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# Environmental Impact Statement

Client: **Macquarie Health Corporation**

Project: Redevelopment of President Private Hospital

(Ref. No. SSD 10320)

369-381 President Ave
61-65 Hotham Rd,
2-4 Bidurgal Ave.
Kirrawee, NSW 2232

Project No: MACHEALTH-06

November 2020


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# Environmental Impact Statement



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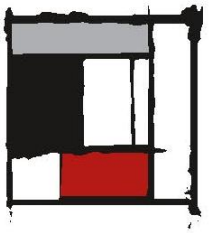
We certify that the information contained in the Environmental Impact Statement is neither false nor misleading and based on information we take to be truthful and correct at the time of printing.

| Document Status | | | Approved for issue | |
|---|---|---|---|---|
| Version | Author | Reviewer | Signature | Date |
| V4.1 | Christine Kelly | SP |  | 13/11/20 |
| V3 | Christine Kelly | |  | 29/09/20 |



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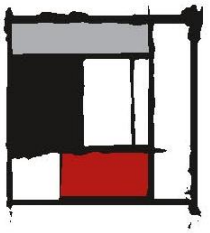

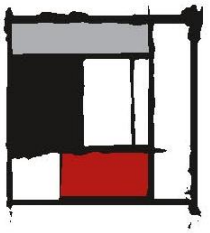

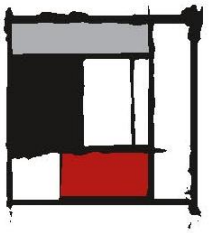

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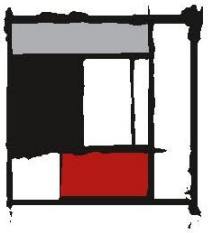

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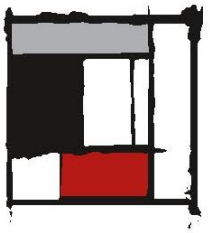

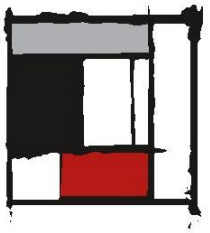

## Photos:



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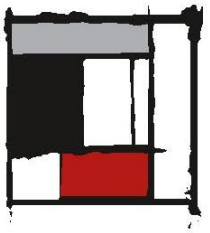
*Figure 1: President Ave. Perspective.*



# 1.0 Executive Summary

Macquarie Health Corporation proposes to extend and enhance the existing facilities for President Private Hospital referred as 'PPH'.

A request for the Secretary's Environmental Assessment Requirements (SEARs) for the site was lodged with the Department of Planning and the SEARs requirement was issued May 28th 2019 (Ref: SSD 10320)

This Environmental Impact Statement (EIS) has been prepared by Imagescape Design Studios. It provides an assessment of the project based on the outcomes from a number of sub consultant investigations.

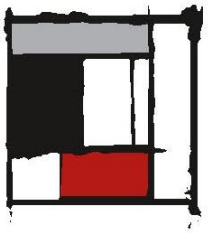
**Site Context**
The proposed development is located at 369 – 381 President Ave in the suburb of Kirrawee. The formal description of the site is as follows:
Lot 1 DP 841502; Lot 24A DP26995, Lot 23 DP26995, Lot 53 DP29493 and lot 54 DP29493.The subject site consists of one large site made up of Lots 1, 24A and three smaller sites which will be amalgamated into the larger site as part of this development proposal.

In total the site area is 9,519.86msq (based on the Survey Plan prepared by Dunlop Thorpe & Co Pty Ltd. The subject site and surrounding context are described in detail in **Section 3** of this EIS. The subject site is within the ownership of President Private Hospital Pty Ltd which is a wholly owned subsidiary of Macquarie Health Corporation.

**Proposed Development**
The works being proposed will comprise of a new mental health unit and patient accommodation, an upgrade to the existing patient accommodation and an upgrade to the hydrotherapy spaces for the inpatient and outpatient programs being offered to the public. The scope of the proposed development is described in detail in **Section 4** of this EIS. The proposed works will provide services and improved facilities that promote a healthier and more interactive life-style for the Sutherland community and will be a major employer for the Sutherland Local Government Area.

The objectives of the works are as follows:

- Improve entry and access to the hospital for patients, visitors, staff and ambulances
- Improve and expand in-patient accommodation
- Provide an efficient day surgery
- Add mental health unit
- Ensure patient dignity is maintained



- Achieve compliance to AHFG & NCC
- Retain theatres and therapy pool

**Alternatives**
The alternatives to the proposed development, which have been considered by the proponent, are described in **Section 5** of this EIS. The detail of these considerations is included in the Urban Design Report (Appendix 4) attached to this submission.

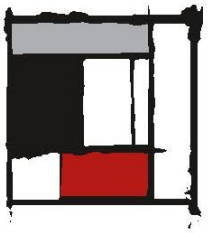
**Statutory Framework**
**Sections 6 and 7** of this EIS detail the National, State and regional statutory framework which relates to the proposal and includes consideration of the manner in which the state significant proposal meets the requirements of State Planning Policy (State and Regional Development) 2011; State Environmental Planning Policy No. 55 (Remediation of Land); State Environmental Planning Policy (Infrastructure) 2007. This section also assesses the proposal in relation to the Metropolitan Plan for Sydney 2036.

**Section 8** of this EIS details the local planning framework which relates to the proposal and includes consideration of the way in which the proposal meets the requirements of Sutherland Shire Local Environment Plan (SSCLEP) 2015. The subject site lies within a combination of a SP1 Special Activity (Health services Facility) and a R2 Low Density Residential zone pursuant to SSCLEP 2015. The uses which are proposed on the site are defined as a 'hospital'.

**Environmental Assessment**
The impact on the environment and the amenity of surrounding residents has been considered extensively in the preparation of the supporting documentation for this proposal, with the potential risks and the outcomes of the investigations contained in section 9 of this EIS and summarised below:

<u>Geotechnical Assessment</u>
A 'Report on Geotechnical Investigation' was prepared by LG Consultants Pty Ltd in dated June 30th 2020 **(Appendix 10)**. The purpose of the report was as follows:

- To evaluate the subsurface conditions across the site as a basis for comments and recommendations on the following:
    - Geotechnical model and ground conditions
    - Excavation and preliminary groundwater assessment
    - Excavations conditions and support design
    - Foundations design and bearing pressures including footings, piling, slabs, filling and pavement requirements.



Site Contamination Assessment

A Detailed Environmental Site Investigation Report (DESI) has been prepared by LG Consulting Pty Ltd dated 3rd July 2020 (**Appendix 9**). The purpose of this report is to assess if the proposed development is likely to be suitable for the proposed land use, consistent with an SP1 Special Activities (Health Services) zoning.

Asbestos impacted soils were identified on site in the south western corner, the location is close to the therapy buildings which will be demolished in Phase 3 of the construction program. The extent of asbestos is classified as asbestos containing materials (ACMs) and the identified soils will have to be remediated in-situ or classified, removed and disposed offsite to a licence facility and the remaining excavation is validated accordingly.

Preliminary Flood Risk Assessment Advice

A Preliminary Flood Risk Assessment has been prepared by Martens Consulting Engineers, dated September 2020 (**Appendix 17**). The scope of work carried out to enable this report to be written is as follows:

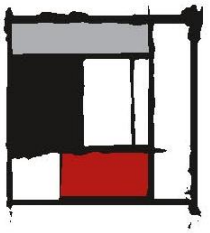
- Site inspection to assess on-site and adjoining stormwater infrastructure and local catchment characteristics.
- Reviewed available Sutherland Shire Council (SSC) flooding information.
- Provided preliminary assessment of flood affectation at the existing site.
- Commented on the proposed development and likely flooding impacts.
- Commented on the proposed development in relation to SSC's controls.
- Provided recommendations for the proposal in relation to flooding issues.

Heritage Impact Statement

A Statement of Heritage Impact is provided by GBA Heritage dated June 29th 2020 (**Appendix 14**). This report delivers a historical summary of the property known as Hotham House located at 65 Hotham Road, Gymea. An assessment of the significance of the property is provided as well as an explanation why the property cannot be integrated into the proposed works, refer section 5.2.1 of this EIS. The recommendation is for demolition of the structure to allow a major upgrade to a local community hospital.

Aboriginal Heritage

As part of the Environmental Assessment for this project, a comprehensive assessment of the impact of the project on Aboriginal heritage impacts of the Proposal was undertaken (**Appendix 26 & Appendix 27**). The assessment included consideration for both the cultural and archaeological values of the



assessment area. The assessment approach was undertaken in two parts: the cultural assessment, which addressed Aboriginal cultural and social aspects of the assessment area; and the archaeological assessment which identified known and potential Aboriginal archaeological sites. Both assessments have been undertaken in conjunction with the local Aboriginal community and in accordance with the *RTA Procedure for Aboriginal Cultural Heritage Consultation and investigation* (RTA 2008b), *Interim Community Consultation Requirements for Proponents* (DEC 2004) *and DRAFT Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community consultation: Part 3A, environmental Planning and assessment Act* (DoP 2005).

Traffic, Parking and Access Assessment

A Traffic Report was prepared by ML Traffic Engineers (Reference. A18 159 47N Report 2a, A18 159 47N President Ave Green Travel Plan, A18 159 47N CTMP 1a, TCP Pedestrian Management on Hotham Road, TCP Truck Management on Hotham Road) (**Appendix 11**)

This suite of reports confirms that the proposed site is well connected by public transport. Staff, patients, and visitors to the site will be encouraged to utilise the green traffic plan and therefore reduce the number of additional private cars on the road. The reports confirm adequacy of the design of the car park as well as its entry and exit points to and from the existing road network. There is a shortfall of five (5) car spaces in the car park calculation. This shortfall will be resolved in the design detailing for Construction Certificate.

Impacts Associated with Construction

A Preliminary Construction Management Plan (**Appendix 12**) has been attached to this submission.

This report outlines the necessary actions to be taken to ensure the safety of patients, visitors, and construction staff on site during construction. It outlines the planning required to ensure minimum disruption to traffic flow and interruption to public transport services. Minimisation of disturbance to environment and amenity is also included in this report.

Acoustic and Vibration Impacts

A report has been prepared by Acoustic Directions dated 29th June 2020 (**Appendix 16**).

This report outlines the necessary actions required to minimise the impact of noise generated from the additional traffic as well as construction noise on surrounding properties. The Assessment confirms that compliance with EPA noise emission controls can be achieved through adoption of the recommendations set out in the Assessment. A construction noise and

vibration management plan will be prepared to manage construction activities, to ensure noise does not impact on the adjacent residences.

Built Form Outcomes

An Urban Design Report (**Appendix 4**) has been prepared and attached to this submission. This report explains how the gradient of the site was used to ensure that the built form was sympathetic to the surrounding single and double storey residences. It also outlines how the selection of materials allows the building to express its own identity whilst using materials and geometry from the residential palette.

Environmental and Residential Amenity Impacts

Impacts such as views, light spillage, noise and public safety have been discussed in the Urban Design Report (**Appendix 4**) Windows have been designed to ensure that views from patient rooms are directed to landscaped areas rather than neighbouring yards whilst delivering minimum light spillage at night time. Noise and public safety have also been addressed in the Preliminary Construction Report (**Appendix 12**)

Servicing and Building Design

Servicing and Building design have been addressed in the Urban Design Report (**Appendix 4**). Entry and exit points to and from the site have been designed to ensure servicing to the site can be carried out in a safe and efficient manner. The form and the building design have been driven by the practical use of internal spaces as well as the impacts of the surrounding land form.

Operational, Construction & Demolition Waste Management Plan

An Operational, Construction & Demolition Waste Management Plan has been prepared by Waste Audit & Consultancy Services dated July 2020 (**Appendix 23**).

The Plan is intended to inform the design of the waste services by identifying the estimated waste generation and management for the demolition and construction associated with this development. The plan has been prepared with consideration of Sutherland Shire Council's and other Authority's requirements.

**Section 9** provides an Environmental Risk Assessment (ERA) to identify the key significant environmental impacts associated with the construction and operation of the proposal and identifies how these impacts are to be mitigated or managed. Specifically, this section contains a risk matrix which identifies measures to avoid, minimise, mitigate, rehabilitate / remediate. Monitor and / or offset the potential impacts of the project.

**Section 10** considers whether there is justification for the development proceeding from an environmental, economic, and social perspective. The proposed concept will deliver significant local and regional economic benefits through the provision of infrastructure to assist within the Sutherland Shire area. The proposal is an integral part of the development of the area and will significantly improve the quality of healthcare to the area's population and surrounding community.

**Conclusion**

This EIS has assessed the proposed development against its potential environmental, social, and economic impacts. The assessment concludes that with the implementation of a number or mitigation measures, the proposal will result in acceptable environmental impacts and the site is therefore suitable for the proposed development.

The proposed development has also been shown to be of potential economic and social benefit to the Sutherland community. It will provide opportunities for employment and will have the ability to attract future specialist medical activities to the area. Based on the manageable levels of environmental risk, and the economic and employment benefits to the Sutherland area, this EIS concludes that the proposed alterations and additions to President Private Hospital should be supported.


*Figure 2: Perspective of Entry to the Wellness Centre.*

*Figure 3: Perspective of the Main entry off Hotham Road.*

# 2.0 Introduction

This section describes the background to the proposal, the nature of the proposed development, the major project application and the purpose and structure of this EIS.

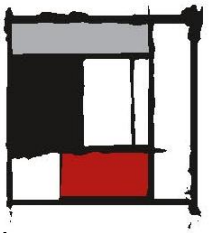
## 2.1 Purpose of the Environmental Impact Statement

This EIS has been prepared by Imagescape Design Studios (on behalf of Macquarie Health Corporation). It presents the findings of the environmental evaluation which has been undertaken to establish potential impacts associated with the proposed development of the subject land at 369 – 381 President Ave, Kirrawee for the President Private Hospital.

This EIS has been prepared in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* and the *Environmental Planning and Assessment Regulation 2000*, together with the SEARs Requirements which were issued on May 28th 2019 by the Department of Planning and Environment.

## 2.2 Background

Macquarie Health Corporation proposes to upgrade and enhance its existing facility to deliver primary, inpatient, and outpatient services. The existing hospital currently provides a combination of inpatient, outpatient, and community health services. The general service delivery of the Hospital will



remain the same, however, additional service capacity will be provided including increased efficiency in service delivery and a new mental health unit.

The project will allow for networking of such services throughout the Sutherland area and its neighbouring communities, whilst providing improved services for residents to the immediate and surrounding suburbs. The model of care will provide:

- Primary Health Care services – ensuring timely access to medical care for low acuity emergencies, reducing wait times and improving patient outcomes
- Expanded collaborative relationships for provision of specialist geriatric services in the region, including partnerships with general practitioners, the South Eastern Primary Health Network, local Aboriginal community-controlled health services, local government, private aged care providers
- Opportunities for the development of international best practice models relating to aged care services
- Mental Health Unit; and
- System efficiencies relating to service capacity and cost reduction

Macquarie Health Corporation has commissioned a group of specialist consultants to assist with the preparation of this EIS in accordance with the SEARs issued on the 28th May 2019. Macquarie Health Corporation seeks approval for the proposed development which will enable the site to be developed within an anticipated timeframe of 5 years.

## 2.3 Overview of the Development

The proposed development comprises the removal of the existing cottage and portable building structure located on the south west corner of the site, as well as the demolition of the existing cottages on 63-65 Hotham road, 61 Hotham Road and 4 Bidurgal Ave. Under the guidance of an arborist a number of trees are also proposed for removal. The construction works will comprise alterations to the existing facility as well as extensions containing the following:

- 110 surgical and rehabilitation in-patient accommodation suites
- 72 mental health in-patient suites
- Out-patients clinic. Including X-ray
- Ancillary main entry/front of house support facilities including reception area, kitchen and loading dock
- 158 car-parking spaces
- An ambulance bay
- Clinical and non-clinical support services
- Outpatients and allied health services
- Amalgamation of the sites and alignment of the easement to the existing stormwater line

## 2.4 Cost of Development

Details of the cost of carrying out the proposed development are provided in the Capital Investment Value Statement prepared by Donald Cant Watts Corke in **Appendix 2** to this Statement. A cost of $79M has been confirmed in this report. As the development is estimated at being greater than $30M the proposed development falls within the State Development category by State Environment Planning Policy (State and Regional Development) 2011.

## 2.5 Project Programme

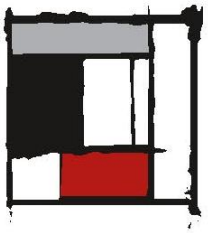
The program for the alterations and additional to the President Private Hospital, which has been extracted from the Preliminary Construction Management Plan prepared by imagescape design studios and which is provided in (**Appendix 12)** of this Statement:

| Milestone | Target Completion date |
|---|---|
| Construction documentation | December 2020 |
| Tender Evaluate and Award | February 2021 |
| Construction | Phase 1: February 2021 – February 2022<br>Phase 2: March 2022- September 2023<br>Phase 3: October 2023 – June 2024 |
| Commissioning and Handover | Phase 1: February 2021 – March 2021<br>Phase 2: October 2023 – Dec 2023<br>Phase 3: June 2024 – July 2024 |
| Occupation Date | Phase 1: April 2021<br>Phase 2: January 2024<br>Phase 3: August 2024 |

*Table 1: Project Program.*

## 2.6 Assessment Process

An application was made by Imagescape Design Studios on behalf on Macquarie Health Corporation to the Department of Planning and Environment seeking the SEARs for the alterations and additions to President Private



Hospital in accordance with Clause 3 of schedule 2 of the *EP&A Regulation* and Schedule 1 of *State Environmental Planning Policy (State and Regional Development)* 2011 (SRD SEPP). Preliminary documentation was lodged with the Department at the time to support the request, on the basis that the proposal falls within the criteria identified in Schedule 1 of the SRD SEPP.

On 28th May 2019 the SEARS was issued for the project to be known as The Alterations and Additions for President Private Hospital (Application Ref. No. SSD 10320). A copy of the comments received from relevant public authorities were also provided, confirming the scope of the EIS for the Alterations and Additions for President Private Hospital. This EIS is submitted in accordance with the SEARs

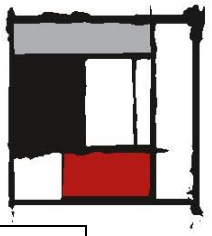
## 2.7 Secretary's Environmental Assessment Requirements

The SEARs were issued by the Department of Planning and Environment on 28th May 2019 (Application Ref. No. SSD 10320) to enable the EIS to commence, following consultation with relevant government authorities being:

- Transport for NSW (Land Use Planning and Development, Freight Strategy and Planning)
- Roads and Maritime Services (Land Use Planning)
- NSW Office of Environment and Heritage
- NSW Environment Protection Authority
- Sutherland Shire Council

A copy of the SEARs and comments from government agencies and Sutherland Shire Council are contained in **Appendix 1**. The key project specific issues identified by the Secretary for consideration and the relevant sections within the EIS are noted in the table below.

| **Secretary's Requirements** | | **EA Reference** |
|---|---|---|
| **General Requirements** | | **EA References** |
| The EIS must include an environmental risk assessment. | | Section 9 |
| Provide a report from a qualified surveyor containing a detailed calculation of the capital investment value (CIV) of the proposal and an estimate of the construction and operational jobs. | | Section 2.4 and Appendix 2 |
| **Key Assessment Requirements** | | |
| **1. Statutory and Strategic Context**<br>• Address the statutory provisions contained in all relevant environmental planning instruments. | | Section 7.0 |
| • Permissibility: Detail the nature and extent of any prohibitions that apply to the development. | | Section 7.0 |
| • Development Standards: Identify compliance with the development standards applying to the site and provide justification for any contravention of the development standards. | | Section 7.4 |



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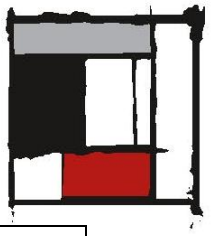
| **2. Policies**<br>Address the relevant planning provisions, goals and strategic planning objectives in the following:<br>• NSW State Priorities | | Section 7.4 |
| • A Metropolis of Three Cities- the Greater Sydney Region Plan | | Section 7.4.2 |
| • South District Plan | | Section 7.4.3 |
| • Future Transport Strategy 2056 | | Section 7.4.4 |
| • Crime Prevention Through Environmental Design (CPTED) Principles | | Section 7.4.5 and Appendix 6 |
| • Better Placed: An integrated design policy for the built environment of New South Wales (GANSW, 2017) | | Section 7.4.6 and Section 8.2.21 |
| • Sutherland Shire Development Control Plan 2015 | | Section 7.4.7 |
| **3. Built Form and Urban Design**<br>• Address the height, density, bulk and scale, setbacks, and interface of the proposal<br>• Address design quality and built form, with specific consideration of the overall site layout, streetscape, open spaces, façade, rooftop, massing, setbacks, building articulation, materials and colours.<br>• Where relevant, provide details of any signage, including size, location, and general finishes.<br>• Detail how services, including but not limited to waste management, loading zones, and mechanical plant are integrated into the design of the development.<br>• Provide a detailed landscape strategy.<br>• Outline the design strategy for providing internal amenity, including access to natural daylight opportunities for visual and physical access to outdoor landscape areas; and solar shading to manage glare and heat gain | | Section 8.2.3 and Section 8.2.4<br><br>Refer to Urban Design report (Appendix 4) |
| **4. Environmental Amenity**<br>• Detail amenity impacts including solar access, visual privacy, view loss, overshadowing and wind impacts.<br>• Including a lighting strategy and measures to reduce spill into the surrounding sensitive receivers.<br>• Detail the nature and extent of the intensification of use associated with the increased floor space, particularly in relation to the proposed increase in staff, patients and visitor numbers. | | Section 8.2.4<br><br>Refer to Urban Design Report (Appendix 4) |
| **5. Transport and Accessibility**<br>Include a transport and accessibility assessment which addresses impact of vehicle movements; public transport availability; pedestrian and bicycle | | Section 7.4.4<br><br>Section 8.2.5 |



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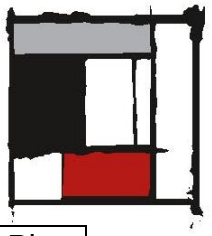
| movements; road safety issues; CPTED and accessibility principles' sustainable travel choices' car and bicycle parking' end of trip facilities; service vehicle access' delivery and loading arrangements; and traffic and transport impacts during construction (including the preparation of a Preliminary Construction Traffic and Pedestrian Management Plan). | | Refer to Traffic Impact Assessment (Appendix 11) |
| **6. Ecologically Sustainable Development (ESD)**<br>• Detail how ESD principles will be incorporated in the design and ongoing operation phases of the development.<br>• Demonstrate that the development has been assessed against a suitably accredited rating scheme to meet industry best practice.<br>• Include a description of the measures that would be implemented to minimize consumption of resources, water including water sensitive urban design) and energy. | | Section 8.2.6<br><br>Refer to ESD Report (appendix 13) |
| **7. Heritage**<br>• Provide a statement of significance and an assessment of the impact on the heritage significance of any heritage items, on the site in accordance with the guidelines in the NSW Heritage Manual.<br>• Address any archaeological potential and significance on the site and the impacts the development may have on this significance. | | Section 8.2.7<br><br>Refer to Heritage Report (Appendix 14) |
| **8. Aboriginal Heritage**<br>• Identify and describe the Aboriginal cultural heritage values that exist across the site. Assess all impacts and document how to avoid them. Where unavoidable outline measures proposed to mitigate the impacts.<br>• Undertake consultation with Aboriginal people and document in accordance with aboriginal cultural heritage consultation requirements. | | Section 8.2.8<br><br>Refer to Aboriginal Report (Appendix 26 & Appendix 27) |
| **9. Noise and Vibration**<br>Identify and provide a quantitative assessment of the main noise and vibration generating sources during construction and operation, during mitigation measures. | | Section 8.2.9<br><br>Refer to Acoustic Report (Appendix 16) |
| **10. Contamination**<br>Demonstrate that the site is suitable for the proposed use in accordance with Managing Land Contamination: Planning Guidelines – SEPP 55 Remediation of Land (DUAP) | | Section 8.2.10<br><br>Refer Contamination Report (Appendix 9) and |



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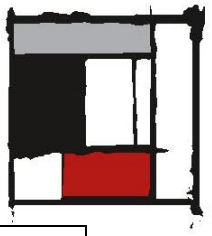
| | | Remediation Action Plan (Appendix 28) |
| **11. Hazards and Risks**<br>• Include a preliminary risk screening completed in accordance with State Environmental Planning Policy No.33- Hazardous and Offensive Development and Apply SEPP 33 (Department of Planning, 2011) with clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development.<br>• Should the preliminary risk screening indicate that the development is "potentially hazardous", a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No.6, 'Hazard Analysis' (Department of Planning, 2011) and Multi-Level Risk Assessment (Department of Planning, 2011). | | Refer Section 8.2.11<br><br>Refer to Remediation Action Plan (Appendix 28) |
| **12. Utilities**<br>• Prepare an Infrastructure Management Plan in consultation with relevant agencies, detailing information on the existing capacity and any augmentation and easement requirements of the development for the provision of utilities, including staging of infrastructure.<br>• Prepare and Integrated Water Management Plan detailing any proposed alternative water supplies, proposed end uses of potable and non-potable water, and water sensitive urban design. | | Section 8.2.12<br><br>Refer to Infrastructure Report (Appendix 21) |
| **13. Contributions**<br>Address Council's 'Section 7.11/7.12 Contribution Plan' and/or details of any Voluntary Planning Agreement, which may be required to be amended because of the proposed development. | | Refer Section 8.2.13 |
| **14. Drainage and Flooding**<br>• Detail measures to minimise operational water quality impacts on surface waters and groundwater.<br>• Stormwater plans detailing the proposed methods of drainage without impacting on the downstream properties, including detailed survey of existing drainage infrastructure on the site.<br>• Identify flood risk on-site (detailing the most recent flood studies for the project area) and consideration of any relevant provisions of the NSW Floodplain Development Manual (2005), including the potential effects of climate change, sea level rise and an increase in rainfall | | Section 8.2.14<br><br>Refer (Appendix 17) |



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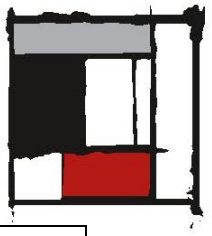
| intensity. If there is material flood risk, include design solutions for mitigation. | | |
| **15. Biodiversity Assessment**<br>• Prepare a Biodiversity Development Assessment Report (BDAR). The BDAR must include details of the measures proposed to address the offset obligation as follows:<br>○ The total number and classes of biodiversity credits required to be retired for the development/project<br>○ The number and classes of like-for-like biodiversity credits proposed to be retired<br>○ The number and classes of biodiversity credits proposed to be retired in accordance with the variation rules<br>○ Any proposal to fund a biodiversity conservation action<br>○ Any proposal to make a payment to the Biodiversity Conservation Fund.<br>• If seeking approval to use the variation rules, the BDAR must contain details of the reasonable steps that have been taken to obtain requisite like-for-like diversity credits.<br>• When a Biodiversity Assessment Report is not required, engage a suitably qualified person to assess and document the flora and fauna impacts related to the proposal. | | Section 8.2.15<br><br>Refer BDAR Waiver request. (Appendix 18)<br><br>Refer Threatened Species Report (appendix 19)<br><br>Refer to BDAR Waiver Approval (Appendix 22) |
| **16. Sediment, Erosion, and Dust Controls**<br>Detail measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust, and fine particles. | | Section 8.2.16<br><br>Refer to Preliminary Construction Management Plan (Appendix 12) |
| **17. Staging**<br>Provide details regarding the staging of the proposed development (if any). | | Section 8.2.17<br><br>Refer Supporting Architectural Drawing: A016<br><br>Refer Urban Design Report (Appendix 4) |
| **18. Waste**<br>Identify, quantity and classify the likely waste streams to be generated during construction and operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste. Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones, mechanical plant) for the site. | | Section 8.2.18<br><br>Appendix 23 |



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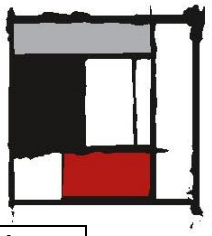
| **19. Construction Hours**<br><br>Identify proposed construction hours and provide details of the instances where it is expected that works will be required to be carried out outside the standard construction hours. | | Section 8.2.19<br><br>Refer to Preliminary Construction Management Plan (Appendix 12) |
| **Plans and Documents** | | |
| The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Regulation. Provide these as part of the EIS rather than as separate documents.<br><br>In addition, the EIS: must include the following:<br>• Section 10.7(2) & (5) Planning Certificates (Previously Section 149(2) & (5) under the EP&A Act) | | Refer Appendix 24 |
| • Architectural drawings showing key dimensions, RLS, scale bar and north point, including:<br>○ Plans, sections, and elevation of the proposal at no less than 1:200<br>○ Illustrated materials schedule including physical or digital samples board with correct proportional representation of materials, nominated colours and finishes<br>○ Details of proposed signage, including size, location, and finishes<br>○ Site plan | | Refer Supporting Architectural Drawings: A100, A101, A102, A103, A104, A105, A107, A108, A300, A302, A401, A402<br><br>Refer Supporting Architectural Drawing: A013<br><br>Refer Supporting Architectural Drawing: A011,A024,A025, A026 |
| • Site Survey Plan, showing existing levels, location and height of existing and adjacent structures/buildings, site boundaries, existing trees (including along the boundaries of adjoining properties) | | Refer Appendix 3 |
| • Site Analysis Plan including<br>○ Site and context plans that demonstrate principles for future development and expansion, built form character and open space network<br>○ Easements affecting the site<br>○ Active transport linkages with existing, proposed, and potential footpaths and bicycle paths and public transport links<br>• Sediment and Erosion Control Plan<br>• Shadow Diagrams | | Refer Supporting Architectural Drawings: A010, A011, A012, A025,<br><br>Refer Supporting Architectural Drawings: A017, A018, A019<br><br>Refer Supporting Architectural Drawings: |



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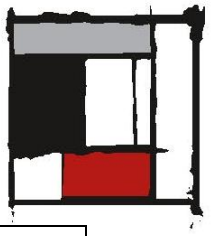
| • View analysis, photomontages, and architectural renders, including from those from public vantage points | | A005, A006, A007, A014 |
| • Landscape architectural drawings prepared by a qualified landscape architect or designed showing key dimensions, RLs, scale bar and north point, including:<br>○ Integrated landscape plans at appropriate scale, with detail of new and retained planting, shade structures, materials and finishes proposed<br>○ Plan identifying significant trees, trees to be removed and trees to be retained or transplanted<br>○ Specific species selection, location, and quantities<br>○ Details of existing and proposed context, including hard and soft landscaped areas, contours, spot heights, finished levels and areas of cut and fill<br>○ Details of proposed fencing and retaining walls (including height and material)<br>○ Basic drainage detail (location of all pits, lines and irrigation) | | Refer Supporting Drawings and Appendix 8 |
| • Design report to demonstrate how design quality will be achieved in accordance with the above Key Issues including:<br>○ Architectural design statement<br>○ Diagrams, structure plan, illustrations, and drawings to clarify the design intent of the proposal<br>○ Analysis of options considered including building envelope study to justify the proposed site planning and design approach | | Section 8.2.3<br><br>Refer Urban Design Report (Appendix 4) |
| • Preliminary Construction Management Plan<br>• | | Section 8.2.19<br><br>Refer Preliminary Construction Management Report (Appendix 12) |
| • Geotechnical and Structural report | | Section 8.2.20<br><br>Refer Geotechnical Report Appendix 10) and Structural Statement (Appendix 20) |
| • Accessibility Report | | Section 8.2.5 |



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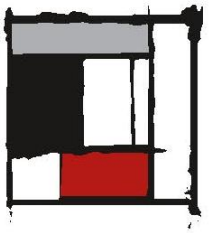
| | | Refer Access report (Appendix 5) & (Appendix 25) |
| • Arborist Report and | | Section 8.2.20<br><br>Refer Arborist Report (Appendix 7) |
| • Schedule of materials and finishes. | | Refer to Supporting Architectural Drawings: A302<br><br>Refer Urban Design report (Appendix 4) |
| **Consultation** | | |
| During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups, special interest groups including local Aboriginal land councils and registered Aboriginal stakeholders and affected landowners. In particular, you must consult with:<br>• Sutherland Shire Council; and<br>• Government Architect NSW (through the design review process).<br><br>Consultation with Sutherland Shire Council and Government Architect NSW should commence as soon as practicable to agree the scope of investigation.<br><br>The EIS must describe the consultation process and the issues raised and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided. | | Refer to Section 8.2.21 |

*Table 2: Summary of SEARs and Reference within the EIS*



# 3.0 Site Context

Section 3 contains an outline of the subject site; its character and other land uses within the locality. Specifically, this section contains a description of the physical characteristics of the subject site, any land constraints that apply to the site and a description immediately surrounding the subject site and within the locality.

## 3.1 Site Location and Context

The site is located within the Sutherland Shire. At the 2016 census, there were 217,880 people in the Sutherland local government area, of these 48.8% were male and 51.2% were female. Aboriginal and/or Torres Strait Islander people made up 1.1% of the population. The median age of people was 40 years with 16.9% of people being 65 years and over. The area is well located with access to major transport networks.

The subject site is in Kirrawee which is 25 kilometres south of the Sydney central business district. Kirrawee lies between Sutherland, to the west, and Gymea and Grays Point, to the east. Kirrawee's southern border is formed by The Royal National Park, while Kareela and Jannali for the northern border.

Kirrawee is split between commercial and residential areas. Approximately 50% of the area to the north of the train line is occupied by commercial and industrial properties, while almost all the area south of the train line is residential. South Kirrawee, which extends from the train line in the north to the Royal National Park in the south, is mainly residential. North Kirrawee is predominantly a commercial/industrial zone containing small to medium-sized factories housing local businesses.

According to the 2016 Census of Population, there were 9,278 people in Kirrawee with the majority being born in Australia and therefore speaking English at home.

Kirrawee railway station is on the Cronulla which links Sydney's southern suburbs to the CBD. Kirrawee is approximately 40 minutes by train to the CBD. Kirrawee was one of the last remaining single platform stations in Sydney. Duplication of the train line from Sutherland to Cronulla commenced in May 2006 and was completed in 2010.

## 3.2 Subject site

A description of the sites being affected in this proposed development is seen in below Fig 4. A summary of the property identification is provided in Table 3


*Figure 4: Site Description.*

| **Property:** | **Plan 006A** | **Plan 006A** | **Plan 006A** | **Plan 006A** | **Plan 006A** |
|---|---|---|---|---|---|
| *Street Address:* | 369-381 President Ave, Kirrawee NSW 2232 | 65 Hotham Road, Gymea NSW 2227 | 61 Hotham Road, Gymea NSW 2227 | 2 Bidurgal Ave, Kirrawee NSW 2232 | 4 Bidurgal Ave, Kirrawee NSW 2232 |
| *Lot No.:* | 1 | 24A | 23 | 53 | 54 |
| *DP No.:* | 841502 | 26995 | 26995 | 29493 | 29493 |
| *Zoning:* | SP1 Special Activities (Health Services Facility) | SP1 Special Activities (Health Services Facility) | R2 Low Density Residential | R2 Low Density Residential | R2 Low Density Residential |
| *Existing Use:* | Hospital | Single dwelling used for Inpatient Rehabilitation | Single dwelling used for hospital administration | Single dwelling | Single dwelling |
| *Proposed use* | Hospital | Demolished. Used for car park and Hospital entry | Demolished and used for hospital | Demolished and used for hospital | Demolished and used for hospital |

*Table 3: Identification of Properties*

It is the intention to amalgamate all 5 sites.

The site has a gradient difference of 6.38m from end to end travelling along President Ave. Travelling along Hotham Drive, there is a 5.67m difference from end to end. Part of the proposed works will ensure that the access from the car park and the public areas are made compliant.

*Photo 1: Existing view of the President Ave. Street elevation viewed from the west.*

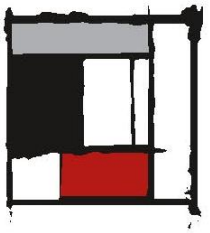

*Photo 2: Existing view of the President Ave Street elevation viewed from the east.*

The site is bound by residential sites to the north. The main train line to Sydney is located to the far north of the site. To the south the site is bound by President Ave, a four-lane road providing vehicles an alternative access to Cronulla and Sydney rather than continuing along the Princes Highway. The existing President Ave street elevation can be seen in Photos 1 & 2. Residential home sites line to southern end of President Ave. To the west the site, the hydrotherapy pool and wellness centre, see Photos 3 & 4, are neighbours to more residential sites. To the east the site is bound by Hotham Road. Facing Hotham Road is a medical facility (skin specialist) refer to Photo 7.

The site is approximately, 15min walk from the train station and shopping centre located on Oak Road, see Photos 5 & 6. The shopping centre consists of a several food outlets, newsagent, gift shops, cafes and professional suites. The train station is supported by a 150 space car park.

*Photo 3: The existing pool to be retained with upgraded change facilities.*

*Photo 4: The existing Wellness Centre.*



The key benefits of the site as the preferred location are:

- Proximity to the current and future aging population;
- Access to major transport networks; including the Princes Highway linking the northern to southern suburbs of Wollongong, and Bulli Pass providing access to the F6 Freeway leading directly to Sydney in the north;
- The development consolidates much needed new health facilities
- Low amenity impacts including noise, air quality and visual impacts on neighbours;
- Low environmental impacts associated with the proposed development with regard to the extent of site disturbance and impact on environmental site features;
- The site is capable of being serviced by existing infrastructure, with augmentation to accommodate the proposed development; and
- The proposed development, in terms of location, siting and design is considered to meet the requirements with regard to economic, environmental and social matters

### 3.3 Site Constraints

The subject site is zoned SP1 Special Activities (Health services facility) as well as R2 low Density Residential. The following constraints on the land are listed in the Table below:

| Constraint | Affectation |
|---|---|
| Heritage | 65 Hotham Road is a Local Heritage Item. |
| Mine Subsidence | The land is not proclaimed to be within mine subsidence district within the meaning of section 15 of the Mine Subsidence Compensation Act 1961. |
| Road Widening and Road Alignment | Council has not record that the land is affected by any Road Widening or Road Realignment. |
| Coastal Protection | The land is not affected by Section 38 or 39 of the Coastal Protection Act 1979 so far as Council has been notified by the Department of Ser5vcies, Technology and Administration. |
| Bushfire Prone Information | The land is not recorded as being bushfire prone land. |
| Land Stability | The land is not recorded in Council's records showing land to be in an area where landslip and/or subsidence have occurred, or that the land id stability suspected. |
| Flooding | Council's mapping confirms that the site is not located within each of the Low, medium and High Flood Risk precincts. |
| Riparian Corridor | Council's mapping confirms that the land is not located in or close to a riparian corridor. |
| Contamination | A small amount of contamination was found in the western corner of the site. The exact method for disposal will be finalised during the documentation stage. |
| Natural Resource Sensitivity | Council's mapping confirms that the land is not affected by any Natural Resource Sensitivity nor is it close to a riparian corridor. |
| Critical Habitat | The land does not include or comprise critical habitat. |

| | |
|---|---|
| Acid Sulphate Soils | The site is not identified as being on acid sulphate soils |
| Existing easement in south west corner | During the data calculation for the flood study it was fund the existing easement is not located over the centre of the drainage pipe. It will be part of this development to correct the misalignment. |

*Table 4: Site Constraints*

## 3.4 Surrounding Development

The subject site is located within a low to medium density residential locality, this is changing with a number of high-rise residential developments being built (see Photos 8 & 9). Development to the north of the site is generally in the form of high-density home unit developments. The remaining surrounding area is built out with mainly single residential development however, the redevelopment of some areas has seen these residential allotments turn into medium density residential developments. There is an easement located in the south west corner of the site to allow for Council's drainage line.

*Photo 5: Local Shopping Centre on Gymea Bay Road.*


*Photo 6: Local Shopping Centre on Oak Road.*

*Photo 7: View of the Skin Clinic located opposite the proposed site on the corner of Hotham Road and President Ave*

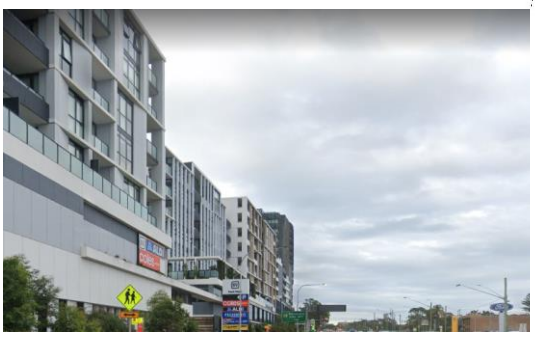


*Photo 8: View of the South Village Development located on the Princes Highway.*

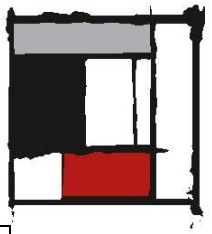
*Photo 9: The changes in the President Ave. street elevation.*

# 4.0 Project Description

## 4.1 Overview: Scope and Delivery of Services

This section provides an overview of the Scope and Delivery of Services for the proposal.

| Service | Scope |
|---|---|
| Main Entry and Front of House | The Main Entry and Front of House services will deliver a strong public identity. The main entry will provide a street presence and a focal point for the community. |
| Inpatient Services | 110 new surgical and rehabilitation beds will be delivered (an increase compared with current capacity of 45 beds). These beds will support both acute and sub-acute patients. |
| Outpatient Services | A range of outpatient services will be provided including medical, nursing and allied health consultation |
| Mental Health Services | 72 new beds will be delivered. This is a new service to the hospital precinct. Private Mental Health services have not been available to the community in the past. |
| Allied Health Services | Allied health services will be provided for inpatient and outpatients. Allied health disciplines will include: physiotherapy, occupational therapy, dietetics, social |



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|---|---|
| | work, speech therapy, podiatry, psychology and diversional therapy. |
| Medical Imaging Services | A General X-Ray imaging service will be provided |
| Pharmacy Services | A networked pharmacy service will be provided to support inpatient and outpatient services. |
| Non-Clinical Support Services | A range of non-clinical support services will be provided to ensure appropriate support for the clinical care services. |

*Table 5: Description of main components of proposed development*

## 4.2 Project Detail

The development proposed the upgrade of all existing carpark, vehicular entry and exit access points, extension to the existing facilities and a new Mental health ward for President Private Hospital.

The Project comprises the following components as listed in Table 5.

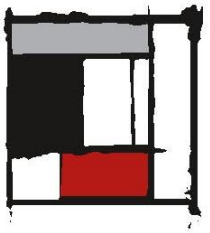
- Demolition of existing single storey building constructed of brick and timber and tile roof located at Hotham Road and Bidurgal Ave (currently used for administration and storage), and President Ave used as rehabilitation gym.
- Removal of twenty-seven (27) trees on the site
- Removal of an existing open bitumen car park on the site
- Construction of a Mental Health Facility, New entry to the Hospital, In-patient and Out-patient accommodation, new recovery bays, additional operating theatre and a Wellness centre.

The proposed development will contain the following facilities:

- In-patient unit (IPU);
- Outpatients clinic, including X-ray;
- Urgent Care Centre (4 bays of minor illness and injuries) to be available to all age groups;
- Ancillary main entry/front of house support facilities including reception area, kitchen and loading dock;
- Car-parking for 161 vehicles spaces;
- Clinical and non-clinical support services;
- Outpatients and allied health services; and

The extent of the Building Works can be described as follows:

- Minor improvements to patient change rooms located within the hydrotherapy centre.
- New rehabilitation gym and change rooms located adjacent to the hydrotherapy centre to form new Wellness Centre
- Create new linkages from the existing hospital to the Wellness Centre.
- New three storey building with two basement car park levels providing in-patient accommodation, therapy facilities and support services



- Alterations to theatre suite to provide fourth operating theatre, new recovery, and new sterilising department

The extent of the Site Works can be described as follows:

- Bulk earthworks for two levels of basement car park
- New surface car park to the western end of the site.
- Landscaping
- Removal of trees to the site under the guidance of an arborist
- Stormwater drainage

**Employment:**
The most popular shift for staff is the daytime shift where staff numbers grow from 25 to 102 on the AM shift during weekdays. 70 are medical practitioners and 32 are ancillary staff. A detailed description of staffing can be found in Table 5A and 5B of the Traffic and Parking Impact Assessment prepared by ML Traffic Engineers.

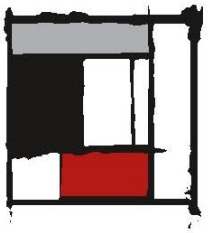
Approximately 50 workers will be employed during construction. Parking for construction workers will be within the builders' compound.

**Hours of Operation:**
The facility will operate 24hours per day, 7 days per week for inpatient units. Access to the site by the public will be between 7am and 10pm, 7 days per week.

**Size of floorplates:**

| Level | Total Gross Floor Area (msq) |
|---|---|
| Basement 1 & 2 | 45 |
| Basement 3 & 4 | Nil |
| Ground floor | 3, 960.0 |
| First floor | 3, 790.0 |
| Second floor | 3, 127.0 |
| Total | 10,922.0 |

*Table 6: Proposed Development Components:*



# 5.0 Project Need and Alternatives

Section 5 contains a discussion of the needs for the project and consideration of alternatives to satisfy the requirements of the Secretary.

## 5.1 Need for the proposed development

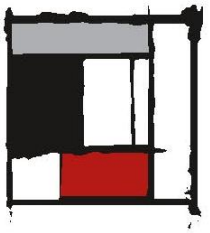
### 5.1.1 Increasing Demand for Services Driven by a need for Mental Health

The Australian Bureau of Statistics lists its key findings into a national Health Survey: Mental Health and co-existing physical health conditions 2014- 2015 as follows:

- In 2014-15 there were 4.0 million Australians (17.5%) who reported having a mental or behavioural condition

- Results also showed that 15.8% of all Australians (3.6 million people) reported co-existing long-term mental health and behavioural and physical health conditions. This included:
  - 13.3% of the population who had at least one mental and behavioural condition and two or more physical health conditions; and
  - 2.5% who had at least one mental and behavioural condition and only one co-existing physical health condition
  - It also revealed that more females than males had co-existing long-term mental and behavioural and physical health conditions (17.7% compared with 13.9% respectively)
  - In addition, people with co-existing mental and physical health conditions were more likely to be unemployed, have a lower level of educational attainment, and be living in a lone-person household compared with those with physical health conditions only.
  - People with a mental and behavioural condition were almost twice and likely than those without a mental and behavioural condition to report having diabetes (8.1% compared with 4.5%), almost three times as likely to report chronic obstructive pulmonary disease (COPD) (5.7% compared with 2.0%) and around twice as likely to report osteoporosis (6.4% compared with 2.9%)
  - People with two or more mental and behavioural conditions only were 5 times as likely as the general adult population to report high or very high levels of psychological distress, 55.9% compared with 11.7%.

One in five Australians aged 16–85 years had a mental disorder in 2007, according to figures released today by the Australian Bureau of Statistics



(ABS).

Anxiety disorders - such as panic disorder and obsessive-compulsive disorder - were the most common, affecting 14% of people. Affective disorders - such as depression - affected 6%, while substance use disorders affected 5%.

The anxiety disorders were post-traumatic stress disorder most experienced (6%) and social phobia (5%). Depression was the most common affective disorder (4%), and the harmful use of alcohol the most common substance use disorder (3%).

Women were more likely to experience mental disorders (22%) than men (18%), with a higher rate of anxiety disorders (18% compared to 11% for men) and affective disorders (7% and 5%). However, men had more than twice the rate of substance use disorders (7%) compared to women (3%).

Younger people were more likely to have a mental disorder than older people. Just over a quarter (26%) of people aged 16–24 had a disorder compared to 6% of people aged 75–85.

Substance use disorders were more common for younger people (13%) than other age groups, while anxiety disorders were more common in people aged 35–44 (18%).

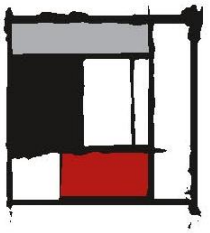
Just over a third (34%) of people living in one parent families had a mental disorder compared with 19% of people in couple families with children.

Over half (54%) the people who had ever been homeless had a disorder, nearly three times the rate of people who had not.
Mental disorders were also more common in unemployed people (29%) and in people who had ever been incarcerated (41%).

1.9 million people accessed services for mental health problems in the 12 months prior to the survey.

**MEDICATIONS**
In 2004-05, 19% of adults reported that they had used some medication (pharmaceutical medication and/or vitamins, minerals or herbal treatments) for their mental wellbeing in the fortnight prior to the 2005-05 NHS interview. (ABS 2006b).

Of those using medications for mental wellbeing, 27% reported using anti-depressants, 23% used sleeping tablets and 10% used medications for anxiety or nerves. (ABS 2006b).



Use of medications was higher among females than males overall (24% and 14% respectively).

Use of medications was higher overall in older age groups and this was largely due to higher use of sleeping medications (11% of persons aged 65 years and over compared with 5% for the whole adult population) (ABS 2006b). In this older age group, the use of sleeping tablets or capsules in the last two weeks was reported by almost half of those using medication for mental wellbeing.

**HEALTH SYSTEM COSTS**

While mental health-related separations accounted for 4.5% of all hospital separations in 2003-04, they accounted for 12% of total days spent by patients in hospitals (AIHW 2006a).

In 2004-05, principal diagnoses of depressive disorders (36%), neurotic and stress-related disorders (17%), mental and behavioral disorders due to alcohol (12%) and schizophrenia (11%) accounted for the largest proportions of mental health related hospital separations (AIHW 2006b).

Expenditure on mental health services ($3.0 billion) accounted for 6.0% of all health expenditure in 2000-01 (AIHW 2004).

In 2003-04, expenditure on all hospital services (public and private) accounted for 34.8% of total recurrent health expenditure. Of this expenditure on hospital services, 2% was for public psychiatric hospitals (AIHW 2006a).

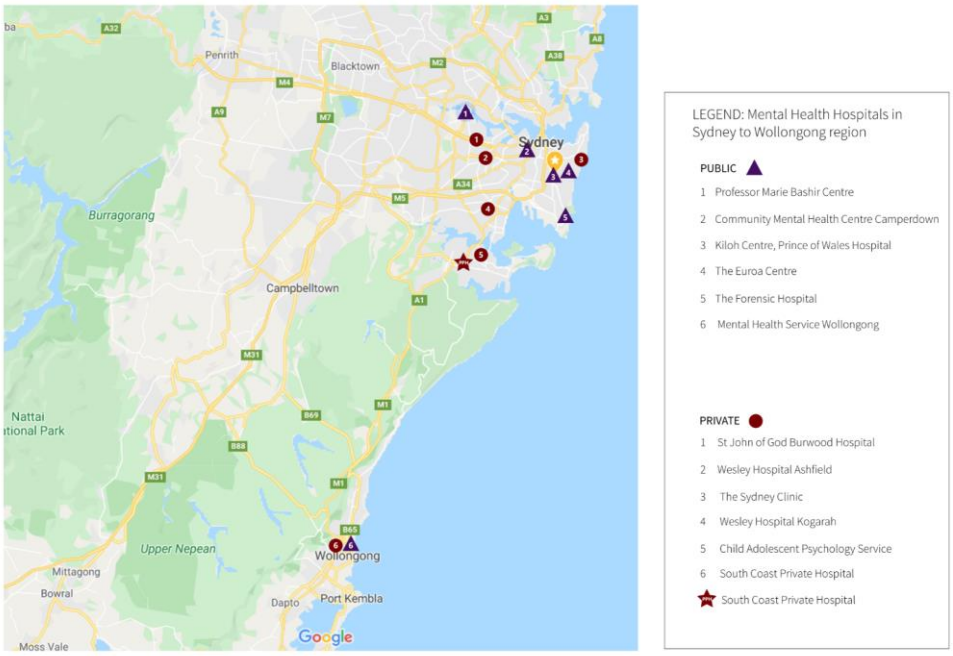



*Figure 5: Surrounding Mental Health Hospitals in the Sydney to Wollongong area.*

Figure 5 shows that whilst the need for additional mental health services are necessary in our current community, the Local Government Area of the Sutherland Shire is currently 'not supported' by any services either public or private.

It is for this reason that this proposal intends to deliver 72 in patient suites to specifically address the need for mental health services within the area.

### 5.1.2 Increasing Demand for Services Driven by a Growing and Ageing Population

Life expectancy continues to increase in Australia. According to the Australian Bureau of Statistics (ABS) in 2014 life expectancy at birth for males reached 80.3 years of age (up from 78.1 years of age in 2004) and 84.4 years of age for females (up from 83.0 years of age in 2004). In 2015 there were 3.5 million Australians aged 65 years and over, representing nearly one in seven people (or 15.1% of the total population). Population projections by the ABS for the period 2012 to 2101 indicate that this proportion of the population is expected to increase to 22% in 2061 and 25% in 2101. In 2012 there were 420,300 people aged 85 years and over in Australia making up 2% of the population. This group is projected to grow rapidly in the future to 5% by 2061 and 6% by 2101. Reflecting the ageing population, death from diseases such as heart disease, dementia (including Alzheimer's disease), stroke, lung cancer and

chronic lower respiratory disease have increased in Australia over the past ten years. In 2014 these diseases accounted for over one-third of all deaths.

## 5.2 Project Justification

### 5.2.1 Development Options

Main Entry Considerations:

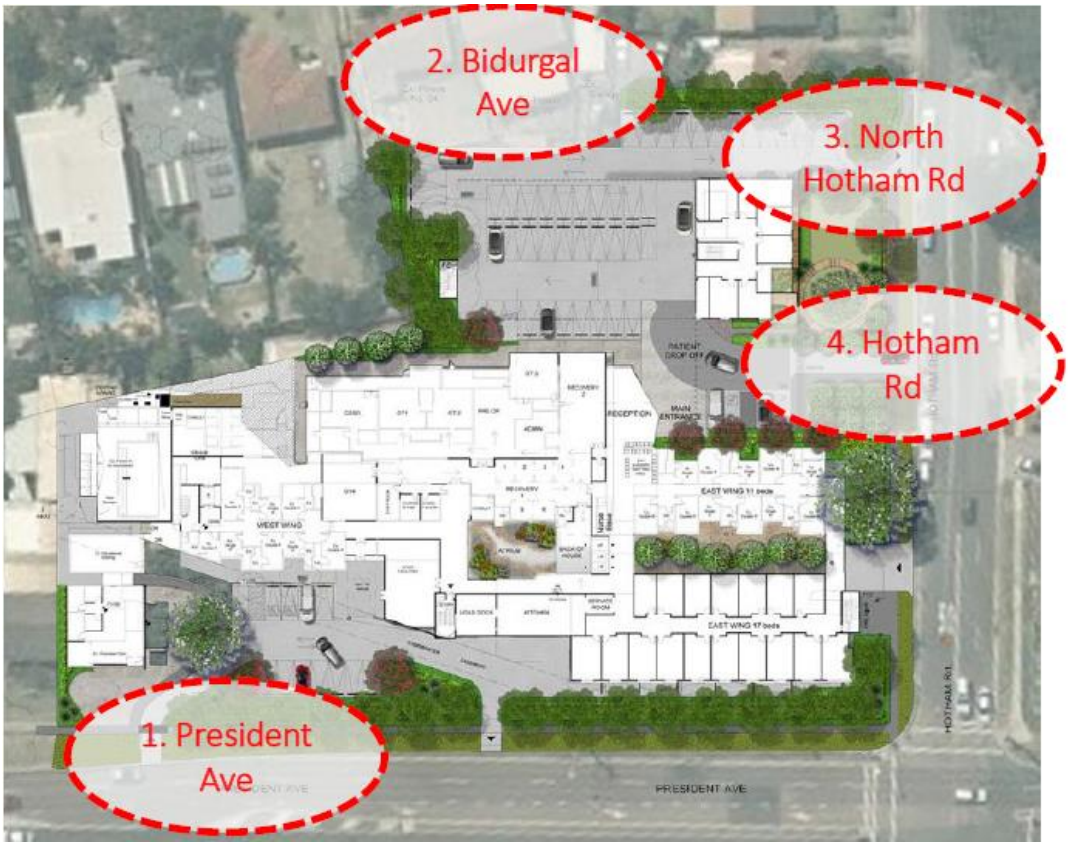



*Figure 6: Access considerations for the site.*

The main priority of the design was to address and improve the poor access to the site. The decision for the location of access points was based on the following:

- Safe vehicle access
- Level entry to all areas within the hospital
- Central access point to the hospital.
- Flood free access

The four access alternatives (see Fig. 6) considered were:

1. President Ave – this location was rejected as additional traffic to an already busy road was not advisable. Also, flood calculations show that access via President Ave is not permissible due to possible flooding of President Ave.
2. Bidurgal Ave – this location was rejected due to the disruption the additional traffic would have on a residential road
3. North Hotham Road – this location was rejected as the land fall at this point was 2m and was therefore non-compliant .
4. Hotham Road – was the favoured location for the entry driveway as it provided best alignment and maintained the functional layout for the hopital.

<u>The Location of Hotham House (See Photo 10):</u>

*Photo 10: 65 Hotham Road.*

Intergration of the cottage at 65 Hotham into the hospital was considered with a range of uses from patient treatment to staff training to food services. Such integration would require the building to be upgraded to comply with current requirements of a class 9a of the National Construction Code.

Advice provided by Blackett Macguire and Goldsmith was this upgrade was not considered feasible. Likely upgrades would have to include replacement doors to provide new clearance widths, replacement of ceilings to achieve fire

ratings, installation of fire sprinklers etc. These works would have detrimental impact on any heritage value of the building.

Physical integration was also difficult due to the difference in floor levels of 1820mm between the floor level of the existing hospital and Hotham house (see Dia. 1). Ramps such as those currently existing are not suitable for rehabilitation patients undergoing treatment to use unaided and require additional staffing. The existing facility was a further discouragement to ongoing treatment and separates the treatment area physically from patients.

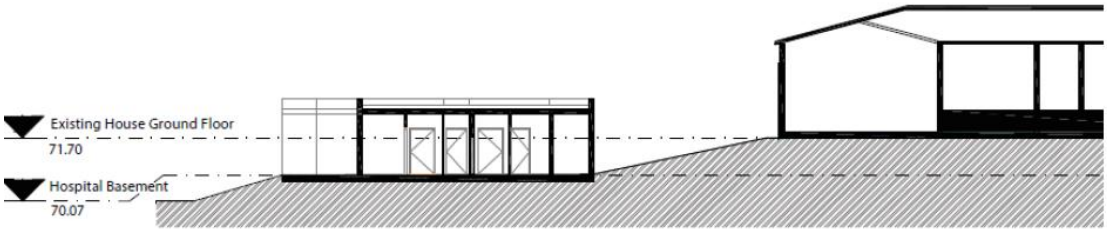


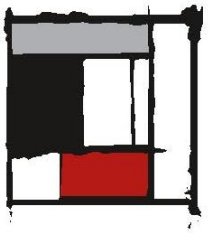

*Diagram 1: The difference in floor level of Hotham House to the existing hospital made it impossible to integrate floor levels to maintain accessibility.*

For these reasons, Hotham House was not considered as a desirable location for patient treatment.

Consideration was given to non-medical uses such as food services and possible public café. Hotham Street is not a prime frontage, the existing café on site is not heavily patronised and Hotham House would represent a sizeable expansion of this café. On advice from hospital staff and nighbouring residents, demand for such a facility did not exist in the community.

<u>Site development Options:</u>
Arrangement of the new building mass on the site to accommodate the desired expansion of services offered to the Sutherland Community were explored having regard to possible site entry points and design parameters established under two (2) Design Parameters.

**South West Option**
Reducing internal travel distances suggest development in this option would be concentrated to the south and west of the site. This is in close proximity to the neighbouring single storey residences along President Ave and Bidurgal Ave. The work would require considerable modification to the existing hospital due to the lack of unbuilt area and restriction imposed by the stormwater easment. The option would cause considerable disruption to the hospital and neighbours during construction.

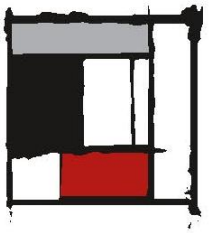


**North East Option**
With removal of the houses on No. 61 and No. 65 Hotham Road, this allows expansion of the hospital over relatively level and unallocated site. This option also opens the possibility of bridging the existing building to build over the east car park along President Ave. This provides a compact foorprint for and efficient hospital with no impact on adjacent residences.

The north east option is the preferred as it provides a better level of patient care in a more efficient footprint with less disruption to the existing hospital and less impact on neighbours.

### 5.2.2 Justification for Preferred Alternative

- Maximise the ability to deliver safe, high quality health and aged care services.
- Enable the delivery of contemporary models of care and operational service models.
- Leverage greater capital value for both public and private service partners.
- Decrease Capital Cost for the facility due to shared spaces.
- Optimise the opportunity for operational efficiencies.
- Optimise opportunities for research, education, training and innovation.
- Deliver new, modern and welcoming facilities for the community with a strong public identity.
- Deliver new, modern and welcoming facilities for the community.
- Provide a safe, healing and reassuring environment for patients, residents and their families.
- Enhance the care experience for patients and residents.
- Ensure older residents' supportive care as they move between community, residential and hospital-based services by providing a facility that promotes collaboration between service providers.
- Enhance access to services in the Northern Illawarra through growth in inpatient bed numbers.
- Assist in improving the health of the local community.
- Provide a reference centre for aged care expertise across the broader Illawarra region.
- Provide evidence-based design for aged care services including people living with dementia.
- Provide and inspiring and dynamic environment for staff with opportunities to strengthen their skills and knowledge through collaboration between health and residential care staff.
- Promote education and training of current and future health and residential care workforce.



# 6.0 Federal Legislative Framework

The following section provides the federal planning and legislative framework for the proposed development. The purpose of this section is to outline the approval process and identify the applicable federal Acts and Regulations and any other legislative requirements that relate to the proposed development.

## 6.1 Federal Legislation

The following section provides an overview of the relevance of listed federal legislation with regards to the proposed development.

### 6.1.1 Environmental protection and Biodiversity Conservation Action 1999 (EPBC Act)

This is the Australian Government's central piece of legislation which provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places.

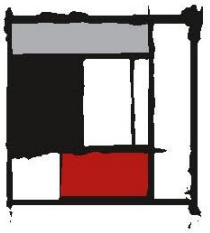
The EPBC Act lists thirteen (13) matters of NES which must be addressed when assessing the impacts of a proposal. The subject site is not located on Commonwealth land, nor would Commonwealth land likely be affected by the proposed development, therefore *Division 2 – Protection of the environment from proposals involving the Commonwealth* does not apply to the subject proposal on the subject site. A search of the EPBC Protected matters Tool on the Commonwealth Department of Environment and Energy's website has been undertaken in respect of the proposal. A summary of how the proposal may impact on the matters of NES is provided in the Table below:

Division 1 – Requirements relating to Matters of National Environmental Significance

| **Matter of NES** | **Comments** |
|---|---|
| Subdivision A – World Heritage | There are no world heritage properties proximate to the proposed development or would potentially be affected by the proposed development. |
| Subdivision AA – National Heritage | There are no national heritage properties in the vicinity of the proposed project, or that would potentially by affected by the proposal. |
| Subdivision B – Wetlands of International Importance | There are no RAMSAR Wetlands located in the immediate vicinity of the subject site therefore the proposed development would not impact on wetlands of international significance. |
| Subdivision C – Commonwealth listed Threatened Species and Communities | The proposed development is not expected to impact upon any known threatened species. |
| Subdivision D – Commonwealth Listed Migratory Species | The proposal is not expected to have an impact on any listed migratory species. |
| Subdivision E – Protection of the Environment from Nuclear Actions | The proposed development would not involve nuclear action as defined under EPBC Act 1999 |

| | |
|---|---|
| Subdivision F – Commonwealth Marine Environment (Areas) | There are no Commonwealth marine areas proximate to the proposed development, or that would potentially be affected by the proposed development. |
| Subdivision FA – Great Barrier Reef Marine Park | The proposed development is not located on or near the Great Barrier Reef. |
| Subdivision FB – Protection of water resources from coal seam gas development and large coal mining development | The proposed development is not for the purposes of coal seam gas development or a large coal mining development |
| Subdivision G – Additional matters of national environmental significance | The proposed development of the subject site is not located in a Territory or a place acquired by the Commonwealth for public purposes: or is a Commonwealth marine area: is not for the purpose of trade or commerce: will not be undertaken by a constitutional corporation : and is not subject to a regulation to give to Australia's obligations under an agreement with one or more other countries under an agreement with one or more other countries, therefore there are no implications for the proposal in this subdivision. |
| Subdivision H – Actions that are taken to be covered by this division | As above |
| Subdivision HA – Limitation on liability for actions of third parties | N/A |
| Subdivision I – Evidentiary Certificates | The Minister has not issued a written certificate under the provisions of this subdivision:<br>(a) Stating that a specified person has contravened, or is contravening, a specified civil penalty provision set out in this Division; and<br>(b) Setting out particulars of that contravention |

*Table 7: implications of President Private Hospital development on matters of NES and protection of the Environment.*



# 7.0 State and Regional Statutory Planning Framework

The following section provides the state and regional planning and legislative framework for the proposed development. The purpose of this section is to outline the approval process and identity and applicable state planning policies, regional plans and other legislative requirements that relate to the proposed development.

## 7.1 Introduction

The following state policies and guidelines have been specifically identified in the SEARS as containing relevant planning provisions, goals and strategic planning objectives that must be addressed in this EIS:

- NSW State Priorities (refer to Section 7.4);
- NSW Long Term Transport Master Plan 2012 (refer to Section 7.4.4);
- NSW Healthy Urban Development Checklist (refer to Section 7.4.2).

In addition, various legislative plans, policies and strategies considered of relevance to the proposed development are also considered in this Section.

## 7.2 State Legislation

### 7.2.1 Environmental Planning & Assessment Act 1979 – Clause 5 Objectives

The EP&A Act and accompanying Regulation provide the framework for environmental planning in NSW and include provision to ensure that proposals which have the potential to impact the environment are subject to detailed assessment and to provide opportunity for public involvement. The objectives of this Act as contained in clause 5 are:

*(a) To encourage:*

*(i) The proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*

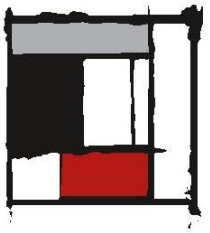
*(ii) The promotion and co-ordination of the orderly and economic use and development of land,*

*(iii) The protection, provision and co-ordination of communication and utility services,*

*(iv) The provision of land for public purposes,*

*(v) The provision and co-ordination of community services and facilities, and*

*(vi) The protection of the environment, including the protection and conservation of native animals and plants, including*



*threatened species, populations and ecological communities, and their habitats, and*

*(vii) Ecologically sustainable development, and*

*(viii) The provision and maintenance of affordable housing, and*

*(b) To promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*

*(c) To provide increased opportunity for public involvement and participation in environmental planning and assessment*

The proposed development is consistent with the nominated objectives of the ACT and is considered capable of fulfilling the statutory requirements. It is considered that the proposed development would not result in any negative impact in this regard and that the proposed development is in line with the State's planning requirements. This EIS confirms that the proposed development can be undertaken in a manner which will not adversely impact on natural resources but will promote the economic use of the land in a manner which will provide an improved level of facilities for residents of the Sutherland Shire.

### 7.2.2 Environmental Planning & Assessment Act 1979 – State Significant Development

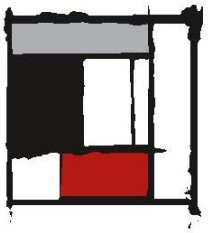
Part 4 of the EPA Act, specifically Division 4.1 State Significant Development provides the legislative framework for state significant development. Section 89C (2) of the EPA Act enables a State Environmental Planning Policy to declare and development, or any class or description of development, to be State Significant Development. Under Section 89D of the Act, the Minister is the consent authority for the State Significant development, although Section 23 enables the Minister the delegate to consent authority function to the Planning Assessment Commission, the Secretary or to any other public authority.

<u>Relevance to proposed development:</u>
In this instance, the provisions of SEPP (State and Regional Development) 2011 apply to the proposal. It also provides that the EPA Regulations, 2000 may contain additional provisions or matters relating to State significant development, including the following:

*(a) the environmental impact statements to accompany development applications in respect of State significant development,*

*(b) the requirements for the preparation of those environmental impact statements, including consultation requirements with respect to government agencies and other affected persons.*

The SEARs issued for this proposed development state that the development application (DA) and the EIS must be lodged within two years, or further



consultation with the Secretary in relation to the preparation of the EIS is required. It is noted that the lodgement of this EIS document in association with the DA is within this 2-year timeframe.

### 7.2.3 Environmental Planning & Assessment Act 1979 & Rural Fires Act 1997

Under the Rural Fires Act 1997 Section 100B requires authorisation in respect of bush fire of subdivision of land that could lawfully be used for residential or rural residential purposes or development of land for special fire purposes.

Relevance to proposed development:
The subject site is not on bushfire prone land and therefore this Act is not relevant to the proposed development.

### 7.2.4 Environmental Planning & Assessment Regulation 2000

Schedule 2 of the APA Regulation 2000 provides the requirements for the content of an EIS.

Relevance to proposed development:
The provisions of the Regulation, specifically clause 6 and 7 relating to the form and content of an EIS are relevant to this document and have been used as the basis for preparing this EIS.

### 7.2.5 Threatened Species Conservation Act 1995

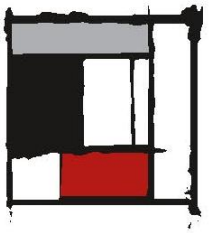
The proposed site is not identified on the Natural Resource Sensitivity – Biodiversity Map and therefore flora and fauna investigations are not required.

Relevance to proposed development:
The site is not located in close proximity to habitat corridors and therefore this Act is not relevant to the proposed development.

### 7.2.6 Protection of the Environmental Operations Act 1997

The protection of the Environment Operation Act 1997 (POEO Act) prohibits any person from causing pollution of waters or air and provides penalties for air, water and noise pollution offences. Section 48 of the POEO Act requires a person to obtain an Environmental Protection License (EPL) from the Department of Environment and Heritage before carrying out any of the premises-based activities described in Schedule 1 of the Act. The proposed additions to President Private Hospital is not a scheduled activity.

Relevance to proposed development:
The general provisions of the POEO Act in relation to pollution of the environment will apply throughout the proposed operations on the site, including the need to consider general requirements during the proposed



operations in relation to the control of the environmental issues such as noise, dust, emissions and any run-off which may be discharged from the site.

### 7.2.7 Contaminated Land Management Act 1997

The general object of the Contaminated Land Management Act 1997is to establish a process for investigating and (where appropriate) remediating land that is significantly contaminated and requires remediation. Under the Act (and also under the provisions of State Environment Planning Policy No. 55 – Remediation of Land) it is necessary to establish if the proposed use is able to be developed on land which has been declared or found to be contaminated.

Relevance to proposed development:
A site investigation was carried out by LG Consulting Pty Ltd. The results of the site examination are included in Contamination Report (Appendix 9). In summary, the site was generally void of contaminants with the exception of two areas. A Remedial Action Report has been prepared to dispose of the asbestos under the guidance of SEPP 55 and the EPA Act.

### 7.2.8 Roads Act 1993

The Roads Act 1993 provides for a number of issues including the establishment of procedures for opening and closing public roads, acquisition of land for roadways in addition to regulating the carrying out of various activities on public roads including roadwork and road widening operations.

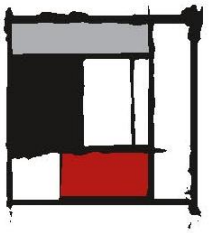
Relevance to proposed development:
No closure of public roads would be required to gain access to the subject site. However, the Preliminary Construction Management Plan (Appendix 12) prepared by Imagescape design studios confirms that during construction there will be a need to direct pedestrians and cyclists onto the road carriageway. A Traffic and Pedestrian Traffic Management Plan will be prepared prior to the commencement of works in adherence with any relevant requirements of the Roads Act and relevant authority.

## 7.3 State Environment Planning Policies

### 7.3.1 State Environment Planning Policy (State and Regional Development) 2011

State Environment Planning Policy (State and Regional Development) 2011 declares a hospital to be state significant development if, pursuant to Schedule 1 Clause 14, it is development that has a capital investment value of more than $30million. Therefore, under the EPA Act, the subject development is State Significant Development, and the Minister for Planning is the consent authority. The relevant clause states:

***14 Hospitals, medical centres and health research facilities***



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

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

The total end cost of the proposed project will be approx. $79M as detailed in the CIV Statement prepared by Donald Cant Watts Corke (Appendix 2).

As the construction cost is greater than $30mil, the proposed development falls within the State Significant Development category provided by State Environmental Policy (State and Regional Development) 2011.

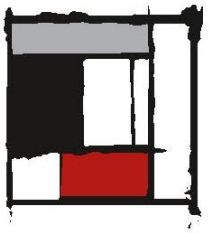
### 7.3.2 State Environment Planning Policy (Infrastructure) 2007

Clause 104 and Schedule 3 (RMS Referral):
State Environment Planning Policy (Infrastructure) 2007 aims to ensure the effective delivery of infrastructure across the State and that appropriate agencies are made aware of and are given an opportunity to make representations in respect of certain development, including traffic generating development.

Clause 104 on the State Environment Planning Policy (Infrastructure) 2007 [SEPP] requires that development applications for certain traffic generating development, as set out in Schedule 3 of the policy, be referred to the Roads and Maritime (RMS) and that any submission from the RMS be considered prior to the determination of the applications.

The proposed development comprises a ‘hospital’. For referral, a hospital must comprise ‘200 or more beds’, when the site has access to any road, or ‘100 or more beds’ when the site has access to a classified road or to a road that connects to a classified road (if access within 90m of connection, measured along alignment of connecting road). The proposed development comprises 182 beds in total. The nearest classified road is President Avenue. Upon submission, the proposal will be forwarded to Transport NSW for comment.

Division 10 (Approved Requirements Health Services Facilities):
The land is situated within the R2 Residential zone pursuant to the Sutherland Shire Local Environment Plan 2015 (SCLEP 2015. The three sites currently zoned R2 will be amalgamated into the main SP1 zone as part of this application.



Under Division 10 (Health Services Facilities) of State Environmental Planning Policy (Infrastructure) 2007, a 'health services facility' (which is the 'group term' within which the public component of the proposed development falls) is defined as:

*" a facility used to provide medicine or other services relation to the maintenance or improvement of the health or the restoration of health, or persons or the prevention of disease in or treatment of injury to persons and includes the following:*

*(a) Day surgeries and medical centres,*
*(b) Community health service facilities,*
*(c) Health consulting rooms,*
*(d) Facilities for the transport of patients, including helipads and ambulance facilities,*
*(e) Hospitals".*

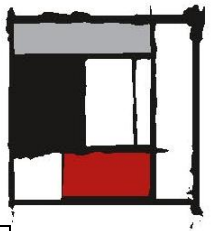
### 7.3.3 State Environmental Planning Policy No.64 – Advertising Signage

The aims and objectives of the State Environmental Policy No. 64 – Advertising Signage ensure that the signage proposed for this development is appropriate for the usage, the site and community effectiveness. The consent authority must consider the appropriateness of the signage and the impact it has for the users as well as the general community at large.

Relevance to proposed development:

Clause 8 outlines the considerations that the consent authority must make when assessing the application. First, they must consider that the proposal is consistent with the objectives of the policy. Next, they must be satisfied that the assessment criteria in Schedule 1 has been addressed. See Table 8 below for response.

| Item | Assessment Criteria | Proposal Response |
|---|---|---|
| **1** | *Is the proposal compatible with the existing or desired future character of the area?* | Minimal free-standing signage is proposed ensuring that the signage does not detract from the developing character of the area. The major signage being proposed is designed to be part of the building, low illumination and addressing the street in most locations to assist with definition of entry and exits.<br>There is a smaller free-standing sign proposed for the outpatient gym area. This will be located within the vicinity of the property and be designed to be complimented to the landscaping. |
| | *Is the proposal consistent with the particular theme for outdoor advertising in the area or locality* | Signage is designed as part of the building rather than free standing. It is located above pedestrian eye level to allow recognition from a distance rather than close-proximity. This compliments the ideals of the surrounding landscaping and public spaces. |



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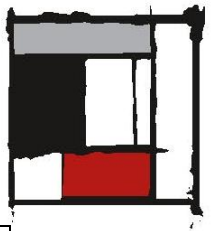
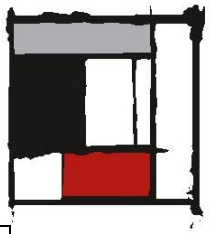
| **2** | *Special area: Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or conservative areas, open spaces, waterways, rural landscapes or residential areas?* | The proposed signage does not detract from the local amenity and does not diminish any local environment sensitive areas. |
| **3** | *Views and vistas: Does the proposal obscure or compromise important views?* | Building signage is located at the top if the building and therefore does not obscure views. |
| | *Does the proposal dominate the skyline and reduce the quality of vistas?* | Signage is designed to be an integral part of the building and so does not dominate the skyline or reduce the quality of the vistas. Signage does not exceed the height of the building at any location. |
| | *Does the proposal respect the viewing rights or other advertisers?* | The site is surrounded mainly be residential users. The only other advertisers are located on the opposite side of Hotham Road. The signage located on the opposite side of Hotham Road has advertising directed at vehicles travelling in the opposite direction and so their viewing rights are respected. |
| **4** | *Streetscape, setting or landscaping: Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?* | The main sign is located on the roof parapet of the top floor addressing vehicular approach to the corner of Hotham Road and president Avenue. This sign does not impede on the streetscape or landscaping.<br>The main entry to the hospital addresses Hotham Road and is set well back from the front boundary. There is a sign located on the awning of the entry. As the sign is located above pedestrian level it does not impede on the streetscape nor does it impact the surrounding landscape design.<br>The final sign is located on President Ave providing information on the location of the outpatient gym. This is the only freestanding sign on the site, it will stand approx. 3m in height and is located within the boundary line of the property and so does not impact the streetscape or the landscape being proposed. |
| | *Does the proposal contribute to the visual interest of the streetscape, setting or landscape?* | The existing visual interest of the streetscape is fairly limited at present. The location and design of the signage is designed to provide a practical and useful contribution to the existing streetscape and landscape. |
| | *Does the proposal reduce clutter by rationalising and simplifying existing advertising?* | The signage being proposed delineates the entry and exit points for the building. Additional signage will be kept to a minimum to ensure the information is simplifies and decluttered. |
| | *Does the proposal screen unsightliness?* | All ‘unsightly’ items have been located out of sight enabling the proposed signs to only |



| | | |
|---|---|---|
| | | provide directional information to visitors and community. |
| | *Does the proposal protrude above buildings, structures or tree canopies in the area or locality?* | The proposed signs are located on the top floor of the proposed buildings so will protrude above tree canopies however, given the falling topography of the site on the south side of President Avenue, this will not be of concern for residents living in the immediate neighbouring blocks. |
| | *Does the proposal require ongoing vegetation management?* | No proposed signage will require ongoing vegetation management. |
| **5** | *Site and building: Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?* | The proposed signage is an integral part of the building and so is a compatible size, scale and character to the building design. |
| | *Does the proposal respect important features of the site or building, or both?* | The most important feature of the site is the entry to address Hotham Road, the awning sign to the entry resolves this requirement. |
| | *Does the proposal show innovation and imagination in its relationship to the site or building, or both?* | The proposed signage is simple and straightforward in its design and so does not exhibit any unnecessary innovative fashions. |
| **6** | *Associated devices and logo with advertisements and advertising structures: Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?* | All electrical connections will be designed for outdoor conditions and hardwired separately to internal components to ensure that the circuitry to signage can be monitored in isolation. |
| **7** | *Illumination: Would illumination result in unacceptable glare?* | As described in item 4. The falling gradient of the land to the south of the site will ensure that residents will not be looking into the sign and so they will not have to tolerate any unacceptable glare from the proposed signage. |
| | *Would illumination affect safety for pedestrians, vehicles or aircraft?* | The proposed signage is located at roof level and so the illumination will not affect the safety of pedestrians or vehicles. The signage is not large enough, nor the illumination strong enough for it to affect aircraft. In additional, the site is not on any clear flight path for aircraft to be affected. |
| | *Would illumination detract from the amenity of any residence or other form of accommodation?* | All signage is located to flow above residential accommodation. Wherever possible, signage has been located to face indirectly into neighbouring properties. |
| | *Can the intensity of the illumination be adjusted, if necessary?* | The intensity of the illumination will not be able to be adjusted however, there are a number of tress being proposed and whilst the illumination |



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| | | will not be adjustable is will be broken down by the foliage in the trees. |
| | *Is the illumination subject to a curfew?* | The illumination is not part of a curfew. |
| **8** | *Safety: Would the proposal reduce the safety for any public road?* | The location of the main building signs will not reduce the safety for any public road. This includes the sign on President Avenue locating the outpatient gym. This sign is well within the boundary and it too will not reduce the safety of any public road. |
| | *Would the proposal reduce the safety for pedestrians or bicyclists?* | The location and type of signage proposed will not reduce the safety for pedestrians or bicyclists. |
| | *Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?* | The location and type of signage proposed will not reduce the safety for pedestrians or bicyclists. |

*Table 8: Response to Assessment criteria.*

Refer to the Urban Design Report (**Appendix 4**) for further details on signage.

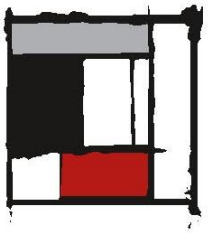
### 7.3.4 State Environment Planning Policy No. 55 – Remediation of Land

This SEPP provides a state-wide practice for the remediation of contaminated land. Under clause 7 (1) (a) of the State Environmental Planning Policy No. 55 – Remediation of Land, consideration has to be given as to whether the land is contaminated. The policy states that land must not be developed if contamination rendered it unsuitable for the proposed use. If the land is unsuitable, remediation must take place before the land is developed.

Investigations into the soil for contaminants was carried out by LG Consultants. Two (2) areas of concern have been identified for carrying asbestos fragments in small quantities. LG Consultants have also prepared a Remediation report to outline how the asbestos can be cleaned and disposed of in a compliant manner.

### 7.3.5 State Environment Planning Policy No/ 33 – Hazardous and offensive Development

State Environment Planning Policy No. 33 – Hazardous and offensive Development requires the consent authority to consider whether a proposal is a potentially hazardous or a potentially offensive industry or a hazardous storage establishment. In doing so, the consent authority must give careful consideration to the specific characteristics and circumstances of the development, its location and the way in which the proposed activity is to be carried out.



Relevance to proposed development:
The SEPP provides requirements with respect to hazardous industries, offensive industries, hazardous storage establishments and offensive storage establishments. The proposed development will not involve the undertaking of industrial processes, however will involve the storage of goods associated with the operations of a hospital and hence the provisions of this SEPP relating to the potentially hazardous or storage facilities have been considered.

The proposed hospital facilities will require the storage of a range of goods and products for medical purposes. However, it is noted that the storage of goods associated with medical uses will be strictly controlled to address health and safety requirements and are not likely to constitute storage of a type or quantity which would emit a polluting discharge or pose significant risk in the locality. There will be clinical waste, however, quantities are not expected to dramatically increase from current clinical waste levels. Further, there is no radio-active waste associated with the proposed x-ray machines located on the site. On this basis it is considered that the proposed use is not defined as a potentially hazardous or offensive storage facility.

Investigations into the soil for contaminants was carried out by LG Consultants. Two (2) areas of concern have been identified for carrying asbestos fragments in small quantities. LG Consultants have also prepared a Remediation report to outline how the asbestos can be cleaned and disposed of in a compliant manner.

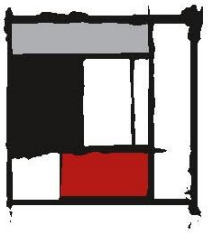
### 7.3.6 Draft State Environmental Planning Policy (Remediation of Land)

The Draft State Environmental Planning Policy (Remediation of Land) will replace the current State Environmental Planning Policy No 55 – (Remediation of Land) SEPP 55.

*The proposed new land remediation SEPP will:*

- *provide a state-wide planning framework for the remediation of land*
- *maintain the objectives and reinforce those aspects of the existing framework that have worked well*
- *require planning authorities to consider the potential for land to be contaminated when determining development applications and rezoning land*
- *clearly list the remediation works that require development consent*
- *introduce certification and operational requirements for remediation works that can be undertaken without development consent.*

Two areas of concern have been identified on the site as containing asbestos. For this reason, a Remediation Action Plan (**Appendix 28**) has been prepared



to ensure that removal and remediation actions are carried out with compliance to SEPP 55 and the EPA Act.

### 7.3.7 Draft State Environmental Planning Policy (Environment)

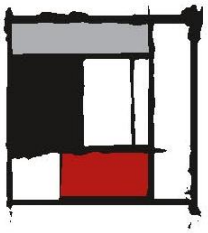
The Draft State Environment Planning Policy (Environment) aims to protect and manage the natural environment. The consolidated SEPP proposes to simplify the planning rules for a number of water catchments, waterways, urban bushland and Willandra Lakes World Heritage Property. The SEPP outlines the changes to occur, implementation details, and the intended outcome.

## 7.4 Other State Policies, plans or Guidelines

### 7.4.1 NSW State Priorities

The document NSW State Priorities has been specifically identified in the SEARs which provide that relevant planning, goals, and strategic planning objectives must be addressed in this EIS. NSW Premier has 30 priorities for NSW that include creating jobs, building infrastructure, delivering high-quality health and education, tackling child abuse and domestic violence, and reducing the rates of homelessness and childhood obesity. The Premier has committed to 14 of the 30 key priorities. Of specific note, is the Premier's commitment to having the assessment times for State Significant Developments through *"a more predictable, efficient and transparent system…"* Ten (10) of the fourteen (14) identified Key Priorities potentially relevant to the Proposal are as follows:

- **protecting our most vulnerable children** – The proposal will deliver a number of mental health programs which will assist parents and caregivers who have previously had problems with managing their behaviour whilst having responsibility for children. These programs will lead to better outcomes and ultimately assist in protecting our most vulnerable children.
- **Increasing permanency for children in out-of-home care** – The proposed mental health services will offer a number of programs which will assist the parents and caregivers to resolve their behavioural issues locally and therefore work towards keeping families together.
- **Reducing domestic violence reoffending** – the proposed mental health services will deliver programs focused on reoffenders with the aim of reducing domestic violence in NSW.
- **Improving service levels in hospitals** – the proposed facility will provide new modern facilities which are needed in the Community and will specifically assist in meeting the key priority of reducing waiting times for patients in emergency rooms and will support the Premier's 'Whole of Hospital' and 'Integrated Care Programs'
- **Improving outpatient and community care** – The outpatient services and programs will focus on preventative care. Through these programs,



patients and community members will be encouraged to stay as healthy as possible without the need for hospital assistance.

- **Towards zero suicides** – Suicide prevention programs will be offered through the mental health services. Support services to surviving victims, family and community will also be provided.
- **Greener public spaces** - the current site does little to share green space with the public. The redevelopment of the site will deliver a public park to the Hotham Road entry as well as a landscaped entry to the outpatient areas located on President Ave. Both areas will be supported by extensive landscaped areas. More importantly, both areas will welcome members of the public to enter and share in these spaces.
- **Greening our city** – The proposed landscape shows the vast increase in plants and trees as compared to the quantity provided at present. This in itself will contribute to a denser tree canopy for the immediate area as well as contributing to the urban character for the community.
- **Government made easy** – the proposal will deliver additional health services which are in demand which will support the Government's priority for working to make NSW services easier, faster and more convenient.
- **World Class Public Service** - the proposed development, will provide opportunity for diversity in the workforce with opportunities available to address where practicable, the Premier's priority to increase the number of women and Aboriginal and Torres Strait islander people in senior leadership roles.

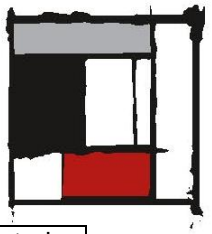
### 7.4.2 A Metropolis of Three Cities – the Greater Sydney Regional Plan

The Metropolis of Three Cities aims to transform land use and transport patterns, boost Greater Sydney's liveability, productivity and sustainability by spreading the benefits of growth to all its residents.

The Plan sets out goals to deliver on community priorities directed at the priorities for public sector delivery of hospital and medical care services. The development will assist in addressing the key overarching strategies and related goals pertaining to the economy, the provision of quality services, the renovation of infrastructure and the strengthening of communities.

There are a number of objectives to each of the ten (10) directions of the plan. The proposed development responds to these objectives are noted in Table 9:

| Objective Number | Explanation | Proposal response |
|---|---|---|
| ***A City Supported by Infrastructure:*** | | |
| **1.** | *Infrastructure supports the three cities.* | The proposal is for a major hospital, one which will be supported at least two of the three geographic areas. |



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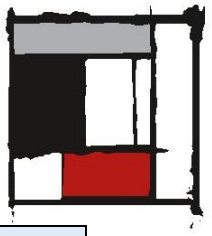
| **2.** | *Infrastructure aligns with forecast growth – growth infrastructure compact.* | The services proposed in this development have been selected to address the needs of the community in these geographic areas. |
| **3.** | *Infrastructure adapts to meet future needs.* | The programs and services being proposed have been designed to grow and adapt to address future needs of the community. |
| **4.** | *Infrastructure use is optimized.* | The development of the site has been optimized to meet the physical requirements of the site as well as the needs of the community. |
| ***A Collaborative City:*** | | |
| **5.** | *Benefits of growth realised by collaboration of governments, community and business* | The additional services being offered in this facility will share the burden of delivering services to community currently shared by government, community and business.<br><br>Further, by providing these services in a geographic location outside of the central CBD it reduces the bottleneck of patients waiting for treatment. |
| ***A City for People:*** | | |
| **6.** | *Services and infrastructure meet communities' changing needs* | Whilst the site is currently well connected by public transport, it is envisaged that the additional services will encourage more varied and timely public transport to neighbouring residents.<br><br>As staffing levels will be extended, it is also hoped that public transport connects to neighbouring suburbs will also improve. |
| **7.** | *Communities are healthy, resilient and socially connected* | The additional services being offered by the hospital will assist in resolving the long waiting times for surgery and therefore assist with keeping community healthy.<br><br>Social connection and mental health will also be addressed with the new mental health ward being proposed in the new facility.<br><br>Ensuring that access in and around the hospital and its grounds will also assist patients to return and complete their rehabilitation programs therefore resulting in better and more thorough procedural outcomes. |
| **8.** | *Greater Sydney's communities are culturally rich with diverse neighbourhoods* | On observation, immediate areas surrounding the site aren't as culturally diverse as some of the other suburbs within the Sutherland Shire area.<br><br>It is hoped that the additional patients and staff number will change this situation to ensure that the community can develop into a more diverse neighbourhood. |
| **9.** | *Greater Sydney celebrates the arts and supports creative industries and innovation* | Whilst the facilities being offered at the hospital will not contribute to the arts and creative industry it will bring a large proportion of people from other geographic areas into the Sutherland community.<br><br>This new community will have many means of supporting the creative industries through it social connection and mental health programs. |



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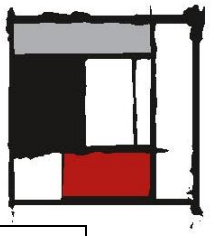
| ***Housing the City:*** | | |
| **10.** | *Greater housing supply* | Additional housing does not form part of this proposal; however the additional staffing numbers may lead to increased number of buyers within the local area. |
| **11.** | *Housing is more diverse and affordable* | Addition staff number will contribute to the demand for more diverse and affordable housing within the area. |
| ***A City of Great Places:*** | | |
| **12.** | *Great places that bring people together* | The design of the support services, landscaping and accessibility has been carried out to ensure that the site will be a great place to bring people together. The design did not want the site to be a place to be remembered only for its 'risk' issues and so went to great lengths to ensure that park areas, play areas and meeting areas were located for their ease of access. |
| **13.** | *Environmental heritage is conserved and enhanced* | The landscaping and interpretive panels located within the entry and landscaped park will ensure that the site's environmental heritage is respected and enhanced. |
| ***A Well-Connected City:*** | | |
| **14.** | *A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities* | Whilst the site is currently well connected by public transport, it is envisaged that the additional services will encourage more varied and timely public transport to neighbouring residents.<br><br>As staffing levels will be extended, it is also hoped that public transport connects to neighbouring suburbs will also improve. |
| **15.** | *The Eastern, GPOP and Western Economic Corridors are better connected and more competitive* | Whilst the site is currently well connected with public transport, it is envisaged that the additional services will encourage more varied and timely public transport to neighbouring residents.<br><br>As staffing levels will be extended, it is also hoped that public transport connects to neighbouring suburbs will also improve. |
| **16.** | *Freight and logistics network are competitive and efficient* | The site is located within close-proximity to freight and logistics networks. Access to and from the site have been designed to ensure that the safety and timeliness of travel to and from these freight lines are not hindered. |
| **17.** | *Regional transport is integrated with land use* | The site is located within close-proximity to freight and logistics networks. Access to and from the site have been designed to ensure that the safety and timeliness of travel to and from these freight lines are not hindered. |
| ***Jobs and Skills for the City:*** | | |
| **18.** | *Harbour CBD is stronger and more competitive* | The site is well connected with the harbour CBD and will remain as such. It will not be taking services or resources away via the connection, therefore leaving the CBD connection to remain as stronger and more competitive. |
| **19.** | *Greater Parramatta is stronger and better connected* | The site is not connected well with greater Parramatta, however, discussion over new road infrastructure may make this possible in the future. |
| **20.** | *Western Sydney Airport and Badgerys Creek* | The site is not connected well with greater Parramatta, however, discussion over new road infrastructure may make this possible in the future. |



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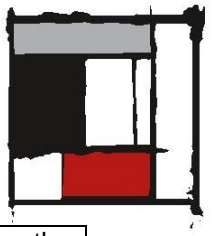
| | *Aerotropolis are economic catalysts for Western Parkland City* | |
| **21.** | *Internationally competitive health, education, research and innovation precincts* | The services being offered at the hospital will attract international and educational opportunities. Its clinical procedures and research facilities being offered will celebrate the innovative prospects. |
| **22.** | *Investment and business activity in centres* | The initial investment into the proposed works exhibits a major investment into the site as a business centre.<br><br>In additional, the clinical procedures and research opportunities will also attract investment into the area.<br><br>Finally, the additional number of staff and visitors to the site are bound to add significant investment into the area. |
| **23.** | *Industrial and urban services land is planned, protected and managed* | Many logistical plans have in put in place to ensure that the urban services of the site are protected and therefore managed. |
| **24.** | *Economic sectors are targeted for success* | The Sutherland population is a young to middle aged demographic. The additional staff, patients, friends and members of the public are set aside to ensure that the best can be delivered to the public. |
| ***A City in its Landscape:*** | | |
| **25.** | *The coast and waterways are protected and healthier* | The site is not located in close proximity to a waterway or coastal protection area. The proposal therefore does not create a high risk to the natural coast or waterways. |
| **26.** | *A cool and green parkland city in the South Creek corridor* | The site is not located in the South Creek corridor and therefore does not create a high risk to the area. |
| **27.** | *Biodiversity is protected, urban bushland and remnant vegetation is enhanced* | A Biodiversity Development Assessment Report (Appendix 18) has been prepared as part of this submission.<br><br>Further a Threatened Species Report (Appendix 19) found that there was a chance to impact on the natural possum community. The report outlines the necessary actions to ensure that the risk is minimised. |
| **28.** | *Scenic and cultural landscapes are protected* | Respect for the scenic and cultural landscape is maintained through the establishment of Hotham House Park which will allow neighbouring community to enjoy the reference to the street identity once delivered by Hotham House.<br><br>In addition, interpretive panels will be utilised to describe the story of the site's development.<br><br>Finally, materials salvaged from the demolished structures will be repurposed and used throughout the landscaped area and |



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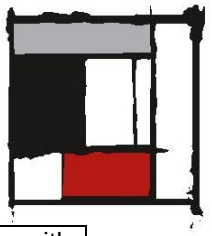
| | | outdoor courtyards to further enhance the appreciation for the scenic quality of the area. |
| **29.** | *Environmental, social and economic values in rural areas are maintained and protected* | Whilst the site is not located in a rural area, it will ensure that management strategies are put in place to ensure that the local waterways are not placed in jeopardy. It will also provide social programs which will enforce the respect of the social and economic values are supported. |
| **30.** | *Urban tree canopy cover is increased* | The landscape design has ensured that the proposed landscaping has significantly contributed to the urban tree canopy. Where trees have been removed (on advice from an arborist) they have been replaced by a multiple number of trees. Replacement planting will also be carried out using a more mature size of species therefore ensuring that the replacement species has a better chance of growth. |
| **31.** | *Public open space is accessible, protected and enhanced* | The design of the support services, landscaping and accessibility has been carried out to ensure that the site will be a great place to bring people together. The design did not want the site to be a place to be remembered only for its 'risk' issues and so went to great lengths to ensure that park areas, play areas and meeting areas were located for their ease of access. |
| **32.** | *The Green Grid links parks, open spaces, bushland and walking and cycling paths* | Landscaping for the site includes a number of outdoor areas, well supported by seating areas, tree canopy and play structures. Over time, these areas and facilities have the potential to link to surrounding parklands and cycling paths. |
| ***An Efficient City:*** | | |
| **33.** | *A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change* | Under the guidance of our ESD engineers, the design of materials and services will be developed to ensure a reduction in carbon footprint and long term zero emissions. |
| **34.** | *Energy and water flows are captured, used and re-used* | Under the guidance of our ESD engineers, fixtures will be selected to ensure energy and water flows are captured, used and re-used. |
| **35.** | *More waste is re-used and recycled to support the development of a circular economy* | Under the guidance of our ESD engineers, materials and fixtures will be selected to encourage ease of recycling.<br><br>Further, management policies will be put in place to ensure that re-use and recycling is encouraged by staff, patients and visitors. |
| ***A Resilient City:*** | | |
| **36.** | *People and places adapt to climate change and future shocks and stresses* | Management policies and procedures will be put in place to encourage social and economic awareness amongst community. Programs will be offered to effectively plan to reduce the exposure of community to natural and urban hazards and build resilience. |
| **37.** | *Exposure to natural and urban hazards is reduced* | Planning of the site complies with the land use definition. Detailed planning and design will allow for a degree of flexibility if the surrounding urban landscape changes. |
| **38.** | *Heatwaves and extreme heat are managed* | Detail design and planning have allowed for a degree of flexibility for conditioned air to be delivered to all areas. This will ensure that in extreme weather conditions, there is an alternative to extreme heated and cooling. |



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| **39.** | *A collaborative approach to city planning* | The design of this site has been carried out in collaboration with a number of groups of people. It was evident from many of these discussions that flexibility was required which is why there are a number of design decisions which can be altered if the urban landscape changes. |
| **40.** | *Plans refined by monitoring and reporting* | Measurement of the success of any design can only be carried out by monitoring and reporting. Management procedures will be put in place to allow for this degree of refinement to take place. |

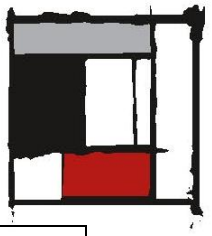
*Table 9: Response to key overarching strategies of the Metropolis of Three Cities.*

### 7.4.3 South District Plan

The South District covers the Canterbury-Bankstown, Georges River and Sutherland local government areas. The site for the proposed development falls within the Sutherland local government area makes this plan relevant to the overall assessment. The focus of this plan is to identify the Planning Priorities to achieve a liveable, productive and sustainable future for the District.

The Plan has four (4) Planning Priorities and Actions. This proposed development has responded to the Plan as noted in Table 10:

| Planning Priority | Title | Proposal response |
|---|---|---|
| ***Infrastructure & Collaboration:*** | | |
| **S1.** | *Planning for a city supported by infrastructure* | This priority aims at collaboration of planning for infrastructure within the various districts. The expansion of St George Public Hospital has been highlighted as being part of the collaborative process. The services being offered in this proposal will support the collaborative approach being highlighted in this Priority. |
| **S2.** | *A collaborative City* | *"Collaboration in the planning and delivery of infrastructure, housing, jobs and great places is essential to realise the full benefits of growth."* The Kogarah Health and Education District (2018 – 2019) has been identified as an area where the Greater Sydney Commission will chair the Collaboration process and initiative led by the NSW Department of Planning and Environment. The works being proposed in this development will support the growth and initiative being sort in this area. |
| ***Liveability:*** | | |
| **S3.** | *Providing services and social infrastructure to meet people's changing needs* | The outpatient programs being offered in this proposal will aim to support the community needs. Whilst addressed the needs of return patients it will also encourage members of the community to utilise the functionality and therefore become an integrated part of the community's social liveability. |
| **S4.** | *Fostering healthy, creative, culturally rich and socially connected communities* | Fostering well-being amongst community will be encouraged in all of the programme on offer at the hospital. Preventative care and fall reduction will ensure that members of the community as well as return patients can continue to lead healthy, creative and socially connective lives. |
| **S5.** | *Providing housing supply, choice and* | The proposal does not contribute t0o this priority. |



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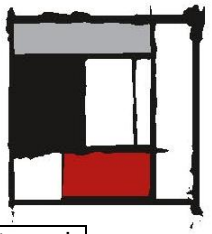
| | *affordability, with access to jobs, services and public transport* | |
| **S6.** | *Creating and renewing great places and local centres, and respecting the District's Heritage* | The proposal will renew the interest and respect for the relevance of Hotham House. Whilst the physical structure will not be present, the design has gone to great lengths to maintain and enhance the relevance of its social presence by locating the entry in the same vicinity of the existing house whilst utilising many of its elements within the landscaping and forecourt areas. |
| ***Productivity:*** | | |
| **S7.** | *Growing and investing in the ANSTO research and innovation precinct* | The proposal does not contribute to this priority. |
| **S8.** | *Growing and investing in health and education precincts and Bankstown Airport trade gateway as economic catalysts for the Districts* | The proposed site is in the Sutherland health and education precinct and so will provide an assortment of opportunity for growth and investment within this area. |
| **S9.** | *Growing investment, business opportunities and jobs in strategic centres.* | The proposed works will ensure that the existing jobs will be maintained. New jobs will be created during the construction as well as within the new facility. The additional and current services being brought to the facility will also attract new opportunities for job creation. |
| **S10.** | *Retaining and managing industrial and urban services land.* | The proposal does not contribute to this priority. |
| **S11.** | *Supporting growth of industry sectors.* | The new services being proposed in the new facility will deliver a variety of opportunities for growth in the health and the education sector. |
| **S12.** | *Delivering integrated land use and transport planning and a 30-minute city* | The proposed development will assist to increase access to public transport which will also contribute to the 30-minute city concept. |
| ***Sustainability:*** | | |
| **S13.** | *Protecting and improving the health and enjoyment of the District's waterways* | The site is not located in close proximity to the District's waterways and so will not be an immediate risk.<br><br>Further the site stormwater will be designed to comply with appropriate standards and regulations to ensure that it will not be an immediate risk to the natural waterways. |
| **S14.** | *Protecting and enhancing* | The site is not located in close proximity to flora or fauna habitats. Nor is it located close to green or riparian corridors. For this |



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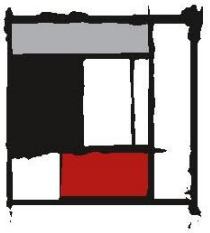
| | *bushland, biodiversity and scenic and cultural landscapes and better managing rural areas* | reason, it does not pose a high risk to bushland, biodiversity and scenic and cultural landscapes. |
| **S15.** | *Increasing urban tree canopy cover and delivering Green Grid connections* | The landscape design has ensured that the proposed landscaping has significantly contributed to the urban tree canopy. Where trees have been removed (on advice from an arborist) they have been replaced by a multiple number of trees. Replacement planting will also be carried out using a more mature size of species therefore ensuring that the replacement species has a better chance of growth. |
| **S16.** | *Delivering high quality open space* | The quality of open space has been driven by the needs of the patients and residents. Internal courtyards have been designed to provide patients confidence to move around on their own whilst delivering privacy where necessary. For residents, Hotham House Park will deliver a well-maintained green space to enjoy the cultural Heritage of the location.<br><br>It was a main objective that the access to all areas by modified to align with the requirements of AS1428 – design for people with disabilities. By exceeding the design requirements in this standard, access pathways and open spaces will allow the users to feel safe and confident. |
| **S17.** | *Reducing carbon emissions and managing energy, water and waste efficiently* | Various management systems will be put in place to ensure that the running of the proposed building will minimise carbon emissions and manage energy, water and waste. Building materials and construction methods have been designed to also achieve this goal. |
| **S18.** | *Adapting to the impacts of urban and natural hazards and climate change.* | Exact methodology of how this will be achieved has not been reached at this point. It will be finalised during the documentation stage. |

*Table 10: Response to the Planning Priorities set down in the South District Plan*

### 7.4.4 Future Transport Strategy 2056

The Transport Strategy delivers a vision to guide transport investment over the long term. It will be integrated with other plans such as the Services and Infrastructure Plans to allow safe and efficient movement of people, freight and innovative services toward desired and required service outcomes. The Transport Strategy has six outcomes:

- Customer focused
- Successful Places
- A Strong Economy
- Safety and Performance
- Accessible Services



- Sustainability

The site is well connected for public transport and therefore can aim to minimize the disruption to the natural flow of traffic as well as to public transport. The suite of reports for Traffic Assessment (Appendix 11) Outlines the measures the design will go to, to implement a green travel plan. It also outlines the procedures to be put in place, to ensure community safety during the construction phase.

### 7.4.5 Crime prevention Through Environmental Design (CPTED) Principles

Crime Prevention through Environmental Design (CPTED) is a set of design principles used to discourage crime and promote Building security. CPTED has the added advantage of creating a sense of security and well-being amongst employees and tenants.

The four main principles of CPTED are:

- Natural surveillance
- Natural access control
- Territorial reinforcement
- Maintenance

A CPTED report (**Appendix 6**) has been prepared and is attached with this submission. This report identifies that there are six (6) areas for concern in relation to preventing ongoing crime. These areas are mainly connected with entry and exit points. Ongoing remediation methods will include lighting, landscaping and security cameras. The report also outlines the use of well - articulated and located signage to assist with reducing the events of petty crimes being carried out.

It is considered that the proposed design measures will significantly reduce the risk of anti-social behavioural activities. The proposal provides adequate public surveillance and does not provide opportunities for concealed criminal behaviour, therefore suitably addressing the principles of crime prevention through environmental design.

### 7.4.6 Better Placed: An integrated design policy for the built environment of New South Wales (GANSW, 2017)

> "*Better Placed is an integrated design policy for the built environment of NSW. It seeks to capture our collective aspiration and expectations for the places where we work, live and play. It creates a clear approach to ensure we get the good design that will deliver the architecture, public places and environments we want to inhabit now and those we make for the future."*

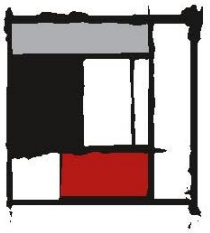
## Environmental Impact Statement

Better Placed is an integrated design policy for the built environment of NSW. It seeks to capture our collective aspiration and expectations for the places where we work, love and play. It creates a clear approach to ensure we get a good design that will deliver the architecture, public spaces and environments we want to inhabit now and those we make in the future.

The objectives for good design are noted in table 11:

| Objective | Project response |
|---|---|
| *Better Fit* | The existing hospital has been functioning for many years without any upgrade. The works being proposed will finally deliver the upgrade necessary to ensure that the facility is a better fit to the community needs and requirements whilst also meeting and exceeding statutory compliance. |
| *Better Performance* | The proposed works to the site will ensure that the use of the site performance is improved. The upgrade to the services will also ensure that service provision to the site and its surrounds will be improved leading to more efficient service provision and long term cost savings regarding utilities and services. |
| *Better for Community* | The community are limited at present on how they can make use of the existing hospital. Access is a major concern which is why access paths and familiarity around the site has been given a greater priority. The additional services being provided will also deliver better options to community to allow them to make better informed decisions in regard to their ongoing health and well-being. |
| *Better for People* | The mental health unit will provide much needed services to the people of Sutherland meaning that they will no longer have to travel long distances to receive treatment and support.<br><br>The additional people to site will bring to the immediate area will also assist in developing a more diverse cultural community. |
| *Better Working* | The existing hospital has not been upgraded for many years making it difficult and sometimes uncomfortable for staff to be working there.<br><br>The proposed works will not only lift the compliance of many spaces but will also lift staff morale.<br><br>The new works is also likely to be able to attract and retain staff as well as visiting clinicians and medical experts to perform procedures as well as for training of existing staff. |
| *Better Value* | As detailed in the Costing report by Donald Cant watts Corke, the expenditure for the works is close to $78MIL. This large injection of investment is sure to attract like-minded commercial entities therefore improving the overall value of the area. |
| *Better Look and Feel* | The existing hospital building challenges the identity of a successful health facility. The new works will change that, delivering a building which utilises timeless materials to depict the many facets of the building whilst also keeping within the scale of the area.<br><br>The new works will be able to attract and retain staff as well as visiting clinicians and medical experts to perform procedures as well as for training of existing staff. |

*Table 11: Response to the objectives of good design delivered by the Government Architect's Office of NSW.*



The design response and urban design considerations are discussed in Section 8.2.4 and in Appendix 4. The building responds to clinical needs, functionality and identifying as a hospital, whilst also respecting the low to medium density scale of surrounding development. The urban design response achieves effective integration of the development into the local setting and fulfils the operational and security needs of a hospital facility.

### 7.4.7 Sutherland Shire Development Control Plan 2015

The following section provides the local planning and legislative framework for the proposed development. The purpose of this section is to outline the approval process and identify the applicable local planning controls that relate to the proposed development. This includes local environmental plans and development control plans.

**SSLEP 2015 Objectives**

The subject site is located within the Sutherland Shire local government area (LGA) and the principle environmental planning instrument applying to the site is the Sutherland Shire Local Environment Plan 2015 (SSLEP 2015) The aims of the plan are as follows:

*(1) This Plan aims to make local environmental planning provisions for land in Sutherland Shire in accordance with the relevant standard environmental planning instrument under 33A of the Act.*

*(2) The aims of this Plan are as follows:*

*(a) To deliver the community's vision for Sutherland Shire by achieving an appropriate balance between development and management of the environment that will be ecologically sustainable, socially equitable and economically viable*

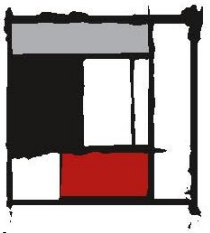
*(b) To establish a broad planning framework for controlling development, minimizing adverse impacts of development, protecting areas from inappropriate development and promoting a high standard of urban design*

*(c) To protect and enhance the amenity of residents, workers and visitors in all localities throughout Sutherland Shire,*

*(d) To minimize risk to life and the environment from hazards, particularly bushfires, flooding and climate change.*

Specialist sub-consultants' investigations which have been undertaken have concluded that the development will not significantly impact on environmental issues, Aboriginal heritage and the constraints of the land can be managed to accommodate the proposed development. These investigations support the thorough consideration required for any development in this area to allow compliance with objectives (a) and (b)

The proposal will provide for expanded employment and medical opportunities in a location with a high degree of accessibility to the Sutherland Shire



community and beyond in compliance with objective (c). The improved services and infrastructure proposed in this development will also go a long way to addressing the aims of (c) and (d).

**Site Zoning and Permissible Uses**

The site is zoned SPI Special uses and R2 Low Density Residential pursuant to SSLEP 2015.

The objectives of the zone are:

- *To provide for special land uses that are not provided for in other zones*
- *To provide for sites with special natural characteristics that are not provided for in other zones*
- *To facilitate development that is in keeping with the special characteristics of the site or its existing or intended special use, and that minuses any adverse impacts on surrounding land.*

Amalgamation of all the sites is included as part of the proposed development. Once amalgamated, the entire site will adopt the zone of SP1 – Health Services facility. The proposed development will provide health infrastructure and related uses to the community.

The following land uses are **permissible with development consent** in the SP1 zone:

*"Aquaculture; Roads; The purposes shown on the Land Zoning Map, including any development that is ordinarily incidental or ancillary to development for that purpose."*

The development will satisfy this objective by providing a range of facilities which will cater for the ancillary development of the existing site.

**Other Relevant Clauses – SSLEP 2015**

This section discussed the clauses contained within the SSLEP 2015 which are considered relevant to the subject proposal or which require consideration.
*Clause 2.7 Demolition requires development consent*
Clause 2.7 permits demolition but only with development consent. This proposal seeks the demolition of structures on the following locations:

- 65 Hotham Road
- 61 Hotham Road
- 2 Bidurgal Avenue
- 4 Bidurgal Avenue

The light-weight structures located on President Avenue which are currently used for the rehabilitation gym and wellness education are also proposed for demolition.

Clause 92 of the EPA Regulation 2000 requires consideration of Australian Standard AS2601-1991: The demolition of structures.

Demolition will be undertaken in accordance with AS 2601 – 1991.

Demolition works will be undertaken in accordance with prescribed times. It is intended that any noises generated from the site will comply with the relevant provisions of the *Protection of Environment Operations Act* and the *NSW EPA Environmental Noise Manual* for the control of construction noise. Approved silencing devices will be provided and maintained on all power operated machinery, where required.

*Clause 4.3 Height of Buildings*
There is currently no maximum permissible height for a SP1 zone. The highest point within the SP1 zone falls slightly below 15m. To corner of President Ave the building height reaches 11.7m. For the portions of the existing site which fall into the R2 zoning, building heights measure 7.5m. the lowest part of the proposed building is 4.2m in height located along the western boundary.

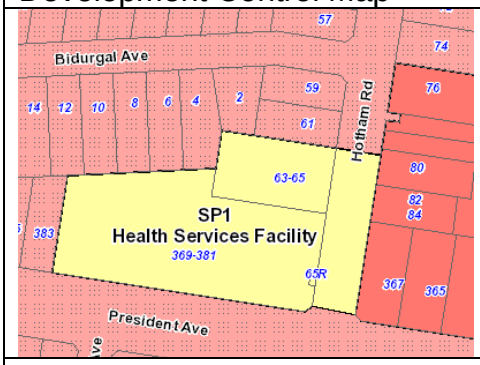
*Clause 4.4 Floor Space Ratio*
The proposed development will have a total gross floor area (GFA) of 9,519msq. There is currently no maximum permissible FSR for the subject site. The current FSR for the development is 1.15:1.

*Clause 5.6 Architectural Roof Features*
The subject site for this proposal is not nominated in subclause 1 (b) and so does not attract special consideration for its roof design. Further, the proposal does not include any architectural roof design.

Clause 5.10 Heritage Conservation
Heritage items and heritage conservation areas are listed and described in Schedule 5 of the SSLEP 2015. The objectives of clause 5.10 which relate to heritage conservation are noted as follows:

*(1) The objectives of this clause are as follows:*
- *(a) To conserve the environmental heritage of Sutherland Shire,*
- *(b) To conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,*
- *(c) To conserve archaeological sites,*
- *(d) To conserve Aboriginal objects and Aboriginal places of heritage significance.*

Clause 5.10 (2) specifies the consent requirements for land containing a heritage item. 65 Hotham Road is a Local Heritage item and therefore will require consideration prior to approval for its demolition.

| Development Control Map | Compliance |
|---|---|
|  | Land zone SP1 – Special Activities<br><br>Land zone R2 – Low Density Residential |
| | |
|  | **Floor space ratio (FSR)**<br>The proposed development will have a total gross floor area (GFA) of 9,519msq. There is currently no maximum permissible FSR for the subject site. The current FSR for the development is 1.15:1. |
| | |
|  | **Building Height**<br>There is currently no maximum permissible height for a SP1 zone. The highest point within the SP1 zone falls slightly below 15m. To corner of President Ave Street the building height reaches 11.7m. For the portions of the existing site which fall into the R2 zoning, building heights measure 7.5m. the lowest part of the proposed building is 4.2m in height located along the western boundary. |
| | |

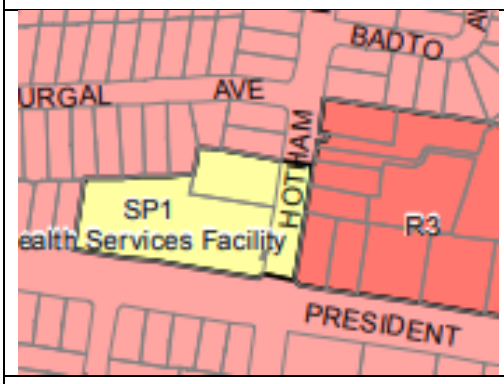
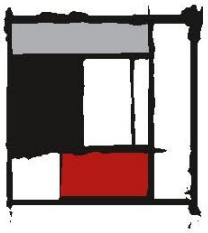
| | |
|---|---|
|  | **Landscape Area Map**<br>There is no specific guideline for the landscape area for the SP1 zone. |
| | |
|  | **Zoning**<br>The sites are zoned SP1 and R2<br><br>The addresses across the road on Hotham are zoned R3 Medium Density. |
| | |
| Foreshore Building | Not Applicable |
| | |
| Dual Occupancy/ Second Dwelling or Subdivision | Not Applicable |
| | |
| Lot Sizes | Not Applicable |
| | |
| Waterfront Development | Not Applicable |
| | |
| Floor prone land | Not Applicable |
| | |
| Urban activation Precinct | Not Applicable |
| | |
| Shadow diagrams | Not Applicable |
| | |
| Heritage | 65 Hotham Road is listed as a Local Heritage item. |

*Table 12: Summary of Project response to relevant clauses in SSLEP 2015.*

### 7.4.8 Other Local Plans and Policies

Section 94A of the Environmental Planning and Assessment Act 1979(NSW) (EPAA), provides for a fixed development consent levy. Clause 1 of section 94A states that as a condition of development consent a consent authority may impose "*a requirement that the proponent pay a levy of the percentage,*



*authorised by a contributions plan, of the proposed cost of carrying out the development*."

The purpose of the levy under SSLEP 2016 is to assist Council in providing and maintaining high quality, diverse public facilities to meet the needs and expectations of the Sutherland community. As stated in the EP&A Act the monetary contribution is "*to be applied towards the provision, extension or augmentation of public amenities or public services (or towards recouping the cost of their provision, extension and augmentation*)," [s94 (a) (3)].

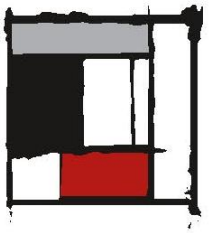
**Sutherland Shire Section 7.11 / 7.12 Development Contributions Plan 2016**

This plan is applicable to all land within the Sutherland shire Local Government Area. The following developments are exempt from this plan:

- Seniors Housing
- Social Housing
- Secondary Dwellings
- Affordable Housing

As the proposed development is not defined by any of the above types, the Contribution Plan IS applicable. Based on the Capital investment Value provided by Donald Cant Watts Corke (Appendix 2), the Construction Value for this proposed development is $79million. Utilising the Contribution Summary Table in Section 7.12, the project is valued at more than $200,000.00, therefore $790,000.00 (1% of the Construction Value) will be owing as a contribution. It will be likely that the proponent will request for consideration to be given for the contribution to be paid in three parts being at the end of each phase.

There is no Voluntary Planning Agreement in place, however, the proponent may wish to enter into a Voluntary Planning Agreement with Council as the project is developed.



# 8.0 Assessment of Environmental Impacts

This section contains an assessment of the potential impacts of the project having regard to the outcomes of the specialist sub-consultant investigation and the identified site constraints and building design. Where appropriate, suitable mitigation measures are proposed to address these impacts.

## 8.1 Identification of Key issues

The following table contains a summary of identified environmental risk analysis to identify potential environmental impacts associated with the activity.

| **Issue** | **EIS Reference** | **Appendix** |
|---|---|---|
| Compliance with Statutory Requirements | Sections 8.2.1 | |
| Land Stability and geotechnical Constraints | Section 8.2.20 | Appendix 10 |
| Site Contamination | Section 8.2.10 | Appendix 9<br>Appendix 28 |
| Surface and Groundwater | Section 8.2.14 | Appendix 17 |
| Flooding | Section 8.2.14 | Appendix 17 |
| Natural Resource Sensitivity and Biodiversity | Section 8.2.15 | Appendices 18, 19 & 22 |
| Non Indigenous and Aboriginal Heritage | Sections 8.2.2 | Appendices 26 & 27 |
| Transport, Car parking and Access | Section 8.2.5 | Appendix 11 |
| Construction Impacts | Section 8.2.19 | Appendix 12 |
| Acoustic and Vibration | Section 8.2.9 | Appendix 16 |
| Built Form and Urban Design | Section 8.2.3 | Appendix 4 |
| Visual impact | Section 8.2.3 | Appendix 4 |
| Acoustic Impact | Section 8.2.9 | Appendix 16 |
| Overshadowing | Section 8.2.4 | Appendix 4 |
| Ecologically Sustainable Development Outcomes | Section 8.2.6 | Appendix 13 |
| Servicing | Section 8.2.12 | Appendices 4 & 21 |
| Waste Management | Section 8.2.18 | Appendix 23 |
| Public Infrastructure – Contributions | Section 7.4.8 | |
| Social and economic Impact | Section 10.3 & 10.4 | |
| | | |

*Table 13: Summary of Key issues*

## 8.2 Assessment of Potential impacts of the projects

### 8.2.1 Statutory and Strategic Context (SEAR 1)

#### 8.2.1.a SEAR

SEAR 1 requires the following:

- *Address the statutory provisions contained in all relevant environmental planning instruments.*
- *Permissibility: Detail the nature and extent of any prohibitions that apply to the development.*
- *Development Standards: Identify compliance with the development standards applying to the site and provide justification for any contravention of the development standards.*

#### 8.2.1.b Assessment

| ***Statutory and Strategic Context*** | ***Location within this EIS*** | ***Findings*** |
|---|---|---|
| State Environment Planning Policy (State & Regional Development) 2011 | Section 7.3.1 | Declares a hospital to be a state Significant Development if it the development has a capital investment of more than $30million |
| State Environment Planning Policy (Infrastructure 2007) | Section 7.3.2 | Referral to the RMS must occur if a hospital with 200 beds or more has access to any road, or 100 or more beds , when the site has access to a classified road or to a road that connects to a classified road. |
| State Environment Planning Policy No. 64 – Advertising and Signage | Section 7.3.3 | The signage being proposed for the development is appropriate for the usage, the site and community effectiveness. All eight (8) assessment criteria used by the Consent Authority to assess the application have been included in the assessment. |
| State Environmental Planning Policy No. 55 – Remediation of Land | Section 7.3.4 | The Policy states that land must not be developed if contamination renders it unsuitable for the proposed use. If the land is unsuitable, remediation must take place before the land is developed. Two areas of contamination were identified on site, raising the requirement for a Remediation Action Plan. |
| State Environmental Planning Policy No. 33 – Hazardous and Offensive Development | Section 7.3.5 | The proposed development will not involve the undertaking of industrial processes; however, it will involve the storage of goods associated with the operations of a hospital.<br>Two areas of contamination were identified on site, raising the requirement for a Remediation Action Plan. |
| Draft State Environmental Planning Policy (Remediation of Land) | Section 7.3.6 | Two areas of contamination were identified on site raising the requirement for a Remediation Action Plan. |
| Draft State Environmental Planning Policy (Environment) | Section 7.3.7 | Recommends the changes to occur, implementation details and the intended outcome to simplify the planning rules for a number of water catchments, waterways, urban bushland and Willandra Lakes World Heritage Property. |

| | | |
|---|---|---|
| Sutherland Local Environmental Plan 2015 | Page 77 | The site is zoned SP1 Special uses and R2 Low density Residential pursuant to SSLEP 2015. Amalgamation of all the sites will form part of this proposed development. Once amalgamated, the entire site will adopt the zone SP1 – Health Services facility. The proposed development will provide health infrastructure and related uses to the community. |

*Table 14: List of Statutory provisions considered*

### 8.2.1.c Recommendations

| ***Statutory and Strategic Context*** | ***Location within this EIS*** | ***Recommendations*** |
|---|---|---|
| State Environment Planning Policy (State & Regional Development) 2011 | Section 7.3.1 | The total cost of the proposed project will be approx. $79million as detailed in the CIV Statement prepared by Donald Cant Watts Corke (Appendix 2). The proposed development therefore falls within the State significant Development Category. |
| State Environment Planning Policy (Infrastructure 2007) | Section 7.3.2 | The proposed development comprises 182 beds in total. The nearest classified road is President Avenue. Upon submission, the proposal will be forwarded to Transport NSW for comment. |
| State Environment Planning Policy No. 64 – Advertising and Signage | Section 7.3.3 | To meet the requirements of the assessment criteria, the following will be established:<br>• The main purpose of signage is to mark the entry and exit accesses around the building. Signage will be located and designed to minimise confusion and frustration in the practice of wayfinding around the hospital site.<br>• Minimal free-standing signage is proposed to ensure that the signage does not detract from the developing character of the area.<br>• Signage is proposed to be part of the building and is located above pedestrian eye level to allow recognition from a distance rather than from close-proximity.<br>• The higher location ensures that views are not obscured. |
| State Environmental Planning Policy No. 55 – Remediation of Land | Section 7.3.4 | A Remediation Action Plan (**Appendix 28**) was prepared by LG Consulting Pty Ltd. Refer to Section 8.2.10 for detailed Mitigation Measures. |
| State Environmental Planning Policy No. 33 – Hazardous and Offensive Development | Section 7.3.5 | The proposed hospital facilities will require the storage of a range of goods and products for medical purposes. The storage of goods associated with medical uses will be strictly controlled to address health and safety requirements and are not likely to constitute storage of a type or quantity which would emit a polluting discharge or pose significant risk in the locality. There will be clinical waste, however, quantities are not expected to dramatically increase from current clinical waste levels. Further, there is no radio-active waste associated with the proposed x-ray machines located on the site. On this basis it is considered that the proposed use is not defined as a potentially hazardous or offensive storage facility. |
| Draft State Environmental Planning Policy (Remediation of Land) | Section 7.3.6 | A Remediation Action Plan (**Appendix 28**) was prepared by LG Consulting Pty Ltd. Refer to Section 8.2.10 for detailed Mitigation Measures. |

| | | |
|---|---|---|
| Draft State Environmental Planning Policy (Environment) | Section 7.3.7 | The proposed site does not fall within or around any of the geographical areas and therefore is not applicable. |
| Sutherland Local Environmental Plan 2015 | Page 77 | The proposed development will provide health infrastructure and related uses to the community.<br><br>The following land uses are permissible with development consent in the SP1 zone: "Aquaulture; Roads; The purposes shown on the Land Zoning Mao, including any development that is ordinarily incidental or ancillary to development for that purpose.<br><br>The development will satisfy this objective by providing a range of facility which will cater for the ancillary development for the existing site. |

*Table 15: Recommendation raised from Statutory considerations*

### 8.2.2 Policies (SEAR 2)

#### 8.2.2.a SEAR

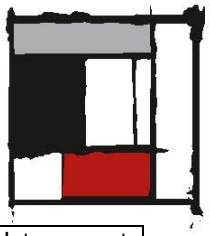
SEAR 2 requires the following:

*Address the relevant planning provisions, goals and strategic planning objectives in the following:*

- *NSW State Priorities*
- *A Metropolis of Three Cities – the Greater Sydney Regional Plan*
- *South District Plan*
- *Future Transport Strategy 2056*
- *Crime Prevention Through Environmental Design (CPTED) Principles*
- *Better Placed: An Integrated design policy for the built environment of New South Wales (GANSW, 2017)*
- *Sutherland Shire Development Control Plan 2015*

#### 8.2.2.b Assessment

| ***Policies*** | ***Location within this EIS*** | ***Findings*** |
|---|---|---|
| NSW State Priorities | Section 7.4.1 | Ten (10) of the Fourteen (14) Key Priorities are:<br>1) Protecting our most vulnerable children<br>2) Increasing permanency for children in out-of-home care<br>3) Reducing domestic violence reoffending<br>4) Improving service levels in hospitals<br>5) Improving outpatient and community care<br>6) Towards zero suicides<br>7) Greener public spaces<br>8) Greening our city<br>9) Government made easy<br>10) World class public service |

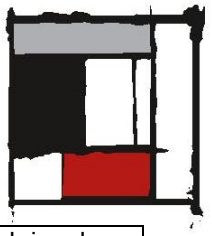


| | | |
|---|---|---|
| A Metropolis of Three Cities | Section 7.4.2 | The Metropolis of Three Cities aims to transform land use and transport patterns, boost Greater Sydney's liveability productivity and sustainability by spreading the benefits of growth to all its residents. |
| South District Plan | Section 7.4.3 | The South District Plan covers the Canterbury-Bankstown, Georges River and Sutherland local government areas. The proposed site falls within the Sutherland Local Government Area and therefore must address the goals and priorities set out in this plan.<br>The focus of the plan is to identify the Planning Priorities to achieve a liveable, productive and sustainable future for the District. |
| Future Transport Strategy 2056 | Section 7.4.4 | The transport Strategy has six (6) outcomes:<br>1) Customer focused<br>2) Successful places<br>3) A Strong economy<br>4) Safety and Performance<br>5) Accessibility services<br>6) Sustainability |
| Crime prevention Through Environmental Design (CPTED) Principles | Section 7.4.5 | The four main principles of CPTED are:<br>1) Natural surveillance<br>2) Natural access control<br>3) Territorial reinforcement<br>4) Maintenance<br>The CPTED report **(Appendix 6)** identifies six (6) areas for concern in relation to preventing areas of crime. These are:<br>a) North western boundary<br>b) Min entry to the hospital<br>c) Basement access to the hospital entry<br>d) Entry to the day clinic<br>e) North western boundary landscaped area immediately behind the hydrotherapy pool and outpatient area<br>f) The loading dock. |
| Better Placed (GANSW 2017) | Section 7.4.6 | Better placed is an integrated design policy for the built environment of NSW. It creates a clear approach to ensure we get a good design that will deliver the architecture, public spaces and environments we want to inhabit now and those we make in the future.<br><br>The design team met with the Team from the Government Architects of NSW on four (4) separate occasions. The initial feedback received at the first meeting referred to<br>a) Wayfinding<br>b) Connection/s<br>c) The significance of Hotham House<br>d) Landscaping.<br>With each follow up meeting the design team presented the developments in the design being made to address the four main concerns. For detailed discussions and outcomes from this meeting refer to p. 28 of this EIS |
| Sutherland Shire Development Control Plan | Section 7.4,7 | This section provides the local planning and legislative framework for the development. |

*Table 16: Consideration of Planning Provisions*

### 8.2.2.c Recommendations

| ***Policies*** | ***Location within this EIS*** | ***Recommendations*** |
|---|---|---|
| NSW State Priorities | Section 7.4.1 | Key Priority numbers 1, 2, 3, 5, and 6 will be addressed in the programs offered at the hospital. A large part of the proposed development will be the Mental Health Ward which will address treatment and preventative programs for victims, their family and carers.<br><br>Addressing Key Priority 4. The proposed facility will provide new modern facilities reducing waiting times for patients in Emergency rooms and will support the Premier's "Whole of Hospital' and "integrated Care programs'<br><br>Key Priorities 7 and 8 are addressed by the extent of landscaping being proposed for this development. In particular, the establishment of Hotham Park to Hotham Road which provides a large open green space for community as well as patients.<br><br>Further to assist in the greening of our cities, a green transport plan has been established to allow staff and visitors an alternative to driving to and from the site.<br><br>Finally, Key Priorities 9 and 10 are met by providing additional health services which are in demand to the public. The proposed facility will also provide opportunities for diversity on the workplace and increasing the number of women, Aboriginal and Torres Strait islander people into senior leadership roles. |
| A Metropolis of Three Cities | Section 7.4.2 | The proposed development will assist in addressing the key overarching strategies and related goals pertaining to the economy, the provision of quality services, the renovation of infrastructure and the strengthening of communities. |
| South District Plan | Section 7.4.3 | The Plan has four (4) Planning Priorities and Actions. The proposed development responds to these actions as follows:<br>1) Infrastructure and Collaboration: The services being offered at the hospital will support the expansion of the St George Public Hospital as part of a collaborative process. The works being proposed in this development will support the growth and initiative being sort in this area.<br>2) Liveability: The proposed development addresses 3 out of the 4 strategy actions. Whilst it does not provide affordable housing supply (Strategy 5) it will provide out-patient programs to assist community members with preventative measures in their own health and well-being as well as encouraging users to participate in general social activities to improve on the community's social liveability.<br>3) Productivity: Not all the strategies in this section are addressed by this development however, the proposed works will ensure that existing jobs are maintained whilst attracting new opportunities for job creation. The increase in work will also see an increase in public transport. |



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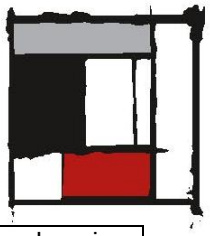
| | | 4) Sustainability. The proposed site is not located in close proximity to natural waterways or sites for protected flora and fauna habitats. To ensure that the prosed works do not create in imbalance in the natural habitat<br>a) Site stormwater measurements and planning have been put in place to ensure that the site is not at risk for unusual flooding and weather events.<br>b) Ongoing inspections will be carried out during the various stages of construction to monitor the habitat and behaviours of natural fauna.<br>c) Wherever possible, mature trees will be used throughout to contribute to the urban tree canopy.<br>d) Various management systems will be put in place and the selection of building materials selected, to ensure that the running of the proposed building will minimise carbon emissions and manage energy, water and waste. |
| Future Transport Strategy 2056 | Section 7.4.4 | The site is well- connected for public transport and therefore can aim to minimize the disruption to the natural flow of traffic as well as to public transport.<br><br>For detailed mitigation methods in relation to transport refer to Section 8.2.5. |
| Crime prevention Through Environmental Design (CPTED) Principles | Section 7.4.5 | Mitigating methods address the concern for the identified six areas are:<br>a) Lighting<br>b) Landscaping<br>c) Security cameras<br>d) Signage.<br>These measures will be utilised to reduce the risk of anti-social behavioural activities.<br><br>The proposed development provides adequate public surveillance and does not provide opportunities for concealed criminal behaviour. |
| Better Placed (GANSW 2017) | Section 7.4.6 | To address the four main areas of concern, the design team developed the following:<br>1) Streamlining of planning to ensure that corridors were well defined, supported by natural lighting and addressed a logical path of travel. This assisted resolved the issues of wayfinding and connections.<br>2) Various options were examined to see if the demolition of Hotham House was absolutely necessary. These options were presented to the GA team and have been include on the Urban design Report **(Appendix 4).**<br>3) It was established that the significance of Hotham House lay in its importance to provide a street presence. It was therefore evident that the entry of the hospital should take on this responsibility. The landscape was then reworked to ensure that the planting strategy also supported the importance of the Hotham Road entry.<br>Overall, the building responds to clinical needs, functionality and identifying as a hospital, whilst also respecting the low to medium density scale of surrounding development. The urban design response achieves effective integration of the development into the local setting and fulfils the operational and security needs of a |



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| | | hospital facility. The proposed hospital design will be a welcoming environment, supported by visually pleasing and purposeful built form that supports patients, staff and visitors. |
| Sutherland Shire Development Control Plan | Section 7.4,7 | Landuse: The proposed site is zoned SP1 Special uses and R2 Low density Residential. Amalgamation of all the sites is included as part of the proposed development. Once amalgamated, the entire site will adopt the zone SP1 – Health services Facility.<br>'Hospital' is a permitted use for the SP1 zone.<br>The functions of the hospital located on the R2 zoning are also a permitted use.<br>Building height.: An Sp1 zone does not have a building height. The highest point within the SP1 zone is 15m. For the portions of the site which fall into the R2 zoning, building heights reach 7.5m with the lowest part of the proposed building being 4.2m located along the western boundary overlooking residential development.<br>Floor Space ratio: the SP1 site does not have a floor space ratio established. The current FSR for the development is 1.15:1.<br>Architectural roof features: The subject site for this proposal is not nominated in subclause 1 (b) and so does not attract special consideration for its roof design.<br>Heritage Conservation: No 65 Hotham Road is listed as a Local Heritage item and therefore will require further consideration prior to its approval for its demolition. |

*Table 17: Recommendations raising from a consideration of planning provisions*

### 8.2.3 Built form and Urban Design (SEAR 3)

### 8.2.3.a SEAR

SEAR 3 requires the following:

- *Address the height, density, bulk and scale, setbacks and interface of the proposal*
- *Address design quality and built form, with specific consideration of the overall site layout, streetscape, open spaces, façade, rooftop, massing, setbacks, building articulation, materials and colours.*
- *Where relevant, provide details of any signage, including size, location and general finishes.*
- *Detail how services, including but not limited to waste management, loading zones, and mechanical plant are integrated into the design of the development.*
- *Provide a detailed landscape strategy.*
- *Outline the design strategy for providing internal amenity, including: access to natural daylight opportunities for visual and physical access to outdoor landscape areas; and solar shading to manage glare and heat gain*

### 8.2.3.b & c Assessment and Recommendations

| ***Height, Density, Bulk and Scale, Setbacks and Interface*** | |
|---|---|
| **Assessment** | **Recommendations** |
| The proposed development encompasses the existing Hospital building and forms three new zones. The North Wing is dedicated to mental health, the South Wing is dedicated to patient | |

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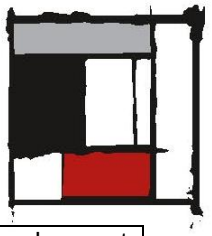
| accommodation and the west wing is dedicated to outpatient programs and wellness therapies. The use of these three new wings were governed by patient expectation as well as construction staging.<br><br>The height to the top of the lift is slightly below 15m. This is the highest point of the development and is located centrally on the site to reduce the risk of overshadowing to neighbouring properties.<br><br>Where the site neighbours residential development within the R2 zone the height limits fall to 11.7m along President Ave. and 7.5 along the western boundary. | To reduce the affects the height may have on neighbouring properties the ground plane has been manipulated to allow the heights of the building to compliment and be considerate of surrounding residences. As the proposed development moves toward residential properties, the building is cut into the site, giving the visual appearance of residential scale.<br><br>To ensure that neighbouring properties have the privacy to their yards maintained, setbacks have been varied throughout the proposed site.<br><br>To create and allow useable public spaces, the setbacks have been located to provide useable public open space and spaces of respite for local residents, visitors and patients.<br><br>Both height and set backs are supported by compartmentalising the façade. This treatment to the façade creates privacy niches for patients and passers-by.<br><br>To assist users of the hospital an understanding of where to go upon arrival at the site, surroundings, the use of materials and finishes provide definition to the different zones of the development.<br><br>The overall bulk, scale, height, density and setback create a human scale which is conducive to the healing process. |
| ***Design Quality and Built Form*** | |
| **Assessment** | **Recommendations** |
| | The proposed development will function effectively, use the site efficiently and will be welcoming to community, staff and patients.<br><br>The use of a repetitive palette of materials and colours will ensure that users can familiarise themselves within their surroundings without reliance on signage.<br><br>The proposed materials are clean, uncomplicated, environmentally responsible and can be maintained efficiently. |
| ***Signage Including size, location and finishes*** | |
| **Assessment** | **Recommendations** |
| | The proposed signage addressed vehicular approach in the first instance by being located high on the building |



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| | parapet. This location also ensures that signage does not impede on public spaces and landscaping. The main entry is well set back from Hotham Road and is supported by areas of public landscaping which allow the future user a sense of location on arrival.<br><br>Most of the signage is designed as part of the building rather than free standing. It is located above pedestrian level to allow recognition from a distance rather than close-proximity. It also compliments the ideals of the surrounding landscaping and public spaces. |
| ***How services are integrated into the design*** | |
| **Assessment** | **Recommendations** |
| Service zones are integrated into the design of the building and are consolidated within dedicated areas of the back of house and at the northern end of the basement car park.<br><br>The basement level is designated for back of house service such as waste management and deliveries to the building. This area is housed in a discrete zone toward the north western boundary.<br><br>Mechanical plant is primarily located at roof level above the main hospital entry between the north and west wings of the hospital. The plant room is integrated into the building form and uses finishes consistent with the main facades. The external perimeter is setback from the façade to reduce bulk and scale.<br><br>Lift overruns are housed within the roof top plant room as a consistent building form. | The location of these zones allows efficiency of building operations whilst ensuring privacy and separation from publicly accessible areas.<br><br>To minimise the visual presence of the back of house elements whilst also achieving a degree of discretion the basement level is located below natural ground level.<br><br>To ensure no unreasonable visual intrusion to the public realm or surrounding properties access to the loading dock area is via the basement.<br><br>To reduce the noise and vibration impacts of the air conditioning condensors and fans, the plantroom is oriented away from the adjacent residence on Bidurgal Ave. Minor secondary plant will be located on the open roof deck. This will be low level and not visible from surrounding public spaces. |
| ***Landscape Strategy*** | |
| **Assessment** | **Recommendations** |
| Landscape spaces have been designed to deliver the following:<br>1. Spaces for gathering e.g. Café. This space utilises the existing pine tree located on Hotham road.<br>2. Open spaces for patients.<br><br>3. Gathering spaces for patients. These spaces encourage patients to gather with clinicians as well as visitors.<br>4. Spaces to move through. Pleasant ‘through’ spaces such as corridors and foyers will be supported by soft landscaping. | The proposed park will provide seating areas and gathering spaces for patients and community.<br>Open spaces provide privacy by using planting and screening. These areas can also be used as part of the therapeutic programs for patients.<br>Access to views and open space improve healing times and so are essential to a health facility.<br>The aim of these spaces it to put the user at ease and therefore improve their overall wellbeing.<br><br>This practice also stirs the user to feel relaxed and therefore at ease. |

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| 5. Spaces to view from above. Many of the rooms either look out to and immediate garden or can look through a tree line to appreciate external views.<br>6. Open space for therapy. There are many locations within the hospital grounds which will deliver a variety of open space which can be used for therapy areas. Whether it be small niches for one-on-one conversations with clinicians of staff or larger raised garden beds in the main internal courtyard. | The proposed project recognises the benefits on open space for both physical and mental therapy and healing. |
| ***Design Strategy*** | |
| **Assessment** | **Recommendations** |
| Access to Natural Daylight:<br>  <br>*Figure 7: Access to natural daylight diagram. Ground Floor.* | Windows in the facility have been designed to deliver visual connection to the outside world whilst ensuring the privacy and managing light-spill for surrounding residential sites. The light-spill diagram provided on sheet A014 of the architectural drawings shows views out are consistent towards Hotham street and President Ave whilst shortened views obscured by vegetation and louvres are towards the residential blocks.<br><br>Locating taller trees along the southern boundary improve the views and buffer ambient traffic noise from President Ave.<br><br>The proposed development maximises solar access by locating the majority of windows facing north and east, whilst minimising windows and open space to the west, resulting in the most comfortable outcomes for patients within an artificial heating and cooling environment.<br><br>The location of shade trees along the southern boundary buffer the building from colder southerly winds. This improves the internal amenity as well the ability to manage passive heating and cooling.<br><br>The promotion of natural daylight to patient rooms, administrative areas, general circulation and meeting spaces has been incorporated as far as practical. The main drivers for the promotion of daylight are as follows:<br>• Reduced energy consumption associated with electric lighting<br>• Benefits to human health and well-being<br>• Appearances of space<br><br>Visual and Physical Access to outdoor areas:<br>Internal courtyards and an arrangement of soft landscaping have been incorporated into the design to provide for amenity and enhance privacy. |

*Figure 8: Access to natural daylight – First Floor.*

Solar shading to manage glare and heat gain:

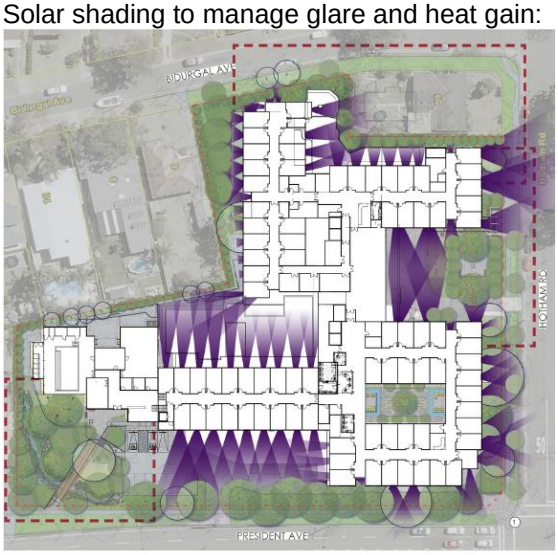



Figure 3.29 Views and light spill to neighbouring properties diagram

*Figure 9: Views and Light spill study to neighbouring properties*

The location and outcomes of this light study can be seen in the natural light diagram on sheet A014 of the architectural drawings.

Louvres have been utilised along the western window façade of to mitigate heat gain. The selection of glazing to the windows has also been made to ensure that heat gain can be reduced.

### 8.2.4 Environmental Amenity (SEAR 4)

### 8.2.4.a SEAR

SEAR 4 requires the following:

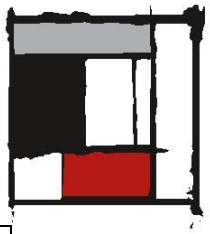
- *Detail amenity impacts including solar access, visual privacy, view loss, overshadowing and wind impacts.*
- *Including a lighting strategy and measures to reduce spill into the surrounding sensitive receivers.*
- *Detail the nature and extent of the intensification of use associated with the increased floor space, particularly in relation to the proposed increase in staff, patients and visitor numbers.*

### 8.2.4.b & c Assessment and Recommendations:

Sunshade diagrams:

*Diagram 2: Sunshade diagrams. Left- Winter solstice 9am. Middle – Winter Solstice 12 noon. Right – Winter Solstice 3pm.*

| Consideration | Recommendations |
|---|---|
| Solar Access Diagram 2 indicates the overshadowing impact of the new hospital building at 9AM, 12PM and 3PM during winter solstice (June 21) | The sunshade diagrams shown in Diagram 2 are provide in drawing A017, A018 and A019 of the architectural drawing by Imagescape Design studios. From these diagrams the following can be seen:<br>• The morning diagram shows the only neighbouring property affected by overshadowing is No. 6 Bidurgal Ave. Only a small proportion of the rear corner of the property is affected.<br>• The noon diagram shows that no neighbouring properties are affected.<br>• The afternoon diagram shows that the front area of the skin clinic located on the corner of Hotham road and President Ave is affected. This property is a commercial premises and has a deep setback to the Hotham Road boundary and so should not be highly inconvenienced.<br>• The diagrams show that the main entry is in shadow for the majority of the day, however, the space is not devoid of natural light.<br>• Hotham park located on Hotham Road, forms the attraction to the main entry. The park does receive a good amount of morning sun in the winter which would make it a popular spot for patients and community usage.<br>• The main courtyard is in shadow at each of the peak times in winter. Similar to the main entry, this area is not devoid of natural light. To compensate the limited amount of solar gain |



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| | to the rooms facing on this courtyard, all the windows have been increased in size to increase the opportunity to attract natural light into the rooms. Planting in the courtyard has been designed for the limited amount of winter sunlight. The activities being run in the courtyard will be designed for use by the outpatients, therefore the entire area will utilise raised planter-beds with season species for growth.<br><br>*Surrounding Development:*<br>There is minimal overshadowing impacts on properties surrounding the Proposed development. There will be minimal impact on the commercial property on Hotham Road.<br><br>*Overshadowing within the Site:*<br>As indicated in the shadow diagram, there will be some overshadowing impact on the main courtyard in winter. Also, the main entry is impacted in winter afternoons.<br><br>Given the nature of the uses within the affected buildings and spaces, the shadow impacts associated with the proposed development are considered to be minor. |
| Acoustic Impacts<br>A Noise and Vibration Assessment (Appendix 16)<br><br>The assessment identified that the dominant source of operational noise will be the rooftop plant.<br><br>Traffic Noise:<br><br>Noise generated by service vehicles:<br><br>Construction Noise: | Rooftop plant:<br>Acoustic controls will be required to ensure acoustic impacts to neighbouring residential receivers are minimised.<br><br>Traffic noise levels generated by the proposed development will be within acceptable noise criteria and accordingly will not be adversely impact on surrounding properties.<br><br>Noise generated by vehicles entering the site from Hotham Street during the daytime period will not exceed acceptable noise criteria. An increased number of smaller vehicles could be accommodated whilst maintaining compliance.<br><br>The assessment identified that constriction noise is likely to exceed acceptable noise criteria and that mitigation measures will be required to minimise acoustic impacts on residential receivers. Refer Section 8.2.9<br><br>Accordingly, mitigation measures will be implemented to ensure that the acoustic amenity of surrounding properties will not be adversely impacted. |
| Visual Privacy | The surrounding properties are predominantly single or 2 storey residential properties.<br><br>Location and size of opening has been considered with privacy in mind. Wherever possible, windows from individual rooms have been turned to face into public open space rather than residential properties.<br><br>Planting has also been used to screen views into residential yards. |

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| Prevailing winds: Prevailing winds come from a south-westerly direction in the mornings and from a north-easterly direction in the afternoon. | Wind overhangs are provided at the entry points throughout the site to provide internal wind / weather protection and to maintain internal air pressurisation.<br><br>The proposed new development is of a scale that is unlikely to generate any adverse wind impacts. |
| Servicing Requirements | The service delivery area will be located below ground to minimise the visual and acoustic impact of delivery vehicles. The location of the driveway is also well separated from the public entry access ensuring the amenity of patients and visitors accessing the Main Entry of the site. |

*Table 18: assessment and recommendations raised by consideration for Environmental Amenity*

### 8.2.5 Transport and Accessibility (SEAR 5)

### 8.2.5.a SEAR

SEAR 5 requires the following:

*Include a transport and accessibility assessment which addresses impact of vehicle movements; public transport availability; pedestrian and bicycle movements; road safety issues; CPTED and accessibility principles' sustainable travel choices' car and bicycle parking' end of trip facilities; service vehicle access' delivery and loading arrangements; and traffic and transport impacts during construction (including the preparation of a Preliminary Construction Traffic and Pedestrian Management Plan).*

## 8.2.5.b & c Assessment and Recommendations

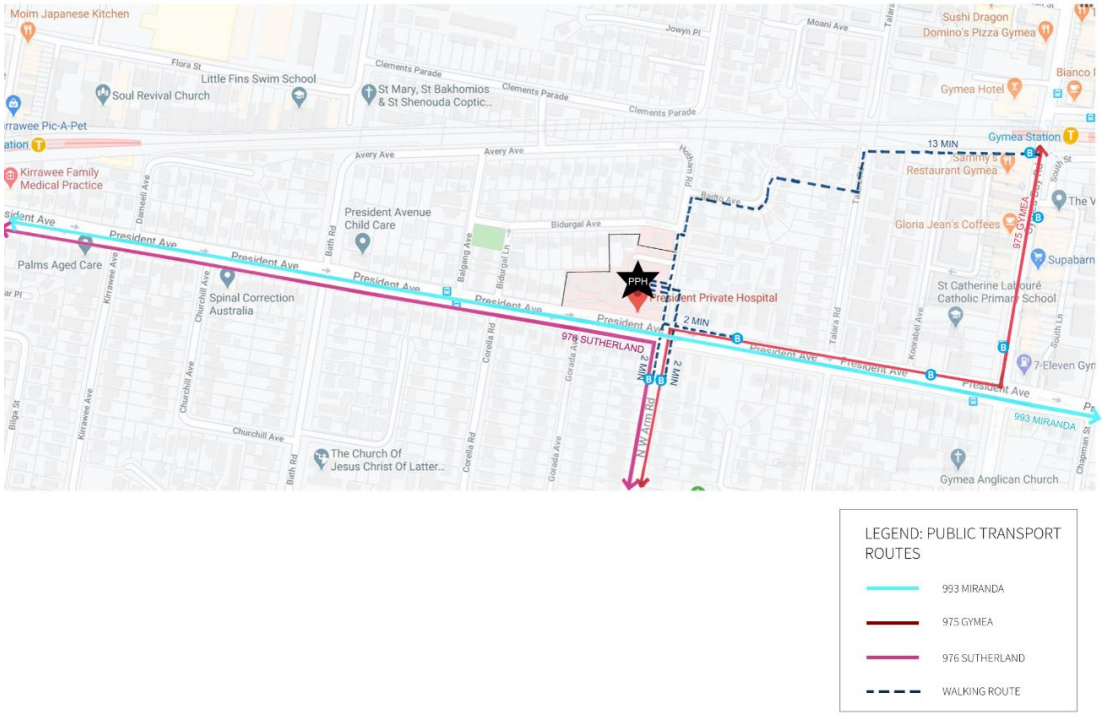


*Diagram 3: Location and routes for public transport in relation to the proposed development site.*

A suite of Traffic Impact Assessment reports was prepared by ML Traffic Engineers (**Appendix 11**). The site confirms that the site currently contains at-grade parking used by staff, visitors and patients. Hotham Road is a two-way road, which connects the proposed site to the surrounding neighbourhood. Hotham Road connects via a signalised intersection to President Ave, which is the main connection to Sydney CBD to the north and the Illawarra to the south.

As part of the traffic impact assessment (TIA), the performance of one nearby intersection were surveyed and assessed:

- Signalised intersection of President Avenue with Hotham Road and North West Arm Road

This intersection is adjacent to the proposed development.

| Requirement | Assessment and Recommendations |
|---|---|
| Accurate details of the daily and peak hour vehicle, existing and future public transport networks | |

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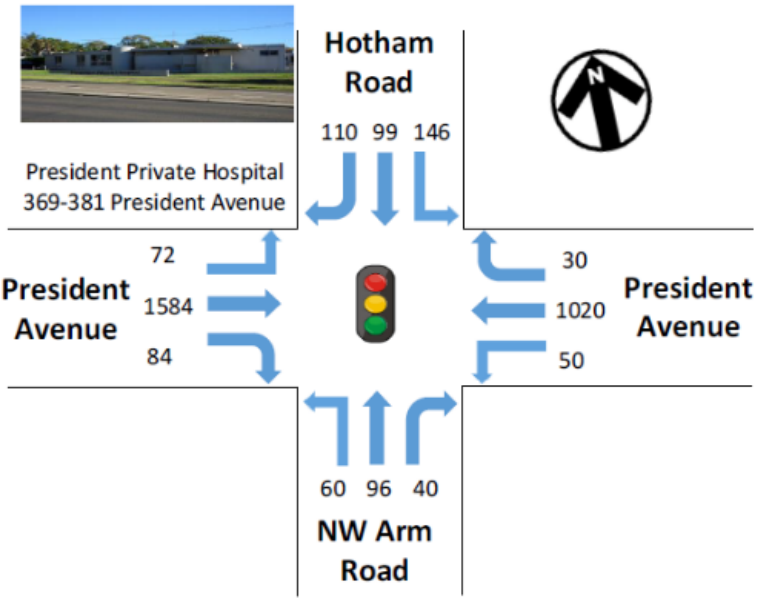
| and pedestrian and cycle movement provided on the road network located adjacent to the proposed development |  <br>Diagram 4: weekday existing AM Peak hour Traffic volumes<br><br>The local area has excellent connections to public transport with staff using the nearby train service and walking to and from the train station.<br><br>Existing pedestrian pathways linking the surrounds to the site will be made compliant.<br><br>There are no cycle paths located in the area. |
| Details of estimated total daily peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips based on surveys of the local area | Measurements for future peak hour use will be developed during the design detail stage of this project. |
| The adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely demand of | The proposed site is located less than 750 metres from Kirrawee Train Station and Gymea Train Station. The nearest bus stop is approximately 100metres on President Avenue from the proposed site. The bus routes provide transport mainly to the local suburbs including Sutherland, Kirrawee, Grays Point, Miranda and Engadine. The development has excellent connections to public transport.<br><br>The local area has excellent connections to public transport with staff using the nearby train service and walking to and from the train station. |

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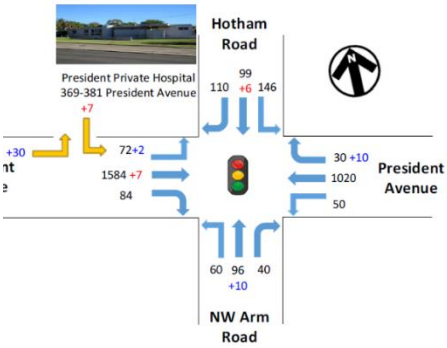
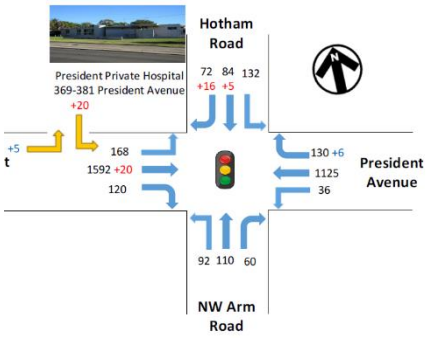
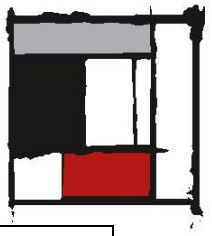
| the proposed development | |
| Measures to integrate the development with the existing / future public transport network | The development is integrated into the future public transport network at present therefore, no further measures are required. |
| The distribution on the road network of the trips generated by the proposed development (predicted traffic flows are shown diagrammatically to a level of detail sufficient for easy interpretation) | **Forecast Traffic Volumes:**<br>  <br><br>*Diagram 5: weekday AM peak hour*<br>  <br><br>*Diagram 6: weekday PM peak hour*<br><br>The diagram above presents the existing and with development traffic volumes for the AM and PM peak hours distributed onto the two intersections with the development traffic. The additional traffic is in red for origin trips and blue for destination trips.<br>• The proposed expansion is a low generator in the AM and PM peak hours.<br>• The additional development trips can be accommodated in the nearby intersection without significantly affecting the performance or creating any additional delays or queues. |
| The impact of trips generated by the development on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity and the need/associated funding for, and details of, upgrades or road improvements works, if required (Traffic modelling is to be undertaken using | <u>Signalised Intersection of President Avenue with Hotham Road and North West Arm Road:</u><br>• The intersection has an overall Level of Service LoS B and C being good with acceptable delays and spare capacity for traffic signals / roundabouts and acceptable delays and spare capacity for Give Way / Stop signs. This assessment is for weekdays AM and PM peak hours respectively.<br>• There are existing queues on the right turn movements out of North west Arm Road and Hotham Road. |



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| SIDRA network modelling for current and future years) | |
| The identification of infrastructure required to ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development , including details on improvements required to affected intersections , additional bus stops or bus bays (preliminary concept drawings shall be submitted with the EIS for any identified road infrastructure upgrades) | The data provided in the traffic reports indicate that no further measures are required. |
| Details of travel demand management measures to minimise the impact on general traffic and bus operations including details of a location specific sustainable travel path (Include Green travel Plan specific Workplace travel plan) way finding strategies and provision of facilities to increase the non-car mode share for travel to and from the site | The data provided in the traffic reports indicate that no further measures are required. |
| The proposed walking and cycling access arrangements and connections to public transport services | There are pedestrian footpaths adjacent to the local road network. An able-bodied visitor and staff could safely walk to and from the Hospital from the nearby train station and bus stops. Surrounding pathways will be made compliant to all direct access points to the Hospital.<br><br>Cycling connections are via the southern access of the Hotham Road driveway. The Cycle entry is dedicated to the cycle parking area which is next to the End of Trip Room located on Basement Level 2. |

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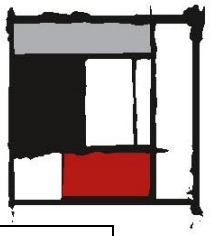
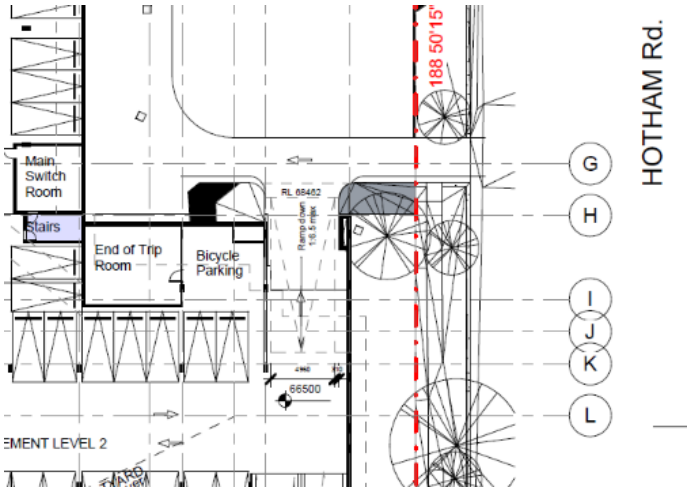
|---|---|
| The proposed new/altered access arrangements on President Avenue and Hotham Road, including car and bus pick -up / drop -off facilities, and measure to mitigate any associated traffic impacts and impacts on public transport, pedestrian and bicycle networks (including pedestrian crossings and refuges and seed control devices and zones ) and adverse road safety impacts | There are no changes required to the location or number of bus stops connected the site.<br><br>Car drop and pick up zones are located at the main entry of the building accessed via Hotham Road.<br><br><u>Car Sight Distance:</u><br>The car driver's vehicle sigh t distance requirement to enter the external road is stated in Figure 3.2 of AS2890.1.<br><br>The sight distance varies according to the speed of the external road. President Avenue has a sign posted speed limit of 60km/hr. Hotham Road has a speed limit of 50km/hr.<br><br>The minimum vehicle sight distance required is 65meters on President Avenue. Site measurements showed that the minimum sight distance looking left or right is met without permanent obstructions.<br><br>The minimum vehicle sight distance required is 45 meters on Hotham Road. Site measurements showed that the minimum sight distance looking left is met without permanent obstructions. A driver looking right towards President Avenue has full sight distance. Moreover, the Hotham Road exit/entry has a higher elevation than President Avenue.<br><br>The pedestrian sight distance as set out in Fig. 3.3 as AS2890.1 is met as well.<br><br><u>Truck Sight Distance:</u><br>The truck driver's vehicle sight distance requirement to enter the external road is stated in Fig. 3.3 of AS2890.2.<br><br>The sight distance varies according to the speed of the external road. President Avenue has a sign- post speed limit of 60km/hr. Hotham Road has a speed limit of 50km/hr.<br><br>The minimum vehicle sight distance required id 83metres on President Avenue. Sight measurements showed that the minimum sight distance looking left or right is met without permanent obstructions.<br><br>The minimum vehicle sight distance required is 69 metres on Hotham Road. Sight measurements showed that the minimum sight distance looking left is met without permanent obstructions. A driver looking right towards President Avenue has full sight distance. Moreover, the Hotham Road exit / entry has a higher elevation than President Avenue.<br><br>The pedestrian sight distance as set out in Fig. 3.4 of AS2890.1 is met as well without permanent obstructions. |



| | |
|---|---|
| Proposed bicycle parking provision, including end of trip facilities in secure convenient accessible areas close to main entries incorporating lighting and passive surveillance |  <br>*Diagram 7: location of End of Trip room.*<br><br>An End of Trip room is located on Basement Level 2. It is access via the southern driveway off Hotham Road.<br><br>The End of Trip Room will be fitted out with one (1) unisex shower, one (1) unisex toilet, at least 20 lockers and change facilities. This room will be lockable to ensure the safety of users. The space will also be fitted for security lighting to ensure access points are always visible. The Bicycle parking area is located immediately outside the End of Trip Room. This room will have the capacity to lock up at least twenty (20) bicycles. This facility is linked to the main staff change are via the lifts located close by. |
| Proposed number of on-site car parking spaces for staff patients and visitors and corresponding compliance spaces for staff, patients and visitors and corresponding compliance with existing parking codes and justification for the level of car parking provided on-site | **Proposed on-site car parking provision:**<br>Once finalised, the proposed development will cater for a maximum of 182 beds.<br>Staff employed at the hospital work on staggered shifts throughout the morning, evening and night. Shifts vary as follows:<br>• AM shifts: Starting from 6.30AM-8.30AM and finishing at 1.30PM-6.00PM<br>• PM shifts: Starting at 1.30PM and finishing at 9.00PM<br>• Night shifts: Starting at 9.00PM and finishing at 7.00AM |

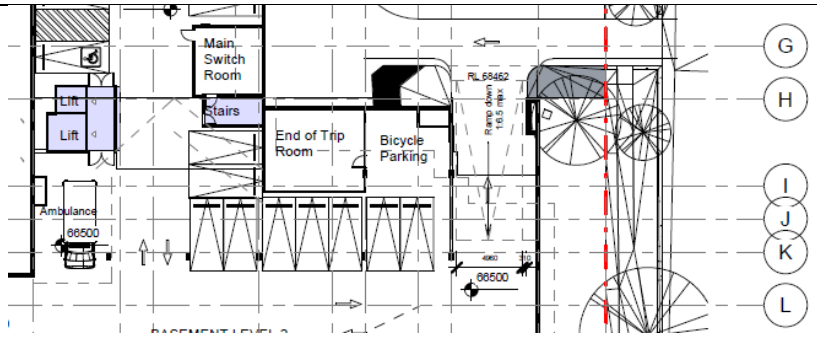
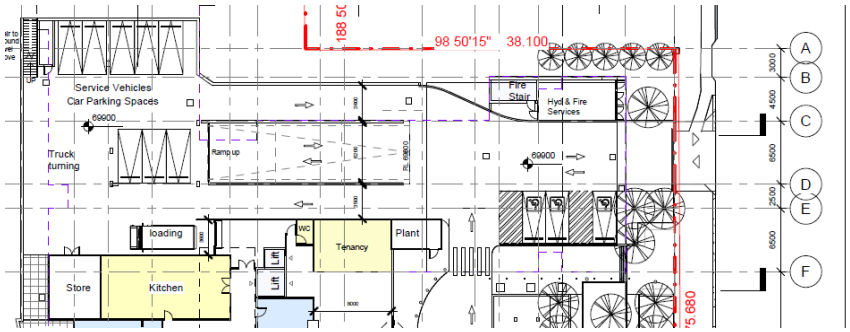
| **Monday to Friday** | **Number of Staff** | | |
|---|---|---|---|
| | AM Shift | PM Shift | Night Shift |
| | **102** | **53** | **22** |

*Table 19: Number of staff per shift upon expansion during weekdays.*

| **Monday to Friday** | **Number of Staff** | | |
|---|---|---|---|
| | AM Shift | PM Shift | Night Shift |
| | **45** | **30** | **16** |

*Table 20: Number of staff per shift upon expansion completion during weekends.*

| | |
|---|---|
| | <table><tr><th>Level</th><th>Standard</th><th>Accessible</th><th>Drop off</th><th>Ambulance</th><th>Truck</th></tr><tr><td>Ground</td><td>49</td><td></td><td></td><td></td><td></td></tr><tr><td>Basements 1 and 2</td><td>77</td><td>5</td><td></td><td>1</td><td></td></tr><tr><td>Basement 3 and 4</td><td>20</td><td>7</td><td>3</td><td></td><td>1</td></tr><tr><td>Total Parking</td><td>146</td><td>12</td><td>3</td><td>1</td><td>1</td></tr><tr><td>Total</td><td colspan="3">161</td><td></td><td></td></tr></table> *Table 21: Distribution of on-site car parking.*<br><br>**Car park Demand:**<br>*Sutherland Shire Council Development Control plan 2015* does not provide the minimum car parking rates for a provate hospital; however the *RTA Guide to Traffic Generating development 2002* presents the car parking requirements for private hospitals as follows:<br><br>Peak parking accumulation (PPA) may be estimated by:<br>PPA = -19.56 + 0.85B + 0.27 ASDS<br>Where:<br>• (B) = the number of beds<br>• (ASDS) = the average number of staff per week day shift<br>Based on a total number of 182 bads and an average of 102 staff during the daytime shifts, the estimated parking demand will be 163 car spaces without including short term parking (drop off and pick up bays)<br><br>**Adequacy of Car Parking Provision:**<br>The proposed private hospital expansion provides 158 versus 163 spaces required by the *RTA Guide to Traffic Generating Developments 2002.*<br><br>Even though the proposed development is short of 5 spaces, the implementation of the Green Travel Plan for staff will assist in reducing staff private car travel and car parking demand. The develoment will provide for bicycle storage and end of journey facilities on the basement level 2, encuraging staff to use sustainable travel modes.<br><br>Kirrawee and gymea Train Stations are within walking distance of the Hospital encouraging staff to use public transport.There is also a provsion of three (3) patient drop off bays on the ground level and shafred egress via the general – parking driveway on Hotham Road.<br><br>President Private Hospital also operate an patient conceirge service for out-patients using the rehabilitation facilaites. This service will also reduce the impact of the shortfall in the car parking requirement. |
| An assessment of the cumulative on-street parking impacts of cars and bus pick-up/drop-off, staff parking and any other parking | There is spare capacity in the nearby road network.<br><br>Site visit shows that there are small vacant car spaces on Hotham Road for extra number of car trips generated by the proposed development site. Ample vacant car spaces were available on Bidurgal Lane. The nearby on street parking is not time restricted. |

| | |
|---|---|
| demands associated with the development | The adjacent signalised intersection of president Avenue with Hotham Road and NW Arm road perform well overall with space capacity. |
| An assessment of road and pedestrian safety adjacent to the proposed development and the details of the required road safety measures and persona safety in line with CPTED | The measurements and advice provided show that no further work is required for the properties located adjacent to the proposed development. |
| Emergency vehicle access, service vehicle access, delivery and loading arrangements and estimated service vehicles movements (including vehicle type and the likely arrival and departure times) |  <br>*Diagram 8: Location of ambulance bay.*<br><br>Ambulance access to the ambulance bay is via the Northern driveway off Hotham Road.<br><br>The proposed development will not be addressing emergency cases so it is unlikely that ambulances will be entering the site at high speed and at unusual times of the night. It is also high unlikely that ambulances will be entering the site using their sirens therefore reducing the noise impact on neighbouring properties.<br><br>  <br>*Diagram 9:Location of Loading Bay for services and utility vehicles.*<br><br>Service vehicles will also be accessing the site vis the northern Hotham Road Entry / Exit driveway. This space is partially enclosed but with an opening to the west. |

The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:

- Assessment of cumulative impacts associated with other construction activities (if any)
- An assessment of road safety at key intersection locations subject to heavy vehicles construction traffic movements and high pedestrian activity
- Details of construction program (including demolition phase ) detailing the anticipated constriction duration and highlighting significant and milestones stages and events during the constriction process
- Details of anticipated peak hour and daily construction vehicles movements to and from the site , including information on


*Diagram 10:Truck Management on Hotham Road.*

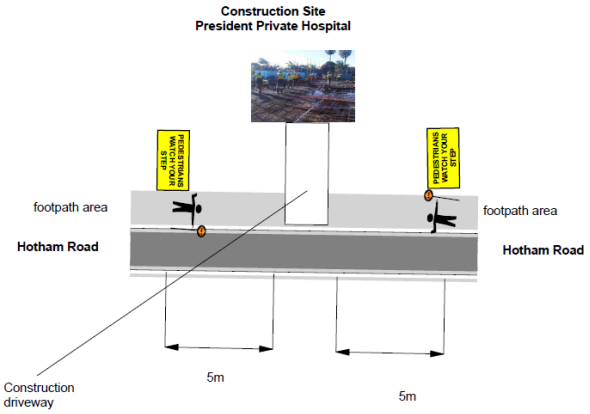
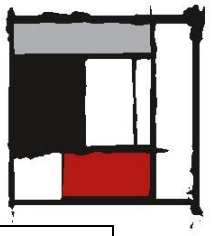
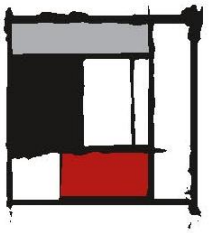



*Diagram 11: Pedestrian management on the Hotham road Construction driveways.*



| | |
|---|---|
| vehicle routes , number of trucks hours of operation access arrangements and traffic control measures for all stages of demolition / construction<br>- Details of on-site car parking and access arrangements of construction vehicles construction workers to and from the site, emergency vehicles and service vehicles<br>- Details of temporary cycling pedestrians access during construction – should the development require the closure of a facility adequate safety and diversion measures should be installed to limit time delay and detour distances | |

*Table 22: Assessment and Recommendations for the Traffic impacts on the development and its Surrounds*



### 8.2.6 Ecologically Sustainable Development (ESD) (SEAR 6)

#### 8.2.6.a SEAR

SEAR 6 requires the following:

- *Detail how ESD principles will be incorporated in the design and ongoing operation phases of the development.*
- *Demonstrate that the development has been assessed against a suitably accredited rating scheme to meet industry best practice.*
- *Include a description of the measures that would be implemented to minimize consumption of resources, water including water sensitive urban design) and energy.*

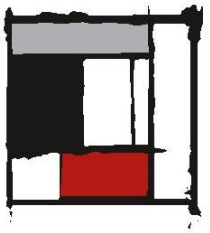
#### 8.2.6.b Assessment

Sustainable building design encompasses and targets a broad range of topics that include energy, water indoor environmental quality, materials and waste minimisation. Through good design energy consumption will be reduced whilst maintaining specific functional needs. Part of the design of the proposed development is to implement a wholistic design approach that considers the following:

- Site selection
- Positioning, massing and orientation of the building
- Occupant comfort
- Energy and water reduction
- Material selection
- Emissions reduction
- Waste reduction

The ESD Report was prepared by ERBAS & Associates **(Appendix 13)** responds to the Environmentally Sustainable Design Criteria set out in the SEARs. The report outlines key opportunities for ESD and initiatives that have been considered for the development to improve occupant comfort through passive design strategies and the efficient use of energy and water. The report identified that the project is aiming to achieve a 4 Star Green Star equivalency rating and therefore must achieve 45 points. Based on the preliminary review of the current design, 50 points have been identified as achievable.

> "*There are no significant perceived threats of serious or irreversible environmental damage resulting from the development…..the proposed use of the development is associated with low risk of environmental consequences, given that it has predominantly the same use as the current*



*buildings on site. As such, it is anticipated that no serious or irreversible damage is expected from the operation of the proposed development."* ESD Report by ERBAS & Associates (Appendix 13)

### 8.2.6.c Recommendations

| Consideration | Recommendation |
|---|---|
| Lighting and Natural Daylight: | Artificial lighting associated with the development would use an energy efficient lighting installation using energy efficient lighting fixtures, typically achieved using fixtures with LED light source. An intelligent lighting control system would ensure that lights are only used as and why they are needed. |
| Ventilation and air-conditioning: | Given the operational and clinical needs of hospitals, natural cross ventilation is not always appropriate or achievable. The proposed development will be mechanically heated and cooled using efficient plant and equipment and operational controls that support an optimal internal amenity and mode of ventilation, whilst maximising energy efficiency. |
| Water Consumption: | The development would incorporate water efficiency measures with the aim to ensure efficient and responsible water consumption that aligns with the operational requirements of a hospital.<br><br>The following ratings will be used:<br>• 4 WELS star rated dual flush toilets<br>• 4 WELS star rated tapware<br>• 3 WELS star rated shower |
| Water Saving Measures: | • Water efficient fixtures and fittings<br>• Possible CW Solar Pre-heat Hot water<br>• Fire services |
| Fire Services: | Will employ a system that enables the testing of the flow switches to be completed within a closed system (no discharge of water). |
| Electricity Consumption: | Photovoltaic panels will be located at roof level. These panels will provide electricity to the site and reduce the consumption from the power grid. |

*Table 23: Recommendation for implementation of ESD principals to proposed development.*

The proposed development presents no threats of serious environmental damage. The proposal serves an important public purpose and is not inconsistent with this principle.

The proposed development will offer modern, contemporary health care facilities with increased capacity, thereby improving and enhancing the delivery of health services for the benefit of present and future generations. The incorporation of ESD initiatives will enhance the health and productivity of the hospital environment with flow-on effects to the general community.

### 8.2.7 Heritage (SEAR 7)

#### 8.2.7.a SEAR

SEAR 7 requires the following:

- *Provide a statement of significance and an assessment of the impact on the heritage significance of any heritage items, on the site in accordance with the guidelines in the NSW Heritage Manual.*
- *Address any archaeological potential and significance on the site and the impacts the development may have on this significance.*

#### 8.2.7.b Assessment

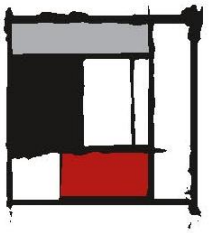
A Statement of Heritage Impact has been provided by GBA Heritage dated 29th June 2020 **(Appendix 14).** The Statement of Heritage Impact identifies the issues and constraints arising from the heritage listing on the current proposal to comprehensively redevelop the Hospital to provide contemporary health care to the local community. It examines the acceptability or otherwise of the proposed demolition of the recently LEP Heritage Listed federation house at 65 Hotham Road, Gymea to facilitate the comprehensive redevelopment of the existing, outdated hospital facilities on the land surrounding and including the house.

This recommendation is based on a prior Peer review carried out by GBS Heritage which did not identify any of the 'special', 'strong' or 'important' attributes that would otherwise justify the inclusion of the house in the LEP. The Heritage Assessment found that there were no remaining tangible samples of evidence of the former poultry farm which is identified as the main reason why this structure might be otherwise significant.

<u>Fragmentation of Significance:</u>
GBA Heritage note that the following elements have led to the fragmentation of the significance of the Hotham House:

- The current driveway into the hospital from Hotham Road cut through the former platform of the tennis court. The existing hospital buildings and operational facilities completely dominate the close quarters setting of the house from every aspect except the immediate front garden.
- The tall Cook Island Pine was only planted in the 1970's and has no relationship with the early 20th Century setting of the house.
- All of the extensive land occupied by various aspects of the former poultry farm, was subdivided in the 1950s and developed as suburban houses.

The Statement goes to some length to provide photographic evidence of the architectural character of the structure, both internally and externally. Further



discussion is provided in considering the condition and integrity of the existing structure.

Based on this Criteria and Guidelines for Inclusion, none of the terms ‘significance’, ‘innovation’, ‘important’, ‘strong’, special’ or ‘high’ were contained in the formal Statement of Significance in the inventory sheet for the property.

When assessing the unsuitability of integrating Hotham House into the main hospital development, GBA Heritage note the following reasons for why the integration is unsuitable:

- The narrow development space between the existing operating theatres and the footprint of the old house severely limit the potential and efficiency of Facilities that should rightly have close-proximity with the theatres.
- Limitation of the potential new northern access to an expanded hospital to the north of Hotham House.
- A restriction on excavation around Hotham House will severely impact on the planning of the required basement car park and the preferred vehicular access from Hotham Road.
- The floor level difference makes it difficult to integrate Hotham House into the hospital proper.
- Unfortunately, the size and location of Hotham House creates a severe limitation on the optimum planning and layout of an upgraded hospital.

### 8.2.7.c Recommendations

It is recommended that an archival photographic record be prepared for 65 Hotham Road. Memorials, foundation stones etc of the building proposed for demolition should be relocated to the new building site and used for interpretation within the public realms of the new design.

### 8.2.8 Aboriginal Heritage (SEAR 8)

#### 8.2.8.a SEAR

SEAR 8 requires the following:

- *Identify and describe the Aboriginal cultural heritage values that exist across the site. Assess all impacts and document how to avoid them. Where unavoidable outline measures proposed to mitigate the impacts.*
- *Undertake consultation with Aboriginal people and document in accordance with aboriginal cultural heritage consultation requirements.*

#### 8.2.8.b Assessment

An Aboriginal Archaeological Assessment has been provided by Archaeological Management and Consulting group dated August 2020 **(Appendix 26).** Further, an additional report referred to as Appendix A: Aboriginal Archaeological Technical Report also prepared by Archaeological Management and Consulting group dated August 2020 (**Appendix 27**) is submitted as part of this proposed development.

Assessment was based on findings carried out after consultation with the following groups:

- National Parks and Wildlife Act 1974 (NPW Act) Part 6; Aboriginal Cultural Heritage Consultation Requirements for Proponents (DECCW 2010)
- La Perouse Local Aboriginal Land Council (LPLALC) to participate in the site inspection of the study area. Comments from this review have been included in this assessment.

Fieldwork on the study area was also carried out. "*Significant clearing has taken place with all vegetation appearing to be landscaped, with no native late mature trees present within the study area. However, it is likely that below fills and in certain areas, intact soils may be present and have the potential to contain Aboriginal archaeological and cultural material and / or features*.'

The DPIE AHIMS Search results show a 'low' rating on the Archaeological Sensitivity Map. Archaeological Predictive Modelling for the study shows that open scatters of artifacts and isolated artifacts are likely to be present in the study area as are midden deposits. However, grinding grooves, stone resources, scarred trees, sandstone shelter sites and burials were unlikely to be found. It is unlikely that a ceremonial site could be found on the site, however, this may be determined false after further consultation.

### 8.2.8.c Recommendations

- All relevant staff, ie. Contractors and subcontractors should be made aware of their statutory obligations for heritage under NSW National Parks and Wildlife Act (1974) and the NSW Heritage Act (1877)
- Consultation with the La Perouse Local Aboriginal Land Council should continue.
- Further assessment is required in the form of a full Aboriginal Land Council Heritage Assessment, including full Aboriginal community consultation in accordance with Part 6; National Parks and Wildlife Act, *Aboriginal Cultural Heritage Consultation Requirements for Proponents* (DECCW, 2010)
- A program of systematic sub surface archaeological test excavation should be undertaken to establish the nature and extent of the soil profile and potential Aboriginal objects and / or features.
- After this and before any ground disturbance takes place all development staff, contractors and workers should be briefed prior to works
- commencing on site, as to the status of the area and their responsibilities in ensuring preservation of the said area.
- If Aboriginal objects are located a site record form will need to be completed and submitted to the Aboriginal Heritage Information Management System (AHIMS) as well as an impact form once the extent of the development impact has been completed.

### 8.2.9 Noise and Vibration (SEAR 9)

#### 8.2.9.a SEAR

SEAR 9 requires the following:

*Identify and provide a quantitative assessment of the main noise and vibration generating sources during construction and operation, during mitigation measures.*


*Figure 10: Aerial view of the proposed site and surrounding land users with location of noise measurements.*

### 8.2.9.b Assessment

A Noise and Vibration Assessment prepared by Acoustic Directions (**Appendix 16)** has assessed the likely impacts of the proposed development on the site and surrounding area during operation, together with potential construction noise and vibration impacts. This assessment also addresses noise intrusion impacting upon the proposed development.

The Assessment identifies the following significant noise sources at the site:

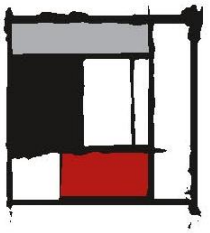
- *Increased on-site vehicular traffic accessing the expanded car parking facility.*
- *Increased vehicular noise on roads surrounding site from vehicles accessing site facilities and services*
- *Increased mechanical noise from additional mechanical plant and equipment servicing new building areas on site.*

Existing Noise Levels:

| Logger No. | Location | EPA Time Period | Rating Background Level (RBL) |
|---|---|---|---|
| Logger 1 | Rooftop above the east wing of the existing hospital building | Daytime | 55 dB |
| | | Evening | 53 dB |
| | | Night | 48 dB |
| Logger 2 | Ground level near the back of the hospital, adjacent to staff parking | Daytime | 45 dB |
| | | Evening | 45 dB |
| | | Night | 43 dB |

*Table 24: Existing background noise levels at logger locations on site.*

- Logger 1 date was found to be affected by noise from mechanical plant and equipment on site, especially in the late evening and night-time period when traffic noise is lower. Noise date from Logger 2 was less affected by this mechanical noise.



Existing Traffic Noise Levels Surrounding Site:

| Location | Period | Measured Noise Level |
|---|---|---|
| South-east rooftop of the hospital, 32 m from President Avenue | Day: 7:00 am – 10:00 pm | Whole period: 62 dB $L_{Aeq,15hr}$<br>Highest 1-hr period: 63 dB $L_{Aeq,1hr}$ |
| | Night: 10:00 pm – 7:00 am | Whole period: 56 dB $L_{Aeq,9hr}$<br>Highest 1-hr period: 59 dB $L_{Aeq,1hr}$ |
| President Avenue, 7 metres from the road kerb | Morning peak: 8:15 am – 8:30 am | 69 dB $L_{Aeq,15min}$ |
| Hotham Rd, 3 metres from the road kerb | Morning peak: 8:37 am – 8:52 am | 61 dB $L_{Aeq,15min}$ |
| Hotham Rd, 4 metres from the road kerb | Representative loudest period within the night period: 6:47 am – 7:00 am | 62 dB $L_{Aeq,15min}$ |

*Table 25: Road noise levels measured on roads surrounding site.*

Existing traffic noise levels surrounding site were measured as part of the site noise survey. Unattended noise logging and attending measurements of traffic were made. Existing traffic noise levels are presented in the above table.

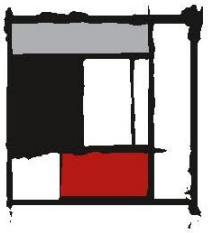
Noise and Vibration Criteria during Construction:

The NSW EPA issued a document in 2009 titled “Interim Construction Noise Guidelines (ICNG), which is specifically aimed at managing noise from construction works.

The table below presents the adopted noise goals at each receiver.

| Receiver Locations | Time Period | RBL | Management Level $L_{Aeq,15min}$ |
|---|---|---|---|
| Receivers along President Avenue | Monday to Friday: 7 am to 6 pm<br>Saturday: 8 am to 1 pm | 46 dB | 56 dB |
| Receivers along Hotham Road | Monday to Friday: 7 am to 6 pm<br>Saturday: 8 am to 1 pm | 43 dB | 53 dB |
| Receivers along NW Arm Road | Monday to Friday: 7 am to 6 pm<br>Saturday: 8 am to 1 pm | 40 dB | 50 dB |
| Receivers along Bidurgal Avenue | Monday to Friday: 7 am to 6 pm<br>Saturday: 8 am to 1 pm | 39 dB | 49 dB |
| Commercial premises (e.g., skin clinic) | When in operation | (N/A) | 70 dB |

*Table 26: Adopted goals for construction noise.*



**Noise and vibration Criteria During Hospital Operations:**

Mechanical noise generated from the development is required to comply with the NSW EPA Noise Policy for Industry (NPI). There is no specific policy relating to vehicle noise intrusion for affected residents, therefore the NPI requirements have been adopted for this assessment.

With the measured / estimated rating background noise levels, the project noise trigger levels for the most affected noise receivers were calculated and are presented in table 27 below.

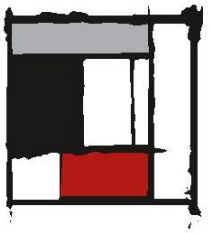
| Receiver location | Receiver type | Time of day | Project intrusiveness noise level ($L_{Aeq,15min}$) | Project amenity noise level ($L_{Aeq,15min}$) | Project noise trigger level ($L_{Aeq,15min}$) |
|---|---|---|---|---|---|
| Receivers along President Avenue (R5, R7, R8, R9) | Residential (Suburban) | Daytime | 51 dB | 53 dB | **51 dB** |
| | | Evening | 51 dB | 43 dB | **43 dB** |
| | | Night | 49 dB | 38 dB | **38 dB** |
| Receivers along Hotham Road (R2, R3, R4) | Residential (Suburban) | Daytime | 48 dB | 53 dB | **48 dB** |
| | | Evening | 48 dB | 43 dB | **43 dB** |
| | | Night | 46 dB | 38 dB | **38 dB** |
| Receivers along NW Arm Road (R6) | Residential (Suburban) | Daytime | 45 dB | 53 dB | **45 dB** |
| | | Evening | 45 dB | 43 dB | **43 dB** |
| | | Night | 43 dB | 38 dB | **38 dB** |
| Receivers along Bidurgal Avenue (R1, R10) | Residential (Suburban) | Daytime | 44 dB | 53 dB | **44 dB** |
| | | Evening | 44 dB | 43 dB | **43 dB** |
| | | Night | 42 dB | 38 dB | **38 dB** |
| Commercial premises (e.g., skin clinic) | | When In Use | (N/A) | 63 dB | **63 dB** |

*Table 27: Project noise trigger levels for the most affected noise receivers.*

Sleep Arousal:

The NPI relates to the disturbance of sleep and states that a detailed maximum noise level event assessment should be undertaken where the night-time levels at a residential location exceed

- $L_{Aeq}$ 40dB(A) or the prevailing RBL plus 5dB, whichever is the greater, and/or
- $L_{AFmax}$ 52dB(A) or the prevailing RBL plus 5dB, whichever is the greater.



**Road Noise Increase of surrounding Roads – EPA Road Noise Policy:**

Road noise increase on surrounding roads as a result of the hospital redevelopment and so is required to comply with the NSW EPA Noise policy (RNP).

The criteria in the RNP aim to provide noise protection to residences and other sensitive land uses from road traffic noise.

The table below presents the applicable criteria for noise on roads impacting land uses from the hospital development. It should be noted that there are no commercial receivers, which are generally more tolerant of traffic noise.

| Road category | Receiver type | Assessment Criteria | |
|---|---|---|---|
| | | Day (7 am – 10 pm) | Night (10 pm – 7 am) |
| Arterial Roads i.e., President Avenue | Residential | ≤ 60 dB $L_{Aeq,15hour}$ (external) | ≤ 55 dB $L_{Aeq,9hour}$ (external) |
| Local Roads i.e., Hotham Road | Residential | ≤ 55 dB $L_{Aeq,1hr}$ (external) | ≤ 50 dB $L_{Aeq,1hr}$ (external) |

*Table 28: noise on roads impacting land uses from the hospital development*

**Assessment of mechanical Noise Emmissions:**

A preliminary assessment of mechanical noise emmissions against the EPA Noise Policy for industry is presented below.

Plant and Equipment:
Mechanical plant and equipment items are proposed on the rooftop of the hospital, which have the potential to diturb receivers.

The major items of equipment will be housed withoin a plantroom that is open to the east and west, with the remaining directly exposed to the external environment.

The plant and equipment that will be located within the plantroom are:

- 32 x VRV condensers
- 4 x packaged air conditioning units
- 2 x car park exhaust fans

The following equipment will be located on the rooftop external to the plantroom and will be directly exposed to the external environment:

- Emergency activated fans such as stair pressurization and stair pressurization relief fans
- Energy Recovery Ventilators (ERVs)

Results:
The predicted noise levels at the most affected noise receivers are presented in the table below with the most stringent criteria from the EPA Noise Policy for industry (i.e. night-time noise criteria.

| Noise Receiver | Predicted Noise Level ($L_{Aeq,15min}$) | EPA Noise Criteria ($L_{Aeq,15min}$) | Compliance? |
|---|---|---|---|
| R1 — residential | 35 dB | 38 dB | Yes |
| R2 — residential | 34 dB | 38 dB | Yes |
| R3 — residential | 26 dB | 38 dB | Yes |
| R4 — residential | 32 dB | 38 dB | Yes |
| R5 — residential | 32 dB | 38 dB | Yes |
| R6 — residential | 29 dB | 38 dB | Yes |
| R7 — residential | 29 dB | 38 dB | Yes |
| R8 — residential | 25 dB | 38 dB | Yes |
| R9 — residential | 32 dB | 38 dB | Yes |
| R10 — residential | 36 dB | 38 dB | Yes |
| C1 — commercial | 30 dB | 63 dB | Yes |

*Table 29: Predicted Mechanical Noise levels at most – affected noise receiver locations.*

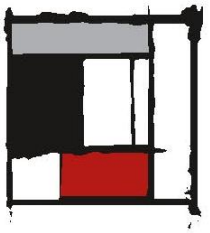
From the data provided above, compliance has been met, therefore no further mitigating actions will be required.

**<u>Assessment of Vehicular Noise Emmisisions on site during Operation:</u>**
Noise generated by vehicular movement within the hospital has the potential to cause disturbance to surrounding noise receivers. Noise on roads within hospitals is typicallly from cars from visitors and patients, ambulances and delivery trucks.

All of the car spaces are provided on site via ground floor and four levels of basement car parking. An ambulance bay is provided on basement Level 2.

*Assessment of Noise from General Vehicular Traffic on Site:*
Vehicles from patients, visitors and staff all contribute vehicular flow on the site, which cumulatively can create noise distrurbance to surrounding receivers and should be assessed.

According to the traffic report, vehicle access to site during the morning and afternoon peak are shown in the table below.



| Journey Type | Journeys during Morning Peak Hour | Journeys during Afternoon Peak Hour |
|---|---|---|
| Vehicles entering via President Avenue | 30 | 5 |
| Vehicles leaving via President Avenue | 7 | 20 |
| Vehicles entering via Hotham Road | 22 | 6 |
| Vehicles leaving via Hotham Road | 6 | 21 |

*Table 30: Peak Hour vehicular flows into and out of the hospital.*

From the data provided above, compliance has been met, therefore no further mitigating actions will be required.

The predicted levels of general vehicular noise from patients and visitors at most affected receivers are shown in the table below.

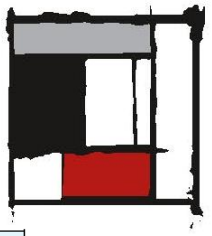
| Noise Description | Receiver location | Predicted Noise Level at Receiver ($L_{Aeq,15min}$) | EPA Noise Criteria ($L_{Aeq,15min}$) Day/Evening/Night | Compliance? |
|---|---|---|---|---|
| Vehicles accessing Hotham Road | R2 | 41 | 48/43/38 dB | Yes/Yes/Yes* |
| | R4 | 36 | 48/43/38 dB | Yes/Yes/Yes |
| Vehicles accessing President Avenue | R7 | 35 | 51/43/38 dB | Yes/Yes/Yes |
| | R9 | 27 | 51/43/38 dB | Yes/Yes/Yes |

*Table 31: Predicted levels of general vehicular noise from patients and visitors at most affected receivers.*

From the data provided above, compliance has been met, therefore no further mitigating actions will be required.

*Assessment of Loading Dock Noise:*
The loading dock is located within the ground level car park. This space is partially enclosed but with an opening to the west, which is close to the receiver R10. Noise generated from the use of the loading dock has the potential to cause noise disturbance to this noise receiver via this opening. An assessment of this noise is presented below:

- Refrigerated trucks parked and idling in the loading bay will be typically the loudest source of noise.
- The refrigerated truck is parked at the loading dock and emits a sound power level of 100 dB $L_{WA}$.
- The noise reverberates within the basement enclosure and creates a reverberant sound field at the opening to the west.
- Acoustic louvres providing the following sound insertion loss are installed along this opening to reduce the radiated sound transmitted from the basement to the external environment.



| Construction | Insertion Loss (dB) | | | | | | |
|---|---|---|---|---|---|---|---|
| | 63 Hz | 125 Hz | 250 Hz | 500 Hz | 1000 Hz | 2000 Hz | 4000 Hz |
| Acoustic Louvre | 9 | 14 | 22 | 27 | 33 | 33 | 30 |

*Table 32: Assumed sound insertion loss performance of acoustic louvres installed at the western opening.*

- Noise is emitted from the basement via acoustic louvres to the external environment and propagates towards receiver R10.
- A solid barrier of 1.om high is located along the boundary between the hospital and the noise receiver to provide noise shielding.

Based upon the mitigation methods proposed, noise from the loading dock has been predicted at the most affective noise receiver and is presented in the table below.

| Scenario | Receiver Location | Predicted Noise Level at Receiver ($L_{Aeq,15min}$) | EPA Noise Criteria ($L_{Aeq,15min}$) Day/Evening/Night | Compliance? |
|---|---|---|---|---|
| Loading Dock Noise (refrigeration truck parked and idling) | R10 | 41 | 44/43/38 dB | Yes/Yes/No* |

*Table 33: Predicted levels of loading dock noise at the most affected receiver (R10).*

Results show that with the use of acoustic louvres to reduce the level of noise through the western opening, use of loading dock during the daytime and evening is likely to meet the EPA Noise Policy for Industry Criteria. We note that as deliveries typically occur during the day, non-compliance with the night-time criterion at night is not relevant.

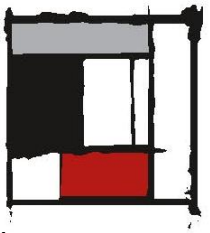
*Assessment of Ambulance Noise:*
Assessment of ambulance noise emissions on site are based on the following assumptions:

- Ambulances enter site via Hotham Road to access the ambulance bay located within the basement car park next to the lifts.
- The ambulance will be travelling at approximately 10km/hr.
- Within and given 15minute time window, an ambulance either arrives to or departs from the hospital.
- Ambulances are unlikely to have its siren on as the hospital does not take emergency patients
- Ambulance on site will be emitted a sound power level of 90 dB $L_{Aeq}$

Based on the proposed hospital layout, the most affected noise receivers are identified as:

- Receivers R2 and R4 for ambulance access via Hotham road.

Ambulance noise complies with the EPA Noise Policy for industry criteria except for the scenario where ambulances access the hospital at night via the



norther Hotham road Entry. We therefore recommend that if the hospital receives ambulances at night that they should only access the hospital via the southern entry of Hotham Road.

As long as ambulances use the southern Hotham Road or President Avenue entry for access at night, ambulance noise levels at surrounding most-affected receivers are relatively low and sleep disturbance is unlikely to occur.

**Increased Vehicular noise on Surrounding Roads:**

Traffic noise levels at a typical façade distance from President Avenue and Hotham Road have been calculated. The calculated levels are presents in the table below.

| Description | | President Avenue | Hotham Road |
|---|---|---|---|
| Distance of typical closest residence facades from road kerb | | 12 m | 9 m |
| Existing Traffic Noise Level at Facades | Day (7 am – 10 pm) | 69 dB $L_{Aeq,15hour}$ | 59 $L_{Aeq,1hour}$ |
| | Night (10 pm – 7 am) | 63 dB $L_{Aeq,9hour}$ | 61 $L_{Aeq,1hour}$ |
| RNP Noise Criteria | Day (7 am – 10 pm) | 60 dB $L_{Aeq,15hour}$ | 55 $L_{Aeq,1hour}$ |
| | Night (10 pm – 7 am) | 55 dB $L_{Aeq,9hour}$ | 50 $L_{Aeq,1hour}$ |
| Existing Levels compliant with RNP? | Day (7 am – 10 pm) | No | No |
| | Night (10 pm – 7 am) | No | No |

*Table 34: Existing noise levels on roads surrounding President Private Hospital.*

The above table indicated that the traffic noise levels on President Avenue and Hotham Road already exceeds the fixed noise limits from the RNP, and as such, residences along these roads are already subjected to high levels of traffic noise.

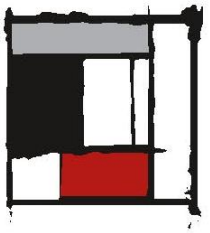
Given that the existing traffic noise levels already exceed the RNP criteria, compliance with the RNP is unachievable even if the development contributes no vehicular noise to these surrounding roads. As such it will be unreasonable to impose RNP noise assessment levels to the proposed development.

**Assessment of Noise and Vibration during Construction:**

*Construction Phasing:*

The proposed works will be carried out in three (3) phases. Each of these phases involves demolition, excavation, construction of building and fit-out.

Of all the phases, excavation and demolition on site is expected to generate the highest level of noise and vibration. After the building shell has been erected, construction noise levels are expected to be further reduced as tools and equipment with lower power output are used to fit-out the building. The



noise is further shielded as their use is within an erected building. It is unlikely that noise levels at this stage will exceed EPA guideline levels.

**Discussion of Construction Noise at surrounding Receivers:**

- The estimated noise levels show that all receivers will receive noise levels from constriction work exceeding the "Noise Affected" management level of the ICNG.
- Residences at R5 and R6, which are the furthest away from site will be least affected by noise from construction works and will only receive levels exceeding the "Noise Affected" level during use of loud machinery such as excavators during demolition and excavation.
- Residences separated from site by either Bidurgal Avenue, Hotham Road or President Avenue (R1, R3, R4, R5, R7 R8) will receive higher levels of construction noise and will receive noise exceeding the "Noise Affected" level during construction.
- Residences adjacent to hospital with no distance separation (R2, R9, R10) and the hospital itself will receive the highest levels of construction noise.
- The skin clinic (C1) opposite Hotham road will be the least affected noise receiver to the higher tolerance of noise for work-related activities.

**Vibration Levels:**

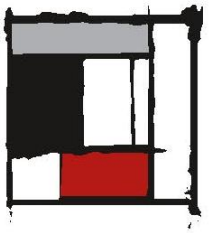
Demolition of existing structures and excavation works will be primarily vibration generating activity on site during construction. In comparison, the erection of the building structure and fit-out stages of construction will generate vibration levels of a lower magnitude.

A review of construction methods shall be undertaken so that reasonable and feasible measures to reduce vibration levels to surrounding receivers are undertaken. Vibration monitoring is also recommended at sensitive vibration receiver locations, i.e. at the hospital boundaries and residences adjacent to the construction site so that any exceedances to the EPA guideline can be logged and monitored and prompt action can be taken.

### 8.2.9.c Recommendations

Acoustic directions have made the following design recommendations:

- Design Recommendations:
  - Acoustic louvres. To minimise noise emissions from the loading dock, acoustic louvres shall be installed along the western opening on the ground floor car park between the loading dock area and the receivers along Bidurgal Street.
  - Mechanical Review. A full review of mechanical noise emissions from the hospital during detail design stage to determine in



conjunction with equipment selections the extent of acoustic treatment required to comply with EPA NPA requirement.

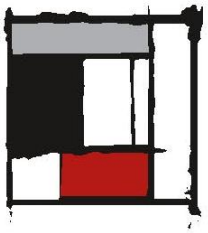
- A detailed assessment of traffic noise intrusion and mechanical noise intrusion into the internal areas of the hospital shall be undertaken in detailed design phase to meet the requirements from NSW Planning "Development Near Rail Corridors and Busy Roads" and AS2107-2016)

- Operational Recommendations
  - Ambulance Access at Night. To protect the noise amenity of residences at night, ambulances shall only access the hospital via the entry along President Avenue or the southern entry along Hotham Road.
  - Loading Dock. To protect the amenity of residences adjacent to the loading dock, the usage of the loading dock for delivery shall be limited to the following hours:
    - Between 7am and 6pm Monday to Saturday or
    - Between 8am and 6pm Sunday or public holidays
- Noise and Vibrations Actions During Construction
  - General
    a) Equipment shall be well maintained.
    b) Provide special attention to the use and maintenance of 'noise control' or 'silencing' kits fitted to machines to ensure they perform as intended.
    c) Stationary equipment shall be located as far as possible from residence as practicable and are to be screened by enclosures.

  - Involve workers in minimising noise
    a) Avoid dropping materials from a great height
    b) Talk to workers about how noise and vibration can be reduced
    c) Avoid any unnecessary noise when carrying out the work
    d) Any equipment not in use for long periods of time should be switched off

  - Noise Barrier
    Hoarding or a noise barrier of at least 2.4m high should be installed along the perimeter of the construction site during each phase of works to provide noise shielding to surrounding noise receivers

  - Respite Periods
    Consultation with the hospital, the skin clinic and surrounding residences shall be undertaken to negotiate whether a respite period can provide any benefit during construction, especially



during works that emit levels of noise and vibration such as excavation or hammering.

- Truck movements
    a) Access to the site for trucks should be along President Avenue near Hotham Road where possible
    b) Trucks shall not arrive at site earlier than permitted construction hours
    c) Concrete mixer and pumping trucks should deliver concrete from within the boundary of the construction site and close to President Avenue where possible
    d) Large trucks and concrete trucks should turn off their engine when parked.

- Community Liaison and Management of Complaints
  Good relations with the hospital, residents and other surrounding businesses should be established at the beginning of the works and be maintained through the works as this is of paramount importance.

  A complaint-handling procedure should be implemented and a complaint form prepared.

- Noise and Vibration Monitoring
  If complaints from the community are received concerning noise or vibration levels or authorities have concerns regarding the noise and / or vibration impact on the community, it is recommended that attended measurements of construction noise and / or be undertaken in the early stages of construction.

### 8.2.10 Contamination (SEAR 10)

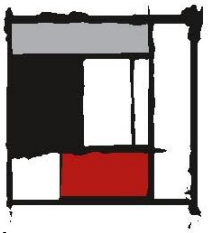
### 8.2.10.a SEAR

SEAR 10 requires the following:

- *Assess and quantify any soil and groundwater contamination and demonstrate that the site is suitable for the proposed use in accordance with SEPP 55*
- *Undertake a hazardous materials survey of all existing structures and infrastructure prior to any demolition or site preparation works*

### 8.2.10.b Assessment

A *Detailed Environmental Site Investigation Report* (Appendix 9) has been prepared by LG Consulting. This report confirms that up to 21 soil samples



were taken across the site and were analysed for a combination of total recoverable hydrocarbons (TRHs); benzene, toluene, ethylbenzene and wylene (BTEX); polycyclic aromatic hydrocarbons (PAHs), organochlorine pesticides (OCPs); organophosphate pesticides (OPPS); polychlorinated biphenyl (PCBs); metals (arsenic, cadmium, copper, chromium, lead, nickle, mercury and zinc) and asbestos identification.

Laboratory analytical results indicated that the fill materials and natural soils sampled from within the footprint of the proposed development area and analysed do not contain concentration of P
TRTg; BLEX, PAHs, OCPs, OPPs, PCBs, heavy metals and asbestos that were greater than the HIL A and EIL a l/and use crtit8eria (Residential A), at the time of testing.

Asbestos fibres were detected above the HIL D In the following samples:

- Chrysotile cement sheet fragments (approx. 5 x 3 x 2mm) in sail sample BH3/0.1-0.3 collected within the fill material at Borehole 2' and
- Chrysotile cement sheet fragments (approx.. 12x10x4mm) in soil sample BH13/0.1-0.3 collected within the fill material at Borehole 13.

Therefore, these can be referred as asbestos containing materials (ACMs)

**Contaminated Land Record:**

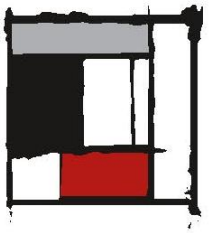
Search of the NSW EPA's public register under the Protection of the Environment Operations Act 1997 (POEO Act) was undertaken. The search for the site identified that there were:

- No prevention, clean-up ort prohibition notices; and
- No transfer, variation, suspension, surrender or revocation of an environmental protection licence, except for Environmental Protection Licence (EPL) 6880 for the generation and storage of Group A hazardous and industrial wastes. EPL 6880 is **no longer in force** and was discontinued in November 2009.

A search was conducted through the EPA's public contamination land register. The search did not identify any current or previous records of notices by the APE, or notification to the EPA under Section 60 of the Contaminated Land Management Act 1997 (CLM Act). In relation to the site or immediately surrounding land.

**Planning Certificate:**

A Section 10.7 certificate was obtained. The certificate indicated that there are no matters arising under Section 59(2) of the Contaminated Mand Management Act 1997 (Act), as follows:



- The land IS NOT significantly contaminated land (or part of the land) within the meaning of the Act when the certificates were issued.
- The land IS NOT the subject to a management order within the meaning of the ACT at the date when the certificates were issued.
- The land IS NOT the subject of any approval voluntary management proposal within the meaning of the Act at the date when the certificates were issued.
- The land IS NOT the subject of an ongoing maintenance order within the meaning of the Ac at the date when the certificates were issued.
- The land IS NOT the subject of a site audit statement within the meaning of the Act at the date when the certificates were issued.

Based on the above findings the site subject to this DESI is likely to be suitable for the proposed land use, consistent with an SP1 Special Activities (Health Services Facility) zoning, provided the asbestos impacted soils identified are remediated in-situ or classified, removed and disposed offsite to a licensed facility, and the remaining excavation / voids are validated accordingly.

### 8.2.10.c Recommendations

A Remediation Action plan shall be prepared to outline the extent and action plan to remove the asbestos from site.

### 8.2.11 Hazards and Risks (SEAR 11)

### 8.2.11.a SEAR

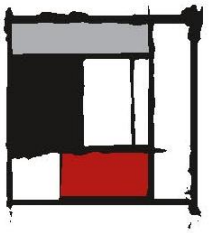
SEAR 11 requires the following:

- *Include a preliminary risk screening completed in accordance with State Environmental Planning Policy No.33- Hazardous and Offensive Development and Apply SEPP 33 (Department of Planning, 2011) with clear indication of class, quantity and location of all dangerous goods and hazardous materials associated with the development.*
- *Should the preliminary risk screening indicate that the development is "potentially hazardous", a Preliminary Hazard Analysis (PHA) must be prepared in accordance with Hazardous Industry Planning Advisory Paper No.6, 'Hazard Analysis' (Department of Planning, 2011) and Multi-Level Risk Assessment (Department of Planning, 2011).*

### 8.2.11.b Assessment

**Proposed Storage and Management of Hazardous Materials:**

Dangerous goods, i.e. substances that have been recognised as having some immediate public safety threat due to their hazardous properties, that will be present in the proposed development include:



- Small quantities of compressed oxygen cylinders in portable ready use units, up to a maximum of 10 x G-size with total cylinder water capacity of 500L
- Flammable liquids:
  - In very small quantities (only in proprietary cleaning solutions such as methylated spirits) in Cleaner's stores. This is estimated to be less than a maximum 60L
  - Paint and paint-related material (likely to be moderate to low risk).
- Class 6.1 cytotoxic drugs, with small quantities of active ingredients. The active component will be less than 1kg, and cytotoxic waste is only 4kg.
- Class 6.2 Infectious Substances – Clinical Waste. The maximum quantity of clinical waste to be kept at the hospital at any one time is about 315kg. this figure is based on current transport scheduling and could be reduced with more frequent pick-up should this be necessary to meet the policy objective of keeping less than 500kg in storage.
- Class 8 Corrosive Substances (acids / alkalis). Whilst most cleaning chemicals are either detergents of other non-hazardous goods, bleach solutions and acidic toilet bowl cleaning solutions can be used in a Hospital environment. Such substances will be stored in Cleaners Stores with an assumed average maximum quantity of 8L per storage area, aggregating to 48L.

Diagnostic and clinical treatment radiation equipment will be present and used in the proposed development. A specialist report on the appropriate shielding requirements will be prepared upon the final selection of diagnostic imaging equipment. The design will be fully compliant with the Australian Standards.

The design of the facilities for the receiving, storage, handling and use of hazardous materials, and the proposed operations of the hospital will be in accordance with the relevant Australian Standards and legislation to ensure an acceptable level of safety.

**Remedial Action Plan:**

A Remedial Action Plan (Appendix 28) (RAP) has been prepared by LG Consulting. The RAP details the procedures to be implemented for the remediation and / or removal of impacted soils detected during previous environmental site investigations and validation of the resultant excavations and imported fill material, if any.

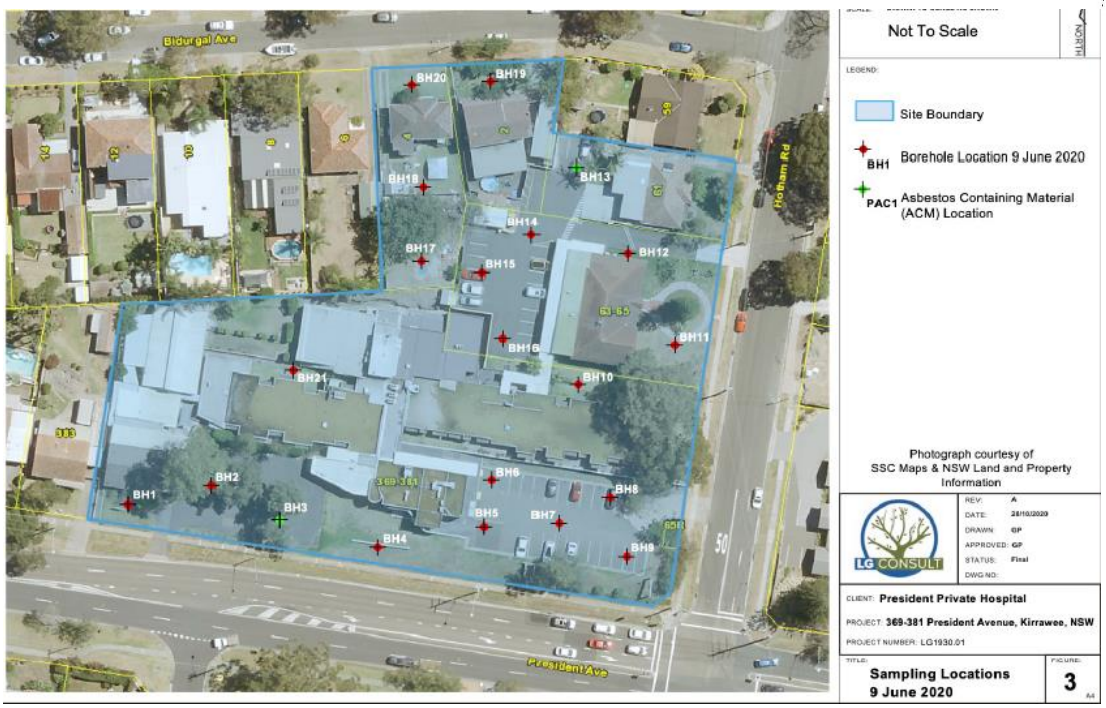



*Diagram 12: Location of Boreholes and Asbestos Containing Material.*

The RAP has been prepared for the following remediation scope of works:

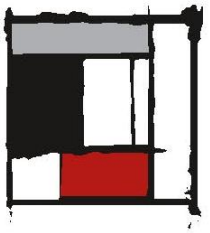
- Remediation of the following areas of environmental concerns (AECs):
- AEC 1 – Excavation and removal of asbestos impacted soils located at and around Asbestos Hotspots BHS/0.1-0.3; and
- AEC 2 – Excavation and removal of asbestos impacted soils location at and around Asbestos Hotspots BH13/0.1 – 0.3 .

- Assessment of suitability of any remedial excavations to remain in-situ to a standard suitable for Commercial D land use; and
- In-situ waste classification, removal an offsite disposal of soils to be excavated during bulk earthworks and construction works.

***Remediation Objectives:***

The remediation objectives are outlines as follows:

- Excavation of the asbestos fines / fibrous asbestos (AF/FA) impacted soils at AECs 1 and 2 followed by off-site disposal to an appropriately licensed facility;
- Validate the subsequent excavation, in accordance with the relevant NSW EPA guidelines;
- Reinstatement of excavations with appropriately validated imported material (if required); and
- Document the validation process



### 8.2.11.c Recommendations

- A Validation plan is required to define the extent of the areas of concern.
- A Remediation Work Site Management Plan shall be established, containing but not limited to the following:

  - Contractor responsibility
  - Site Access
  - Noise
  - Air quality
  - Site signage
  - Hours of Operation
  - Stockpiles
  - Vibration
  - Disposal of Contamination Soil
  - Complaint Reporting and Resolution

### 8.2.12 Utilities (SEAR 12)

### 8.2.12.a SEAR

SEAR 12 requires the following:

- *Prepare an Infrastructure Management Plan in consultation with relevant agencies, detailing information on the existing capacity and any augmentation and easement requirements of the development for the provision of utilities, including staging of infrastructure.*
- *Prepare an Integrated Water Management Plan detailing any proposed alternative water supplies, proposed end uses of potable and non-potable water, and water sensitive urban design.*

### 8.2.12.b Assessment and Recommendations

Preliminary studies have been prepared regarding the proposed mechanical, electrical, fire and hydraulic services for the new hospital building.

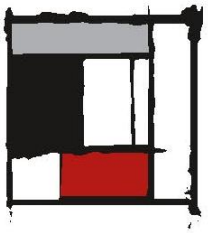
**Existing Capacity:**

*Electricity:*

The existing site is supplied via high voltage (HV) dual feeders from the Essential Energy Electricity Aerial Network. There is one existing kiosk Ausgrid substation supplying the site. Two kiosk substations will be required to supply the proposed development.

*Sewer:*

The existing site is serviced with a 225 dia gravity sanitary drainage running from west to east on the President Ave frontage of the site. A Section 73



Application will be made to Sydney Water following receipt of development consent.

*Domestic Water:*
Water is currently supplied to the site from the 200mm dia authority main along the frontage to President Ave. The existing 50mm supply into the site is not adequate for the proposed development and will be upgraded. A section 73 application will be made to Sydney Water following receipt of development consent. The town's water main is considered suitable to supply domestic water to the site.

*Fire Water:*
A new 100mm dia water main will be connected to the 200mm dia street main. Water supply pressure and flow characteristics to be confirmed by Sydney Water that the street main being capable of supporting the required flow for simultaneous operating of hydrant system and the sprinkler system up to Ordinary Hazard 2 Occupancy. An on-site water storage tank is propsed for hydrant and sprinkler services

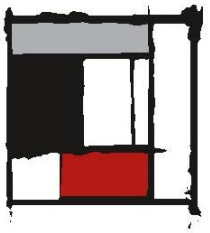
*Gas:*
The site has a 40mm dia high pressure gas reticulation infrastructure at the President Ave frontage. The existing installation has a AL-1000 gas meter supplying 21m3 per hour. Subject to final detail design it is likely the gas installation on site will require upgrading.

*Stormwater:*
Storm water will be connected to the street arrestor

**Other infrastructure Works:**
Upgrade to existing infrastructure will form part of this proposed development. The works involve yje reconfiguration and upgrading of engineering servioces including medical gases, electrical and infrmation technology (ICT), hydraulics and fire water. Consultation with various agencies regarding utility supply and augementation proposals for esxisting services will be underttaken during the next stage of this process.

The site enhancement works will providethe proposed site with the capacity to serve the proposed redevelopment of the hospital. The works are outlined below:

- Electrical Services (including ICT):
  - Diversion of ICT and low voltage cabling and services
  - Installation of new kiosk sub-stations
  - Installation of new temporary main switchboard
  - Installation of new diesel generator (and fuel storage tank)



- Installation of new mains cabling to external high voltage supply
- Reticulation of new sub-mains cabling to existing buildings
- Relocation, diversion and termination of existing services

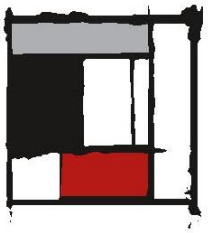
- Sewer
  - Installation of new sewer pipework to allow existing hospital facilities to be operational at all times during construction. The new pipes will connect to the existing junction connection to Council's sewer main and be used as a discharge point.
  - Run sewer pipework to new pits from the existing buildings which are to remain following works
  - Decommission and remove boards sewer line at Bidurgal St
- Domestic Water
  - New water connection to authority water main to be established
- Fire Water
  - Removal of existing external hydrant valves
  - Installation of new external hydrant valves
  - Run temporary above-ground pipework connection to each new valve
  - Ensure temporary connections are provided to the existing community health building for ongoing operationion of hose reels.
  - New fire sprinker service
- Medical gases
  - Reticulation of oxygen piping to existing hospital services and to new hospital buildings
  - A Liquid Oxygen cylinder (LOC) will not be required for the site.

Accordingly, it is considered that an infrastructure Management Plan is not relevant to this proposed development given that the augmentation and staging of utility infrastructure is being largely carried out under a seoarate approval process under ISEPP, prior to the commencment of the proposed works.

**Proposed infrastructure:**

New connections to the hospital are proposed includig the following:

- Electrical
  - A new main switchboard will be provided to serve the new hospital building and existing services.
  - New power supplies and communication cabling will be provided to facilitate the new building installation
  - The electrical servies system will include power supply, back-up power supply provision, power reticulation, protected wiring system in patient areas, lighting and lighting control system, emergency



lighting and exit sign system, communication system, security system and nurse call system.

- Sewer
  - Connect to new sewer pipework as required.
- Domestic Water
  - A new domestic hot water plant to be installed within the new building at roof level. Thermostatic mixing valves will be used for outlets where warm water is required.
- Fire water
  - The fire sporinkler system and the hydrant system shall have a storage tank under the car park ramp
- Stormwater
  - Will discharge to the street arrestor

### 8.2.13 Contributions (SEAR 13)

### 8.2.13.a SEAR

SEAR 13 requires the following:

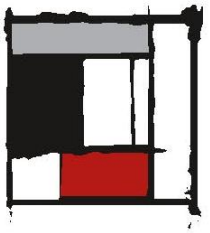
*Address Council's 'Section 7.11/7.12 Contribution Plan' and/or details of any Voluntary Planning Agreement, which may be required to be amended because of the proposed development.*

### 8.2.13.b Assessment

Section 7.11 / 7.12 *Development Contributions Plan 2016* is applicable to all land within the Sutherland Shire Local Government Area. The following developments are exempt from this plan:

- Seniors housing
- Social housing
- Secondary dwellings
- Affordable housing

The proposed development is not defined by any of the above type of developments and so is applicable to a Contribution Plan. Based on the Capital Investment Value provided by Donald Cant Watts Corke (Appendix 2), the Total end cost (TEC) for this development is $79, 138,956.00. Applying the Contribution Summary table in section 7.12, the project is value at more than $200,000.00, therefore $791,390.00 (1% of the construction value) will be owing as a contribution.



### 8.2.13.c Recommendations

The proponent will be requesting consideration be given for the contribution to be paid in three parts being at the end of each phase.

This is no Voluntary Planning Agreement in place; however, the proponent may wish to enter into a Voluntary Planning Agreement with Council as the project develops.

## 8.2.14 Drainage and Flooding (SEAR 14)

### 8.2.14.a SEAR

SEAR 14 requires the following:

- *Detail measures to minimise operational water quality impacts on surface waters and groundwater.*
- *Stormwater plans detailing the proposed methods of drainage without impacting on the downstream properties, including detail survey of existing drainage infrastructure on site.*
- *Identify flood risk on-site (detailing the most recent flood studies for the project area) and consideration of any relevant provisions of the NSW Floodplain Development Manual (2005) , including the potential effects of climate change , sea level rise and an increase in rainfall intensity. If there is a material flood risk, include design solutions for mitigation.*

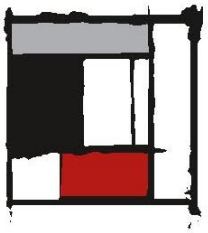
*Relevant Policies and Guidelines:*

- *Guidelines for development adjoining land and water managed by DECCW (OEH, 2013).*

### 8.2.14.b Assessment

A Preliminary Flood Risk Assessment has been prepared by Martens Consulting Engineers, dated September 2020 (**Appendix 17**). The scope of work carried out to enable this report to be written is as follows:

- Site inspection to assess on-site and adjoining stormwater infrastructure and local catchment characteristics.
- Reviewed available Sutherland Shire Council (SSC) flooding information.
- Provided preliminary assessment of flood affectation at the existing site.
- Commented on the proposed development and likely flooding impacts.



- Commented on the proposed development in relation to SSC's controls.
- Provided recommendations for the proposal in relation to flooding issues.

The site does a council trunk drainage easement running diagonally through the site from western to southern boundaries. The pipe is located within the easement for most of the time with a small portion running outside the easement and under the hydrotherapy pool.

A phone conversation with SSC's drainage and stormwater engineer confirmed that no formal study had been undertaken and that there was no information available on Council records regarding flood levels and flow rates. He did also confirm that the site receives stormwater from a large catchment and would therefore have a high chance of being impacted by flooding and that a formal model and assessment was required to quantify and assess the risk due to flooding.

Martens carried out flood planning investigations and floor levels were established to ensure the hospital development was not prone to flooding. Flood impact drawings are provided by Martens and are included in the supporting documentation at the end of this EIS. The flood levels for the site are:

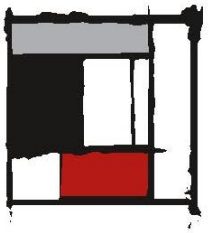
| | **Flood Level (mAHD)** | | | | |
|---|---|---|---|---|---|
| **Building [1]** | **1% AEP [2]** | **PMF [3]** | **Flood Planning Level (mAHD) [4]** | **Ground Floor Level (mAHD)[1]** | **Complies?** |
| West wing | 69.7 | 70.3 | 70.3 | 70.3 | Yes |
| Foyer | 71.0 | 71.5 | 71.5 | 71.9 | Yes |
| Existing Hydrotherapy pool | 71.0 | 71.5 | 71.5 | 71.9 | Yes |
| East Wing | NA[5] | NA[5] | NA[5] | 70.09 | Yes |

*Table 35: Comparison of flood planning levels within proposed swale and building ground floor levels.*

### 8.2.14.c Recommendations

The main entry to the hospital shall be access via Hotham Road since flooding measurements show that access off President Ave would be impossible.

To ensure that the site will cope with the increased volume of water during peak weather events, a swale drain will be in the south western corner of the site.



The detail design and survey work carried out for this report conclude:

1. Proposed flood characteristics are largely consistent with existing conditions and differences due to the proposed development are negligible.
2. The proposed design effectively renders the site development area flood free in the 1% AEP flood.
3. The proposed development would have no material offsite flood impacts.
4. Compliance with council flood planning level requirements for building and car park levels are achieved.
5. The proposed development is compatible with the existing floodplain environment.
6. The compliance assessment demonstrates the site can be developed in accordance with Council flood planning requirements.

### 8.2.15 Biodiversity assessment (SEAR 15)

### 8.2.15.a SEAR

SEAR 15 requires the following:

- *Biodiversity impacts related to the proposed development are to be assessed in accordance with the Biodiversity Assessment Method and documented in a Biodiversity Development Assessment Report (BDAR)*
- *The BDAR must document the application of the avoid, minimise and offset framework including all direct, indirect and prescribed impacts in accordance with the Biodiversity Assessment Method.*
- *The BDAR must include details of the measures proposed to address the offset obligation as follows:*
  - *The total number of classes of biodiversity credits required to be retained for the development / project*
  - *The number and classes of like-for-like biodiversity credits proposed to be returned*
  - *The number and classes of biodiversity credits proposed to be retired in accordance with the variation rules*
  - *Any proposal to fund a biodiversity conservation action*
  - *Any proposal to make a payment to the Biodiversity Conservation Fund*

### 8.2.15.b Assessment and Recommendations

The Biodiversity Conservation Act 2016 (BC Act) identifies threatens species, populations and ecological communities in NSW and provides mechanisms for their conservation and recovery.

Section 7.9 of the BC Act requires that a Biodiversity Development Assessment Report (BDAR accompany an SSD application. The Minister may waiver the requirement for the preparation of a BDAR pursuant to Clause

7.9(2) of the BC Act, if it is determined that the proposed development is not likely to have any significant impact on biodiversity values.

A BDAR waiver request was prepared by Habit8 dated January 2020 (Appendix 18). Additional information was requested regarding the impact of the built enviroinment. A Threatened Species report was prepared by Callum Hockey dated April 2020 (Appendix 19). A BDAR Waiver determination was granted dated July 2020 (Appendix 18)

### 8.2.16 Sediment, Erosion and Dust Controls (SEAR 16)

### 8.2.16.a SEAR

SEAR 16 requires the following:

*Detail measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and fine particles.*

### 8.2.16.b Assessment and Recommendations

The Construction and enabling Works and Main Construction Works will involve a range of activities that have the potential to cause run-off and dust impacts on surrounding land uses, including:

- Demolition of residential buildings
- Excavation works
- Site preparation works
- Pavement works associated with the surface car parking; and
- In-ground services augmentation works

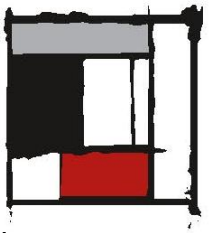
**Erosion and Sediment Control:**

The civil design has considered measures to control soil erosion and sediment being washed out and adversely affecting other parts of the site or areas off-site during construction.

Dust control:

Measures to mitigate impacts on air and water quality in relation to the generation and off-site transmission of dust and fine particles include:

- No burning of vegetation or other materials will be permitted on site or at the construction compound.
- Dust generation during the demolition activities would be controlled by regular control measures such as on-site watering.
- Construction vehicles and equipment would be suitably serviced within the six-month period prior to commencement of construction activities and all necessary maintenance undertaken during construction period.



In addition, where practicable, the excessive use of vehicles and powered construction equipment would be avoided.

- Vehicles wash down areas would be established to ensure all mud and soil from construction vehicles is not carried onto public roads.
- All vehicles involved on the demolition process and departing the property with demolition materials or loose matter must have their loads fully covered before entering the public roadway.
- Mud deposited on the road network due to truck movements to and from the site would be either prevented or cleaned up immediately.
- Ensure that all dust is contained within the site and that the adjoining buildings are not disadvantaged.
- Installing perimeter fencing designed to minimise the impact of dust on the public and adjacent areas.
- Using equipment powered by internal combustion engines which must be properly maintained and regularly serviced.
- Cutting materials in designated areas set away from boundaries and public areas
- Controlling dust generation during demolition by regular control measures such as on-site watering
- Ensuring that all vehicles involved in the site works have proper processes in place for bringing materials into and out of the site.

The above measures will be incorporated in the Soil and Water Management Plan (SWMP), which will be prepared and implemented prior to the commencement of the construction phase.

### 8.2.17 Staging (SEAR 17)

### 8.2.17.a SEAR

SEAR 17 requires the following:

*Provide details regarding the staging of the proposed development (if any).*

### 8.2.17.b Assessment and Recommendations

The proponent does not require a staged approval.

Refer to Drawing A016 Construction Phasing and the Preliminary Construction Management Report (**Appendix 12**) for further details.

The Phasing plan enables the continuity of service of President Private Hospital during the proposed redevelopment. Temporary facilities may be

established as a suitable alternative for staff to utilise during construction works.

The key issues in planning and managing the project phasing and decanting include:

- Minimising disruption to the operation of the hospitals and patient amenity
- Maintaining safety; and
- Minimising the overall construction duration

Summary of the project phasing is as follows:


This legend can be applied to the following three diagrams

**Project Phase 1**:


- Demolition of 65 and 61 Hotham Road, 53 and 54 Bidurgal Ave
- Demolition of existing staff carpark
- Excavation for northern carpark
- Construction of the northern wing
- Construction of main entry
- Construction of vertical circulation
- Construction of northern carpark, surface carpark and vehicular access to main entry
- Fit-out of CSSD
- Possible temporary staff parking in west car park

*Diagram 13: extent of Phase 1 of the proposed works.*

## Project Phase 2:

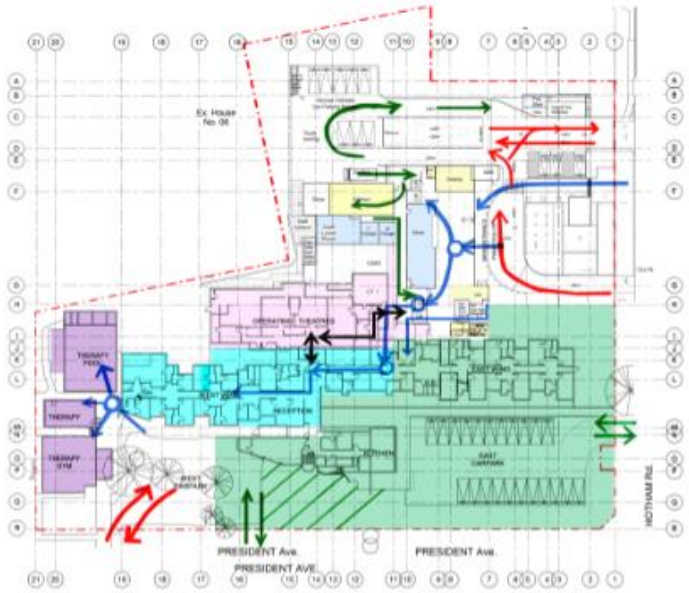
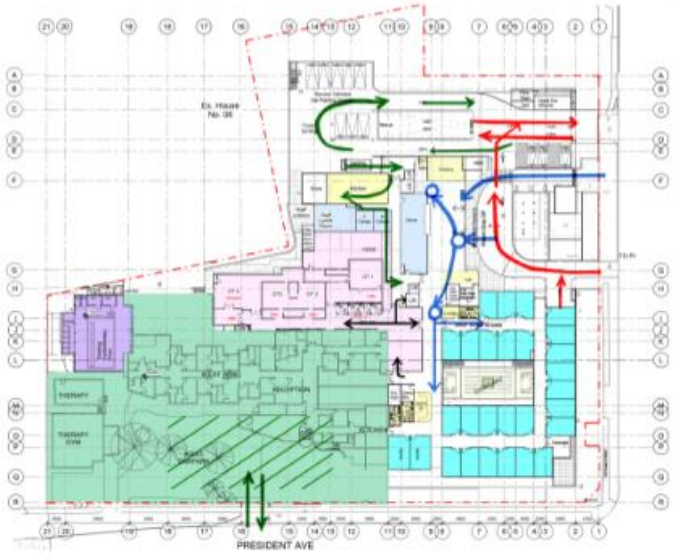



*Diagram 14: extent of Phase 2 of the proposed works.*

- Demolition of existing eastern ward
- Demolition of existing southern easter carpark
- Excavation for south eastern carpark
- Construction of eastern wing
- Refurbishment of existing areas amongst CSSD and Patient recovery
- Construction of south eastern carpark
- Temporary ground floor linkage from new north wing to existing east wing
- Decanting of east and west wing patients to north wing. Use of one floor of mental health inpatient rooms as surgical and rehabilitation inpatient rooms
- Day surgery patients to continue in west wing

## Project Phase 3:




- Demolition of therapy and therapy gym buildings
- Demolition of west wing
- Refurbishment of hydrotherapy area
- Construction of new west wing and recovery
- Construction of vertical circulation to provide access to Hydrotherapy areas
- Construction of swale drainage
- Decanting of north wing surgical and rehabilitation patients to new east wing
- Day surgery patients enter via east wing
- Construction of operating theatre 4 and new recovery
- Patients to be transported to hydrotherapy via bus during construction of west wing

*Diagram 15: extent of Phase 3 of the proposed works.*

### 8.2.18 Waste (SEAR 18)

### 8.2.18.a SEAR

SEAR 18 requires the following:

*Identify, quantity and classify the likely waste streams to be generated during construction and operation and describe the measures to be implemented to manage, reuse, recycle and safely dispose of this waste. Identify appropriate servicing arrangements (including but not limited to, waste management, loading zones, mechanical plant) for the site.*

### 8.2.18.b Assessment and Recommendations

An Operational, Construction & Demolition Waste Management Plan has been prepared by Waste Audit & Consultancy Services dated July 2020 (Appendix 23).

The Plan is intended to inform the design of the waste services by identifying the estimated waste generation and management for the demolition and construction associated with this development. The plan has been prepared with consideration of Sutherland Shire Council's and other Authority's requirements.

<u>Waste Management:</u>
The predominant waste streams likely to be collected on a regular basis include:

- Comingled recycling (e.g. Cardboard/paper, glass and plastic containers)
- General Waste
- Clinical Waste; and
- Garden Waste.

The following table summarises the expected quantities of waste and recyclables generated for the development in terms of weight and volume per week.

| | L/week |
|---|---|
| General Waste | 7,867 |
| Commingled Recycling | 5,368 |
| **Total** | **13,235** |

*Table 36: Waste / Recycling generation.*

The following table shows the recommended systems required to manage the estimated waste profile as detailed in the table above for the development. The systems refer to the ground floor waste storage system rather than the internal bins that may be used within the development.

| Waste Stream | Bin Size | No. of bins | Clearance (per week) | Capacity (Weekly) | Estimated Volume/Week |
|---|---|---|---|---|---|
| General waste | 1,100 L | 4 | 2 | 8,800 | 7,867 |
| Recycling | 1,100 L | 3 | 2 | 6,600 | 5,368 |
| **TOTAL** | | **7** | | **15,400** | **13,235** |

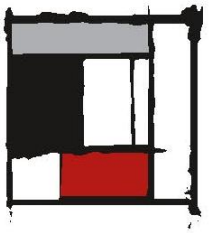
*Table 37: Waste Systems.*

It is estimated that the entire development will generate approximately 13,235 litres of waste and recyclables per week. A private contractor will be engaged to collect the waste and recycle material on a twice per week schedule. The frequency of these pick ups will be assessed as part of the ongoing Waste Managment Operational Planning.

Cleaners/site waste caretaker will be respondsible for transporting the bins to the Ground Floor waste room and deposit waste / recycles into the correct container. The waste room is located adjavcent to the kitchen on the ground floor. The room has direct access to the main driveway provided for the loading dock. The design of the Waste Room will comply with the Building Code of Australia and Occupational Health and Safety requirements.

Contractors employed to manage any identified wastes will be required to demonstrate their compliance with NSW EPA and WorkSafe requirements for management of the specific materials.

The Head Contractor and Site Manager will be expected to adhere to the Waste Management Plan (WMP). All site employees and sub-contractors will be required to attend a site specific inductions that will outline the components of the Waste Management Plan and explain the specific practicalities of the waste reduction and recycling strategies outlined in the WMP.



It is noted that asbestos containing materials (ACMs) have been identified on two (2) locations on the site. Accordingly, the asbestos material will be removed with the following considerations:

- Requirements under NSW Work, Health and safety Regulation 2011
- Safety compliant procedures described in NSW Workcover Code of Practice

### 8.2.19 Construction Hours (SEAR 19)

### 8.2.19.a SEAR

SEAR 19 requires the following:

*Identify proposed construction hours and provide details of the instances where it is expected that works will be required to be carried out outside the standard construction hours.*

### 8.2.19.b Assessment

Construction work will be carried out in accordance with the Development Consent Conditions.

The following hours for construction are proposed and are in line with the Sutherland Shire Construction Hours:

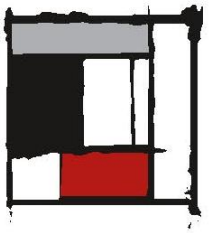
- Monday to Saturday : 7.00AM to 5.00PM
- Sunday and Public Holidays: No work

These hours are generally consistent with the NSW EPA, Sutherland Shire Council guidelines and Industry standard practice.

### 8.2.19.c Recommendations

Situations where an application will be made to allow work outside of these hours include the following:

- The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads;
- Emergency work to avoid the loss of life or damage to property, or prevent environmental harm;
- Maintenance and repair of public infrastructure where distribution to essential services and / or considerations or worker safety do not allow work within standard hours

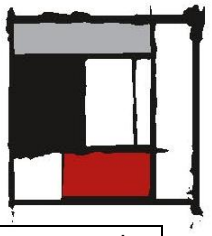


- Public infrastructure works that shorten the length of the project and are supported by the affected community; and
- Works where a proponent demonstrates and justifies a need to operate outside the recommended standard hours. Where works need to be undertaken outside normal operating hours, the residents will be notified prior.

### 8.2.20 Plans and Documents : Assessment and Recommendations

| Assessment | Location in Documentation |
|---|---|
| *Section 10.7(2) and (5) Planning Certificates* | Refer Appendix 24 |
| Attached as Appendix | |
| *Architectural drawings showing key dimensions, RLs, scale bar and North point, including:* | |
| ○ Plans, sections and elevations of the proposed at no less than 1:200 | Refer Supporting Architectural Drawings |
| ○ Illustrated materials schedule including physical or digital samples board with correct proportional representation of materials, nominated colours and finishes | Refer Supporting Architectural Plan and Urban Design Report (Appendix 4) |
| ○ Details of proposed signage, including size, location and finishes | Refer Urban design Report (Appendix 4) |
| ○ Site plan | Refer Supporting Architectural Plans |
| • Site survey Plan | Refer Appendix 3 |
| • Site Analysis Plan | Refer Supporting Architectural Plans |
| • Sediment and erosion Control Plan | |
| • Shadow Diagrams | Refer Supporting Architectural Plans |
| • View Analysis, photomontages and architectural renders | Refer Supporting Architectural Plans<br>Refer Urban design Report (Appendix 4) |
| • Landscape architectural drawings | Refer Supporting drawings and Appendix 8 |
| • Design report including: | Refer Urban design Report (Appendix 4) |
| ○ Architectural design statement | Refer Urban design Report (Appendix 4) |
| ○ Diagrams, structural plan, illustrations and drawings to clarify the design intent of the proposal | Refer Urban design Report (Appendix 4) |
| ○ Analysis of options considered including building envelope study to justify the proposed site planning and design approach | Refer Urban design Report (Appendix 4) |
| Preliminary Construction Management Plan | Refer Appendix 12 |
| Geotechnical and Structural Report | |
| **Geotechnical report:**<br>A 'Report on Geotechnical Investigation' was prepared by LG Consultants Pty Ltd in dated June 30th 2020 (**Appendix 10**). Geotechnical investigations were carried out on site on 29th May 2020 by Soilsrock Engineering Pty Ltd | Mitigation measures have been included into the Construction Management Plan. To mitigate the impacts of the risks raised in the Geotechnical Report, the following will be carried out: |

| | |
|---|---|
| who have prepared a report to address their findings and recommendations. The purpose of the report was as follows:<br>• To evaluate the subsurface conditions across the site as a basis for comments and recommendations on the following:<br>○ Geotechnical model and ground conditions<br>○ Excavation and preliminary groundwater assessment<br>○ Excavations conditions and support design<br>○ Foundations design and bearing pressures including footings, piling, slabs, filling and pavement requirements.<br><br>The scope of work carried out included:<br>• Dial before You Dig check for buried services<br>• Electronic scan to locate buried services<br>• OH&S walkover the site to assess topography, geography, existing site conditions, exposed soil and rock conditions, vegetation and surface drainage<br>• Photographic record<br>• 3 x Dynamic Cone Penetrometer tests to the depth of 2.78m<br>• 2 x Boreholes to the depths of 8.46m and 11.6m<br>• 30 x Point Load testing every 0.5m on selected rock samples for rock classification, strength classification and allowable bearing pressure assessment. | • To reduce the risk of noise and dust during the excavation period hydraulic excavators with bucket attachments should be used.<br>• To minimise the impacts of the depth of excavation required within the proximity of neighbouring buildings to the site boundary, special excavation methods should be employed to reduce the vibrations to minimal levels.<br>• Further investigations to the West, North and South sides should be carried out after demolition is carried out as these areas could not be investigated on the days the main investigations were carried out.<br>• Dilapidation surveys should be carried out on surrounding residences, footpaths and roads top provide and accurate record of existing conditions prior to commencing demolition and excavation. |
| **<u>Structural Report:</u>**<br>A Structural Certificate was prepared by Valaire and Associates. (**Appendix 20**). | The structural system for the proposed design will be based on a precast concrete grid complying with the relevant standards including:<br>• AS1170.1, 2 and 4<br>• AS 3600<br>• AS 4100<br>A mitigation measure has been included in this EIS requiring compliance with this criteria. |
| Accessibility Report | |



| | |
|---|---|
| The building entry and carpark have been arranged to provide for legible and efficient access, whilst minimising off-site impacts. Ambulances and patients have a clear visual link and the most direct access to emergency and main entry points. Entry and exit driveways are separated by soft landscaping whilst also defining access to hospital frontage and entry.<br>An accessibility Review was carried out by Assistive Technologies Australia during the design phase. The report provides a summary of the compliance strategy of the designed development with respect to the disability Discrimination Act 1992, the BCA and nominated Australian Standards. Specially, the report highlights the key principles of accessibility as well as the technical requirements to ensure independent, equitable and dignified use of the premises by visitors, staff and patients. The compliance provided in the report highlight the following challenges:<br>• Compliant access paths to and from Hotham House (should it be retained) would be extremely difficult and inefficient.<br>• Access paths from all the public pathway areas to the entry and exit points of the hospital were non-compliant at the time<br>• The number of changes in level throughout the hospital area would make independent travel by patients extremely difficult. | • Accessibility to the site and amongst its functions will be a key design objective for this proposal.<br>• Entry and exits to and from the hospital to be well defined and level to ensure connectivity is well defined.<br>• Patients and users of the site to be provided with clear visual links as to where there access boundaries lie.<br>• To ensure that the busiest external area of the hospital are directed away from the most sensitive nearby dwellings, the main entry of the hospital will be located off Hotham road.<br>• To minimise the impacts of sound and noise vibration, access for deliveries and ambulance will be located below ground level.<br>• All access paths both internal and external shall comply with the Discrimination Act 1992. The BCA and nominated Australian Standards. |
| Arborist Report<br>An Arborist Report **(Appendix 7)** was prepared by Rennie Bros .<br>The tree assessment was undertaken using criteria based upon International Society of Aboriculture (ISA) guidelines.<br>• Species were identified using known attributes (e.g. capsules and buds)<br>• Tree height was estimated<br>• DBH was measured using diameter tape<br>• Crown spread measurement was measured with tape measure<br>• A visual inspection of the condition and structure of the tree was done from the ground. No aerial inspection was undertaken. | • Only trees that have been identified for removal shall be removed.<br>• All remaining trees shall be protected throughout the stages of demolition and construction. |


*Diagram 16: Location of trees on site showing those recommended for removal.*

A Tree Location and Protection plan was created and is attached above. This drawing is supported by many tables providing individual information about each tree and an assessment of the health of the tree in its present state as well as its probable condition once the building is constructed. Finally, the tables provide a recommendation for whether the particular tree should be retained or removed.

Schedule of materials and finishes

*Figure 11: Elevations showing the application of selected materials and finishes.*

The Equitone panels in two colours provide a hard wearing, maintainable sand safe façade system. The panels are characterised by a sanded surface and naturally occurring hues within the material which will add interest and a changing appearance in the building over the day and seasons.

The face brick is synonymous with residential architecture, By including this material within the palette the building compliments the surrounding built form. Brock also brings a

- The selected materials and finishes must ensure that the building presents itself to the street as a health care facility whilst considering its wider context.
- The location of the various materials must assist be able to allow users to orient themselves within the site and not lead to confusion.
- Material components must compliment the human scale to ensure that users feel safe and comfortable within the building.
- The impact of the building bulk and scale shall be minimised through the application of the various building materials and finishes.

| | |
|---|---|
| solidity to the building providing a plinth for the additional built form. | |

*Table 38: Assessment and recommendation from Documents to be provided*

### 8.2.21 Consultation – Assessment and Recommendations

Initial Consultation for SEARs:
As part of the preparation of the documentation submitted to the Department of Planning and Environment, the South Eastern Sydney Local Health District (SESLHD) were consulted to assist and advise the project concept.

SEARs
With respect to an application for State Significant Development, the Department of Planning and Environment must consult relevant public authorities and have regard to the need for the requirements to assess any key issues raised by those public authorities. Comments were sought by the Department from relevant government departments and authorities, which formed part of the documentation provided in association with the SEARs. This information is summarised in Section 2.7 of this EIS document. The SEARs provide that specific consultation is required with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners, and specifically advise consultation must occur with:

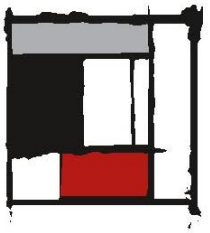
- Sutherland Shire Council; and
- Government Architect NSW (through the design review process)

Consultation process:
Consultation has continued throughout the preparation of the EIS and in particular consultation has taken place with the following agencies, groups and organisations:

- Department of Planning and Environment;
- Sutherland Shire Council – refer to meeting outline provided below;
- NSW Health
- Roads and Maritime Services by ML Traffic
- Sydney Water Corporation by Erbas and Associates in developing the hydraulic design;
- Ausgrid by Erbas and Associates in developing the electrical design.

The consultation process has been instrumental in determining issues surrounding the proposed development and in shaping the design of the subject site.

Meeting with Sutherland Shire Council:
On Wednesday 13th November 2019, a meeting was held with Sutherland Shire Council (SSC) in relation to the proposed development. The attendees at the meeting were:



Sutherland Shire Staff:

Damon Kenny – Development Assessment Officer
Peter Brooker – Architect
Erin Sellers and Jack Slater – Stormwater
Kieran Woodall – Public Asset Engineer
Jim Van Breda – Landscape Officer
Mark Carlon – Strategic Planning Manager
Mark Adamson – Major Development Assessment Manager
Annette Birchall – Team leader-Development Assessment

Design team:

Stephen Phillips – Architect, Imagescape Design Studios (SP)
Christine Kelly – Planner, Imagescape design studios (CK)
Emil Toussis – Structural Engineer, MI Engineers
Mal Windley – Civil Engineer, MI Engineers
David Vago – Landscape Architect, Habit8

During the meeting, the design team provided SCC with an overview of the current status of the project and a brief summary of the design and what was planned to be submitted in the SSD application. The major concerns raised were:

- Stormwater
- Pedestrian access from President Avenue
- Heritage Impact of 65 Hotham Road
- Removal of trees.

The above concerns were discussed at length at the meeting and the following solutions were made:

Stormwater:

- Flood modelling will be carried out and monitored during the design and documentation stages to ensure compliance
- The immediate area would not be included within the main building area
- Landscaping will be design to direct stormwater appropriately

Pedestrian Access:

- The main concern for Council members in relation to access from President Avenue was how the proposed design would resolve the varying levels along the footpath as well as the stormwater issues discussed above.
- At the time of the meeting the landscape solution currently presented for the south west corner was presented in concept form only. The current solution has been designed with these two concerns in mind.

Heritage Impact of 65 Hotham:
At the time of this meeting, the listing of Hotham House as a local heritage item was being assessed. Council members did not want to labour this issue for this reason; however, they did emphasis that their preference was to see the house retained.

Removal of Trees:
The preliminary landscape plan showed a number of trees for removal. Council questioned whether the number of trees for removal could be reduced. The landscape architect confirmed that only the trees suggested for removalist by the arborist were being removed. He also assured Council that the number and quality of the trees replacing the removed trees would satisfy Council requirements.

Current design has seen that at least three of the trees originally marked for removal have been retained. These are:

- The tree to the south west end of the car park
- The tree to the north west car park
- The Cook Island Pine to the Hotham Road frontage.

<u>Advertising:</u>
Various articles and news releases have been published in the Sutherland Leader., circulating across the Sutherland Shire and beyond since the Project's inception.

*Photo 11: Public attendance to the public Information Session.*

<u>Public Information Session</u>

The session was run by members of the Project Team between the hours of 10am and 12noon. The public attendance was approx. 20-30 people and they were run as informal information sessions to provide the public an opportunity to ask questions and be informed about the project. Multiple copies of the drawings were on display as seen in Fig. 4, to allow members of the public to discuss the proposed works and their concerns.

The sessions were advertised as follows:

- Letterbox drop to local residents.
- Newspaper advertisements (in the Sutherland Leader)

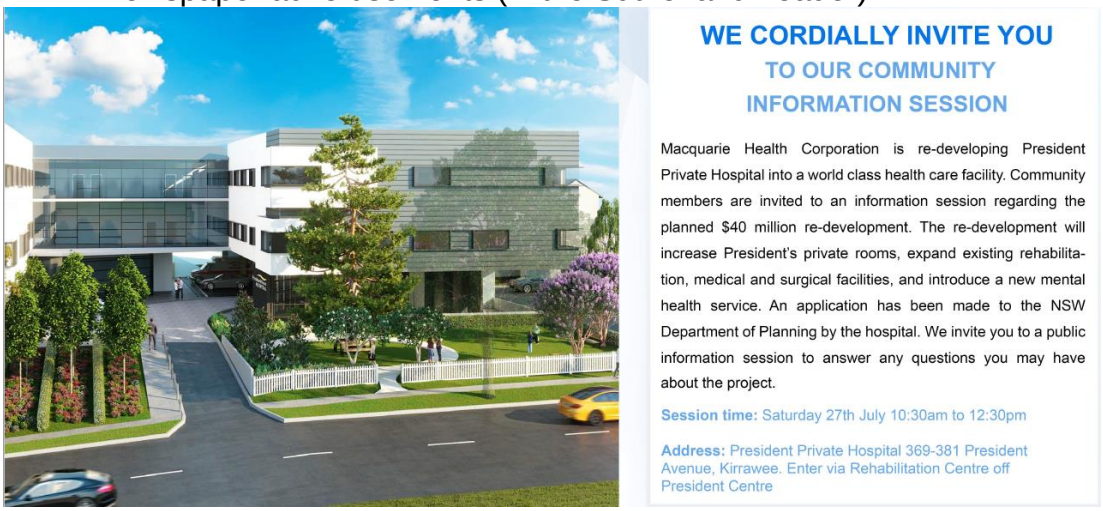



*Figure 12: The postcard invitation to the public session.*


*Figure 13: An advertisement was included in the Sutherland Leader inviting community to the Public session meeting.*


*Diagram 17: Geographical extent of letterbox drop of invitations to the Public information Session.*

The key issues raised were as follows:

- Trees: how many were to be retained;
- Parking- on / street car parking. Given the number of high-density developments being constructed in the area, existing residents vocalised their discontent for inadequate parking being provided and therefore their existing car parking allocations were being used by others;
- Aesthetic of the President Avenue elevation. Residents were concerned that the present aesthetic being adopted for several developments would be reproduced in the development. The descriptions of 'bland', 'depressing' and 'unimaginative' were recorded.

The extent of the letterbox drop inviting community to attend the information session can be seen in Diagram 17.

Consultation with the Government Architect of NSW:
Using the guidelines set down for the NSW State Design Review Panel, the design team met with the Government Architects (GA) team on four (4) separate occasions.

Informal Session: 15th July 2019
The purpose of this meeting was to introduce the project to the GA team and discuss the major issues which were considered during the design process. The main issues raised at the meeting for further consideration were:

- Wayfinding. It was felt that the building was substantially larger than the existing and the ability for individuals to orient themselves around the building was confusing.
- Connection. It was felt that the connection of the main building to the external pathways as well as throughout the internal spaces was contorted.
- The significance of Hotham House. It was felt that it would be preferred if Hotham House was to be maintained as part of the new design.
- Landscaping. In the absence of a concept landscape design it was felt that landscaping should be given significant thought prior to getting rid of existing trees.

Formal Session 1: Wednesday 11th September 2019
Updated drawings showing the amended design were presented and discussed at the meeting. The building form had changed significantly due to

the addition of the mental health ward to the northern side. The main issues raised at this meeting were:

- The extent of the landscaping. It was felt that the design of the landscape did not address the community context enough.
- The connection and wayfinding of the building had improved, however, was still confusing.
- It was suggested that the corridor design of the building take on a more formal alignment of axis which would deliver a certain degree of recognition and land marking for individuals who were finding their way around the building.

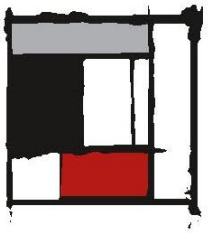
Formal Session 2: Wednesday 6th November 2019
Much of the circulation around the building had been redesigned under the advice from the last meeting. The improved circulation was noted. The following issues were raised:

- Wayfinding was still a concern
- In the absence of multiple sections through the building, team members questioned the validity of the carpark ramps and swipe paths
- The significance of Hotham House was discussed. Team advice acknowledged that the location of Hotham House would be difficult to integrate into the new development, especially as the new bulk of the building had grown considerable since the last meeting. They also understood that the maintaining the house with its current floor levels would not support the access issues being resolved throughout the remainder of the development.

  Team advice was that the relation of Hotham House to the street was an aspect which required respect. It is for this reason that the main entry to the Hospital as well as Hotham Park is located where it is. On further discussion with the design team it was decided to retain the Cook Island Pine to emphasis the respect for the street presence.

Formal Session 3: Wednesday 26th February 2020
The design of the project was almost complete for this meeting and so documentation presented was thorough. Documentation presented at this meeting included 3D renderings showing materials and massing. The following comments were made:

- Circulation was greatly improved
- Wayfinding was greatly improved
- Vehicle access was also improved
- The design of the new entry to the hospital addressed the importance of the relationship between Hotham House and the public street.



- The team confirmed that they would not require further meeting with us and were expecting the project documentation to be lodged accordingly.

Further email dated March 10th 2020:
Further discussion and confirmation were shared around March 10th 2020. The GA team had become aware that the proposal included the demolition of the Cook Island Pine currently located in front of Hotham House. The team members that there was no place to get rid of the tree and strongly suggested we redesign the landscaping around that immediate area to ensure the tree would be retained. After much consideration it was decided that the Cook Island Pine could be retained with some redesign to the landscape. The GA team were notified of this decision. No further meeting was requested to comment on the outcome of this decision.

**Recommendations:**
Limiting the number of trees to be removed:

- The number of trees proposed for removal has been reduced. In-particular the main pine fronting Hotham Road has been retained and integrated into the park design. The tree to the northwest pinch-point of the site was also retained, the building was redesigned to allow the tree sufficient area to thrive.

Car-Parking:

- The design team went to great lengths to explain how the car parking was designed to allow sufficient parking for users of the hospital whilst provided minimum impact on neighbours whilst entering and exiting the site.

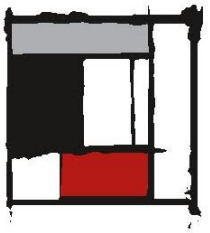
Aesthetic:

- The design team went to great lengths to explain the proposed materials palette and show how it helped compartmentalise the façade and provide definition to the various areas, hence providing better clarity of spaces, especially the front entry.

***Sutherland Shire Council concerns:***
Stormwater and flooding:

- Consultants reports, calculations and modelling have been carried out on the proposed development. A swale drain has been design for the south western corner of the site to assist with any overflow of flood waters.
- The floor level of the Clinic fronting President Avenue has been lifted to 100mm above the peak level identified in the modelling
- The main entry of the hospital has been located off Hotham road. This area was not affected by rising flood waters.

Pedestrian Access from President Avenue:



- An accessible pathway has been designed to provide pedestrian access from President Ave.
- The pathway has been integrated into the landscape surrounding the swale drain so is serves as an attractive feature as well as an accessible pathway.

Heritage Impact of 65 Hotham Road:

- The considered options were presented to council to prove that sufficient consideration had been provided in making the decision to demolish Hotham House.
- The design team confirm that Hotham House did not form part of this proposal.

Removal of trees:

- A number of trees originally nominated for removal have been retained in particular, the Pine now forming part of the entry of the development.

***Government Architect NSW:***

Wayfinding and Connectivity:

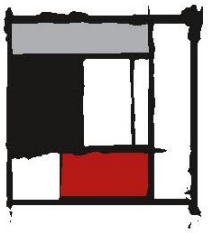
- Streamlining of planning to ensure that corridors were well defined, supported by natural lighting and addressed a logical path of travel. This assisted resolved the issues of wayfinding and connections.

Options of design:

- Various options were examined to see if the demolition of Hotham House was necessary. These options were presented to the GA team and have been include on the Urban design Report **(Appendix 4).**

The demolition of Hotham House:

- It was established that the significance of Hotham House lay in its importance to provide a street presence. It was therefore evident that the entry of the hospital should take on this responsibility. The landscape was then reworked to ensure that the planting strategy also supported the importance of the Hotham Road entry.



# 9.0 Environmental Risk Assessment and Mitigation Measures

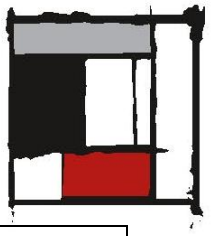
## 9.1 Environmental Risk Matrix

The risks have been categorised as negligible (1), low (2), moderate (3), high (4) and extreme (5). The manageability of the impact has been categorised as basic (1), simple (2), standard (3), complex (4) and difficult (5), dependent on the likely complexity and effectiveness of the management/mitigation strategy.

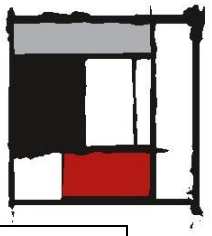
| **Significance of Impact** | **Manageability of impact** | | | | |
|---|---|---|---|---|---|
| | 5 - Difficult | 4 - Complex | 3 - Standard | 2 - Simple | 1 - Basic |
| 1 - Negligible | Medium | High / Medium | High / Medium | Low | Low |
| 2 - Low | High / medium | Medium | High / Medium | High / Medium | Low |
| 3 - Moderate | High / Medium | High / Medium | Medium | High / Medium | High / Medium |
| 4 - High | High | High / Medium | High / Medium | | High / Medium |
| 5 - Extreme | High | High | High / Medium | High / Medium | Medium |

Table 39 below presents the Environmental Risk Assessment for the key issues identified in the foregoing sections of this EIS and how they have been addressed as part of this proposal.

| **Risk Type** | **Potential Environmental Impact** | **Risk Factor** | **Proposed Mitigation Strategy and / or Comment** | **Manageability of Impact** | **Significance of impact** |
|---|---|---|---|---|---|
| Construction Impacts | Potential construction management impacts including construction traffic and excavation works<br><br>Acoustic impacts associated with construction (including excavation and traffic impacts | 3 | Prepare a Preliminary Construction Management Plan (CMP) which provides mitigation strategies to minimise disturbance to adjacent residents<br><br>The CMP should include a Traffic and Pedestrian Management Plan which shall be prepared prior to commencement of the works to address access routes, vehicle size and swept paths, truck routes, delivery hours and numbers, pedestrian access. Movement, traffic control devices, traffic control plans. | 3 | Medium |

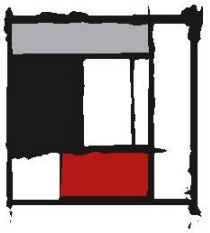


| | | | | | |
|---|---|---|---|---|---|
| | | | Achieve compliance with EPA noise emission controls through adoption of the recommendations set out in the Acoustic Logic Assessment<br><br>Prepare a construction noise and vibration management plan during construction certificate stage to determine whether there are any construction activities that will require noise management in order to reduce impacts on the adjacent residences. | | |
| Hazards | Presence of uncontrolled historic filling of up to 6m in depth.<br><br>Construction issues relating to presence of high strength sandstone<br><br>Potential site contamination due to presence of fill to accommodate the car park and demolition of previous structures.<br><br>Hazardous building materials may have been used in construction of previous stages of the building | 3 | Implementation of recommendations from LG Consulting including extensive earthworks to remediate the site, ongoing monitoring by the geotechnical engineer and alternative methods of excavation below depths of 4.5metres.<br><br>Undertake additional geotechnical investigation as the planning and the design development proceeds to address the viable ground conditions encountered. This shall include a geotechnical specification for earthworks as part of the final design.<br><br>Regulate the operation of excavation and percussion plant due to the potential for plant with heavy hammers to cause ground vibrations sufficient to damage nearby building. Monitoring of vibration levels to occur in order to regulate set-backs necessary to ensure that vibration levels do not reach those likely to cause building damage.<br><br>A detailed CMP shall be prepared prior to the commencement of work<br><br>A hazardous building materials survey shall be completed prior to the demolition of any part of the building or adjacent buildings. | 3 | Medium |



| | | | | | |
|---|---|---|---|---|---|
| | | | The site should be remediated in accordance with the submitted RAP and a Validation Report prepared. | | |
| Biodiversity | Potential impacts on biodiversity due to siting of vegetation. | 2 | Sediment and erosion control measures shall be provided to minimise impact to local drainage lines.<br><br>Replacement landscaping shall consider the use of endemic (locally occurring native) species including tree, shrub and ground covers.<br><br>Hollows shall be inspected under supervision of a project ecologist prior to removal. | 1 | Low |
| Aboriginal Heritage | Potential to encounter items of Aboriginal Heritage during demolition or construction works. | 1 | Should any Aboriginal objects be encountered during works associated with the proposal, works will cease in the vicinity and the find will not be moved until assessed a by a qualified archaeologist. If the find is determined to be an Aboriginal object, the archaeologist will provide further recommendations which may include notification to OEH and Aboriginal stakeholders. If any suspected Aboriginal ancestral remain are discovered during activity the proponent will immediately cease all work at that location, notify the NSW Police and OEH and not recommence work at that location unless authorised. | 1 | Low |

*Table 39: Environmental Risk Assessment*



# 10.0 Justification for the Proposed Development

## 10.1 Justification

As required by the Secretary's requirements and schedule 2 of the EP&A Regulations, this chapter of the EIS considers the justification for the proposed development with regard to biophysical, economic and social considerations and with reference to the principles of ecologically sustainable development (ESD).

The subject is within the ownership of Macquarie Health. It has been running as a hospital for approximately 40 years and is in need of an upgrade. The proposed use is considered an appropriate use of the site for the following reasons:

- The proposed uses are permissible forms of development on the site.
- The existing President Private Hospital requires major upgrading in order to ensure its continuation to serve the medical needs of the surrounding community.
- The proposal will provide local and regional medical and health support for the other local hospitals located within the Sutherland Shire area.
- The proposal will deliver a much needed mental health service to the people of the Sutherland Shire area.

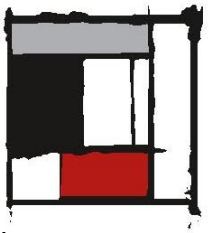
The provision of additional medical services in this location will enhance and complement the existing use of the Hospital site. Further, the proposed development will provide additional economic, social and environmental benefits including:

- The development has been identified as a State Significant Development
- The development will provide much needed medical and mental health care programs for surrounding community.
- The committed private sector funding provided for the development will ensure a continuation of existing hospital services within the local area.
- Access to the existing hospital will be improved.

Detailed consideration of the environmental impacts of the proposal has been under taken in the environmental impact assessment process. In assessing the impacts of the proposed development, consideration has been given to social, economic and environmental matters.

## 10.2 Biophysical Considerations

Potential biophysical impacts associated with the proposed development have been assessed within the EIS. The assessment of the biophysical environment has included individual assessment of soil and water management. The assessment of each of the elements has concluded that subject to the



implementation of a number of mitigating measures and additional investigations the proposed development would not result in significant adverse impacts on the biophysical environment.

### 10.3 Economic Considerations

The proposal will result in positive economic benefits for the Sutherland Shire Community. The proposal will provide for an increased level of care and health facilities for the population. Further, the proposal will deliver significant local benefits through the provision of infrastructure with minimal impact upon the natural environment.

Construction of the site will also see the creation of new jobs in construction as well as ongoing staff for the area thus creating a positive economic impact on the area.

The economic impacts that will result from this proposal are set out below:

- Direct and indirect increase in employment opportunities during construction and operational phases of the development. This will result in a positive contribution to the local economy;
- A range of economic benefits for the Shire catchment area and the local area health service:
  - Increased outcome efficiency
  - Increased output or cost efficiency. The development results in a value for money outcome which addresses the specific objectives for the redevelopment and incorporates efficient future flexibility and planning provision to facilitate the future objectives of the catchment area.
  - Maximisation of capital investment provides the opportunity to further reduce service fragmentation and continue to improve continuity of care, to ensure safe and effective service delivery.
  - Better staff attraction and retention; and
  - Higher workforce productivity.
- The redevelopment will provide a catalyst for change in the area, support the development and enhancement of integrated services that maintain and improve the reliability and quality of patient care, as well as improve patient outcomes.

Economically, the proposal does not pose an impact upon the natural environment. It will not create additional economic burden on the area. It also has the capacity to increase employment opportunities within the area.

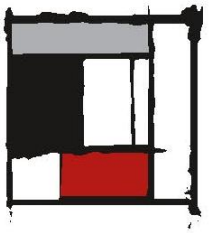
### 10.4 Social Considerations

The assessment of the social impacts associated with the proposed development has included consideration of traffic access, landscape and visual amenity, socio-economic impact, noise and air quality.

The social impacts that will result from this proposal are set out below:

- Upgrade and expansion of out-dated hospital infrastructure and enhanced capacity to provide a wide range of medical services;
- The project will provide contemporary healthcare addressing clinical services suited to the current and future needs of the Shire catchment population;
- Achieve critical mass of allied health staffing enabling more specialised allied health services to be provided to inpatient and ambulatory patients;
- More effective and efficient use of available clinical staff, improved staff satisfaction and greater capacity to attract and retain staff;
- Improved integration of hospital and community health services including greater capacity to provide more integration models of care;
- Greater capacity to meet the health care requirements of the growing population now and into the future;
- Integrated care and new models of car, including clinical redesign and service innovation;
- Improved patient safety through reduced clinical errors and infection;
- Improved amenity for patients, their families and staff; and
- Identity benefits for the Shire catchment area.

The proposal will assist in enhancing the quality and extent of existing services and programs. It is envisioned that this will assist in developing new services to meet future needs and demand. It is for this reason that the proposal will not lead to an undue burden on the current social services provided in the area. Suitable measures identified and will be introduced to minimise and mitigate and social impacts arising as a result of the proposed development.



# 11.0 Impact of not proceeding with the proposal

Generally, the key impacts of not proceeding with the proposal include:

- Limiting the ability of the local area health service to meet the healthcare demands of the catchment population
- Limiting the attraction and retention of health services staff with the area
- Preventing the full implementation of complementary models of care with much of the existing infrastructure not consistent with contemporary standards of health and safety and inpatient care;
- Increasing the likelihood of recurrent operating costs incurred by the State resulting from a growth in demand of health services;
- Limiting the potential of health services to be delivered to the quality required by Health Infrastructure; and
- Facilitation a substantial long-term undersupply of key clinical services including emergency, imaging, paediatric, perioperative and Intensive Care Unit facilities.

In addition to the impacts identified above, failure to deliver this proposal would undermine the broader service capacity of the Sutherland Shire Catchment Area. This would have a significant and detrimental impact on services provision for patients within the area.

The statistics attached to item 10.0 of this report show that our population is aging. The services and programs offered by both private and public sectors, aim to deliver positive aging outcomes. Programs are becoming more comprehensive with ever increasing expectations for their outcomes. The programs which may have once promised advanced results are now the norm. The reasoning behind this proposal is to stay ahead of these basic programs and confidently promise to exceed baseline outcomes and compliance with NSW Department of Health requirements.

To this end, the impact of not proceeding with the proposal would be unacceptable due to the inability of infrastructure to meet the current and future health care demands of the local and regional community.

# 12.0 Conclusion

This proposal is an important investment in the health and wellbeing of the local community of the Sutherland Shire area as well as its neighbours. The proposal will deliver a much needed upgrade to and modernisation of the existing hospital services and health care currently being offered. The new facility will deliver long term benefits to patients, staff, stakeholders and the wider community.

A new built form is being introduced into a local landscape. The design response provides for a visually pleasing and low-scale built form that adequately considers and balances hospital identity, clinical functionality and low density context to the site. The design, massing, materials and layout of the development will integrate with the landscape and provide for a contemporary and much-improved hospital facility that does not unreasonably detract from the visual and environmental qualities of its setting.

The potential environmental impacts posed by the Proposal have been examined throughout this Environmental Impact Statement. Some minor impacts would occur locally. However, it is unlikely that any significant or long-term adverse impacts would result. To help ensure that the extent of impact is limited and that unavoidable impacts likely to occur are managed and minimised, mitigation measures and safeguards have been developed and would be implemented and monitored.

The Proposal is considered justifiable taking into account the anticipated benefits, potential environmental impacts and subsequent mitigation measures and safeguards that can effectively ensure sound development and environmental outcomes. The proposal supports economic development and associated socio-economic and community benefits through an improvement to the level and quality of health services within the Sutherland Shire area. The proposal is a significant investment in social infrastructure for the area and its community.

The Proposal is in accordance with Ecologically Sustainable Development principles and consistent with the objectives of the *Environmental Planning and assessment Act 1979* and deserves favourable consideration by the Minister of Planning and Environment or delegate.

**Imagescape Design Studios**

Christine Kelly
Urban and Regional Planner
02 9518 8800
chris@imagescape.com.au

# Appendix 1: Supporting Drawings

## Architectural Drawings

| Drawing No. | Description | Issue No. |
|---|---|---|
| A 001 | Title Sheet | **56** |
| A 005 | Perspective President Avenue | **56** |
| A 006 | Perspective Hotham Road | **56** |
| A 007 | Perspective Wellness Centre | **56** |
| A 010 | Site Analysis | **56** |
| A 011 | Site Context Drawing | **56** |
| A 012 | Transport connections | **56** |
| A 013 | Site Wayfinding | **56** |
| A 014 | Natural Light and Light Spill | **56** |
| A 015 | Services Layout for ground and First Floors | **56** |
| A 016 | Construction Phasing | **56** |
| A 017 | Shadow Analysis – Winter Solstice 9AM | **56** |
| A 018 | Shadow Analysis – Winter Solstice 12PM | **56** |
| A 019 | Shadow Analysis – Winter Solstice 3PM | **56** |
| A 024 | Existing Site Plan | **56** |
| A 025 | Proposed Site Context Plan | **56** |
| A 026 | Proposed Site Set out Plan | **56** |
| A 100 | Existing Hospital Floor Plan | **56** |
| A 101 | Ground floor Demolition Plan | **56** |
| A 102 | Basement Plan LVL 3 & 4 | **56** |
| A 103 | Basement Plan LVL 1 & 2 | **56** |
| A 104 | Ground Floor General Arrangement Plan | **56** |
| A 105 | First Floor General Arrangement Plan | **56** |
| A 107 | Second Floor General Arrangement Plan | **56** |
| A 108 | Roof General Arrangement Plan | **56** |
| A 123 | Ground Floor Fire Strategy Plan | **56** |
| A 124 | First Floor Fire Strategy | **56** |
| A 125 | Second Floor Fire Strategy | **56** |
| A 300 | Street Elevations | **56** |
| A 302 | West and entry elevations | **56** |
| A 401 | East / West Sections | **56** |
| A 402 | North / South Sections | **56** |

## Landscape Drawings

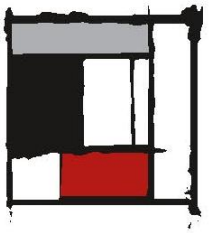
| Drawing Number | Description | Rev |
|---|---|---|
| **L0000** | **Coversheet** | **H** |
| L 0001 | Landscape Concept – Diagram | **F** |
| L 1001 | Landscape Concept – Master Plan | **F** |
| L 1002 | Landscape Concept - Detail Plan Hotham House Park | **F** |
| L 1003 | Landscape Concept Section – Hotham House Park | **F** |
| L 1004 | Landscape Concept Detail Plan – Central Courtyard | **F** |
| L 1005 | Landscape Section – Central Courtyard | **F** |
| L 1006 | Landscape Concept Detail Plan – South Western Corner | **F** |
| L 1007 | Landscape Section – South Western Corner | **F** |
| L 1008 | Landscape Concept Detail plan – Mental Health Courtyard North | **F** |
| L 1009 | Landscape Section – Mental Health Courtyard North | **F** |
| L 1010 | Indicative Planting Palette | **F** |

## Civil Drawings

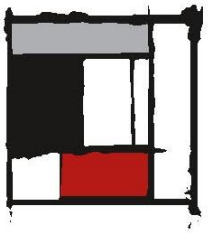
| Drawing Number | Description | |
|---|---|---|
| | GENERAL | |
| PS01-A000 | Cover Sheet | **A** |
| | DRAINAGE WORK | |
| PS01-E100 | Drainage plan | **A** |
| PS01-E200 | Drainage details | **A** |
| PS01-E600 | OSD Catchment Plan and Details | **A** |
| PS01-E700 | Water Quality Catchment Plans and Details | **A** |

## Preliminary Flood Assessment Drawings

| Drawing Number | Description | Rev |
|---|---|---|
| | GENERAL | |
| PS02-A000 | Cover Sheet | **A** |
| | EARTHWORKS | |
| PS02-C100 | Earthworks grading plan | **A** |
| | FLOODING | |
| | Model Set up | |
| PS02-K000 | Catchment plan | **A** |
| PS02-K030 | Tuflow Model Set up<br>Boundary Conditions | **A** |
| | Model results | |
| PS02-K160 | 1% AEP Critical Storm Duration<br>Existing Condition<br>Water Level (mAHD) & Water Depth (m) | **A** |



| | | |
|---|---|---|
| PS02-K162 | 1% AEP Critical Storm Duration<br>Existing Condition<br>Water Velocity (m/s) | **A** |
| PS02-K164 | 1% Critical Storm Duration<br>Existing Condition<br>Provisional Hydraulic Hazard Categories | **A** |
| PS02-K165 | 1% Critical Storm Duration<br>Existing Condition<br>ARR Flood Hazard CategoriesA | |
| PS02-K180 | PMF Critical Storm Duration<br>Existing Condition<br>Water Level (mAHD) & Water Depth (m) | **A** |
| PS02-K182 | PMF Critical Storm Duration<br>Existing Condition<br>Water Velocity (m/s) | **A** |
| PS02-K184 | PMF Critical Storm Duration<br>Existing Condition<br>Hydraulic Hazard Categories | **A** |
| PS02-K185 | PMF Critical Storm Duration (45min)<br>Existing condition<br>ARR Flood Hazard Conditions | **A** |
| PS02-K260 | 1% AEP Critical Storm Duration<br>Proposed Condition<br>Water Level (mAHD) & Water Depth (m) | **A** |
| PS02-K262 | 1% AEP Critical Storm Duration<br>Proposed Condition<br>Water Velocity (m/s) | **A** |
| PS02-K264 | 1% Critical Storm Duration<br>Proposed Condition<br>Provisional Hydraulic Hazard Categories | **A** |
| PS02-K265 | 1% Critical Storm Duration<br>Proposed Condition<br>ARR Flood Hazard Categories | **A** |
| PS02-K280 | 1% Critical Storm Duration<br>Proposed Condition<br>Water Level (mAHD) & Water Deoth (m) | **A** |
| PS02-K282 | 1% Critical Storm Duration<br>Proposed Condition<br>Water Velocity (m/s) | **A** |
| PS02-K284 | 1% Critical Storm Duration<br>Proposed Condition<br>Provisional Hydraulic Hazard Categories | **A** |
| PS02-K285 | 1% Critical Storm Duration<br>Proposed Condition<br>ARR Flood Hazard Categories | **A** |
| PS02-K360 | 1% Critical Storm Duration<br>Proposed Condition<br>Water Level Impact (m) | **A** |



# Appendix 2: Supporting Reports

| Appendix No. | Title | Author | Date |
|---|---|---|---|
| **1.** | EIS-Appendix 1-SEARs Requirements | Department of Planning and Environment | May 28th 2019 |
| **2.** | EIS-Appendix 2-Capital Investment Value Statement | Donald Cant Watts Corke | June 18th 2020 |
| **3.** | EIS-Appendix 3-Survey Plan | Dunlop Thorpe & Co Pty Ltd | April 4th 2018 |
| **4.** | EIS-Appendix 4-Urban Design Report | Imagescape design studios | June 2020 |
| **5.** | EIS-Appendix 5-Access Report | Assistive Technology Australia | January 2020 |
| **6.** | EIS-Appendix 6-Crime Prevention Through Environmental Design Report | Imagescape design studios | June 2020 |
| **7.** | EIS-Arborist Report Part 1 | Rennie Bros Tree Surgeons | November 2020 |
| | EIS-Arborist report Part 2 | Rennis Bros Tree Surgeons | May 22nd 2020 |
| **8.** | EIS-Appendix 8-Landscape Design Report | Habit8 | June 26th 2020 |
| **9.** | EIS-Appendix 9-Detailed Environmental Site Investigation Report | LG Consulting Pty Ltd | July 3rd 2020 |
| **10.** | EIS-Appendix 10-Geotechnical Report | LG Consulting Pty Ltd | June 30th 2020 |
| **11.** | EIS-Appendix 11- Traffic Report Part 1 | ML Traffic Engineers | June 2020 |
| | EIS-Appendix 11- Traffic Report Part 2 | ML Traffic Engineers | June 2020 |
| | EIS-Appendix 11- Traffic Report Part 3 | ML Traffic Engineers | June 2020 |
| | EIS-Appendix 11- Traffic Report Part 4 | ML Traffic Engineers | June 2020 |
| | EIS-Appendix 11- Traffic Report Part 5 | ML Traffic Engineers | June 2020 |
| | EIS-Appendix 11- Traffic Report Part 6 | ML Traffic Engineers | June 2020 |
| | EIS-Appendix 11- Traffic Report Part 7 | ML Traffic Engineers | June 2020 |
| **12.** | EIS-Appendix 12-Preliminary Construction Management Report | Imagescape Design Studios | October 2020 |
| **13.** | EIS-Appendix 13-ESD Report Part 1 | ERBAS & Associates | June 2020 |
| | EIS-Appendix 13-ESD Report Part 2 | ERBAS & Associates | June 2020 |
| **14.** | EIS-Appendix 14-Statement of Heritage Impact | GBA Heritage | June 29th 2020 |
| **15.** | NOT USED | | |

| | | | |
|---|---|---|---|
| **16.** | EIS-Appendix 16-Acoustic Report | Acoustic Directions | June 29th 2020 |
| **17.** | EIS-Appendix 17-Preliminary Flood Assessment | Martens | September 2020 |
| **18.** | EIS-Appendix 18-Biodiversity Assessment | Habit8 | January 2020 |
| **19.** | EIS-Appendix 19-Threatened Species Report | Callum Hockey | April 2nd 2020 |
| **20.** | EIS-Appendix 20-Structural Statement | Trevor Valaire | June 26th 2020 |
| **21.** | EIS-Appendix 21-Infrastructure Report | ERBAS & Associates | July 2020 |
| **22.** | EIS-Appendix 22-BDAR Waiver Letter | Department of Planning and Environment | July 2020 |
| **23.** | EIS-Appendix 23-Waste Report | Waste Audit & Consultancy Services | July 2020 |
| **24.** | EIS-Appendix 24-Section 10.7 (2) & (5) | Sutherland Shire Council | |
| **25.** | EIS-Appendix 25-BCA Concept Report | Blackett MacGuire and Goldsmith | July 8th 2020 |
| **26.** | EIS-Appendix 26-Aboriginal Heritage Report | Archaeological Management Consulting Group | August 2020 |
| **27:** | EIS-Appendix 27-Appendix A: Aboriginal Technical Report | Archaeological Management Consulting Group | August 2020 |
| **28.** | EIS-Appendix 28-Remediation Action Plan | LG Consulting Pty Ltd | October 28th 2020 |