



St Vincent's Private Hospital Sydney Redevelopment

Attachment A - Response to Submissions

Issues Raised by Agencies	Proponent's Response
City of Sydney Council	
Section 94 Contributions	
<p>The Environmental Impact Assessment requests an exemption from the payment of development contributions. It is noted that the SVPHS is a non-profit organisation and the proposed development will provide distinct community benefits and is reliant on grants, funding and donations.</p>	<p>Noted.</p>
<p>In accordance with Clause 2.14 of <i>the City of Sydney Development Contributions Plan 2006</i> the City (or in this case the Minister as the consent authority) may consider on individual merits, a case for exempting certain types of development from the levying of development contributions. The Department needs to be satisfied of the requests merit as part of the assessment process.</p>	<p>As outlined at Section 4.1.3 of the EIS, SVPHS is of the view that an exemption from the payment of Section 94 contributions would be reasonable in these circumstances for a number of reasons, including:</p> <ul style="list-style-type: none"> - SVPHS is a non-profit organisation, and is conducted by the Sisters of Charity of Australia. - The proposed development will provide a distinct community benefit for the broader Sydney region. The current proposal represents a significant upgrade of an existing health facility, and will clearly facilitate the delivery of important health services to both the local community, and the wider Sydney population. - The purpose of contributions is to cover the demand for additional services and facilities resulting from increases in employment or residential population. The proposed development will assist in the provision of services, rather than creating additional demand. - The project involves the redevelopment of an existing site within a well- established and highly accessible health campus. The development will have no significant impact on local infrastructure and facilities, providing only 48 new inpatient beds in East Wing and no additional parking.

Heritage	
St Vincent's Hospital complex contains a heritage listed building, the DeLacy Building, at the corner of Victoria Street and Burton Street. The proposed development is not located within a heritage conservation area although it is near the Paddington Conservation Area in Woollahra LGA and near two conservation areas in Darlinghurst, C11 and C12, within the City of Sydney.	Noted.
The proposal will have minimal impact on nearby conservation areas or heritage items (including the De Lacy Building and Green Park on the opposite side of Victoria Street) due to the screening of existing buildings, distance, and the moderation of the height due to topography. Neither will the alterations to the 1988 SVPHS high-rise building have an impact on heritage items or conservation areas.	
In view of the above the proposal can be supported from a heritage perspective.	
Built Form and Urban Design	
The proposal is considered to be acceptable from an urban design perspective. The building and landscape modifications will improve the site's interface with Victoria Street.	Noted.
Landscaping and Tree Management	
A review of the Arborist report has revealed that eleven (11) trees are proposed for removal. The report suggests that five (5) of these trees could be transplanted / relocated.	Noted.
The report does not include any landscape significant tree ratings. However the City's Tree Management team's assessment has rated two of these trees as being of High Landscape Significance and High Retention Value. The remaining nine (9) trees are rated as medium to low landscape value and removal of these trees would be of minimal impact.	Noted.
It is noted that the two (2) trees rated as high require removal to allow installation of two new substations. According to the report a site meeting was held between various consultants to select the most appropriate location for the substations that would have minimal impact on existing trees. Based on a review of the plans it is unclear why the substations cannot be located in the garden area near the new fire egress pathway at the northern end of the works zone?	<p>As noted in Council's response and the EIS, the project team has investigated a number of options for the location of the substation. The proposed substation location was found to be the only viable location. It is not possible to relocate the substations further north as they would encroach across the site boundary and would block the fire egress (refer to Figure 1, which identifies the site boundary in relation to the proposed substation).</p> <p>The option to install a new basement chamber type substation within the site boundaries was also investigated. However, due to existing land restrictions, insufficient space within the SVPHS property boundary, and insufficient tolerances for piling rigs and bored piers for construction of the basement chamber, this cannot be accommodated.</p> <p>As a result, it is proposed to install a new kiosk type substation adjacent to Victoria Street to supply the new building. The kiosk will be designed to comply with Ausgrid's network standard NS141 and will be located to ensure no conflicts with construction vehicle movements.</p>

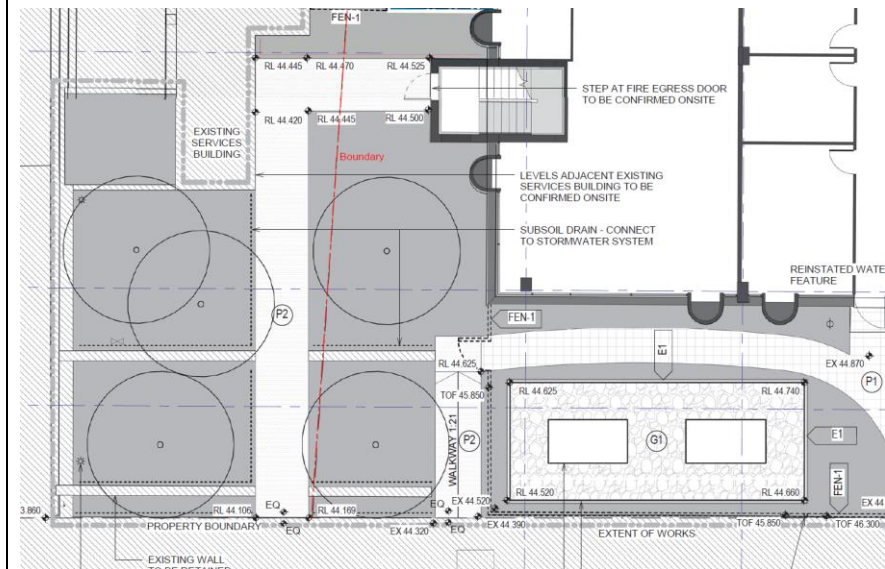


Figure 1 – The SVPHS boundary (shown in red) in relation to the proposed substation

It is recommended that further consideration is given to the location of the new substations. It is recommended they are moved further north in the garden area between the new fire egress pathway and existing driveway. This will allow the trees of high retention value to be retained.

Refer to comments above.

Apart from the proposed removal of the two trees for the substation, the Tree Management team generally supports the proposal.

Noted. As outlined above, the proposed location of the substation is considered to be the only viable location.

Public Domain Works

It is noted that changes to the building are occurring at levels higher than the street. However, given the scale of the development and increases in pedestrian activity that will be generated it is considered to be appropriate for the footway to be looked at for public domain improvements. A number of the City's standard public domain conditions are recommended for inclusion in any approval issued.

Agreed. SVPHS is willing to work with the City of Sydney Council to develop an improved public domain outcome for the site. Notwithstanding this, several changes are proposed to the recommended conditions of consent to ensure that these works can be resolved in a timely manner.

Health and Environment

A review of the Stage 1 Preliminary Site Investigation Study submitted with the EIA has been undertaken. This identifies a potential risk of contamination at the site due to the historical use and close proximity of the site to the service station located at 59 Oxford Street (with respect to contaminated groundwater migrating off-site).

Since the submission of the EIS, additional testing has been carried out by Douglas Partners. A copy of the Preliminary Site Investigation with Limited Sampling report is provided at **Attachment F**. The Report concludes that the site is suitable for the proposed redevelopment from an environmental perspective.

	<p>In response to Council's concerns, it is noted that the service station at 59 Oxford Street is located approximately 250m from the subject site. Due to the elevations in the area and the generally shallow depth to sandstone bedrock, it is unlikely that there would be any migration of groundwater from the service station to the subject site.</p> <p>Furthermore, the proposed development involves limited basement excavation, and based on observations in an adjoining excavation no groundwater is likely to be encountered at this depth. Some seepage along the top of the bedrock may be encountered.</p>
<p>The study does not provide actual data with respect to concentration levels of the potential on-site contaminants and no intrusive works have been undertaken as part of the Stage 1 Preliminary Site Investigation. The applicant's consultant has recommended soil and ground water samples be collected with the objective of providing indications on groundwater quality that will be potentially encountered and may need to be managed during construction. The results of the contamination investigation will provide an indication of what measures may be required during construction and remediation.</p>	<p>The contamination investigation report by Douglas Partners (refer to Attachment F) included soil sampling from four (4) boreholes within the site, as well as laboratory testing of those samples and assessment against the health and ecological screening levels in the NEPM (2013).</p> <p>The report concluded that no analyte concentrations exceeded the NEPM (2013) threshold levels and that the site is suitable for the proposed development.</p>
<p>The City recommends a Detailed Environmental Site Investigation (DESI) be carried out to establish the concentration and extent of any contaminants present and to determine if remediation works are required. An appropriate condition has been included in respect of this issue.</p>	<p>Refer to response above.</p> <p>No remediation has been recommended in the contamination investigation report prepared by Douglas Partners. Protocols are listed in the report for managing any unexpected contamination encountered during construction works.</p>
<p>Transport for NSW</p>	
<p>TfNSW has undertaken an assessment of the development proposal and recommends that requirements relating to travel demand management, active transport and construction traffic management are included as conditions.</p>	<p>Noted. SVPHS does not raise any concerns with Transport's recommended conditions.</p>
<p>Heritage Council of NSW</p>	
<p>There are no items of environmental heritage located on the St Vincent's Private Hospital campus where the development will take place. The adjoining public hospital site has two local heritage items and the surrounding area also has a number of heritage items and conservation areas. The HIS concludes that 'the proposed development will not diminish the heritage significance of Darlinghurst and Paddington or the items in the immediate vicinity.'</p>	<p>Noted.</p>
<p>If any unexpected archaeological deposits/relics are discovered, the Heritage Council of NSW must be notified in writing in accordance with section 146 of the <i>Heritage Act 1977</i>. Work must cease in the affected area(s) and a suitably qualified and experienced archaeologist must be contacted to assess the archaeological material. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery.</p>	<p>Noted. It is anticipated that a standard condition of consent will be imposed to address these matters.</p>
<p>Office of Environment & Heritage</p>	
<p>The Greater Sydney Planning Team in the Office of Environment and Heritage has reviewed the relevant documents and has no interest in this matter and no further need to be involved</p>	<p>Noted.</p>

in the assessment of this project.	
Roads and Maritime Services	
Roads and Maritime has reviewed the submission and notes that the proposed redevelopment of the private hospital does not include any modifications to access nor additional car parking and will not have a significant increase in traffic generation. Therefore Roads and Maritime does not raise any objection to the proposed development.	Noted.
Sydney Water	
The proposed development can connect to the existing 200mm watermain in Barcom Avenue.	Noted.
Detailed drinking water requirements will be provided at the Section 73 application phase	Noted.
The proposed development can connect to the existing 300mm wastewater main in Barcom Avenue.	Noted.
Detailed wastewater requirements will be provided at the Section 73 application phase	Noted.
The proposed development is situated within an area requiring on-site stormwater detention. We understand that the development is not increasing the imperviousness of the lot; therefore we suggest organising a meeting with Sydney Water to discuss possible alternatives.	
Please refer to Sydney Water's guidelines for on-site stormwater detention for further details on requirements and the process for approval	

Issues Raised by the Public	Proponent's Response
General	
The Hospital says it has no Master Plan even though the Director-General's environmental assessment requirements (DGRS) originally required in 2011 a Master Plan for the entire St Vincent's Campus with a revised DGRS requiring a Master Plan in 2013.	Subsequent to the issue of Director-General's Environmental Assessment Requirements for a Masterplan for the entire St Vincent's campus, and as a result of staging of future works and changes to the Hospital's management structure, the originally proposed Masterplan is no longer endorsed and the extent of the stage 1 development has been modified to that proposed as part of this SSD DA.
We would suggest that the Director-General should insist on a Master Plan, and a comprehensive explanation for why the proposed Master Plan is no longer endorsed. We would also suggest that it is not sufficient or appropriate for the Applicant to say it has walked away from a Master Plan due to the "staging of future works (whatever that may mean) and changes to the Hospital management structure", because if that is the case they will never have a written or known Master Plan.	Refer to above comment. It would be unfeasible for the Hospital to commit to a Masterplan at this stage.
We believe that the stated changes to the Hospital's "management structure" may have come about through St Vincent's Health Australia now having a divisional reporting structure somewhat along the following lines. There is a public health division, a private hospital division and a third division which may be known as a geriatric division. We understand these	Refer to above comments.

<p>divisions report to a Melbourne headquarters. If so, that is still no reason for the St Vincent's Campus Sydney not to have a Master Plan.</p>	
<p>If they don't have a Master Plan they must have future need projections, intentions, aspirations and hopes regarding possible building construction in say the next five years. If so, they should be brought to the attention of the Director-General, the City of Sydney, Roads and Maritime Services, and their neighbours - the residents of Darlinghurst.</p>	<p>The Hospital does not have any further intentions to develop new buildings in the short to medium term. Whilst there will undoubtedly be new development in the future to modernise and upgrade the Hospital's facilities, the nature, timing and location of these developments are not yet known.</p>
<p>Transport, Access and Parking</p>	
<p>The DA Transport and Access Report is based on intersection traffic volume counts carried out in 2008 and 2011 by TEF Consulting as input to the St Vincent's Master Plan (a Plan that has now been walked away from)</p>	<p>In response to these comments, it is noted that:</p> <ul style="list-style-type: none"> - Parking, staff and visitor surveys (both head counts and questionnaires) were carried out in December 2011 at St Vincent's Public and Private Hospitals, as well as at the Clinic. This is clearly stated in the report. - The 2008 data was used for the Research Precinct only, for description of the general Campus conditions. This data has no bearing on the analysis of the impacts of the proposed development. - Survey data from other hospitals, stated in the report, was used for background information only. It was not used for any calculations, only for comparison with the St Vincent's survey results in order to identify any inconsistencies with typical characteristics of people accumulation and travel patterns.
<p>TEF states that its report consists of traffic, parking, staff and visitor surveys carried out by it at the Darlinghurst campus in November 2011, and also incorporates the results of various services carried out previously by TEF at other hospitals. We don't know why the services were commissioned or the unique nature of the hospital location, size and transport hubs adjacent to those hospitals</p>	<p>In response to these comments, it is noted that:</p> <ul style="list-style-type: none"> - Off-street car parking counts at St Vincent's Campus were carried out in December 2011. - The total parking demand was estimated from the staff and visitor accumulation and the percentage of them parking off-street and on-street, from questionnaire surveys. - The estimated peak number of cars parked on site calculated from the people head counts and questionnaire survey responses was then compared with the actual number of counted cars and was found to be very close. It was concluded that the estimated number of cars parked on street (from people head counts and questionnaire responses) was also valid. - The number of off-street car parking spaces has not changed since 2011, nor have there been any notable increases in staff or in outpatient or inpatient facilities. The current situation is considered to be very similar to that in 2011. - There is no need to determine the exact locations of parking of hospital staff and visitors on-street, as it does not provide any useful information for the impacts assessment. - The spaces on street are already used by staff and visitors, as indicated by the surveys. There are more than 380 spaces in the area and these are used by local residents, businesses and their visitors. - The proposed additional number of staff and visitors and their likely parking demand (even assuming no modal shift towards public transport) are very minor compared with the existing scale of the St Vincent's Campus. - The development site has excellent public transport provision. Council's DCP and LEP do not require any additional car parking spaces. The proposed development is
<p>This modelling is defective, not only because it is not current but also because it doesn't say how the figure of 380 vehicle spaces was determined and the extent from and the names of the nearby streets adjacent to the St Vincents Hospital Campus in which the 380 vehicle spaces were located. In addition, one would assume from the TEF report that these 380 vehicle parking spaces are available for staff and visitors to the Hospital. This is incorrect because a significant number of the parking spaces will be taken up by residents. If you follow this assumption through then the St Vincent's Hospital Campus does not have sufficient parking spaces for staff and visitors to the Hospital. The DA makes no adjustments (or minimal) to the number of car parking spaces and is for an additional 48 beds plus nursing staff, doctors, ancillary staff and patient visitors.</p>	

	compliant in this respect.
The survey (undertaken by the author of the submission) indicates that a large number of parking spaces are taken up (and can be taken up all day) by mobility impaired driver vehicles. As for the vehicles in non-metered areas which are non-resident, these are not necessarily being used by visitors to the Campus, they could just as likely be used by Campus staff. This is another instance of where the TEF surveys of 2008 and 2011 are deficient as they didn't ask pertinent questions of those surveyed.	The type of user makes no difference for the purpose of assessment of parking availability in this instance.
The TEF document states that visitors to inpatients stay on average 3.3 hours. This may be possible if a person comes by public transport, they have parking in the hospital grounds, or they have a mobility impaired sticker. However, that length of stay is theoretically not possible for those who drive but don't fit the above categories and park near the hospital, as the parking restrictions around the Campus only allow 1 hour for non-resident parking.	Questionnaire survey results show different lengths of stay, ranging from 0.5 hours to more than 4 hours. The average times are as stated in the report.
The TEF report also states that the proposed development will have no noticeable impact on the operation of surrounding intersections. We find it puzzling that no traffic volume count seems to have been conducted for the intersection of Burton and Victoria Streets. This is a particularly congested area as there are three lanes in north Victoria Street which flow into one lane of south Victoria Street (certainly some cars turn east into Burton and some right into Burton). In addition there are significant numbers of cars travelling east and west in Burton Street which turn into south Victoria Street.	Refer to comments below. Traffic volume counts for this intersection are shown at Figure 10 of the report.
Since the 2008/2011 traffic volume counts, the Kinghorn Cancer Centre opened in 2012 and the O'Brien Centre in 2010. Notre Dame University at its Darlinghurst Campus commenced in 2008 but there would have been an increase in students and academic staff since that time; one would assume that some of the academic staff would drive, so where do they park? These complexes are now fully functioning and it would seem to be an appropriate time to re-evaluate their effects on the surrounding streets and neighbourhood.	In response to these comments, it is noted that: <ul style="list-style-type: none"> - Traffic volumes in this area have been consistent over the past years, once they stabilised after the Cross City Tunnel construction. - There have been no substantial changes occurred in traffic conditions over at least last 5 years. - The additional traffic volumes likely to be generated by the proposed development are less than 1% of the existing traffic at key intersections and will have no noticeable effect. The detailed calculations of traffic generation were provided to the Transport of NSW reviewer who had found them adequate.
Hundreds of new home units have opened at the old Dunlop Tyre Company site at Rushcutter's Bay, as has a new apartment building in Liverpool Street opposite the Victor Chang Institute, and Darlinghurst Public School which was to close because student numbers had dropped to 80, has had approximately 220 students for the last few years, and is turning away students.	
Darlinghurst/Kings Cross and the Eastern Suburbs of Sydney have moved on and have grown since the TEF traffic volume counts	
If the TEF figure of 380 vehicle parking spaces was meant to imply in whole or in part, that these spaces could be used by visitors to the Hospital or staff of the Campus, then those numbers are no longer applicable	Public car parking spaces on street can be used by all members of the public, be that local residents, visitors to local businesses or staff and visitors of the hospital.
Traffic volume flows may be improved if Victoria Street was returned to two lanes, however, we suggest, both lanes should go south (historically one lane went north and one south). This would also require an adjustment to access to the Accident Emergency Centre. In making Victoria Street one way, parking space was provided for up to 21 cars, 15-20 motor bikes and one Carshare space with the cars being angle-parked. If Victoria Street was returned to two lanes, some if not all of these parking spaces would be lost, however, perhaps up to 10 spaces would be retained by parking parallel to the kerb.	It is beyond the scope of this proposal to return Victoria Street to two-way flow.
We also note that there appears to be an inconsistency between the vehicle flows in Victoria/Oxford Streets and Darlinghurst Road/Oxford Street in the TEF report and traffic	There is no inconsistency, these are two different reports with impacts assessed for

flows in the Preliminary Construction Management Plan (PCMP). The TEF report refers to vehicles per hour for am and pm and in peak hours, whereas the PCMP refers to Victoria Street carrying 12,000 vehicles per day and Oxford Street carrying 30,000 vehicles per day	different time periods.
Such an increase in capacity, without a corresponding increase in parking spaces is also unacceptable. St Vincent's EIS admits that during peak times some 380 vehicles (28%) park in nearby streets. It states that the proposed development will generate demand for an additional 26 parking spaces, an optimistic estimate at best, and these additional cars are unlikely to be accommodated in the existing off-street parking areas. Parking for local residents is already extremely difficult so I expect the increased demand to have a detrimental effect on existing parking conditions. It will also result in increased traffic flow to the area as staff, patients and visitors search for parking.	It is acknowledged that a proportion of hospital staff and visitors park on street. Limitations imposed on off-street parking provision in dense city conditions are both State Government's and Council's policies, to encourage people to use transport means other than the private car. This policy appears to be successful, judging from the reduction in the percentage of drivers at St Vincent's Campus from 54% in 2005 (TEF Survey) to 39% in 2011.
Parking on Boundary Street by Staff and Patients of the hospital – As residents of Boundary Street we have very little street parking available and all of which is limited to 1 Hour for non-resident parking. This restricted parking is on a daily basis used by staff and patients of the hospital, often illegally, to avoid paying the car parking fees levied by the hospital in the internal car parks. Many of the staff are quite open to this practice as they have informed us of how they monitor the Parking Warden activity on any given day through a phone application. This practice is only likely to become more widespread with worse impacts for residents with the increase in capacity of the hospital resulting from the extension.	In response to these comments, it is noted that: <ul style="list-style-type: none"> - Policing of street parking is Council's responsibility. - No significant increase in car parking demand is expected from the proposed development.
When a comparison is made of the on-grounds car parking available at St Vincent's Hospital precinct compared to the car parking available at Prince of Wales Hospital precinct or Royal North Shore Hospital precinct there appears from first glance to be a significant shortfall in the provision of on-ground car parking at St Vincent's. A like for like comparison should be made between these three hospitals to establish what is the minimum level of car parking that should be provided at St Vincent's to make it comparable to what is provided at the other two hospital taking into account the size of each.	It is acknowledged that RNSH and PoWH have a higher rate of parking provision. However: <ul style="list-style-type: none"> - PoWH is not as well serviced by public transport as SVPHS or RNSH. - Both PoWH and RNSH are located in other LGAs where parking policies and LEP/DCP requirements are different from those of the City of Sydney. City of Sydney's policy is to discourage the use of private cars as a travel mode, by requiring developments to minimise car parking provision. The proposal to provide no parking spaces complies with the City of Sydney requirements. Randwick (PoWH) and Willoughby (RNSH) Councils require parking to be provided at certain (higher than City of Sydney) rates.
The development should include additional underground car parking for use of staff, visitors and local residents. This would be through an extension of the current car parking floors.	There is no intention to expand the existing car park as part of the current proposal. Whilst there may be scope to extend the car park as part of future development on the campus, any new car park would not provide free parking for local residents.
Both the St Vincent's Hospital and Clinic Car Park should remain open on a 24/7 basis given the 24/7 nature of the hospital operations.	Both the SVH and SVC car parks have long operating hours, as outlined below. The hours of operation align with demand. When the car parks are closed, demand for on-street parking is significantly lower. <i>SVC car park hours of operation:</i> Monday to Friday 6.00am to 9.00pm <i>SVH public hospital car park hours of operation:</i> Monday to Thursday 6.30am to 11.30pm. Friday – Saturday 6.30am to 1.30am. Sunday 6.30am to 12am.
All on-street parking spaces reserved / restricted for St Vincent's Hospital or related	We are unaware of any on-street spaces that are reserved for St Vincent's Hospital.

<p>operations be removed.</p>	<p>There is a dedicated "Car Share" space on Victoria Street, however this is available for use by the general public.</p>
<p>Building Height and Volume</p>	
<p>The height of the building of the proposed East Wing which consists of 13 levels including plant with an additional 10,700m² floor space, could be reduced by adjusting some of the floor heights and removing any unnecessary voids particularly in the operating levels on 5 and 6.</p>	<p>The building has been designed to meet the functional needs of the Hospital, and the nature of the uses within the proposed building. There are no superfluous areas, or areas which are not essential to the function of the new development. A discussion of GFA and floor levels is provided in the covering letter.</p>
<p>Not only is the height increase to eleven stories above street level not in keeping with the area, it will result in overshadowing and a potential devaluation of property values for those in western Paddington. Residents will also lose access to light, views, privacy and our sense of place as the new building will dominate the western skyline. Television and mobile phone reception, which is currently far from ideal, may also be affected for the worse.</p>	<p>A detailed justification for the proposed building height has been provided as part of the response to the Department's submission, and in the Design Report which accompanied the EIS.</p> <p>The height of the proposed development is considered appropriate as the new East Wing and extension to the SVPHS Low Rise Wing are located in board of the site. The immediate impact of the new building to both the Victoria Street and Barcom Avenue streetscapes is mitigated by the presence of the existing lower buildings located along these road frontages. To the west, the 7 level (plus plant room) SVPHS High Rise Wing mediates the height difference to Victoria Street. To the east, the 5 level (plus plant room) Sister Bernice Wing mediates the relationship with Barcom Avenue. Solar studies and photomontages have been prepared to identify the amenity impacts, and demonstrate that over shadowing is not exacerbated to an unacceptable extent.</p>
<p>Road Restriction</p>	
<p>This seems clear, however, the Hospital is surrounded by narrow, constricted, one way Victorian-era streets where many young children live. We would therefore wish to ensure that during demolition, excavation, construction, and fit-out, there be no vehicle access to that site along Barcom Avenue.</p>	<p>A detailed Construction Traffic Management Plan will be prepared prior to the issue of a Construction Certificate. The CTMP will detail traffic movements, and put in place measures to ensure that public safety is maintained during the construction phase. The preliminary CTMP anticipates that all construction traffic will access the site off Victoria Street.</p>
<p>If at some time, access is required by other than Victoria Street (residents should be notified), that access should only be by Boundary or Leichhardt Streets. This restriction should also apply with regards to delivery vehicles servicing the site after the building has been opened.</p>	<p>Refer to comments above.</p>
<p>Construction Impacts</p>	
<p>The PCMP states that there will be no parking on site for construction workers' vehicles (the number is not known but it could be significant and it will vary in number depending on the stage of the project). The construction workers' vehicles will more than likely be parked in streets adjacent to the Campus and this will impact on spaces available to residents, visitors to the Darlinghurst area and the Campus. We would suggest that the Hospital give consideration to all or some of these vehicles parking in front of the De Lacy Building in Victoria Street. If this is considered inappropriate by the Hospital, then it behoves the Hospital to find a solution as the potential decrease in off-street parking comes about as a result of the actions of St Vincent's Health Australia</p>	<p>It is standard practice for no parking to be provided on site for construction workers, particularly in inner City areas which have access to public transport. Construction worker parking and access arrangements will be managed via the Construction Management Plan, and as part of the site induction process.</p>

<p>Parking during building works - As no parking is being provided on site for contractor's vehicles during the construction phase this will require all contractors to park in the local on-street parking or any off-street parking that is currently available. As the current off-street and on-street parking is at near or full capacity each day this means the additional influx of contractor vehicles during the building phase will have a significant impact on the local residents ability to find on-street parking.</p>	<p>Refer to comments above.</p>
<p>Moore Park should be used as an off-site car park for both contractors and staff during construction with shuttle operated between these two locations.</p>	<p>Refer to comments above. It is standard practice for no parking to be provided on site for construction workers. There is no requirement to provide alternative parking arrangements off-site. Workers will be encouraged to catch public transport to the site.</p>
<p>Parking in the vicinity of the development should be strictly policed during the constructed phase.</p>	<p>All public roads around the St Vincent's campus have time restricted parking and are not suitable for all day parking of construction workers. Policing of car parking is the responsibility of the relevant Council, not SVPHS.</p>
<p>Traffic disruption during building works - potential additional traffic flows in and around Boundary Street due to disruption and diversion from Victoria Street</p>	<p>As noted above, a detailed Construction Traffic Management Plan will be prepared prior to the issue of a Construction Certificate. The CTMP detail measures to manage construction traffic impacts on surrounding streets.</p>
<p>Noise from the building works</p>	<p>A Construction Noise and Vibration Management Plan has been prepared which details how construction noise will be managed during the demolition and construction phases to minimise impact on surrounding residents.</p>