



Department of Planning and Environment

Each issue raised in the Department's letter is addressed in detail in Section 2 of the Response to Submissions.

Willoughby City Council

Recommendation/issue	Comment										
1. Statutory and Strategic Context The proposal is consistent with the site specific local provisions of Willoughby LEP 2012.	Noted.										
2. Built form and Urban Design	See Section 2.1 of Response to Submissions										
3. Transport and Accessibility A total of 140 car parking spaces are required. The driveway, car parking layout and loading area are non-compliant with AS2890.1 and AS2890.2.	Car parking requirements as per the DCP are as follows: <table><tr><td>Practitioners</td><td>30</td></tr><tr><td>Staff</td><td>46.5</td></tr><tr><td>Beds</td><td>37.3</td></tr><tr><td>Patients</td><td>25</td></tr><tr><td>Total:</td><td>138.8 (139)</td></tr></table> The traffic consultant has again reviewed the proposed driveway, car parking layout and layout area and confirmed it is consistent with the applicable standards. (It is noted that Council has not provided any specific non-compliances.) The car parking area will be constructed to the relevant Australian Standards.	Practitioners	30	Staff	46.5	Beds	37.3	Patients	25	Total:	138.8 (139)
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Total:	138.8 (139)										
4. Noise and Vibration A Noise Impact Statement was submitted addressing the relevant provision of WLEP 2012	Noted.										
5. Contamination Phase 1 and 2 Contamination Reports and a Remediation Action Plan were submitted with the EIS.	Noted.										
6. Stormwater	See Section 2.2 of Response to Submissions										

EPA

Recommendation/issue	Comment
On the basis of the information provided, the proposal does not constitute a Scheduled Activity under Schedule 1 of the <i>Protection of the Environment Operations Act 1997</i> (POEO Act).	Noted.
There may be the potential for the following licenced activities in Schedule 1 of the POEO Act to be triggered by the proposal: <ul style="list-style-type: none"> • Crushing, grinding or separating • Electricity generation • Extractive activities 	None of the identified activities are proposed as part of the development. Any electricity generating plant will be for emergency stand-by plant and operate for less than 200 hours per year.

RMS

Recommendation/issue	Comment
No objection to proposed development.	Noted.

Sydney Water

Recommendation/issue	Comment
Water <ul style="list-style-type: none"> • The drinking water main available for connection is the 150mm in Frederick Street. • Amplifications may be required to service the proposed development. • Detailed required will be provided at the Section 73 Phase. 	Noted.
Wastewater <ul style="list-style-type: none"> • The wastewater main available for connection is the 225mm main constructed within the front of the property. • The proposed development site is traversed by a number of wastewater mains. • Where proposed works are in close proximity to a Sydney Water asset, the developer may be required to carry out additional works to facilitate there development and protect the wastewater main. Subject to the scope of development, servicing options may involve adjustment/deviation and or compliance with the Guidelines for building over/adjacent to Sydney Water assets. Refer to your WSC for details of requirements. 	Noted.

Office of Environment and Heritage

Recommendation/issue	Comment
No submission made.	Noted.

Transport for NSW

Recommendation/issue	Comment
Implement a detailed construction plan that takes into account the existing high frequency bus services and regular rail replacement buses due to commence in 2018.	Refer to Section 2.3 of Response to Submissions.
Implement an active travel plan.	<p>The Final Mitigation Measures (refer Section 3.0 of the Response to Submissions) include the preparation of a location specific Travel Plan and Access Guide prior to the occupation of the development. The objectives of the plan are to be as follows:</p> <ul style="list-style-type: none"> – To promote a high modal share for public transport, cycling and walking journeys; – To ensure adequate facilities are provided at the site to enable staff and visitors to commute by sustainable transport modes; – To facilitate the sustainable and safe travel of new employees; – To raise awareness of sustainable transport amongst patients, staff and visitors.