospital car parks;</li> <li>• <del>Construction of Ward Street car park;</del></li> <li>• Landscaping; and</li> <li>• Ancillary infrastructure and services.</li> </ul>

##### **SCHEDULE 2**

##### **PART A – ADMINISTRATIVE CONDITIONS**

##### **Development in Accordance with Plans and Documents**

A2. The development will be undertaken in accordance with the following drawings and documents:

<b>Environmental Assessment titled Central Coast Regional Cancer Centre, Holden Street, Gosford, Major Project Application MP10_0173</b> <b>Environmental Assessment, dated November 2010, prepared by Architectus.</b>			
<b>Preferred Project Report titled Central Coast Regional Cancer Centre, Holden Street, Gosford, Major Project MP10_0173 Preferred Project Report, dated February 2011, prepared by Architectus.</b>			
<b>Statement of Commitments at Schedule 3, prepared by Architectus, dated February 2011.</b>			
<b>Architectural (or Design) Drawings prepared by Silver Thomas Hanley</b>			
<b>Drawing No.</b>	<b>Revision</b>	<b>Name of Plan</b>	<b>Date</b>
DoP01	03	PHOTO REALISTIC VIEWS	14.02.11
DoP02	03	MASSING IMAGES	14.02.11
DoP03	02	SITE ANALYSIS PLAN	17.11.10
DoP04	02	URBAN ANALYSIS PLAN	17.11.10
DoP05	05	CAMPUS SITE PLAN	11.02.11
DoP06	05	DETAILED SITE PLAN	15.02.11
DoP07	03	FLOOR PLAN	04.02.11
DoP08	02	DEMOLITION PLAN	17.11.10
DoP09	03	ELEVATIONS AND SECTIONS	14.02.11
DoP13	03	SAMPLE BOARD	14.02.11
DoP14	D	LANDSCAPE CONCEPT PLAN	15.02.11
DoP15	04	CARPARK ALLOCATION PLAN	15.02.11
CI.GD.02.002	02	DETAILED DESIGN GENERAL NOTES AND TYPICAL DETAILS	10.03.11
CI.GD.02.007	02	DETAILED DESIGN WARD STREET CARPARK GENERAL ARRANGEMENT PLAN	10.03.11
CI.GD.02.009	02	DETAILED DESIGN WARD STREET CARPARK TYPICAL SECTION	10.03.11
CI.GD.02.012	02	DETAILED DESIGN STORMWATER DRAINAGE DETAILS	10.03.11

**Section 75W Modification drawings for fleet car park extension**

<b>Drawing No.</b>	<b>Revision</b>	<b>Name of Plan</b>	<b>Date</b>
CI.CP.01.001	2	COVER SHEET AND DRAWING INDEX	02.12.11
CI.CP.01.002	2	CAR PARK GENERAL NOTES AND TYPICAL DETAILS	02.12.11
CI.CP.01.003	2	CAR PARK BEANE STREET CAR PARK	02.12.11

		<b>GENERAL ARRANGEMENTS</b>	
CI.CP.01.004	3	CAR PARK FLEET EXTENSION CAR PARK GENERAL ARRANGMENTS	02.12.11
CI.CP.01.005	2	EARLY WORKS FLEET EXTENSION CAR PARK DRAINAGE	02.12.11
CI.CP.01.006	2	CAR PARK FLEET CAR PARK TYPICAL SECTIONS	02.12.11
CI.CP.01.007	1	CAR PARK FLEET EXTENSION CAR PARK SIGNAGE PLAN	15.02.12
CI.CP.01.008	1	CAR PARK FLEET EXTENSION CAR PARK STAGING PLAN	15.02.12
EL.CP.02.000	02	ELECTRICAL SERVICES FLEET CAR PARK COVER SHEET	DEC '11
EL.CP.02.001	02	ELECTRICAL SERVICES FLEET CAR PARK POWER AND LIGHTING LAYOUT	DEC '11
DoP 15	05	CAR PARK ALLOCATION PLAN	06.03.12

#### **PART D – DURING CONSTRUCTION**

Tree Removal D5(a). Tree removal is to be undertaken in accordance with the recommendations provided within the Arboricultural Impact Assessment Reports, dated ~~11 February 2011~~ **9 March 2012** and prepared by Advanced Treescape Consulting for the ~~Ward Street Car Park and Fleet Street Car Park~~ **Site extension**.

#### **SCHEDULE 3 – STATEMENT OF COMMITMENTS**

##### **4.9 ~~Parking~~ Beane Street and Hospital Road Car Parks**

~~The design of new car parking spaces will meet the requirements of AS2890.1 2004 – Parking facilities. The new car parking spaces in the Beane Street and Hospital Road car parking areas are to be designed in accordance with AS2890.1 2004 – Parking facilities.~~

##### **4.10 Fleet car parking area within hospital**

*This car parking area is to be limited to hospital fleet car parking only. As a result of the non-compliance of the fleet car park extension with the gradient requirements of AS2890.1 2004 – Parking facilities, measures are to be put in place in accordance with the “Draft Car Park Management Plan (Fleet Vehicles – Gosford Hospital)” [to be replaced*

with subsequent final version] prepared by NSW Central Coast Local Health District )(refer Appendix E of Section 75W Modification Report).

#### **4.11 Mitigation of potential impacts on trees to be retained**

- The Tree Protection Zones (TPZs) of the two trees to be retained are to be measured in accordance with AS4970:2009 Protection of trees on development sites.
- Any tree work is to be carried out by a suitably qualified Arborist.
- Services should not be located in or run through any TPZ.
- The site office / toilet etc are not to be located in any TPZ.
- Materials are to be stored away from TPZs.
- Aeration of the soil is managed by the TPZ.
- An area is to be set aside for tradespeople to wash down equipment away from any TPZ. The location of the wash down point should be approved by the Consultant Arborist and in accordance with AS4373:2007 Pruning of amenity trees.

[The following conditions to be renumbered accordingly.]

#### **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.

## 5 Environmental Assessment

### 5.1 Introduction

This section of the report provides an Environmental Assessment of the proposed modifications against the relevant environmental planning instruments and policies and the likely environmental impacts.

### 5.2 Section 75W Modifications

Section 75W of the EP&A Act states the following:

#### 75W Modification of Minister's approval

- (1) *In this section:  
"Minister's approval" means an approval to carry out a project under this Part, and includes an approval of a concept plan.  
"modification of approval" means changing the terms of a Minister's approval including:
  - (a) revoking or varying a condition of the approval or imposing an additional condition of the approval, and
  - (b) changing the terms of any determination made by the Minister under Division 3 in connection with the approval.*
- (2) *The proponent may request the Minister to modify the Minister's approval for a project. The Minister's approval for a modification is not required if the project as modified will be consistent with the existing approval under this Part.*
- (3) *The request for the Minister's approval is to be lodged with the Director-General. The Director-General may notify the proponent of environmental assessment requirements with respect to the proposed modifications that the proponent must comply with before the matter will be considered by the Minister.*
- (4) *The Minister may modify the approval (with or without conditions) or disapprove of the modification.*
- (5) *The proponent of a project to which section 75K applies who is dissatisfied with the determination of a request under this section with respect to the project (or with the failure of the Minister to determine the request within 40 days after it is made) may, within the time prescribed by the regulations, appeal to the Court. The Court may determine any such appeal".*

The proponent, Health Infrastructure, requests that the Minister for Planning and Infrastructure, as the consent authority, approve the proposed modifications to the Project Application and Conditions of Consent under Section 75W of the EP&A Act 1979.

No provisions of Section 75W impose any prohibition or limitation on the proposed modifications. Therefore, it is considered that the proposed modifications satisfy the provisions of this Section.

### 5.3 Environmental Planning Instruments and Policies

#### SEPP (Major Development) 2005

The proposed Central Coast Cancer Care Centre is a Part 3A major project under Schedule 1, Clause 18 of the Major Development SEPP, being a hospital valued at more than \$15 million. Modifications to Part 3A projects can be sought under Section 75W of the EP&A Act, as set out above.

- Gosford City Centre Local Environment Plan (LEP) 2007
- Draft Gosford Local Environment Plan (DLEP) 2009
- Gosford City Centre Development Control Plan (DCP) 2007
- Gosford Draft Development control Plan (DDCP) 2009

#### Gosford City Centre Local Environment Plan (LEP) 2007

The relevant controls in the Gosford City Centre LEP for the proposed development are set out in **Table 1** below.

**Table 1. Compliance with Gosford City Centre LEP 2007**

Controls	Compliance	Comment
<p>Clause 2</p> <p>The relevant aim of the Gosford City Centre LEP include:</p> <ul style="list-style-type: none"> <li>• To reinforce Gosford city centre's position as an eminent regional centre for commerce, education, health care, culture and the arts, while creating a highly liveable urban place, having design excellence in all elements of its built and natural environments.</li> </ul> <p>Clause 11</p> <p>The subject site is zoned SP1 Special Activities - Hospital zone.</p> <p>The objectives of the zone include:</p> <ul style="list-style-type: none"> <li>• To provide for special land uses not provided for in other zones.</li> <li>• To facilitate development that is in keeping with the special characteristics of the site or its existing or intended special use, and that minimises any adverse impacts on surrounding land.</li> <li>• To provide for development that is compatible with the special land use or uses shown on the Land Zoning Map.</li> </ul>	Yes	<p>The proposed car park changes will provide additional health-related infrastructure to improve the overall health services offered to the community within the Central Coast. It is therefore considered to be consistent with the relevant aim of the Gosford City Centre LEP.</p> <p>The proposed car park changes meet the relevant aims and objectives and are a permissible use, with development consent.</p>

## Draft Gosford Local Environment Plan (DLEP) 2009

The relevant controls in the Gosford DLEP for the proposed development are set out in **Table 2** below.

**Table 2. Compliance with Gosford DLEP 2009**

Controls	Compliance	Comment
<p>Clause 1.2 Aims of Plan</p> <p>The relevant aims of the Gosford DLEP include:</p> <ul style="list-style-type: none"> <li>To foster economic, environmental and social well-being so that Gosford continues to develop as a sustainable and prosperous place to live, work and visit.</li> <li>To strengthen the regional position of the Gosford City Centre as the service and employment centre for the Central Coast.</li> </ul> <p>Clause 2.2 Zoning of land to which Plan applies</p> <p>The subject site is zoned SP2 Infrastructure – Hospital.</p> <p>Clause 2.3 Zone objectives and land use table</p> <p>The objectives of the zone include:</p> <ul style="list-style-type: none"> <li>To provide for infrastructure and related uses.</li> <li>To prevent development that is not compatible with or that may detract from the provision of infrastructure.</li> </ul>	Yes	<p>The proposed car park changes meet these objectives and are a permissible use, with development consent.</p> <p>The proposed modification will support the well-being of the residents of Gosford and the Central Coast. It will strengthen the position of Gosford City Centre as the service and employment centre for the Central Coast by providing additional health-related infrastructure. The car parking changes are compatible with and supportive of the health services provided by the hospital.</p> <p>The proposed modification is therefore considered to be consistent with the relevant aims of the Gosford DLEP and the objectives of the SP2 Infrastructure – Hospital zone.</p>
<p>Clause 5.9 Preservation of trees or vegetation</p> <p>(3) A person must not ringbark, cut down, top, lop, remove, injure or wilfully destroy any tree or other vegetation to which any such development control plan applies without the authority conferred by:</p> <p>(a) development consent, or</p> <p>(b) a permit granted by the Council.</p>	Yes	<p>The Arboricultural Impact Assessment at <b>Appendix F</b> addresses the required removal of 14 trees in the area of the fleet car park extension. <b>Section 5.4</b> of this report considers the likely impacts.</p>
<p>Clause 7.1 Objectives for development in Gosford city centre</p> <p>Gosford Hospital is identified as within the Gosford city centre area in the DLEP.</p> <p>Objectives include:</p> <ul style="list-style-type: none"> <li>To reinforce Gosford city centre's position as a regional centre for commerce, education, health care, culture and the arts, while creating a highly liveable urban space having design excellence in all elements of its built and natural environments.</li> </ul>	Yes	<p>The proposed car park changes will assist in reinforcing Gosford city centre's position as a regional centre for health care.</p>

### Gosford City Centre Development Control Plan (DCP) 2007

The relevant controls in the Gosford City Centre DCP for the proposed development are set out in **Table 3** below.

**Table 3. Gosford City Centre DCP controls**

Controls	Compliance	Comment
2.1 Building to Street Alignment and Street Setbacks	N/A	There are no street alignment and street setbacks specified for the hospital site.
3.4 Safety and Security c. Avoid creating blind corners and dark alcoves that provide concealment opportunities in pathways, stairwells, hallways and car parks. g. Provide adequate lighting of all pedestrian access ways, parking areas and building entries. h. Provide clear lines of sight and well-lit routes throughout the development.	Yes	Blind corners and dark alcoves will not be created. Adequate lighting will be provided as required by Condition 4.14 of Schedule 3 of the Conditions of Consent for MP10_0173 (refer <b>Appendix B</b> ). Clear lines of sight and well-lit routes will be provided.
4.2 Vehicle Driveways and Manoeuvring Areas c) All vehicles must be able to enter and leave the site in a forward direction without the need to make more than a three point turn. d) Design of driveway crossings must be in accordance with Council's standard Vehicle Entrance Designs, with any works within the footpath and road reserve subject to a Section 138 Roads Act approval. e) Driveway widths must comply with the relevant Australian Standards. f) Car space dimensions must comply with the relevant Australian Standards. g) Driveway grades, vehicular ramp width/grades and passing bays must be in accordance with the relevant Australian Standard (AS2890.1).	In part	All vehicles will be able to enter and leave the site in a forward direction. d), e), f) will be complied with by the fleet car park and Beane Street car park. g) is not able to be complied with by the fleet car park as the existing fleet car park does not comply with this standard. This is addressed in more detail in <b>Section 5.4</b> of this report.

### Gosford City Council DCP 111 – Car Parking

The relevant controls in DCP 111 – Car Parking for the proposed development are set out in **Table 4** below.

**Table 4. Gosford City Council DCP 111 – Car Parking**

Controls	Compliance	Comment
<p>Clause 1.6 Objectives of the DCP</p> <p>The objectives of this Development Control Plan are as follows:</p> <ol style="list-style-type: none"> <li>To facilitate traffic management and safe traffic movement.</li> <li>To establish an appropriate environmental quality for parking facilities associated with site development.</li> <li>To provide parking facilities which are convenient and sufficient for the use of service groups, employees, and visitors.</li> <li>To ensure that a balance is achieved between the needs of the proposed development and its use, and that of vehicular and pedestrian traffic.</li> </ol>	Yes	The objectives of the DCP will be complied with by the proposed car park changes as safe traffic movement will be provided for; parking areas will have a suitable environmental quality with landscaping where appropriate; parking facilities will be provided for staff in a location which is convenient to the new facility; vehicular and pedestrian traffic are adequately provided for.
<p>Clause 4.1 Location of On Site Parking</p> <p>4.1.1 Parking facilities are to be located so that their use is encouraged and evident from the street, particularly visitor and customer parking.</p> <p>4.1.2 Parking spaces for employees and for longer duration parking should be located more remotely from the street.</p> <p>4.1.3 So as to achieve an acceptable level of amenity and a satisfactory relationship between adjoining land uses, the location of the parking area(s) within the site shall have regard to:</p> <ol style="list-style-type: none"> <li>Site conditions such as slope and drainage;</li> <li>The relationship of the building to the parking area; and</li> <li>The proximity of the parking area to any neighbouring residential areas.</li> </ol>	Yes	The fleet and Beane Street car park changes are an extension of the existing parking areas which are located within the hospital grounds.
<p>Clause 4.2 Parking Spaces and Driveway Standards</p> <p>4.2.1 The dimensional requirements for on-site car parking spaces and driveways giving access to parking spaces shall generally be as set out in accordance with AS2890.1-1993 except where the requirements are specifically defined in this plan.</p>	Yes	The fleet and Beane Street car parks will comply with the dimensional requirements of AS2890.1-1993 (refer Traffic Report at <b>Appendix D</b> ).
<p>Clause 4.4 Landscaping</p> <p>4.4.1 Landscaping is to be provided so that there is sufficient planting to achieve a satisfactory appearance of parking areas, particularly those with large areas of bitumen, and to provide shade.</p> <p>4.4.2 A minimum area of 2.5m<sup>2</sup> per car</p>	In part	Landscaping is to be undertaken along the Racecourse Road frontage and within the car park providing a satisfactory appearance to the car park. The requirements of Clause 4.4.2 will not be met as a

<p>space is required for landscaping within a car park area. This requirement is in addition to the requirement of landscaping around the perimeter of the site.</p> <p>The vegetation is to be selected so that, at maturity, 50% of the area of the parking spaces is under shade at midday in mid-summer.</p>		<p>minimum of 2.5m<sup>2</sup> per car space for landscaping will not be provided. The majority of the fleet car park is existing and only re-marking and a small area of new landscaping is to be undertaken on this part of the car park. The car park does not currently provide the amount of landscaping required by this DCP.</p>
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## Gosford Draft Development Control Plan (DDCP) 2009

The aims of the Gosford DDCP are:

- To identify Council's expectations and requirements for development within Gosford local government area and build upon the Gosford LEP 2009 by providing detailed objectives and controls for development;
- To ensure that all development is consistent with the desired character of the surrounding neighbourhood;
- To identify approaches and techniques which promote quality urban design and architectural outcomes in Gosford local government area;
- To promote best practice and quality environmental outcomes.

The site is within the City Edge (Mixed Use) zone which is described in part as follows:

*"In the northern part of the city centre, the city edge zone crosses the railway to be part of the hospital precinct thus providing for future complementary uses between the city centre and the hospital."*

## Comment

The proposed car park changes are in accordance with the aims of the DDCP. The car park supports the health services provided by the hospital and is an extension of an existing use of the car park. Environmental impacts are addressed in **Section 5.4** of this report.

It is noted that the relevant controls in the Gosford DDCP 2009 are identical to those in the Gosford City Centre DCP set out in **Table 3** above (with the exception of the numbering used). Therefore, they have not been repeated here.

## 5.4 Likely impacts

### Visual impacts

Planting of shrubs along the Racecourse Road frontage of the car park and some shrub planting within the car park are proposed to soften and improve the visual appearance of the car park, particularly when viewed from Racecourse Road. However, for the existing part of the fleet car park, alterations will primarily be restricted to re-marking of spaces so as to provide as many additional car parks as possible.

The Beane Street car park requires re-marking, removal of existing fencing and gate and removal of existing signage only to provide the additional car parking spaces.

### Traffic impacts

Access to the fleet car park will continue to be via Hospital Road as is currently the case (this road is internal to the hospital). The majority of the car park traffic movement will occur outside of the peak period. Refer Traffic and Parking Report at **Appendix D**.

Manoeuvring in the car park will meet the requirements of AS2890.1-2004 – Parking facilities. A broad indication of manoeuvring is shown in the Fleet Extension Car Park, General Arrangements Plan, dated 2 December 2011 at **Appendix A**.

The gradient of the existing fleet car park does not meet the requirements of AS2890.1-2004 – Parking facilities (maximum 5% gradient). The proposed extension to the fleet car park will also be non-compliant with the gradient requirements of the Australian Standard. This is because it will follow existing ground levels to avoid imported fill and creation of a terraced parking area with a retaining wall adjacent to Racecourse Road.

Compliance of the car park extension with the gradient would require extensive earthworks adjacent to Racecourse Road resulting in a significant retaining wall along the Racecourse Road frontage. Maintaining the emergency access with the terraced parking design would result in a smaller car park due to level and circulation issues. The proposal maintains the emergency access and maximises the number of car parking spaces.

The Australian Standards do not state the reason for the maximum 5% gradient. However, the applicant's Traffic Engineer believes that this requirement is based on access and mobility requirements and other practicality reasons such as potential difficulties of entering or exiting a car while keeping the door open and the potential to slip while walking.

A representative of Health Infrastructure has been in contact with Standards Australia via a committee member of Standards Australia. The response from Standards Australia was that the application of the Standard will not apply in all circumstances and locations and variations will occur (the Standard is for guidance and is not mandatory). The suggestion was made that Health Infrastructure prepare a Management Plan for the car park and its use to mitigate some or all of the expected impacts.

A Draft Car Park Management Plan for the fleet car park is provided at **Appendix E** which details measures to be put in place to mitigate any

potential adverse impacts of non-compliance with the gradient. The requirement to comply with the Management Plan (and a subsequent final version) is included in the revised conditions of consent at **Section 4.4**.

Car parking for Gosford Hospital is at capacity and it is essential that the provision of car parking for the hospital is made a priority. The Traffic and Parking Report at **Appendix D** explains the impact of compliance with the gradient on the number of car parking spaces able to be provided.

### Flora and Fauna

The Arboricultural Impact Assessment at **Appendix F** identifies 14 trees which will need to be removed to allow the extension of the fleet car park to occur. The Assessment notes that none of the trees are Threatened Tree Species and none of the trees contain habitat sites for wildlife.

Two additional trees will not be removed but could potentially be impacted by the proposed works (trees 1 and 13). These will be protected by a site perimeter fence so no specific Tree Protection Zone (TPZ) fencing is required. This fence will remain in place during construction which will protect the trees.

Recommendations from the Arborist in relation to the TPZs of the trees to be retained are included in the revised conditions of consent at **Section 4.4**.

### Safety and security

The fleet car park will be used for hospital fleet parking only. There will be no public use of the fleet car park. Signage in the car park will indicate this and access to the car park will continue to be by way of swipe card access through boom gates.

Lighting in the fleet car park will be in accordance with section 3.4 of the Gosford City Centre DCP and this is already included as condition 4.14 in Schedule 3 of the Conditions of Consent of MP10\_0173 (refer **Appendix B**).

There is a pedestrian access near the Health Services building and on the southern side of the car park (refer Fleet Extension Car Park, General Arrangements, dated 2 December 2011 at **Appendix A**).

### Drainage

Drainage details for the car park are shown on the "Early Works Fleet Extension Car Park, Drainage" plan, no. CI.CP.01.005 dated 2 December 2011 at **Appendix A**.

Condition B4 of the conditions for MP10\_0173 (refer **Appendix B**) requires a Construction Management Plan to be prepared and submitted to the Department of Planning and Infrastructure "prior to certification of Crown building works". This is to include sediment and erosion control measures.

**Positive impacts**

The proposed additional car parking spaces in the Beane Street and fleet parking areas will provide much needed additional parking capacity for the hospital.

The deletion of the proposed Ward Street car park has positive impacts for the project as a whole because the potential (although minor) noise and traffic impacts which could have resulted from locating this car park in a residential street will be removed.

## 6 Conclusion

The proposed modifications under Section 75W of the EP&A Act 1979 include the following:

- Amend the Project Approval and Conditions of Consent to remove reference to the Ward Street Carpark approved under Major Project MP10\_0173.
- Amend the Project Approval and Conditions of Consent to provide for alteration and extension of the hospital fleet car parking area adjacent to Racecourse Road and alteration of the Beane Street car park.

Having regard to this Environmental Assessment, the proposed modifications are consistent with the intent of the original approval. The proposed development will not result in any significant adverse impacts on the surrounding environment.

**It is recommended that this Section 75W application be approved by the Minister for Planning and Infrastructure.**