



Environmental Impact Statement

Northside Private Hospital

Faunce Street West, West Gosford
Lot 2 DP1226923

**Prepared by Willowtree Planning Pty Ltd on behalf
of AA Crown Holdings Pty Ltd**

September 2019

Environmental Impact Statement

Northside Private Hospital

Faunce Street West, West Gosford (Lot 2 DP1226923)

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SECTION 4.12 CERTIFICATE

Declaration Form

Submission of Environmental Impact Statement (EIS)

prepared under the *Environmental Planning and Assessment Act 1979 – Part 4, Division 4.3, Section 4.12*

EIS Prepared By

Name	Lewis McAulay
Qualifications	Bachelor of Regional and Town Planning, UQ
Address	Suite 4, Level 7 100 Walker Street North Sydney, NSW 2060

In Respect Of

Northside Private Hospital

Development Application

Applicant Name	AA Crown Holdings Pty Ltd
Address	C/- DCWC, Level 10, Angel Place, 123 Pitt Street, Sydney 2000

Land to be Developed

Faunce Street West, West Gosford – including the following parcels:

Faunce Street West, West Gosford:
▪ Lot 2 in DP1226923

EIS

An Environmental Impact Statement (EIS) is attached.

Certificate

I certify that I have prepared the contents of this EIS to the best of my knowledge:

- it is in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*,
- contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and
- that the information contained in the statement is neither false nor misleading.

Signature



Name	Lewis McAulay
Qualification	BRTP, UQ
Date	27 September 2019

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GLOSSARY OF KEY TERMS

TERM	MEANING
<i>A Metropolis of Three Cities</i>	<i>A Metropolis of Three Cities – The Greater Sydney Region Plan</i>
<i>AU\$</i>	Australian Dollars
<i>Council</i>	Central Coast Council
<i>CIV</i>	Capital Investment Value
<i>DoPIE</i>	Department of Planning, Industry and Environment
<i>EIS</i>	Environmental Impact Statement
<i>EP&A Act</i>	<i>Environmental Planning and Assessment Act 1979</i> (as amended)
<i>EP&A Regulation</i>	<i>Environmental Planning and Assessment Regulation 2000</i>
<i>EPI</i>	Environmental Planning Instrument
<i>CoGDAP</i>	City of Gosford Design Advisory Panel
<i>GSC</i>	Greater Sydney Commission
<i>LEP</i>	Local Environmental Plan
<i>OEH</i>	NSW Office of Environment and Heritage
<i>RMS</i>	Roads and Maritime Services
<i>SEARs</i>	Secretary's Environmental Assessment Requirements issued 5 th April 2019
<i>SEPP</i>	State Environmental Planning Policy
<i>Sqm or m²</i>	Square metres
<i>SREP</i>	Sydney Regional Environmental Plan
<i>SSD</i>	State significant development (SSD 10159)
<i>SSDA</i>	State significant development Application
<i>The Site / Study Area / Subject Site</i>	Faunce Street West, West Gosford (Lots 2 DP 1226923)
<i>TfNSW</i>	Transport for NSW
<i>Willowtree Planning</i>	Willowtree Planning Pty Ltd

EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared by Willowtree Planning to accompany State Significant Development (SSD) 10159 for the Concept Approval and subsequent built form approval of Northside Private Hospital. The EIS has been prepared on behalf AA Crown Holdings Pty Ltd (the Applicant) in accordance with the Secretary's Environmental Assessment Requirements (SEARs) dated 5 April 2019.

The site was formally owned by Ausgrid depot that was primarily used for vehicle damage repairs. The site forms part of a greater portion of land that was previously operated as an electrical infrastructure depot, known as 'Ausgrid West Gosford Depot'. The site is currently occupied by a number of single storey warehouse style buildings and is mostly covered by hardstand and single storey buildings and is therefore void of a significant amount of vegetation.

Pursuant to Section 4.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979), the proposed application is a Concept Development Application which seeks approval for the following stages:

- **Stage 1** – Development Application for Construction of the Main Building – Stage 1 comprises the demolition of the existing buildings and a built form development application for a part 11 storey, part 5 storey building with 2 basement levels and a lower ground floor level. Stage 1 will consist of in-patient units, general practitioner clinics, radiology rooms, pathology room, intensive care unit, operating theatres and ancillary retail. The basement levels will consist of parking, waste storage and loading dock.
- **Stage 2** – Concept Approval for Construction of a 4 Storey Building - Stage 2 comprises a concept development application for a 4 storey building along Racecourse Road and it is anticipated that it will be used for retail tenancy, ancillary tenancies and medical tenancies

Stage 1 will consist of the construction of the shell and core of the building. Currently, there is no health care operator confirmed for the proposed development. Once an operator has been confirmed, development consent for the fitout works will be sought. The development timeframe for Stage 2 will be strongly dependent on the needs of the aforementioned operator. It is estimated that the timeframe for Stage 2 would be 5-10 years.

The proposal satisfies the definition of State Significant Development pursuant to Clause 14 of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD) as the Capital Investment Value (CIV) exceeds \$30 million. Additionally, the proposal satisfies the definition of State Significant Development pursuant to Clause 15 of Schedule 2 of the SEPP SRD as the CIV exceeds \$75 million.

The primary Environmental Planning Instrument for the site is the *State Environmental Planning Policy (Gosford City Centre) 2018* (SEPP GCC). Pursuant to the SEPP GCC the site is located within the B6 Enterprise Corridor zone (B6 zone). As health services facilities and hospitals are not strictly prohibited within the B6 zone they are considered to be permitted with consent. Furthermore, the permissibility of the proposal may rely on *State Environmental Planning Policy (Infrastructure) 2007* (SEPP Infrastructure) which permits certain development in a prescribed zone. This includes the development of health services facility within the B6 zone which is a prescribed zone.

The proposed development significantly exceeds the height and floor space ratio (FSR) controls that are allowable for the site under SEPP GCC. The maximum building height pursuant to the SEPP GCC is 12m. The proposed height of the building is 45m from Racecourse Road street level or 49m taken from the lowest point of Racecourse Road at the northern end of the site. Additionally, the maximum FSR pursuant to the SEPP GCC is 1.5:1 and the proposed FSR for Stage 1 is 2.34:1 and 2.68:1 for Stage 2. Whilst it is understood that the proposed development exceeds the maximum building height and FSR controls, Clause 8.4(4) of the SEPP GCC states:

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- (4) *Development consent may be granted to development that results in a building with a height that exceeds the maximum height shown for the land on the Height of Buildings Map, or a floor space ratio that exceeds the floor space ratio shown for the land on the Floor Space Ratio Map, or both, by an amount to be determined by the consent authority, if:*
- (a) *the site area of the development is at least 5,600 square metres, and*
 - (b) *a design review panel reviews the development, and*
 - (c) *if required by the design review panel, an architectural design competition is held in relation to the development, and*
 - (d) *the consent authority takes into account the findings of the design review panel and, if held, the results of the architectural design competition, and*
 - (e) *the consent authority is satisfied with the amount of floor space that will be provided for the purposes of commercial premises, and*
 - (f) *the consent authority is satisfied that the building meets or exceeds minimum building sustainability and environmental performance standards.*

Given that the land is over 5,600m² the proposed development may be granted consent subject to meeting (b)-(f) pursuant to Clause 8.4(4). Given that the proposed development exceeds the maximum building height and FSR controls, consultation and recommendations were sought from the City of Gosford Design Advisory Panel (CoGDAP). CoGDAP recommended the proposal proceeds to the development assessment pathway, subject to addressing issues identified when preparing the State Significant Development Application (SSDA).

The Applicant, in collaboration with Health Projects International (HPI), have designed the proposed Northside Private Hospital to meet the significant demand for health services facilities that exists on the Central Coast. The proposed private hospital will exhibit a high-quality design and will be efficient for both staff and visitors.

As noted above the proposed Northside Private Hospital will be delivered across two (2) stages:

Stage 1:

- Concept approval for Stage 1 which comprises the main building located along the Faunce Street West frontage and comprises a part 11 storey, part 5 storey building.
- Detailed Built Form approval for Stage 1 comprising:
 - Demolition of existing buildings;
 - Bulk earthworks on the site to establish building foundations for proposed Northside Private Hospital;
 - Provision of infrastructure and services;
 - Construction of Northside Private Hospital as depicted on the proposed Site Plan (refer to **Appendix 1**);
 - Construction of landscaped area;
 - Construction jobs generated by the proposed development works is expected to be in the order of approximately 2,200 constructions jobs; and
 - Approximately 460 full-time operational jobs, are estimated to be created as a result of the proposed development;
- Stage 1 will consist of in-patient units, general practitioner clinics, radiology rooms, pathology room, intensive care unit, operating theatres and ancillary retail. The basement levels will consist of parking, waste storage and loading dock.

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Stage 2:

Stage 2 will comprise of 4 storey building situated along Racecourse Road frontage and Detailed Built Form approval would be sought as part of a future Development Application (DA) and does not form part of this submission.

Consultation

Comprehensive consultation has been carried out as part of this State Significant Development Application (SSDA). Consultation letters were sent to each of the State and Local Authorities that were outlined in the SEARs and feedback was received via written correspondence or meetings/workshops held. Further to this, two (2) community drop-in sessions were held for key stakeholders including surrounding residents and businesses, to inform and discuss the proposed development.

The key findings and discussions from the scheduled consultation sessions are discussed in further detail in **Part E** of this EIS and **Appendix 26**.

Assessment and Conclusion

Northside Private Hospital has been designed to meet the significant demand for health services facilities that exists on the Central Coast and to deliver a high-quality hospital for staff and visitors.

The likely impacts of the proposal have been examined in depth and demonstrates that the potential environmental impacts of the proposed development can be suitably mitigated and/or managed. The proposed building envelopes have been holistically planned to achieve compatibility between both the new and existing buildings in the surrounding area. An indicative masterplan for the sites between Gosford Hospital and the proposed Northside Private Hospital has been undertaken. This exercise has also enabled detailed consideration of the surrounding context, particularly neighbouring sites.

The proposal is considered appropriate for the location and should be supported by the Minister for the following reasons:

- It has been prepared with regard to the relevant planning legislation and all components of the Concept Development Application are considered permissible with consent;
- The proposal has been prepared with regard to the relevant State and Regional Planning Policies and Strategies, and demonstrates consistency and compliance with the objectives of the identified strategic documents;
- It has been prepared having regard to Council's planning policies and generally complies with the aims and objectives of the planning controls for the site including the SEPP GCC and *Gosford City Centre Development Control Plan* (GCC DCP);
- The proposal is suitable for the site as evidenced by the site analysis and various site investigations;
- The proposal does not appear to have any unacceptable, long term, off-site impacts on adjoining or surrounding properties or the public domain, in terms of traffic, social and environmental impacts; and
- Community consultation has been completed in accordance with the Department of Planning, Industry and Environment (DoPIE) Consultation Guidelines.

In summary, this Concept Development Application is considered supportable from a technical viewpoint and satisfies relevant Government policies. It provides significant benefits for a wide range of stakeholders and is in the general public interest. Further, the proposed development has addressed the individual matters listed in the SEARs and are supported and justified through accompanying technical studies.

As such, the development warrants the support of the Minister and we therefore recommend that approval be granted to the Concept Development Application for Stage 1 and Stage 2 for Northside Private Hospital and proposed Detailed Built Form for the Stage 1 works for the main hospital building.

PART A PRELIMINARY

1.1 INTRODUCTION

This EIS has been prepared by Willowtree Planning on behalf of Applicant, AA Crown Holdings Pty Ltd (the Applicant), and is submitted to the Department of Planning, Industry and Environment (DoPIE) in support of the proposed development on the land portion described as Faunce Street West, West Gosford (Lot 2 DP 1226923) ('the site'), for the purpose of Northside Private Hospital.

The site was formally owned by Ausgrid depot that was primarily used for vehicle damage repairs. The site forms part of a greater portion of land that was previously operated as an electrical infrastructure depot, known as 'Ausgrid West Gosford Depot'. The site is currently occupied by a number of single storey warehouse style buildings and is mostly covered by hardstand and single storey buildings and is therefore void of a significant amount of vegetation.

This SSDA seeks to redevelop the site to construct Northside Private Hospital. The proposal will be a Concept Development Application comprising of 2 stages. Stage 1 will comprise the demolition of the existing buildings and a concept and Detailed Built Form Development Application (DA) for a part 11 storey, part 5 storey building with 2 basement levels and a lower ground floor level. Stage 1 will consist of in-patient units, general practitioner clinics, radiology rooms, pathology room, intensive care unit, operating theatres and ancillary retail. The basement levels will consist of parking, waste storage and loading dock. Stage 1 is summarised as follows:

- Demolition of existing buildings;
- Bulk earthworks on the site to establish building foundations for the proposed Northside Private Hospital;
- Provision of infrastructure and services;
- Construction of the Northside Private Hospital as depicted on the detailed site and architectural plans (refer to Architectural Plans at **Appendix 1**);
- Construction of landscaped areas;
- Construction jobs generated by the proposed development works, is expected to be in the order of approximately 2,200 constructions jobs; and
- Approximately 460 full-time operational jobs, are estimated to be created as a result of the proposed development.

Concept Approval is sought for Stage 2 which comprises a 4 storey building along Racecourse Road and is it is anticipated that it will be used for retail tenancy, ancillary tenancies and medical tenancies. Detailed Built Form approval would be sought as part of a future DA and does not form part of this submission.

The site comprises a former Ausgrid site and is characterised by single storey warehouse buildings and hardstand. The site is currently zoned B6 Enterprise Corridor. The ongoing operational use proposed for the site would be for the purpose of a private hospital.

As discussed throughout this EIS, the proposed development seeks to establish an architecturally innovative design that would benefit the immediate community and the wider locale. The proposed development would also provide employment opportunities both during construction and throughout the ongoing operation of Northside Private Hospital.

The EIS describes the site and proposed development, provides relevant information, responds to SEARs; and assesses the proposed development in terms of the relevant matters set out in relevant legislation, Environmental Planning Instruments (EPIs) and associated planning policies.

The structure of this EIS is as follows:

- **PART A Preliminary**
- **PART B Site Analysis**
- **PART C Proposed Development**

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- **PART D Legislative and Policy Framework**
- **PART E Consultation**
- **PART F Environmental Risk Assessment**
- **PART G Management and Mitigation Measures**
- **PART H Project Development Justification**
- **PART I Conclusion**

1.2 PROJECT TEAM

The Project Team involved in the preparation of this SSDA include:

- AA Crown Holdings Pty Ltd (Applicant)
- Donald Cant Watts Corke (Project Management & Quantity Surveyor)
- Willowtree Planning (Planning Consultant)
- Health Projects International (Architect)
- Roberts Day (Urban Design Visual Analysis)
- DSA Consulting (Mechanical & Vertical Transport, Electrical Services and Hydraulic & Fire Services)
- Blackett Maguire + Goldsmith (Building Certification)
- JHA Consulting Engineers (Acoustic)
- Traffix (Traffic)
- Hill PDA (Social and Economic Impact Assessment)
- ARUP (Fire Engineering)
- Douglas Partners (Geotechnical, Contamination and Acid Sulphate Management Plan)
- M+G Consulting (Structural Engineering)
- Warren Smith & Partners (Civil and Flood Report and Plans)
- Accurate Tree Assessment (Arborist)
- Eco Logical (Bushfire and Biodiversity)
- MRA Consulting Group (Waste Management and Preliminary Risk Screening)
- Arcadia (Landscape Architect)
- Umow Lai (ESD Engineering)
- Abe Consulting (Accessibility)
- Weir Phillips Heritage (Heritage)
- Artefact (Aboriginal Cultural Heritage)
- Northrop (Facades)
- Vipac (Wind Engineering)
- Artscape (Public Art Report)
- Northstar Air Quality (Air Quality)

1.3 THE APPLICANT

The Applicant is AA Crown Holdings Pty Ltd. Donald Cant Watts Corke are the Project Manager and contact for the proposed development. See **Table 1** for contact details.

Table 1. Applicant Contact Details

Contact Name	Lucy Guerin
Company Details	Donald Cant Watts Corke
Contact Number	02 8224 9103 or 0408 487 440

AA Crown Holdings Pty Ltd have extensive experience in health care services. An example of this is Wollongong Private Hospital. Wollongong Private Hospital was a development by AA Crown Holdings and is now operated by Australia's largest health care provider, Ramsay Health Care.

1.4 CAPITAL INVESTMENT VALUE

In light of the above, the total estimated development cost of Stage 1 is \$182,071,194.00AUD (incl. GST) and the total estimated development cost of Stage 2 is 7,393,979.00AUD (incl. GST). The total estimated development cost of both Stage 1 and 2 is \$189,425,173.00AUD (incl. GST). The Quantity Surveyors Report for the construction of Stage 1 is provided at **Appendix 2** of this Report. The CIV of the proposed development is in accordance with the CIV definition under the EP&A Regulation 2000.

1.5 EXISTING ZONING PROVISIONS

The site is currently zoned B6 Enterprise Corridor under the provisions of the SEPP GCC.

1.6 NEEDS, JUSTIFICATION AND ANALYSIS OF ALTERNATIVES

According to the Social and Economic Impact Assessment prepared by Hill PDA provided at **Appendix 14**, the population of West Gosford is 5,095 and Central Coast is 342,047 which is the 3rd largest LGA in NSW. The median age is 37 and 42 respectively with almost 20% of people in the 65+ age cohort. As population growth continues in Gosford and the Central Coast, there will be an increased demand for local health care services. Northside Private Hospital is proposed in order to meet the needs of the growing population. The proposed hospital will provide inpatient units and allied health services to support the existing Gosford Hospital. A key action of the *Central Coast Regional Plan 2036* is to enhance the growth potential of a health precinct around the existing Gosford Hospital. The Plan seeks to encourage the growth of services and specialisation in the region.

In determining the most appropriate outcomes for the Site, several options were considered, and subsequently dismissed, in arriving at the current Proposed Development. These included:

(a) The "Do Nothing" Option

This option did not meet commercial timing or objectives for the site and was therefore dismissed. If the proposed development was not to proceed, the site would remain vacant and not fulfil its employment-generating potential.

The "do nothing" option would mean that this site, ideally located within close proximity to the existing Gosford Hospital, would remain undeveloped for the foreseeable future. This is a poor outcome for both investment and employment outcomes for the Site; NSW; and the region.

(b) Development on an Alternative Site

Due consideration was also given to developing alternative sites for this proposal. The analysis undertaken showed that the proposed site offered superior outcomes for the intended development. It also was preferred to other alternative sites in terms of community and public benefit to the State and the Region, as it allowed for new services, infrastructure and roads to be built and delivered ahead of schedule, at no cost to Government. Some of the positive attributes of the Site were:

- It is located within the B6 zone where health services facilities are permissible with consent;
- Proximity to roads and existing services;
- Located away from sensitive land activities such as residential development;
- Relatively free of constraints and therefore able to deliver employment and commercial outcomes;
- Immediate access to the regional road network giving the site increased economic benefits;
- Low exposure to possible heritage affectations or impact on possible archaeological sites. Any impacts were assessed to be manageable through suitable mitigation measures.
- Excellent siting and context, thereby allowing a high-quality, environmentally sensitive finished product, with appropriate visual amenity, given its surrounding context.

(c) Different Site Configuration

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Many site configurations were also tested before arriving at the final design. The current configuration was chosen for the following reasons:

- A vertical tower design maximises the efficiency of the private hospital;
- Increases the activation the street frontages along both Racecourse Road and Faunce Street West;
- Takes advantage of the views to the north of the site;
- Visually compatible with the surrounding environment;
- The site configuration was a result of a collaborative process with the CoGDAP;
- Makes a positive built form contribution to the streetscape; and
- Provides public domain upgrades that will be developed at no cost to Government.

The proposed development was thus able to be justified on the basis that, it is compatible with the locality in which it is proposed, whilst having an obvious positive economic, environmental and social impact on its surrounding region. The proposed development has obvious demand, supports the vision for Central Coast and is complementary to services at the new Aerotropolis.

The proposed development is aligned with the regional strategic plans.

1.7 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

An application to receive SEARs was submitted (Reference No. SSD-10159). The SEARs were subsequently issued by DoPIE on 5 April 2019 and the matters raised are addressed by this EIS.

For reference, the full SEARs, as issued, is attached at **Appendix 3** of this submission. An overview of how the Secretary's Environmental Assessment Requirements have been satisfied by this EIS is outlined in **Table 2** below. This EIS is also consistent with the minimum requirements for Environmental Impact Statements, as set out in Clauses 6 and 7 of Schedule 2 of the EP&A Regulation 2000.

Table 2. How SEARs have been addressed

Secretary's Environmental Assessment Requirements	How Addressed
<i>The Environmental Impact Statement (EIS) must be prepared in accordance with, and meet the minimum requirements of, clauses 6 and 7 of Schedule 2 of the Environmental Planning and Regulation 2000 (the Regulation).</i>	This EIS has been prepared in accordance with Clauses 6 & 7 of Schedule 2 of the EP&A Regulation 2000. The structure of this EIS addresses all legislative requirements set out in the EP&A Regulation 2000.
<i>The EIS must address the following specific matters:</i> 1. Statutory Provisions and Strategic Provisions ▪ Address all relevant Environmental Planning Instruments, plans, policies and guidelines, including (but not limited to those) outlined at Attachment A. ▪ Provide details of the proposed use for each component of the development, and the relationship between the different uses within the building. ▪ Detail the nature and extent of any prohibitions that apply to the development. ▪ Identify compliance with the development standards applying to the site and provide a detailed justification for any non-compliances. ▪ Address the adequacy of floor space provided for commercial purposes and provide relevant justification.	▪ Part C and D of this EIS. ▪ Appendix 4 DCP Assessment Table.
2. Design Excellence	▪ Section 6.2 of this EIS.

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▪ <i>Prepare a Design Excellence Statement to demonstrate how the proposal exhibits design excellence and contributes to the natural, cultural, visual and built character values of Gosford City Centre. In considering whether the development exhibits design excellence, have regard to Clause 8.3 of State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018.</i> ▪ <i>The proposal must be reviewed by the City of Gosford Design Advisory Panel (the Panel) prior to lodgement of the application. The EIS must attach a copy of the Panel's advice and demonstrate how that advice has been considered and incorporated into the proposal.</i>	▪ Appendix 1 – Architectural Plans ▪ Appendix 5 – Design Excellence Statement.
3. Built Form and Urban Design ▪ <i>Demonstrate how the proposal is informed by the Gosford Urban Design Framework (GANSW, 2018) and the Gosford Development Control Plan 2018 (DPE).</i> ▪ <i>Address the height, bulk and scale of the proposed development in the context of the surrounding locality, the broader and desired future character of the area and include consideration of the building layout, separation, building heights, massing, setbacks and the size of the proposed floor plates.</i> ▪ <i>Address the design quality of the proposed development, including consideration of building articulation, street activation and interface with the public domain.</i> ▪ <i>Demonstrate how above ground parking and services (including waste management, loading zones and mechanical plant) would be fully integrated into the design of the development. This includes how on-site car parking is provided wholly underground, or otherwise is not visible from, or minimises visual impacts to, the street.</i> ▪ <i>Demonstrate how the future development potential of adjoining properties would not be compromised by the proposal.</i> ▪ <i>Detail the location, size and content of any proposed signage zones and provide an assessment of the proposed signage zones against the requirements of SEPP 64 - Advertising and Signage.</i>	▪ Section 6.3 of this EIS. ▪ Appendix 1 – Architectural Plans. ▪ Appendix 5 – Design Excellence Statement. ▪ Appendix 6 – Concept Master Plan & Design Justification.
4. Public Domain/Landscaping ▪ <i>Outline the scope of public domain improvements, pedestrian linkages, street</i> ▪ <i>activation, and landscaping to be provided as a part of the proposal.</i> ▪ <i>Demonstrate how the proposal would:</i> ▪ <i>maximise permeability throughout the development and to adjoining sites</i> ▪ <i>maximise street activation</i> ▪ <i>provide access for people with disabilities</i> ▪ <i>minimise potential vehicle, bicycle and pedestrian conflicts.</i>	▪ Section 6.4 of this EIS. ▪ Appendix 1 – Architectural Plans. ▪ Appendix 6 – Concept Master Plan & Design Justification. ▪ Appendix 7 – Landscape Report.
5. Visual Impacts ▪ <i>Prepare a Visual Impact Assessment and view analysis of the proposal to/from key vantage points. Photomontages or perspectives should be provided showing the project.</i> ▪ <i>Demonstrate how the proposal respects and maintains key view corridors (for example to the ridgelines of Presidents Hill and</i>	▪ Section 6.5 of this EIS. ▪ Appendix 6 – Concept Master Plan & Design Justification.

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<i>Rumbalara Reserve), street vistas and sightlines to nearby parks.</i>	
6. Environmental Amenity ▪ <i>Assess the environmental amenity impacts associated with the proposal, including solar access, acoustic impacts, visual privacy, view loss, overshadowing, lighting impacts and wind impacts. A high level of environmental amenity must be demonstrated.</i> ▪ <i>Demonstrate how the proposal protects solar access to key public open spaces and the surrounding public domain.</i> ▪ <i>Include a lighting strategy and measures to reduce spill into the surrounding sensitive receivers, where relevant.</i>	▪ Section 6.6 of this EIS. ▪ Appendix 1 – Architectural Plans. ▪ Appendix 16 – Noise and Vibration Impact Assessment.
7. Ecologically Sustainable Development (ESD) ▪ <i>Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000) will be incorporated</i> ▪ <i>in the design, construction and ongoing operation phases of the development.</i> ▪ <i>Demonstrate how future buildings would meet or exceed minimum building sustainability and environmental performance standards.</i>	▪ Section 6.7 of this EIS. ▪ Appendix 8 – ESD Report.
8. Transport and Accessibility (Construction and Operation) The EIS must be accompanied by a Traffic Impact Assessment (TIA) prepared in accordance with relevant guidelines. The TIA must: ▪ <i>Assess the traffic impacts of the development on the surrounding local and classified road network using SIDRA or similar traffic model and specify any</i> ▪ <i>road upgrade works (local and classified) required to maintain acceptable levels of service.</i> ▪ <i>The assessment is to include traffic and parking generated by existing and approved developments, as well as that by the proposal, and consider car sharing facilities to reduce overall parking demands in the area.</i> ▪ <i>Address the impact of trips generated by the proposed development on nearby intersections having regard to the cumulative impacts from other existing surrounding developments in the vicinity including Henry Kendall High School and Gosford Public School.</i> ▪ <i>Assess road and pedestrian safety in the immediate vicinity of the proposed development and the details of road safety measures.</i> ▪ <i>Estimate the total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips.</i> ▪ <i>Assess the adequacy of public transport, pedestrian and bicycle provisions to meet the likely future demand of the proposed development.</i> ▪ <i>Detail the proposed walking and cycling access arrangements and connections to public transport services.</i> ▪ <i>Demonstrate the proposed road layout, access points, and car parking can comply with the relevant Australian Standards and Council requirements.</i> ▪ <i>Demonstrate sufficient on-site car parking, loading/unloading, pedestrian and cycling facilities (including bicycle parking and end-of-trip facilities) would be provided for the development.</i>	▪ Section 6.8 of this EIS. ▪ Appendix 9 – Transport Impact Assessment.

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- Describe the measures to be implemented to promote sustainable means of travel, including public transport use, pedestrian and bicycle linkages in a preliminary Green Travel Plan and specific Workplace Travel Plan and identify any proposed facilities to increase the non-car mode share for travel to and from the site. - Prepare a preliminary Construction Traffic Management Plan for the proposal and outline how construction traffic, public transport, bicycle and pedestrian impacts, and parking impacts would be appropriately managed and mitigated.	
9. Flooding Assess the potential flooding impacts associated with the development and consider the relevant provisions of the NSW Floodplain Development Manual (2005), including the potential impacts of climate change, sea level rise and increase in rainfall intensity.	Section 6.9 of this EIS. Appendix 10 – Civil and Stormwater Design. Appendix 38 – Civil Works and Stormwater Plans
10. Stormwater Prepare a preliminary stormwater management report demonstrating how stormwater would be appropriately managed in accordance with Council's requirements.	Section 6.10 of this EIS. Appendix 10 – Civil and Stormwater Design. Appendix 38 – Civil Works and Stormwater Plans
11. Water Quality Assess water quality and hydrology impacts of the development, including any downstream impacts for both surface and groundwater and any impacts on natural processes and functions.	Section 6.11 of this EIS. Appendix 10 – Civil and Stormwater Design. Appendix 38 – Civil Works and Stormwater Plans
12. Bushfire Prepare a Bushfire Assessment Report, in accordance with the requirements of Planning for Bushfire Protection 2006, to assess any potential bushfire impacts associated with the proposal.	Section 6.12 of this EIS. Appendix 11 – Bushfire Impact Assessment.
13. Heritage - Assess any impacts on State and local heritage items, including conservation areas, natural heritage areas, relics, gardens, landscapes, views and trees and recommend mitigation and management measures where required. - Prepare an aboriginal archaeology report in accordance with the relevant Office of Environment and Heritage (OEH) guidelines. Should any aboriginal heritage items be impacted by the proposed development, an Aboriginal Heritage Cultural Assessment must be submitted.	Section 6.13 of this EIS. Appendix 12 – Heritage Impact Statement Appendix 13 – Aboriginal Heritage Impact Assessment
14. Social & Economic Impacts The EIS must include an assessment of the social and economic impacts of the development, including consideration of any increase in demand for community infrastructure and services.	Section 6.14 of this EIS. Appendix 14 – Social and Economic Impact Assessment.

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15. Public Benefit and Contributions: ▪ <i>Outline the contributions and proposed public benefits to be delivered as a part of the proposal including details of any Voluntary Planning Agreement.</i>	▪ Section 6.15 of this EIS.
16. Noise and Vibration ▪ <i>Prepare a noise and vibration assessment in accordance with the relevant EPA guidelines. This assessment must detail construction and operational noise impacts on nearby sensitive receivers and outline the proposed management and mitigation measures that would be implemented.</i>	▪ Section 6.16 of this EIS. ▪ Appendix 16 – Noise and Vibration Impact Assessment.
17. Contamination ▪ <i>Prepare a contamination assessment for the site, by a qualified environmental consultant and demonstrate that the site is suitable for the proposed development, in accordance with the requirements of SEPP 55.</i>	▪ Section 6.17 of this EIS. ▪ Appendix 17 – Preliminary Site Investigations for Contamination.
18. Biodiversity ▪ <i>Assess any biodiversity impacts associated with the proposal in accordance with the requirements of the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report, where required.</i>	▪ Section 6.18 of this EIS. ▪ Appendix 18 – Biodiversity Impact Assessment.
19. Soil and Water ▪ <i>The EIS shall include a:</i> ○ <i>Geotechnical assessment</i> ○ <i>Acid Sulfate Soils Assessment</i> ○ <i>Groundwater Assessment.</i>	▪ Section 6.19 of this EIS. ▪ Appendix 17 – Preliminary Site Investigations for Contamination. ▪ Appendix 19 – Preliminary Geotechnical Investigation.
20. Utilities ▪ <i>In consultation with relevant agencies prepare a services and utilities impact assessment which:</i> ○ <i>assesses the capacity of existing services and utilities and identify any upgrades required to facilitate the development</i> ○ <i>assesses the impacts of the proposal on existing utility infrastructure and service provider assets and describe how any potential impacts would be managed.</i>	▪ Section 6.20 of this EIS. ▪ Appendix 20 – Utility Impact Assessment.
21. Staging ▪ <i>Provide details regarding the staging of the proposed development.</i> ▪ <i>Detail the likely future development on the balance of the site and include any draft subdivision plans.</i>	▪ Part C of this EIS. ▪ Section 6.21 of this EIS. ▪ Appendix 1 - Architectural Plans. ▪ Appendix 5 – Design

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	Excellence Statement.
22. Construction Management Plans ▪ <i>Prepare a preliminary Construction Management Plan for the proposed works and outline how construction impacts would be appropriately managed and mitigated.</i>	▪ Section 6.22 of this EIS. ▪ Appendix 21 – Construction Management Plan.
23. Hazards ▪ <i>Identify, quantify and classify any proposed storage, use and management of any hazardous materials and measures to be implemented to manage hazards and risks associated with the storage.</i>	▪ Section 6.23 of this EIS. ▪ Appendix 22 – Preliminary Risk Screening
24. Air Quality ▪ <i>Assess the construction and operation air quality impacts and ensure they meet the requirements of Council and/or the Environment Protection Authority.</i>	▪ Section 6.24 of this EIS. ▪ Appendix 23 – Air Quality Assessment.

As demonstrated by **Table 2** above, the issued SEARs has been adequately addressed throughout this EIS and its supporting appendices.

PART B SITE ANALYSIS

2.1 SITE LOCATION AND CHARACTERISTICS

The identified land portion that is subject to this SSDA is legally defined as Faunce Street West, West Gosford (Lot 2 DP1226923).

The land is an irregular shape and comprises a total area of approximately 31,391m² (refer to **Figure 1** and **Figure 2**) (Survey Plans attached at **Appendix 34**) and is subject to the provisions outlined within the SEPP GCC (refer to **Figure 3**). It is proposed to subdivide a portion in the south western corner of the land to accommodate this development. The portion of the land to be subdivided is 10,180m² (the site), this is shown in **Figure 4**. The main access to the site is currently obtained via Faunce Street West with an additional ingress/egress along Racecourse Road.

The site was formally owned by Ausgrid that was primarily used for vehicle damage repairs. The site forms part of a greater portion of land that was previously operated as an electrical infrastructure depot, known as 'Ausgrid West Gosford Depot'. The site is currently occupied by a number of single storey warehouse style buildings and is mostly covered by hardstand and single storey buildings and is therefore void of a significant amount of vegetation.

The nearest sensitive land use is within the RE1 Public Recreation zone (President's Hill Lookout). The base of the Lookout is approximately 50m east of the site at its closest point. President's Hill Lookout is recognised as Bush Fire Prone Land (refer to **Figure 5**). Additionally, Gosford Public School and Henry Kendall School is approximately 200m east of the site and Narara Creek is located 300m north-west of the site. The site is identified on the Coastal Environment Area Map overlay and adjacent to the Coastal Use Area Map overlay (refer to **Figure 6** and **7**).

The site is also subject to the provisions outlined in the SEPP GCC, as mentioned above. SEPP GCC is the primary EPI and has zoned the site B6 Enterprise Corridor as displayed in **Figure 4**. The site and surrounding context are illustrated in **Figures 1-7** below.



Figure 1: Cadastral Map of Site (SIX Maps, 2019)

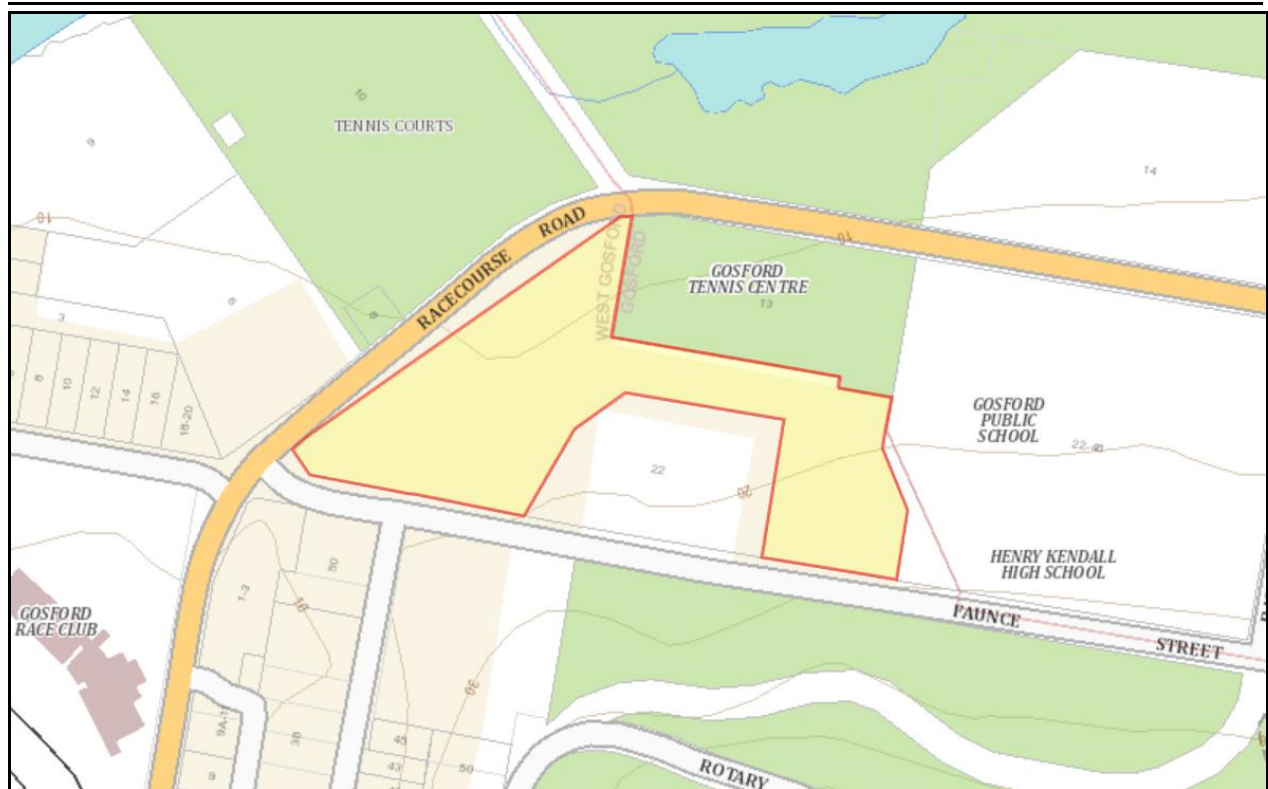


Figure 2: Cadastral Map of Site (SIX Maps, 2019)

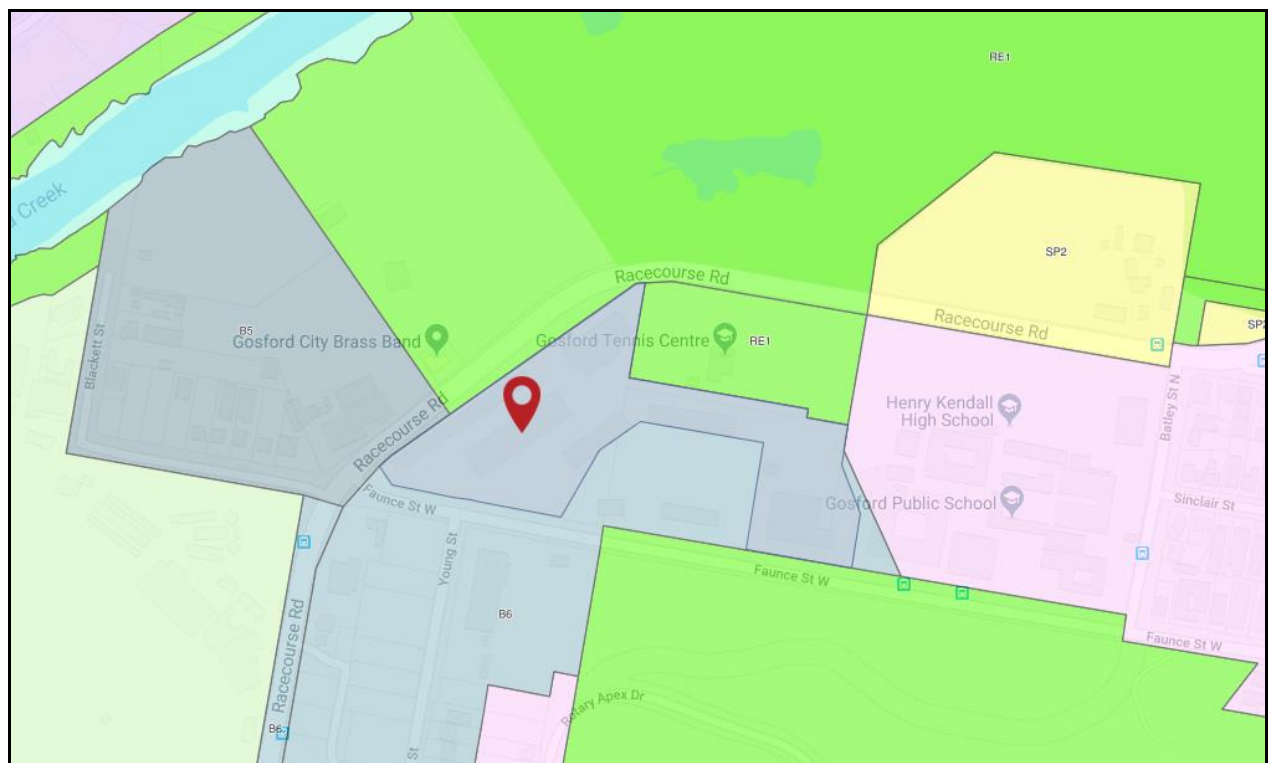


Figure 3: Land Zoning Map - B6 Enterprise Corridor (NSW Legislation, 2019)

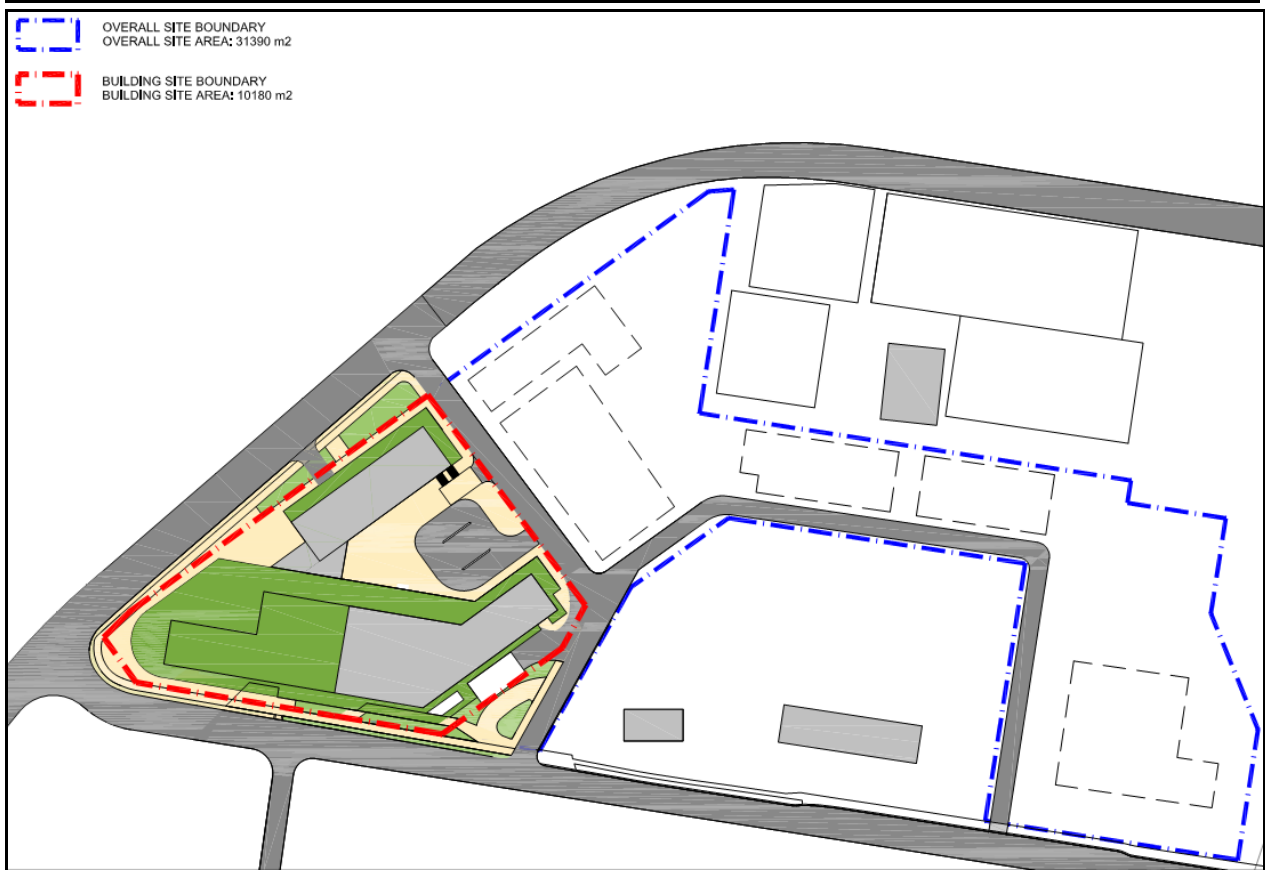


Figure 4: Proposed Site Location Plan (Health Projects International, 2019)



Figure 5: Bushfire Prone Land Map (NSW Legislation, 2019)



Figure 6: Coastal Use Area Map (NSW Coastal Management Maps, 2019)

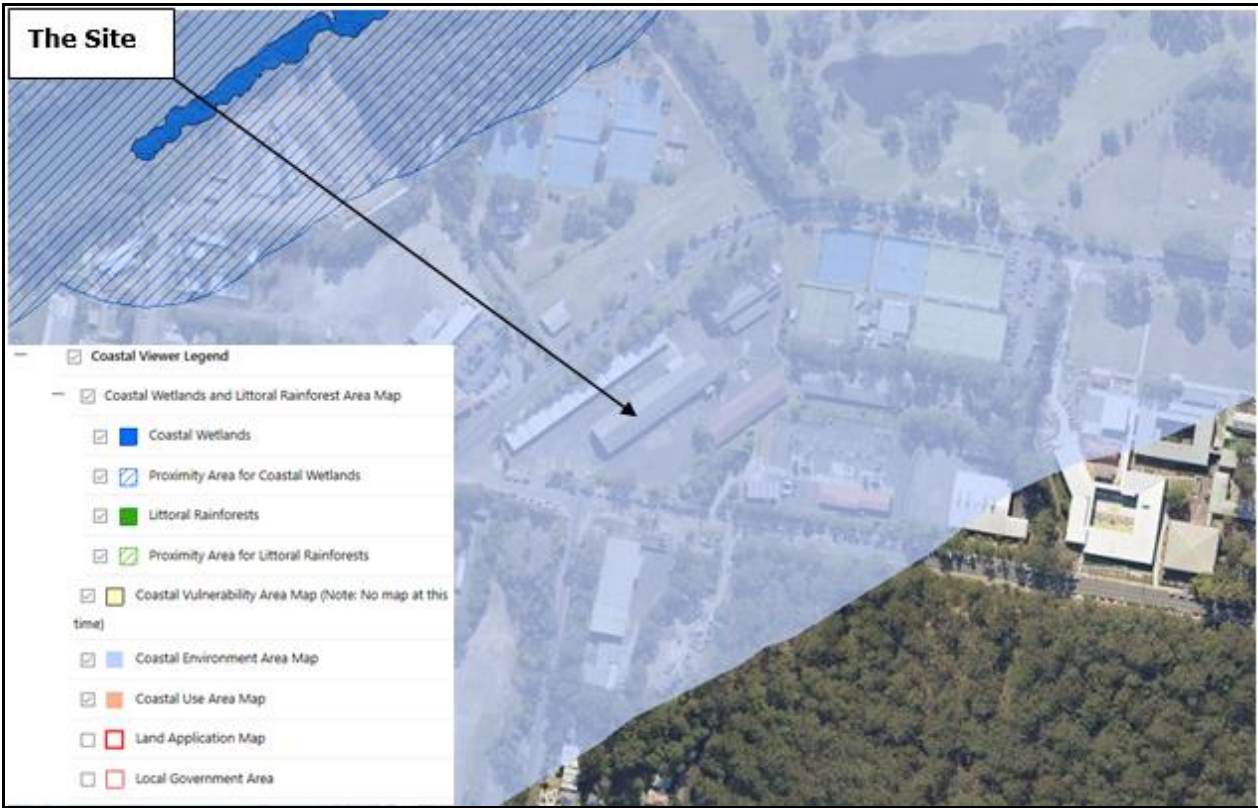


Figure 7: Coastal Environment Area Map (NSW Coastal Management Maps, 2019)

2.2 LAND OWNERSHIP

The land to which is the subject of this SSDA is under ownership of Faunce St W Pty Ltd. A NSW Title Search is attached at **Appendix 35**.

2.3 SITE CONTEXT

The surrounding context exhibits a number of commercial and community land uses, mainly characterised by:

- Gosford Tennis Centre;
- Gosford Golf Course;
- Presidents Hill;
- Gosford Entertainment Grounds;
- Henry Kendall High School;
- Gosford Public School; and,
- Employment generating uses to the south and west.

The closest residential uses are located on Faunce Street West (to the east and west of the site), Young Street, Donnison Street West and Hely Street (south of the site). **Figure 8** shows the site in context with the surrounding land use

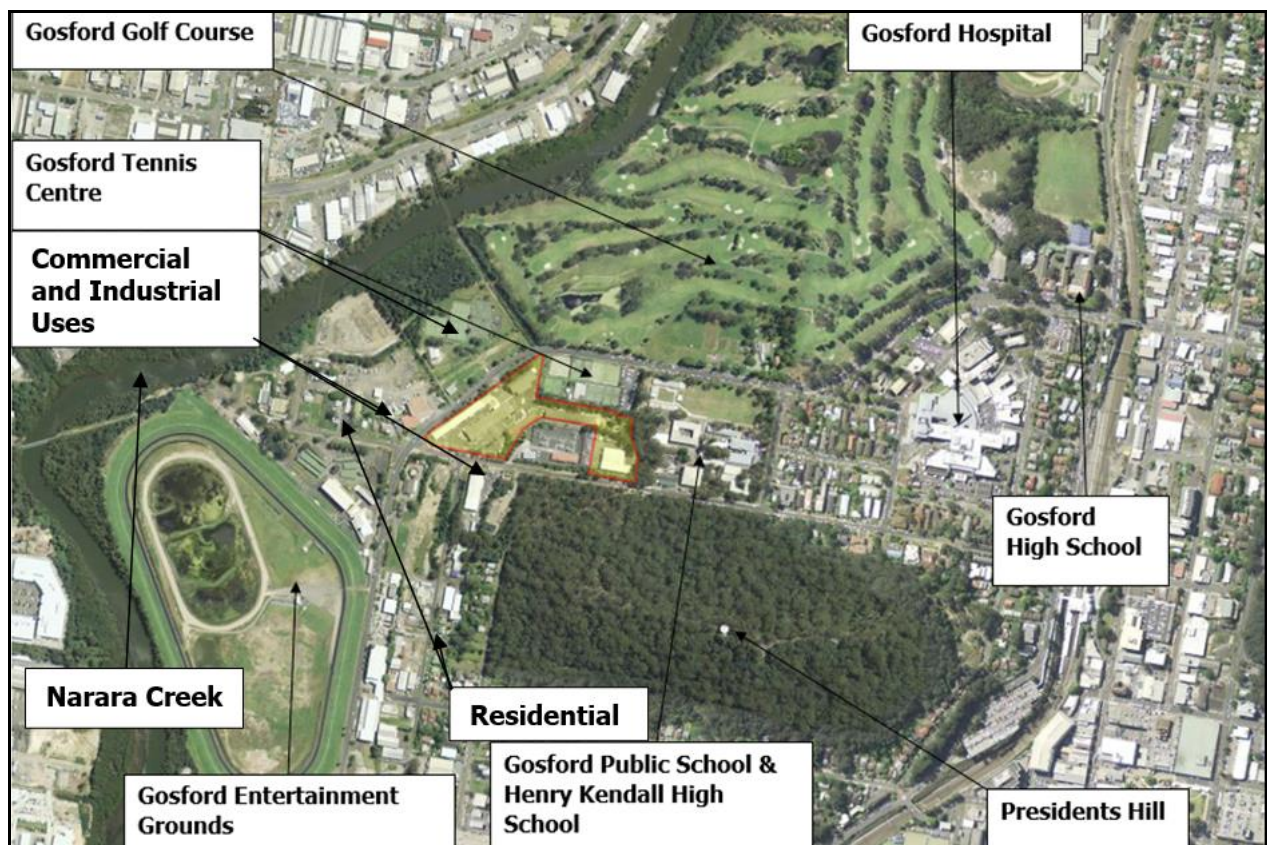


Figure 8: Site Context Map (SIX Maps, 2019)

2.4 STRATEGIC CONTEXT

As mentioned above, the site is included within the land application area for Gosford City Centre and is zoned under the SEPP GCC (Refer to **Figure 3**). The proposed private hospital responds accordingly as it seeks to provide a private hospital which exhibits design excellence to improve the health services facilities in the immediate community and the wider locale. Additionally, the proposed development seeks to provide employment-generating development opportunities that would ultimately contribute to the overall growth and development of the Gosford City Centre.

2.5 DEVELOPMENT HISTORY

The site is subject to a number of recent development applications which are set out in the table below:

Table 3. Development History		
DA Ref:	Description of Proposal	Determined
011.2001.00012803.001	New building signs.	05/09/2001
011.2001.00013508.001	Demolition of existing building.	22/11/2001
011.2001.00013511.001	Demolish part of existing building and construct addition to switch room/new access.	07/12/2001
011.2001.00013511.002	S96(1) Altering engineering conditions.	22/02/2002
012.2001.00013511.001	S96(1) Altering engineering conditions.	01/03/2002
012.2001.00013511.002	S96(1) Altering engineering conditions.	04/03/2002
011.2002.00017064.001	Commercial premise.	07/02/2003
011.2005.00029358.001	Patio awning.	16/02/2006
011.2006.00029597.001	Awning at training facility.	20/03/2006
011.2006.00030422.001	Alterations/refurbishment and additions to existing office building.	18/07/2006
011.2007.00033780.001	Portable building installation for temporary office accommodation.	05/05/2008
011.2006.00030422.001	S96 Revised floor plan retain existing sanitary facilities.	05/03/2008
011.2008.00034466.001	Alterations to existing building.	12/03/2008
011.2015.00048190.001	Consolidation/Re-Subdivision – four (4) lots into two (2).	13/11/2015

As can be seen from the table above, a number of development applications have been approved on the site since 2001.

2.6 SITE SUITABILITY

The proposed development provides for a private hospital that is suitably located away from sensitive environments. The site represents a brownfield site that exhibits minimal constraints and which topography is suitable for the intended use. Part of the site has been identified as bushfire prone land, for which mitigation and management measures would be implemented accordingly, based on recommendations provided in the Bushfire Protection Assessment summarised in **Section 6.12** of this EIS and detailed in **Appendix 11 – Bushfire Impact Assessment**. Additionally, as mentioned in **Section 2.1**, the site is identified on the Coastal Environment Area Map overlay and adjacent the Coastal Use Area Map overlay for which the proposed development has considered accordingly.

Notwithstanding the above, the site is deemed highly suited to accommodate the intended use, for the purpose of a private hospital, due to the following factors:

- SEPP Infrastructure and SEPP GCC allows for the proposed development;
- Access to regional and state road network;
- Compatibility with surrounding development and the local context;
- The height and scale would not negatively impact on existing or future adjacent development due to overshadowing;
- The site is currently underutilised and the development represents a substantial investment in the locality which could promote revitalization and investment;
- The site represents orderly and sequential development having regard to the proximity of surrounding developments within Gosford City Centre;
- The site can be serviced immediately and at no cost to Government;

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- Minimal impact on the environment; and,
- Implementation of suitable mitigation measures where required.

Furthermore, the suitability of the site is reinforced in **Part D** of the EIS with regard to the proposed development's overall consistency with applicable regional and local strategies; and, in **Part F** of this EIS, via a comprehensive Environmental Assessment, which includes an analysis of the potential impacts as a result of the proposed development. Accordingly, the Environmental Assessment prescribes recommendations and mitigation measures of the proposed development. As mentioned above, the suitability of the site regarding the proposed development is partially attributed to the minimal impact on the environment it would impose.

PART C PROPOSED DEVELOPMENT

3.1 PROPOSAL OVERVIEW

The SSDA seeks consent for a Concept Development Application for Stage 1 and 2 including Detailed Built Form for Stage 1 to facilitate the development of Northside Private Hospital. Ancillary works including access arrangements, basement car parking, landscaping and service infrastructure are also proposed.

The SSDA seeks consent for the staged redevelopment of the site including:

- **Stage 1** – Development Application for Construction of the Main Building – Stage 1 comprises the demolition of the existing buildings and a built form development application for a part 11 storey, part 5 storey building with 2 basement levels and a lower ground floor level. Stage 1 will consist of in-patient units, general practitioner clinics, radiology rooms, pathology room, intensive care unit, operating theatres and ancillary retail. The basement levels will consist of parking, waste storage and loading dock.
- **Stage 2** – Concept Approval for Construction of a 4 Storey Building - Stage 2 comprises a concept development application for a 4 storey building along Racecourse Road and is it is anticipated that it will be used for retail tenancy, ancillary tenancies and medical tenancies

Stage 1 will consist of the construction of the shell and core of the building. Currently, there is no health care operator confirmed for the proposed development. Once an operator has been confirmed, development consent for the fitout works will be sought. The development timeframe for Stage 2 will be strongly dependent on the needs of the aforementioned operator. It is estimated that the timeframe for Stage 2 would be 5-10 years.

Stage 2 Detailed Built Form approval will be sought at a later date as part of a future development application.

3.2 OBJECTIVES OF THE PROPOSAL

The following aims and objectives have been identified as forming the basis of the proposed development of the subject land to accommodate the proposed private hospital:

- Deliver a new private hospital to meet the significant demand that exists in the Central Coast;
- Design the site to create a high-quality hospital for both staff and patients;
- Respond to the current and projected growth of Gosford and the Central Coast with the delivery of a private hospital;
- Ensure minimal environmental impact; and
- Ensure development is compatible with surrounding development.

The site and proposed design are considered to meet the objectives of the project.

3.3 NORTHSIDE PRIVATE HOSPITAL – STAGE 1

3.3.1 PROPOSED DEVELOPMENT

The proposal seeks approval for the redevelopment of the site to construct Northside Private Hospital. Specifically, the proposal will comprise the demolition of the existing buildings and a built form development application for a part 11 storey, part 5 storey building with 2 basement levels and a lower ground floor. Stage 1 will consist of in-patient units, general practitioner clinics, radiology rooms, pathology room, intensive care unit, operating theatres and ancillary retail. The basement levels will consist of parking, waste storage and loading dock. The proposed private hospital would comprise of 23,783m² of gross floor area (GFA) and a building height of approximately 49m. An operator for the proposed private hospital has not yet been confirmed. Upon confirmation of the operator, further

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development consent would be sought for fitout works. The development particulars are listed in **Table 4** below.

Table 4. Development Particulars – Stage 1	
Project Element	Development Particular
Site Area	10,180m ² (Plan of Subdivision provided at Appendix 41)
Gross Floor Area (GFA)	Stage 1 GFA of 23,783m ² (schedule of areas provided below)
Car Parking	389 car parking spaces
Inpatient Units	Total of 8 inpatient units comprising 224 beds
Building Height	49m
Floor Space Ratio	2.34:1
Primary Land Use	Health Services Facility ▪ medical suites; ▪ in-patient units; ▪ general practitioner clinics; ▪ radiology rooms; ▪ pathology room; ▪ intensive care unit; and, ▪ operating theatres.
Demolition	▪ The proposed development requires the demolition of all of the existing single storey warehouse buildings and hardstand on the south western portion of site where the proposed development of the Northside Private Hospital is to occur.
Bulk Earthworks	Earthworks are proposed on the site as follows: ▪ Bulk earthworks are proposed to be carried out to establish building pads through cut and fill.
Site Access	▪ The proposed development includes vehicle access from a new road proposed off Racecourse Road. This Road will provide access to both basement car parking levels and a drop-off zone. Finally, vehicles will be required to exit the basement car park along Racecourse Road. The proposed access is further described in Part F of this EIS and a detailed assessment has been provided in the Transport Impact Assessment prepared by Traffix and attached at Appendix 9. ▪ Pedestrian access will be available from two entrances along Faunce Street West and three (3) Entrances on the northern façade. An Accessibility Review Report has been prepared by Abe Consulting and is attached at Appendix 24.
Infrastructure and Services	▪ Services to the site can be successfully augmented where necessary, including potable water, electricity, gas, wastewater and telecommunications.
Subdivision	▪ The proposed development requires the subdivision of a 10,180m² of land located in the south-western portion of the site.
Operational and Construction	▪ Construction jobs are anticipated to be in order of approximately

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Jobs	2,200 and approximately 460 full-time jobs.
Hours of Operation	▪ 24/7 operations ▪ Day surgery 7.00am to 7.00pm ▪ Retail Tenancy 8.00am to 6.00pm

A summary of areas has been provided by Health Projects International and are included in with the Design Excellence Statement in **Appendix 5**. The summary of areas is also provided in **Table 5** below.

Table 5. Summary of Areas – Stage 1 (Health Projects International, 2019)

Use of Building	Gross Floor Area (GFA)
<u>Basement 2</u>	
Carpark	6,849m ² (188 car spaces)
Private Hospital non-habitable space	0m ²
Plant room	88m ²
Lift and fire stair	177m ²
Travel and engineering	47m ²
Subtotal	7,161m²
<u>Basement 1</u>	
Carpark	4,242m ² (99 car spaces)
Loading dock and servicing yard	920m ² (includes loading dock, service yard, truck turn around bay, ambulance bay and excludes driveway down to B1)
Plant room	115m ²
Support	14m ²
Central store	185m ²
Clean linen	25m ²
Soiled linen	35m ²
Kitchen	375m ²
Waste management	355m ²
Lift and fire stair	177m ²
Travel and engineering	337m ²
Subtotal	6,780m²
<u>Lower Ground Floor 1</u>	
Carpark	4,490m ² (95 car spaces)
Plant	1,005m ²
Lift and fire stair	191m ²
Support	0m ²
Travel and engineering	194m ²
Subtotal	5,880m²

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<u>Ground Floor</u>	
Plant	450m ²
Mechanical risers	80m ²
Lift and fire stairs	256m ²
Radiology	865m ²
Pathology	570m ²
Public amenities	65m ²
Retail and ancillary facilities	826m ²
Admission	187m ²
Support	420m ²
Dropoff	0m ² (7 car spaces at drop off)
Travel and engineering	1,015m ²
Subtotal	4,734m²
<u>Level 1</u>	
Hot Floor – OT	3,445m ²
ICU	815m ²
Mechanical risers	80m ²
Lift and fire stairs	210m ²
Travel and engineering	250m ²
Subtotal	4,800m²
<u>Level 2</u>	
Nuclear medicine	500m ²
Inpatient dispensary	100m ²
Hospital administration	350m ²
Conference room	158m ²
Medical record	220m ²
Staff room/staff amenities	385m ²
CSSD	660m ²
OT plant room	595m ²
Mechanical risers	80m ²
Lift and fire stairs	210m ²
Public amenities	76m ²
Tenancies	885m ²
Travel and engineering	566m ²
Subtotal	4,785m²
<u>Level 3</u>	
Inpatient ward	2,635m ²
Mechanical risers	80m ²
Lift and fire stair	151m ²
Subtotal	2,866m²

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<u>Level 4</u>	
Inpatient ward	2,635m ²
Mechanical risers	80m ²
Lift and fire stair	151m ²
Subtotal	2,866m²
<u>Level 5</u>	
Inpatient ward	1,445m ²
Mechanical risers	80m ²
Lift and fire stair	125m ²
Subtotal	1,610m²
<u>Level 6</u>	
Inpatient ward	1,445m ²
Mechanical risers	80m ²
Lift and fire stair	125m ²
Subtotal	1,610m²
<u>Level 7</u>	
Inpatient ward	1,445m ²
Mechanical risers	80m ²
Lift and fire stair	125m ²
Subtotal	1,610m²
<u>Level 8</u>	
Inpatient ward	1,445m ²
Mechanical risers	80m ²
Lift and fire stair	125m ²
Subtotal	1,610m²
<u>Level 9</u>	
Plant room	1,560m ²
Travel and engineering	125m ²
Subtotal	1,685m²
<u>Level 10</u>	
Plant room	1,560m ²
Travel and engineering	125m ²
Subtotal	1,685m²

The appearance of the Northside Private Hospital is detailed in **Figures 9-12**



Figure 9: View Along Racecourse Road - West (Health Projects International, 2019)



Figure 10: View from Eastern Racecourse Road Intersection (Health Projects International, 2019)



Figure 11: View from Faunce Street West and Racecourse Road Intersection (Health Projects International, 2019)



Figure 12: Faunce St W Level 1 Entry (Health Projects International, 2019)

3.3.2 BUILDING ENVELOPE

The proposal relates to a building envelope of 10,180m² in the south western corner of the site. This land portion is an irregular shaped block situated on the corner of Faunce Street West and Racecourse Road. This portion of land is clearly described in **Figure 13** below.

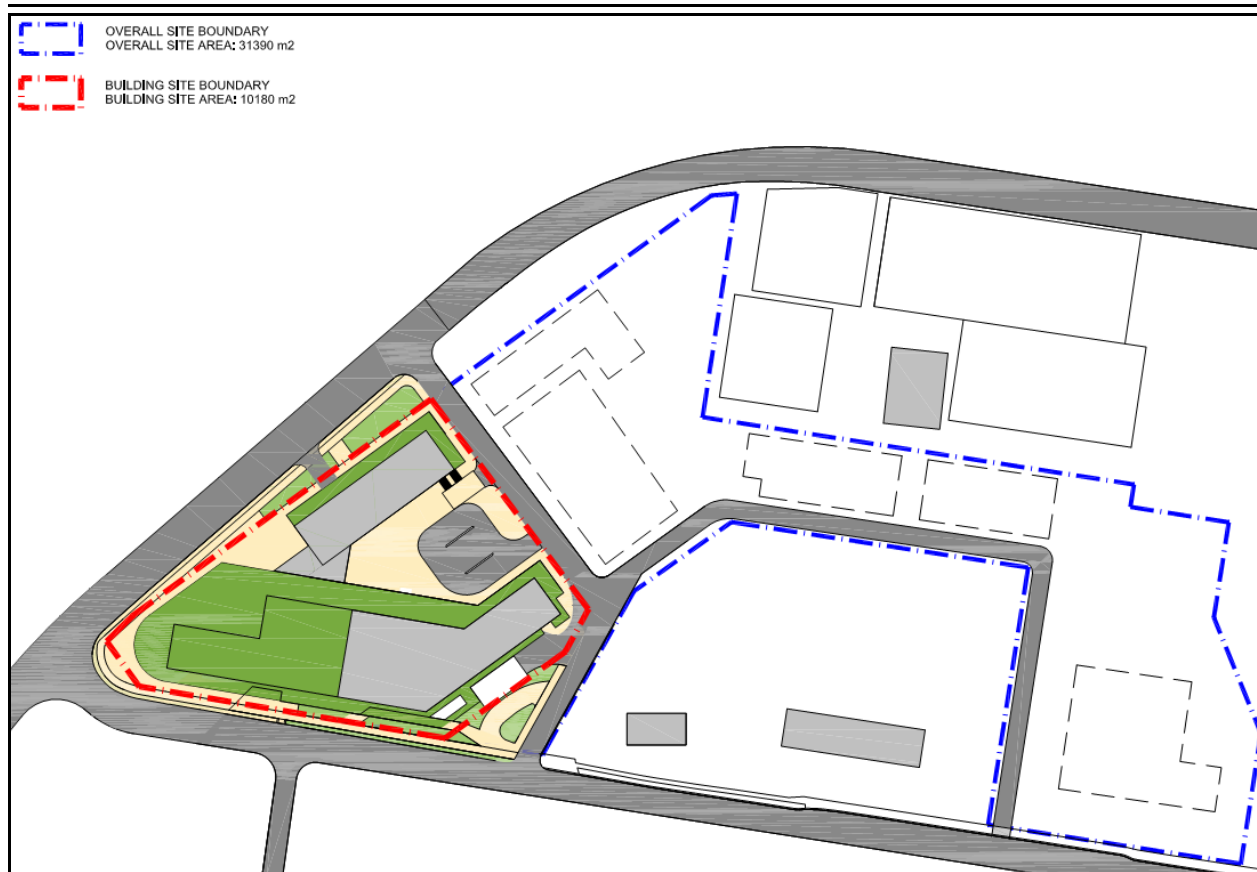


Figure 13: Proposed Site Location Plan (Health Projects International, 2019)

3.3.3 SITE PREPARATION

The proposal requires the demolition of all buildings and hardstand presently located on the site. This includes the single storey warehouse/depot buildings and the asphalt and hardstand facilities presently on site.

An Arboricultural Impact Assessment prepared by Accurate Tree Assessment (at **Appendix 15**) states that the proposal would also require the removal of forty (40) existing trees, with the remaining seven (7) located in positions suitable for retention. The removal of trees will be offset by adequate replacement planting on the site and street planting shown in the Landscape Report prepared by Arcadia (at **Appendix 7**). Four (4) trees attributed with high retention value are located within the road reserve on Racecourse Road and would be required to be moved as part of the proposed vehicle access. Seven (7) trees would be required to be removed for the proposed pedestrian and bicycle shared path. The Landscape Report propose replacement planting within the public domain. The retention of trees will require the implementation of tree protection measures in accordance with the Australian Standard AS4970-2009, Protection of Trees on Development Sites. The appointment of a Project Arborist to oversee tree management on the site will ensure that retained trees are given the best opportunity to remain viable.

Earthworks are proposed across the site to facilitate development of the developable site area. A bulk earthwork cut and fill plan has been prepared and describes the depths of cut and fill across the site. A detailed analysis of the cut and fill described in **Table 6** and **Figure 14** below.

Table 6. Cut/Fill Balance	
Earthworks Volume	
Cut	75,626.99m ³
Fill	3,065.58m ³

NET	72,561.42m ³ (cut to spoil)
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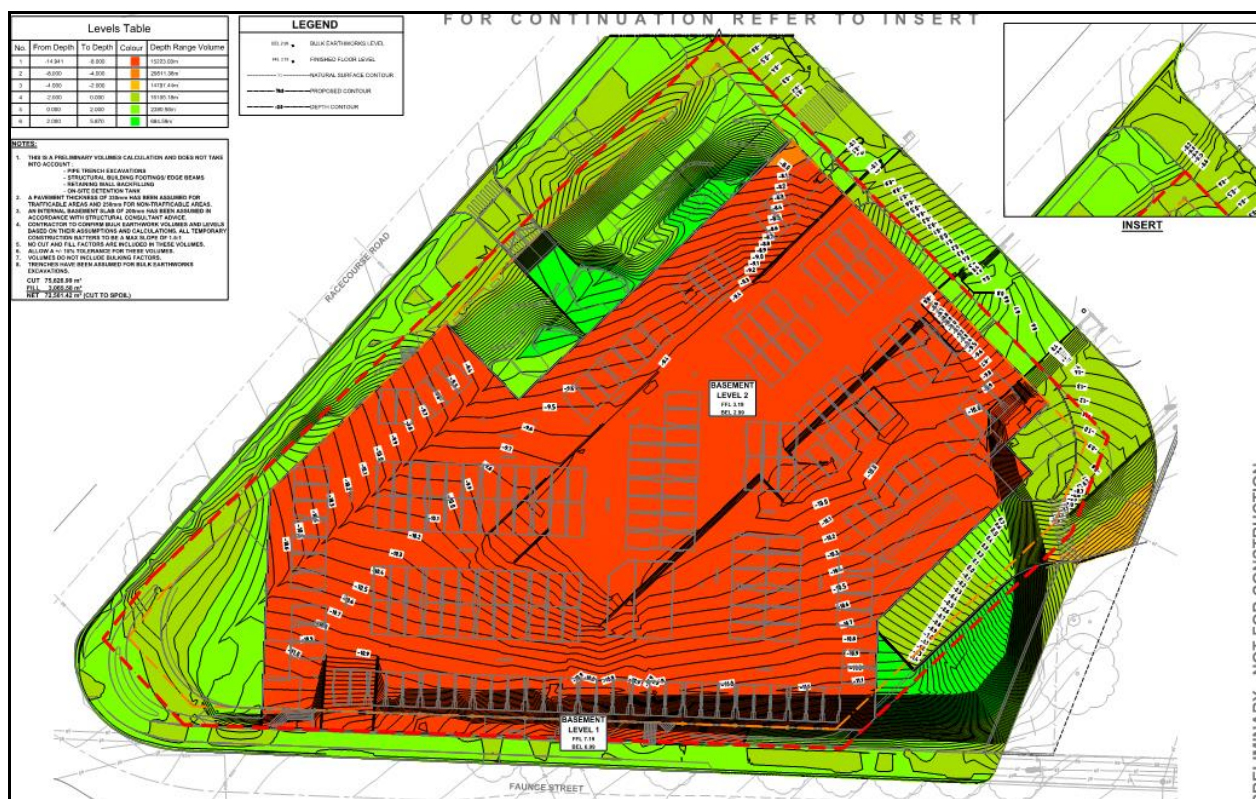


Figure 14: Bulk Earthworks Cut & Fill Plan (Warren Smith & Partners, 2019)

Civil Works and Stormwater Plans are attached at **Appendix 38**. The proposed bulk earthworks assumes a pavement thickness of 330mm for trafficable areas and 250mm for non-trafficable area. The proposed development assumes an internal basement slab of 200mm in accordance with structural consultant advice. A contractor will be required to confirm bulk earthworks volumes and levels based on their assumptions, calculations and all temporary construction batters.

3.3.4 SITE INFRASTRUCTURE

The site infrastructure and services required to support the proposed Northside Private Hospital will be delivered in conjunction with the civil works and built form development. In summary, the proposed site infrastructure includes:

- Potable water main connections (northern side of Racecourse Road);
- Wastewater mains connection (north of the site);
- Gas mains connection (located near intersection of Racecourse Road and Central Coast Highway, approximately 700m from the site)
- Telecommunications;
- Cold water connection;
- Hot water system;
- Stormwater management system, including OSD tanks and basins;
- Waste and recycling facility;
- Paved pathways and access ramps;
- Identification Signage; and
- Heating, cooling and fresh air ventilation systems.

Further details of the infrastructure provision are provided in the Mechanical, Electrical, Hydraulic, Fire and Lift Services Report at **Appendix 28** prepared by DSA Consulting and the Utility Impact Assessment at **Appendix 20** prepared by Warren Smith & Partners.

3.3.5 ACCESS

Vehicular access to the site is proposed to be gained via a new private road to be connected to both Racecourse Road and Faunce Street West. The proposed development incorporates a two (2) lane pick up and drop off zone from the new private road and access from the basement car park is provided from the new private road. This new private access road is located approximately 10m south west of the existing vehicular crossover. The access driveway will link Racecourse Road to the internal roadway, including connections to the loading dock, pick up and drop off zone and basement car parking. Therefore, the proposed access has been designed to accommodate light and heavy service vehicles. The proposed access has been designed in accordance with AS2890.2 (2018) and Austroads Guidelines, Road and Maritime Services (RMS) requirements, and any other relevant Australian Standards as required. An access driveway is also proposed to Faunce Street West and is located approximately 150 metres east of Young Street. The proposed access driveway would link Faunce Street West with the internal access road and will service light access vehicles and be designed in accordance with AS2890.1(2004).

An exit from the basement car park will be located along Racecourse Road approximately 85m south of the existing vehicular crossover. The proposed exit driveway will be restricted to left-out vehicle movements only. The proposed exit driveway will only service light vehicles and will be designed in accordance with AS 2890.1 (2004). Egress from the basement car park is via a separate driveway which exits directly on to Racecourse Road. This is shown in **Figure 15** below.

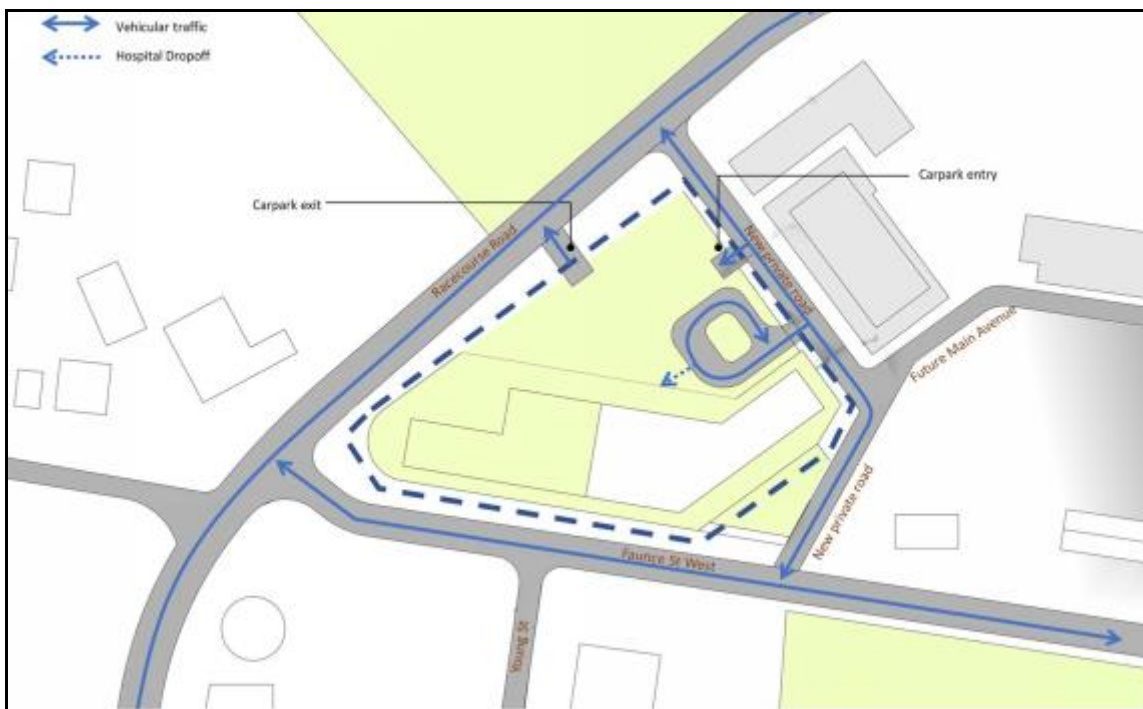


Figure 15: New Private Road Stage 1 (Health Projects International, 2019)

The main pedestrian entrance to the proposed private hospital is located at the centre of the site near the vehicular drop off area. There will be a number of other access points available to pedestrians. These include a first-floor entrance at the eastern most point along Faunce Street West, entry to the building from the most northern point adjoining the proposed new private road and an entry point from near the corner of Faunce Street West and Racecourse Road. In addition, the proposed development will incorporate a pedestrian and bicycle shared path for the full extent of the site for a future network of pedestrian and bicycle amenities that would connect the site to the public hospital and train station. **Figure 16** and **17** show the proposed pedestrian access and location of the shared pedestrian and bicycle path.

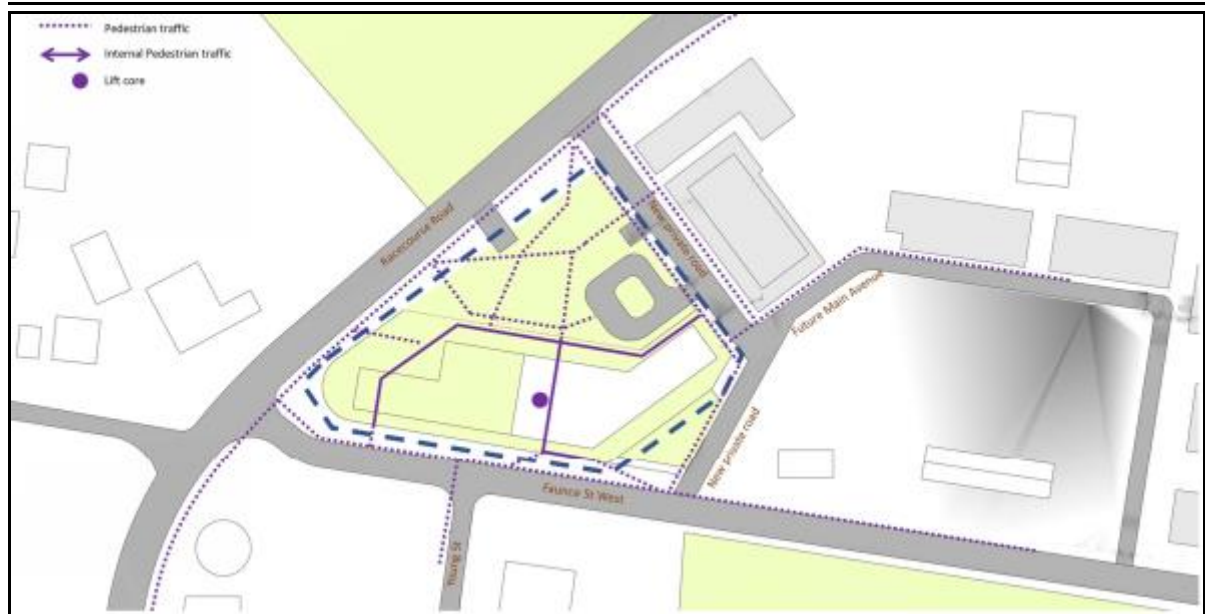


Figure 16: Pedestrian Traffic in Stage 1 (Health Projects International, 2019)

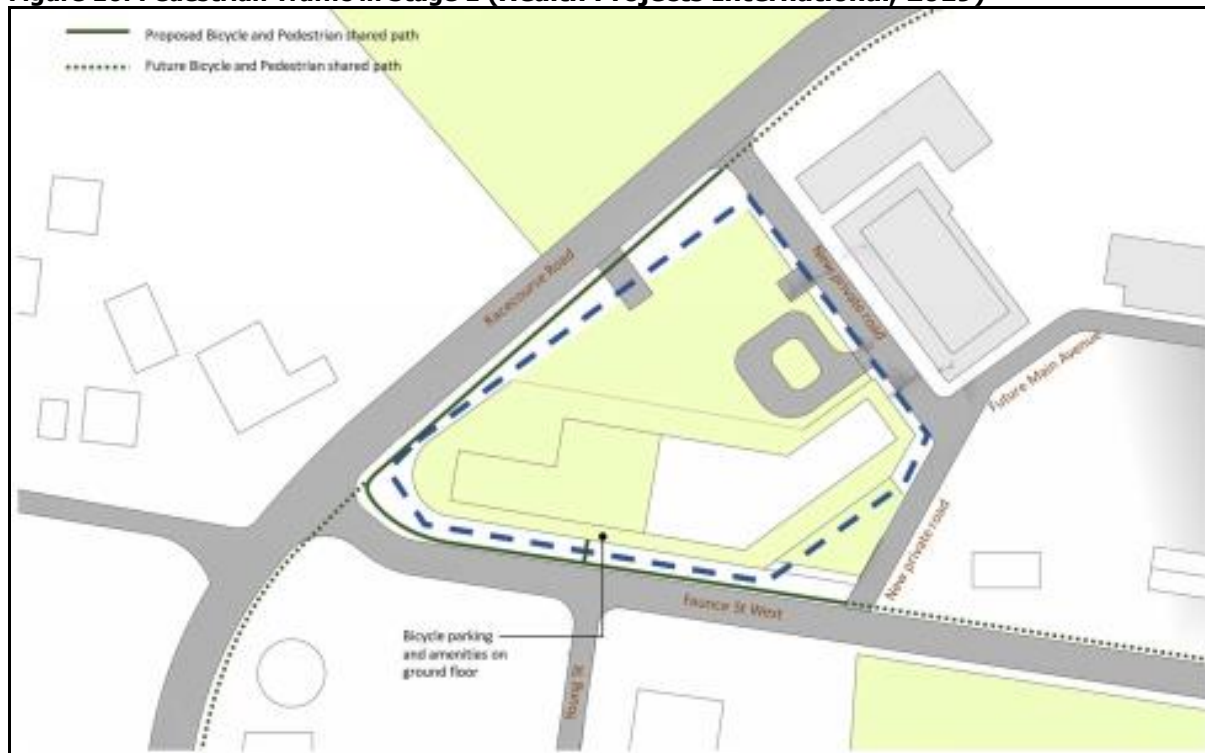


Figure 17: Bicycle and Pedestrian Shared Path in Stage 1 (Health Projects International, 2019)

Finally, a dedicated loading dock has been provided on the basement floor. Access to the loading is via the new private road. The loading dock will be concealed from public view. The loading dock allows for ample space for trucks to maneuver in order to ingress and egress in forward gear. **Figure 18** below shows the location of the access to the loading dock.

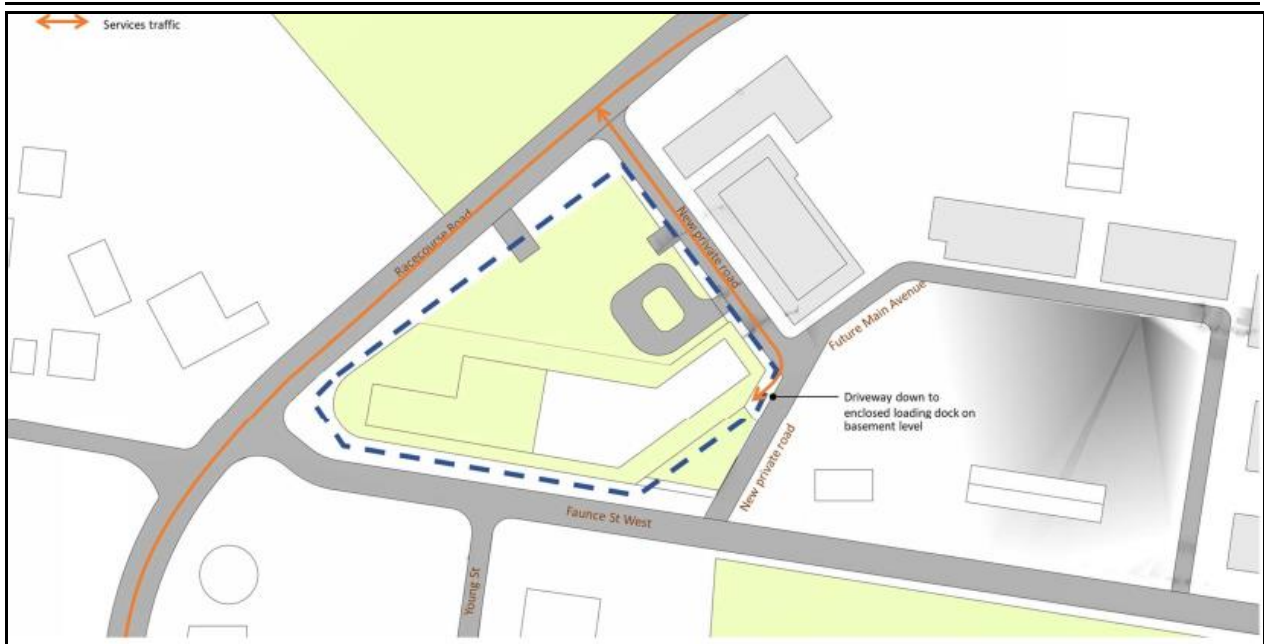


Figure 18: Services Traffic for Stage 1 (Health Projects International, 2019)

3.3.6 LANDSCAPING

A Landscape Report has been prepared by Arcadia and is attached at **Appendix 7**. Further to this, the public domain and landscaping works are further detailed in **Section 6.4** of this EIS. A brief summary of the landscape philosophy from the Landscape Report for the site has been provided below.

The proposed landscaping has been designed to facilitate pedestrian movement throughout the site and incorporates varied landscaping rooms offering moments of refuge and insular gathering. The landscaping does not obstruct views which reinforces the visual connectivity of the site and encourages circulation throughout. In addition to the entry plaza, street trees and verge planting provides a soft edge to Faunce Street West and Racecourse Road and provide a green frame to the proposed built form enhancing the green outlook from users viewing from the upper floors.

Please see below an extract of the Stage 1 Ground Level Plan (**Figure 19**) which shows the detailed layout of the proposed landscape works.



Figure 19: Extract of Stage 1 - Ground Level + Level 1 (Arcadia Landscape Architecture, 2019)

The proposed development also incorporates some upper level terraced planting which is predominately located on Level 3 and Level 5. The proposed terraced planting is shown in **Figure 20** and **21** below.

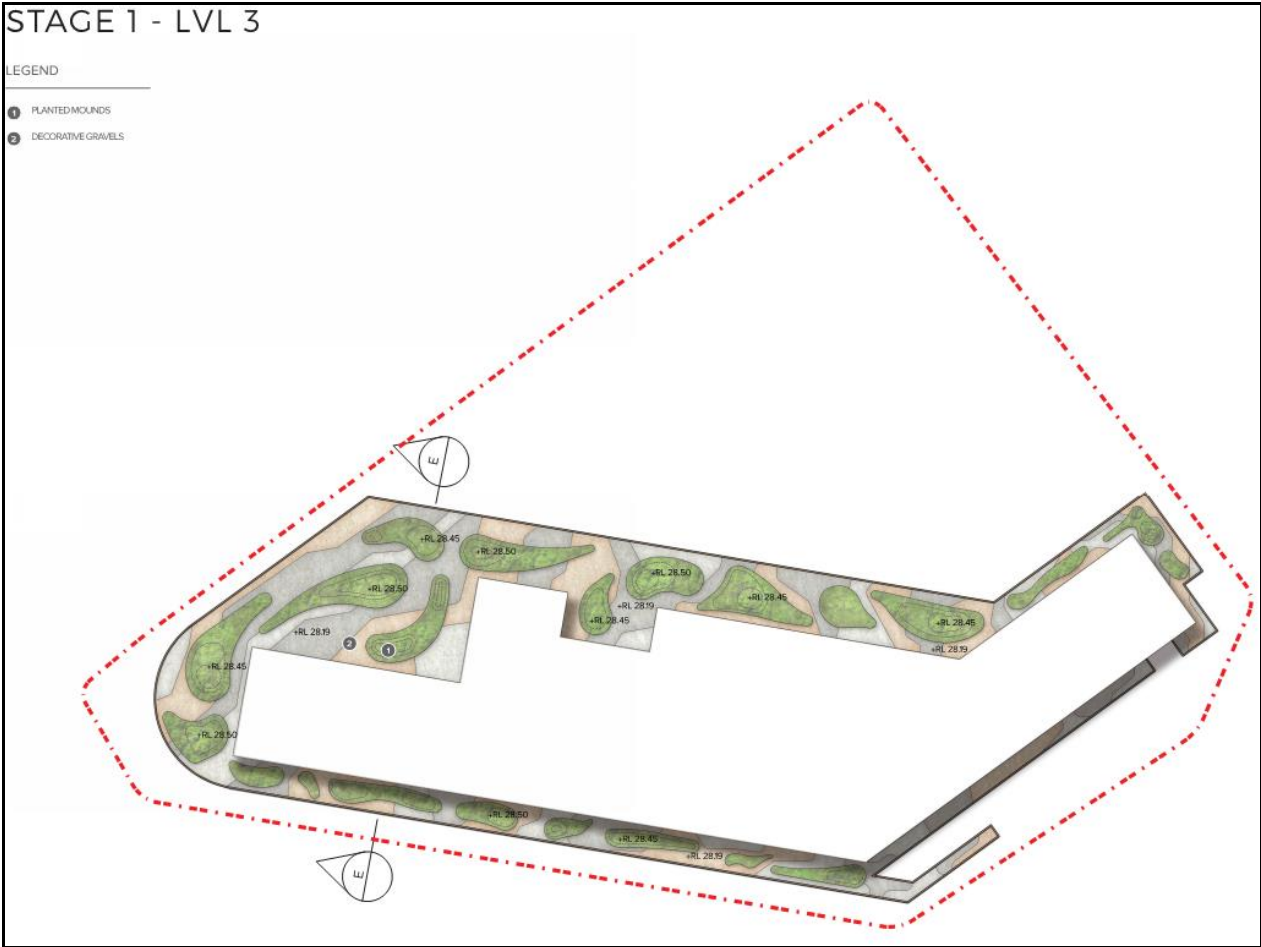


Figure 20: Extract of Stage 1 - LVL 3 (Arcadia Landscape Architecture, 2019)

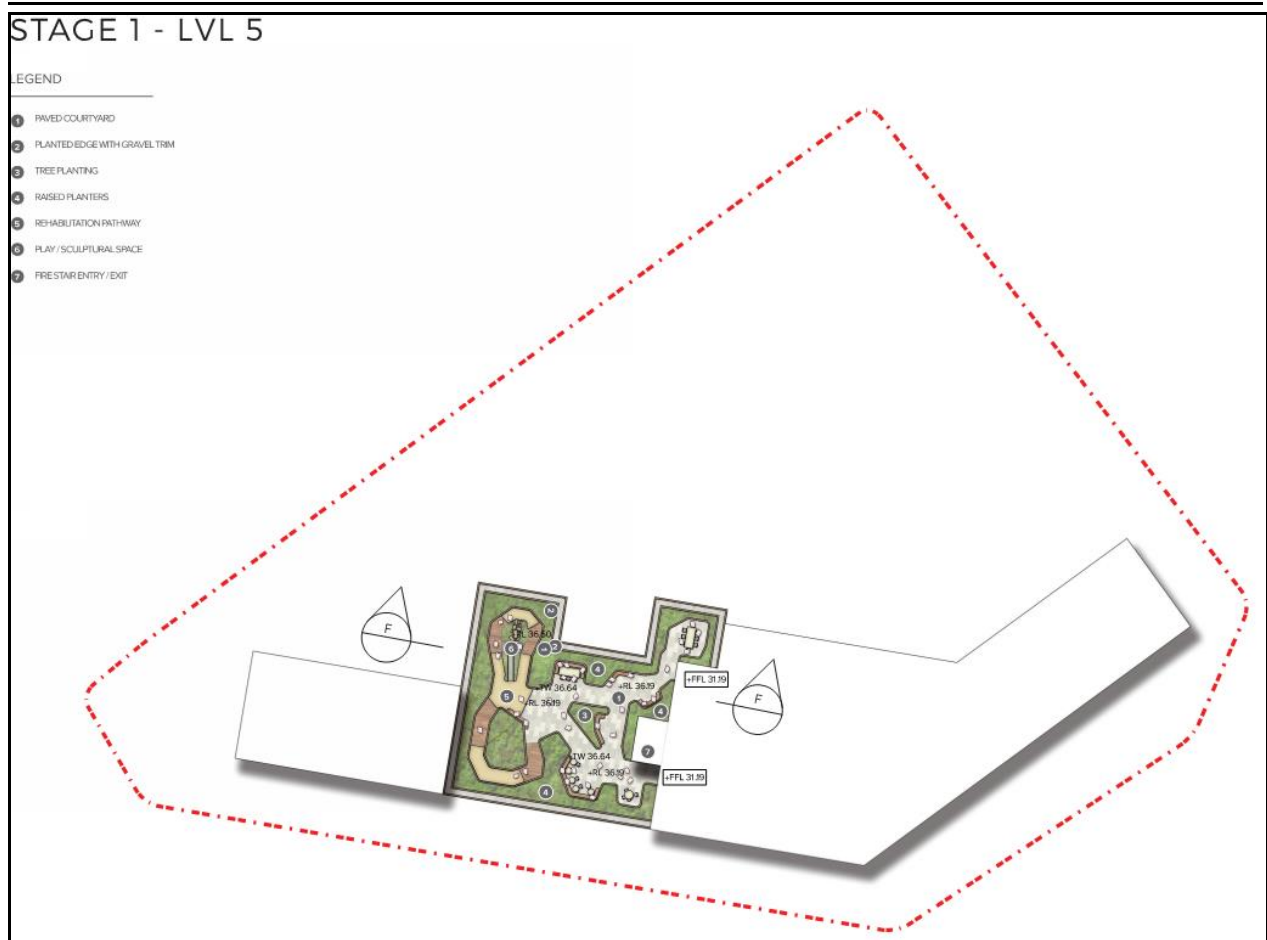


Figure 21: Extract of Stage 1 - LVL 5 (Arcadia Landscape Architecture, 2019)

3.4 NORTHSIDE PRIVATE HOSPITAL - STAGE 2

Stage 2 comprises a concept proposal for a 4 storey building along Racecourse Road and is it is anticipated that it will be used for ancillary retail tenancy, ancillary health services tenancies and medical tenancies. The indicative development particulars for Stage 2 are outlined in **Table 7** below.

Project Element	Development Particular
Site Area	10,180m ²
Northside Private Hospital	Stage 2 overall GFA of 27,310m ² (schedule of areas provided below) (additional GFA = 3,527m ²)
Floor Space Ratio	2.68:1
Proposed Land Use	Health Services Facility ▪ Ancillary health services tenancies; ▪ Medical tenancies; and ▪ Ancillary retail tenancies;
Site Access	▪ Ancillary retail tenancies; ▪ Stage 2 would be reliant on the access designed as part of Stage 1. As such, Stage 2 would not include site access or roadworks

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Hours of Operation	▪ 24/7 operations ▪ Day surgery 7.00am to 7.00pm ▪ Retail Tenancy 8.00am to 6.00pm
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An indicative summary of areas has been provided by Health Projects International for Concept Development Application – Stage 2. This schedule of areas has been provided in **Table 8** below.

Table 8. Summary of Areas – Stage 2 (Health Projects International, 2019)	
Use of Building	Gross Floor Area (GFA)
<u>Basement 2</u>	
Carpark	887m ² (33 car spaces – Stage 2 only)
Plant room	51m ²
Lift and fire stair	48m ²
Travel and engineering	0m ²
Subtotal	986m²
<u>Basement 1</u>	
Carpark	898m ² (26 car spaces)
Plant room	44m ²
Lift and fire stair	48m ²
Travel and engineering	0m ²
Subtotal	990m²
<u>Lower Ground Floor 1</u>	
Lift and fire stair	70m ²
Retail and ancillary tenancy	982m ²
Plant	220m ²
Travel and engineering	230m ²
Subtotal	902m²
<u>Ground Floor</u>	
Lift and fire stair	70m ²
Retail and ancillary tenancy	603m ²
Travel and engineering	455m ²
Subtotal	1,128m²
<u>Level 1</u>	
Lift and fire stair	48m ²
Public amenities	56m ²
Tenancies	945m ²
Travel and engineering	455m ²
Subtotal	1,219m²

Level 2	
Lift and fire stairs	48m ²
Public amenities	56m ²
Tenancies	675m ²
Travel and engineering	185m ²
Subtotal	964m²

The proposed development is illustrated in **Figures 22-23** below.



Figure 22: Extract of View Along Racecourse Road (HPI, 2019)



Figure 23: Extract of View from Eastern Racecourse Road Intersection (HPI, 2019)

A Detailed Built Form approval would be sought as part of a future Development Application and does not form part of this submission.

PART D LEGISLATIVE AND POLICY FRAMEWORK

Controls and Policies

The following current and draft Commonwealth, State, Regional and Local planning controls and policies have been considered in the preparation of this SSDA:

Statutory Planning Considerations

- *Environment Protection and Biodiversity Conservation Act 1999*
- *Environmental Planning and Assessment Act 1979*
- *Environmental Planning and Assessment Regulation 2000*
- *Protection of Environment Operations Act 1997*
- *Biodiversity Conservation Act 2016*
- *Water Management Act 2000*
- *Rural Fires Act 1997*
- *State Environmental Planning Policy (State and Regional Development) 2011*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy (Coastal Management) 2018*
- *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development*
- *State Environmental Planning Policy No. 55 – Remediation of Land*
- *State Environmental Planning Policy (Gosford City Centre) 2018*
- *Central Coast Council's 7.12 (former S94A) Contributions Plan Centre (Civic Improvement Plan) for Gosford City Centre*
- *Gosford City Centre Special Infrastructure Contribution (Ministerial Direction, Ministerial Determination and Order)*

Non-Statutory Planning Considerations

- *Future Transport 2056*
- *Central Coast Regional Plan 2036*
- *NSW Government Architect's Gosford Urban Design Framework*
- *Gosford City Centre Development Control Plan 2018*
- *Gosford City Centre Transport Management and Accessibility Plan*

This project has therefore been carefully assessed against the requirements and objectives of the above statutory and strategic planning documents. A detailed analysis is set out in the following sections.

4.1 STATUTORY PLANNING CONSIDERATIONS

4.1.1 ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the Australian Government's central piece of environmental legislation. It provides a legal framework to protect and manage, nationally and internationally important flora, fauna, ecological communities and heritage places, defined in the EPBC Act as matters of National Environmental Significance.

Under the EPBC Act, a person must not, without an approval under the Act, take an action that has or will have, or is likely to have, a significant impact on a matter of National Environmental Significance. These matters are listed as:

- The world heritage values of a declared World Heritage property;
- The ecological character of a declared Ramsar wetland;
- A threatened species or endangered community listed under the Act;
- A migratory species listed under the Act;
- The environment in a Commonwealth marine area or on Commonwealth land.

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The Biodiversity Development Assessment Report (BDAR) prepared by Eco Logical and attached at **Appendix 18** concludes that the BDAR has assessed Matters of National Environmental Significance (MNES) and does not consider that the proposal would have a significant impact on MNES. The BDAR is summarised in **Section 6.18** of this EIS.

As such, no referral to the Commonwealth Department of Environment is required.

4.1.2 ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

The *Environmental Planning and Assessment Act 1979* (EP&A Act) is the overarching governing statute for all development in NSW and Section 4.36(2) provides that:

A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.

The proposed development is identified as State Significant Development under SRD SEPP.

Pursuant to Section 4.12(8), *a development application for State significant development or designated development is to be accompanied by an environmental impact statement prepared by or on behalf of the applicant in the form prescribed by the regulations.* Accordingly, this application meets the requirements of the EIS.

Additionally, Section 4.22 of the EP&A Act outlines the provisions for concept development applications and staged development, as follows:

- (1) For the purposes of this Act, a concept development application is a development application that sets out concept proposals for the development of a site, and for which detailed proposals for the site or for separate parts of the site are to be the subject of a subsequent development application or applications.*
- (2) In the case of a staged development, the application may set out detailed proposals for the first stage of development.*
- (3) A development application is not to be treated as a concept development application unless the applicant requests it to be treated as a concept development application.*
- (4) If consent is granted on the determination of a concept development application, the consent does not authorise the carrying out of development on any part of the site concerned unless:
 - (a) consent is subsequently granted to carry out development on that part of the site following a further development application in respect of that part of the site, or*
 - (b) the concept development application also provided the requisite details of the development on that part of the site and consent is granted for that first stage of development without the need for further consent.**

The terms of a consent granted on the determination of a concept development application are to reflect the operation of this subsection.

- (5) The consent authority, when considering under section 4.15 the likely impact of the development the subject of a concept development application, need only consider the likely impact of the concept proposals (and any first stage of development included in the application) and does not need to consider the likely impact of the carrying out of development that may be the subject of subsequent development applications.*

Note. *The proposals for detailed development of the site will require further consideration under section 4.15 when a subsequent development application is lodged (subject to subsection (2)).*

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Pursuant to Section 4.22, consent is sought for staged development, inclusive of a Concept Development Application for Stage 1 and 2 including the Detailed Built Form Development Application for Stage 1.

4.1.3 ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

The *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation) prescribes requirements for Environmental Impact Statements in Schedule 2.

Pursuant to Schedule 2, Part 3 identifies the requirements of an EIS. It is considered this application meets the relevant requirements and adequately assesses the Concept Development Application for Stage 1 and 2 including the Detailed Built Form Development Application for Stage 1.

4.1.4 PROTECTION OF ENVIRONMENT OPERATIONS ACT 1997

Schedule 1 of the *Protection of the Environment Operations Act 1979* (POEO Act) contains a core list of activities that require a licence before they may be undertaken or carried out. The definition of an 'activity' for the purposes of the POEO Act is:

an industrial, agricultural or commercial activity or an activity of any other nature whatever (including the keeping of a substance or an animal).

The proposal will not involve any activity that would require the issue of an Environmental Protection Licence.

4.1.5 BIODIVERSITY CONSERVATION ACT 2016

The *Biodiversity Conservation Act 2016* (BC Act) is the key piece of legislation in NSW relating to the protection and management of biodiversity and threatened species. The purpose of the BC Act is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and into the future, consistent with the principles of ecologically sustainable development. The BC Act is supported by several regulations, including the *Biodiversity Conservation Regulation 2017* (BC Regulation).

The BC Act requires consideration of whether a development or an activity is likely to significantly affect threatened species. Preliminary studies have been undertaken to assess the overall ecological context of the site; however, further studies have been undertaken and addressed within this EIS regarding potential impacts to flora and fauna species.

Prescribed biodiversity impacts are defined under Clause 6.1 of the BC Regulation and includes impacts on the biodiversity values in addition to, or instead of, impacts from clearing vegetation and/or loss of habitat.

The BC Act requires the submission of a BDAR. The BDAR has been prepared by Eco Logical and is attached at **Appendix 18**. Additionally, the assessment undertaken by the BDAR has been summarised at **Section 6.18** of this EIS.

4.1.6 WATER MANAGEMENT ACT 2000

The site does not comprise a watercourse within its boundary. The closest watercourse to the site is Narara Creek to the north west of the site. No works are proposed within 40m of this watercourse.

Pursuant to Section 91(2) of the *Water Management Act 1997*, *a controlled activity approval confers a right on its holder to carry out a specified controlled activity at a specified location in, on or under waterfront land.*

For the purposes of the Water Management Act, *waterfront land* includes land 40m inland of the highest bank of a river (inclusive of any tributary of a watercourse). A *controlled activity* means:

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- (a) the erection of a building or the carrying out of a work (within the meaning of the Environmental Planning and Assessment Act 1979), or*
- (b) the removal of material (whether or not extractive material) or vegetation from land, whether by way of excavation or otherwise, or*
- (c) the deposition of material (whether or not extractive material) on land, whether by way of landfill operations or otherwise, or*
- (d) the carrying out of any other activity that affects the quantity or flow of water in a water source.*

Given that the proposal does not include carrying out of a controlled activity on waterfront land, a controlled activity approval is not required.

4.1.7 RURAL FIRES ACT 1997

The site is identified as bushfire prone land (Vegetation Category 0) and accordingly it is acknowledged that the application is Integrated Development requiring referral under Section 4.46 of the EP&A Act and Section 100B of the *Rural Fires Act 1997*.

Pursuant to Section 100B of the Rural Fires Act, a bush fire safety authority must be obtained prior to developing bush fire prone land for a Special Fire Protection Purpose (including a hospital). A bushfire safety authority may be granted by the Commissioner and authorises development *to the extent that it complies with standards regarding setbacks, provision of water supply and other matters considered by the Commissioner to be necessary to protect persons, property or the environment from danger that may arise from a bush fire*.

As part of the EIS, a Bushfire Protection Assessment has been prepared by Eco Logical and is attached at **Appendix 11**. The Assessment concluded that the proposed development is suitable subject to implementing recommendations of the Assessment. A summary of the Assessment is summarised at **Section 6.11** of this EIS.

4.1.8 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

Proposals involving activities that are listed in Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) are identified as being State Significant Development (SSD).

Clause 14 of Schedule 1 states:

14 Hospitals, medical centres and health research facilities

Development that has a capital investment value of more than \$30 million for any of the following purposes:

- (a) hospitals,*
- (b) medical centres,*
- (c) health, medical or related research facilities (which may also be associated with the facilities or research activities of a NSW local health district board, a University or an independent medical research institute).*

In accordance with Schedule 1 Clause 14(a), the proposed development for a new private hospital is State significant development.

Further to this, Schedule 2 of SRD SEPP states that land within identified sites may constitute State significant development. Clause 15 of Schedule 2 states:

15 Development in Gosford City Centre

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Development that has a capital investment value of more than \$75 million on land identified on the Land Application Map (within the meaning of State Environmental Planning Policy (Gosford City Centre) 2018).

In accordance with Schedule 1 Clause 15, the proposed development for a new private hospital is State significant development.

4.1.9 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policies (Infrastructure) 2007 (SEPP Infrastructure) provides the legislative planning framework for infrastructure and the provision of services across NSW. The relevant provisions of this SEPP are discussed below.

Provisions relating to 'health services facilities' are provided in Part 3, Division 10 of SEPP Infrastructure in respect to works that require development or are permitted without consent development consent. Division 10, Clause 57 of SEPP Infrastructure states the following:

- (1) *Development for the purpose of health services facility may be carried out by any person with consent on land prescribed in the zone.*

The B6 zone is a prescribed zone pursuant to SEPP infrastructure. The proposal is therefore permissible with consent pursuant to SEPP Infrastructure being for a health services facility on land within a B6 zone.

Further to the above, SEPP Infrastructure repeals the former *State Environmental Planning Policy No. 11 – Traffic Generating Development* and, pursuant to Clause 104, provides for certain proposed developments known as Traffic Generating Development, to be referred to NSW Roads and Maritime Services (RMS) for concurrence.

Schedule 3 of SEPP Infrastructure lists the types of development that are defined as Traffic Generating Development. The referral thresholds for 'hospitals' development includes sites of:

- 200 or more beds with access to a road (generally); or
- 100 or more beds if access with access to a classified road or to road that connects to classified road.

As the proposed development seeks consent for more than 200 beds, the proposed development would be considered Traffic generating development and would require referral to NSW Roads and Maritime Services (NSW RMS) pursuant to the SEPP Infrastructure.

4.1.10 STATE ENVIRONMENTAL PLANNING POLICY (COASTAL MANAGEMENT) 2018

The site lies within an area mapped as Coastal Environment Area on the NSW Government's Coastal Management Mapping. The *State Environmental Planning Policy (Coastal Management) 2018* (SEPP Coastal) states:

- (1) *Development consent must not be granted to development on land that is within the coastal environment area unless the consent authority has considered whether the proposed development is likely to cause an adverse impact on the following:*
- (a) *the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment,*
 - (b) *coastal environmental values and natural coastal processes,*
 - (c) *the water quality of the marine estate (within the meaning of the Marine Estate Management Act 2014), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1,*
 - (d) *marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms,*

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- (e) *existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability,*
- (f) *Aboriginal cultural heritage, practices and places,*
- (g) *the use of the surf zone.*

The BDAR has considered applicable sections of SEPP Coastal. An extract from the BDAR is provided below in **Figure 24**, outlining the following assessment.

Development Control –	Relevance to the Proposed Works
13(1)(a) likely to cause impacts to the integrity and resilience of the biophysical, hydrological (surface and groundwater) and ecological environment	The proposed works are within a highly disturbed area. Furthermore, the area of vegetation to be removed is small, primarily regenerating native, planted and weeds compared to surrounding intact vegetation areas. Therefore, there is unlikely to be an adverse impact to the coastal environment area. The proposal will involve landscaping which will improve environmental values within the development site.
13(1)(b) likely to cause impacts to coastal environmental values and natural coastal processes	The proposed works will not impact on natural coastal processes as the works are not located in an area where coastal processes are evident (e.g. sand dune creation or movement and wave action). Coastal environmental values such as aesthetics and recreation opportunities would not be affected by the proposed works as the works are not taking place within the beach or dune areas.
13(1)(c) likely to cause impacts to the water quality of the marine estate (within the meaning of the <u>Marine Estate Management Act 2014</u>), in particular, the cumulative impacts of the proposed development on any of the sensitive coastal lakes identified in Schedule 1	The proposed works are not located within or adjacent to any marine estates, aquatic reserves or marine parks.
13(1)(d) likely to cause impacts to marine vegetation, native vegetation and fauna and their habitats, undeveloped headlands and rock platforms	No marine vegetation or fauna are likely to be impacted by the works as the works are not proposed to take place within a marine environment. There will be a small amount of native vegetation that will require removal as part of the proposed works. This vegetation is made up of regenerating native vegetation or previously planted and the area will be landscaped once works are complete.
13(1)(e) likely to cause impacts to existing public open space and safe access to and along the foreshore, beach, headland or rock platform for members of the public, including persons with a disability	The proposed works will not restrict public access to recreational areas including beach or foreshore.
13(1)(f) likely to cause impacts to Aboriginal cultural heritage, practices and places	No Aboriginal heritage items have been previously recorded within the study area. Significant disturbance and landscape modification was identified across the entirety of the study area during the site inspection. Due to the significantly disturbed nature of the study area, the potential for Aboriginal archaeology is low to nil.
13(1)(g) likely to cause impacts to the use of the surf zone	The proposed works will not affect the surf zone as the works are not located within or near to a beach.

Figure 24: SEPP Coastal Development Controls for Coastal Environment Area Management Zone (Eco Logical, 2019)

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Additionally, an assessment of the Groundwater is contained within the Preliminary Site Investigation for Contamination report prepared by Douglas Partners and attached at **Appendix 17**. As stated above in **Section 6.17** of this EIS, the investigation comprised a detailed desktop analysis and a site walkover.

The report states that given the site's topography and geology it is considered that a permanent groundwater table is present at a relatively shallow depth. The report considers that intermittent seepage may be encountered at shallower depths at localized permeability boundaries. The report notes that groundwater levels vary dependent on a number of factors such as soil permeability and recent weather conditions.

4.1.11 STATE ENVIRONMENTAL PLANNING POLICY NO. 33 – HAZARDOUS AND OFFENSIVE DEVELOPMENT

State Environmental Planning Policy 33 – Hazardous and Offensive Development (SEPP 33) defines potentially hazardous industry and potentially offensive industry as follows:

potentially hazardous industry means a development for the purposes of any industry which, if the development were to operate without employing any measures (including, for example, isolation from existing or likely future development on other land) to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would pose a significant risk in relation to the locality:

(a) to human health, life or property, or

(b) to the biophysical environment,

and includes a hazardous industry and a hazardous storage establishment.

potentially offensive industry means a development for the purposes of an industry which, if the development were to operate without employing any measures (including, for example, isolation from existing or likely future development on other land) to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would emit a polluting discharge (including for example, noise) in a manner which would have a significant adverse impact in the locality or on the existing or likely future development on other land, and includes an offensive industry and an offensive storage establishment.

SEPP 33 requires an assessment of hazardous materials, involving screening method based on the quantities of dangerous goods on the site in order to determine whether the proposed development is likely to be a potentially hazardous industry. The aims and objectives of SEPP 33 state:

- (a) to amend the definitions of hazardous and offensive industries where used in environmental planning instruments, and
- (b) to render ineffective a provision of any environmental planning instrument that prohibits development for the purpose of a storage facility on the ground that the facility is hazardous or offensive if it is not a hazardous or offensive storage establishment as defined in this Policy, and
- (c) to require development consent for hazardous or offensive development proposed to be carried out in the Western Division, and
- (d) to ensure that in determining whether a development is a hazardous or offensive industry, any measures proposed to be employed to reduce the impact of the development are taken into account, and
- (e) to ensure that in considering any application to carry out potentially hazardous or offensive development, the consent authority has sufficient information to assess whether the development is hazardous or offensive and to impose conditions to reduce or minimise any adverse impact, and
- (f) to require the advertising of applications to carry out any such development.

A Preliminary Risk Screening Report has been prepared by MRA Consulting Group and is attached at **Appendix 22**. The Preliminary Risk Screening Report advises that the hazardous materials associated with the development are not expected to trigger screening thresholds and therefore the development is

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not considered potentially hazardous. For this reason, a Preliminary Hazard Analysis is not warranted. A summary of the proposed Preliminary Risk Screening Report is provided in **Section 6.23** of this EIS.

4.1.12 STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND

Under the provisions of *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55), where a development application is made concerning land that is contaminated, the consent authority must not grant consent unless:

- (a) *It has considered whether the land is contaminated, and*
- (b) *If the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) *If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

A Preliminary Site Investigation for Contamination was prepared by Douglas Partners and is attached at **Appendix 17**. The Preliminary Site Investigation for Contamination report states that the investigation carried out at the site is considered to be sufficient for preliminary design and planning purposes and recommends that further investigation is undertaken during the detailed design phase. A summary of the Preliminary Geotechnical Investigations is provided at **Section 6.19** of this EIS.

The Preliminary Site Investigation for Contamination was based on the results of previous detailed site investigations which found that no elevated contaminant concentrations were identified within the site which exceeded the relevant criteria. The Preliminary Site Investigation for Contamination went further and identified any potential sources of contamination on the site and a Conceptual Site Model (CSM) was prepared. Based on the CSM and potential contaminant sources, Douglas Partners concluded there is a low to medium likelihood of contamination on the site and that a further targeted investigation be carried out as part of the detailed design phase.

4.1.13 STATE ENVIRONMENTAL PLANNING POLICY (GOSFORD CITY CENTRE) 2018

The *State Environment Planning Policy (Gosford City Centre) 2018* (SEPP GCC) is the primary Environmental Planning Instrument (EPI) applicable to the site. The relevant provisions summarised below and in **Table 9**.

Zoning and Permissibility

The site is zoned B6 Enterprise Corridor pursuant to the SEPP GCC as shown in **Figure 25** below.

The objectives of the B6 zone are:

- *To promote businesses along main roads and to encourage a mix of compatible uses.*
- *To provide a range of employment uses (including business, office, retail and light industrial uses).*
- *To maintain the economic strength of centres by limiting retailing activity.*
- *To provide for residential uses, but only as part of a mixed use development.*

The proposed development responds to the objectives by providing a private hospital along a major road (Racecourse Road) which will provide benefits for the community and wider locale. In addition, the proposed development will promote and support jobs growth both during the construction phase and once the hospital is operational.

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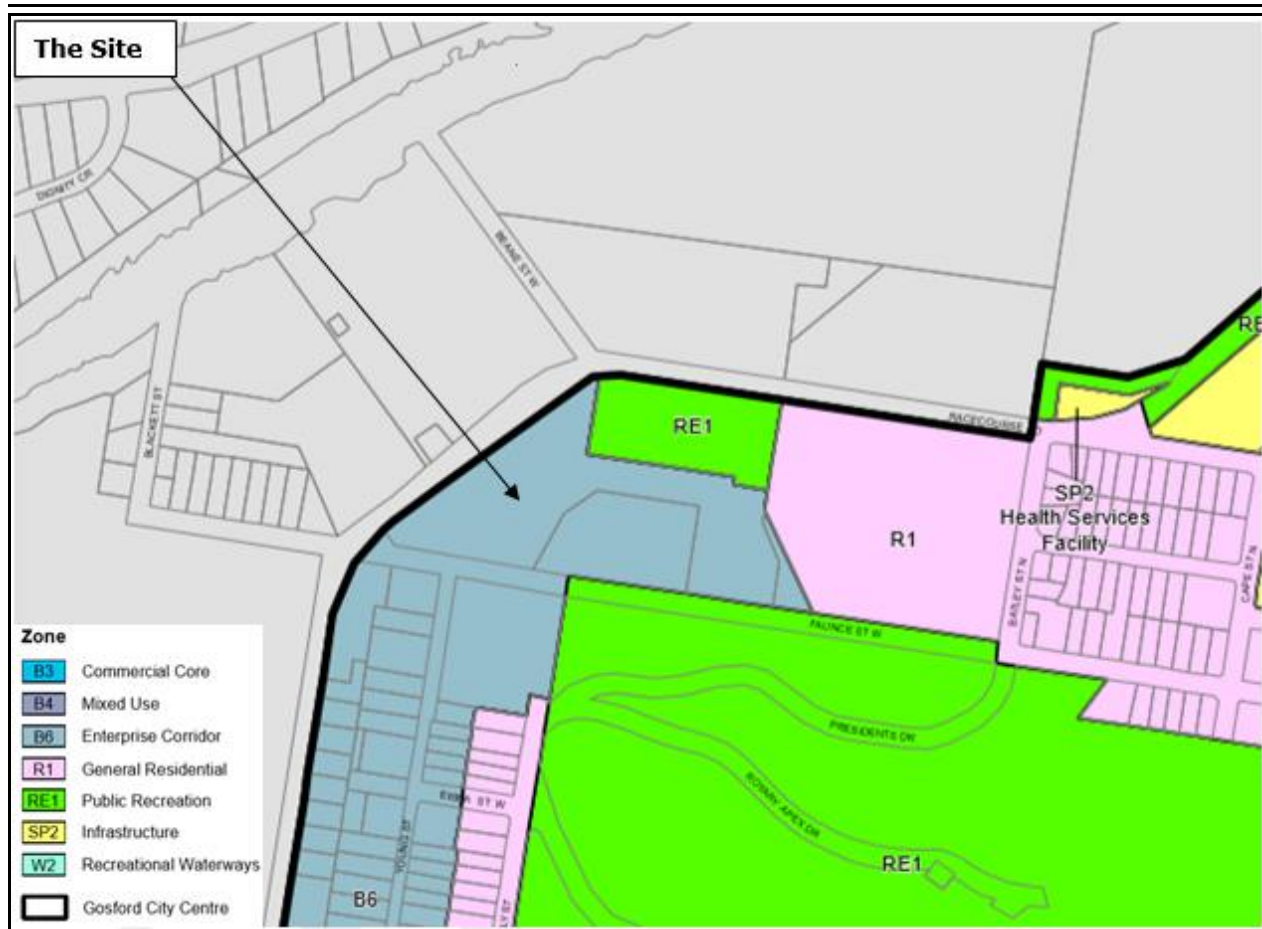


Figure 25: Land Zoning Map (NSW Legislation, 2019)

Within the B6 zone the following land uses are permitted *without* consent:

Nil

Within the B6 zone the following land uses are permitted *with* consent:

*Business premises; Community facilities; Garden centres; Hardware and building supplies; Hotel or motel accommodation; Landscaping material supplies; Light industries; Multi dwelling housing; Passenger transport facilities; Plant nurseries; Recreation facilities (indoor); Residential flat buildings; Roads; Shop top housing; Warehouse or distribution centres; **Any other development not specified in item 2 or 4***

Within the B6 zone the following land uses are prohibited:

Agriculture; Air transport facilities; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat sheds; Camping grounds; Caravan parks; Cemeteries; Centre-based child care facilities; Charter and tourism boating facilities; Correctional centres; Crematoria; Depots; Eco-tourist facilities; Electricity generating works; Environmental facilities; Environmental protection works; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Flood mitigation works; Forestry; Freight transport facilities; Function centres; Heavy industrial storage establishments; Highway service centres; Home-based child care; Home businesses; Home occupations (sex services); Industries; Information and education facilities; Marinas; Mooring pens; Moorings; Mortuaries; Open cut mining; Recreation areas; Recreation facilities (major); Recreation facilities (outdoor); Registered clubs; Research stations; Residential accommodation; Resource recovery facilities; Restricted premises; Rural industries; Rural supplies; Service stations; Sewage treatment plants; Storage premises; Tourist and visitor accommodation; Transport depots; Vehicle body repair

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workshops; Vehicle repair stations; Veterinary hospitals; Waste disposal facilities; Water recreation structures; Water recycling facilities; Water supply systems

Pursuant to the SEPP GCC, the proposed development is defined as:

health services facility means a building or place used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes any of the following:

- (a) a medical centre,
- (b) community health service facilities,
- (c) health consulting rooms,
- (d) patient transport facilities, including helipads and ambulance facilities,
- (e) hospital.

Further to this, a hospital is defined as:

hospital means a building or place used for the purpose of providing professional health care services (such as preventative or convalescent care, diagnosis, medical or surgical treatment, psychiatric care or care for people with disabilities, or counselling services provided by health care professionals) to people admitted as in-patients (whether or not out-patients are also cared for or treated there), and includes ancillary facilities for (or that consist of) any of the following:

- (a) day surgery, day procedures or health consulting rooms,
- (b) accommodation for nurses or other health care workers,
- (c) accommodation for persons receiving health care or for their visitors,
- (d) shops, kiosks, restaurants or cafes or take away food and drink premises,
- (e) patient transport facilities, including helipads, ambulance facilities and car parking,
- (f) educational purposes or any other health-related use,
- (g) research purposes (whether or not carried out by hospital staff or health care workers or for commercial purposes),
- (h) chapels,
- (i) hospices,
- (j) mortuaries.

Pursuant to the SEPP GCC, the development of a health services facility is not expressly prohibited within the B6 zone and is therefore permissible with consent.

Furthermore, the permissibility of the proposal may rely on SEPP Infrastructure which permits certain development in prescribed zones. This includes the development of health services facility within the B6 zone.

Division 10, Clause 57 of SEPP Infrastructure states the following:

- (1) *Development for the purpose of health services facility may be carried out by any person with consent on land in a prescribed zone.*

The B6 zone is a prescribed zone pursuant to SEPP Infrastructure and therefore the proposal is permissible with consent. Relevant development standards of SEPP GCC are provided in **Table 9** below.

Table 9. Development Standards

Clause	Comment
Clause 4.1 – Minimum lot size	No minimum lot size pursuant to the SEPP GCC.

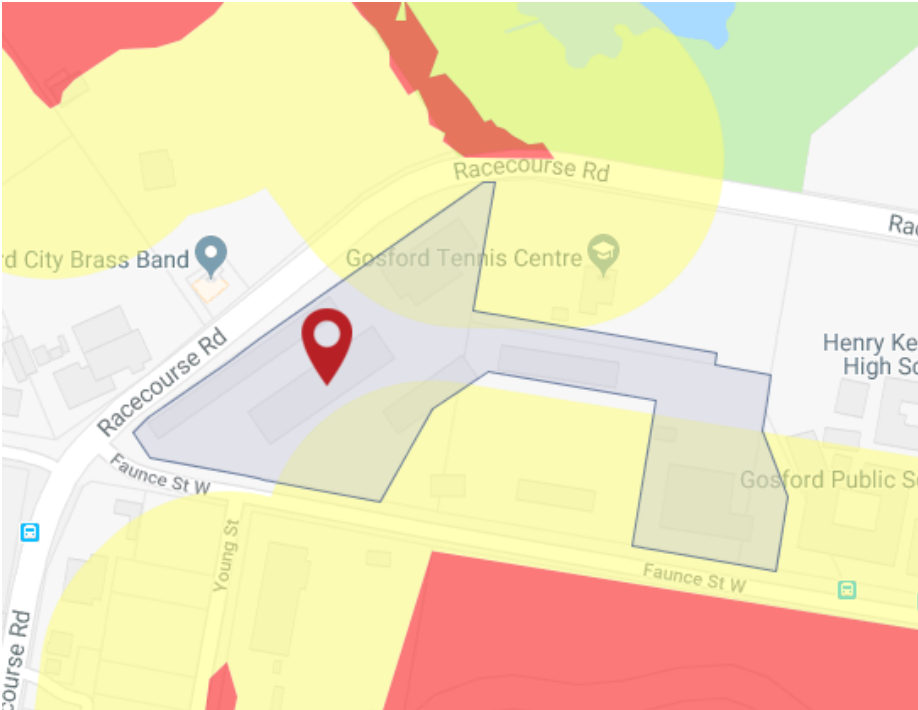
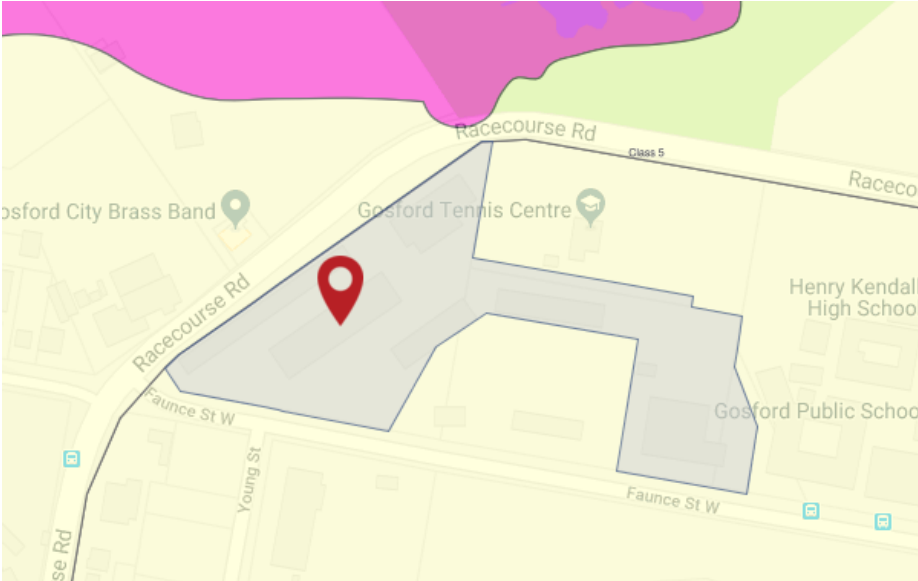
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Table 9. Development Standards

Clause	Comment
Clause 4.3 – Height of buildings	The maximum building height is 12m pursuant to the SEPP GCC. The proposed maximum building height is 49m. Clause 8.4 of the SEPP GCC allows for additional height on certain sites. Clause 8.4 is addressed below in this table.
Clause 4.4 – Floor space ratio	The maximum floor space ratio (FSR) is 1.5:1 The proposed maximum FSR is 2.34:1 when considering the proposed site area of 10,180m².
Clause 4.6 – Exceptions to floor space	Clause 4.6 does not apply to height and floorspace variations per Clause 8.4(4), 8.4(5) and 4.6(8).
Clause 5.1 – Relevant acquisition authority	The site is not identified as land for acquisition.
Clause 5.10 – Heritage	The site is not identified as a heritage item nor is it located within a heritage conservation area. The closest heritage item is Gosford Train Station which is approximately 1km from the site. A Heritage Impact Statement has been prepared by Weir Phillips Heritage and is attached at Appendix 12. Further to this, an Aboriginal Heritage Impact Assessment has been prepared by Artefact Heritage and is attached at Appendix 13. These reports have been summarised at Section 6.13 of this EIS
Clause 5.11 – Bush fire hazard reduction	This clause states that <i>Bush fire hazard reduction work authorised by the Rural Fires Act 1997 may be carried out on any land without development consent.</i> A Bushfire Impact Assessment has been prepared by Eco Logical and is attached at Appendix 11 and has been summarised at Section 6.12 of this EIS. See Figure 26 below showing the bushfire hazard map in relation to the proposed site.

Table 9. Development Standards	
Clause	Comment
	 Figure 26: Bush Fire Hazard Map (Planning Portal, 2019)
Clause 7.1 – Acid sulphate soils	The site is Acid Sulphate Soils Class 5 as shown below in Figure 27. However, the site is located within 500m of Acid Sulphate Soils Class 2 and as such an Acid Sulphate Soils Assessment has been provided. The Acid Sulphate Soils Assessment has been provided in the Preliminary Site Investigation for Contamination prepared by Douglas Partners and provide in Appendix 17.  Figure 27: Acid Sulphate Soils Map (Planning Portal, 2019)
Clause 7.2 – Flood planning	The Section 10.7 (2) and (5) Planning Certificate states that the land is subject to flood related development controls. A Flood Risk Assessment was

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Table 9. Development Standards

Clause	Comment
	prepared by GRC Hydro and is provided in Schedule 1 of the Utilities Impact Assessment which is attached at Appendix 20 . The report concludes that the site is not flood affected and is therefore not subject flood related development controls.
Clause 7.3 – Floodplain risk management	The Section 10.7 (2) and (5) Planning Certificate states that the land is subject to flood related development controls. A Flood Risk Assessment was prepared by GRC Hydro and is provided in Schedule 1 of the Utilities Impact Assessment which is attached at Appendix 20 . The report concludes that the site is not flood affected and is therefore not subject flood related development controls.
Clause 8.1 – Minimum street frontage	This clause states that <i>development consent must not be granted to the erection of any building on land in Zone B6 Enterprise Corridor unless the building will have a street frontage of at least 24 metres.</i> The street frontage along both Racecourse Road and Faunce Street is greater than 24m.
Clause 8.3 – Design excellence	This clause applies to the erection of the new building. The proposal is for an architecturally designed hospital which is considered to contribute to the natural, cultural, visual and built character values of Gosford City Centre. A Design Excellence Statement has been prepared Health Projects International and is attached at Appendix 5 which has been summarised in Section 6.2 of this EIS.
Clause 8.4 – Exceptions to height and floor space in Zones B3, B4 and B6	Exceptions to height and floor space may be granted on land zoned B6 Enterprise Corridor on land that has an area greater than 5,600m² and a frontage of more than 36m. This process must be overseen by a design and review panel who would review the development. The proposal has a site area of approximately 10,180m² and street frontage along both Racecourse Road and Faunce Street is greater than 36m. Additionally, the Architectural Plans are attached at Appendix 1 exhibits design excellence that is considered to contribute to the natural, cultural, visual and built character values of Gosford City Centre. An assessment of the Clause 8.4 has been provided in Section 6.3.1 of this EIS and in the Clause 8.4 Justification's attached at Appendix 36 and 37.

4.1.14 CONTRIBUTIONS

Developer contributions will be calculated by Central Coast Council and the DoPIE in accordance with the following plans:

- *Central Coast Council's 7.12 (former S94A) Contributions Plan Centre (Civic Improvement Plan) for Gosford City Centre*
- *Gosford City Centre Special Infrastructure Contribution (Ministerial Direction, Ministerial Determination and Order)*

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The Applicant seeks an exemption to the required contributions due to the public benefit of the proposed development. These public benefits have been set out in Section 6.15 below. A

4.2 NON-STATUTORY PLANNING CONSIDERATIONS

4.2.1 FUTURE TRANSPORT 2056

Future Transport 2056 has been developed in coordination with the Greater Sydney Commission's *Sydney Region Plan*, Infrastructure NSW's *State Infrastructure Strategy* and the DoPIE's Regional Plans.

The Plan sets out a 40-year plan supported by plans for both regional NSW and for Greater Sydney. The proposed plans set out a number of NSW regional committed and potentially committed initiatives for the Central Coast within the next 0-10 years. These include:

- Mann's Road, Central Coast Highway to Narara Creek Road (Planning) – (committed 0-10 years)
- Sydney-Central Coast Newcastle Faster Rail Improvement – (potentially committed 0-10 years)
- Bus Headstart for Central Coast – (potentially committed 0-10 years)
- Central Coast Rapid Bus package – (potentially committed 0-10 years)
- Central Coast Place Plans – (potentially committed 0-10 years)
- Outer Sydney Orbital from Great Western Highway to Central Coast (visionary initiatives – 20+ years)

The proposed development has considered the future committed initiatives set out by the Future Transport 2056 document. However, it must be noted that the committed impacts will not have a direct impact on the site it is likely to improve the overall transport network and flow of traffic in Central Coast which would indirectly positively impact the proposed development. The Transport Impact Assessment prepared by Traffix and attached at **Appendix 9** demonstrates that the existing road network can manage the additional traffic generation from the proposed development.

4.2.2 CENTRAL COAST REGIONAL PLAN 2036

The Central Coast Regional Plan 2036 has been prepared by the NSW Government and is a 20-year plan for the future of the Central Coast.

The Plan has been aims to address the regional challenges such as: 75,500 new people, 24,674 new jobs and 41,500 new dwellings. The Plan identifies Gosford as the capital of the region. The proposed development outlines a number of directions and actions that will be implemented to achieve the proposed growth of the Central Coast. This directions and actions applicable to the site are outlined below:

Direction 1: Grow Gosford City Centre as the region's capital

Actions:

- 1.1 *Grow Gosford City Centre as the region's capital and focus of professional, civic and health services for the region's population.*
- 1.2 *Undertake and integrate precinct planning for the Waterfront, Arts and Entertainment, City Core, Railway and Hospital precincts – to grow jobs and coordinate the delivery of improved transport infrastructure.*
- 1.5 *Enhance the growth potential of the health precinct around the Gosford Hospital and allied health facilities in Gosford City Centre to drive the growth of services and specialisation in the region*

The proposed development represents the physical realisation of Actions 1.1, 1.2 and 1.5 which seek to promote the development of hospital precincts and allied health facilities in Gosford City Centre in order to

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increase growth in the services and specialisation sectors. Additionally, the actions aim to grow jobs and coordinate the delivery of improved transport infrastructure.

Direction 2: Focus Economic Development in the Southern and Northern Growth Corridors

Actions:

- 2.2 *Capitalise on improved access from the \$170 million upgrade of the Central Coast Highway, Brisbane Water Drive and Manns Road intersection to increase employment diversity and integrate land uses at West Gosford*

The proposed development responds to the above action by locating a significant employment-generating use at West Gosford leveraging off significant present and future transport improvements.

Direction 3: Support priority economic sectors

Actions:

- 3.3 *Establish the Northern and Southern Growth Corridors as key locations for economic development, residential growth and investment in health, education, research, knowledge-based industries, professional services, sport and leisure, agribusiness, food manufacturing, high-tech manufacturing and clean technologies.*

The proposed development would contribute significantly to the health sector which is identified as a priority economic sector in the Central Coast Regional Plan 2036. The proposed development may provide the catalyst for a medical and health precinct driving the development of ancillary medical tenancies to support both the public and private hospitals in the Gosford City Centre.

Direction 7: Increase job containment in the region

Actions:

- 7.1 *Facilitate economic development that will lead to more local employment opportunities on the Central Coast.*

The proposed development encourages and supports increased job containment in the Central Coast region through the introduction of an employment generating use in Gosford. It is estimated that the proposed development will create 2,200 construction jobs during the construction phase and approximately 460 full time employees during operation of the private hospital. Therefore, it is considered the proposal would directly achieve the proposed actions of Direction 7 of the Central Coast Regional Plan 2036.

Therefore, it is considered that the proposed development accords with the Central Coast Regional Plan 2036 as it encourages and supports the economic growth and may provide the catalyst for an allied health precinct in Gosford. This will in turn create jobs and coordinate infrastructure in Gosford City Centre.

4.2.3 NSW GOVERNMENT ARCHITECT'S GOSFORD URBAN DESIGN FRAMEWORK 2018

The proposed development has considered the NSW Government Architect's Urban Design Framework 2018 (UDF) for Gosford City Centre. The UDF focuses on three precincts; Civic Heart, City South and City North. The proposed development does not fall within the boundaries of any of these precincts. Roberts Day have prepared a Concept Master Plan and Design Justification Report which is attached at **Appendix 6** which considers the UDF in the creation of a concept master planning exercise which includes the sites and surrounding urban areas.

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The proposed development is located within close proximity of the Public Hospital and City North Precinct and therefore this master planning exercise has been undertaken to identify the potential to be able to successfully form a connection with the City North Precinct.

The UDF identifies the City North Precinct as an area with a significant opportunity for the creation of a health and well-being precinct given the existing Gosford Hospital. The vision for the site and surrounding urban area is to provide a gateway precinct with pedestrian connections and improved walkability and to create an attractive public domain link with the City North precinct. It must be noted that the proposed concept master plan is only indicative and has not been developed to inform future land uses.

It is considered that there is an opportunity to extend the current City North Precinct to incorporate the Northside Private Hospital, the neighbouring schools and adjacent urban areas. The proposed development would play an integral role in promoting the development of allied health services in surrounding areas and evolving the character of the surrounding urban area and the City North precinct. This Plan could incorporate design principles in the form of a Concept Master Plan to inform future development of the precinct, particularly linking both Gosford Hospital and Northside Private Hospital with a network of walkable connections and supporting the hospitals with a range of complementary uses.

As mentioned above, the Concept Master Plan and Design Justification prepared by Roberts Day has undertaken a detailed investigation of the site and its surrounds and has produced a Concept Master Plan that shows the potential for an allied health precinct in the area. A detailed justification has been provided within their Report provided at **Appendix 6**. The Concept Master Plan & Design Justification is also summarised at **Section 6.3** below.

4.2.4 GOSFORD CITY CENTRE DEVELOPMENT CONTROL PLAN 2018

The *Gosford City Centre Development Control Plan 2018* (GCC DCP) provides the design guidelines for future developments. However, the SRD SEPP excludes the application of development control plans to SSD projects under Clause 11. Notwithstanding, an overall commentary of the project relative to key GCC DCP controls has been provided in the DCP Assessment Table at **Appendix 4**.

Overall, the proposal achieves a high level of compliance with the GCC DCP. An assessment has been carried out of the relevant development controls including commentary from the City of Gosford Design Advisory Panel (CoGDAP). Where the proposed development departs from the certain controls, the design satisfies the objectives of the control.

PART E CONSULTATION

5.1 RELEVANT GOVERNMENT AGENCY CONSULTATION

As per the issued SEARs requirements, consultation was undertaken with the Local and State authorities and the comments provided have informed the proposed development. **Table 10** below has identified the form of consultation that was undertaken, and the responses received.

Table 10. Relevant Government Agency Consultation		
Stakeholder	Date and Contact Type	Issues Raised
Central Coast Council	Meeting held on 21 February 2019 Workshop meeting held on 26 March 2019 Consultation letter sent on 22 July 2019	Central Coast Council raised the following issues during the consultation period: - Address visual impacts including but not limited to street activation to Racecourse Road, height and mass, BoH and loading dock area to Faunce St, landscaping and screening over plant areas. - Traffic impact on Racecourse Road to Mann Street including site distances, traffic management. - The site is affected by localised flooding; and - A Fire Safety Certificate is required under s100B of Rural Fire Services Act. - Geotech report for the excavation and proposed development. The workshop meeting that was held on the 26 March 2019 related specifically to architectural and urban design and traffic which were identified as items for discussion.
NSW Office of Heritage and Environment	Consultation letter sent on 20 March 2019 Consultation letter sent on 22 July 2019	Response received during the consultation period states that the SSDA is required to address assessment requirements for Aboriginal cultural heritage, threatened biodiversity and offsetting, impacts to National Parks and Wildlife Estate, soils and water, flooding, floodplain management and coastal erosion.
Transport for NSW NSW Roads and Maritime	Consultation letter sent on 1 April 2019 Meeting held with TfNSW and RMS on 10 May 2019 Consultation letter sent on 22 July 2019	TfNSW raised the following issues: - Impact to the existing public transport networks near to the site including any potential improvements. RMS raised the following: - Any potential improvements to the existing public transport networks near the site were discussed. - Assumptions made by the Traffic Engineer in their report to be clarified. - Access at the rear of the building, with ingress only coming from the Eastern access drive, linking to Faunce Street West, not Racecourse Road noting that egress would be supported from Racecourse Road.

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Table 10. Relevant Government Agency Consultation

Stakeholder	Date and Contact Type	Issues Raised
Environment Protection Authority	Consultation letter sent on 20 March 2019 Consultation letter sent on 22 July 2019	No issues raised by the Environment Protection Authority.
Ausgrid	Consultation letter sent on 21 March 2019 Consultation letter sent on 22 July 2019	Ausgrid raised the following issues: - The impact of EMF from the transmission line. - The risk of excavation, potential anchor bolts and constructing adjacent to Ausgrid's 132kV feeder.
NSW Rural Fire Service	Consultation letter sent on 20 March 2019 Consultation letter sent on 22 July 2019	Rural Fire Services raised the following issues: - The proposed development is to be accompanied by a bush fire assessment report. - The proposed development of a private hospital is a Special Fire Protection Purposed (SFPP).
NSW Department of Industry (Crown Lands, Office of Water & Natural Resources Access Regulator)	Consultation letter sent on 21 March 2019 Consultation letter sent on 22 July 2019	No further issues raised following responses to SEARs.
NSW Health (Central Coast Local Health District)	Consultation letter sent on 9 April 2019 Consultation letter sent on 22 July 2019 Meeting held on 12 June 2019 and 31 July 2019	During meetings with the Central Coast Local Health District (CCLHD) the main issues raised were the cumulative traffic impacts that would occur from the location of the private hospital and Gosford Hospital. Additionally, car parking was a concern for the CCLHD. Further to this, the response to SEARs was discussed during the meeting which consisted of air quality concerns and cooling towers and warm water systems.
Civil Aviation Authority/Airservices Australia	Consultation letter sent on 9 April 2019 Consultation letter sent on 22 July 2019	No issues raised.
NSW Department of Education and Schools Infrastructure	Consultation letter sent on 27 March 2019 Consultation letter sent on 22 July 2019	No response received.
The Principals of Gosford High School, Henry Kendall High School and	Consultation letter sent on 1 August 2019	No response received from Principal of Gosford High School.

Table 10. Relevant Government Agency Consultation		
Stakeholder	Date and Contact Type	Issues Raised
Gosford Public School	Meeting held on 8 August 2019 (with principals from Henry Kendall High School and Gosford Public School)	Both school principals raised: ▪ The additional traffic created by the proposed hospital will add to the current traffic issues which occur around the schools in particular during the drop off/pick up times. ▪ Noise, dust and contamination from the demolition would potentially put staff and students at risk. ▪ Potential training opportunities for students.

As demonstrated in **Table 10** above, the relevant government agencies have been consulted in accordance with the issued SEARs.

5.2 SURROUNDING RESIDENTS, BUSINESSES AND LOCAL COMMUNITY GROUPS CONSULTATION

A Community Consultation Report has been prepared by Australian Public Affairs (APA) outlining the community consultation undertaken to inform this SSDA for the Northside Private Hospital and is attached at **Appendix 26**. The outcomes of the community consultation have informed this SSDA and respond to the issued SEARs.

The objectives of the consultation are outlined by APA in their report:

- *Identify, target and inform stakeholders of the project to provide useful, relevant and timely information and create general community awareness and understanding of the project.*
- *Create opportunities for stakeholder engagement through multiple channels and at appropriate decision points of the project to obtain inputs and satisfy all statutory and regulatory community consultation requirements.*
- *Obtain stakeholder and community feedback for the use of the project team during planning, design and construction.*
- *Build positive relationships with stakeholders to obtain timely and meaningful inputs into the project and leave a legacy of goodwill.*

The project team hosted two (2) community drop-in sessions on Saturday, 31 August 2019 from 1pm-4pm and Wednesday, 4 September 2019 from 6pm-9pm. The community drop-in sessions were advertised to the local community and the key stakeholders through a letterbox drop along Faunce, Cape, Sinclair, Batley, Ward and Young streets and parts of Racecourse Road on 22 August 2019 and an advertisement in the Central Coast Express Advocate on 22 August 2019, with a supporting editorial on 29 August 2019. The community drop-in sessions provided information about the proposal, and the planning pathway was presented on display boards. Representatives of the project team were available to discuss all aspects of the proposed development. A total of 13 people attended the community drop-in sessions.

Community feedback was provided directly from the visitors of the sessions and two main themes were identified. These themes are identified in the report prepared by APA as hospital facilities and local traffic and parking. The two themes and main points outlined in the Consultation Report are shown below:

1. Hospital facilities

- *Services at the private hospital should complement other services provided in the area.*
- *Planning for future hospital needs is supported.*
- *Extra ICU and radiology are vital to the area.*
- *Additional private hospital bed capacity is essential for health care on the Central Coast.*

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- *Essential that the future operator is a competitor to the existing service provider to promote a competitive environment.*
- *Detailed design of the hospital should include the provision of cooking and meal preparation areas for patients.*

2. Local traffic and parking

- *There is not enough parking available in the area now.*
- *Parking is a big issue in this area.*
- *Parking and movement are vital around this area.*
- *Interaction between movements around the hospitals and schools will be important.*
- *Consider building a roundabout at the Faunce Street and Racecourse Road intersection.*
- *Prefer to have cycling and pedestrian pathways separated.*
- *Staff parking should be provided at reasonable rates.*
- *Parking needs to be affordable.*
- *A shuttle bus from Gosford Station should be made available for patients and visitors.*

The Consultation report also sets a project response to each of the themes and main points. The response identifies that no operator has yet been engaged and therefore all services cannot be confirmed, however, the current proposal allows for operating theatres, inpatient wards, an intensive care unit, a radiology department, a pathology centre, a pharmacy and ancillary retail tenancies. Additionally, the Traffic Impact Assessment has responded to numerous comments in relation to the car parking and the impact on traffic.

The Transport Impact Assessment concludes that the road network would operate satisfactorily, provided the traffic generation from the Base Case Plus Development Scenario (LoS A, B or C). In addition, the proposed development provides approximately fifty (50) car parking spaces above the minimum requirement. The Transport Impact Assessment has been summarised in Section 6.8 of this EIS.

Therefore, it is considered that this SSDA has considered and responded to the issues raised. Therefore, it is considered that the SSDA has addressed the community consultation requirements of the issued SEARs.

5.3 CITY OF GOSFORD DESIGN ADVISORY PANEL

During the design phase of the proposed hospital, CoGDAP reviewed and commented on the design. Design workshops were held on 5 April 2019 and 7 May 2019 with a Panel meeting taking place on 28 May 2019 with subsequent recommendations being provided. The recommendations were that the proposal proceeds to development assessment pathway and the Applicant address the issues identified in CoGDAP letter of recommendation. These recommendations have been considered and addressed by Health Projects International within the Design Excellence Statement in table format which are provided in **Figures 28 to 30** below.

1. The Panel notes the overall suitability of the site for the proposed use and intensity of use given: a. The proposed use of this site as a private hospital would be a good outcome for Gosford City Centre and could act as a catalyst for a health precinct in the immediate vicinity of the site and the Gosford City Centre. b. The proponent is to include master planning of the balance of the site and the wider precinct in the DA submission for context. There needs to be a connection to the existing public hospital. c. Construction of the podium in stage one would be a preferred outcome.	The masterplan as prepared by Roberts Day is also included in the submission for context. The podium of the main building is constructed in Stage 1. The Racecourse Road building will be constructed in Stage 2. The site it occupies will be landscaping that would connect Racecourse Road level to the hospital entry plaza level.
2. The Panel advised that the proposal could take greater advantage of the natural setting by improving its relationship with it, including the connection to vegetated ridgelines and hillsides and patient experience with the surrounding landscape.	The proposed design allows for generous landscaped terraces and balcony to take advantage of the natural settings on the site. The main entry plaza at the centre of the site will be generously landscaped and is linked to Presidents Hill via a multi-storey void at the main entry lobby. This provides physical connection between Faunce St W, ground floor, level 1 and level 2 of the proposed design, and also the northern entry plaza along Racecourse Road through a 3 storey glass entry atrium in Stage 2.
3. The original advice does not have point 3.	
4. The Panel notes the sections show the Racecourse Road entry as being accessible for pedestrians, but the Faunce Street entry appears to be secondary - this is created by the level of the entry. If the entry point is at street level and includes an access from Faunce Street, it will be more accessible.	The Faunce St W entry is elevated from the street level due to the necessity to keep the RL of ground floor at RL14.69 to ensure that it is accessible from street level at the eastern private road intersection connecting to the future main avenue as per the masterplan and also at the intersection of Racecourse Road and Faunce St W. The revised design has responded to this comment by lowering Ground floor from RL14.69 to RL14.19 to improve the connection between Faunce St W entry to Faunce St W street level. In addition, a second Faunce St W entry is created at the corner of Racecourse Road intersection and the Faunce St W entry now connects to a central atrium with direct physical and visual connection to the ground floor main entry lobby. Therefore, the Faunce St W entry is a proper front of house entrance into the building. Further reduction of the level is not possible without adversely affecting the key retail tenancies at the corner of Racecourse Road and Faunce St W as well as the entry point at along Faunce St W at this intersection and the eastern entrance which connects to the future medical precinct to the east. It is also not possible to reduce the floor to floor of ground floor without impacting on the functional requirement of ground floor and the loading dock driveway to the east.
5. As the design develops, it should consider greater reinforcement of the conceptual structure of the site that includes the 'pedestrian through links' and the 'landscape spine' that traverse the site- intersecting at the entrance. The Panel suggested the proponent make the most of the landscaping running through the site. Slight adjustments in the alignment of the entries and walkways from Faunce Street (meeting the Young Street alignment) and Racecourse Road will create better opportunities for through-site links as well as visual and landscape connections/views that extend beyond the site.	The current design has created permeability through the site with multiple entry point into the site and the central entry plaza. A landscape spine traverse through the site from the northern entry plaza into the

Figure 28: Extract of Table Addressing CoGDAP Comments (1)(Health Projects International, 2019)

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	central entry plaza through the 3-storey glass entry atrium. Connection between the central entry plaza to Faunce St W is created through a multi-storey atrium and the central stair. It is not possible to move this connection towards the west as it will require the relocation or flipping of the lift core which will in turn require the tower floorplate to be extended westward and increase the bulk of the tower. This is undesirable both financially and architecturally.
	In addition the street level at the Young Street intersection is too low to create a physical entry on level 1 and too high to create a meaningful entry on ground floor.
	The Level 1 Faunce St entry in the current design is splayed with the entry steps located opposite the eastern edge of Young St.
6.	<i>The Panel commends the work done on the master planning of the precinct and considers the potential development of the precinct generally in accordance with the plan as key to the success of the precinct. Noted. The Masterplan study by Roberts Day is included in the submission for context.</i>
7.	<i>The Panel advises that the development application should detail the intended approach for delivery of road and access infrastructure on the remainder of the site to ensure the full access road (linking Racecourse Road to Faunce Street) is built.</i>
	The link road between the eastern private road and Faunce St W will be built in accordance to the agreement between the Proponent and the adjacent landowner. The arrangement is detailed in an attachment as part of this submission.
8.	<i>The Panel suggests the drop-off road be a U-shape rather than a donut to reduce impact of fall in contours and need for multiple, high retaining walls. There should be increased landscaping provided in the front forecourt area.</i>
	Due to the rapid change in level along the Eastern Private Road it is not possible to provide for a U-shaped dropoff driveway without introducing severe level changes at the dropoff and central entry courtyard. Considering the purpose of the dropoff and the level of mobility of the visitors utilising the dropoff it is not functional for the dropoff to be on a slope. Furthermore the current design shows the dropoff area battered down gently to the eastern private road with quality landscaping rather than retaining wall. It is therefore considered that the design has satisfied this point in principle.
9.	<i>The Panel suggests the lift exits on all floors be reconsidered as these spaces could potentially give beneficial views of the landscape rather than face walls.</i>
	On the tower level the visitors lift is designed to face the staff stations at the inpatient unit floor. This allows staff to control the entry and exit point of the ward floor and provides an attractive point of entry where the staff station and its staff acts as the "greeting" and orientation point on the ward floor. This is typical for a private health facility.
	In the current design the visitors lift lobby is also adjacent to the patient lounge which opens out on to the courtyard and beneficial views of the landscape. The patient lounge is purposefully located next to the staff station to facilitate staff observation.
10.	<i>The Panel suggests the location of the fire stairs is reviewed - if they are at the ends of buildings, they create large blank walls. The ends of the wings could be lounges/habitable spaces to take advantage of views.</i>
	In the current design firestairs are located away from the end façade with a patient bedroom at the end instead. As stated in the previous point, patient lounges are generally preferable to be adjacent to Staff Station which is usually preferable to be at the centre or entry point of the floor.
11.	<i>The Panel suggests that, in the roof-top courtyard, the proponent consider the adjacent walls/rooms to maximise the views and feel of the space.</i>
	The patient lounge is located adjacent to the courtyard. Actual layout within the ward is dependent on the hospital operator.

Figure 29: Extract of Table Addressing CoGDAP Comments (2)(Health Projects International, 2019)

12. The Panel notes the basement extends under most of the building and plaza. In the final design, ensure that the building is set back enough for deep soil planting and consider punching through areas of the basement to allow for plantings along the green spine.	Other than the OSD tank and the southern part of the site the basement does not extend past the 3m setback line. This allows opportunity for deep soil planting along the street. Along the southern boundary a decanting platform is required for the substation at the western end which cannot be utilised for landscaping. At the northern entry plaza the lower ground carparking floor is reduced to allow for good quality deep soil planting.
13. The Panel suggests, when finalising the materiality, consider how to transition between the three different styles, the finishes that were proposed for previous curved design may not translate well for a linear built form. The fine detailing proposed for the ground level is supported as it creates a relationship at street level.	The proposed cladding to the previous curved design has already been omitted in the current design which does not have any curved features.
The three different styles helps to break down the scale of the building.	
While it is true that the main tower has two different styles the northern feature façade shares the same background material and cladding from the southern side which allows the two styles to transition smoothly.	
14. The proposal is required to undergo a detailed environmental assessment during development assessment (DA). At this time, the consent authority will assess compliance with State Environmental Planning Policy (Gosford City Centre) 2018 including the, findings of the Panel, adequacy of commercial floor space and satisfactory level of building sustainability and environmental performance and any environmental impacts associated with the proposal.	Noted. Reports from other consultants are included to demonstrate the adequacy of the proposal to satisfy environmental performance and other requirements.
15. A Design Excellence Statement is required for any subsequent DA to articulate how the proposal exhibits design excellence and contributes to the natural, cultural, visual and built character values of Gosford City Centre in accordance with Clause 8.3 of State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018, and also the Design Objectives in the Government Architect's publication Better Placed.	A Design Excellence Statement is submitted as part of this submission.
16. If the submitted DA still proposes to use the provisions in Clause 8.4 of State Environmental Planning Policy (SEPP) (Gosford City Centre) 2018 to vary the permitted height and/or floor space, the Panel's views will also be sought and considered, as part of the DA assessment process.	Noted. The current design builds upon on the discussion with the Design Reference Group and the Design Advisory Panel.

Figure 30: Extract of Table Addressing CoGDAP Comments (3)(Health Projects International, 2019)

A copy of the CoGDAP's recommendations are provided at **Appendix 33**.

The Panel made a number of beneficial recommendations which have been taken into consideration during the refinement of the development design. However, the Panel identified that in general the site was suitable for the proposed hospital and the overall development would represent a good outcome for Gosford City Centre. Further, the Panel suggested that the development may act as a catalyst for a health precinct within the locality and the wider City of Gosford.

It is considered that the proposed development has considered the recommendations received from CoGDAP and addressed each of these comments as requested by the issued SEARs.

PART F ENVIRONMENTAL RISK ASSESSMENT

6.1 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

The SEARs were issued by the DoPIE on 5 April 2019. The key issues included in the SEARs and addressed by this EIS are:

1. Statutory Provisions and Strategic Provisions
2. Design Excellence
3. Built Form and Urban Design
4. Public Domain/Landscaping
5. Visual Impacts
6. Environmental Amenity
7. Ecologically Sustainable Development
8. Transport and Accessibility (Construction and Operation)
9. Flooding
10. Stormwater
11. Water Quality
12. Bushfire
13. Heritage
14. Social & Economic Impacts
15. Public Benefit and Contributions
16. Noise and Vibration
17. Contamination
18. Biodiversity
19. Soil and Water
20. Utilities
21. Staging
22. Construction Management Plans
23. Hazards
24. Air Quality

The above 24 matters have all been specifically addressed in the various sections of this EIS, as detailed below.

Other aspects evaluated throughout this EIS (for added due diligence) include the following:

25. Building Codes of Australia
26. Fire Engineering
27. Structural Engineering

6.2 DESIGN EXCELLENCE

A Design Excellence Statement has been prepared by Health Projects International and is attached at **Appendix 5**. The Design Excellence Statement has been prepared in accordance with the SEARs and demonstrates how the building contributes to the natural, cultural, visual and built character values of Gosford City Centre. The Design Excellence Statement also describes the City of Gosford Design Advisory (CoGDAP) Panel process that was undertaken and the changes to design as a consequence. The Design Excellence Statement has addressed the relevant legislation and outlined the CoGDAP process that was undertaken.

6.2.1 DESIGN PRINCIPLES

The proposed development has been designed in accordance with the following design principles in order to respond to the evolving and changing form of the local urban fabric. These design principles are outlined in full in the Design Excellence Statement (at **Appendix 5**) and have been summarised below.

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- *To suit local urban fabric* – An indicative master planning exercise was undertaken to identify how a new medical precinct may evolve in the area. This informed the siting of the proposed hospital.
- *Provision of awning* – An awning has been proposed around the perimeter of the building in accordance with the GCC DCP to provide cover for pedestrians and add to the visual interest of the development.
- *Maximising activation at perimeter of the building* – the building has been sited and designed to maximise the activation along the perimeter. Given that the proposed use is for a private hospital, the breadth of street activated spaces possible is limited. Additionally, the loading dock, back of house departments and carparking have been located below ground and concealed from public view to minimise visual impact from the street.
- *Maximising glazing along the podium façade* – both tenancy spaces and clinical departments value outlooks and therefore extensive amounts of glazing is proposed, particularly along Faunce Street West which will also add visual interest along this frontage.
- *Provision of pedestrian and bicycle shared path* – A pedestrian and bicycle shared path will be laid along Racecourse Road and Faunce Street West for the full extent of the proposed development which will be a significant streetscape improvement and provide pedestrian connectivity within the locality. Additionally, the pathway will be lined with extensive deep soil planting.
- *Maximising Permeability of the site* – The proposed development has been designed with multiple entrances from all street frontages. The proposed development is well connected to existing and future infrastructure.
- *Prioritisation of pedestrian traffic* – Pedestrian traffic is prioritised throughout the site. Multiple pedestrian entrances are provided and the drop off driveway will be designed as a pedestrian priority zone.
- *Provision for entry plaza at main entrances* – An entry plaza allows for smooth grade changes to bridge level differences between street level and the building entry level. It also allows for the opportunity where outdoor retail activity can spill out to the outdoor space. Public art (Public Art Plan provided at **Appendix 29**) located in the entry plaza also provide positive benefit to the public domain.
- *Quality façade material and design* – The proposed façade aims to break down the visual scale of the building and make it relatable to human scale.
- *Generous landscaping* – Landscaping has been integrated in the design, particularly at the entry plaza and roof garden to encourage biophilic connection. Public art will also be integrated into the landscaping.
- *Ecologically sustainable design (ESD)* – ESD has been considered throughout the design phase to reduce the proposed development's ecological footprint.
- *Efficient hospital with built-in flexibility* – The proposed hospital is designed to be efficient and adept to future changes.

The design principles summarised above have been chosen in order to respond to the Gosford Urban Design Framework, GCC DCP and Clause 8.3 of the SEPP GCC. The proposed development is considered to respond and contribute to the natural, cultural, visual and built character values of Gosford City Centre.

6.2.2 SITE STUDIES AND SITE DESIGN

Following consultation with CoGDAP (outlined in **Section 5.3** of this EIS), it was identified that the initial design posed a number of issues for the panel. The following issues were raised as summarised in the Design Excellence Statement:

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- *Lack of street edge along Racecourse Road*
- *Lack of connectivity from Faunce St W into the proposed design and the adjacent future development*
- *The silhouette of the main tower 'flattens out' the nature valley scape as defined by Presidents Hill and a distant unnamed hill.*
- *A western plaza that is exposed to traffic and is overshadowed by the main tower in the early morning.*

The proposed development has been revised to incorporate the proposed comments and the evolution has been depicted in **Figures 31 to 33** below

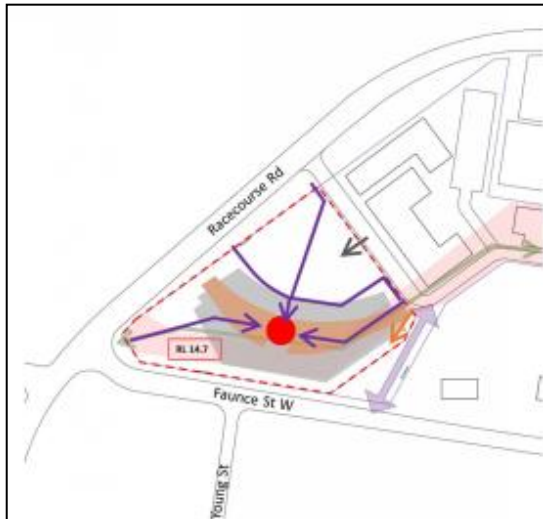


Figure 32: Extract of Siting Strategy of Initial Design (Health Projects International, 2019)

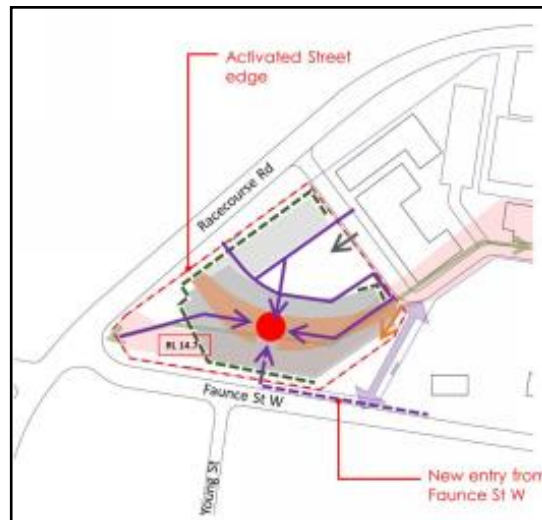


Figure 31: Extract of Siting Strategy After First Design Reference Group Meeting (Health Projects International, 2019)

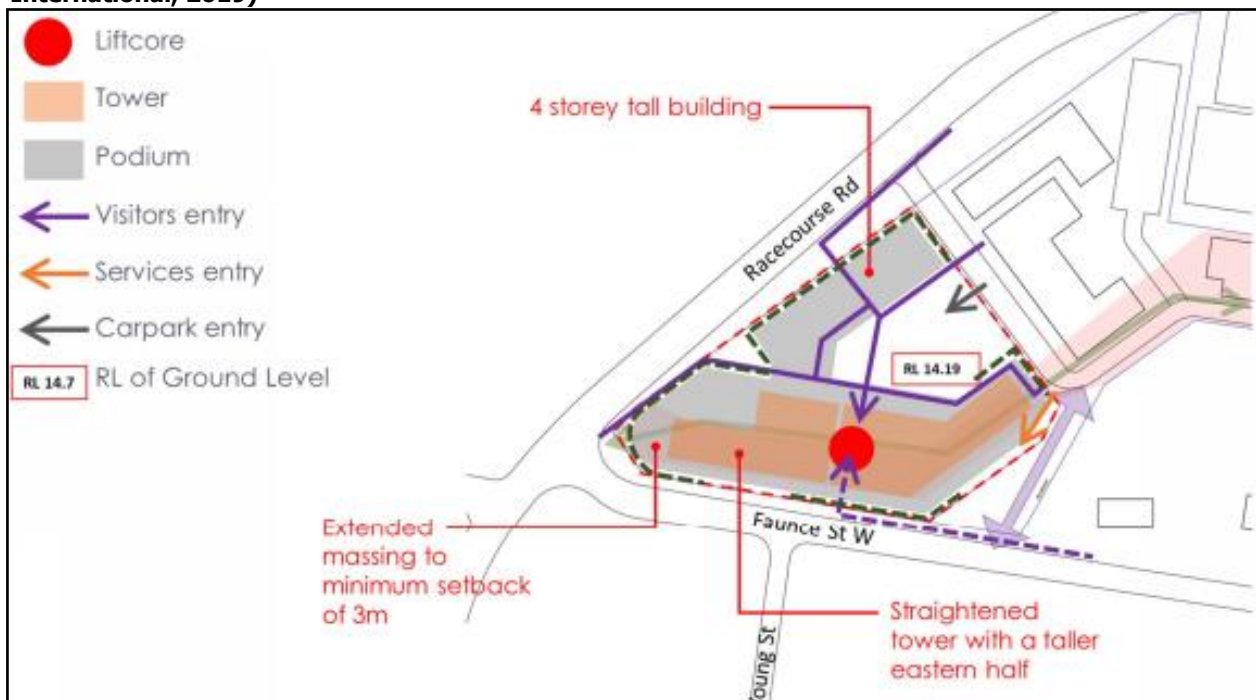


Figure 33: Siting Strategy of Revised Design as Presented to CoGDAP (Health Projects International, 2019)

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Following the consultation with CoGDAP, several amendments were made to the proposed development which have provided beneficial outcomes and bettered the overall design and functionality of the development. These have been surmised by Health Projects International in the Design Excellence Statement (at **Appendix 5**) and are provided below:

- *Additional street activating element along Racecourse Road and Faunce St W*
- *A new road connecting the eastern private road to Faunce St W allowing connectivity of the adjacent future medical precinct to the wider road network*
- *New Racecourse Road tower to provide a street edge along Racecourse Road*
- *A straightened main tower along Faunce St W*
- *A more intimate western entry plaza allowing outdoor retail activities*
- *A slenderer main tower form*
- *Green corridor connecting the northern entry plaza to the central entry plaza*
- *Loading dock and service yard relocated to basement level and concealed from street view*

The proposed development has aimed to reinforce the frontages of both Racecourse Road and Faunce Street West through the provision of activated frontages and provided a slenderer tower that does not flat top the surrounding environmental features.

As can be seen in the both the Stage 1 – Development Application for Construction of the Main Building and Stage 2 – Concept Approval for Construction of a 4 Storey Building, the proposed built form has incorporated comments from CoGDAP in order to exhibit a high-quality design that meets the design excellence requirements.

6.2.3 COLOURS AND MATERIALS

The Design Excellence Statement prepared by Health Projects International has also outlined the colours and materials that are proposed for the building. The southern feature façade has utilised Prefinished Fibrecement panels cladding (non-combustible). The cladding is proposed to be manufactured with a distinct texture and a natural variation of colour providing interest to the façade. The tonal change is arranged on a pattern that is based on an abstraction of contour lines which is inspired by the rapid change of levels on the site and nearby Presidents Hill. See **Figure 34** below for the proposed feature façade cladding pattern.

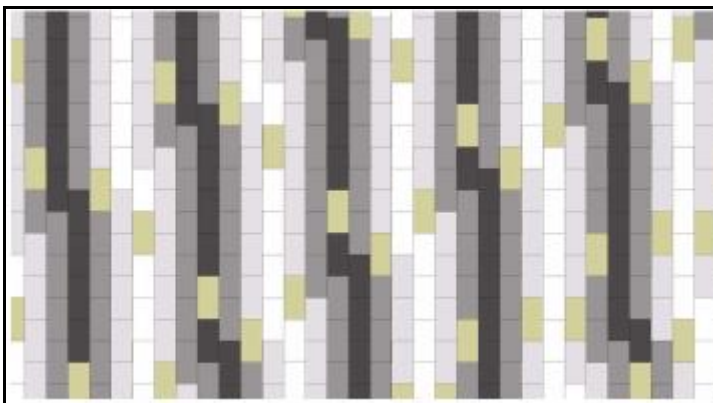


Figure 34: Extract of Feature Facade Cladding Pattern (Health Projects International, 2019)

The northern feature façade will comprise several triangular alcove pop-outs from patients' rooms. The proposed pop-outs allow patients to enjoy the outdoor view from their room, with the pop-outs being staggered to minimise the western sun exposure. **Figure 35** below depicts the proposed northern feature façade.

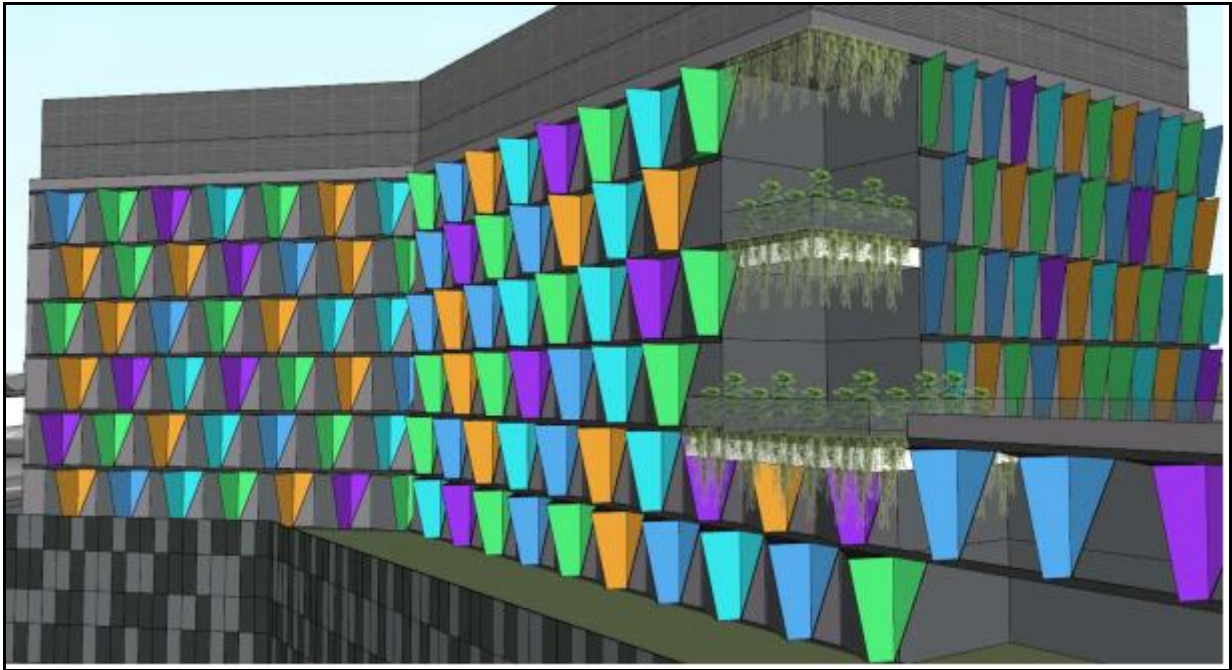


Figure 35: Extract of Northern Feature Facade (Health Projects International, 2019)

The primary façade material to the podium is a grey coloured profiled metal paneling with expressed vertical ribs. The cladding will be randomised in an arrangement with glazed panels and colourback glass panels. The materials have been selected to break up the scale of the building and allow it to be more relatable at a human scale. Finally, the entrances along Racecourse Road and Faunce Street West exhibit timber battens. See **Figure 36 and 37** below which depicts the materials on the front façade.



Figure 36: Extract of Intersection of Racecourse Road and Faunce Street West (Health Projects International, 2019)

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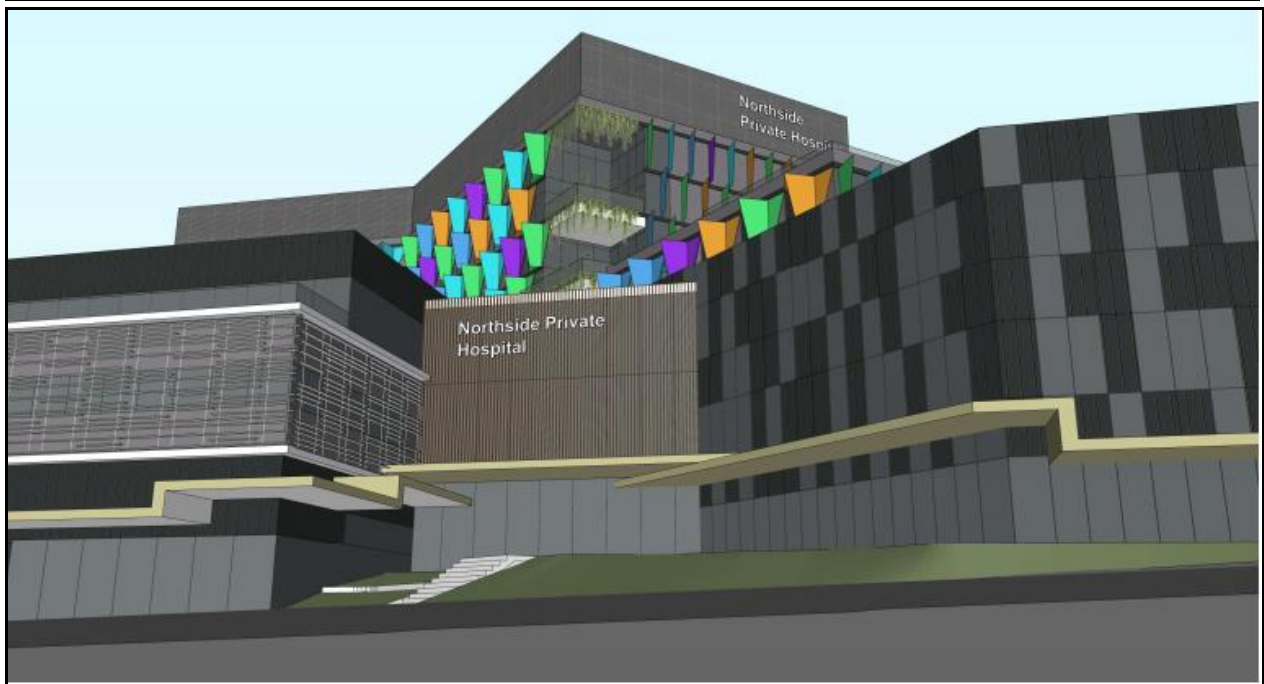


Figure 37: Timber Batten Screens at Entrances (Health Projects International, 2019)

It is considered that the proposed colour and materials proposed are visually interesting and exhibit a high-quality finish to the proposed development. Given the assessment above, it is considered that the proposed development exhibits design excellence through colour and material choice and should be considered acceptable in this regard.

6.3 BUILT FORM AND URBAN DESIGN

Architectural Plans have been prepared by Health Projects International and are attached at **Appendix 1**. Further to this, a Concept Master Plan & Design Justification has been prepared by Roberts Day and is attached at **Appendix 6**.

6.3.1 BUILT FORM

The core design was based on the need for a vertical tower design as this is the most efficient form for a private hospital facility. A vertical tower design allows for vertical mechanical travel which is more efficient than horizontal traffic. Additionally, it provides good connectivity between hospital departments and allows for a segregation of travel using visitor lifts and services lifts. Therefore, the design has been based on a vertical tower design to ensure the necessary efficiencies for the private hospital use and the built form reflects the vertical tower model. A representation of the vertical tower model is shown in **Figure 38** below. Furthermore, it is considered that Gosford City Centre has been earmarked by strategic and local plans for greater density and this proposed development seeks to align with the redevelopment of the surrounding areas and to maximise the potential of the site. The site is considered suitable for the proposed development and the significant investment may facilitate the redevelopment of the surrounding lands as identified in the Concept Master Plan. *Central Coast Regional Plan 2036* promotes and encourages the growth of the health services industry and it is considered that the proposed development could play a significant role in encouraging further health related investment in locality.

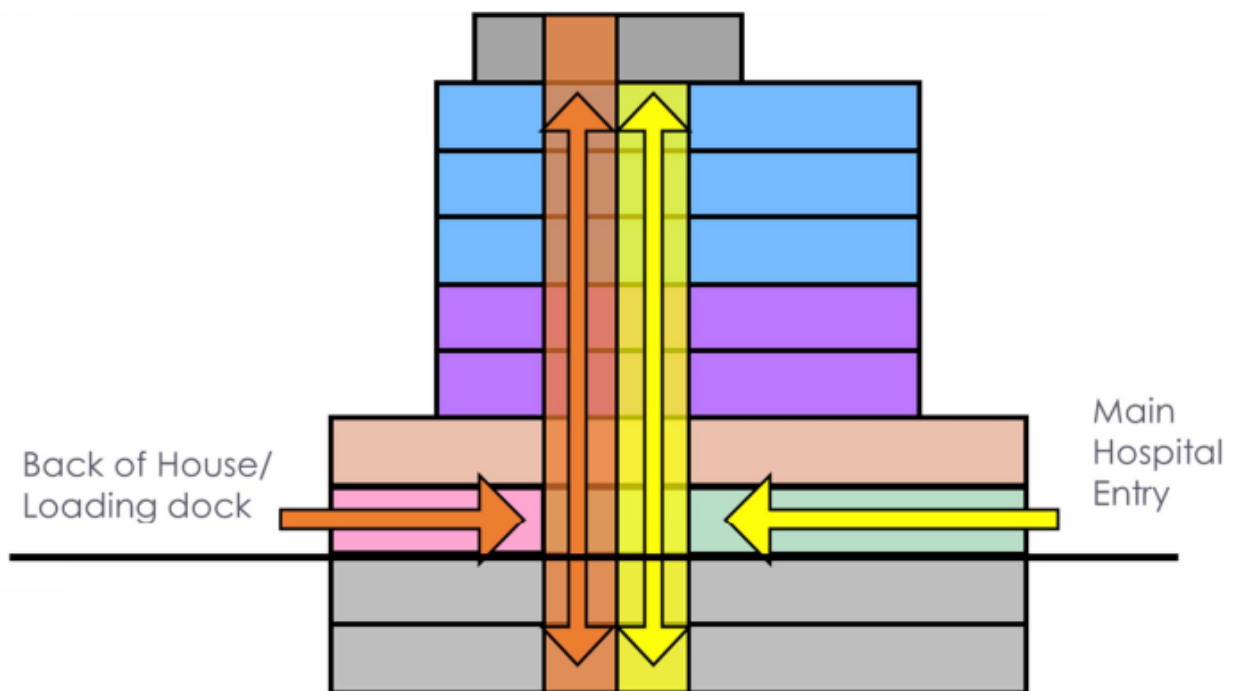


Figure 38: Extract of a Vertical Hospital (Health Projects International, 2019)

As noted in previous sections of this EIS, the proposed development significantly exceeds the height and FSR controls that are allowable for the site given the vertical tower model. The maximum building height outlined by the SEPP GCC is 12m. The proposed height of the building is 45m from Racecourse Road street level or 49m taken from the lowest point of Racecourse Road at the northern end of the site. Additionally, the maximum FSR pursuant to the SEPP GCC is 1.5:1 and the proposed FSR is 2.34:1. The indicative development particulars for the Concept Development Application for Stage 2 would see the FSR increase to 2.68:1. Whilst it is understood that the proposed development exceeds the maximum building height and FSR controls, Clause 8.4(4) states:

- (4) *Development consent may be granted to development that results in a building with a height that exceeds the maximum height shown for the land on the Height of Buildings Map, or a floor space ratio that exceeds the floor space ratio shown for the land on the Floor Space Ratio Map, or both, by an amount to be determined by the consent authority, if:*
- (a) *the site area of the development is at least 5,600 square metres, and*
 - (b) *a design review panel reviews the development, and*
 - (c) *if required by the design review panel, an architectural design competition is held in relation to the development, and*
 - (d) *the consent authority takes into account the findings of the design review panel and, if held, the results of the architectural design competition, and*
 - (e) *the consent authority is satisfied with the amount of floor space that will be provided for the purposes of commercial premises, and*
 - (f) *the consent authority is satisfied that the building meets or exceeds minimum building sustainability and environmental performance standards.*

Given that the site is greater than 5,600m² the proposed development may be granted consent subject to meeting the criteria within (b)-(f). The proposed development has been designed through a consultation process with CoGDAP which is detailed at **Section 5.3** of this EIS.

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The Detailed Built Form of Stage 1 consists of a setback of 3m which has been informed by the GCC DCP, however, the wall height is 15m which exceeds the GCC DCP control of 6-12m. This exceedance is as a result of the design discussions with CoGDAP. Finally, the floors above podium level generally have a setback of 4.5m, with a setback of 7.5m to the boundary. A DCP Assessment Table is provided at **Appendix 4** and addresses all design related GCC DCP controls and any departures from these standards. The height of the building is shown in **Figure 39** below.

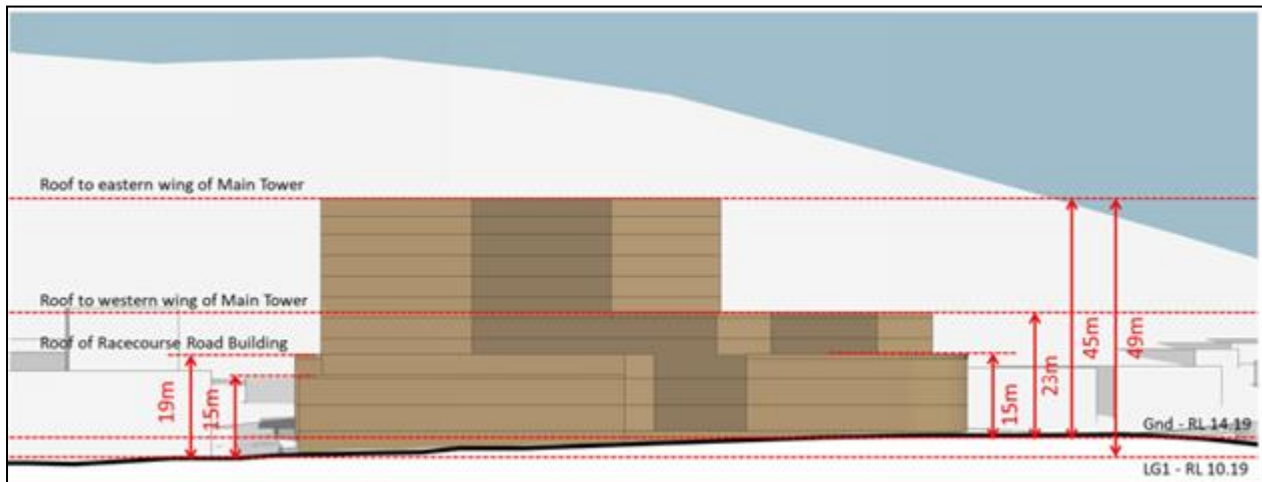


Figure 39: Extract of Building Height for Northside Private Hospital (Health Projects International, 2019)

In previous design iterations the proposed development consisted of two wards up to the 8th floor. This created a significant floorplate which spanned almost the width of the site. During the design workshops with CoGDAP the reduction in the size of the floorplates were discussed. Through discussions with CoGDAP the proposed floor plates from Level 5-10 have been reduced to one ward to ensure that the building steps down toward the corner of Racecourse Road and Faunce Street West. This alteration to the built form will reduce the bulk of the proposed development and minimise the visual impact from long views of the site and ultimately prevent 'flat topping' of the surrounding environmental features.

The proposed Stage 2 building located along Racecourse Road is a 4 storey building which would exhibit a maximum height of approximately 19m in height. The proposed Stage 2 building would continue the podium levels of approximately 15m in height with the 4th storey to be setback.

Finally, the proposed car parking and back of house servicing arrangements are located on the two (2) basement levels and lower ground floor and will not be visible from the streetscape. The proposed entrance to the basement car parking and drop off zone will be available from the proposed new private road and will not be visually imposing from Racecourse Road especially due to the landscaping and future Stage 2 building. Although the exit from the basement car parking will be located along Racecourse Road, it represents only a minor break in the front landscaping for Stage 1 and the Stage 2 building and should not be visually impactful given the scale of the development.

The proposed built form has been informed by the CoGDAP process which recommended that the proposed design proceed to development assessment stage subject to several issues being addressed which has been described in Section 5.3 of this EIS. The issues raised by the CoGDAP have been thoughtfully considered through design amendments which have only added to the design excellence, functionality and suitability of the development. Further to this, the proposed development has attempted to comply with the GCC DCP controls where possible and provide a built form that establishes a gateway building to the City North and potential allied health precinct.

6.3.2 URBAN DESIGN

The proposed development has considered the UDF for Gosford City Centre. The UDF focuses on three precincts; Civic Heart, City South and City North. The proposed development does not fall into any of these precincts. However, given that the proposed development is located within close proximity of the

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existing Public Hospital and City North, a Concept Master Plan & Design Justification Document has been prepared by Roberts Day and is provided at **Appendix 6**. The Concept Master Plan explores the vision and design principles for a potential Gosford City Centre and a future private hospital and allied health precinct.

The proposed Concept Master Plan identifies the opportunity for the City North precinct to be substantially redefined to incorporate the site and the surrounding urban area encompassing the schools to the east. The Concept Master Plan has undergone an extensive investigation into the site and its surrounds, identifying the key challenges and opportunities and identifying key design principles which are outlined in Roberts Day's report and summarised below:

Connection, Movement and Access

1. **Improved east/west connections to the Civic Heart** - A focus of the Concept Master Plan was to improve the east/west connections to Mann Street and the Civic Heart.
2. **Improved connections between the hospitals** – Opportunity to strengthen relationship and connection of the proposed Northside Private Hospital and Gosford Hospital.
3. **Improved connections between green corridors** – The precinct would play a key role in linking existing natural features including Narara Creek, Presidents Hill and Rumbalara Reserve.
4. **Improved active transport connection for cyclists along Racecourse Road** – Improve the connection between the main attractions and facilities within the area.

Streets and Public Domain

1. **New public open spaces** – The Concept Master Plan provides a series of connected public open spaces.
2. **Improved existing streets** – The Faunce Street West footpath is to be upgraded to a shared path with a focus on pedestrian movement. Racecourse Road accommodates a new shared pathway for better connection to City North.
3. **Diverse character and built forms** – opportunities for health, education and research to reinforce distinct character of the precinct. The Concept Master Plan also provides for residential buildings to accommodate the new population including students and workers.

Figures 40 and 41 depict the proposed Concept Master Plan strategy.



Figure 40: Extract of Proposed Open Spaces/Plazas (Roberts Day, 2019)

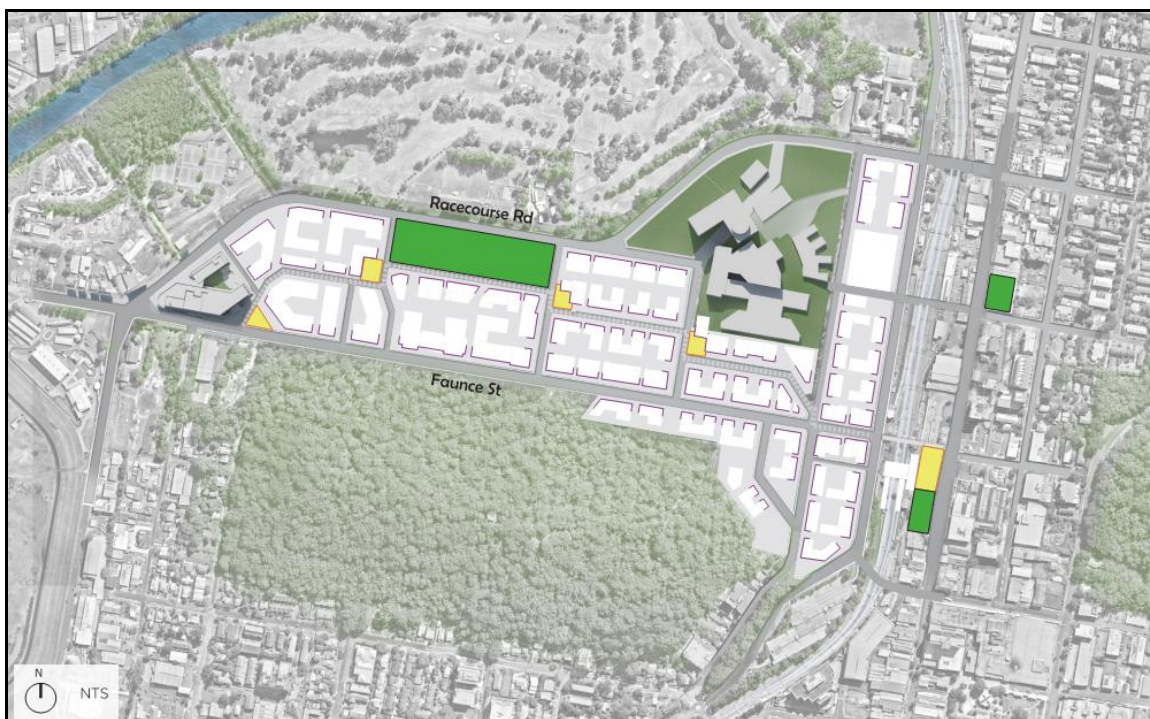


Figure 41: Extract of Diverse Characters and Built Forms (Roberts Day, 2019)

The Concept Master Plan demonstrates that the proposed development is of a scale that is appropriate given the future potential of the precinct and could potentially be the catalyst for significant investment in the surrounding area. As demonstrated in the Concept Master Plan, the proposed development would align with the evolving and future built form of the Gosford City Centre.

It must be noted that the proposed development and the commercial agreement with the landowner only relates to the subject site and the Concept Master Plan is only preliminary and indicative. This development does not seek endorsement for the Concept Master Plan.

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Further to the Concept Master Planning exercise described above, the design analysis has been prepared by Roberts Day and is also within the Concept Master Plan & Design Justification Report which is provided at **Appendix 6**. Roberts Day's Concept Master Plan and Report has established a robust framework for Northside Private Hospital, including the following design principles:

CREATE A BUILT FORM THAT RESPONDS TO CONTEXT

Northside Hospital will be a major local institution near the base of Presidents Hill. The built form steps sympathetically to complement rather than contrast the local topography.

IMPROVE THE STREET NETWORK AND CONNECTIVITY

The proposal improves the existing street network through a new road connection to enhance the permeability of the area and respond to the potential future developments in adjacent sites.

STREET ACTIVATION AND PEDESTRIAN EXPERIENCE

The main street frontages are activated through entry points, retails and cafe, outdoor seatings, landscaping within the setback and active facade design. These pockets of human scale spaces are attractive, inviting and promotes pedestrian activity in the area.

INTEGRATE LANDSCAPE FEATURES

The proposal provides a green link from the Creek line corridor to the main plaza contributing to creation of a series of connected green spaces in the precinct.

It is considered that the proposed development would create a high-quality built form that would positively contribute the streetscape. The proposed has the potential to encourage investment in an area that is presently underutilised in terms of development potential.

These design principles have been formulated to respond to the discussions with CoGDAP and a detailed review of the UDF. Given the assessment provided above and within the Concept Master Plan and Design Justification Report prepared by Roberts Day, it is considered that the proposed development has demonstrated a high-quality design that does not compromise the surrounding development. As noted above the proposed development would contribute significantly to the surrounding sites through the provision of a highly attractive façade and the creation of shared pedestrian and bicycle pathway that will run the full extent of the site. Additionally, advice prepared by Mills Oakley is attached at **Appendix 40** advising that, in their view, the proposed Pedestrian and Cycleway works may lawfully be approved and required to be carried out by way of condition of consent on any approval.

6.4 PUBLIC DOMAIN/LANDSCAPING

A Landscape Report has been prepared by Arcadia and is attached at **Appendix 7**. A summary of the landscape philosophy for the site has been provided below.

The landscaping design for the development had the objectives of facilitating pedestrian movement throughout the site and incorporating varied landscaping rooms offering moments of refuge and insular gathering. The landscaping does not obstruct views which reinforces the visual connectivity of the site and encourages circulation. In addition to the entry plaza, street trees and verge planting provides a soft edge to Faunce Street West and Racecourse Road and provides a green frame to the to the proposed built form enhancing the green outlook from users viewing from the upper floors.

The proposed Landscape Plan prepared by Arcadia Landscape Architecture has identified a number of design principles which have underpinned the landscape design, these are provided below:

Street connectivity and amenity

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Landscaped terraces are provided along racecourse road to provide identity, address, and green visual amenity while accommodating changes in site levels from the arrival plaza to the street level.

integrated steps and an accessible ramp are provided at points along the terraced edge to the hospital to enhance permeability, while offering opportunities for informal activity.

Protective planting is provided at the southern boundary, providing visual and acoustic protection between faunce street, loading areas, and gardens. Existing trees to racecourse road are preserved to retain the existing character of the site and provide amenity from day one.

Landscape as identity and connector

Arrival plazas act as anchors to the core of the campus. the inclusion of water features, planters, and feature trees reinforce the green identity and arrival experience to the campus.

Arrival plazas connect to the primary internal access corridor, with provision of outdoor seating encouraging activity between ground floor retail and lobby areas of the hospital and the gardens.

Integrated Program

the Arrival plaza is centred on a wellness garden with varied refuge spaces created for patient and public use. Vehicular drop off areas are paved and treated as pedestrian priority zones, enhancing pedestrian amenity and calming traffic.

the western edge of the hospital has a retail street level address with an interface to connect internal and external amenity.

Figure 42 provides an extract of the Stage 1 Ground Level Plan which shows the detailed layout of the proposed landscape works.



Figure 42: Extract of Stage 1 - Ground Level + Level 1 (Arcadia Landscape Architecture, 2019)

The proposed development also incorporates some upper level terraced planting which is predominately located on Level 3 and roof garden which is located on Level 5. The proposed terraced planting is shown in **Figure 43** and **44** below.



Figure 43: Extract of Stage 1 - LVL 3 (Arcadia Landscape Architecture, 2019)

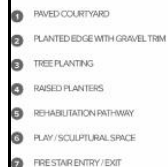


Figure 44: Extract of Stage 1 - LVL 5 (Arcadia Landscape Architecture, 2019)

As can be seen from the figures above, the landscape plans have been well thought out and detailed, encouraging legibility and permeability throughout the site whilst providing a visually pleasing aesthetic.

In addition to the Stage 1 landscaping proposal, thought has also been given to the incorporation of Stage 2. Whilst greater detail will be provided as part of a detailed development application for Stage 2, it is considered that the same principles would be applied. In addition, it is considered that the Stage 2 proposal would not jeopardise the Stage 1 landscaping proposal and would seek to maintain permeability and legibility throughout the site, particularly the plaza entrance area.

Figure 45 and **46** shows the proposed landscaping concept for Stage 2. It is reiterated that greater detail would be required as part of a Detailed Built Form proposal that would be submitted at a later date.



Figure 45: Extract of Stage 2 - Ground Level + Level 1 (Arcadia Landscape Architecture, 2019)

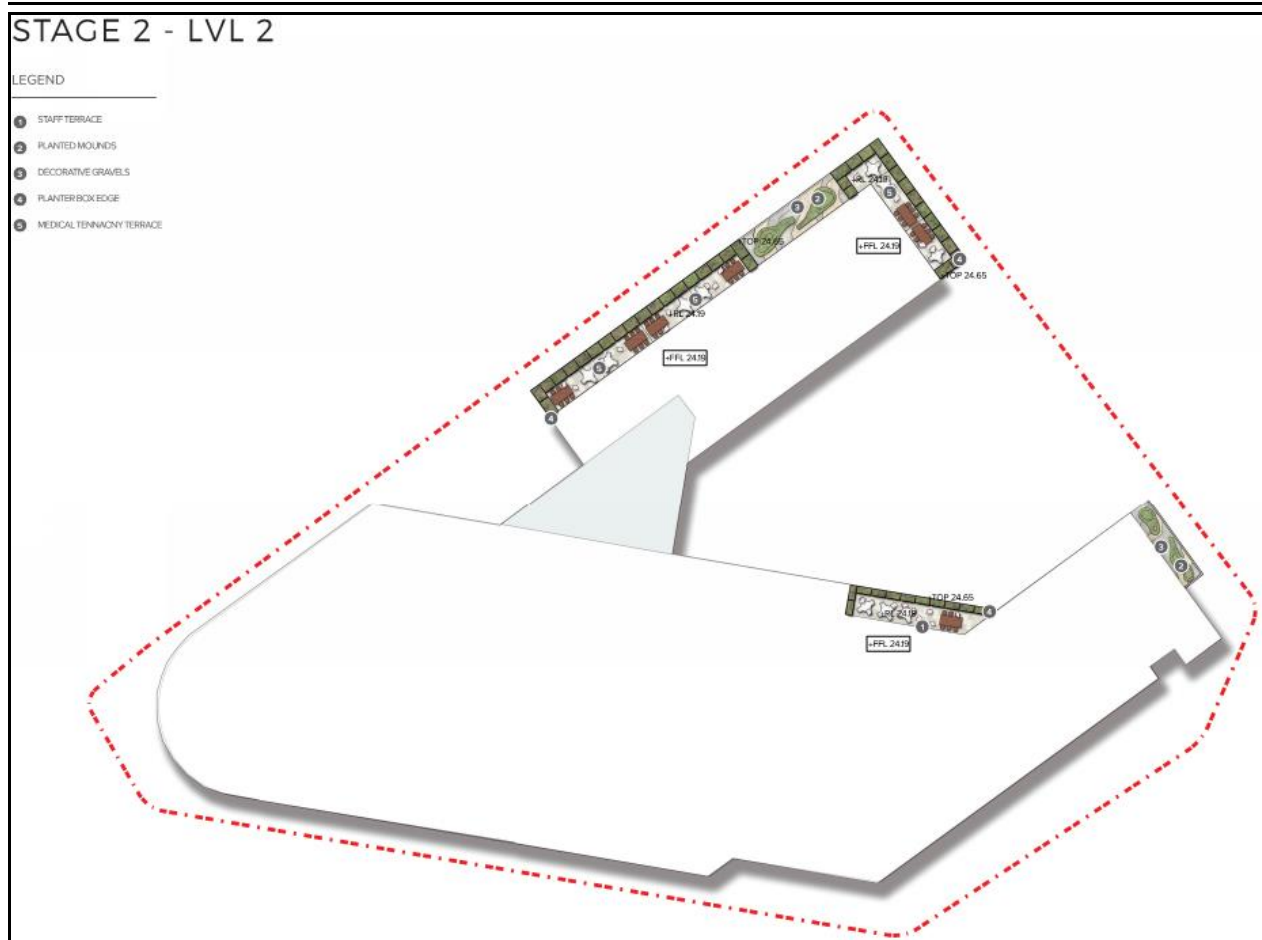


Figure 46: Stage 2 - LVL 2 (Arcadia Landscape Architecture, 2019)

Given the assessment above and the Landscape Report prepared by Arcadia Landscape Architecture (at **Appendix 7**), it is considered that the proposed development incorporates sufficient landscaping which will be visually appealing to patients and visitors to the hospital and also users of the public domain and surrounding existing and future development.

6.5 VISUAL IMPACTS

A visual analysis has been prepared by Roberts Day and is included in the Concept Master Plan & Design Justification Report provided at **Appendix 6**. Following an investigation of the site and surrounds by Roberts Day the key vantage points were identified as:

- Distant view from Central Coast Highway;
- View from Racecourse Road (South);
- View from Young Street;
- View from racecourse Road (North) next to the existing tennis court; and
- View from Faunce Street.

The proposed view impacts have been assessed and a photomontage is provided with the Concept Master and Design Justification Report prepared by Roberts Day. The report has concluded that the visual impacts, as assessed, from viewpoints around the site are considered to be in the moderate, low and negligible categories. This is predominately attributed to the existing physical absorption capacity of the surrounding environment which includes: Presidents Hill, Gosford Hospital, limited public streets with direct views and narrow streets with mature trees. A summary of the visual impacts from the 5 key views identified is provided below in **Figures 47 to 52**.



Figure 47: Visual Analysis - View 1 (Roberts Day, 2019)



Figure 48: Visual Analysis - View 2 (Roberts Day, 2019)



Figure 49: Visual Analysis - View 3 (Roberts Day, 2019)



Figure 50: Visual Analysis - View 4 (Roberts Day, 2019)



Figure 51: Visual Analysis - View 5 (Roberts Day, 2019)

Viewpoints	Visual Sensitivity	Magnitude of Visual Change	Impact Level
View 1 Distant view from Central coast Highway	Moderate	Low	Low
View 2 Distant view from Racecourse Rd	Low	Low	Low/ Negligible
View 3 View from Young Street	Low	Negligible	None
View 4 View from Racecourse Rd	Low	Moderate	Low
View 5 View from Faunce Street	Moderate	Negligible	None

Figure 52: Extract of Table Summarising Visual Impacts from Key Viewpoints (Roberts Day, 2019)

As surmised in the visual analysis the proposed development creates a gateway landmark building to complement the City North and a potential future allied health precinct that has been envisaged within the Concept Master Plan described in **Section 6.3** above. Additionally, the site is located in an area where there is a lack of residential properties which would have direct views of the proposed development.

Given the assessment above and the visual analysis contained within the Concept Master Plan & Design Justification Report prepared by Roberts Day (**Appendix 6**), the proposed development is considered acceptable in terms of visual impact.

6.6 ENVIRONMENTAL AMENITY

The proposed development has been designed to minimise and mitigate the potential impacts on amenity of the surrounding environment. Key considerations include:

- Visual privacy;
- Solar access and overshadowing;
- Views and vistas in the locality;

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- Wind impacts;
- Acoustic impacts; and
- Lighting impacts.

Overall, the proposed development seeks to minimise adverse impacts on the surrounding locality.

6.6.1 VISUAL PRIVACY

The overall intention of the proposed development is to sensitively respond to visual impacts by addressing the compatibility and harmony of the built form within the context of the its existing surroundings.

The closest residential receptors are located on Young Street (190m from the site) and further to the west along Faunce Street West and Blackett Street (a distance of around 530m). In addition, Gosford Public School and Henry Kendall High School are located east of the site and have been taken into consideration as sensitive uses.

The tower is set back from the intersection of Faunce Street West and Racecourse Road and therefore would not be considered to have an impact on visual privacy for existing or future development on adjacent lots. Furthermore, the eastern elevation has a separation distance of approximately 250m from the boundary to the school and therefore would not pose a visual privacy impact. The nearest residential receptors to the south are located over 150m from the site and as shown on the visual analysis the street is narrow and is characterised by significant tree coverage. Additionally, most residential receptors are orientated east/west. To the north the site is characterised by industrial buildings and tennis courts and a golf course which would not be sensitive uses for the purposes of visual privacy.

Therefore, it is considered that the proposed development would not create any significant visual privacy concerns.

6.6.2 SOLAR ACCESS AND OVERSHADOWING

Shadow Diagrams have been prepared by Health Projects International and are provided within the Architectural Plans attached at **Appendix 1. Figure 53** and **54** demonstrate the proposed overshadowing from the proposed development.

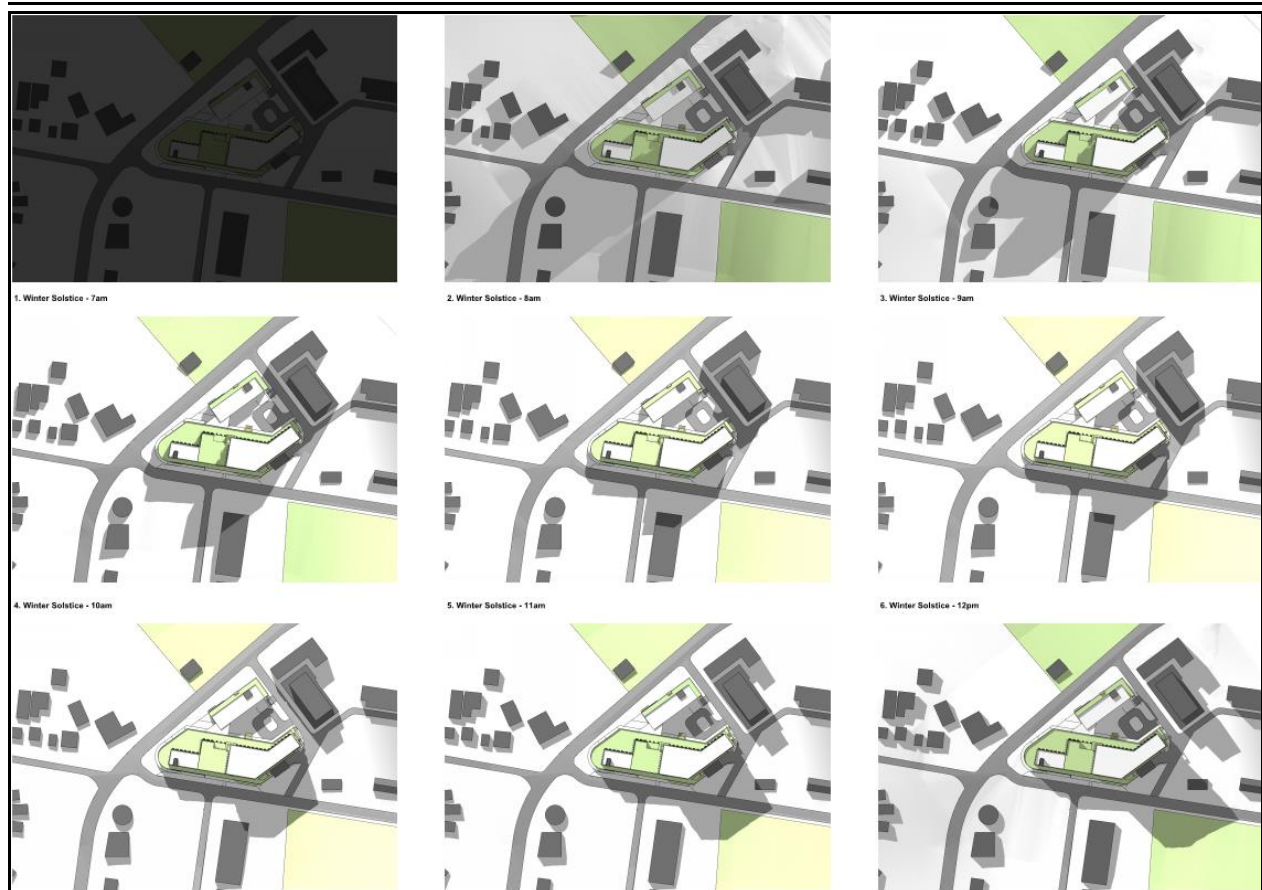


Figure 53: Shadow Diagram - Winter Solistice (Health Projects International, 2019)



Figure 54: Shadow Diagram - Summer Solistice (Health Projects International, 2019)

The shadow diagrams demonstrate that the proposal would not result in significant overshadowing impacts given the built form and would not have significant impacts for any of the surrounding sensitive receptors.

6.6.3 VIEWS AND VISTAS IN THE LOCALITY

As demonstrated in the Concept Master Plan & Design Justification Report prepared by Roberts Day attached at **Appendix 6** and as summarised in **Section 6.5** of this EIS, the proposed development would not compromise any views and vistas in the locality.

6.6.4 WIND IMPACTS

A Wind Impact Assessment has been prepared by Vipac Engineers and Scientists and is attached at **Appendix 32**. The assessment has considered the proposed development against the various comfort levels for wind impacts and concluded:

- *Wind conditions in the ground level footpath areas would be expected to be within the walking comfort criterion.*
- *Wind conditions in the building entrance areas would be expected to exceed the recommended standing comfort criterion. We recommend incorporating a canopy over the NW entrance to improve wind conditions in this area.*
- *The Level 2 & 7 courtyards would be expected to have wind conditions within the recommended walking comfort criterion.*
- *Wind conditions at some areas of the Level 3 & 5 courtyards would be expected to exceed the recommended walking comfort criterion. We recommend incorporating higher balustrades or landscaping at the perimeter, as well as additional landscaping within the terraces to create pockets sheltered from wind impacts.*

The assessment goes on to say that the proposed development would achieve a high level of amenity subject to the implementation of the recommended treatments. The recommended treatments included a canopy at the north western entrance and 1.5m high balustrades at Levels 3 and 5. These recommendations have been included within the proposed design.

6.6.5 ACOUSTIC IMPACTS

A Noise and Vibration Impact Assessment has been prepared by JHA Services and is attached at **Appendix 16**. This assessment has been summarised at **Section 6.16** of this EIS including operational noise impacts.

6.6.6 LIGHTING IMPACTS

A lighting strategy has been prepared and is contained within the Mechanical, Electrical, Hydraulic, Fire and Lift Services Report prepared by DSA Consulting and attached at **Appendix 28**. The proposed lighting strategy states that the lighting will be designed and installed to operate from dusk to dawn via a photo-electric switch. Particularly, within areas where the public have general access including external carparking, public vehicle/pedestrian drop-off areas and pathways.

Internal car parks will be controlled via movement sensor systems, and/or via the Building Management System. Any lighting to the facade and accent lighting to highlight the external features of the building, will be incorporated into the design where requested by the design architect. This lighting will be timer controlled via a building management system and linked to a photo-electric switch.

The obtrusive effects of lighting will be controlled in accordance with the requirements of *AS4282:2019 Control of the obtrusive effects of outdoor lighting*. This standard outlines the requirements to limit/remove light spill to neighbouring properties from external lighting sources. Lighting to the external areas of the development will be designed to the minimum following requirements:

- *AS/NZS1158.3.1 – Pedestrian Area (Minimum Category P11c External Carpark / Driveway Lighting)*
- *AS/NZS1158.3.1 – Pedestrian Area (Category P4 for General External Lighting)*
- *AS/NZS1680 Series – Interior and Workplace Lighting (AS/NZS 1680.2.1 – for Indoor Car parks) Lamp type will be a combination of Metal Arc and/or LED.*

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Therefore, it is considered that the lighting impacts from the proposed development will be adequately mitigated through the implementation of the above lighting strategy and should be considered acceptable in this regard.

6.7 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

An Ecologically Sustainable Development (ESD) Report has been prepared by Umow Lai and is attached at **Appendix 8**. The purpose of the report as stated by Umow Lai is to outline the measures that are proposed to be implemented to minimise consumption of resources, energy and water, and to demonstrate that the project would meet or exceed minimum building sustainability and environmental performance standards.

6.7.1 PRINCIPLES

The ESD Report responds to the principles of ecologically sustainable development (ESD) in accordance with Schedule 2 Clause 7(4) of the EP&A Regulation, the GCC DCP controls and sustainable framework. This is summarised below:

Precautionary Principle

- (a) *the "precautionary principle", namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:*
- (i) *careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and*
 - (ii) *an assessment of the risk-weighted consequences of various options.*

The report states that the precautionary principle has been adopted and all potential impacts have been considered and mitigated where a risk is present. The proposed development has achieved this through:

- Prioritising the passive performance of the building;
- A stormwater design which ensures post-development peak event discharge rates do not exceed pre-development rates;
- Exploring the feasibility of capturing and reusing all rainwater on site for irrigation and building services;
- Roof materials and colours carefully selected to mitigate any potential for the 'Heat Island Effect';
- Building services, lighting and equipment specified to be highly efficient using current best practice;
- Potential future climate-driven risks relating to this site have been considered, with the highest risk being an increase in maximum temperatures and the length and frequency of heat events; and
- Addressing external heat loads by proposing measured glass to façade ratios and other passive measures to support energy efficient mechanical solutions.

Inter-Generational Equity

- (b) *"inter-generational equity", namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations.*

- Northside Private Hospital provides a keystone building and acts as a gateway, welcoming visitors to the precinct and into Gosford City Centre;
- The use of the site for the benefit of health and well being for the residents of Gosford;
- The proposed development embraces the wellbeing of future occupants fundamental requirement delivering fresh air, quality acoustics, and low toxicity materials and finishes;
- The proposed development places particular emphasis on daylight access; and

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- The proposed development targets high levels of energy efficiency and low operational energy consumption.

Conservation of Biological Diversity and Ecological Integrity

(c) *"conservation of biological diversity and ecological integrity", namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration.*

- The proposed development represents the redevelopment of a brownfield site;
- Works would have minimal impact on existing vegetation and biological communities; and
- Landscape Plan proposes to replace the vegetation to be removed and increase the overall landscaping areas of the existing site.

Improved Valuation, Pricing and Incentive Mechanisms

(d) *"improved valuation, pricing and incentive mechanisms", namely, that environmental factors should be included in the valuation of assets and services, such as:*

- (i) *polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,*
 - (ii) *the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,*
 - (iii) *environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.*
- Environmental targets embedded in the nature of the proposed development;
 - High degree of thermal efficiency and careful consideration has been given to incorporate distribution of daylight and optimisation of mechanical ventilation systems throughout the medical areas - reducing ongoing operating costs for the hospital;
 - Reduction in waste directed to landfill to be realised through waste minimisation strategies;
 - Cost savings through reduction potable water consumption; and
 - Total volume of stormwater discharging from the site will not be increased by this development, therefore negating the need for infrastructure upgrade.

Therefore, it is considered that the SEARs requirement to detail how ESD principles will be incorporated in design, construction and ongoing phase of the development in accordance with Clause 7(4) of Schedule 2 of the EP&A Regulation 2000 has been met.

6.7.2 ENVIRONMENTAL INITIATIVES

The Report outlines several environmental initiatives that are considered to shape best practice design. These environmental initiatives have been outlined and summarised below:

Project Sustainable Navigation

This aspect describes the practices and processes that enable and support the best practice sustainability outcomes throughout the project and promotes practices that ensure a project will be used to its operational potential. A full set of initiatives have been listed within the ESD Report and include but are not limited to, setting environmental performance targets and ensuring the project team reviews the design for ease of maintenance. Other initiatives include pre-commissioning and commissioning activities for all nominated building activities, 12-month period of building tuning post-completion, systematic and methodical Environmental Management plan will be formalised, and the design will include infrastructure to support an operational waste management, the separation of waste streams and considerations for end of life disposal.

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Wellbeing of Occupants

This initiative aims to enhance comfort and well-being of all occupants. The well-being of occupants initiatives have been summarised below:

1. Controlled mechanical ventilation systems will be provided throughout the hospital.
2. The project will address noise within enclosed spaces.
3. Light fittings will be selected to avoid glare where possible and, where required, blinds, screens, fixed devices or other means will be utilised.
4. All habitable areas will be extensively daylight.
5. All paints, sealants, adhesives, floor coverings and composite timbers used internally will meet low Volatile Organic Compound (VOC) emissions limits.
6. Any engineered wood products will meet low formaldehyde limits.

Resource Efficiency: Energy

This initiative seeks to reduce operational energy consumption below a comparable standard-practice building. The initiatives proposed include: energy modelling, good passive design features, LED lighting, a mechanical ventilation strategy, indirect evaporative cooling, active systems such as chillers and domestic hot water systems. The energy initiative also includes solar photovoltaic (PV) arrays to supplement energy consumption and reduce ongoing costs.

Resource Efficiency: Water

The water initiatives facilitate the reduction of potable water through measures which include the incorporation of water efficient fixtures and building systems and water re-use. The water initiatives are summarised below:

1. The proposed development includes rainwater harvest and re-use.
2. All bathroom fixtures will meet or exceed minimum WELS ratings.
3. Landscape areas will be irrigated using sub soil drip irrigation.

Infrastructure & Accessibility

This initiative seeks to reduce the reliance on private car usage and promote the use of alternative means of transport to reduce greenhouse gas emissions. The initiatives are identified as;

1. The site is highly accessible by various bus routes and close to the Gosford railway station.
2. Infrastructure allowances for low emission vehicles and electric vehicle charging.
3. End of trip facilities will be available for occupants and visitors.

Materials

The materials initiative aims to address the consumption of resources within a building through the selection of lower-impact materials. In addition to this initiative the proposed development it is considered that all PVC products will be required to meet best practice guidelines and a high percentage of timber used in building and construction will be from a reused source or certified by a forest certification scheme.

Urban Ecology

This aspect seeks to reduce the impact on the sites ecological value. The project will include the following initiatives:

1. The existing site contains minimal opportunities for urban ecology which will be substantially altered through the redevelopment of the site and the proposed landscaping scheme..
2. The use of light coloured roof material will reduce the 'Heat Island Effect'.

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Emissions

The emissions initiative helps assess the environmental impacts of 'point source' pollution generated by the project. The project will include initiatives such as: outdoor lighting to be compliant with the relevant standards, stormwater to post-development discharge isn't to exceed pre-development discharge, landscape solutions to be applied to assist stormwater performance and best practice legionella control to be present for water based heat rejection systems.

Innovations

The ESD Report states that facilitating innovation helps spread innovative practices, processes and strategies that promote sustainable communities. Two issues were identified for the proposed development, these were:

- **Air Tightness** – It was acknowledged that unwanted infiltration and water ingress should be mitigated to improve energy efficiency and protect the building. The team agreed that the façade system going forward should be one easily rendered airtight and that airtightness workshops should be considered at every stage to monitor progress.
- **Wellbeing** - Elements of the WELL standard are to be included within the propose design to enhance well-being and aid patient recovery.

The ESD Report demonstrates how the proposed development would meet or exceed minimum building sustainability and environmental performance standards and addresses Section 7 of the issued SEARs.

6.8 TRANSPORT AND ACCESSIBILITY (CONSTRUCTION AND OPERATION)

A Transport Impact Assessment has been prepared by Traffix and is attached at **Appendix 9**. The Traffic Impact Assessment has evaluated the parking requirements, traffic and transport impacts, sustainable travel plans, access and internal design aspects and construction traffic management plan. The relevant sections have been summarised below.

6.8.1 PARKING

Section 7.4 of the GCC DCP sets out applicable car parking rates for hospitals. The proposed control sets out 1 car parking space for every 3 beds for patients which equates to 75 car parking spaces. Additionally, the rates set out that 1 car parking space should be provided for every employee. Given that the number of employees are not yet known and that this will depend on rosters and schedules, reference has been made to the RMS Guide to Traffic Generating (2002) (RMS GTGD). RMS GTGD provides a formula for peaking parking accumulation. The application of the formula results in a total required parking for the inpatient units of 238 car parking spaces.

The RMS GTGD has also been used to assess the required car parking spaces for the supporting services at the hospital. The supporting services are nominally required to provide 109 car parking spaces for Stage 1 and an additional 51 car parking spaces for Stage 2. This represents the total number of car parking for supporting services for Stage 1 and Stage 2 to 160 car parking spaces comprising 77 spaces for supporting medical facilities (radiology, pathology etc.) and 83 spaces for supporting medical tenancies.

The overall car parking spaces are shown in the extract below (**Figure 55 below**).

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Type	Beds / Area	Parking Rate	Spaces Required
Private Hospital (Stage 1)			
Beds	224	$-26.52 + 1.18 \times \text{Number of Beds}$	238
Supporting Services (Stage 1)			
Ancillary Retail to Private Hospital	426m ²	Included in Private Hospital Parking	N/A
Medical Clinics (Extended Hours Medical Centre)	1,935m ²	4 spaces per 100m ² Gross Floor Area	77
Medical Tenancies (Commercial Space)	1,285m ²	1 space per 40m ² unrestrained	32
SUB-TOTAL – Stage 1			347
Supporting Services (Stage 2)			
Ancillary Retail to Private Hospital	567m ²	Included in Private Hospital Parking	N/A
Medical Clinics (Extended Hours Medical Centre)	-	4 spaces per 100m ² Gross Floor Area	-
Medical Tenancies (Commercial Space)	2,038m ²	1 space per 40m ² unrestrained	51
SUB-TOTAL – Stage 2			51
TOTAL – Stages 1 & 2			398

Figure 55: Extract of Overall Car Parking Rates (Traffix, 2019)

It is important to note that the proposed basement car parking provides up to 389 car parking spaces for Stage 1 which is 42 car parking spaces over the minimum requirement. Further to this, the proposed would provide an additional 59 car parking spaces would be provided as part of Stage 2 which would provide a total of 448 car parking spaces, 50 car parking spaces over the minimum requirement. Stage 2 may be subject to change as the design evolves from concept to detailed design.

Given that the proposed development is for a hospital it is expected the required number of accessible car parking spaces will be higher than the rates set out in GCC DCP. Therefore, reference has been made to *Disability (Access to Premises – Buildings) Standards 2010*. This standard requires the provision of 1 accessible car parking space every 50 car parking spaces. Therefore, the proposed development would require 8 accessible car parking spaces. The proposed development is capable of providing the necessary accessible car parking spaces.

The GCC DCP requires motor cycle parking of 1 motorcycle space to every 25 car parking spaces. Application of this rate would require the development to provide 16 motorcycle spaces. The proposed development is capable of providing 16 motorcycle spaces.

GCC DCP does not provide bicycle parking rates and therefore the proposed bicycle parking would be provided in accordance with Cycling Aspects of Aust Roads Guide. The bicycle parking required is demonstrated in the extract below (**Figure 56**).

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Type	Beds / Area	Staff Parking Rate	Visitor Parking Rate	Total Spaces Required
Private Hospital (Stage 1)				
Beds	224	1 space per 15 beds	1 space per 30 beds	22
Supporting Services (Stage 1)				
Ancillary Retail	426m ²	1 space per 400m ² GFA	1 space per 200m ² GFA	3
Health Centre (Medical Clinics & Medical Tenancies)	3,220m ²	1 space per 400m ² GFA	1 space per 200m ² GFA	24
SUB-TOTAL – Stage 1				49
Supporting Services (Stage 2)				
Ancillary Retail	567m ²	1 space per 400m ² GFA	1 space per 200m ² GFA	4
Health Centre (Medical Clinics & Medical Tenancies)	2,038m ²	1 space per 400m ² GFA	1 space per 200m ² GFA	15
SUB-TOTAL – Stage 2				29
TOTAL – Stages 1 & 2				68

Figure 56: Bicycle Parking Rates and Provision (Traffix, 2019)

The proposed development is nominally required to provide a total of 49 bicycle parking spaces for Stage 1 and 19 bicycle parking spaces for Stage 2. This represents a total of 68, comprising 22 spaces for the private hospital and 46 spaces for supporting services. In addition, it is noted that the development will provide appropriate end of trip facilities for staff members to encourage the use of sustainable means of travel to and from the site.

A 4 bay loading dock has been provided on the south eastern portion of the site and which connects to the waste management room, kitchen, linen rooms and service lifts. The loading dock will accommodate 12.5m long heavy rigid vehicles (HRV) and are designed so they can ingress and egress in forward gear.

6.8.2 TRAFFIC AND TRANSPORT IMPACTS

The RMS GTGD does not provide traffic generation for service depots and in order to calculate traffic generation for the existing use an office/commercial rate has been applied as this is considered the comparable to that of a service depot, with the majority of employees arriving/departing the site within a similar time period. The RMS GTGD recommends an evening peak hour vehicle trip rate of 2 vehicles per 100m² gross floor area (GFA) and a parking rate of 2.5 spaces per 100m² GFA. Combining the above trip and parking rates the existing development would equate to 0.80 trips per parking space per hour in the morning and evening peak periods.

There are approximately 45 car parking spaces associated with the existing use that are within the boundaries of the site. The Transport Impact Assessment applies an 80/20 peak period directional split which equates to 36 vehicle trips in the morning and evening peak period. It is considered that this represents a conservative approach to vehicle generation as the depot operated 24/7 and also consisted of on-call services.

Impacts of the proposed development on the external road network have been assessed in accordance with RMS GTGD. It must be noted that hospitals generally exhibit a morning peak period, evening peak period and a peak vehicle trip period which generally occurs between 3.00pm and 4.00pm in response to staff shift changes. The RMS GTGD sets out formulas for the generation during period hour periods. The traffic generation for the proposed development during peak hour periods equates 115 vehicle trips per

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hour in the morning peak period (69 in, 46 out) and 143 vehicle trips per hour in the evening peak period (57 in, 86 out). Additionally, the medical clinics and medical tenancies for Stage 1 and Stage 2 have also been calculated. The medical clinic space (with the application of an 80/20 directional split) results in the traffic generation of 101 vehicle trips per hour in the morning peak period (81 in, 20 out) and 85 vehicle trips per hour in the evening peak period (17 in, 68 out). The medical tenancies (with an application of an 80/20 directional split) results in the following traffic generation 53 vehicle trips per hour in the morning peak period (42 in, 11 out); and 40 vehicle trips per hour in the evening peak period (8 in, 32 out). Overall, when considering the existing depot the proposed net generation is as follows:

- +233 vehicle trips per hour in the morning peak period (+163 in, +70 out); and
- +232 vehicle trips per hour in the evening peak period (+75 in, +157 out).

As previously noted above, this is considered to be a worst case scenario.

To estimate the daily traffic generation of the entire development, the evening peak hour generation of 232 vph was scaled by a factor of 9 which equates to 2,088 vehicles per day (inbound and outbound). It is important to note that this is not a consideration for the assessment of the traffic network which is based on the intersection performance during peak periods.

data supplied by the NSW Government Bureau of Transport Statistics was used to identify the likely traffic distribution to and from the site. The distributions are consistent with the location of populated areas and have therefore been considered appropriate for the inclusion of general visitor trips. The Transport Impact Assessment has shown the following traffic distribution data:

Inbound Movements

- 21% arrive to the site from the north via Racecourse Road from suburbs such as Blue Haven, Budgewoi and Chittaway Bay.
- 10% arrive to the site from the north via Showground Road/Faunce Street West from suburbs such as Blue Haven, Budgewoi and Chittaway Bay.
- 53% arrive to the site from the south via the Central Coast Highway (eastern leg). These vehicles travel from suburbs such as Avoca Beach, Bateau Bay and Box Head.
- 16% arrive to the site from the south via the Central Coast Highway (western leg). These vehicles travel from suburbs such as Calga and Kariong.

Outbound Movements

- 5% leave the site towards the north via Racecourse Road towards suburbs such as Blue Haven, Budgewoi and Chittaway Bay.
- 26% leave the site towards the north via Racecourse Road/Faunce Street West/Showground Road towards suburbs such as Blue Haven, Budgewoi and Chittaway Bay.
- 53% leave the site towards the south via the Central Coast Highway (eastern leg). These vehicles travel towards suburbs such as Avoca Beach, Bateau Bay and Box Head.
- 16% leave the site towards the south via the Central Coast Highway (western leg). These vehicles travel towards suburbs such as Calga and Kariong.

This traffic distribution data has been illustrated in the following drawings (**Figure 57 to 60**).

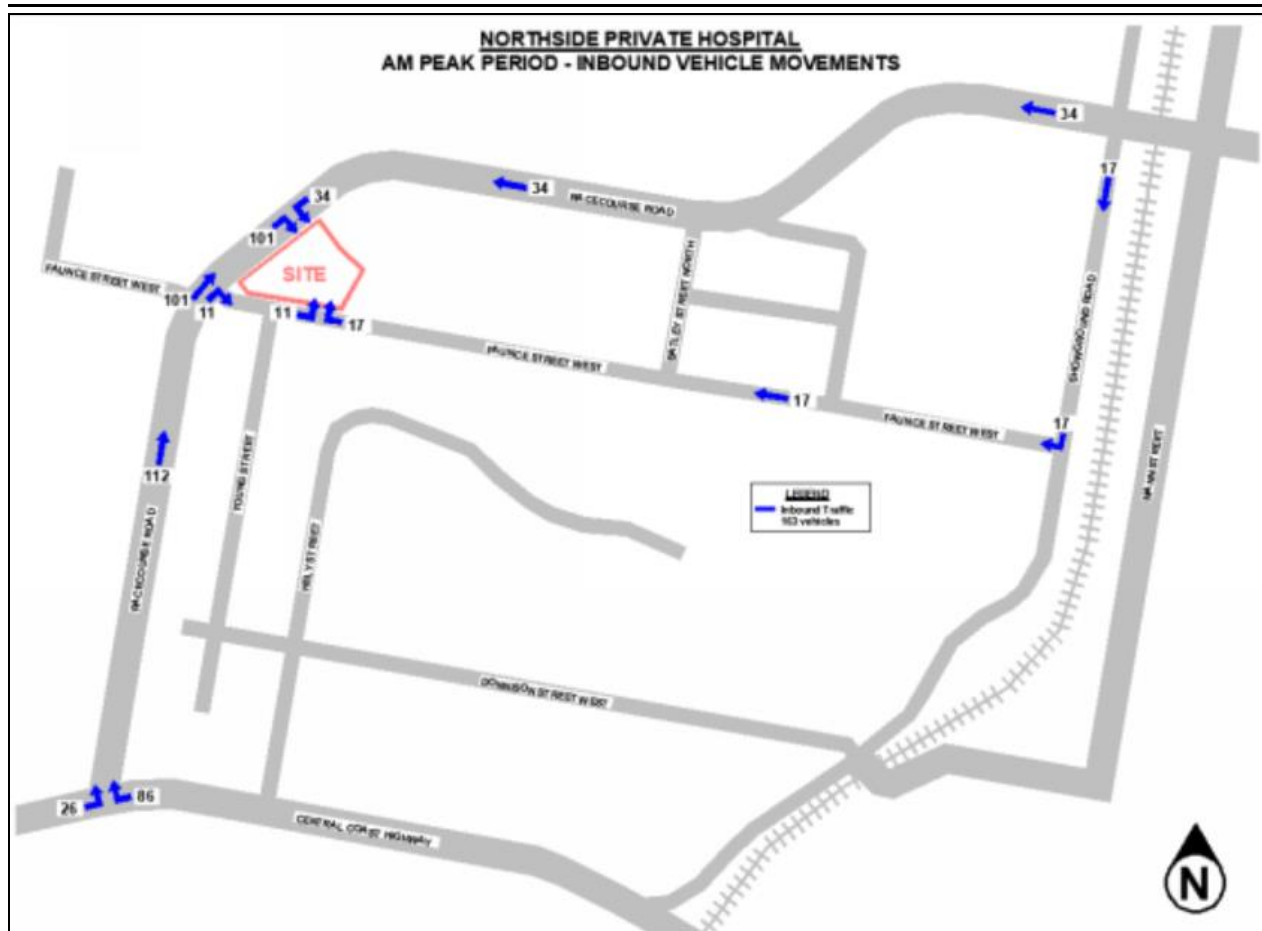
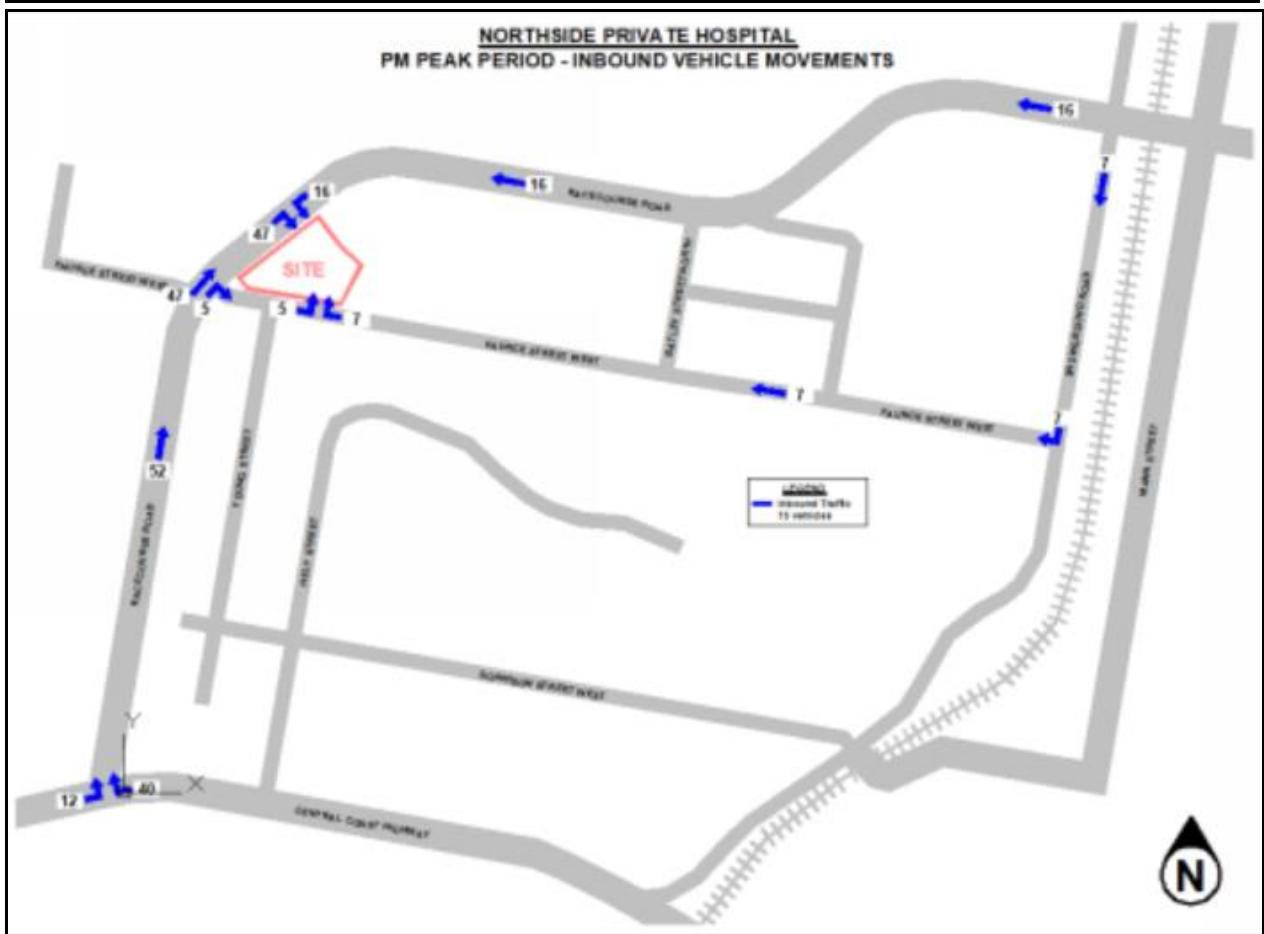


Figure 57: AM Peak Period Distribution – Inbound Vehicles Per Hour (Traffix, 2019)

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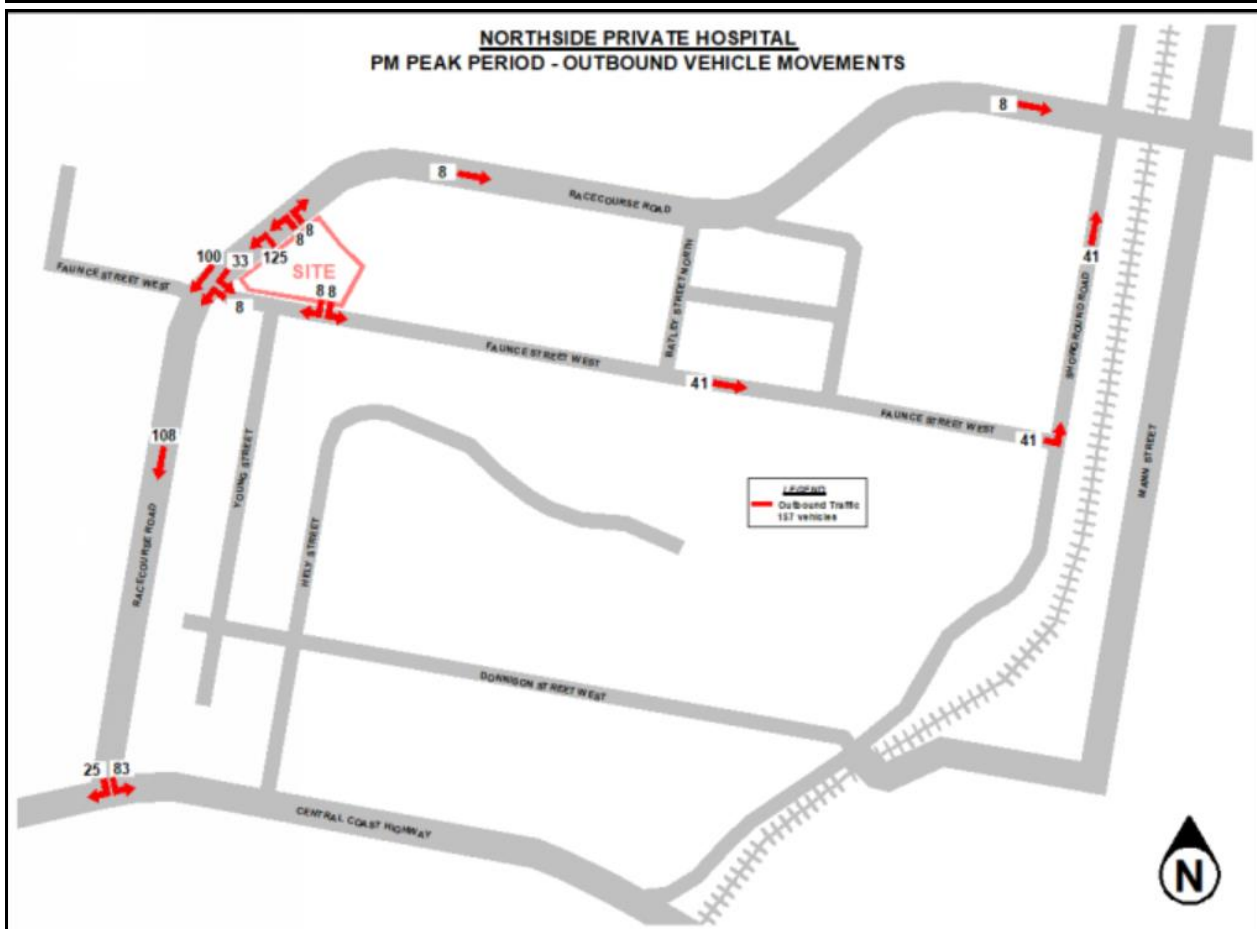


Figure 60: AM Peak Period Distribution – Outbound Vehicles Per Hour (Traffix, 2019)

It is noted that the intersection of Racecourse Road and Showgrounds Road has not been surveyed or modelled. The Traffic Impact Assessment states that this is due to the fact that the intersection will need to accommodate an additional 72 vehicle movements per hour which in turn will be distributed across 4 approaches during the more critical evening peak period. Therefore, an additional 72 vehicles through all approaches of the roundabout intersection is considered a moderate increase and equates to an additional vehicle movement only every 50 seconds. The Sidra modelling program is not particularly sensitive to changes of this order and existing Levels of Service are expected to be maintained.

In order to model the traffic impacts the following scenarios were identified in the Transport Impact Assessment:

- 2019 Base Case;
- 2019 Base Case + Development;
- 2029 Base Case; as requested by Council; and
- Discussion of 2029 Base Case Plus Development Scenario.

A rate of 2% annual growth of traffic has been utilised as requested by Council.

Traffic surveys were undertaken of the intersections mentioned above, which are considered to be most critical in relation to the site. These counts were undertaken on 12 March 2019 during the network peak periods, being between 6:30am and 9:00am (morning peak period) and 4:30pm and 6:30pm (evening peak period). The traffic volumes in these surveys formed the base case volumes for software modelling undertaken to assess intersection performance characteristics under existing traffic conditions.

The summary of the modelled results is provided in **Figure 61** below.

Intersection	Control	Scenario	Period	Degree of Saturation	Average Delay (s)	LoS
Racecourse Road and Central Coast Highway (State)	Signalised	Base	AM	0.833	41.0	C
		Base + Dev		0.833	42.4	C
		2029*		0.891	41.1	C
		Base	PM	0.873	39.0	C
		Base + Dev		0.886	41.5	C
		2029*		1.226	51.4	D
Faunce Street West (East) and Racecourse Road	Give Way	Base	AM	0.364	13.3	A
		Base + Dev		0.441	17.2	B
		2029*		0.462	18.3	B
		Base	PM	0.296	11.9	A
		Base + Dev		0.366	15.3	B
		2029*		0.355	15.9	B
Faunce Street West (West) and Racecourse Road	Give Way	Base	AM	0.311	13.9	A
		Base + Dev		0.421	18.7	B
		2029*		0.461	19.9	B
		Base	PM	0.330	12.5	A
		Base + Dev		0.388	15.9	B
		2029*		0.399	17.1	B
Faunce Street West (East) and Showground Road	Round-about	Base	AM	0.329	11.7	A
		Base + Dev		0.344	11.8	A
		2029*		0.400	12.4	A
		Base	PM	0.292	11.6	A
		Base + Dev		0.298	11.7	A
		2029*		0.355	12.3	A

Figure 61: Existing, Proposed and Future Intersection Performances (Traffix, 2019)

As can be seen from the summary of results above all intersections will operate satisfactorily under the base case and base case + development. It is noted that the Level of Service (LoS) at Faunce Street West and Racecourse Road has gone from 'A' under base case to a 'B' and has increased average delays. An LoS of 'B' is still considered acceptable. The intersection of Racecourse Road and Central Coast Highway recorded a minimal change to the intersection delay in the morning and evening peak periods and will remain operating at LoS 'C' which is satisfactory.

It is acknowledged that the site is located in proximity to Henry Kendall High School and Gosford Public School. As demonstrated above, nearby intersections experience small increases in average delay in the morning and evening peak periods. Noting that hospital staff changes correspond with typical school pick-up times (3pm-4pm), the local road network may experience a short isolated spike in vehicle movements near the site during this period. This one-hour period has therefore been assessed for reviewing site access and driveway design.

When looking at the 2029 modelling results, the intersections of Faunce Street West and Racecourse Road and Faunce Street West and Showground Road all maintain an acceptable LoS with relatively minor increases in delays. The exception to this being the Racecourse Road and Central Coast Highway

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signalised intersection that is set to experience significant delays in the PM peak hour period and will exhibit a LoS of 'D'.

It can be seen that the intersection in the morning peak period and maintains a LoS of 'C'. The evening peak period showed a LoS of 'D' representing a moderate increase in the average delay. The proposed development is expected to generate a net additional 160 vph through this intersection in the evening which represents approximately 2.4% of the 6,567 vph that will arise at this intersection without the proposed development. On this basis, the 10 year growth scenario is not considered to be a relevant consideration for any subsequent development application.

The proposed development also looks at the travel modal splits. Utilising the relevant calculations as outlined in the Transport Impact Assessment, the proposed development would generate the following trip generation:

- 415 person trips per hour during the morning peak period
- 387 person trips per hour during the evening peak period

The following table (**Figure 62**) outlines the data pertaining to travel modal splits for persons within the West Gosford region, based on 2016 Census Data and the Australia Bureau of Statistics.

Travel Mode	Percentage
Train	18.2%
Bus	2.8%
Car Driver	50.9%
Car Passenger	5.1%
Motorbike	0.5%
Bicycle	0.0%
Walked Only	8.7%
Other	1.0%
Worked at Home	2.7%
Did Not Work	9.3%
Not Stated	0.6%

Figure 62: Travel Modal Splits 2016 (Traffix, 2019)

The application of the percentages above on the trip generation of the proposed development would result in the following travel mode splits (**Figure 63 and 64**).

Travel Mode	%	No. of Persons
Train	18.2%	76
Bus	2.8%	12
Bicycle	0.0%	0
Walked Only	8.7%	36
Other	1.0%	4
TOTAL		128

Figure 63: Non-Car Trips AM (Traffix, 2019)

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Travel Mode	%	No. of Persons
Train	18.2%	70
Bus	2.8%	11
Bicycle	0%	0
Walked Only	8.7%	34
Other	1.0%	4
TOTAL		119

Figure 64: Non Car Trips PM (Traffix, 2019)

Approximately 30% of trips within the West Gosford area are completed using alternative means of travel 68% of these trips are utilising public transportation options. The table shows that no one uses bicycle to travel to and from work. This is likely given the facilities that are available to cyclists. The proposed development seeks to improve this through the provision of shared pedestrian and bicycle path for the extent of the site. The information above may prove useful for future infrastructure planning for alternative modes of transportation during peak periods, such as extended bus services. The Transport Impact Assessment also states that the implementation of a shared pedestrian and bicycle pathway will an appropriate measure to improve pedestrian and cyclist safety within the vicinity of the site

The site is accessible via a number of bus routes along Faunce Street West and Racecourse Road. These bus routes typically operate Monday to Saturday and provide connections to Gosford, Matcham, Spencer, Mangrove Mountain and Kariong. Whilst the 2016 Census Data suggests that approximately 12 people will utilise bus services, the implementation of a Workplace Travel Plan will likely increase this number.

6.8.3 GREEN TRAVEL PLANS

A Green Travel Plan (GTP) and Workplace Travel Plan (WTP) can be developed for the proposed development to encourage the use of alternative transport modes for staff and visitors. The objectives of a Green Travel Plan would be to:

- *Promote the use of sustainable transport methods, thus reducing congestion and pollution in the local area;*
- *Promote the Northside Private Hospital as an innovative and environmentally aware organisation; and*
- *Provide an active environment by encouraging healthier travel options for staff and visitors, such as walking and cycling.*

The GTP and WTP is considered to be an important part of managing the transport demand generated by the development and will promote alternative transport methods through the provision of local bus facilities and network maps and local walking and cycling routes. GTP and WTP are typically more effective in new build developments and may assist in reducing private motor vehicle transportation to and from the site and thus reducing the traffic generating impacts on surrounding street networks.

It is considered that a GTP and WTP should be implemented to reduce the reliance on private transportation and thus reducing the traffic generating impacts of the development.

6.8.4 ACCESS AND INTERNAL DESIGN ASPECTS

Access to the site is described in the subsections below.

Entry/Exit Driveway via Racecourse Road

As previously discussed in this EIS, the proposed development will be accessed from Racecourse Road via a new private access road. This new private access road is located approximately 10m south west of the existing crossover. The access driveway will link Racecourse Road to the internal roadway, including connections to the loading dock, porte cochere and basement car parking. Therefore, the proposed access

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has been designed to accommodate light and heavy service vehicles. The proposed access has been designed to in accordance with AS2890.2 (2018) and Austroads Guidelines, Road and Maritime Services (RMS) requirements, and any other relevant Australian Standards as required.

A preliminary layout has been derived for the intersection based on available traffic survey data, expected trip distributions and Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings. The proposed comprises of a channelised Right Turn treatment for eastbound vehicles turning right into the site and an auxiliary Left Turn treatment for westbound vehicles turning left into the site. It is emphasised that the detailed design of the proposed access will be undertaken by a suitable qualified civil engineer at future development application stage/s, at which time, the design will be optimised to meet the relevant guidelines and standards.

Basement Exit Driveway via Racecourse Road

An exit basement from the basement car park will be located along Racecourse Road approximately 85m south of the existing crossover. The proposed exit driveway will be restricted to left-out vehicle movements only. The proposed exit driveway will only service light vehicles only and will be designed in accordance AS 2890.1 (2004).

Entry/Exit Driveway via Faunce Street West

An access driveway is proposed to Faunce Street West and is located approximately 150 metres east of Young Street. The proposed access driveway would link Faunce Street West with the internal access road and will service light access vehicles and be design in accordance with AS2890.1(2004).

The performance of the proposed accesses has been evaluated to ensure that the it can operate effectively. As discussed, a hospital would have peak traffic generation between the 3.00pm and 4.00pm. In accordance with the RMS GTGD the vehicle trips between 3.00pm and 4.00pm would be equate to 211 vehicle trips (105 in, 106 out). It is noted that the supporting services peak traffic generation occurs during the network peak and as such was note included in the access performance assessment. The results of the access performance are summarised in the table below (**Figure 65**).

Intersection	Control	Scenario	Period	Degree of Saturation	Average Delay (s)	Level of Service
Racecourse Road and Proposed Access	Seagull	Base + Dev	3pm – 4pm	0.341	9.9	A
		Base + Dev Storage		0.190	3.1	A
		2029*		0.413	12.4	A
		2029* Storage		0.232	3.5	A
Racecourse Road and Basement Exit	Stop	Base + Dev	3pm – 4pm	0.328	10.2	A
		2029*		0.394	11.9	A
Faunce Street West and Proposed Access	Stop	Base + Dev	3pm – 4pm	0.079	6.9	A
		2029*		0.094	7.2	A

Figure 65: Proposed Access Performance (Traffic, 2019)

As can be seen from the table above the proposed accesses provide a satisfactory LoS and would therefore should be considered acceptable. The Traffic Impact Assessment also states that sight distances at the proposed accesses will be provided in accordance with AS 2890.1 (2004) for driveways servicing light vehicles and AS 2890.2 (2018) for driveways servicing light and heavy vehicles.

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The proposed development also incorporates a proposed pick up and drop off area accessed by the proposed internal roadway. The proposed pick up and drop off area runs clockwise and expected to utilised by visitors staff, taxis and ride share vehicles. Vehicles exiting the pick up and drop off area can go west to Racecourse Road or east to Faunce Street West. Emergency car parking is also provided in the centre of the pick up and drop off zone for emergency doctors arriving at the site.

It must also be noted that the internal configuration of the car park and loading dock will be designed in accordance with the appropriate Australian Standards.

6.8.5 CONSTRUCTION TRAFFIC MANAGEMENT

The proposed development would require a Construction Traffic Management Plan to be prepared and submitted to Council. The preparation of a detailed CTMP would require significant input from the appoint builder, however, would generally follow the principles outlined below:

- Construction vehicles (Truck routes and truck size and volumes);
- Contractor parking;
- Traffic control plans; and
- Swept path analysis.

Therefore, it is considered that a standard condition of consent would be imposed requiring a CTMP should DoPIE be minded to approve the application.

In summary, the proposed development is considered to exceed the minimum requirements of car parking, minimise traffic generation impacts and provide an acceptable LoS at key intersections and provide safe and efficient access to the site. Therefore, the proposed development is considered acceptable in terms of the traffic and parking impacts.

6.9 FLOODING

A Utility Impact Assessment has been prepared by Warren Smith & Partners and is attached at **Appendix 20** which outlines the proposed flooding impacts associated with the proposed development in accordance with Section 9 of the issued SEARs.

Schedule 1 of the report contains a Flood Affection Assessment prepared by GRC Hydro which concludes that the site is not flood affected and is therefore not subject flood related development controls.

Therefore, it is considered that Section 9 of the issued SEARs relating to 'Flooding' has been addressed.

6.10 STORMWATER

A Civil and Stormwater Design Report has been prepared by Warren Smith & Partners (WS+P) and is attached at **Appendix 10** and Civil Works and Stormwater Plans are attached at **Appendix 38**.

WS+P have undertaken a review of the existing drainage infrastructure on the site and document it as:

- *The existing site grades from approximately 3.8% to 12% in a north-easterly direction across the site;*
- *There are four (4) stormwater kerb inlet pits located on Faunce Street West, two (2) kerb inlet pits located on Racecourse Road and a number of stormwater pits located within the private road on the east side of the proposed development; and;*
- *There is one (1) DN450 stormwater line that traverses the site from Faunce Street West immediately north of the proposed development prior to connecting into an existing stormwater pit on the Racecourse Road.*

Figure 66 depicts the existing infrastructure that is currently on site.

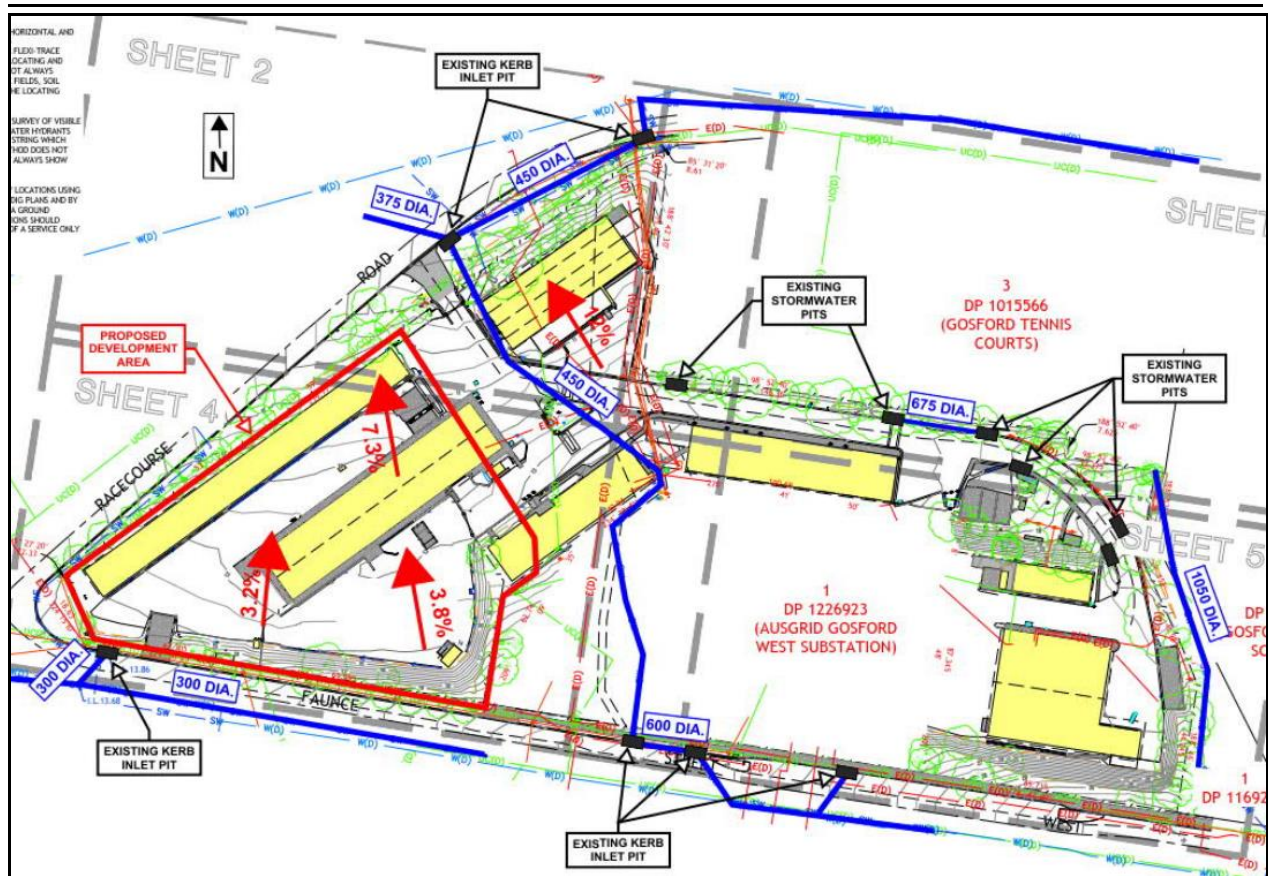


Figure 66: Existing Site and Drainage Infrastructure (WS+P, 2019)

The proposed Stormwater Drainage and On-Site Detention (OSD) has been prepared in accordance with Council’s requirements which are *Central Coast Council’s Gosford Development Control Plan 2013, Part 6.7 Water Cycle Management* and *Gosford City Council Water Cycle Management Guidelines*, dated February 2007.

WS+P have provided a breakdown of the site, an extract is provided below in **Figure 67**.

Catchment	Impervious (Ha)	Pervious (Ha)	Total Area (Ha)
Roof to RWT	0.7591	-	0.7591
Ground to OSD Tank	0.2350	0.0945	0.3295
To Hydraulic System	0.0728	0.0240	0.0968
Bypass	0.0449	0.000	0.0449
Total Area (Ha)	1.1118	0.1185	1.2303

Figure 67: Extract of Breakdown of Proposed Development Site Catchment (WS+P, 2019)

Council requirements state that runoff from the development site must not exceed the runoff from the total site area prior to development for all storm events up to, and including, the 1% AEP storm event. In order to satisfy Council, the proposed development recommends the installation of one (1) OSD tank that will provide sufficient storage to limit the discharge as required. It is proposed that a pit and pipe system be installed throughout the proposed development to capture the majority of the rainfall runoff and reticulate it to the OSD tank which shall be located in Basement 1 to the north-eastern side of the site.

The proposed stormwater concept design also includes the provision of a 40kL rainwater tank that is to be located within the development site and will collect roof water which will be re-used for irrigation and water closet flushing purposes.

The proposed stormwater concept design is shown in **Figure 68** below.

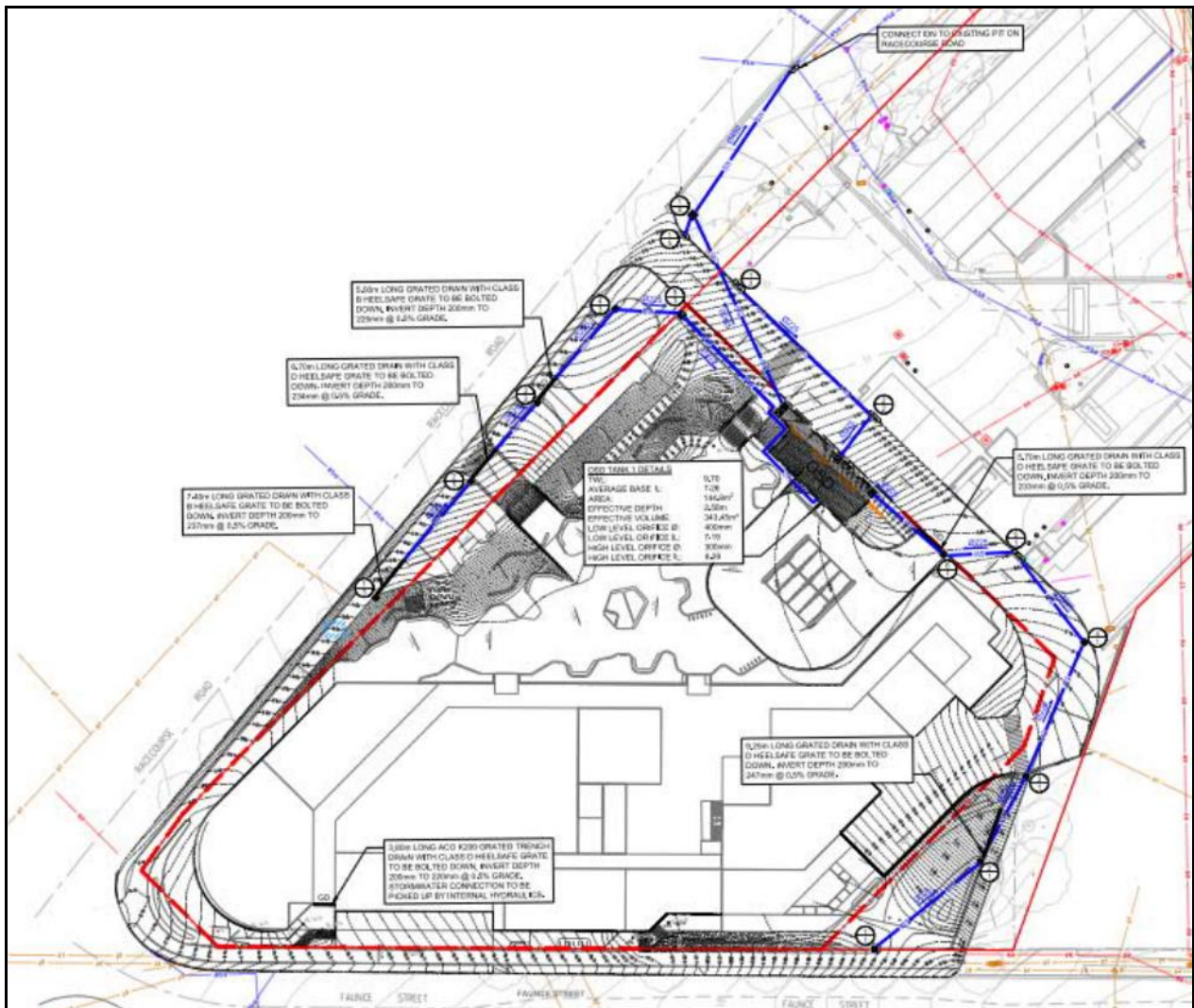


Figure 68: Extract of Proposed Stormwater Drainage Layout (WS+P, 2019)

The OSD tank has been designed to ensure that the post development stormwater run-off does not exceed pre-development runoff which emanates from the site for all storm events up to, and including, the 1% AEP storm event. The results of the development area's discharge results are shown in the **Figure 69** below which establishes that post-development flows will be less than pre-development flows for storm events up to and including the 20%AEP.

Scenario	20% AEP Storm Event (L/s)	10% AEP Storm Event (L/s)	5% AEP Storm Event (L/s)	2% AEP Storm Event (L/s)	1% AEP Storm Event (L/s)
Pre-Development	258	327	422	541	661
Post Development	232	306	345	400	466

Figure 69: Extract of Development Area's Site Discharge Results (WS+P, 2019)

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Therefore, it is considered that given the above assessment the proposed stormwater layout has demonstrated how stormwater will be appropriately managed in accordance with Council's requirements and has adequately addressed Section 10 of the issued SEARs.

6.11 WATER QUALITY

Water quality requirements have been assessed in the Civil and Stormwater Design Report prepared by WS+P attached at **Appendix 10**. The report details how the proposed development complies with Council's requirements for the adequate treatment of stormwater runoff and treatment solutions have been provided in order to remove suspended solids, hydrocarbons, and nutrients, prior to being discharged from the site.

The proposed development has been modelled to demonstrate the performance of the stormwater treatment system utilizing a program called MUSIC. The average potential evapotranspiration (PET) data used in the MUSIC model was based on the average Sydney PET and is presented in **Figure 70** below.

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
PET (mm)	180	135	128	85	58	43	43	58	88	127	152	163

Figure 70: Extract of Table Showing Data for MUSIC Modelling (WS+P, 2019)

The report has provided the following tables that the present the rainfall runoff properties which have been used in the MUSIC model. These tables are shown in **Figure 71** and **72** below.

Parameter	Unit	Value
Impervious Area Parameters		
Rainfall Threshold	mm	0.3 (for roofs) 1.5 (for landscaped areas) 1.5 (for roads)
Pervious Area Parameters		
Soil Storage Capacity	mm	200
Initial Storage Capacity	%	30
Field Capacity	mm	80
Infiltration Capacity co-efficient a		200
Infiltration Capacity co-efficient b		1.0
Groundwater Properties		
Initial depth	mm	10
Daily recharge rate	%	0.5
Daily base seepage rate	%	0.16
Daily seepage rate (%)	%	2

Figure 71: Extract of MUSIC Rainfall Runoff Properties (WS+P, 2019)

Land Use Category		Concentration (mg/L-log ₁₀)					
		Total Solids	Suspended	Total Phosphorus		Total Nitrogen	
		Storm Flow	Base Flow	Storm Flow	Base Flow	Storm Flow	Base Flow
General Urban (incl public open space)	Mean	2.15	1.20	-0.60	-0.85	0.30	0.11
	Standard Deviation	0.32	0.17	0.25	0.19	0.19	0.12
Sealed Roads	Mean	2.43	*	-0.30	*	0.34	*
	Standard Deviation	0.32	*	0.25	*	0.19	*
Roofs	Mean	1.30	*	-0.89	*	0.30	*
	Standard Deviation	0.32	*	0.25	*	0.19	*

Figure 72: Extract of Pollutant Concentration Parameters for MUSIC Source Nodes (WS+P, 2019)

The report provides the breakdown of the MUSIC model catchment areas in a tabular format which is shown in **Figure 73** below.

Catchment	Total Area (Ha)
To OSD Tank	
Roof Catchment to RWT	0.7591
Road Surfaces	0.2675
Landscaped Areas	0.1713
Bypass	0.0324
Total	1.2303

Figure 73: Extract of Breakdown of MUSIC Model Catchment (WS+P, 2019)

The report states that the proposed development will implement three types of product by Ocean Protect. The report states that the first level of treatment includes Ocean Guards and an OceanSave treatment chamber. It is considered that the Ocean Guards which intercept surface runoff at the pit grates and filter the runoff prior to entering the piped stormwater system. Additionally, it is proposed that all five proposed grated inlet stormwater pits on site will be fitted with Ocean Guard filter baskets. The Ocean Guard is fitted with a monofilament 200 micron pore size filter bag that removes gross pollutants such as sediment, trash and debris, as well as suspended solids.

The OceanSave treatment chamber will intercept flows within the popped stormwater system and removes pollutants. It is proposed that the OceanSave treatment chamber will be located upstream of the OSD storage tank. The OceanSave removes gross pollutants such as sediment, trash, debris and suspended solids.

The second level of treatment and the third Ocean Protect product that will be implemented is a stormfilter system that will be contained within the OSD storage tank. In order to achieve the reduction targets, fourteen Ocean Protect phosphorus absorption cartridges will need to be installed into the OSD

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tank. A Psorb Stormfilter cartridge system is provided to remove any remaining suspended sediments and nutrients which have entered the stormwater system.

Given the assessment above, it is considered the Report has assessed the water quality and hydrology impacts of the proposed development and is therefore considered to have addressed Section 11 of the issued SEARs.

6.12 BUSHFIRE

A Bushfire Protection Assessment prepared by Eco Logical attached at **Appendix 11**. The proposed development has been assessed against Section 100B of the *Rural Fires Act 1997* and *Planning for Bush Fire Protection* (RFS 2006) (PBP). The Bushfire Protection Assessment assesses the proposed development in terms of Asset Protection Zones (APZ), APZ Maintenance Plan, construction standards and access.

The Assessment states that the Special Fire Protection Purpose developments are required to achieve APZ performance criteria. The report goes on to say that the criteria has been achieved under a performance solution provisions of the PBP. APZs for the proposed development will be implemented in accordance with the maintenance plan outline in Bushfire Protection Assessment.

As stated in the Bushfire Protection Assessment the building construction standard is based on the determination of the Bushfire Attack Level (BAL). The BAL is based on known vegetation type, effective slope and managed separation distance between the development and the bushfire hazard. The maximum of BAL-12.5 is attained for the proposed development.

Further to the above the Bushfire Protection Assessment states the following:

- *The access is capable of complying with all the PBP 2006 design specifications;*
- *The proposed development will be serviced by reticulated water and is compliant with Section 4.2.7 of the PBP;*
- *Electricity supply within the subject land will be located underground and therefore complies with Section 4.2.7 of PBP;*
- *Gas services are compliant with Section 4.2.7 of PBP subject to the following specifications:*
 - *Any gas services are to be installed and maintained in accordance with Australian Standard AS/NZS 1596:2014 'The storage and handling of LP Gas' (SA 2014). Metal piping is to be used;*
 - *All fixed gas cylinders are kept clear of all flammable materials to a distance of 10 metres and shielded on the hazard side of the installation;*
 - *If gas cylinders need to be kept close to the building, the release valves are directed away from the building and at least 2 metres away from any combustible material, so that they do not act as a catalyst to combustion. Connections to and from gas cylinders are metal; and*
 - *Polymer sheathed flexible gas supply lines to gas meters adjacent to buildings are not used.*

The Bushfire Protection Assessment also states that a Bushfire Evacuation Plan is being prepared by Eco Logical Australia and will be completed prior to the occupation of Northside Private Hospital.

Given the assessment above, and the information and recommendations contained within the Bushfire Protection Assessment, it is considered that the proposal addresses Section 12 of the issued SEARs.

6.13 HERITAGE

A Heritage Impact Statement has been prepared by Weir Phillips Heritage and Planning and an Aboriginal Heritage Impact Assessment has been prepared by Artefact Heritage.

The Heritage Impact Statement has undertaken a summary of existing citations and listings and provides the following information in respect of the site at Faunce Street West, West Gosford:

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- Is not listed as a heritage item by Schedule 5 Part 1 of the SEPP GCC.
- Is located in the vicinity of a number of items.
- Is not located within the vicinity of heritage items listed on the State Heritage Register under the auspices of the NSW Heritage Act 1977.
- Is not located within the heritage conservation area as defined by Schedule 5 Part 2 of the SEPP GCC.

Figure 74 below shows the location of the heritage items within the vicinity of the site.

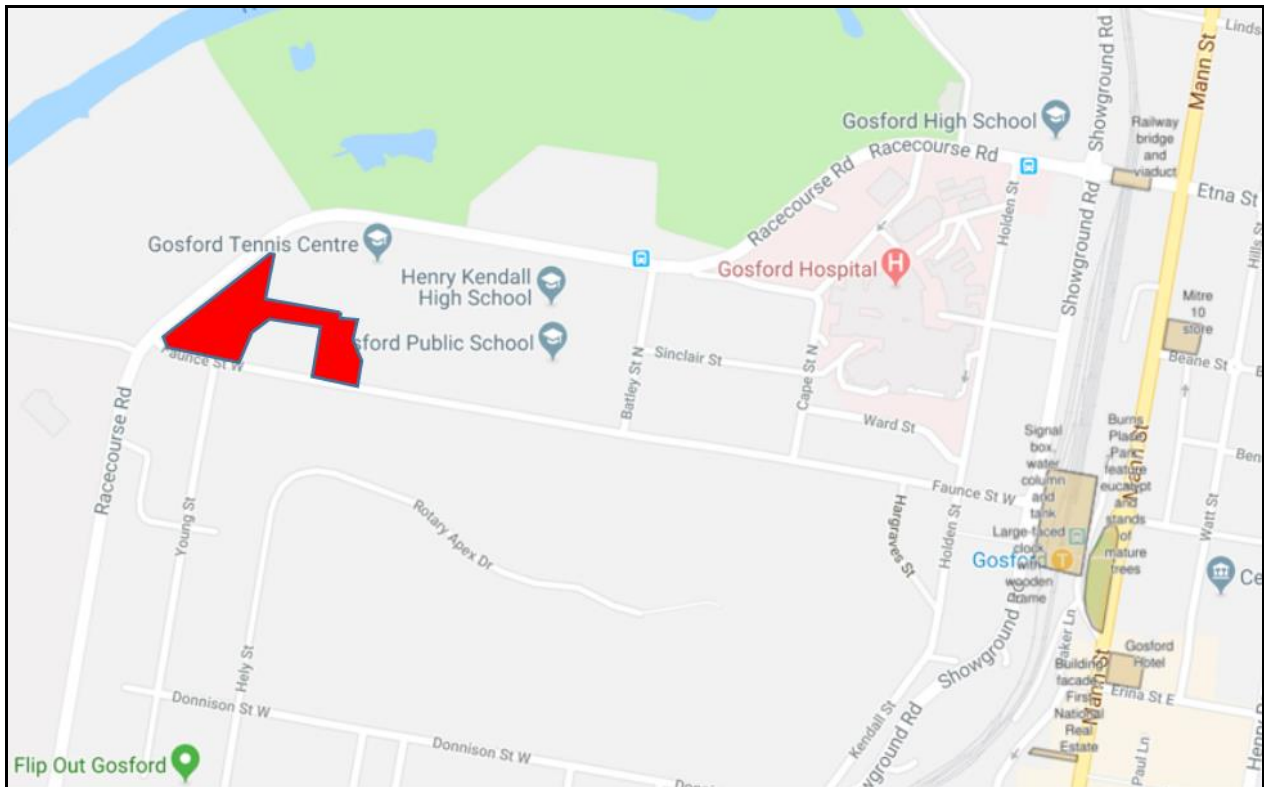


Figure 74: Extract of Heritage Items in the Vicinity of the Site (Weir Phillips, 2019)

The heritage items that have been identified within the vicinity of the site are listed below:

- *Signal box, water column and tank, Railway land off Showground Road (I48);*
- *Railway Turntable, Railway Land off Showground Road (I47);*
- *Large-faced clock with wooden frame, Burns Crescent (Gosford Railway Station) (I49);*
- *Burns Place Park, feature eucalypt and stands of mature trees, between Burns Crescent and Mann Street (I27);*
- *Gosford Hotel, 102 Erina Street, Gosford (I29); and*
- *Mitre 10 Store, 299-309 Mann Street, Gosford (I43).*

The Heritage Impact Statement has assessed the proposed development's impact on the heritage items in the vicinity of the site. It is considered that the proposed development would not have any impact of heritage items due to the physical separation between Northside Private Hospital and the heritage items listed above (a distance of over 900 m). The Heritage Impact Statement concludes that the proposal is sensitive to the surrounding heritage items in terms of views, massing and form.

Further to the above an Aboriginal Heritage Impact Assessment was prepared by Artefact Heritage and is attached at **Appendix 13**. The proposed report has assessed the SEARs requirements, undertaken background research, site inspection and assessed the likely impacts of the proposed development. The report concludes:

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- *No previously recorded Aboriginal sites are located within the study area*
- *No newly identified Aboriginal sites were identified during the site inspection*
- *The study area has been heavily disturbed during urban construction*
- *The study area is of low Aboriginal archaeological sensitivity.*

The Aboriginal Heritage Impact Assessment has also set out recommendation for the proposed development. The recommendations of this assessment are:

- *The proposed activity can proceed with no further Aboriginal archaeological investigation or assessment required*
- *Any changes to the scope of the proposal, such as a change in impact footprint, may require further archaeological assessment*
- *If any Aboriginal objects, or potential objects, are uncovered in the course of the activity, work in the vicinity must cease immediately. A qualified archaeologist and Darkinjung LALC should be contacted*
- *If human remains, or suspected human remains, are found in the course of the activity, all work in the vicinity should cease, the site should be secured and the NSW Police and the Office of Environment and Heritage should be notified.*

Given the summary above and the Heritage Impact Statement and Aboriginal Heritage Impact Assessment, it is considered that the proposed development has satisfied Section 13 of the issued SEARs.

6.14 SOCIAL & ECONOMIC IMPACTS

A Social and Economic Impact Assessment has been prepared by Hill PDA and is attached at **Appendix 14**. This assessment has analysed both the social and economic impacts of the proposal and provided a detailed assessment within the report which is summarised in the sections below.

For the purpose of mitigating the social impacts the report has utilised the following methodology:

1. *Understand the issues.*
2. *Predict, analyse and assess the likely impacts.*
3. *Develop mitigation strategies.*
4. *Monitoring.*

To measure the significance of the impact, a social risk matrix measures that nature of the impact and its predicted severity. The social risk matrix is shown in **Figure 75** below.

			Consequence				
			1	2	3	4	5
			Minimal	Minor	Moderate	Major	Catastrophic
Likelihood	A	Near certain	A1	A2	A3	A4	A5
	B	Likely	B1	B2	B3	B4	B5
	C	Possible	C1	C2	C3	C4	C5
	D	Unlikely	D1	D2	D3	D4	D5
	E	Rare	E1	E2	E3	E4	E5
Social Risk Rating:			Low	Moderate	High	Extreme	

Figure 75: Extract of Social Risk Matrix (Hill PDA, 2019)

Following a detailed assessment of the relevant strategic plans and the demographics of the area, the report identifies a number of social and economic issues. This is best described by **Figure 76** below which is an extract of table 17 within Hill PDA's report. This table also describes the proposed issues area of influence.

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Impact type	Local Community	Broader Community
Amenity	- Noise - Lighting - Visual Building Impact	Increased vehicle movements on road network
Access	Some on street parking expected	Increased demand for public transport
Built environment	Increased use of local roads	Increased demand for health related commercial office rentals with the creation of a "health precinct"
Community	- Health - Road Safety - Public Safety - Increased demand for local services and facilities	- Public Safety - Increase demand for short and longer term housing
Economic	Job creation	Job creation

Figure 76: Extract of area of influence of potential impacts (Hill PDA, 2019)

Each of these impacts have been summarised in the report and the material effect and level of impact have been identified. This is summarised below:

Amenity

- Impact of construction - the report identifies that the impacts of construction may have a short term reduction of amenity for the neighbouring school and some existing residential receptors, however due to the distance to nearby properties disruption is likely to be minimised. Therefore, the report summarises that the impacts would be minor and "unlikely" to affect those nearby, presenting a "low" social risk according to the social risk matrix.
- Noise - the report has reviewed JHA's report and identifies the noise impacts as "unlikely" and "minor" ensuring that the recommendations of JHA's report are implemented (summarised in **Section 6.16** of this EIS). Therefore, noise impacts would be deemed a low social risk on the social risk matrix.

Access

- Access - the report has reviewed the Transport Impact Assessment prepared by Traffix and summarised within **Section 6.8** of this EIS. The Transport Impact Assessment allows for a maximum of 211 vehicle trips at peak time between 3pm and 4pm and the traffic generation were not deemed to be significant. Additionally, the site is within close proximity of public transport such as buses and trains. Therefore, the access was considered to present a "low" social risk, with some positive impacts on access.
- Parking – the proposed development provides 389 car parking spaces which is more than required by RMS and demonstrates that all parking demand can be accommodated on site. Additionally, adequate bicycle parking will be provided. As such, it is parking is considered to present a "low" social risk.

Built Environment

- Public domain – the proposed development is unlikely to materially affect public spaces with proximity of the site and the only public domain would be strictly confined to the extent of the public domain immediately surrounding the site boundaries (e.g. shared cycle and pedestrian path). Therefore, the proposed development has been considered to present a "low" social risk as per the social risk matrix.

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Heritage

- Heritage - the report states that there are no known heritage items or artefacts on site and therefore, the proposed development is unlikely to negatively impact upon heritage.

Community

- Health – the report assesses the potential health risks associated with the additional waste, increased traffic emissions and dust during construction. The report goes on to state that there are no waste activities as part of the proposed development that would affect neighbouring properties. Additionally, it notes that increased traffic movement could potentially increase emissions, however, owing to the lack of pedestrian areas and relative isolation from other uses it is considered that this is a low level risk. Further to the above, the proposed development will have positive health impacts once constructed through the provision of medical and allied health services. Therefore, it is considered that the proposed development presents a “low” social risk to health and well being of the surrounding community.
- Safety – a crime hot spot was identified approximately 300m east of the site, near Gosford train station. The report states that the proposed development and ongoing revitalization of Gosford City Centre may act as a catalyst to improve crime rates in the area. Additionally, concerns regarding traffic and transport safety were raised. The Traffic Impact Assessment states that the proposed development will not compromise the safety of the road networks. Therefore, it is considered that proposed development presents a “low” social risk in terms of safety on the social risk matrix
- Services and Facilities – it is considered that the additional employees will create a demand on services such as long day care and preschool facilities. It is considered that these services within the local area can cater for this demand. Further to this, given the staged nature of the proposed development it is possible that this demand will be gradual. Given the assessment above, it is considered that the proposed development presents a “low” risk in terms of social infrastructure.
- Cohesion, Capital and Resilience – the proposed development is for a hospital within a key growth centre and related urban design framework. Additionally, the proposed development would generate additional employment opportunities and new health services facility. Therefore, the proposed development has an “extreme” but positive social risk on the social risk matrix.
- Housing – the proposed development may see increased demand for short and long term accommodation in the precinct increase. The area is identified as an area for growth for residential development and therefore, it is considered that the area would be capable of accommodating the increased demand. The proposed development presents a “low” social risk on the social risk matrix.

In addition to the above, the report also assesses the economic impacts of the proposed development. The report states that the shell and core of the is estimated at \$100 million, however, the total estimated cost to construct and fit out the proposed development will be \$350 million.

The report identifies the two type of multipliers which consist of production and consumption induced, these are defined in the report as follows:

Production induced:

first round effect: which comprises all outputs and employment required to produce the inputs for construction, and

an industrial support effect: which is the induced extra output and employment from all industries to support the production of the first-round effect.

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Consumption induced: which relates to the demand for additional goods and services due to increased spending by the wage and salary earners across all industries arising from employment.

The report goes on to say that the proposed development which is estimated at \$350 million will generate the following further economic activity:

- First round effects of \$219 million;
- Industrial supported effects of \$238 million;
- Consumption induced effects of \$327 million.

The report states that the multiplier effects are national not local and in reality, the resources would have been employed elsewhere. However, it is considered that the economic multiplier impacts represent considerable added value to the Australia economy.

The report states that every 1 million dollars of construction work undertaken generates 2,154 job years directly in construction and based on the construction cost of the proposed development 2,989 job years.

Further to the above, the proposed development would support permanent employment post-construction through the operation of the hospital. Given an employment density of 1 person for every 52m², this would equate to 660 permanent employment post-construction. The report also identifies the remuneration of workers at the proposed hospital. The report assumes an average annual wage of \$115,693 which equates to 76.4 million per annum.

The report states that the gross value added (GVA) of an industry refers to the value of outputs less the cost of the inputs. Additionally, it measures the contribution that the industry makes to the country's wealth or gross domestic product (GDP). The report forecasts the GVA at approximately \$98.4 million each year.

Finally, the report has outlined a number of mitigating measures and monitoring that should be introduced as part of any future development. These are shown in **Figure 77** and **78** below.

Action / Purpose / Target	Considerations
Construction Management Plan: - To minimise the risk of negative impacts during construction - Target Neighbouring residents and businesses	The CMP could address potential social impacts, including reducing stress and inconvenience to neighbouring businesses and residents, by: - Identifying construction vehicle traffic routes that minimise impacts to neighbours, as far as possible - Providing arrangements for parking of worker and construction vehicles on-site - Storing all equipment on site - Identifying management practices to minimise and manage interruptions to traffic flows - establishing practices to maintain traffic and pedestrian safety to local residents - minimising disruption proposed road closures, temporary traffic routes, loss of pedestrian or cyclist access or reversing manoeuvres - Providing queueing space onsite for the standing of vehicles - Providing clear signage to direct construction vehicles - Provide signage on site that provides a contact number for residents to direct enquiries and report incidents (e.g. theft or break and enter to the site while unattended), should they occur.
Noise amelioration: - To minimise disturbance and discomfort during operation - Target Neighbouring residents and businesses	- Minimise noise disturbance to local residents and businesses during construction by implementing the recommendations of the Acoustic Assessment including: - Preparation of a Construction Noise Management Plan in accordance with the <i>NSW Interim Construction Guideline</i>. - Minimise noise disturbance to local residents and businesses during operation - Note the need for future acoustic assessments to be undertaken in relation to future applications relating to building construction and use of the site, to ensure that proposed building construction will adequately attenuate internal noise sources, especially where industrial use or factory production is proposed for any of the warehouses. - Note the need for mechanical plant equipment installed on site to undergo an assessment by qualified acoustic consultant be conducted prior to installation to determine any requirements for acoustic treatments.

Figure 77: Extract of Table Outlining Proposed Mitigating Measures (Hill PDA, 2019)

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Action / Purpose / Target	Considerations
Traffic management: - To minimise inconvenience and risks to pedestrians and motorists - Target local residents and businesses	Minimise the risks to residents from increased movement of vehicles (including heavy vehicles) by implementing the recommendations of the Traffic Impact Assessment report by Traffix (dated March 2019)
Lighting: - To confirm the development does not result in unacceptable light spill - Target neighbouring residents	Monitor potential light spill impacts by inspecting the site (during night time) after construction and confirm compliance with the relevant Australian Standard.
Social infrastructure delivery : To provide adequate social infrastructure for future workers on the site	Recognise the limited social infrastructure in the area for future workers and plan to support social infrastructure as part of the ongoing development of the site.
Community liaison: - To inform neighbours of construction activity - To provide an avenue for conflicts to be addressed	- Undertake to establish good relations with neighbours by regularly liaising with neighbours to: - Advise them of the construction timeframe and construction activity - Monitor impacts to neighbouring residents and businesses - Provide neighbours with contact details to report incidents or voice complaints - Establish clear responsibility within the construction team for neighbourhood liaison.
Safety: To ensure safety during flood events	A copy or copies of the evacuation route and plan are kept at several locations on site.

Figure 78: Extract of Table Outlining Proposed Mitigating Measures (1) (Hill PDA, 2019)

Further to the mitigating measures listed in the table above the report suggests that the following monitoring should be undertaken:

- *Monitor possible impacts to residents and public domain (e.g. air quality, noise)*
- *Monitor traffic levels to ensure that the efficiency of the road network is maintained ahead of any planned further enhancement*
- *Monitor the need for road maintenance in the surrounds.*

Therefore, given the assessment above, it is considered that the potential social impacts could be appropriately managed and mitigated and that the proposed economic impacts would be substantial. It is therefore, considered that the proposed development is acceptable in terms of economic and social impacts.

6.15 PUBLIC BENEFITS AND CONTRIBUTIONS

The Applicant seeks an exemption to the required contributions due to the public benefit of the proposed development. The public benefits of the proposal are, but not limited to:

- Delivery of a new private hospital to meet the significant demand that exists in the Central Coast;

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- Provision of an additional 8 inpatient units comprising 224 beds to support the existing demand for Gosford Hospital;
- The provision of shared bicycle and pedestrian pathway for the full extent of the site to promote pedestrian travel in accordance with strategic plans;
- Creation of approximately 2,200 jobs during construction and jobs for approximately for 460 full time employees during the operation;
- Creation of a highly activated and attractive façade that will have a positive effect of the public domain in the area; and
- High quality landscaping on the site and the inclusion of street trees along the proposed pathway.

The proposed Northside Private Hospital exhibits a number of public benefits that will enhance the site and wider locale.

6.16 NOISE AND VIBRATION

A Noise & Vibration Impact Assessment has been prepared by JHA Services (JHA) and is attached at **Appendix 16**. This assessment has been prepared to satisfy Section 16 of the SEARs which states that an assessment must be prepared to detail construction and operational noise impacts on nearby sensitive receivers and outline the proposed management and mitigation measures.

Short term noise monitoring was carried out during the day-time period to determine background noise levels immediately surrounding the hospital and sensitive receivers. This was essential to calculate the project specific noise criteria (PSNS) to assess potential impacts of the development on the amenity of sensitive receivers. The background noise levels are dominated by industrial noise and traffic noise from the Central Coast Highway. The ambient noise levels are dominated by passers by on Young Street. The results of the short term monitoring are provided below:

Location	Date and Time	Parameter	Sound Pressure Level, dB re 20µPa									
			Overall dB(A)	Octave Band Centre Frequency, Hz								
				31.5	63	125	250	500	1k	2k	4k	8k
M1	12:25–12:40 19/03/2019	L _{90,15min}	47	64	62	51	43	39	42	39	34	27
		L _{eq,15min}	64	66	67	66	62	59	61	56	49	42
		L _{10,15min}	68	67	69	65	65	63	66	60	53	45
M2	12:55–13:10 19/03/2019	L _{90,15min}	45	57	54	47	42	39	40	36	33	30
		L _{eq,15min}	59	68	63	56	53	53	56	51	44	42
		L _{10,15min}	61	72	66	59	57	56	58	53	47	44
M3	13:22–13:39 19/03/2019	L _{90,15min}	41	52	50	50	38	35	35	31	28	23
		L _{eq,15min}	53	61	64	55	50	48	49	44	39	35
		L _{10,15min}	56	64	64	57	52	51	52	47	41	40

Figure 79: Short Term Noise Level Measured On Site (JHA, 2019)

Further to this, long term noise levels were measured over approximately 11 days where weather were typically calm and dry. The proposed long term noise levels are shown below in **Figure 80**:

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Location	<i>L_{A90,period}</i> Background Noise Levels, dB(A)			<i>L_{Aeq,period}</i> Ambient Noise Levels, dB(A)		
	Day	Evening	Night	Day	Evening	Night
	7am-6pm	6pm-10pm	10pm-7am	7am-6pm	6pm-10pm	10pm-7am
L1	48	41	36	64	62	57
L2	42	37	35	61	58	52

Figure 80: Long Term Background and Ambient Noise Levels Measured on Site (JHA, 2019)

The discussion of the background noise levels provided above is essential for understanding the assessment of the operational and construction noise that would be associated with the proposed development.

The *NSW EPA Noise Policy for Industry 2017* (NPI) sets out the relevant noise criteria for the proposed development. The relevant noise criteria has been set out below for the project:

6.16.1 OPERATIONAL NOISE

The proposed development has the potential to impact upon future noise sensitive receivers. The report prepared by JHA states that for the purpose of the noise impact assessment, it is assumed that the potential noise sources are mechanical plant; traffic generated by the development and waste collection.

The *NSW EPA Noise Policy for Industry 2017* (NPI) sets out the relevant noise criteria for the proposed development. The relevant project noise trigger levels (PTNL's) have been set out in **Figure 81** below:

<i>Indicative Noise Amenity Area</i>	<i>Period</i>	<i>Intrusiveness Criterion</i>	<i>Amenity Criterion</i>
General Residential (R1)	Day	47	58 L _{Aeq,15min}
	Evening	42	48 L _{Aeq,15min}
	Night	40	43 L _{Aeq,15min}
Commercial	When In Use	-	63 L _{Aeq,15min}
Educational	Nosiest 1 Hour Period When In Use	-	43 L _{Aeq,15min}
Active Recreation	When In Use	-	53 L _{Aeq,15min}

Figure 81: Determination of PNTL's for the Proposed Development (JHA, 2019)

The noise assessment assumed the following:

- Noise levels are continuous over assessment time period to provide the worst-case scenario.
- Distance attenuation, building reflections and directivity.
- Lowest measured background noise levels at the nearest noise sensitive receiver have been used to provide a worst-case scenario.

Each of the potential noise sources were assessed by JHA and the results and recommended mitigation measures have been summarised below.

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Mechanical Plant

A preliminary noise assessment has been undertaken on the mechanical plant that is located at Level 9 and Level 10. The results of the noise assessment carried out for each one of the nearest noise sensitive receivers has been provided in a tabular format that is shown in **Figure 82** below. final mechanical plant selections have not been made and therefore, it is not possible to undertake a detailed assessment of the mechanical plant noise emissions. The predicted maximum noise level emissions from the plant rooms have been obtained based on the distance to the nearest noise sensitive receiver plus NSW NPI noise level criteria. This noise assessment has been carried out for each one of the nearest noise sensitive receivers.

<i>Calculation</i>	<i>Rec1</i>	<i>Rec2</i>	<i>Rec3</i>	<i>Rec4</i>
<i>Noise Level Criteria $L_{Aeq,15min}$ period</i>	53	43	40	63
<i>Distance attenuation, dB</i>	37	45	32	34
<i>Maximum allowable Noise Level Emission, $L_{Aeq,15min}$</i>	90	88	72	97

Figure 82: Extract of Mechanical Plant Noise Assessment at the Nearest Noise Sensitive Receivers (JHA, 2019)

In order to meet the noise level criteria in all the noise sensitive receivers, the most stringent criteria shall be applied which $L_{Aeq,15min}$ 72dB(A) at 1 meter of the mechanical plantroom boundaries. A number of recommendations and mitigation measures have been provided to ensure that the proposed development is capable of meeting the relevant criterion, these are listed below:

- *Strategic location and selection of plant to ensure the cumulative noise levels at the receiver boundaries is met.*
- *Selection of appropriately quiet plant.*
- *Acoustic noise control measures to be put in place to minimise noise impacts such as:*
 - *In-duct attenuation*
 - *Noise enclosures as required*
 - *Sound absorptive panels*
 - *Acoustic louvres as required*
 - *Noise barriers as required*

It is considered that with the appropriate noise attenuation measures the proposed development is capable of achieving the required noise criteria as set out above.

Road Traffic Noise

Road traffic has also been identified as an assumed noise source given the increase in traffic generation due to the proposed development. The report prepared by JHA states that the analysis provided in the Traffic Impact Assessment (prepared by Traffix) indicates that the expected increase in traffic generation given the proposed development is 1.1%.

The report states that given this increase in traffic generation there is expected to be a negligible noise increase as a result and below the road noise policy allowance of 2dBa above background levels.

Loading Dock and Waste Collection Services

Given that the proposed loading dock and waste collection services are located at basement level 1 it is considered that the noise level from their use would not impact the nearest noise sensitive receivers.

6.16.2 CONSTRUCTION NOISE AND VIBRATION ASSESSMENT

The report considers that the noise on site during the construction stage will comprise heavy plant and equipment such as excavators, bulldozers, hand-held pneumatic tools, grinders etc. In addition, it is anticipated that the key construction activities will be:

- Site establishment.
- Demolition, excavation, foundation and piling.
- Structure, façade and fit-out works.
- Landscaping.

The extract below (**Figure 83**) the airborne construction noise criteria for most affected noise sensitive receivers surrounding the development site.

<i>Sensitive Receiver</i>		<i>Airborne Construction Noise Criteria, L_{Aeq} dB(A)</i>	
		<i>Within Standard Hours</i>	<i>Outside Standard Hours</i>
<i>Residential receivers</i>	Noise affected / External	52	40
	Highly noise affected / External	75	N/A
<i>Commercial</i>	External	70	70
<i>Educational</i>	External	55* (45 +10)	55* (45 + 10)
<i>Active Recreation</i>	External	65	65

Figure 83: ICNG Construction Airborne Noise Criteria for Sensitive Receivers Surrounding the Site (JHA, 2019)

Figure 84 provided below shows maximum allowable sound pressure at the boundary of the construction site in order to meet the construction noise level criteria at the nearest noise sensitive receivers during standard construction hours. Allowances have been made for distance attenuation, shielding and reflections.

<i>Receiver</i>	<i>Noise Criteria dB(A)</i>	<i>Distance, in m</i>	<i>Maximum Cumulative Sound Pressure Level (L_{Aeq,15min}) dB(A)</i>
Gosford Public School / Henry Kendal High School	55	180	100
6 Racecourse Road	70	50	104
Gosford Tennis Complex	65	75	102
25 Faunce Street West	52	40	84

Figure 84: Extract of Maximum Allowable Construction Noise Level at the Construction Boundary (JHA, 2019)

The report notes that a detailed assessment should be carried out for the Construction Noise and Vibration Management Plan in accordance with the EPA's Interim Construction Noise Guideline once details for the construction plant / equipment plus activities / duration are confirmed.

It is considered that with the appropriate noise attenuation measures the proposed development is capable of achieving the required noise criteria as set out above.

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RMS 'Construction Noise and Vibration Guideline' provides guidelines for safe working distances for vibration intensive plant and are quoted for both 'cosmetic' damage (in accordance with BS 7385.2:1993) and human comfort (in accordance with DEC's 'Assessing Vibration: A Technical Guideline'). The recommended safe working distances for typical construction plant are provided in **Figure 85** below.

<i>Plant Item</i>	<i>Description</i>	<i>Cosmetic Damage</i>	<i>Human Response</i>
Small Hydraulic Hammer	5-12 tonne	2m	7m
Medium Hydraulic Hammer	12-18 tonne	7m	23m
Large Hydraulic Hammer	18-34 tonne	22m	73m
Vibratory Pile Driver	Sheet piles	2-20m	20m
Pile Boring	<800mm	2m	N/A
Jackhammer	Hand-held	1m	Avoid Contact with Structure

Figure 85: Recommended Minimum Working Distances for Vibration Intensive Plant from Sensitive Receivers (JHA, 2019)

The report prepared JHA states that if the contractors are concerned about the vibration levels at the nearest sensitive receivers, a preliminary vibration survey should be undertaken on each key vibration generating activity/equipment. Further to this, if the vibration levels exceed the relevant criteria then vibration mitigation and measurement procedures could be implemented. A vibration monitoring system may be considered to assess the risk of potential structural damage to nearby buildings of concern.

The Report states that a qualified acoustic consultant will be required to assist in the compilation of a Construction Noise and Vibration Management Plan (CNVMP) and to undertake noise and vibration monitoring for the duration of the project. Additionally, the report sets out general control elements to minimise noise and vibration, these are provided below.

Plant and equipment

- *Employing quieter techniques for all high noise activities such as rock breaking, concrete sawing, and using power and pneumatic tools.*
- *Use quieter plant and equipment based on the optimal power and size to most efficiently perform the required tasks.*
- *Selecting plant and equipment with low vibration generation characteristics.*
- *Operate plant in a quietest and most effective manner.*
- *Where appropriate, limit the operating noise of equipment.*
- *Regularly inspecting and maintain plant and equipment to minimise noise and vibration level increases, to ensure that all noise and vibration reduction devices are operating effectively.*
- *Where appropriate, obtain acoustic test certificates for equipment.*

On site noise management

- *Maximising the distance between noise activities and noise sensitive receivers. Strategically locate equipment and plant.*
- *Undertaking noisy fabrication work off-site where possible.*
- *Avoid the use of reversing beeping alarms or provide for alternative systems, such as broadband reversing alarms, particularly during night or out-of-hours works.*
- *Maintaining any pre-existing barriers or walls on a demolition or excavation site as long as possible to provide optimum sound propagation control.*
- *Constructing barriers that are part of the project design early in the project to afford mitigation against site noise.*

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- *Using temporary site building and material stockpiles as noise barriers. These can often be created using site earthworks and may be included as a part of final landscape design.*
- *Installing purpose built noise barriers, acoustic sheds and enclosures.*

Work Scheduling

- *Provide respite periods, including restricting very noisy activities to daytime, restricting the number of nights that after-hours work is conducted near residences, or by determining any specific requirements, particularly those needed for noise sensitive receivers.*
- *Scheduling activities to minimise impacts by undertaking all possible work during hours that will least adversely affect sensitive receivers and by avoiding conflicts with other scheduled events.*
- *Scheduling work to coincide with non-sensitive periods.*
- *Scheduling noisy activities to coincide with high levels of neighbourhood noise so that noise from the activities is partially masked and not as intrusive.*
- *Planning deliveries and access to the site to occur quietly and efficiently and organising parking only within designated areas located away from sensitive receivers.*
- *Optimising the number of deliveries to the site by amalgamating loads where possible and scheduling arrivals within designated hours.*
- *Designating, designing and maintaining access routes to the site to minimise impacts.*
- *Including contract conditions that include penalties for non-compliance with reasonable instructions by the principal to minimise noise or arrange suitable scheduling.*

Consultation, notification and complaints handling

- *Provide information to neighbours before and during construction.*
- *Maintain good communication between the community and Project staff.*
- *Have a documented complaints process and keep register of any complaints.*
- *Give complaints a fair hearing and provide for a quick response.*
- *Implement all feasible and reasonable measures to address the source of complaint.*
- *Implementation of all reasonable and feasible mitigation measures for all works will ensure that any adverse noise impacts to surrounding receivers are minimised when noise goals cannot be met due to safety or space constraints.*

Following on from the above, the report states that a methodology has been adopted from relevant guidelines, standards and legislation to assess noise impact. The report goes on to conclude that preliminary noise assessment has been carried out for the plant rooms, and based on their location, distance to noise sensitive receivers and noise level criteria, noise emissions from the plant rooms shall be limited to 72dB(A) SPL at 1 metre of the plantroom boundaries. Recommendations have been provided to minimise the impact of external noise emissions associated with the mechanical plant of the proposed development to the nearest sensitive receivers.

Therefore, it is considered that this assessment has considered the construction and operational noise impacts on nearby sensitive receivers and has outlined the proposed management and mitigation measures in accordance with Part 16 of the issued SEARs.

6.17 CONTAMINATION

A Preliminary Site Investigation for Contamination Report has been prepared by Douglas Partners and is provided at **Appendix 17**. The Report prepared by Douglas Partners comprises the results of a desktop analysis, site walkover, review of previous detail investigations carried out for the site and an assessment against SEPP 55 in accordance with the requirements of the issued SEARs.

Based on the desktop analysis and site walkover, Douglas Partners consider that there is low to medium potential for contamination given the past site activities, past investigation results and the existing site conditions. Douglas Partners also identified some potential contamination sources which are outlined below:

- Imported contaminated fill;

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- Past storage/use of fuels/oils/chemicals;
- Demolition of past structures; and
- Nearby industrial activities.

Douglas Partners conclude that the subject site would generally be considered compatible for the proposed development in terms of contamination subject to the results of further intrusive contamination investigations. It is considered that these investigations could be limited to areas of concern and may supplement previous studies.

The Preliminary Site Investigation for Contamination was based on the results of previous detailed site investigations which found that no elevated contaminant concentrations were identified within the site which exceeded the relevant criteria. The Preliminary Site Investigation for Contamination went further and identified any potential sources of contamination on the site and a Conceptual Site Model (CSM) was prepared. Based on the CSM and potential contaminant sources, Douglas Partners concluded there is a low to medium likelihood of contamination on the site and that a further targeted investigation be carried out as part of the detailed design phase.

6.18 BIODIVERSITY

A Biodiversity Development Assessment Report (BDAR) has been prepared by Eco Logical and is attached at **Appendix 18**. The report states that given that the proposed development will impact upon the possibly regenerating native and planted native vegetation within the site boundaries a BDAR was required. Therefore, the proposed development must meet the requirements of the Biodiversity Assessment Method 2016 (BAM).

The report goes on to record one Plant Community Type (PCT) on the site *PCT 684 Blackbutt - Narrow-leaved White Mahogany shrubby tall open forest of coastal ranges, northern Sydney Basin Bioregion*. The report states that the PCT was in a disturbed and modified condition. The report states that the vegetation on the site has been highly disturbed and fragmented and that no threatened fauna species were recorded or are likely to occur on the site. Furthermore, the site vegetation on the site contains limited habitat resources for threatened species.

During the site survey undertaken by Eco Logical a threatened flora species listed under the BC Act and EPBC Act was identified, this species is:

- *Eucalyptus nicholii* (Narrow-leaved Black Peppermint).

The report states that this species is only found in certain locations within the NSW northern tablelands area which does not include the site, however, the BC Act states that all threatened species must be considered in the assessment. The reports states that four (4) species credit are required to offset the impacts of two (2) *Eucalyptus nicholii*.

Furthermore, the report considers all of the information provided within the relevant policies and guidelines and calculates the residual unavoidable impacts of the project in accordance with the BAM utilizing the Biodiversity Assessment Method Credit calculator (BAMC). These results are described in the report and shown below:

For vegetation zone 1, PCT 684_modified the BAMC generated a vegetation integrity score of 13.1. Under the BAM, vegetation zones which do not represent a threatened ecological community and have a vegetation integrity score of less than 20, do not require offset. Hence, no ecosystem credits are required to be offset for the removal of 0.33 ha of PCT_684 vegetation zone 1.

The report identifies two (2) Matters of National Environmental Significance (MNES) which are listed as vulnerable under the EPBC Act, these are:

- *Pteropus poliocephalus* (Grey-headed Flying-fox); and
- *Eucalyptus nicholii*.

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The report has identified that there is very limited foraging habitat that is available for the Grey-headed Flying-fox and the *Eucalyptus nicholii* is not located within its known geographic distribution area and it is likely that it was planted. An assessment of these items against the Commonwealth Significant Impact Criteria was prepared for both species and it is concluded in the report that there would not be any significant impact on this species and therefore referral to the Commonwealth is not required.

Given the assessment above and the BDAR prepared by Eco Logical, it is considered that the proposed development is in accordance with the requirements of the BC Act and Section 18 of the issued SEARs.

6.19 SOIL AND WATER

A Preliminary Geotechnical Investigation and Preliminary Site Investigation for Contamination have been prepared by Douglas Partners and are attached at **Appendix 19** and **Appendix 17**, respectively. The issues raised in the SEARs have been addressed below.

6.19.1 GEOTECHNICAL ASSESSMENT

A Preliminary Geotechnical Investigation has been prepared by Douglas Partners and is attached at **Appendix 19**. The investigation included the drilling of three (3) boreholes. The following discussion summarises the field work undertaken, comments and recommendations.

As previously mentioned, the drilling of three (3) boreholes occurred. A summary of the subsurface conditions is provided in Table 11 below.

Table 11. Summary of Subsurface Conditions	
Subsurface Conditions	Summary
Pavement Material	Generally comprising a thin (20mm) spray seal wearing course underlain by sandy gravel roadbase to depths ranging 0.1m to 0.2m depth; underlain by
Residual Sandy Clay or Clay	In Bores 1 and 3, typically stiff, becoming very stiff to hard from 2.0m to 2.2m depth; underlain by
Sandstone/Siltstone	Initially extremely low strength, extremely to highly weather sandstone and siltstone. In Bore 2, where rock coring was undertaken to confirm the presence of bedrock, the bedrock was typically low and medium strength below 1.3m depth with some extremely low strength bands. Auger refusal (using TC bit) was also encountered in Bores 1 and 3 at 4.0m and 5.8m depth, respectively, indicating the possible presence of at least low strength bedrock at these depths.

A summary of the groundwater conditions is also provided. **Figure 86** shows these results. It must be noted that groundwater conditions change based on the factors such as climatic conditions, soil permeability and bedrock defects.

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Bore / Monitoring Well	Surface RL (m AHD)	Depth (m) to Groundwater During Drilling	Depth (m) to Standing Groundwater	RL (m AHD) of Standing Groundwater
Bore 1	12.70	NE	1.71	10.99
Bore 2	13.80	NE ¹	2.04	11.76
Bore 3	12.78	4.1	3.89	8.89
MW2	12.20	NA	4.32	7.88
MW3	12.81	NA	1.39	11.42
MW4	13.12	NA	1.92	11.20

Figure 86: Summary of Groundwater Observations (Douglas Partners, 2019)

Given the results of the Bores and the groundwater which are outlined above, comment has been made on excavation conditions, retaining walls, footings and further investigation. These comments have been summarised below.

Excavation Conditions

It is understood that an excavation depth of approximately 9m to 10m will be required for the proposed development. Based on the results above, excavation conditions are likely to result in stiff and very stiff to hard residual clay soils depths up to 3m. Below 3m will be sandstone and siltstone bedrock which is initially low to very low strength. This is underlain by low to medium strength bedrock, as suggested by auger refusal in Bores 1 and 3 at 4.0m and 5.8m in depth, respectively and as identified in Bore 2 at 1.3m in depth.

The removal of the soil and extremely low strength bedrock will be carried out by conventional earthmoving equipment, possibly with light ripping assistance. The excavation of low to medium strength bedrock will require assistance from heavy ripping equipment and rock hammers. Rock saws may also require for detailed excavations such as footings, services trenches and batter trimming.

Retaining Walls

Given the extent of excavation required and the proximity to site boundaries and adjacent structures the expected presence of groundwater retaining structures should be installed ahead of the proposed excavation.

Contiguous or soldier pile walls may be used to support the deep bulk excavation. Alternatively, a secant pile wall (intersecting concrete piles) could be constructed to facilitate a tanked basement. Due to the depth of proposed excavation at least two rows of anchoring are expected to be required during construction, and therefore the walls should be designed as "braced" retaining walls.

The Preliminary Geotechnical Investigations Report sets out the preliminary retaining wall design parameters. An extract of the table is provided in **Figure 87**.

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Founding Strata	Unit Weight (kN/m ³)	At Rest Earth Pressure ¹ (K _a)	At Rest Earth Pressure ¹ (K ₀)	Ultimate Passive Earth Pressure ² (kPa)
Stiff or stronger Sandy Clay or Clay	20	0.3	0.45	150 kPa (drained) or K _p = 2 (undrained)
Extremely low strength Bedrock	22	0.3	0.45	300
Low Strength Bedrock	22	0.25	0.38	2000 ³
Medium strength Bedrock	22	0.15	0.23	4000 ³

Figure 87: Extract of Preliminary Retaining Wall Design Parameters (Douglas Partners, 2019)

Footings

Given the depth of excavation, the sandstone and siltstone will be exposed at the base of the excavation. For preliminary design purposes the high level footings could be designed based on an allowable bearing capacity of 800kPa. Higher bearing capacities may be achieved for higher strength bedrock; however, this will be subject to further investigation. All footings should be inspected by a Geotechnical Engineer.

The report concludes by stating that the investigations that have been carried out to date are considered to be sufficient for preliminary design and planning purposes. Further geotechnical investigation will only be required for detailed design.

It is therefore considered that the Preliminary Geotechnical Investigation prepared by Douglas Partners has sufficiently addressed the Geotechnical requirements for the purposes of preliminary design and planning as stated within their report. It is therefore considered acceptable in this regard.

6.19.2 ACID SULPHATE SOILS ASSESSMENT

An assessment of the Acid Sulphate Soils is contained within the Preliminary Site Investigation for Contamination report prepared by Douglas Partners and attached at **Appendix 17**. As stated above in **Section 6.17** of this EIS, the investigation comprised a detailed desktop analysis and a site walkover.

The investigations have stated that the acid sulphate soils mapping indicates that there is no known occurrence of acid sulphate soils on the site or adjoining sites. Further to this, Douglas Partners consider the mapping to be consistent with the physical setting of the site and the subsurface conditions encountered in the Geotechnical Investigation. An area approximately 100m north-east of the site is identified as potentially containing acid sulphate soils.

The investigation concludes that the proposed development is unlikely to disturb acid sulphate soils on the site, however, the proposed dewatering of the basement construction may impact nearby areas of mapped acid sulphate soils. This potential impact will be addressed in a dewatering management plan which will provide appropriate mitigation measures.

6.19.3 GROUNDWATER ASSESSMENT

An assessment of the Groundwater is contained within the Preliminary Site Investigation for Contamination report prepared by Douglas Partners and attached at **Appendix 17**. As stated above in **Section 6.17** of this EIS, the investigation comprised a detailed desktop analysis and a site walkover.

The report states that given the site's topography and geology it is considered that a permanent groundwater table is present at a relatively shallow depth. The report considers that intermittent seepage may be encountered at shallower depths at localized permeability boundaries. The report notes that groundwater levels vary dependent on a number of factors such as soil permeability and recent weather conditions.

Figure 88 is an extract from the report and shows the location of registered groundwater bore holes in proximity of the site.



Figure 88: Extract of Map Showing Registered Groundwater Bores (Douglas Partners, 2019)

A search for registered groundwater bores on the WaterNSW database indicated that there are four groundwater bores within a 500m radius of the site. The information available suggests that the two closest bores have their status labelled as cancelled.

The report concludes that the given the topography of the site and proximity to intermittent watercourses it is considered unlikely that any potential groundwater contamination from the site would impact any active registered groundwater bores.

6.20 UTILITIES

A Utilities Impact Assessment has been prepared by Warren Smith & Partners and is provided at **Appendix 20**. This assessment has calculated the water supply demand, gas load calculations and utility connections available to the site which has been summarised below.

The proposed water supply has been calculated utilising the *Gosford City Centre Development Servicing Plan Water and Sewer*. The average water demand per day would be 605L per bed and therefore would equate to a water supply of 136.5kL per day. It is important to note that this includes the cooling tower flow demand and without the cooling tower is typically around 270 L per day for average day demand.

The assessment also measures the proposed average daily sewer discharge for the proposed development. The estimated equivalent tenements (ET) is 1 per bed per unit which equates to 224 ET for the proposed hospital. The NSW Water Directorate states that standard equivalent tenement figures suggest that a 60% water to sewer discharge factor is appropriate. Assuming an average water demand of 605 L/ET per day, the 60% discharge factor and sewer discharge value for the development is 363 L/ET per day. The estimated total average daily sewer discharge is calculated to be 81.3kL per day.

The table below (**Figure 89**) outlines the average gas loads for the proposed developments.

Appliance	Total (M ³ /hr)
Mechanical Services	420
Hot Water Service, Including: -Domestic Hot Water -Kitchen & Laundry -Specialist Areas Hot Water	120
Kitchen Cooking	100
Laundry Facility	80
Total	720

Figure 89: Average Gas Loads (WS+P, 2019)

The closest water main is located on the northern side of Racecourse Road, refer to **Figure 90** below.

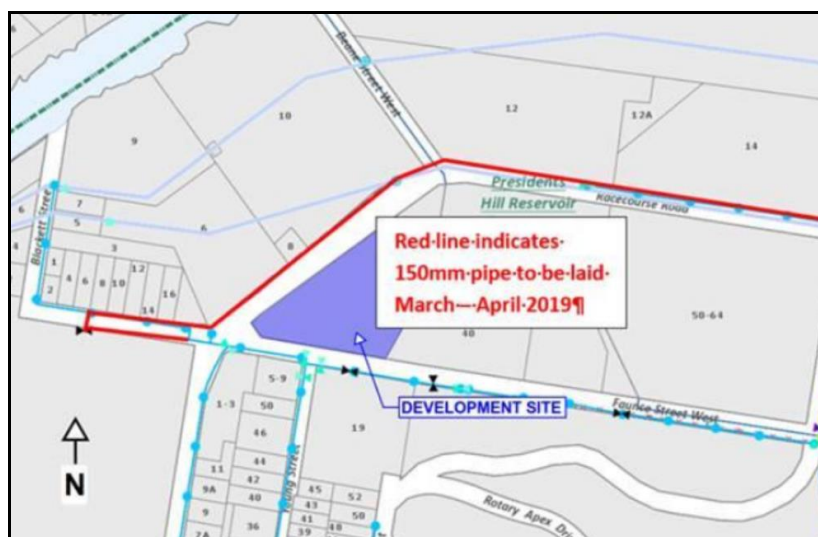


Figure 90: Watermain Located on the Northern Side of Racecourse Road (WS+P, 2019)

The proposed development seeks to connect to this water main. Additionally, there is a sewer main that is also located to north of the site which the development proposes to connect to. This is shown below in **Figure 91**.



Figure 91: Proposed Sewer Connection Point (WS+P, 2019)

There is currently an existing gas main located at the corner at Racecourse Road and Central Coast Highway. Preliminary advice gained from Jemena suggests that the proposed gas main would need to be extended approximately 700m to reach the site. The drawing in **Figure 92** below shows the approximate location of the gas main and required augmentation.

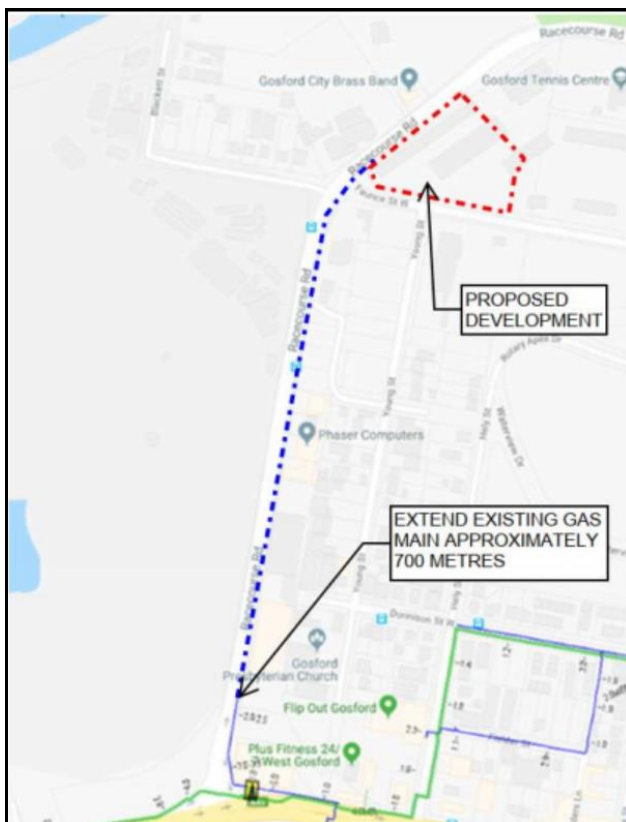


Figure 92: Proposed Jemena Gas Connection (WS+P, 2019)

Given the summary above, it is considered the proposed services can be augmented to satisfactorily service the proposed development.

6.21 STAGING

The SSDA seeks consent for the staged redevelopment of the site including:

- **Stage 1** – Development Application for Construction of the Main Building – Stage 1 comprises the demolition of the existing buildings and a built form development application for a part 11 storey, part 5 storey building with 2 basement levels and a lower ground floor level. Stage 1 will consist of in-patient units, general practitioner clinics, radiology rooms, pathology room, intensive care unit, operating theatres and ancillary retail. The basement levels will consist of parking, waste storage and loading dock.
- **Stage 2** – Concept Approval for Construction of a 4 Storey Building - Stage 2 comprises a concept development application for a 4 storey building along Racecourse Road and is it is anticipated that it will be used for retail tenancy, ancillary tenancies and medical tenancies

Stage 1 will consist of the construction of the shell and core of the building and would be deliverable immediately. Currently, there is no health care operator confirmed for the proposed development. Once an operator has been confirmed, development consent for the fitout works will be sought. The development timeframe for Stage 2 will be strongly dependent on the needs of the aforementioned operator. It is estimated that the timeframe for Stage 2 would be 5-10 years.

Stage 2 Detailed Built Form approval will be sought at a later date as part of a future development application.

6.22 CONSTRUCTION MANAGEMENT PLANS

A Construction Management Plan has been prepared and is attached at **Appendix 21**. The report has set out management and mitigation measures that are to be incorporated throughout the construction of the proposed development. In addition, the proposed Construction Management Plan has included a commitment to provide a communication and stakeholder engagement to ensure the key local stakeholders abreast of proposed works and strategies to minimise disruption to these key stakeholders.

6.23 HAZARDS

A Preliminary Risk Screen and Hazardous Materials Assessment has been prepared by MRA Consulting Group and has been attached at **Appendix 22**. The report has identified the expected hazardous materials and a preliminary risk screening has been completed.

The following table which is shown in **Figure 93** outlines the details of hazardous materials that are likely to be stored on site for use in operation of the proposed hospital. It also includes the proposed quantity, class, packing group, likely location and comments. These quantities are based on details from similar sized hospitals.

Hazardous Material	Quantity	Class	Packing Group	Location (distance to site boundary)	Comments
Diesel	5,000L	3	III	Above ground, outside of buildings near water storage tanks for use of fire pumps (15m from site boundary). See Figure 2, Appendix A.	Diesel (Class 3 PG III) – the method (Table 2) references Figure 9 graph of Applying SEPP 33 if greater than 5 tonnes. The quantity associated with the development is only approximately 5,000L which by weight is less than 5 tonnes (based on a density conversion of approximately 0.85kg/L). Therefore, the sk screening threshold is not triggered and the quantity is not considered potentially hazardous.
Liquid Oxygen	2,500m ³	2.2	N/A	Above ground, outside of buildings in VIE Tank near loading dock driveway void. See Figure 4 in Appendix A.	Liquid oxygen (Class 2.2) – Table 2 notes indicate that Class 2.2 materials are excluded from the risk screening.
Oxygen – compressed gas	3,000kg	2.2	N/A	Internally, within the level 1 basement in a designated medical gas bottled store situated in the main medical supply hold. See Figure 2 in Appendix A.	Oxygen compressed gas, medical air, medical nitrous oxide, and medical carbon dioxide are also Class 2.2, and therefore excluded from the risk screening according to Table 2.
Medical air	250kg (approx. 29,000L)	2.2	N/A		
Medical nitrous oxide	200kg (approx. 16,000L)	2.2	N/A		
Medical carbon dioxide	75kg (approx. 7,500L)	2.2	N/A		
Radioactive material	Minimal quantities for use in Radiology and Nuclear Sciences	7	N/A	Radiology (and other relevant) departments. See Figure 3 and Figure 5 in Appendix A.	Radioactive material (Class 7) typically stored and handled at the site in relation to medical tenancies and radiology department (for example) are excluded from the risk screening according to Table 2.

Figure 93: Extract of Materials Summary Details (MRA Consulting Group, 2019)

The tables below (**Figure 94 and 95**) sets out the relevant screening method to be used for each of the materials set out in the table shown above in **Figure 93**.

Class	Method to Use/Minimum Quantity
1.1	Use graph at Figure 5 if greater than 100 kg
1.2-1.3	Table 3
2.1 — pressurised (excluding LPG)	Figure 6 graph if greater than 100 kg
2.1 — liquefied (pressure) (excluding LPG)	Figure 7 graph if greater than 500 kg
LPG (above ground)	table 3
LPG (underground)	table 3
2.3	table 3
3PGI	Figure 8 graph if greater than 2 tonne
3PGII	Figure 9 graph if greater than 5 tonne
3PGIII	Figure 9 graph if greater than 5 tonne
4	table 3
5	table 3
6	table 3
7	table 3
8	table 3

Figure 94: Extract of Screening Method Used - Applying SEPP 33 (MRA Consulting Group, 2019)

Class	Screening Threshold	Description
1.2	5 tonne	or are located within 100 m of a residential area
1.3	10 tonne	or are located within 100 m of a residential area
2.1	(LPG only — not including automotive retail outlets ¹⁾)	
	10 tonne or 16 m ³	if stored above ground
	40 tonne or 64 m ³	if stored underground or mounded

Figure 95: Extract of General Screening Thresholds Quantities - Applying SEPP 33 (MRA Consulting Group, 2019)

The report also addresses whether the generated traffic movements are potentially hazardous. This is determined through an assessment of the potential traffic against Table 2 of *Applying SEPP 33* (DoPIE, 2011). The report states that the transportation of material is not likely to be potentially hazardous.

The Preliminary Risk Screen and Hazardous Materials Assessment concluded that the materials associated with the development do not trigger the screening threshold for either quantities or transportation movements are not considered potentially hazardous and SEPP 33 does not apply. Whilst the quantities and transportation movements are not considered potentially hazardous mitigation measures have been proposed. Please see the table below shown in **Figure 96, 97 and 98** below for best practice management and mitigation measures that would be implemented onsite to further decrease any potential risk posed by hazardous materials.

Hazards/aspect	Risk	Management standards and guidelines
Handling hazardous materials	personal harm/injury, environmental pollution or property damage	- Ensuring correct labelling of containers and pipework, using warning placards and displaying safety signs. - Maintaining a register and manifest (where required) of hazardous chemicals and notifying the regulator if you store manifest quantities of hazardous chemicals. - Identifying any risk of physical or chemical reaction of hazardous chemicals and ensuring their stability. - Ensuring workplace exposure standards for hazardous chemicals are not exceeded. - Providing health monitoring to workers (if relevant). - Providing information, training, instruction and supervision to workers. - Providing a spill containment system for hazardous chemicals if necessary. - Obtaining the current SDS from the manufacturer, importer or supplier of the chemical. - Controlling ignition sources and accumulation of flammable and combustible substances. - Providing fire protection equipment, firefighting equipment and emergency and safety equipment. - Providing a copy of your emergency plan to the primary local emergency services organisation if the quantity of a class of hazardous chemical at your workplace exceeds its manifest quantity.

Figure 96: Extract of Hazard Scenarios and Consequences Associated with the Activities and Facilities (1) (MRA Consulting Group, 2019)

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Hazards/aspect	Risk	Management standards and guidelines
		- Ensuring the stability and support of containers for bulk hazardous chemicals, including pipework and attachments. - Ensuring hazardous chemical storage and handling systems are decommissioned correctly. - Notifying the regulator as soon as practicable of abandoned tanks in certain circumstances.
Truck unloading of medical and other supplies, and loading of waste from the loading area	Loss of control, vehicle accident, impact on other vehicles, plant or pedestrians	- EMP prepared in accordance with <i>AS 4083-2010 Planning for emergencies in health care facilities</i>. - Operators to be licensed and competent.
Diesel fuel (class 3) storage – fire, storage tank failure, spills, etc.	Fire, release of dangerous goods, skin contact	- EMP prepared in accordance with <i>AS 4083-2010 Planning for emergencies in health care facilities</i>. - Storage in a separate storage area or bund. <i>AS1940:2004: The storage and handling of flammable and combustible liquids</i>. - Emergency Response Plan (ERP) to be included in Incident Response Plan (IRP), including fire response procedure. - Appropriate PPE to be supplied and worn.
Radioactive material – mishandling, spillage, prolonged exposure	Release of dangerous goods, skin contact, radiation	- EMP prepared in accordance with <i>AS 4083-2010 Planning for emergencies in health care facilities</i>. - Stored separate to other potentially hazardous materials including flammable or combustible goods. - Emergency Response Plan (ERP) to be included in Incident Response Plan (IRP), including fire response procedure. - Appropriate PPE to be supplied and worn.
Vehicle exhaust generated from movement of trucks in/around enclosed buildings and healthcare patients	Respiratory and skin health impacts	- Appropriate vehicle maintenance schedules would be strictly adhered to. - Patients will be prevented from frequenting areas that will have high traffic associated with deliveries and collections.
Fire – caused by machinery malfunction, electrical failure, ignition of fuel spill.	Fire	- Provision of sufficient hose reels around receipt and waste/product storage areas of the composting and manufacturing facility. - Location of existing fire hydrants near receipt and waste/product storage areas. - Installation of a fire hose reel with foam attachment adjacent to banded diesel storage area and generators. - Routine service of fire protection systems and equipment.

Figure 97: Extract of Hazard Scenarios and Consequences Associated with the Activities and Facilities (2) (MRA Consulting Group, 2019)

Hazards/aspect	Risk	Management standards and guidelines
General fire risk	- Damage to property, risk to human health - Smoke pollution	- ERP to be included in IRP, including fire response procedure. - Evacuation routes be painted on the facility floor with directional indicators showing the quickest routes (to prevent confusion in determining the most appropriate evacuation path). - All personnel are effectively practiced in site evacuation, through evacuation drills- conducted twice per annum. - The evacuation procedure be included within the Site emergency plan and that the emergency drill/exercise frequency also be listed within the plan with set months for the drill/exercise application. - Design and installation of a containment and disposal system that complies with relevant regulations for the low fire risk materials that are received and stored on site. - Purchase and access to bunding material to prevent water from entering stormwater systems. - Engagement of liquid waste disposal contractor, if required, to pump out and dispose of contaminated firewater.

Figure 98: Extract of Hazard Scenarios and Consequences Associated with the Activities and Facilities (3) (MRA Consulting Group, 2019)

Therefore, given the assessment above, it is considered that the report has identified, quantified and classified any proposed storage, use and management of any hazardous materials and measures to be implemented to manage hazards and risks associated with the storage in accordance with Section 23 of the issued SEARs.

6.24 AIR QUALITY

An Air Quality Assessment has been prepared by Northstar Air Quality and is attached at **Appendix 23**. The report provides an air quality assessment of the impacts during both construction and operational phases of the proposed development.

The overarching documentation for air quality control in NSW is the State air quality guidelines adopted by the NSW EPA are published in the '*Approved Methods for the Modelling and Assessment of Air Quality in NSW*' (Approved Methods). The criteria specified in the Approved Methods are the defining ambient air quality criteria for NSW, an extract of this criteria has been provided in **Figure 99** below:

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Pollutant	Averaging period	Units	Criterion
Particulates (as PM ₁₀)	24 hours	µg·m ⁻³ (a)	50
	1 year	µg·m ⁻³	25
Particulates (as PM _{2.5})	24 hours	µg·m ⁻³	25
	1 year	µg·m ⁻³	8
Particulates (as Total Suspended Particulate [TSP])	1 year	µg·m ⁻³	90
Deposited dust ^(d)	1 year	g·m ⁻² ·month ⁻¹ (b)	2
		g·m ⁻² ·month ⁻¹ (c)	4

Figure 99: NSW EPA air quality standards and goals (Northstar Air Quality, 2019)

In terms of odour, the Protection of Environment Operations Act 1997 (POEO Act) is the overarching criteria for offensive odour. It is important to note that hospitals are a non-scheduled activity, the principles contained within the POEO Act framework is applicable. 'offensive odour' is defined within the POEO Act as:

an odour:

- (a) *that, by reason of its strength, nature, duration, character or quality, or the time at which it is emitted, or any other circumstances:*
 - (i) *is harmful to (or is likely to be harmful to) a person who is outside the premises from which it is emitted, or*
 - (ii) *interferes unreasonably with (or is likely to interfere unreasonably with) the comfort or repose of a person who is outside the premises from which it is emitted, or*
- (b) *that is of a strength, nature, duration, character or quality prescribed by the regulations or that is emitted at a time, or in other circumstances, prescribed by the regulations.*

An assessment of the construction and operational impacts are provided below.

6.24.1 CONSTRUCTION

The Air Quality Impact Assessment has identified the following plant and equipment that has the potential to emit air quality emissions during the construction phase, these are

- *cranes;*
- *light vehicles;*
- *excavators;*
- *front end loaders;*
- *graders;*
- *heavy vehicles;*
- *drills;*
- *pneumatic hand or power tools;*
- *commercial vans; and,*
- *cherry pickers.*

The methodology for assessing the air quality impacts associated with the construction phase is shown in flow chart in **Figure 100** below.

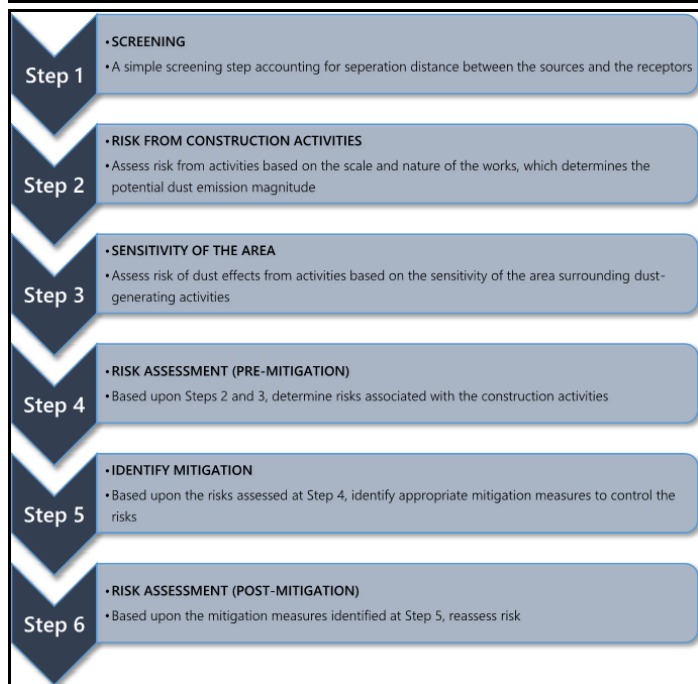


Figure 100: Construction phase impact risk assessment methodology

Using the methodology shown above, Northstar Air Quality has screened the surrounding area, identified the risk from construction activities and assessed the sensitivity of the area using identifying the nature of receptor and distance to receptors.

The proposed risk assessment pre-mitigation has been undertaken and is depicted in **Figure 101** below.

Impact	Sensitivity of Area	Dust Emission Magnitude					Preliminary Risk				
		Demolition	Earthworks	Construction	Track-out	Const. Traffic	Demolition	Earthworks	Construction	Track-out	Const. Traffic
Dust Soiling	Low	small	medium	large	-	large	Neg.	Low	Low	-	Low
Human Health	Low	small	medium	large	-	large	Neg.	Low	Low	-	Low

Figure 101: Risk of Air Quality Impacts from Construction Activities

As can be identified from the results shown above the proposed magnitude of risk of construction and construction traffic related dust emissions is classified as large in a pre-mitigation scenario. The table also indicates that with no mitigation measures the proposed construction activities low risk to human health. Further to this, the Air Quality Impact Assessment has identified a significant number of mitigation measures and ranked them appropriately (N=Not Required D= Desirable H= Highly Recommended). Finally, the post-mitigation risk concludes that *given the size of the construction works to be performed at the development site, the distance to sensitive receptors and the activities to be performed, residual risks associated with fugitive dust emissions from the development post-mitigation are anticipated to be 'not significant'*. Given the detailed assessment of the air quality associated with construction activities, undertaken in accordance with the relevant legislation, the proposed development is considered to not pose a significant risk given its size of development and distance to sensitive receptors.

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6.24.2 OPERATIONAL

The assessment of operational air quality impacts are primarily qualitative and rely heavily upon consultant reports such as;

- Waste Management Plan; and
- Traffic Impact Assessment.

The Air Quality Impact Assessment has identified the following plant and equipment that has the potential to emit air quality emissions during the construction phase, these are

- use of emergency power generation;
- management and disposal of waste materials (including medical wastes);
- cooking emissions from kitchens; and,
- vehicle movements.

Each of the plant and equipment elements identified above have undergone a qualitative assessment to identify whether they will have a significant impact on air quality to surrounding sensitive receptors.

Use of Emergency Power Generation

An emergency power generator will be utilised in the instance that an unexpected electricity failure occurs. The proposed use of a stand by generator is not a scheduled activity for the purposes of the POEO Act. POEO (Clean Air) Regulation 2010 specifically exempt stationary reciprocating internal combustion engines from air impurity standards for nitrogen dioxide and nitric oxide if the plant is used for a total of not more than 200 hours per year. Appropriate mitigation has been identified which consists of regular maintenance and provision of an exhaust stack. It is considered that the proposed stand by generator would have an insignificant effect on air quality in the area.

Management and Disposal of Waste Materials

The proposed development consists of putrescible and non-putrescible waste. Some of the waste may be odourous and may consist of human, bulk bodily fluids or food waste. The proposed development waste storage area will be located at the lower ground floor level and will be stored away from highly frequented pedestrian areas and enclosed to reduce or alleviate amenity impacts. Finally, some odourous waste materials will be refrigerated prior to disposal to reduce potential odour impacts. Should the requirements of the Waste Management Plan be followed, impacts associated with odour from waste materials would be considered negligible.

Kitchen Operations

Emissions generated from kitchen operations will vary significantly dependent on composition and cooking processes being performed. Emissions to the atmosphere from kitchen operations is from exhaust ventilation systems and is typically odour or smoke.

Cooking processes also give rise to emissions of a range of air pollutants including oxides of nitrogen, carbon monoxide, carbon dioxide, and a range of organics including volatile organic compounds, semi-volatile organic compounds and aldehydes. Generally, these pollutants may become a potential hazard to health within poorly ventilated kitchen spaces, and controlled discharge from kitchen exhaust ventilation systems control the potential for exposure. Emissions of these pollutants is not considered to be significant from an environmental perspective.

The image provided below (**Figure 102**) describes seven types of cooking which may give rise to odour, grease and smoke

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Cooking process type (as per AS 1668.2:2012)	Example	Potential for			Operated within kitchen?
		Grease	Smoke	Odour	
Type 1 – Non-grease producing equipment	-	Low	Low	Low	Yes
Type 2 – Low-grease, medium heat producing equipment	Griddles, ranges, conventional fryers, tilting skillets, steam kettle and gas ovens	Medium	Low	Medium - High	Yes
Type 3 – High-grease, low heat producing equipment	Electric deep fat fryers, grooved griddles, hot tops and hot top ranges	High	Medium	High - Very High	Yes
Type 4 – High-grease, medium heat producing equipment	Countertop barbeques and gas deep fat fryers	High – Very High	Low – Medium	Very High	Possible (deep fat fryers)
Type 5 – High-grease, high heat producing equipment	Salamanders and open flame charcoal equipment utilising solid fuel	Very High	High – Very High	High – Very High	No
Type 6 – Oriental cooking tables and/or woks	Oriental cooking tables and/or woks	High	Medium	High	No
Type 7 – Bread ovens and steam-producing combination ovens	Bread ovens and steam producing combination ovens	Low	Low	Medium	Yes

Figure 102: Cooking Types and Potential for Grease, Smoke and Odour (Northstar Air Quality, 2019)

Furthermore, reference is made to *NSW EPA Local Government Air Quality Toolkit - Air quality guidance note – Food outlets* (NSW EPA, 2017), and the *UK DEFRA Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems* (DEFRA, 2005) which make the recommendations for odour control relating to the cooking of food products. The proposed recommendations are shown in **Figure 103** and **104** below.

Requirement	Control type		Further Details (as appropriate)
	Process	Management	
Odour sources such as cooking areas to be suitably ventilated. Cooking emissions to be captured and discharged at a suitable height so as to not cause an odour nuisance.	✓		Cooking areas would be ventilated in accordance with relevant Australian Standards. Vertical discharges will be at a minimum of 2 m above roof height.
Exhaust stacks to be vented at a height clear of downwash effects from the building in which the activity is located and adjacent buildings and a minimum of 3 m above the highest point of the building roof ridge line or above that of any higher adjacent building within 50 m. This is also in agreement with Australian Standard (AS) 1668.2-2012 (the use of ventilation and air conditioning in buildings) which also includes the requirement for discharges to be not less than 6 m from a property boundary, any outdoor air intake or any natural ventilation device or opening.	✓		As above. In addition, all discharges will be located at a minimum of 6 m from the property boundary.
Reference should also be made to AS1668.2-2012 which prescribes the relevant exhaust air flow rate for cooking process types, based on the length of the canopy/hood.	✓		Confirmation should be sought from the mechanical engineer that all cooking appliances are installed and serviced in accordance with AS1668.2-2012
Odorous exhaust gases to be treated by activated carbon adsorbers, before exhaust gases are discharged to atmosphere. Ventilation system to be equipped with efficient filtration equipment to remove particles and aerosols from the cooking exhaust before it enters the activated carbon adsorbers.	✓		Multi-phase control system to be installed to remove grease, particulates and odour, as required
Activated carbon adsorbers to be checked regularly for odour 'breakthrough' (and the filter changed once breakthrough has been reached).		✓	A management system should be operated which includes a control system to identify when filters are dirty/overloaded.

Figure 103: Air pollution control for cooking of food products - requirement and response (Northstar Air Quality, 2019)

Requirement	Control type		Further Details (as appropriate)
	Process	Management	
Spent activated carbon to be disposed of to landfills which are licensed and approved to accept this type of waste material.		✓	An approved waste contractor would be engaged to remove all spent activated carbon (and other filtration units).
NSW EPA recommends that exhaust stack gases be vented with a design exit velocity of at least 10 m·s ⁻¹ without any impediment to vertical discharge (NSW EPA, 2017). AS1668.2-2012 recommends vertical exit velocities for air discharges of 5 m·s ⁻¹ .	✓		The exhaust velocity will be evaluated following operation and assessed on each occasion following annual maintenance of the exhaust units.
The particulate filtration system installed (for example, a filter or grit arrestor in the cooking ventilation system) to be maintained in efficient working order at all times.	✓	✓	A management system should be operated which includes a control system to identify when filters are dirty/overloaded. The units would be maintained in accordance with the manufacturer's specifications.
The ventilation system used for collection of emissions (e.g. fume hood) to be maintained in efficient working order at all times. Material accumulated on the inside of the hood and ductwork (e.g. fats from cooking) to be checked and removed periodically.	✓	✓	Visible and accessible ductwork and hoods will be cleaned at the end of each shift.
Grease traps installed in the cooking systems to be maintained in efficient working order at all times.	✓	✓	Grease traps will be inspected and cleaned/maintained at the end of each working day.
All activities, including housekeeping, to be carried out according to industry best practice.		✓	

Figure 104: Air pollution control for cooking of food products - requirement and response (Northstar Air Quality, 2019)

Air ventilation has not yet been identified; however, the air ventilation will be designed to comply with the relevant Australian Standards. Based on the findings of Northstar Air Quality's assessment, they recommend the following methods may be required to include a level of odour and particulate control, including a combination of the following:

- *Grease arrestors/traps to prevent grease from obstructing particulate filters;*
- *Particulate filtration, removing a range of particle sizes through e.g. electrostatic precipitation (ESP), panel filters, bag filters, and/or HEPA filters (multistage filter packs);*
- *UV-C lamps or other ozone generating equipment producing ozone which oxidise volatile organic compounds (odour); and,*
- *Activated carbon filters to remove excess ozone and fine particles.*

A staged system would be designed to progressively remove odour and particulate matter. The addition of the supplementary controls would seek to ensure that odour from the cooking processes are adequately controlled, where required.

A multi-phase filtration system outlined above can be considered to be at the higher end of air pollution control devices installed at commercial kitchen premises. Given the number of elements which are required to work together, it would be critical that the system is maintained and managed in accordance with the manufacturers specifications.

Given the summary above and the detailed assessment undertaken by Northstar Air Quality it is considered that the kitchen exhaust is capable of managing operational air quality impacts associated with the kitchen operations.

Traffic Generation

As mentioned throughout the report, the Transport Impact Assessment prepared by Traffix (**Appendix 9**) estimates a trip generation during the operation of the hospital would be 115 vehicle trips per hour in the peak morning period and 143 vehicle trips per hour in the afternoon peak period. None of the roads immediately surrounding the site are identified as busy roads according to RMS. The Air Quality Impact Assessment states that the proposed generation of traffic arising from the proposed development would not result in adverse impacts. Nevertheless, the assessment recommends ensuring that the proposed accesses are designed in a manner that would minimise queueing and idling traffic.

6.25 BUILDING CODE OF AUSTRALIA

A BCA Compliance Statement has been prepared by Blackett MacGuire + Goldsmith (BM+G) and is attached at **Appendix 25**. The BCA Compliance undertaken a preliminary assessment of the architectural plans in terms of compliance with the BCA. BM+G consider that the compliance matters raised are not uncommon for a development of this nature and that these matters can readily be addressed at the Construction Certificate stage. Therefore, BM+G consider that the proposed development is capable of complying with the BCA.

6.26 FIRE ENGINEERING

A Fire Engineering Review Letter has been prepared by ARUP and is attached at **Appendix 39**. This statement has identified a number of performance based design items which are proposed to be addressed that could potentially have an impact on the application, these include:

- *Reduced fire rating requirements of retail tenancies at ground floor;*
- *Reduced pressure differentials between ground floor and the levels above.*
- *Protection of glazing to the void connecting ground to Level 1 9patient care buildings can not have interconnected storeys under the DtS requirements of the BCA;*
- *Areas of extended travel distances in the car-park levels;*
- *Extended travel distances to and between exits generally in the patient care areas*

The report goes on to conclude that at this stage and other than the performance solution identified above, the proposed development appears to comply with provisions of the BCA. Further to this, it is considered that there are no issues that would affect the building layout arising from fire safety and therefore, no impediments to the DoPIE issuing development consent.

6.27 STRUCTURAL ENGINEERING

A Structural Engineering DA Report has been prepared by M+G Consulting and is attached at **Appendix 30**. The report has undertaken a preliminary assessment of the architectural plans and has confirmed that M+G Consulting consider that the proposed development is feasible from the structural perspective. Furthermore, M+G Consulting consider that the adopted layouts and configuration of the buildings are in harmony with efficient structural design practice and will provide a platform for an efficient and affordable project in terms of structural design.

PART G DRAFT MANAGEMENT AND MITIGATION MEASURES

By:	AA Crown Holdings Pty Ltd
In relation to:	Proposed Northside Private Hospital
Site:	Faunce Street West, West Gosford (Lot 2 DP1226923)

AA Crown Holdings would undertake the facilitated construction of the proposed Northside Private Hospital in accordance with the following:

Below prescribes some terms and abbreviations used in this Statement, including:

Approval	The Minister's approval of the proposed development
BCA	Building Code of Australia
Council	Central Coast Council
Department	Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
Project	The development as described in the EIS
Applicant	AA Crown Holdings Pty Ltd
Secretary General	Secretary-General of the Department (or delegate)
Site	10,180m ² portion of land to which this project relates
WorkCover	NSW WorkCover

ADMINISTRATIVE COMMITMENTS

Commitment to Minimise Harm to the Environment

1. AA Crown Holdings Pty Ltd would implement all reasonable and feasible measures to prevent and/or minimise any harm to the environment that may result from the construction or operation of the project.

Occupation Certificate for a Hospital

2. AA Crown Holdings Pty Ltd would ensure a staged Interim and Final Occupation Certificate is obtained prior to the occupation of the hospital.

Terms of Approval

3. AA Crown Holdings Pty Ltd would carry out the project generally in accordance with the:
 - a) Environmental Impact Statement;
 - b) Drawings prepared by Health projects International;
 - c) Management and Mitigation Measures;
 - d) Any Conditions of Approval.
4. If there is any inconsistency between the above, the Conditions of Approval shall prevail to the extent of the inconsistency.

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5. AA Crown Holdings Pty Ltd would ensure compliance with any reasonable requirement/s of the Secretary-General of the Department of Planning, Industry and Environment arising from the Department's assessment of:
 - a) Any reports, plans, programs, strategies or correspondence that are submitted in accordance with this Approval; and
 - b) The implementation of any recommended actions or measures contained in reports, plans, programs, strategies or correspondence submitted by the Project Team as part of the application for Approval.

Structural Adequacy

6. AA Crown Holdings Pty Ltd would ensure that all new buildings and structures on the site are constructed in accordance with the relevant requirements of the BCA.

Access

7. AA Crown Holdings Pty Ltd would ensure at the Construction Certificate Stage compliance with Part D3 BCA and the following:
 - a. Provide door schedule which shows compliance with AS1428.1 with respect to clear openings, circulation space and luminance contrast on doorways, door force is 20N where a door closer is fitted.
 - b. Provide slip resistance certification for ramps, to show testing under wet surface conditions in accordance with AS4586 – 2013.
 - c. Detail all 1:14 gradients ramps to comply with AS1428.1 with regards to handrails on both sides with extensions and tactile ground surface indicators.
 - d. All public stairs to comply with AS1428.1 Cl 11 Stairs.
 - e. Tactile indicators to be installed on top and bottom of non-fire isolated stairs and ramps to comply with AS1428.4.1.

Operation of Plant and Equipment

8. AA Crown Holdings Pty Ltd would ensure that all plant and equipment used on site is maintained and operated in proper and efficient manner, and in accordance with relevant Australian Standards.

SPECIFIC ENVIRONMENTAL COMMITMENTS

Noise

9. Construction on the site would only be undertaken between 7am and 6pm Monday to Friday, and 8am and 1pm on Saturdays. No construction would be allowed on site on Sundays or public holidays. The following specific measures are proposed throughout the construction and operational phases of development:
 - a) Prompt response to any community issues of concern;
 - b) Noise monitoring on-site and within the community;
 - c) Refinement of on-site noise mitigation measures and plant operating procedures where practical;
 - d) Preparation of a formal noise management plan including noise monitoring program;
 - e) For equipment with enclosures (i.e. compressor rooms) ensure door and seals are well maintained and kept closed when not in use;
 - f) Keep plant and equipment well maintained, regular inspection and maintenance of equipment to ensure it is good working order;
 - g) Equipment not to be operated until it is maintained or repaired;
 - h) Regularly train workers (i.e. toolbox talks) to use equipment in ways to minimise noise;
 - i) Operate mobile plant in a quiet, efficient manner;
 - j) Switching off vehicles and plant when not in use; and,

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- k) Incorporate clear signage at the site including relevant contact numbers for community enquiries.

Air Construction Traffic

10. During construction:

- a) all trucks entering or leaving the site with loads have their loads covered;
- b) trucks associated with the project do not track dirt onto the public road network; and,
- c) the public roads used by these trucks are kept clean.

Dust Management

11. During the construction phase of the project, all reasonable and feasible measures to minimise the dust generated by the project. These include:

Source	Control Measures
General	
Visual Inspection	Carry out visual inspections of the site during site preparatory / construction activities and employ measures where necessary to minimise any visible air pollution generated by the Project.
Regular Maintenance	Regularly inspect and perform maintenance on dust control technologies (i.e. water sprays nozzles) and measures to ensure the effectiveness of these controls.
Erosion Control Structures	Silt and other material removed frequently from around erosion control structures to ensure deposits do not become a dust source.
Vegetated Buffers	Retain existing vegetation where appropriate and implement additional vegetated buffers around the boundary of the site to provide act as a physical barrier to the transport of pollutants in the direction of sensitive receptors.
Waste Materials	Cleared vegetation, demolition materials and other combustible waste material should not be burnt on-site. All waste materials be appropriately contained (in skips, bins) and covered during adverse weather conditions and handled in accordance with the site's Waste Management Plan.
Wind Blown Dust Sources	
Disturbed Areas	– Disturb only the minimum area necessary. – Stabilise all disturbed areas as soon as practicable to prevent or minimise windblown dust. – Regularly assess weather conditions to identify adverse weather conditions that are unfavourable in terms of dust levels at receptor locations surrounding the site.
Stockpile/s	– Water sprays and/or covers would be employed for material stockpiles, particularly during adverse weather conditions, to minimise dust generation. – Stockpiles would be covered overnight. – Use of chemical dust suppressants would also be used where necessary. – Fencing, bunding or shelterbelts used to reduce ambient wind speeds (in some areas).
Transportation (Trucks)	– Truck loads covered with tarpaulin or lid prior to transport of dusty materials by road. – Minimise truck queuing and unnecessary trips through logistical planning of materials delivery and work practices. – Reduce vehicle / truck idling times. – Maintain a following distance of trucks of 20 seconds minimum to allow for dust clouds generated by the lead truck to dissipate.

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	– Install a truck wheel wash or shaker grid to remove any loose dirt.
Activity Generated Dust Sources	
Internal Road Dust	– Roads and trafficked areas would be watered down using a watercart and/or sprinkler(s) to minimise the generation of dust. – Haulage vehicles would be restricted to the most direct route and minimal manoeuvring areas to prevent indiscriminate driving over non-active areas. – Haul roads and hard stand areas will have designated speed limits (i.e. generally 20 km/hour). – Enforce speed limits on all on-site vehicles to minimise wheel-generated dust. – Stabilise access roads and work areas as soon as practicable to prevent or minimise windblown dust. – Maintain roads on a regular basis to ensure roads are clearly marked, potholes and corrugations are eliminated, and extra material build up is removed or redistributed on the road. – Chemical dust suppressants used where necessary.
External Road Dust	– Vehicles causing dirt track out onto main roads would be cleaned up on a regular basis to prevent this becoming an additional source of dust. – Material spillages would be cleaned up promptly.
Excavation	– Apply water sprays to trucks and loading points for dust suppression.
Loading and Dumping	– Dump heights would be minimised wherever possible (reduce to 5 m).
Plant and Equipment	– All plant and equipment used during activities would be maintained and operated in a proper and efficient condition. – Reduce idling times of trucks and other machinery. – Fixed plant should be located as far from local receptors as possible.
Excessive Dust Events	
Internal Roads	– Employ additional water spraying / water carts. – Further reduce speed on haul roads during high winds. – Halt traffic movements.
Stockpiles	– Cover stockpiles of material.
Project Site	– Temporarily halt activities and resume once weather conditions have improved.

Waste Management

12. AA Crown Holdings Pty Ltd would ensure that all waste generated on site during operation is classified in accordance with the Office of Environmental and Heritage's *Waste Classification Guidelines: Part 1 Classifying Waste* and disposed of to a facility that may lawfully accept the waste.
13. Consider measures and performance-based targets for reduction, reuse and recycling options.

Protection of Vegetation

14. AA Crown Holdings would mark the clearance boundaries prior to commencement of construction to ensure that there is no unnecessary removal of vegetation.

Aboriginal Heritage

15. During works, AA Crown Holdings Pty Ltd would notify the NSW Office of Environment and Heritage should an Aboriginal site and/or object be recorded in the Aboriginal Heritage Information Management System (AHIMS).

Ecologically Sustainable Development

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16. The AA Crown Holdings Pty Ltd would investigate the following ESD measures in respect of:

- a) Energy & Greenhouse Gas Emissions;
- b) Potable water reduction;
- c) Minimising waste to landfill;
- d) The Indoor Environment;
- e) Occupant amenity and comfort;
- f) Land Use & Ecology;
- g) Emissions; and
- h) Building Management

Bushfire Protection

17. **Emergency Management** – A bushfire emergency / evacuation plan is to be prepared and be consistent with the NSW RFS Guidelines for the *Preparation of Emergency / Evacuation Plan*.

Contamination

18. A contaminated land professional should be consulted with should any unexpected finds concerning stained or odorous material be uncovered during the demolition and construction phases of development.

Geotechnical

- 19. Site preparation and filling should be carried out in accordance with the guidelines contained in AS 3798 – 2007.
- 20. All excavated materials which are to be removed off the site will be disposed of in accordance with the provisions of the current legislation and guidelines including the Waste Classification Guidelines (EPA, 2014).

BCA

21. All new buildings will be designed to comply with the BCA standards.

An Environmental Risk Assessment to identify the potential environmental impacts associated with the construction of the development. The impacts and mitigations of that risk assessment have been incorporated in the above.

PART H PROJECT DEVELOPMENT JUSTIFICATION

The proposal is considered to be justified in the context of environmental, social and economic terms and is compatible with the locality in which it is proposed.

This application is lodged on the basis of:

Supporting State, Regional and Local planning objectives

The proposal is consistent with the objectives, provisions and strategies outlined within Central Coast Regional Plan 2036, UDF and SEPP GCC.

Appropriate use of an approved site

The proposal will contribute to the provision of a state-of-the-art health services facility. The strengthening of this sector is an important strategy for the infrastructure of the Gosford City Centre area as described in the Central Coast Regional Plan. The development complements significant investment in infrastructure and will be an employment generating development.

Environmental impacts have been minimised

Specialist consultants have assessed the risks and determined that the development can be undertaken with minimal environmental impacts. No significant risk to the locality is to result from the proposal.

Compatibility with surrounding development

The proposed use is compatible with surrounding development including the commercial, industrial, education, residential and health services development in the general vicinity of the site. The investigations undertaken as part of this application conclude that no significant cumulative impact would occur from the proposed use for the purpose of a health services facility.

Ecologically Sustainable Development

The principles of ecological sustainable development as outlined in Clause 7(4) of the EP&A Regulations are addressed follows:

- *Precautionary Principle*

No unmanageable threat or irreversible damage to the environment has been identified in relation to the proposal.

- *Inter-generational Equity*

No unreasonable use of resources, affectation of environmental processes or prevention of the use of land for future generations will occur from the proposal.

- *Conservation of Biological Diversity and Ecological Integrity*

The site has been previously disturbed and does not present any risk to any significant ecological integrity.

No processes, habitats or species outside the site are likely to be significantly affected by the development.

- *Improved Valuation, Pricing and Incentive Mechanisms*

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The proposal seeks to implement measures to avoid, contain and address any associated waste or pollution through appropriate design and management.

PART I CONCLUSION

This EIS has been prepared to consider the environmental, social, and economic impacts of the proposed development of Northside Private Hospital. The EIS has addressed the issues outlined in the SEARs (**Appendix 3**) and accords with Schedule 2 of the EP&A Regulation with regards to consideration of relevant environmental planning instruments, built form, social and environmental impacts.

The proposal is considered appropriate for the location and should be supported by the Minister for Planning for the following reasons:

- It has been prepared having regard to the relevant planning legislation and is permissible with consent;
- The proposal has been prepared with regard to the relevant state and regional planning policies and strategies, and demonstrates consistency and compliance with the objectives of the strategic documents including the Central Coast Regional Plan which prioritising increased health services facilities;
- It has been prepared having regard to Council's planning policies and generally complies with the aims and objectives of the planning controls for the site including the SEPP GCC and GCC DCP;
- While the proposal results in a numerical non-compliance with the maximum building height and FSR standard in the SEPP GCC, a justification has been provided under the accompanying Clause 8.4 Justification's that finds that the standard is unnecessary and unreasonable in the circumstances. Additionally, Clause 8.4 of the SEPP GCC allows for additional maximum building height and FSR on certain sites which includes the proposed site;
- The proposal is suitable for the site as evidenced by the site analysis and various site investigations, including but not limited to, geotechnical, visual impact assessment and heritage.
- The proposal does not have any unacceptable off-site impacts on adjoining or surrounding properties or the public domain, in terms of traffic, social and environmental impacts;
- The proposal improves on-site pedestrian and public domain through the implementation of pedestrian and cycle path for the extent of the site;
- The proposed development is of a high quality in terms of built form, bulk and architectural treatment and responds positively to adjoining development. The proposal exhibits design excellence as required by Clause 8.3 of the SEPP GCC and outlined in the Design Excellence Statement and will make a positive contribution to the overall built form, and respects the architectural integrity and heritage character of the surrounding urban area;
- The landscaping plan is of a high-quality and is pedestrian oriented and prioritises circulation through the site;
- The proposal has addressed the concerns raised during community consultation with key stakeholders;
- The proposed development will result in a significant health services facility to address a defined need within the Central Coast region.
- The proposed development will provide approximately 2,200 jobs during the construction phase and approximately 460 full time employees once operational.
- The proposed development will contribute positively to energy efficiency and environmental sustainability. The proposed development has adopted and incorporated many ESD features to reduce energy consumption during the life of the proposed development.

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In summary, the development warrants the support of the Minister and we therefore recommend that approval be granted to the Stage 1 - Development Application for Construction of the Main Building and Stage 2 - Concept Approval for Construction of a 4 Storey Building approval.

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APPENDIX 1 – Architectural Plans

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APPENDIX 2 – Quantity Surveyors Report

APPENDIX 3 – Secretary’s Environmental Assessment Requirements

APPENDIX 4 – DCP Assessment Table

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APPENDIX 5 – Design Excellence Statement

APPENDIX 6 – Concept Master Plan & Design Justification

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APPENDIX 7 – Landscape Report

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APPENDIX 8 – ESD Report

APPENDIX 9 – Traffic Impact Assessment

APPENDIX 10 – Civil and Stormwater Design

APPENDIX 11 – Bushfire Impact Assessment

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APPENDIX 12 – Heritage Impact Statement

APPENDIX 13 – Aboriginal Heritage Impact Assessment

APPENDIX 14 – Social and Economic Impact Assessment

APPENDIX 15 – Arboricultural Impact Assessment

APPENDIX 16 – Noise and Vibration Impact Assessment

APPENDIX 17 – Preliminary Site Investigations for Contamination

APPENDIX 18 – Biodiversity Development Assessment Report

APPENDIX 19 – Preliminary Geotechnical Investigation

APPENDIX 20 – Utilities Impact Assessment

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APPENDIX 21 – Construction Management Plan

APPENDIX 22 – Preliminary Risk Screening Report

APPENDIX 23 – Air Quality Assessment

APPENDIX 24 – Accessibility Review Report

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APPENDIX 25 – BCA Compliance Statement

APPENDIX 26 – Community Consultation Report

APPENDIX 27 – Façade Reflectance Statement

APPENDIX 28 – Mechanical, Electrical, Hydraulic, Fire and Lift Services

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APPENDIX 29 – Public Art Plan

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APPENDIX 30 – Structural Engineering Report

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APPENDIX 31 – Waste Management Plan

APPENDIX 32 – Wind Impact Assessment

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APPENDIX 33 – City of Gosford Design Advisory Panel Advice

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APPENDIX 34 – Survey Plans

APPENDIX 35 – NSW Title Search

APPENDIX 36 – Clause 8.4 Justification - Height

APPENDIX 37 – Clause 8.4 Justification - FSR

APPENDIX 38 – Civil Works and Stormwater Plans

APPENDIX 34 – Fire Engineering Review Letter

APPENDIX 35 – NSW Title Search

APPENDIX 36 – Clause 8.4 Justification - Height

APPENDIX 37 – Clause 8.4 Justification - FSR

Environmental Impact Statement

Northside Private Hospital

Faunce Street West, West Gosford (Lot 2 DP1226923)

APPENDIX 39 – Fire Engineering Review Letter

APPENDIX 40 – Advice on Pedestrian and Cycle Pathway

Environmental Impact Statement

Northside Private Hospital

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APPENDIX 41 – Plan of Subdivision