

Development Application

Frederick Street, St Leonards Health Services Facility

Submitted to Willoughby City Council
On Behalf of Ramsay Health Care

February 2016 ■ 14653

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This report has been prepared by:



Robert Stark

17/02/2016

This report has been reviewed by:



James Harrison

17/02/2016

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1.0 Introduction

This Statement of Environmental Effects (SEE) has been prepared by JBA on behalf of Ramsay Health Care (the proponent) in support of a Development Application (DA) for a health services facility at 10 Herbert Streets, St Leonards. Although the street address is 10 Herbert Street, the land addresses Frederick Street and is formally known as Lot 2 in DP1212720.

The DA seeks approval for:

- 112 beds;
- 25 consulting suites;
- associated offices, treatment rooms, kitchen, dining rooms and lounge rooms;
- 139 car parking spaces;
- building identification signage; and
- landscaping works and augmentation of infrastructure services as required.

The SEE is based on the Architectural Drawings provided by STH Architects (see **Appendix A**) and other supporting technical information appended to the report (see Table of Contents).

This report describes the site, its environs, the proposed development, and provides an assessment of the environmental impacts and identifies the steps to be taken to protect or lessen the potential impacts on the environment.

1.1 Background

Ramsay Health Care was established in Sydney by Paul Ramsay in 1964 and has grown to become a global hospital group operating 151 hospitals and day surgery facilities across Australia, the United Kingdom, France, Indonesia and Malaysia.

Ramsay Health Care facilities cater for a broad range of health care needs from day surgery procedures to highly complex surgery, as well as psychiatric care and rehabilitation. The company is well-respected throughout the health care industry for operating quality private hospitals and for its excellent record in hospital management and patient care.

Ramsay are experienced in developing and operating mental health care facilities having completed developments at the following since 2010;

- Hollywood Private Hospital, Western Australia;
- Hillcrest Rockhampton Private Hospital, Queensland;
- Warners Bay Private Hospital, NSW;
- Northside Macarthur Clinic, NSW; and
- Mitcham Private Hospital, Victoria.

In addition, in close proximity to the proposed site Ramsay Health Care operates North Shore Private Hospital, a 272 bed hospital established in 1997. This hospital provides acute medical and surgical services, including maternity, and is a teaching hospital of the University of Sydney.

Ramsay Health Care is one of the top five private hospital operators in the world. With approximately 25,000 beds, Ramsay employs over 50,000 staff across five countries and treats over 2.5 million patients each year.

Ramsay Health Care has recognised over recent years a growing need for more mental health services in all areas of Sydney, but in particular on the lower North Shore, Northern Beaches and Upper North Shore. Existing Sydney facilities are experiencing lengthy waiting lists, in addition to increasing demand from local community health centres and private practitioners.

Ramsay Health Care undertook a search for suitable sites from Chatswood to North Sydney as well as North Ryde, Lane Cove and Lane Cove West. Discussions have also been undertaken with other health organisations with a view to exploring opportunities for co-location. Despite these efforts a suitable parcel of land was not found, co-location possibilities were ruled out and various buildings canvassed for conversion into a hospital did not prove suitable for a variety of reasons.

The proposed site meets the specialised transport, technical, spatial and servicing requirements of a mental health hospital. The development will provide significant employment, with approximately 140 full time equivalent jobs created. Coupled with the obvious community benefits from providing a new hospital facility, the employment generated will create a significant positive social impact.

The site is subject to the *Willoughby Local Environmental Plan 2012* (Willoughby LEP). Under the Willoughby LEP, the site is zoned as IN2 Light Industrial which ordinarily prohibits health services facilities¹ such as the proposed development. In order for the site to be redeveloped as envisaged by the proponent, changes to the LEP were required, with the amendment being formally gazetted in February 2016. The amendments:

- allow the additional permitted use of a health services facility on the site; and
- permit a maximum floor space ratio of 2.5:1 across the site.

The proposed development is generally consistent with the indicative scheme presented in the planning proposal.

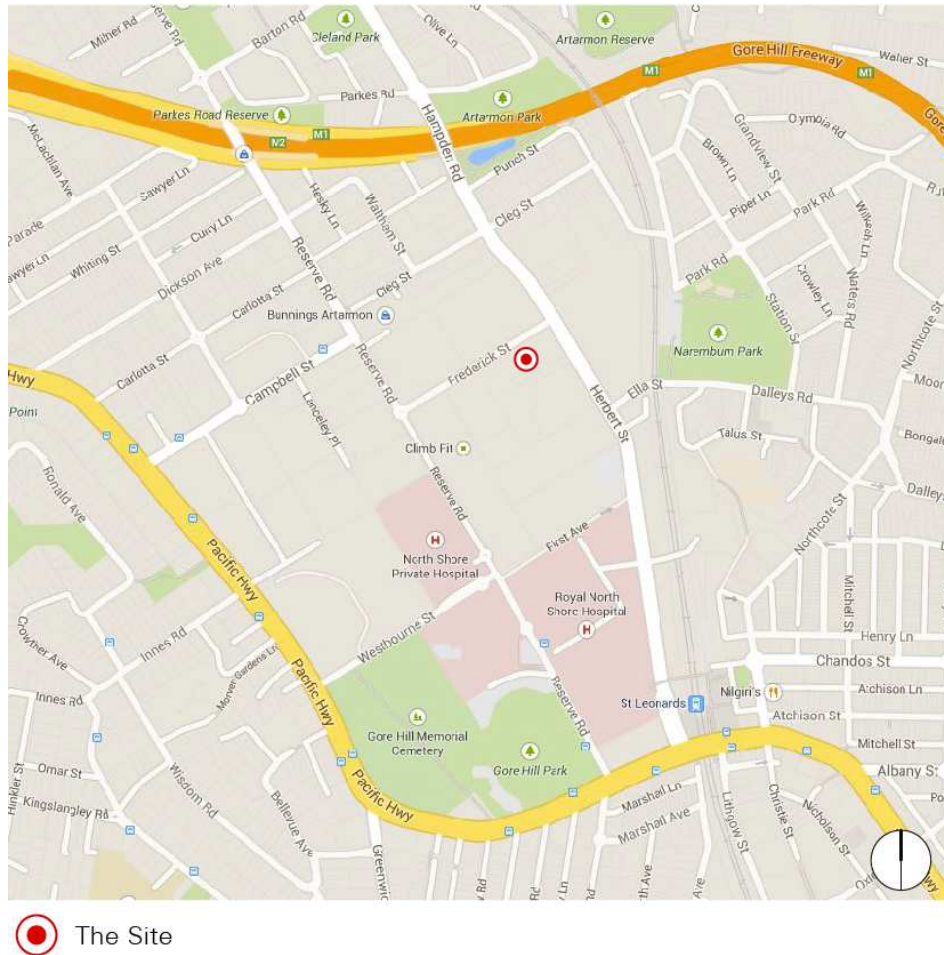
1 Willoughby LEP defines health services facility as a building or place used to provide medical or other services relating to the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes any of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

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

2.0 The Site

2.1 Site Location

The site is located at 10 Herbert Street, St Leonards approximately 200 metres north of North Shore Private Hospital and 625 metres north of St Leonards Railway Station, as shown in **Figure 1**.



● The Site

Figure 1 – Site context

2.2 Site Description

The land is approximately 5,789m² in area and generally rectangular in shape with frontage of approximately 100 metres to Frederick Street and a depth of approximately 58 metres. The portion of the site on which the proposed building is to be constructed has an area of approximately 3,988m² (refer **Figure 2**).

2.3 Existing Development

The existing building on site is shown in the aerial photo at **Figure 2**. It is a double-height 1 to 2 storey brick and metal cladding warehouse and car service garage with at-grade car parking. The building is currently used for storage. A photo of the existing development is presented in **Figure 3**.



Figure 2 – Aerial view of the site (outlined in red) and area to developed with the health services facility (outlined in blue)



Figure 3 – Existing hardstand and Building (right)

2.4 Topography

The general area has a gentle slope from Herbert Street down to the south west. The site itself has been cut into this slope. The site is level with the surrounding land at its south western corner, and is approximately 2 metres below street level at the north eastern corner.

2.5 Vegetation

There is no significant existing vegetation located on the site.

2.6 Public Transport

The site is conveniently located in relation to public transport services which include the St Leonards Railway Station and the numerous high frequency bus services operated along the Pacific Highway. These bus services include connections to Lane Cove, Chatswood, Macquarie Centre, North Sydney and the Sydney CBD.

The railway station is approximately a 12 minute walk from the site, with pedestrians able to use the elevated crossing that connects the hospital precinct to the station.

2.7 Infrastructure and Services

The site is presently serviced by water, electricity, sewer, gas, and telecommunications. Consultation has begun with the various authorities to confirm what upgrades, if any, are required to support the proposed development on the site.

2.8 Surrounding Development

The precinct is not a traditional industrial area. Although there are individual industrial uses present in the locality, it is largely dominated by lower order retailing and business support activities.

Immediately to the north east of the site is a single storey rendered brick and glass showroom building located on the eastern portion of the site, with at-grade car parking at the lower ground level when viewed from Frederick Street. The building is currently used as a car showroom (refer **Figure 4**). This site together with the subject site previously formed a single site occupied by a larger car dealership.

To the south of the site, at 6-8 Herbert Street, is a large industrial/warehouse unit complex (refer **Figure 5**). This contains a diverse range of businesses, many of which have ancillary office and showroom components.

Development to the north of the site, across Frederick Street, is dominated by the SBS Studios (refer **Figure 6**). This consists of a number of interconnected buildings containing television and radio studios, technical workshops, commercial offices and ancillary services.

Neighbouring the site to the south west, along Frederick Street, is a large warehouse building that accommodates several businesses including furniture and plumbing companies.

To the north east of the site, across Herbert Street, is located a business park that incorporates significant commercial office space with extensive warehousing (refer **Figure 7**).



Figure 4 – Car showroom to the north east of the site



Figure 5 – Industrial units to the south of the site



Figure 6 – SBS Studios are to the north of the site across Frederick Street



Figure 7 – Business park to the east of the site

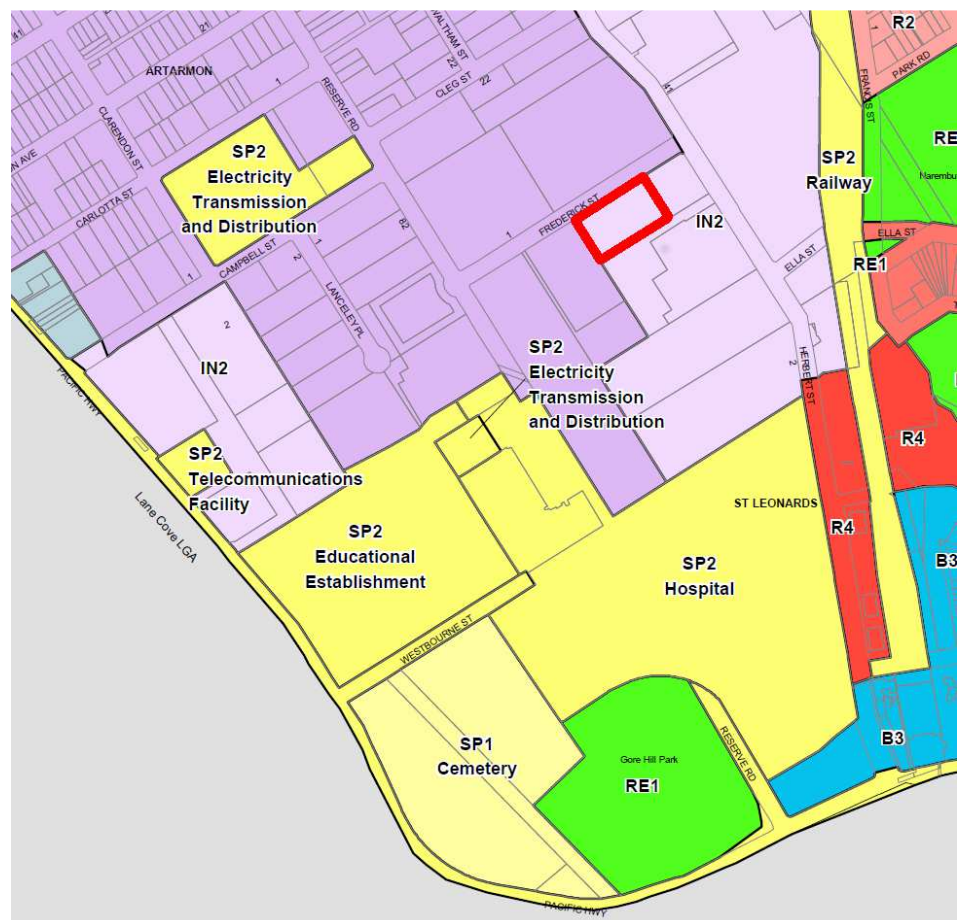
2.9 Key Planning Controls

The Willoughby Local Environmental Plan 2012 (Willoughby LEP) sets out the local planning controls across the Willoughby LGA, including the site. The recent planning proposal amended the Willoughby LEP to facilitate the proposed mental health facility on the site.

Land Use Zoning

The site is zoned IN2 Light Industrial under the Willoughby LEP (refer to **Figure 8**). The land to the south east and north east is also zoned IN2 Light Industrial, and the land to the south west and north west is zoned IN1 General Industrial.

The permitted land uses for the IN2 Light Industrial zone are presented in **Table 1**.



The Site

Figure 8 – Extract of Willoughby LEP Zoning Map

Floor Space Ratio

The Willoughby LEP prescribes a maximum floor space ratio of 2.5:1 on the site.

Building Height

The Willoughby LEP does not prescribe a maximum building height for the site.

Table 1 – Permissible land uses in the IN2 Light Industrial Zone and additional permitted uses on the subject site

Permissible Land Uses	
2. Permitted without consent	Nil
3. Permitted with consent	Building identification signs; Business identification signs; Depots; Industrial training facilities; Light industries; Neighbourhood shops; Pubs; Roads; Take away food and drink premises; Timber yards; Vehicle sales or hire premises; Warehouse or distribution centres; Any other development not specified in item 2 or 4.
4. Prohibited	Agriculture; Air transport facilities; Airstrips; Amusement centres; Animal boarding or training establishments; Biosolids treatment facilities; Boat building and repair facilities; Boat launching ramps; Boat sheds; Camping grounds; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Commercial premises; Correctional centres; Crematoria; Educational establishments; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Freight transport facilities; Function centres; Health services facilities; Heavy industrial storage establishments; Helipads; Highway service centres; Home occupations (sex services); Industrial retail outlets; Industries; Information and education facilities; Marinas; Mortuaries; Open cut mining; Passenger transport facilities; Port facilities; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Restricted premises; Rural industries; Sewage treatment plants; Signage; Tourist and visitor accommodation; Transport depots; Truck depots; Water recycling facilities; Water supply systems; Wharf or boating facilities; Wholesale supplies
Additional Permitted Uses on the Subject Site under Schedule 1 of the Willoughby LEP	Health services facility

3.0 Description of Proposed Development

This chapter of the report provides a detailed description of the proposed development. The DA seeks approval for the construction of an eight storey health services facility including:

- 112 beds;
- 25 consulting suites;
- associated offices, treatment rooms, kitchen, dining rooms and lounge rooms;
- 139 car parking spaces;
- building identification signage; and
- landscaping works and augmentation of infrastructure services as required.

Figures 9 and 10 below provide photomontages of the proposed development.



Figure 9 – Proposed development as viewed from Frederick Street



Figure 10 – Proposed development as viewed from Herbert Street

3.1 Urban Design Principles

The design intent of the project is to provide a high quality mental health facility that meets the needs of the staff, patient and visitors. In addition to providing a best practice medical facility, the scheme seeks to ensure that it is contextually appropriate and makes a positive contribution to the streetscape.

The following design principles were therefore applied:

- Locating consulting suites towards the street, providing activation and casual surveillance;
- Provide appropriate boundary setbacks to the main hospital building;
- Provide a landscaped podium that provides outdoor space to a variety of staff and patient rooms;
- In relation to car parking:
 - Locating the car parking behind more active uses, so it is screened from view;
 - Providing appropriate drop-off, loading dock and ambulance bay facilities.

In addition the design needs to ensure that appropriate amenity is provided for future staff and patients, including in relation to solar access, natural ventilation, room size and outlook.

The design is also required to provide a legible street address, safe and secure access, appropriate communal open space, car parking and circulation space, waste management and servicing.

Turning to the potential environmental impact of the future building, the design is required to be acceptable in terms of overshadowing, view impacts, aesthetics and its contribution to the streetscape.

3.2 Need for the Facility

According to SANE Australia:

- Nearly half (45%) of the population will experience a mental disorder at some stage in their lives.
- Almost one in five Australians (20%) will experience a mental illness in a 12-month period.
- During a one-year period, anxiety disorders will affect 14% of the population and depression will affect 6%.
- Depression is one of the most common conditions in young people and increases during adolescence.
- At least one third of young people have had an episode of mental illness by the time they are 25 years old.

It is anticipated that the hospital will have over 2,200 inpatient admissions each year, and over 9,000 day patient admissions each year.

The hospital will provide inpatient and day patient clinical services in the following areas:

- Drug and alcohol
- Mood disorders
- Acute psychiatry
- Eating disorders

The hospital will also provide an outpatient consulting service through the on-site medical consulting suites. In addition, the hospital will host community information sessions, a GP education program, and a professional psychiatrists' development program.

The hospital will also be utilised as a training facility, offering the following programs that are not currently available in the local area:

- Nurse Graduate Plus program
- Mental Health Registrar training
- Psychologist development training

These programs will be affiliated with all major Sydney universities.

3.3 Employment

Approximately 140 full time equivalent employees will be employed at the facility. Full time, part time and casual positions will be available in the following areas:

- Hospital Management;
- Administration;
- Secretarial;
- Medical Records;
- Medical;
- Nursing;
- Catering;
- Housekeeping; and
- Maintenance.

Ramsay Health Care is a family-friendly company offering flexible working arrangements across all employment areas. The Ramsay Training Institute provides a range of educational services to employees across Ramsay Health Care, from annual mandatory eLearning and specialised online modules in health care and business to consulting services and education resources.

The hospital will also set up partnerships with universities already existing in other Ramsay facilities for medical, nursing and psychology students.

3.4 Proposed Facility

The following is a level by level description of the proposed development:

- Ground floor:
 - 5 consulting rooms and associated waiting and support staff areas
 - Staff car parking for 81 vehicles
 - Loading dock and ambulance bay
 - Refuse, storage and mechanical services rooms
- First floor:
 - 7 consulting rooms, waiting areas and support staff areas
 - Pedestrian entry from Frederick Street and main entry lobby
 - Patient drop off area for 5 vehicles
 - Medical records room
 - Main reception area
 - Small café
 - Parking for 58 vehicles
 - Storage and mechanical services rooms
- Second floor:
 - 6 consulting rooms and associated waiting and support staff areas
 - Group, interview, art and massage rooms
 - Dining room and kitchen
 - Gardens and outdoor dining areas
- Third floor:
 - 7 consulting rooms and associated waiting and support staff areas
 - Gym
 - ECT ward
 - Education rooms
 - Executive and clerical staff offices
 - Staff change rooms
 - Plant rooms
- Fourth to seventh floors:
 - Patient rooms, each with an ensuite bathroom
 - Nurses station and offices
 - Group room and lounge areas (with balconies accessible from lounges)
 - Plant rooms
- Roof level
 - Plant room

The typical floor plate of the ward levels has an area of approximately 1,200m². The 'L' shaped configuration is spatially efficient, maximises amenity to the rooms, and ensures that a significant portion of the building's volume is set back from the street (refer to **Figure 11**)

To protect the amenity of staff and patients, as well as that of existing and future development on surrounding sites, the indicative scheme provides setbacks to the upper levels of the building. The setbacks proposed are as follows:

- 5.815 metres to the rear boundary;
- 3.57 metres to the north eastern side boundary.
- 7.885 metres to the south western boundary fence, which will be site boundary subject to a future subdivision application.

The car parking is split into separate areas, with visitor and staff parking on separate levels accessed by separate driveways.

The proposal has a total gross floor area of 9,217m².

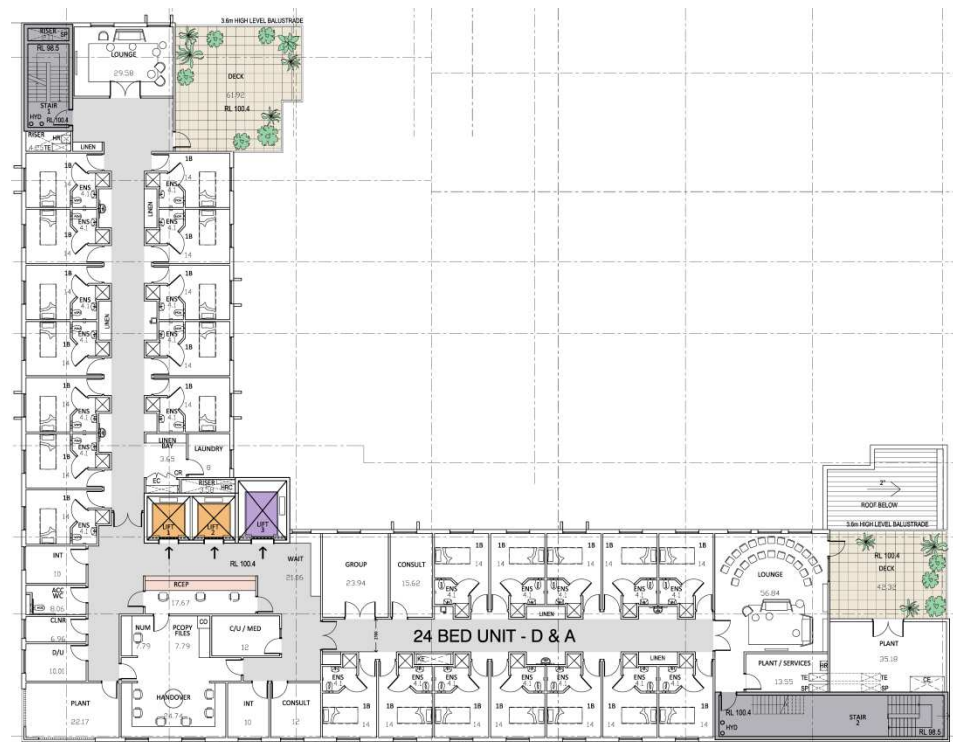


Figure 11 – Typical upper level floor plan

3.5 External Materials and Finishes

The proposed external materials and finishes are shown on the architectural drawings prepared by STH Architects (refer **Appendix A**). Proposed materials include aluminium composite panels, mesh with a perforated pattern and glass. The exposed portions of the car park that address the street will be screened with a 'green wall' of climbing plants.

3.6 Landscaping and Public Domain

The proposed landscaping design is simple yet appropriate to the site and its use (refer **Appendix B**). Areas between the building and street will be planted with shrubs and feature trees. Appropriately sized planter beds are proposed to support the green wall along the car park, and planters are also provided along the rear boundary. Where appropriate, these have integrated seating to improve the amenity of the associated spaces. Planter boxes are provided to external terraces where appropriate.

3.7 Signage

It is proposed to provide five signs on the façade of the building. These identify the name of the facility (Northside Clinic) and the operator of the facility, being Ramsay Health Care. The signage has been integrated into the design of the building, providing visual interest as well as assisting visitors to identify the main entrance to the building.

3.8 Water Cycle Management

The Stormwater Drainage Drawings prepared by ACOR Consultants (refer **Appendix C**) detail the stormwater management system for the development, which include appropriate measures relating to the following:

- stormwater detention;
- stormwater pollution control;
- water management; and
- erosion and sedimentation control during construction.

3.9 Waste Management

A Waste Management Plan has been prepared by Northside Clinic (refer **Appendix D**) that details the proposed waste management during the operational phases of the development. This includes details regarding the management of the following waste streams:

- General waste;
- Clinical waste;
- Confidential waste;
- Recycling; and
- Grease trap.

4.0 Assessment of Environmental Impacts

This section considers the planning issues relevant to the proposed development. It contains our assessment of the environmental impacts of the proposal and identifies the steps to be taken to prevent or mitigate the potential impacts on the environment.

Under section 79C(1) of the EP&A Act, in determining a development application the consent authority has to take into account a range of matters relevant to the development including the provisions of environmental planning instruments; impacts on the built and natural environment, the social and economic impacts of the development; the suitability of the site; and whether the public interest would be served by the development.

The assessment includes only those matters under section 79C(1) that are relevant to the proposal.

4.1 Compliance with Relevant State Planning Policies

SEPP 64

SEPP 64 applies to all signage that under an environmental planning instrument can be displayed with or without development consent and is visible from any public place or public reserve.

Due to the fact that the proposed signs fall within the definition of a 'business identification sign' the additional restrictions imposed by Part 3 of the SEPP do not apply. In this instance only the objectives of the SEPP and the criteria in Schedule 1 of the SEPP should be considered.

The proposed signage is consistent with the objectives of SEPP 64 and satisfies the criteria specified in Schedule 1 of SEPP 64 as follows:

Clause 3 states the aims and objectives of SEPP 64 which are:

- (a) *to ensure that signage (including advertising):*
 - (i) *is compatible with the desired amenity and visual character of an area, and*
 - (ii) *provides effective communication in suitable locations, and*
 - (iii) *is of high quality design and finish, and*
- (b) *to regulate signage (but not content) under Part 4 of the Act, and*
- (c) *to provide time-limited consents for the display of certain advertisements.*
- (d) *to regulate the display of advertisements in transport corridors, and*
- (e) *to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*

The proposal is consistent with the above objectives in that the proposed signage is consistent with the architectural character of the building design and provides effective identification of the building.

Schedule 1 of SEPP 64 contains a range of assessment criteria which are matters for consideration by the consent authority in assessing applications incorporating

signage. The way in which the proposed development meets the assessment criteria is set out in the following table.

Table 1 – Compliance with SEPP 64 criteria

Assessment criteria	Comments	Compliance
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signage is compatible with the existing character of the area and furthermore, the style of signage is consistent with that located on other buildings in the locality. The proposed design of the signage will be compatible with the area, reflecting the mixed use character of the locality.	Y
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	There is no particular theme for signage in the locality. However, the proposed signage is consistent with the existing signage of St Leonards in that it displays a business name and logo.	Y
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposal does not detract from the visual quality of the area and is not within any environmentally sensitive, heritage, natural conservation, open space, waterway, rural landscape nor in direct proximity to residential development.	Y
Does the proposal obscure or compromise important views?	The proposed signs are below the parapet of the building. This results in no impact on views.	Y
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed sign is within the building envelope and does not dominate the skyline.	Y
Does the proposal respect the viewing rights of other advertisers?	The proposed signage is contained within the envelope of the building and does not have any effect on existing signage.	Y
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, form and proportion of the proposed signs is appropriate for the setting, and is considered appropriate for the locality.	Y
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed sign will contribute to the visual interest of St Leonards. There is a diverse range of signage in the area, and the proposed sign will be integrated with the character of the skyline. The signs are of a proportionate nature to the building and will not overpower the landscape.	Y
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The proposed signs will not result in visual clutter and therefore the proposed signs will continue to provide an attractive and proportionate addition to the skyline of St Leonards.	Y
Does the proposal screen unsightliness?	The proposal will not screen any unsightliness.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage does not protrude above the building structure.	Y
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 designed to be compatible in scale and proportion with the approved building.	Y

Assessment criteria	Comments	Compliance
Does the proposal respect important features of the site or building, or both?	The proposed signs are respectful in their design and they will not dominate the surrounding locality. In particular the signs have been dimensioned to match the architectural rhythm of the building's facade.	Y
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The sign has been designed to reflect the corporate branding of Ramsay Health Care.	Y
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?	The proposed signage incorporates LED illumination to emphasise the signs in the evening. The signage contains logos which are an integral part of the branding and identification of the tenant.	Y
Would illumination result in unacceptable glare?	The illumination of signs proposed will not result in an unacceptable glare. The illumination will be at parapet level and not have any adverse effect on surrounding uses.	Y
Would illumination affect safety for pedestrians, vehicles or aircraft?	Due to the height, location and scale of the proposed signs, the proposal will not reduce pedestrian or road safety. The location of the signage at parapet level is consistent with surrounding signage in St Leonards and within the building envelope and therefore they will not affect aircraft.	Y
Would illumination detract from the amenity of any residence or other form of accommodation?	The proposed signage will not detract from the amenity of any residence or other form of accommodation due to the height, scale and orientation of the sign.	Y
Can the intensity of the illumination be adjusted, if necessary?	The proposed LED illumination has the ability to be adjusted post installation if required.	Y
Is the illumination subject to a curfew?	The illumination is subject from a curfew from 1.00am to 6.00am.	Y
Would the proposal reduce the safety for any public road?	Due to the design, scale and location of the proposed signs, the proposal will not reduce road safety.	Y
Would the proposal reduce safety for pedestrians/cyclists?	Due to the design, scale and location of the proposed signs, the proposal will not reduce pedestrian or cyclist safety.	Y
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signs will be located at parapet level within the building envelope and will not obscure sightlines from public areas.	Y

SEPP 55

The Remedial Action Plan prepared for the site (see **Appendix E**) demonstrates the site can be made suitable for the proposed development. Further discussion is provided at **Section 4.6** of this report.

4.2 Built Form

Floor Space Ratio

The proposed floor space ratio across the entire site is 1.59:1. If the area of the site that only relates to the proposed building is used, the proposed floor space ratio is 2.31:1. Both of these calculations are under the maximum of 2.5:1 permitted under the provisions of the Willoughby LEP.

Setbacks

There are no applicable setback controls applying to the proposed development. In any case the proposal provides setbacks to all boundaries to provide amenity for patients, staff and visitors, as well as for existing and future development on neighbouring sites. In terms of the streetscape, the 'L' shaped configuration of the building means that a significant portion of the bulk of the building is set well back from the street. Furthermore, the upper levels of the building 'step-in' to ensure that the visual impact of the proposed development is minimised.

4.3 Environmental Impacts

Overshadowing

Shadow Diagrams have been prepared by STH Architects (refer **Appendix A**) for the development. The shadow diagrams have been prepared at the winter and summer solstices at 9am, noon and 3pm. These demonstrate that the neighbouring sites will retain significant access to sunlight, even at mid-winter.

Views

The impact of the proposed development on long distance views and vistas that may be available to any of the adjoining and adjacent buildings and from the surrounding public domain is not significant. The built form will make a positive contribution to the urban skyline of the locality.

Internal Amenity

The design of the proposed development ensures that all rooms frequently used by staff, patients and visitors enjoy access to sunlight and outlook. Outdoor terraces and courtyards are directly accessible from areas such as staff rooms, dining rooms and group rooms. These outdoor spaces have been located to take advantage of sun and outlook where possible.

Safety and Security

The clear definition of the sequences of the common spaces, including entry foyers and lift lobbies, will positively contribute to the safety and security of the future occupants of the development. The entries have been designed to provide architectural, landscape and spatial interest and a clear address.

The design of the development optimises safety and security, both internal to the development and for the public domain. Safety and security has also been considered in accordance with Crime Prevention Through Environmental Design principles of surveillance, access, territorial reinforcement and space management.

Acoustics

Wilkinson Murray has prepared a Noise Impact Assessment (refer **Appendix F**) for the development. Noise measurements were conducted on-site to determine the existing noise environment and then these measurements were used to determine appropriate acoustic design criteria.

The report provides the following conclusions:

The building envelope of the proposed hospital can be designed to satisfy the project-specific goals relating to internal noise goals from external sources.

The mechanical services design as reviewed can be designed to satisfy the project-specific goals relating to external noise to existing commercial buildings and residential buildings.

4.4 Traffic and Parking

A report assessing the traffic and parking implications was prepared by Transport and Traffic Planning Associates (refer **Appendix G**). The key findings of this report are provided below.

Traffic Generation

Application of the RMS Guidelines for traffic generating development to the proposed development yields a traffic generation potential of 48 and 60 vehicle trips per hour during the morning and afternoon peak periods respectively.

However, mental health facilities exhibit a lower traffic generation characteristic than normal medical/surgical hospital facilities for the following reasons:

- There are significantly less visitors than normal medical/surgical hospital facilities
- Typical length of stay in a Mental Health facility is 21 days as compared to 3 days in a medical/surgery facility
- Practitioners tend to see 1 patient per hour in a Mental Health Consultancy Suite compared to 2 or 3 per hour in a medical/surgery facility
- It is Ramsay's policy that Inpatients at Mental Health Facilities are not allowed to drive and park their vehicles at the hospital during their stay.

The resultant distribution of the generated traffic has been assessed, and the effects on the local intersections have been modelled using SIDRA. The results indicate that a satisfactory outcome is provided to all intersections during morning and afternoon peaks.

Car Parking

The proposed development makes provision for a total of 139 off-street parking spaces, in addition to a loading dock and ambulance bay.

Having regard for the RMS Private Hospital parking criteria and lower visitor circumstances outlined above, the proposed 139 parking spaces will provide a 'buffer' of some 20-30 spaces to the projected peak demand. This provision includes an appropriate quantum of accessible spaces (four) and motorcycle parking spaces (two).

Bicycle Parking

Bicycle parking is provided on Level 1, with change rooms, showers and lockers available for staff to serve as "end of trip" facilities.

4.5 Signage

4.5.1 Willoughby Local Environmental Plan

Clause 6.5 of the Willoughby LEP provides provisions for signage. The proposed development is consistent with these provisions in that:

- the signage will not interfere with the visual amenity or safety of the locality;
- the signage is ancillary to the uses on the site; and
- the sign identifies a business carried out at the site.

4.5.2 Willoughby Development Control Plan

Part G.5 of the Willoughby Development Control Plan 2006 (Willoughby DCP) governs outdoor advertising. The following describes the proposed signs' consistency with the controls of the Willoughby DCP.

Objectives

The proposed sign is consistent with the objectives contained in part G.5 of the Willoughby DP as follows:

- the content of the signs relates solely the use of the building on which the signs are located;
- the design of the signs is compatible with the desired amenity and visual character of the area;
- the scale of the signs is discrete and complements the architectural characteristic of the building;
- the signs do not break the roof-line of the building or obscure any architectural features of the building;
- the design is coordinated to be effective but restrained;
- although two signs are proposed, this is in response to the symmetry of the building and does not represent unnecessary repetition;
- the signs are not visible from any residences or public open space in the immediate vicinity;
- the signs will be securely fixed to the building;
- the signs will not distract motorists;
- the signs do not require the removal of any trees or shrubs; and
- the signs do not relate to active shopfronts.

General Performance Requirements

As outlined above, the proposed signs are satisfactory in terms of design, content, traffic safety, security and impact on landscaping. Accordingly, the signs meet the general performance requirements of the Willoughby DCP.

Advertising in Industrial Zones

As required by the Willoughby DCP, the proposed signs will avoid any likely nuisance to nearby residences as a result of glare or light spillage, due to their orientation away from surrounding residential development and towards the neighbouring industrial development.

4.6 Building Code Compliance

An assessment of the proposed modifications against the provisions of the Building Code of Australia (BCA) has been undertaken by McKenzie Group and may be found at **Appendix H**. The assessment concludes that the proposed development is capable of complying with the relevant provisions of the BCA.

The BCA assessment includes consideration of the proposed development against the relevant provisions of the Building Code of Australia and Australian Standards. The assessment concludes that proposal generally complies, with further detail to be assessed as the design is further developed.

In summary, the assessment finds that the relevant elements of the proposed development either comply with the applicable standards, or that compliance can be readily achieved as part of the detailed design process.

4.7 Contamination

To inform the recent planning proposal, a Detailed Site Investigation was undertaken by Environmental Investigations. The following conclusions were made based on the investigations:

- Laboratory results revealed that polycyclic aromatic hydrocarbons (PAHs) were in exceedance of the required criteria values at five of the sampled test locations. Three of these locations were identified as hotspots within fill material.
- No asbestos fibres or material were identified in any of the tested samples.

Based on all the above results, Environmental Investigations recommended that the site be remediated to render it suitable for future land uses.

Accordingly, a draft Remedial Action Plan has been prepared by WSP Parsons Brickerhoff (refer **Appendix E**). This plan documents the on-site processes to be followed in order to remove the risks posed by soil contamination to future residential, commercial and recreational users of the site.

4.8 Construction Impacts

The proposed construction works for the development are not expected to give rise to any unacceptable detrimental impacts, particularly given the existing industrial and ongoing urban redevelopment character of the area.

A comprehensive Demolition, Construction and Waste Management Plan will be prepared prior to the issue of a construction certificate. This plan will set out the environmental management requirements for the following aspects of the project:

- access, egress and compound management;
- civil structures;
- demolition;
- dust management;
- emergency response;
- excavation works;
- flood contingency;
- sewer and water management;
- hazardous material management;

- noise management;
- occupational health and safety;
- soil management;
- traffic management; and
- waste management.

4.9 Social and Economic Impacts

The proposed development will provide a positive social impact for the community, through the provision of a modern and much needed mental health facility.

The proposal will also result in significant economic benefits in that it will provide construction and operational employment opportunities, as well as facilitating opportunities for patients to increase their economic contribution to society.

Overall, the proposed development will have a very positive social and economic impact for the community and will provide a high quality environment for its patients, staff and visitors.

4.10 The Public Interest

As detailed in the proceeding sections of this report, the proposed development will provide a quality mental health services facility that is compatible with the surrounding pattern of development. Furthermore, the amenity of the adjoining properties will not be detrimentally impacted upon by the proposed development. For these reasons the development is considered to be in the public interest.

5.0 Conclusion

Ramsay Health Care seeks approval for the construction and use of an eight storey health services facility to be used for mental health care, including:

- 112 beds;
- 25 consulting suites;
- associated offices, treatment rooms, kitchen, dining rooms and lounge rooms;
- 139 car parking spaces;
- building identification signage; and
- landscaping works and augmentation of infrastructure services as required.

The development is permissible with consent on the subject site, by virtue of the recent amendments to the Willoughby LEP specifically introduced to facilitate this development. The proposal is of significant merit and will provide vital health care services. The physical characteristics of the building will make a positive contribution to the urban fabric of the area.

The environmental impacts of the proposal, including traffic generation and car parking, acoustics, contamination and geotechnical matters, stormwater drainage and construction are negligible or can be appropriately managed through the adoption of the sub-consultants recommendations and/or preparation of relevant plans of management.

Given the positive impacts and public benefits delivered by the proposal and in the absence of adverse impacts, we have no hesitation in recommending that Council grants consent to this DA.