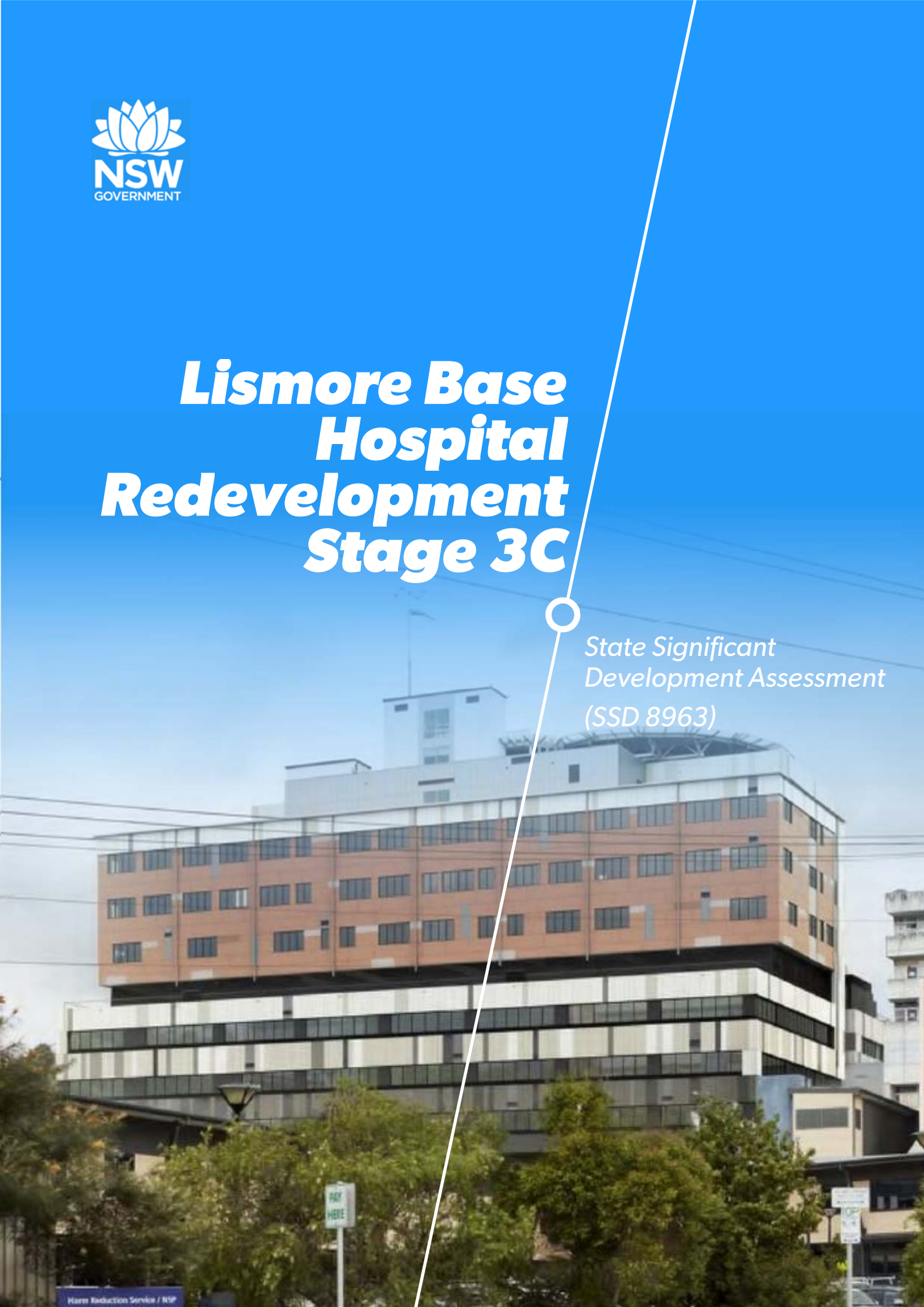




Lismore Base Hospital Redevelopment Stage 3C

*State Significant
Development Assessment
(SSD 8963)*



September 2018

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Cover photo

Photomontage of the northern elevation of the proposal (Source: EIS)

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Glossary

Abbreviation	Definition
AHD	Australian Height Datum
BCA	Building Code of Australia
CIV	Capital Investment Value
Consent	Development Consent
Council	Lismore City Council
Department	Department of Planning and Environment
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	<i>Environmental Planning and Assessment Regulation 2000</i>
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
LLEP	Lismore Local Environmental Plan 2012
Minister	Minister for Planning
OEH	Office of Environment and Heritage
RMS	Roads and Maritime Services
RtS	Response to Submissions
SEARs	Secretary's Environmental Assessment Requirements
Secretary	Secretary of the Department of Planning and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	<i>State Environmental Planning Policy (State and Regional Development) 2011</i>
SSD	State significant development



Executive Summary

This report provides an assessment of a State significant development (SSD) application for the Lismore Base Hospital Redevelopment Stage 3C (SSD 8963). The Applicant is Health Infrastructure, on behalf of Health Administration Corporation, and the proposal is located within the Lismore local government area (LGA).

The proposal seeks approval for the construction and operation of Stage 3C of the redevelopment of Lismore Base Hospital, comprising four new storeys above the approved four storey north tower of Stage 3B (SSD 6848) currently under construction. The proposal has a capital investment value (CIV) of \$32 million and would generate approximately eight operational jobs and 200 construction jobs.

The proposal is State significant development under clause 14 of Schedule 1 to the State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP), as it is development for the purpose of a hospital with a CIV of more than \$30 million. The Minister for Planning is the consent authority.

The site is zoned SP2 Infrastructure – Health Services Facility under the Lismore Local Environmental Plan 2012 (LLEP 2012) and the hospital is permissible in the zone.

The proposal was publicly exhibited for 28 days from 1 June 2018 until 28 June 2018 (inclusive). The Department of Planning and Environment (the Department) received a total of five submissions from public authorities, including Lismore City Council (Council). No public submissions were received. Issues raised in submissions regarding the proposal include: clarification on the intended use of vacated areas of the hospital following the relocation of services to the new intensive care and in-patient units; car parking impacts; pedestrian safety; and penetration of the Lismore Aerodrome Obstacle Limitation Surface.

The Department has considered the merits of the proposal in accordance with relevant matters under section 4.15(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), the objects of the EP&A Act, the principles of Ecologically Sustainable Development, and issues raised in all submissions as well as the Applicant's response to these issues.

The Department has assessed the merits of the proposal and has found the key issues include: built form; transport impacts; and noise and vibration impacts. The Department's assessment concludes that the proposed development is suitable for the site and would not result in any significant adverse environment or amenity impacts and would be compatible with the scale and form of the surrounding development. The Department has considered concerns raised in submissions and recommended conditions of consent requiring further mitigation and management measures. Subject to the recommended conditions, the Department is satisfied that impacts associated with the Stage 3C redevelopment can be appropriately managed.

The development would deliver additional modern public health facilities, which have been designed to meet the needs of the region and the ageing population. The facilities on site provide further investment in regional public infrastructure, including an additional 21 hospital beds, and new employment opportunities through the construction and operational stages of the development. The Department is satisfied that the subject site is suitable for the proposal and that it is in the public interest, and recommends that the application be approved subject to conditions.



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1. Introduction

This report provides an assessment of a State significant development (SSD) application for the Lismore Base Hospital Redevelopment Stage 3C (SSD 8963) at Uralba Street, Lismore.

The proposal seeks approval for the construction and operation of Stage 3C, comprising four new levels above the approved four storey Stage 3B north tower (currently under construction) to accommodate a new intensive care unit, medical in-patient unit, surgical in-patient unit, treatment rooms, staff workstations, staff rooms, storage facilities, offices, meeting rooms and plant.

The Applicant is Health Infrastructure on behalf of Health Administration Corporation and the proposal is located within the Lismore local government area (LGA).

1.1 Site description

The development site is located approximately one kilometre east of the Lismore town centre and in the south-east corner of the Lismore Base Hospital. The main hospital campus is bounded by Uralba Street and residential properties to the south, Hunter Street to the west, Orion Street and Weaver Street to the north and Little Uralba Street and residential properties to the east (refer to **Figure 1**). The main hospital campus sits on a ridge and falls away to the north. The campus is generally occupied by hospital buildings up to ten storeys high and at-grade car parking. The taller buildings are located on the ridge towards the south of the campus.

The land uses surrounding the main hospital campus generally comprise low to medium density residential housing, and medical and health related uses located in low-scale purpose built institutional buildings as well as converted residential dwellings.

The development site is 1694sqm and construction of the approved Stage 3B of the Lismore Base Hospital redevelopment (SSD 6848) is currently underway.

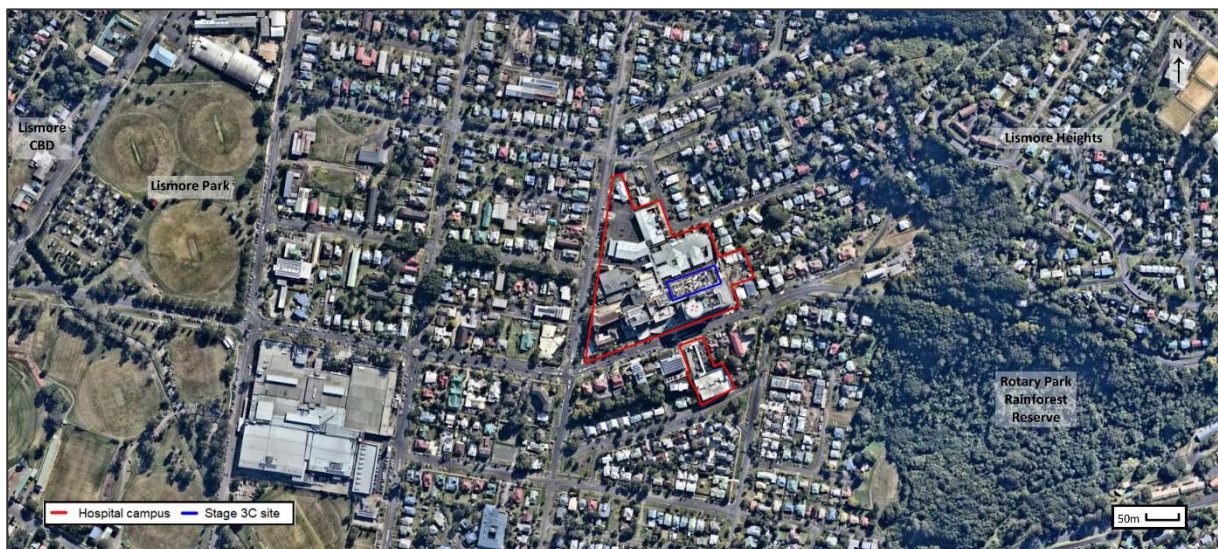


Figure 1 | Regional context map (Base source: nearmap)

1.2 Surrounding development

The development site, subject to this application, is bounded by the existing ten storey southern tower of Stage 3B to the south, the mental health facility to the north, the approved loading dock driveway off Little Uralba Street (Stage 3B) to the east, and the Block A hospital building to the west (refer to **Figures 2 and 3**).

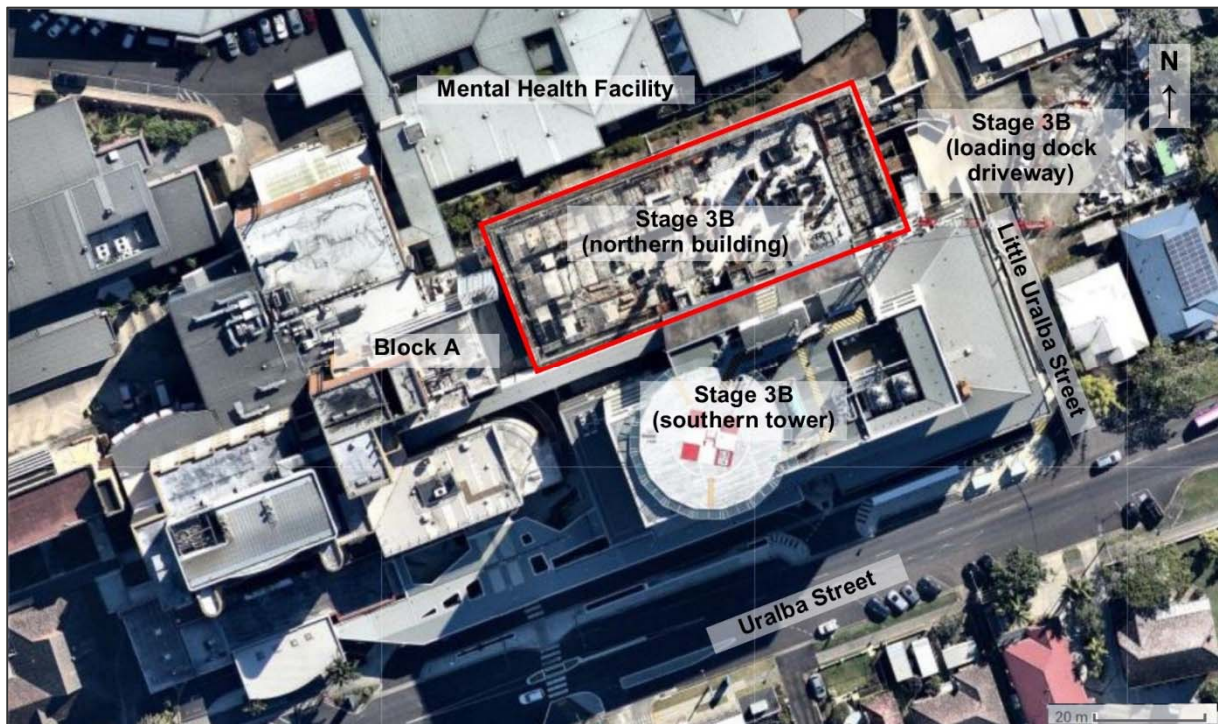


Figure 2 | Existing site layout (subject site in red) (Base source: nearmap)

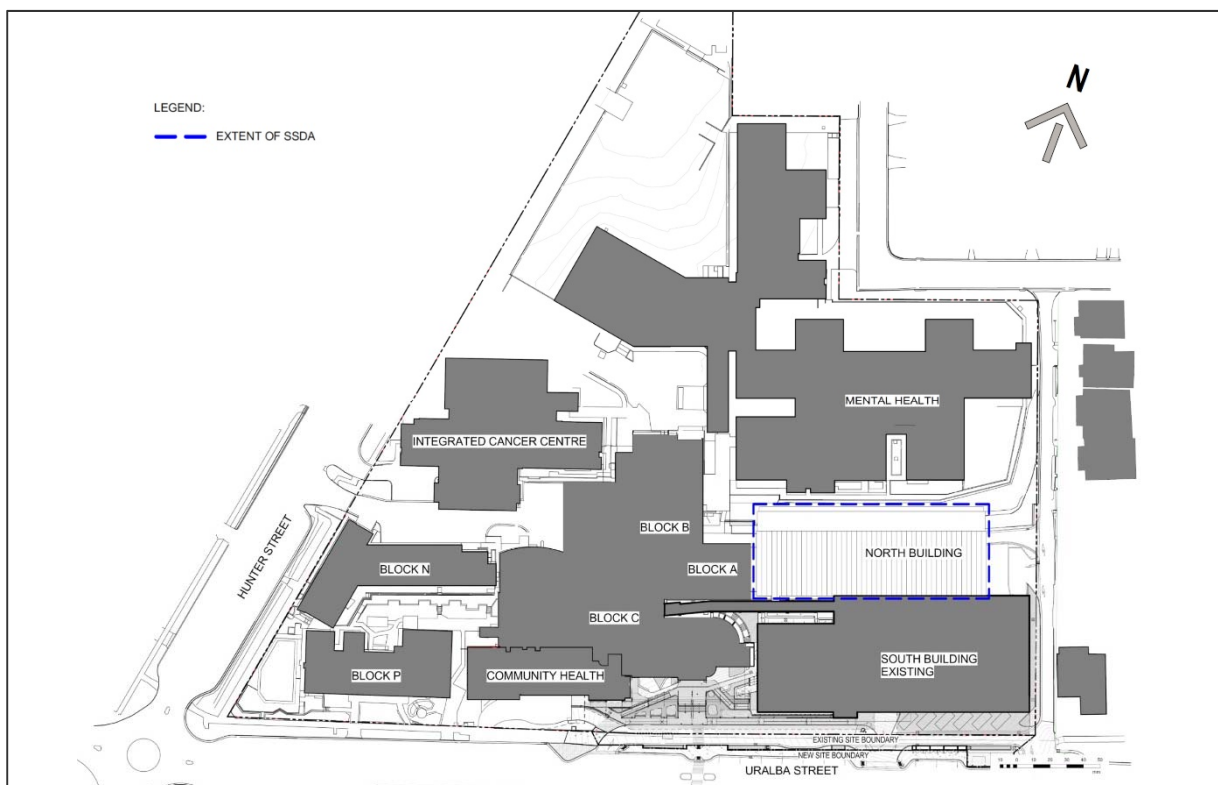


Figure 3 | Lismore Base Hospital main campus layout (Source: EIS)



2. Project

The proposal seeks approval for the construction and operation of Stage 3C of the redevelopment of Lismore Base Hospital, comprising an addition above the approved northern building of Stage 3B in the south-east corner of the Lismore Base Hospital (refer to **Figure 4**). The proposed four storey addition would accommodate:

- a new 16 room intensive care unit.
- new medical and surgical in-patient units with a total of 60 beds.
- additional treatment rooms, staff workstations, staff rooms, storage facilities, offices and meeting rooms.

The proposal would provide facilities to replace ageing facilities and additional capacity. The proposal would generate a net increase in 21 beds across the campus as:

- 42 in-patient beds are being transferred out of the existing hospital buildings (Blocks A, B and C) into the inpatient units.
- 13 existing intensive care beds are being transferred to the new Intensive Care Unit.

The key components and features of the proposal are provided in **Table 1** and are shown in **Figures 4 to 7**.

Table 1 | Main components of the project

Aspect	Description
Project Summary	Construction and operation of four new levels of hospital floorspace above an approved four storey hospital building (northern tower of Stage 3B)
Built form	Construction of a four storey addition above a four storey building with a maximum height of 36.1 metres (RL 63.4)
Development site area	1694sqm
Gross floor area (GFA)	4006.88sqm
Uses	• Intensive care unit (ICU) • In-patient medical ward and surgical ward (IPU) • Treatment rooms • Enclosed plant room • Staff offices, workstations and meeting rooms
Hours of operation	24 hours per day, 7 days per week
Construction hours of work	7am to 6pm Mon-Fri; 8am to 1pm Sat; no work on Sun and public holidays.
Jobs	Approximately 200 construction jobs and 8 operational jobs
CIV	\$32.2 million

Construction of the proposed development is expected to be completed in January 2020.

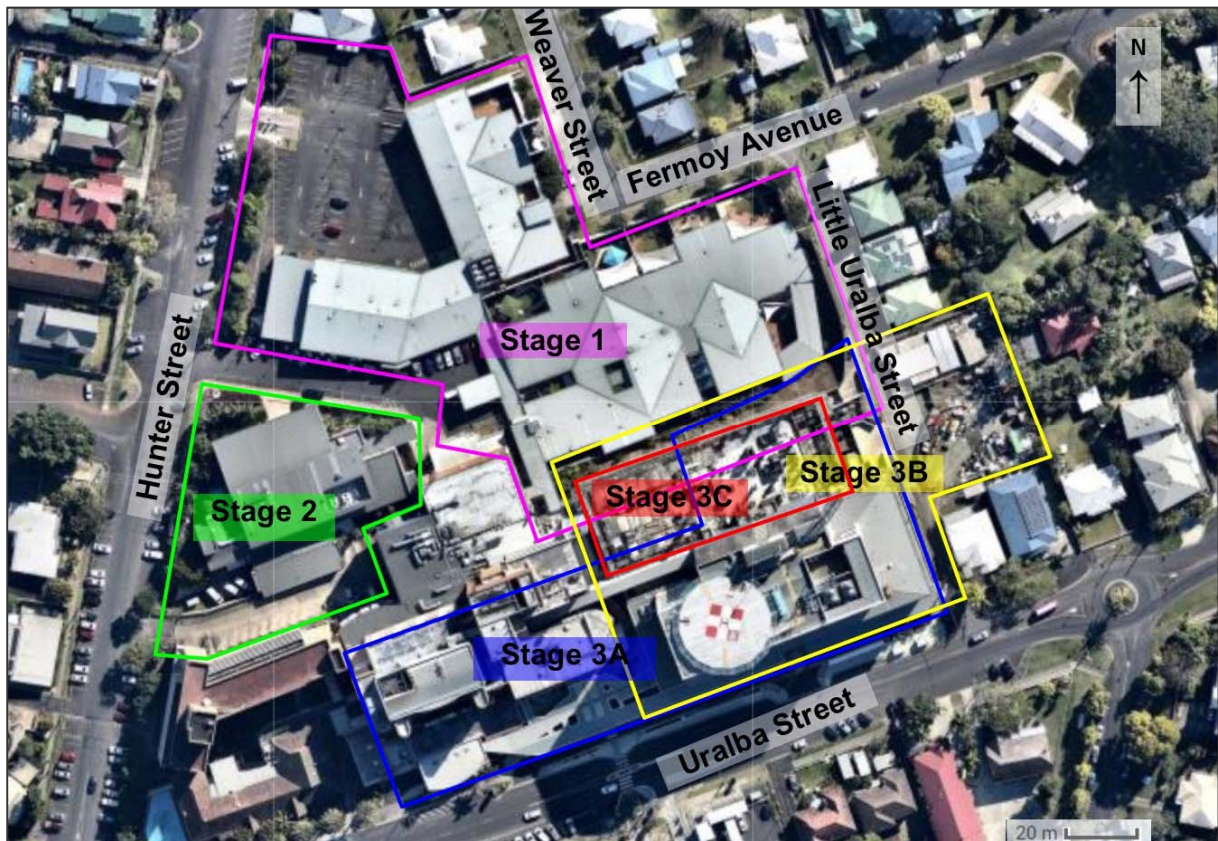


Figure 4 | Stages of the redevelopment of the main hospital campus (Base source: nearmap)

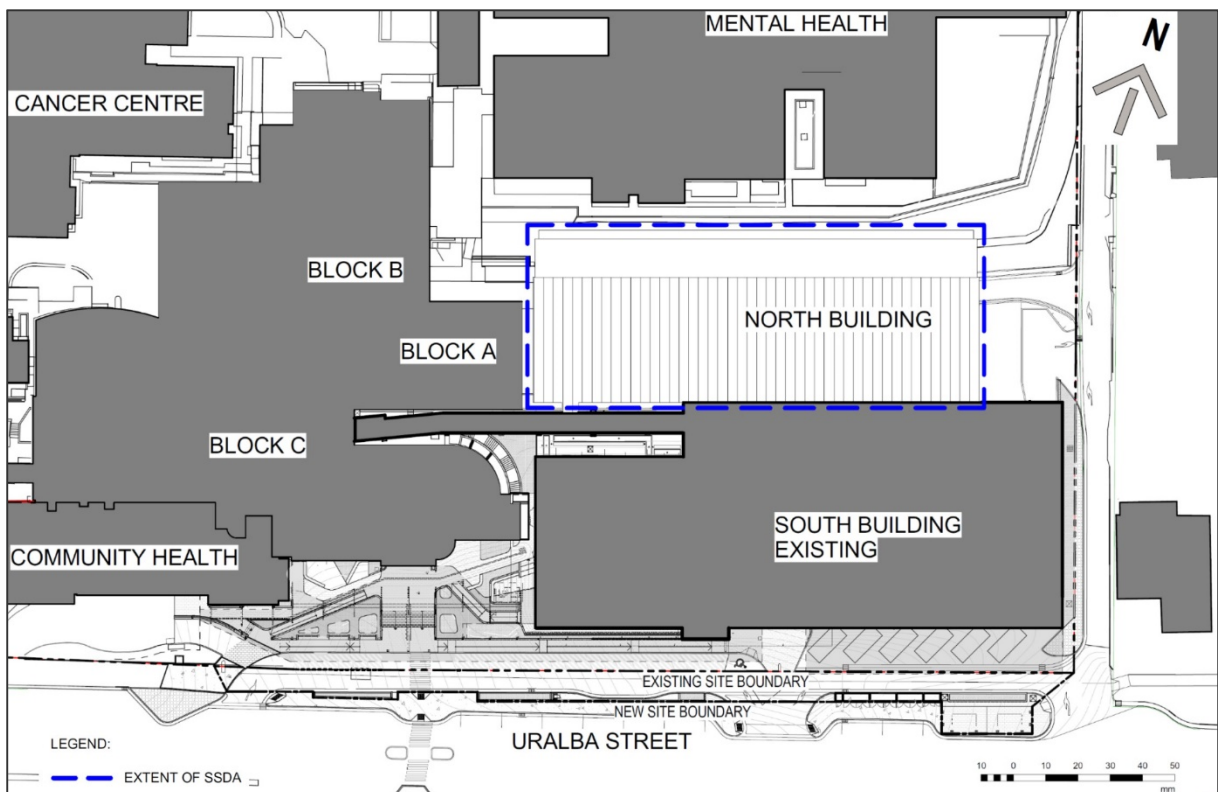


Figure 5 | Site layout (Source: EIS)



Figure 6 | Perspective of the proposal from Hunter Street looking at the northern elevation (Base source: EIS)

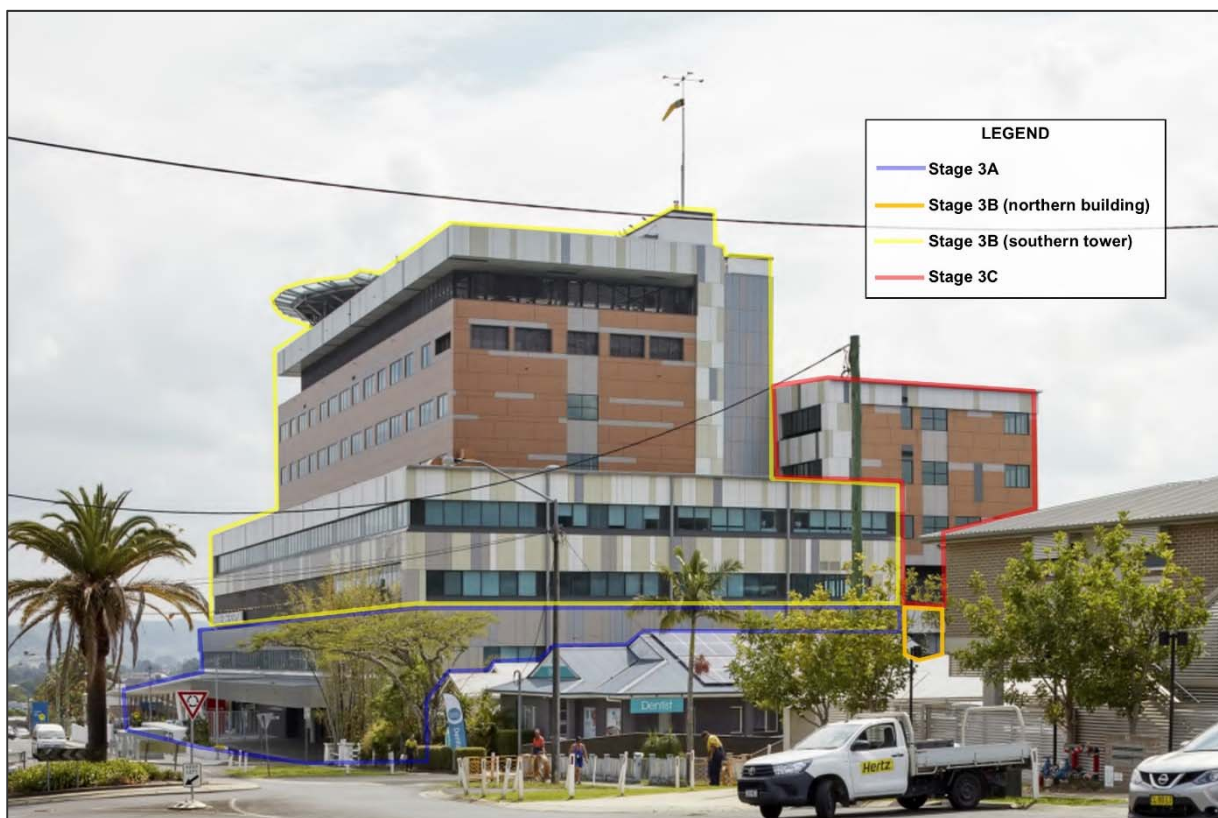


Figure 7 | Perspective of the proposal from Uralba Street looking at the eastern elevation (Base source: EIS)

2.1 Related development

The redevelopment of the Lismore Base Hospital main campus has been carried out over several stages (refer to **Figure 4**). The main stages that have supported the delivery of additional services and increased the capacity of the hospital are detailed as follows:

- Stage 1 (MP 06_0078) was approved by the then Minister for Planning on 25 January 2007 and delivered a three storey mental health facility with 48 beds located towards the northern portion of the campus. The first stage also delivered associated car parking (resulting in a total minimum 416 spaces for the entire hospital with a minimum 327 off-street spaces), vehicle access and landscaping. This stage of works has been completed.
- Stage 2 (MP 07_0136) was approved by the then Minister for Planning on 29 October 2008 and delivered a three storey integrated cancer centre with linkages to the main clinical hospital buildings (Block A) and associated infrastructure and landscaping. The cancer centre is located centrally along Hunter Street on the western boundary. The second stage also provided associated car parking, resulting in an increase to the total minimum car parking for the entire hospital to 445 spaces, which includes a minimum of 356 off-street car spaces and 89 on-street car spaces. The off-street parking is inclusive of 57 spaces at the Gaggin Lane site. This stage of works has been completed.
- On 4 March 2013, Health Infrastructure approved a Review of Environmental Factors for a program of early works under Part 5 of the EP&A Act and clause 58 of the Infrastructure SEPP for the subject site and the adjoining areas to facilitate future redevelopment stages. The early works included the demolition and relocation of the buildings located within the footprint of Stage 3A and Stage 3B of the hospital redevelopment. This required the demolition of car parking within the undercroft area of the mental health unit building for the relocated pathology unit and removal of at grade car parking surrounding the demolished buildings for the temporary maternity unit, resulting in a total loss of 62 on-site car spaces (partially offset by reconfigured on-street car parking to provide 49 additional on-street spaces) and reduction in total off-street car parking to approximately 294 car spaces. This stage of works has been completed.
- Stage 3A (SSD 5816) was approved by the Minister's delegate on 13 March 2014. Stage 3A comprised of a new part three and part five storey hospital building with linkages to the existing hospital building located in the south-eastern portion fronting Uralba Street, refurbishment works to Level 4 of Block C and public domain and road works along Uralba Street. This stage of works has been completed.
- Stage 3B (SSD 6848) was approved by the Minister's delegate on 1 May 2015. Stage 3B consists of construction of five additional storeys above the approved five storey Stage 3A building (resulting in a 10 storey building) and a five storey addition to the north of Stage 3A, including the partial demolition of Block A and the temporary maternity unit. Stage 3B also includes fit-out of one level and expansion of the uppermost level of Stage 3A and the staged construction of a seven-level car park to the south of the hospital on Uralba Street. Stage 3B has been previously modified on three occasions, as summarised in **Table 2**. The five storey addition to Stage 3A has been completed and the addition to the north (located below Stage 3C) is currently under construction.

Table 2 | Summary of modifications to the approval of Stage 3B (SSD 6848)

MOD no.	Summary of Modifications to Stage 3B	Approval Date
MOD 1	Changes to the façade design and materials of the multi-level carpark	24 May 2016
MOD 2	Correction of an administrative error by incorporating plans and documentation into the instrument	9 June 2016
MOD 3	Minor façade amendments and reduction in building height from five storeys to four storeys	31 August 2016

On 15 August 2018, a further modification request relating to Stage 3B (SSD 6848 MOD 5) was lodged to amend the façade of the northern tower of Stage 3B. The application is currently under assessment.



3. Strategic Context

The Lismore Base Hospital is part of the Northern NSW Local Health District (NNSWLHD) and is integral in providing health services to the region. It is a regional referral hospital for the northern region, extending from Nymboida and Grafton in the south to Tweed Heads in the north. The Applicant states that the proposed development is required to provide capacity to support the increasing health service demands required by a growing and ageing population.

The redevelopment of the Lismore Base Hospital (LBH) has been informed by the LBH Clinical Services Plan 2012 and 2014 Service Statement and consultation with the community, LBH stakeholders and Lismore City Council. The Applicant states the redevelopment is a response to the continued expansion of LBH as a major referral hospital in the NNSW LHD, characterised by a new and growing emergency department, a high level of admissions activity and high level elective surgical procedures when compared with other hospitals throughout the NNSW LHD.

The Department considers that the proposal is justified from a strategic context given:

- it is consistent with the Premiers Priorities and NSW State Priorities to deliver health infrastructure for an ageing population, improve service levels in hospitals through the construction of new health facilities, and the creation of jobs during both the construction and operation phases of the development.
- it is consistent with the North Coast Regional Plan 2036 which aims to improve the economy and employment opportunities in the region and identifies Lismore Base Hospital as a catalyst for growth of the health services industry.
- it is consistent with State Infrastructure Strategy 2018 – 2038 Building the Momentum as it would continue investment in health infrastructure to support a growing and ageing population and enable the delivery of modern health infrastructure that would support improved health outcomes for the people of regional NSW.
- it is consistent with the Future Transport Strategy 2056 as it provides improved health facilities within a regional centre, which would support its role as a regional hub for employment and services.
- it would provide critical public infrastructure to cater for the increased demand for health services required for an ageing population.
- it will provide direct investment in the region of \$32.2 million, and would support 200 construction jobs and eight new operational jobs.



4. Statutory Context

4.1 State significant development

The proposal is SSD under section 4.36 (development declared SSD) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) as the development has a CIV in excess of \$30 million (\$32.2 million) and is for the purpose of a hospital under clause 14 of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011.

The Minister is the consent authority under section 4.5 of the Act.

In accordance with the then Minister for Planning's delegation to determine SSD applications, signed on 11 October 2017, the Executive Director, Priority Projects may determine this application as:

- the relevant Council has not made an objection.
- there are less than 25 public submissions in the nature of objection.
- a political disclosure statement has not been made.

4.2 Permissibility

The site is zoned SP2 Infrastructure – Health Services Facility under the Lismore Local Environmental Plan (LLEP) 2012. The proposal is consistent with the objectives of the zone as it would deliver health infrastructure which is an intensification of the existing use and infrastructure on the site. The development is permissible with consent. Therefore, the Minister for Planning or a delegate may determine the carrying out of the development.

4.3 Other approvals

Under Section 4.41 of the EP&A Act, a number of other approvals are integrated into the State significant development approval process, and consequently are not required to be separately obtained for the proposal.

Under Section 4.42 of the EP&A Act, a number of further approvals are required, but must be substantially consistent with any development consent for the proposal (e.g. approvals for any works under the *Roads Act 1993*).

The Department has consulted with the relevant public authorities responsible for integrated and other approvals, considered their advice in its assessment of the project, and included suitable conditions in the recommended conditions of consent (see **Appendix C**).

4.4 Mandatory matters for consideration

4.4.1 Environmental planning instruments

Under section 4.15 of the EP&A Act, the consent authority is required to take into consideration any environmental planning instrument that is of relevance to the development the subject of the development application. Therefore, the assessment report must include a copy of, or reference to, the provisions of any EPIs that substantially govern the project and that have been taken into account in the assessment of the project.

The Department has undertaken a detailed assessment of these EPIs in **Appendix B** and is satisfied the application is consistent with the requirements of the EPIs.

4.4.2 Objects of the EP&A Act

The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent/ approval) are to be understood as powers to advance the objects of the legislation, and limits on those powers are set by reference to those objects. Therefore, in making an assessment, the objects should be considered to the extent they are relevant. A response to the Objects of the EP&A Act is provided at **Table 3**.

Table 3 | Response to the objects of section 1.3 of the EP&A Act

Objects of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	The development would ensure the proper management and development of suitably zoned land for the social welfare of the community and State. The improved health care facilities provide significant social and economic benefits to the community.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The proposal includes measures to deliver ecologically sustainable development.
(c) to promote the orderly and economic use and development of land,	The development would meet the objectives of the zone to provide health infrastructure. The redevelopment of the existing hospital campus to intensify the use would also be of economic benefit through job creation and infrastructure investment.
(d) to promote the delivery and maintenance of affordable housing,	The proposal does not involve the provision/ maintenance of affordable housing.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The proposed development would not result in the loss of any threatened or vulnerable species, populations, communities or significant habitats.
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The proposed development is not anticipated to result in any impacts upon built and cultural heritage, including Aboriginal cultural heritage.
(g) to promote good design and amenity of the built environment,	The proposal has been reviewed by the Government Architect NSW (GANSW) throughout the assessment of the proposed development. The Department considers the application would provide for good design and amenity of the built environment (refer to Section 6.1).

(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The Department has considered the proposed development and has recommended a number of conditions of consent to ensure the construction and maintenance is undertaken in accordance with legislation, guidelines, policies and procedures (refer to Appendix C).
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	The Department publicly exhibited the proposed development as outlined in Section 5.1 , which included consultation with Council and other public authorities and consideration of their responses.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the application as outlined in Section 5.1 , which included notifying adjoining landowners, placing a notice in the press and displaying the application on the Department's website and at the Department's Sydney office and Council's office.

4.4.3 Ecologically Sustainable Development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle.
- inter-generational equity.
- conservation of biological diversity and ecological integrity.
- improved valuation, pricing and incentive mechanisms.

ESD initiatives and sustainability measures are proposed to be incorporated into the design, including:

- optimising natural lighting whilst incorporating appropriate shading to reduce heat gain in summer and promote passive solar heating in winter, zoned lighting control, use of energy efficient fixtures, use of daylight sensors and the adoption of building systems that can monitor energy usage to reduce energy use.
- use of water efficient fixtures to reduce potable water use.
- provide waste storage facilities to promote the reduction in operational waste and encourage recycling.
- using sustainable building materials where possible.
- supporting sustainable transport by implementing a green travel plan and travel access guide developed for the hospital.

The site is not subject to any known effects of flooding and is not subject to bushfires. The site would not be impacted by changes in sea level resulting from climate change.

The Department has considered the proposed development in relation to the ESD principles. The Precautionary and Inter-generational Equity Principles have been applied in the decision making process via a thorough and rigorous assessment of the environmental impacts of the proposed development. The proposed development is consistent with ESD principles as described in Section 9.5.2 of the Applicant's EIS, which has been prepared in

accordance with the requirements of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).

Overall, the proposal is consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives will encourage ESD, in accordance with the objects of the EP&A Act.

4.4.4 Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

4.4.5 Planning Secretary's Environmental Assessment Requirements

The EIS is compliant with the Planning Secretary's Environmental Assessment Requirements (SEARs) and is sufficient to enable an adequate consideration and assessment of the proposal for determination purposes.

4.4.6 Section 4.15(1) matters for consideration

Table 4 identifies the matters for consideration under section 4.15 of the EP&A Act that apply to SSD in accordance with section 4.40 of the EP&A Act. The table represents a summary for which additional information and consideration is provided for in **Section 6** (Assessment) and relevant appendices or other sections of this report and EIS, referenced in the table.

Table 4 | Section 4.15(1) matters for consideration

Section 4.15(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The Department's consideration of the relevant EPIs is provided in Appendix B of this report.
(a)(ii) any proposed instrument	The Department's consideration of the draft EPIs is provided in Appendix B of this report.
(a)(iii) any development control plan (DCP)	Under clause 11 of the SRD SEPP, DCPs do not apply to SSD. Notwithstanding, consideration has been given to relevant DCPs at Appendix B .
(a)(iia) any planning agreement	Not applicable.
(a)(iv) the regulations <i>Refer Division 8 of the EP&A Regulation</i>	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6 of the EP&A Regulation), public participation procedures for SSD and Schedule 2 of the EP&A Regulation relating to EIS.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	Appropriately mitigated or conditioned - refer to Section 6 of this report.
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Sections 3, 4 and 6 of this report.

(d) any submissions

Consideration has been given to the submissions received during the exhibition period. See **Sections 4** and **5** of this report.

(e) the public interest

Refer to **Section 5** of this report.

4.4.7 Biodiversity Conservation Act 2016

Under section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act), SSD applications are “to be accompanied by a biodiversity development assessment report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values”.

The proposed works are not likely to have a significant impact on biodiversity values. The Office of Environment and Heritage and the Department have determined that the application Lismore Base Hospital Redevelopment Stage 3C is not required to be accompanied by a BDAR.



5. Engagement

5.1 Department's engagement

In accordance with Schedule 1 of the EP&A Act, the Department publicly exhibited the application from 1 June 2018 until 28 June 2018 (28 days). The application was exhibited at the Department and on its website, at NSW Service Centres and at Lismore Council's office.

The Department placed a public exhibition notice in the Lismore Northern Rivers Echo on 31 May 2018, and notified adjoining landholders and relevant State and local government authorities in writing. Department representatives visited the site to provide an informed assessment of the development.

The Department has considered the comments raised in the public authority submissions during the assessment of the application (**Section 6**) and by way of recommended conditions in the instrument of consent at **Appendix C**.

5.2 Summary of submissions

The Department received a total of five submissions from public authorities, including Lismore City Council. No submissions were received from the public. A summary of the issues raised in the submissions is provided at **Section 5.3** below.

5.3 Public authority submissions

A summary of the issues raised in the public authority submissions is provided at **Table 5** below and copies of the submissions may be viewed at **Appendix A**.

Table 5 | Summary of public authority submissions to the EIS exhibition

Lismore City Council (Council)

Council does not object to the proposal, however, it provided comments relating to:

- acknowledging that the proposal would result in only 21 new beds and eight additional staff due to the relocation of existing services. However, to ensure that the full extent of the traffic and parking impacts are considered, details of the how the vacated areas in the existing hospital buildings are to be used should be provided and any relevant consents for these areas amended to address the modified use.
- the need to establish clear criteria for delivery of the next stage of the approved multi-level carpark in SSD 6848.
- the need to review the findings and conclusions of the previous SEPP 33 Screening Assessment undertaken by AECOM in 2013 to ensure that they continue to be relevant to the proposed development.
- ensuring that the recommendations nominated in the Noise Impact Assessment Report are adopted.
- ensuring Civil Aviation Safety Authority's (CASAs) recommendations are adopted and implemented as the proposal penetrates the Obstacle Limitation Surface (OLS) for the Lismore Aerodrome by 8.88m.
- a potential non-compliance of the composite aluminium panels used in the external cladding for Stages 3A and 3B with the Building Code of Australia (BCA).

- recommending the three separate allotments that form the site be consolidated into a single lot.

Council also recommended conditions regarding: monitoring on-street car parking at regular intervals post occupation (at five, 10 and 15 year intervals) and developing a Parking Management Commitment Plan if parking occupancy exceeds nominated criteria; obtaining relevant approvals for water supply and sewerage works (including Liquid Trade Waste pre-treatment, if required); obtaining relevant approvals under s138 of the *Roads Act 1993*; preparation of a construction waste management plan; preparation of construction management plans to mitigate amenity impacts; and ensuring materials used do not result in adverse glare or reflectivity.

Transport for NSW (TfNSW)

TfNSW did not object to the proposal, however, advised that:

- the assumptions regarding travel patterns and impact on public transport do not account for patient activity.
- there are two bus shelters located near the hospital entrance that should be used for bus services and not the “Hail and Ride” system that operates where there are no formal bus stops.

Roads and Maritime Services (RMS)

RMS considered the transport assessment to be reasonable and advised that:

- service vehicles should enter and leave the site in a forward manner.
- consideration should be given to connectivity for public transport facilities and active transport modes.
- planning for the future upgrade of the marked Uralba Street foot crossing is required, including consideration of whether the relevant criteria for a signalised pedestrian crossing is reached over a 10 year design horizon.
- as conflict exists between pedestrians and vehicles outside the hospital, especially in vicinity of the emergency vehicle area and patient drop off area, it may be appropriate for the Applicant to work with Council to provide behavioural measures to improve safety.
- it supports the continued implementation of the Green Travel Plan and Transport Access Guide.

Office of Environment and Heritage (OEH)

OEH advised that:

- it acknowledges the assessment and findings of previous Aboriginal cultural heritage investigations undertaken for the site that conclude that there is a low potential for Aboriginal objects on the site and supports the ongoing consultation with the local Aboriginal community to inform the management of Aboriginal cultural heritage.
- the findings of both the Stage 3A and Stage 3B Aboriginal cultural heritage assessments should be considered in drafting the conditions for management of any unexpected Aboriginal cultural heritage finds for the proposed works.

CASA noted that the proposal penetrates the OLS for the Lismore Aerodrome and advised that:

- the highest point of both towers from Stage 3B and 3C must be lit with low intensity steady red lights at night.
- the height and location of the building must be provided to the Lismore Aerodrome who are responsible for monitoring the provision of obstacle lighting.
- any outage of obstacle lighting must be reported immediately to the aerodrome operator.
- the existing obstacle lighting is only activated when helicopters are accessing the hospital but should be modified to also operate at night and during low visibility.

5.4 Response to Submissions

Following the exhibition of the application the Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions.

On 31 July 2018, the Applicant provided a Response to Submissions (RtS) (**Appendix A**) on the issues raised during the exhibition of the proposal. The RtS provided additional information in relation to:

- consideration of parking impacts, including revising the mitigation measure in relation to car parking management and committing to reviewing car parking occupancy in the multi-level carpark after five years post commencement of operations and developing a response in the Car Parking Management Strategy in consultation with Council if relevant criteria is exceeded.
- noting recent studies demonstrate that the pedestrian activity at Uralba Street pedestrian crossing does not meet the relevant criteria for a signalised crossing.
- noting recent initiatives implemented in the green travel planning for Stage 3B that would also be applicable to Stage 3C to improve sustainable travel, including negotiations with bus service providers to improve services, installation of bicycle parking, provision of locker facilities for cyclists and ensuring safe conditions for cyclists.
- acknowledging that the bus stops would be used.
- identifying and committing to a lighting solution to address the aviation requirements.
- confirming that service arrangements for the proposal would be utilising existing facilities.
- confirming that the design of the plant and equipment would be reviewed post selection to ensure it meets relevant operational criteria to ensure no adverse noise impacts.
- identifying the measures that have provided in the Stage 3 development, in its entirety, to address outcomes of Aboriginal consultation.
- outlining the proposed ESD measures that have been developed to address key guidelines for design of health facilities and are consistent with measures delivered in Stages 3A and 3B, which would be integrated with the proposal.

The RtS was made publicly available on the Department's website and was referred to the relevant public authorities. An additional three submissions were received from public authorities, including Council, RMS and CASA. A summary of the issues raised in the submissions is provided at **Table 6** and copies of the submissions may be viewed at **Appendix A**.

Table 6 | Summary of public authority submissions to the RtS

Council

Council confirmed the RtS has addressed some aspects of its original submission. However, Council reiterated that any consent should require:

- existing consents for the existing hospital buildings be modified given the future change in use from the relocation of services.
- a more comprehensive condition as per Council's recommendation from its original submission to address parking impacts.

RMS

RMS confirmed the RtS has adequately addressed comments raised in its original submission.

CASA

CASA confirmed that comments its original submission continue to be applicable.



6. Assessment

The Department has considered the EIS, the issues raised in submissions and the Applicant's RtS in its assessment of the proposal. The Department considers the key issues associated with the proposal are:

- built form.
- transport impacts.
- noise and vibration impacts.

Each of these issues is discussed in the following sections of this report. Other issues were taken into consideration during the assessment of the application and are discussed at **Section 6.4**.

6.1 Built form

The proposal includes the construction of four new levels with a GFA of approximately 4007sqm above an approved four storey building currently under construction. The additional levels would accommodate: a new intensive care unit; new in-patient accommodation, including medical ward and surgical ward; enclosed plant room, additional treatment rooms; staff workstations and rooms; storage facilities; offices; and meeting rooms. The proposed development would result in an eight storey building with an overall height of 36.1m (refer to **Figures 8 and 9**). No development controls under LLEP 2012 apply to the site.



Figure 8 | Northern elevation (Source: EIS)

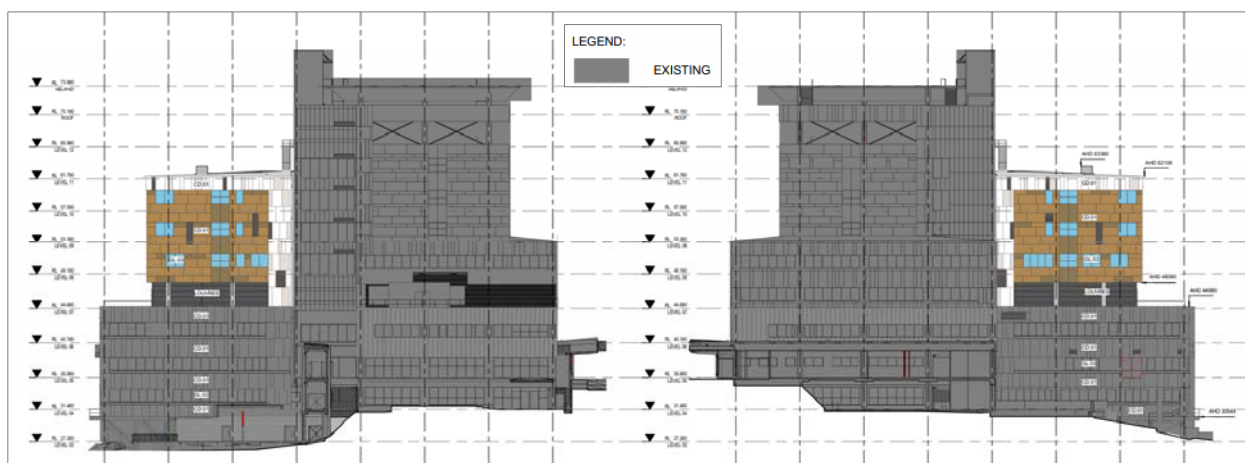


Figure 9 | Eastern and western elevations (Source: EIS)

The proposed development has been designed to integrate with Stages 3A and 3B of the redevelopment of the Lismore Base Hospital campus. The proposed four storey tower element sits on the podium approved as part of Stage 3B (northern building). The eight storey building is adjacent to the recently completed 10 storey building with a height of 52.2m (comprising the Stage 3A podium and Stage 3B southern tower). The podium and tower elements provide modulation to reduce the massing of the development. The proposal also incorporates articulated elements to ensure visual interest is provided along the extensive northern façade (see **Figures 10** and **11**). The proposal would further reduce the visual dominance of the solid southern tower element of Stage 3B, whilst not presenting as a dominant form in itself. The lower form of Stage 3C also creates a graduated 'stepping' of the building form, when viewed from the east and west. The Stage 3B southern tower screens the proposed extension from the south and partially from the south east.

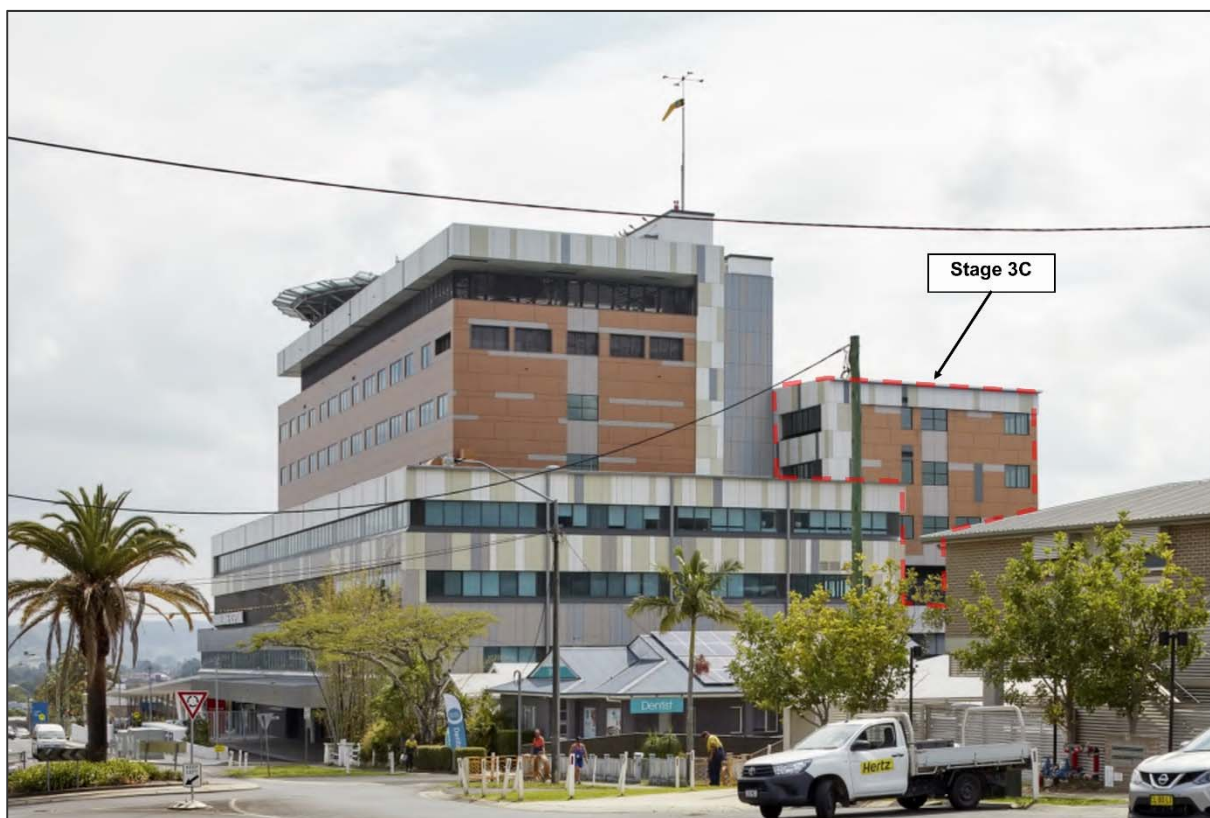


Figure 10 | Perspective of the proposal from Uralba Street looking at the eastern elevation (Base source: EIS)



Figure 11 | Perspective of the proposal from Hunter Street looking at the northern elevation (Base source: EIS)

The height of the proposed addition is compatible with the building located adjacent to and south of the site on the hospital campus. The building is setback from the eastern boundary of the hospital campus and the proposed built form would fit comfortably within the hospital landscape and complement the existing built form on the campus. Additionally, the new building incorporates a mixture of colours and external materials and finishes, including glazing, composite metal cladding vertical and aluminium louvres, which results in an appealing and visually interesting built form. The Stage 3B northern building is approved with a brown/bronze colour scheme however is proposed to be modified to grey tones to be consistent with the colour scheme of the southern tower. The contemporary form, colours and materials used would be compatible with the modified design for Stage 3B of the hospital redevelopment and provide contrast and modulation compared to the approved brown/bronze colour scheme.

Council raised concern that the composite aluminium panels used in the construction of the hospital building for Stages 3A and 3B may not address the relevant requirements of the Building Code of Australia (BCA). The Applicant addressed the concerns in the RtS and the Department has recommended a condition requiring certification that the proposed external materials comply with the BCA prior to the commencement of works and operations.

The Department, in consultation with the GANSW, also requested further details regarding: consideration of external sun shading devices; optimising internal amenity; ensuring adequate acoustic attenuation for adjoining residents; incorporating comments received during consultation with Aboriginal parties into the design, including provision of a respite area and co-signing internal hospital signage; and ESD measures. These matters have been satisfactorily addressed in the Applicant's RtS and through the recommended conditions of consent.

The Department considers that the proposed building is compatible with built form on the hospital campus and the height and massing is appropriate within the context of the site. Accordingly, the Department concludes that the proposed built form and design of the proposal is acceptable for the site.

6.2 Transport impacts

6.2.1 Car parking

The Applicant's Transport and Accessibility Impact Assessment (TAIA) calculated parking demand generated by Stage 3C to be 10 additional car spaces based on additional staff numbers, number of outpatients and the 21 additional beds and assumed visitor rates. No additional car parking spaces were proposed as part the development in the EIS.

Council raised concerns regarding availability of off-street parking for the hospital and the impact of overflow parking on surrounding streets. Council also queried the full extent of the traffic and parking impacts as no details have been provided regarding the use of the vacated areas in the existing hospital buildings where beds and services are being transferred from. Council recommended that clear criteria be established to prescribe when the second stage of the approved multi-level carpark must be delivered (when on-street car parking is at capacity – considered to be 85 per cent), including monitoring of occupancy levels of on-street car parking in surrounding streets at five, 10 and 15 years post occupation.

Stage 1 of the multi-level carpark approved as part Stage 3B has been completed and provides 270 car spaces for the hospital. The first stage of the carpark provides sufficient car parking to meet the demand generated by Stages 3A and 3B of the hospital redevelopment for 260 car spaces (110 and 150 spaces, respectively). Stage 2 of the carpark approved as part of Stage 3B, which would provide an additional 292 car spaces, would address an acknowledged existing reliance on on-street car parking. This would reduce the demand for on-street car parking from 509 to 217 car spaces but its construction is subject to future funding.

The Applicant states the increase in car parking demand from Stage 3C can be accommodated within the multi-level carpark as currently constructed. As part of the approval for Stage 3B a condition was included requiring the Applicant to develop a Car Parking Management Strategy in consultation with Council. The Strategy was to address on-street car parking management, including details of any supporting infrastructure required for the proposed measures, responsibilities for the measures and timing for implementation. This Strategy has now been prepared and implemented. It is also supported by recent initiatives implemented in the green travel planning for Stage 3B that would extend to occupants and visitors of Stage 3C, which seek to promote and encourage sustainable travel. Initiatives include negotiating with bus service providers to improve services, installation of bicycle parking, provision of locker facilities for cyclists and ensuring safe conditions for cyclists.

The Applicant has indicated that it would review the car parking occupancy of the first stage of the multi-level carpark approved as part of Stage 3B after five years of operation, which is currently at 94 percent occupancy at its peak, and in consultation with Council develop a response in the Strategy if the established criteria is exceeded. Council reiterated that there should be multiple ongoing reviews of the car parking impacts on the surrounding streets as per Council's recommended condition and that the Applicant should commit to delivering the second stage of the carpark if on-street car parking reaches capacity (85 per cent occupancy).

Whilst Council requested that the Department require the Applicant to modify existing approvals for the existing hospital buildings (Blocks A, B and C) to reflect the removal of hospital beds from these areas, the future fit-out and use of the vacated areas does not form part of this development. Council has accepted that the Applicant does not intend on providing beds within the vacated areas in the existing buildings. The Applicant would need to consider the traffic and parking impacts as part of the separate application process for the use of the vacated areas in Blocks A, B and C.

The Applicant identified that the increase in the demand for car parking can be accommodated in the recently constructed carpark as 270 car spaces were constructed for the hospital and Stages 3A and 3B generated a total demand for 260 car spaces. Whilst the car parking supply exceeded the demand for the earlier stages of

development, the Department acknowledged that the additional car parking would also support the existing shortfall in car parking and ease demand on on-street parking.

The Department has therefore recommended that the Applicant provide 10 additional car parking spaces to address demand generated by the development, which the Applicant has accepted and advised indicatively would be located adjoining the new driveway to the loading dock approved as part of Stage 3B (refer to **Figure 2**). The Applicant will also be required to undertake the five year post occupation review of the occupancy of the multi-level carpark (as committed to by the Applicant) but must also include the nominated surrounding streets. This would ensure that the Applicant verifies that the proposed development has mitigated the potential on-street parking impacts and the Car Parking Management Strategy is updated if necessary given the historical carparking shortfall and potential to impact on-street parking. The Department considers that Council's request for the ongoing monitoring and commitment to deliver the second stage of the carpark as part of this application is unreasonable as it does not relate to the impacts of the proposed development. Accordingly, the Department is satisfied that car parking impacts can be appropriately managed, subject to the recommended conditions.

6.2.2 Construction traffic impacts

A Preliminary Construction Traffic Management Plan has been prepared for the site, which identifies that Brewster Street, Uralba Street, Little Uralba Street and Bruxner Highway would be used as the primary construction vehicle haulage route and access point. It estimated the construction of the proposal would generate approximately five additional truck movements per day, including Heavy Rigid Vehicles.

During construction there will be minor impacts on traffic flows around the site, including the closure of Little Uralba Street. The Applicant advises the construction traffic impacts will not be significantly increased from the those resulting from the Stage 3B works. Neither Council nor RMS raised concerns with regard to construction vehicle movement times and volume.

The Department has recommended conditions of consent requiring the Applicant to prepare and implement a CPTMP, in consultation with Council to ensure that construction traffic impacts are minimised and appropriately managed.

6.2.3 Transport impacts

The TAIA submitted with the EIS estimates that the proposal is expected to result in an additional daily 84 visitor and 14 staff vehicle movements during operation. The TAIA concludes that the additional traffic would have a negligible impact on the operation of surrounding intersections. The Department notes that there would no change in level of service at the surrounding intersections and is satisfied that the proposal would not result in significant traffic impacts.

RMS raised concerns regarding increased use of the pedestrian crossing on Uralba Street due to the staged redevelopment and need to consider whether the development would meet the relevant criteria for a signalised pedestrian crossing over a 10 year design horizon.

As part of the approval for Stage 3B (SSD 6848), a condition was included requiring the Applicant to monitor vehicular and pedestrian flow at the Uralba Street pedestrian crossing within six months of commencement of operations of each stage of the car park. The Applicant has advised that the findings of the review confirm the criteria for a signalised pedestrian crossing have not been reached with the first stage of the multi-level carpark. The Stage 3B consent also required that a revised Green Travel Plan be prepared following 12 months after completion to ensure that connectivity to public and active transport networks would be maintained. The Department considers that the conditions included as part of the Stage 3B approval appropriately manage the use of the pedestrian crossing.

The Applicant has also confirmed that users of the bus services would be directed to use the bus stops and they are adequate to cater for the needs of the intensified hospital use.

Accordingly, the Department is satisfied that the surrounding road network would be able to support the additional traffic generated by the proposal as satisfactory levels of service can be maintained for the operation of the surrounding intersections during peak periods.

6.3 Noise and vibration impacts

The proposed development has the potential to cause adverse noise and vibration impacts on surrounding properties and existing hospital buildings during construction and operation as a result of construction activities, operational plant and equipment and increased traffic in the area. A Noise Impact Assessment (NIA) was submitted with the EIS that assessed the potential construction and operational noise and vibration impacts on the nearest sensitive receivers. Background noise monitoring was undertaken at the nearest residential receiver on Little Uralba Street to establish rating background levels in accordance with the EPA's Noise Policy for Industry.

6.3.1 Construction impacts

The Interim Construction Noise Guideline (ICNG) establishes construction noise management levels for surrounding sensitive residential receivers and for surrounding non-residential sensitive land uses. The NIA for Stage 3C identifies construction noise emission goal for residents on Little Uralba Street and establishes a noise management level (NML) of 57dB(A).

No excavation or piling works is to be undertaken for proposed development. The main noise source that would need to be managed during the construction works are those that are undertaken close to the eastern boundary of the site due to the potential impact on residents of Little Uralba Street.

The NIA recommends a Construction Noise and Vibration Management Plan (CVMP) be prepared addressing appropriate management of construction noise. The Department has recommended a condition of consent of requiring that a CNVMP be prepared in consultation with Council and noise sensitive receivers.

The Department has also recommended a condition of consent for Stage 3C limiting the hours of construction to between 7am and 6pm Mondays to Fridays and between 8am to 1pm Saturdays, consistent with those permitted for Stage 3B.

Subject to compliance with the recommended conditions of consent and implementation of the proposed mitigation measures, the Department is satisfied that construction noise impacts can be appropriately managed.

6.3.2 Operational impacts

The NIA concludes that the operation of the proposed Stage 3C building is not expected to generate any adverse noise impacts on adjoining noise sensitive residences, subject to the adoption of standard noise mitigation measures for the rooftop plant and equipment. The proposed development would not result in a change to existing helipad and ambulance operations at the hospital.

The NIA states that whilst final plant has not been selected, an indicative assessment of primary plant items, including air handling plant, chillers and pumps, has been carried out. The NIA concludes that compliance with the project specific noise levels would be achievable subject to detailed acoustic review of selected plant items and the adoption of acoustic treatments, including: acoustic screens; acoustic lining to air handling unit ducting; and acoustic louvres or attenuators and additional treatment for any external louvres.

The Department has recommended conditions of consent for Stage 3C requiring:

- that all plant and equipment must be maintained and operated in a properly and efficiently.
- noise associated with plant, machinery or other equipment must not exceed the established project specific noise levels.
- noise monitoring to verify that operational noise levels do not exceed NMLs.
- the provision of noise attenuating measures should noise monitoring identify exceedance of NMLs.

Subject to compliance with the recommended conditions of consent and implementation of the proposed mitigation measures, the Department is satisfied that operational noise impacts can be appropriately managed.

6.4 Other issues

The Department's consideration of other issues is provided at **Table 7**.

Table 7 | Department's assessment of other issues

Issue	Findings	Recommended Condition
Overshadowing	The proposed development would result in minor additional shadowing of existing hospital buildings. The overshadowing would not reduce the functionality of the affected spaces. The proposed development would not result in any additional overshadowing of residential properties. Accordingly, the Department is satisfied that the proposal would not result in any unacceptable overshadowing impacts to surrounding development or the hospital campus.	The Department considers no additional conditions or amendments are necessary.
Obstacle limitation surface	The proposed development penetrates the inner horizontal surface for the Lismore Aerodrome OLS by up to 8.88m. The existing south tower adjacent to the proposed development penetrates the OLS by 24.19m. Both buildings have been assessed as hazardous objects under the <i>Civil Aviation Safety Regulations 1998</i>. CASA has provided recommended mitigation measures. The Applicant has reviewed the requirements for obstacle lighting by CASA and identified a solution to ensure appropriate lighting is provided during helicopter operations and times of low visibility. The Applicant has committed to installing the relevant obstacle lighting and notifying Lismore Aerodrome as per CASAs requirements.	The Department has recommended conditions requiring installation of obstacle lighting before commencement of operations and notification of the Lismore Aerodrome regarding the location and height of the building.



7. Evaluation

The Department has reviewed the EIS, RtS and assessed the merits of the proposal, taking into consideration advice from the public authorities, including Council, and all environmental issues associated with the proposal have been thoroughly addressed.

The proposed development is consistent with the objects of the EP&A Act (including ecologically sustainable development) and is consistent with the State's strategic planning objectives for the site as set out in the NSW Premier and State Priorities and the North Coast Regional Plan 2036 as it would create jobs and provide for better access to healthcare services. The Stage 3C redevelopment of the Lismore Base Hospital would provide significant public benefit to the local and regional community through the provision of increased and improved health services for a major regional centre.

The proposed development is suitable for the site and would not result in any significant adverse environment or amenity impacts and would be compatible with the scale and form of the surrounding development. The Department has also recommended conditions to manage the impacts in relation to potential car parking impact on the surrounding streets.

The proposal is considered to be in the public interest as it would provide public benefits, including:

- delivering modern health facilities that are able to support current standards for health care.
- consolidating and providing further investment in public infrastructure in a major regional centre.
- providing additional health facilities to support the growing and ageing population in the region and associated increasing demand for public health services.
- delivery of approximately 200 new construction jobs and eight operational jobs.

The Department concludes the impacts of the development are acceptable and can be appropriately mitigated through the implementation of the recommended conditions of consent. Consequently, the Department considers the development is in the public interest and should be approved subject to conditions.



8. Recommendation

It is recommended that the Executive Director, Priority Projects Assessments, as delegate of the Minister for Planning:

- **considers** the findings and recommendations of this report.
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant consent to the application.
- **agrees** with the key reasons for approval listed in the notice of decision.
- **grants consent** for the application in respect of Lismore Base Hospital Redevelopment Stage 3C (SSD 8693).
- **signs** the attached development consent and recommended conditions of consent (**Appendix C**).

Recommended by:

20/9/2018

Megan Fu

Senior Planner

Social and Other Infrastructure Assessments

Recommended by:

20/9/2018

Karen Harragon

Director

Social and Other Infrastructure Assessments



9. Determination

The recommendation is: **Adopted by:**

20/9/18

David Gainsford

Executive Director

Priority Projects Assessments



Appendices

Appendix A - List of Documents

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning and Environment's website as follows.

1. Environmental Impact Statement
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8963
2. Submissions
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8963
3. Applicant's Response to Submissions
http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8963

Appendix B - Statutory Considerations

ENVIRONMENTAL PLANNING INSTRUMENTS (EPIs)

To satisfy the requirements of section 4.15(a)(i) of the EP&A Act, this report includes references to the provisions of the EPIs that govern the carrying out of the project and have been taken into consideration in the Department's environmental assessment.

Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State & Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development
- State Environmental Planning Policy No 44 – Koala Habitat Protection (SEPP 44)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- Draft State Environmental Planning Policy (Remediation of Land) (Draft Remediation SEPP)
- Draft State Environmental Planning Policy (Environment) (Draft Environment SEPP)
- Lismore Local Environmental Plan (LLEP) 2012.

COMPLIANCE WITH CONTROLS

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

Table 1 | SRD SEPP compliance table

Relevant Sections	Consideration and Comments	Complies
3 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development	The proposed development is identified as SSD.	Yes
8 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: (a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and (b) the development is specified in Schedule 1 or 2.	The proposed development is permissible with development consent. The development is a type specified in Schedule 1.	Yes
Schedule 1 State significant development —general (Clause 8 (1)) 14 Hospitals, medical centres and health research facilities Development that has a capital investment value of more than \$30 million for any of the following purposes: (a) hospitals, (b) medical centres, (c) health, medical or related research facilities (which may also be associated with the facilities or research activities of a NSW local health district board, a University or an independent medical research institute).	The proposed development comprises development for the purpose of a hospital and has a CIV in excess of \$30 million.	Yes

State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

The Department has consulted and considered the comments from the relevant public authorities (refer to **Section 6** of the report). The Department has included suitable conditions in the recommended conditions of consent (see **Appendix C**).

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

SEPP 33 provides clear definitions of hazardous and offensive industries and aims to facilitate development defined as such and to ensure that in determining developments of this nature, appropriate measures are employed to reduce the impact of the development and require advertisement of applications proposed to carry out such development.

A preliminary hazard analysis assessment is required if the development is identified as a potentially hazardous or potentially offensive development. The Applicant has previously concluded that the dangerous goods that would be handled or stored for the operations of the entire Lismore Base Hospital would be well below the threshold levels and further consolidation of the existing services within the redeveloped areas would not generate new hazardous activities. Consequently, the Applicant contends that the findings and conclusions of the assessment remain relevant for the proposed development and no further assessment is required. The Department is satisfied that no further preliminary hazard analysis assessment is required.

In regard to disposal and transporting of clinical or radioactive wastes, the hospital has existing procedures in place and the redevelopment is not envisaged to increase the quantities. The Department is therefore satisfied that the storage and disposal of waste would be appropriately managed.

State Environmental Planning Policy No 44 - Koala Habitat Protection

SEPP 44 applies to land that is potentially koala habitat and requires development to be consistent with an approved koala plan of management if land is identified as core koala habitat. The SEPP aims to encourage the proper conservation and management of areas of natural vegetation that provide habitat for koalas to ensure a permanent free-living population over their present range and to prevent koala population decline.

A Comprehensive Koala Plan of Management for South-east Lismore aims to minimise threats to koalas and their habitat, maintain koala habitat and improve koala habitat. The land is not identified as containing any preferred koala habitat, does not contain any feed trees and has not been identified as being part of a koala movement corridor. Therefore, the proposal is not subject to the koala management plan and is not inconsistent with the aims of the SEPP, which seek to retain and conserve existing koala habitat. Accordingly, the proposal will not impact on koala habitat and can be approved.

State Environmental Planning Policy No. 55 - Remediation of Land

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application.

The preliminary contamination assessment undertaken for the land within the existing main hospital campus for Stage 3B identified that the potential concentrations of contaminants are below the site assessment criteria. The contamination assessment concluded that there are no areas of environmental concern and that the site and the soil conditions are suitable for the continued hospital use.

As the proposal is situated above Stage 3B and does not include any groundworks, the Department is satisfied that the site is suitable for hospital purposes.

Draft State Environmental Planning Policy (Remediation of Land)

The Draft Remediation SEPP will retain the overarching objective of SEPP 55 promoting the remediation of contaminated land to reduce the risk of potential harm to human health or the environment.

Additionally, the provisions of the Draft Remediation SEPP will require all remediation work that is to be carried out without development consent, to be reviewed and certified by a certified contaminated land consultant, categorise remediation work based on the scale, risk and complexity of the work and require environmental management plans relating to post-remediation management of sites or ongoing operation, maintenance and management of on-site remediation measures (such as a containment cell) to be provided to council.

The Department is satisfied that the proposal will be consistent with the objectives of the Draft Remediation SEPP.

Draft State Environmental Planning Policy (Environment)

The Draft Environment SEPP is a consolidated SEPP which proposes to simplify the planning rules for a number of water catchments, waterways, urban bushland, and Willandra Lakes World Heritage Property. Once adopted, the Draft Environment SEPP will replace seven existing SEPPs. The proposed SEPP will provide a consistent level of environmental protection to that which is currently delivered under the existing SEPPs. Where existing provisions are outdated, no longer relevant or duplicated by other parts of the planning system, they will be repealed.

Given that the proposal is consistent with the provisions of the existing SEPPs that are applicable, the Department concludes that the proposed development will generally be consistent with the provisions of the Draft Environment SEPP.

Lismore Local Environmental Plan (LLEP) 2012

LLEP 2012 aims to stimulate and strengthen the role of Lismore as a regional centre for agriculture, business, education, health, recreation, tourism and the arts. LLEP 2012 also aims to encourage a diverse range of housing, and the equitable and appropriate provision of services and to ensure that development is consistent with the principles of ecologically sustainable development. The development is consistent with the aims of the SP2 Infrastructure – Health Services Facility zone to provide for infrastructure and related uses.

The Department has consulted with Council throughout the assessment process and has considered all relevant provisions of LLEP 2012 and those matters raised by Council in its assessment of the development (refer to **Section 6**). The Department concludes the development is consistent with the relevant provisions of LLEP 2012. Consideration of the relevant clauses of LLEP 2012 is provided in **Table 2**.

Table 2 | Consideration of LLEP 2012

LLEP 2012	Department Comment/Assessment
Clause 6.3 Flood planning	The site is not located within the flood planning area and the proposed development is located above the flood planning level.
Clause 6.4 Drinking water Catchments	The proposed development is not likely to have any adverse impact on the quality and quantity of water entering the drinking water storage as adequate

drainage measures are proposed and the Stage 3C works do not result in additional ground disturbance.

Clause 6.5 Airspace operations	The Lismore Aerodrome Obstacle Limitation Surface (OLS) is RL 54.5 (AHD). The proposed building would have a maximum height of 63.38 RL(AHD) and will therefore penetrate the OLS. The Civil Aviation Safety Authority was consulted on the development application and did not object to the proposed development and Council did not raise any issues.
Clause 6.9 Essential services	The applicant has investigated the requirements for essential services and considers that adequate services are available to the sites and sufficient capacity exists for the proposed development.

Other policies

In accordance with Clause 11 of the SRD SEPP, Development Control Plans (DCPs) do not apply to State significant development. Despite this provision, consideration of the relevant development controls contained within Council's DCP is provided in **Table 3**.

Table 3 | Lismore DCP compliance table

Lismore DCP	Department Comment/ Assessment
Part A	
Chapter 11 Buffers	The proposed building would have a maximum height of 63.38 RL(AHD) and will therefore penetrate the OLS. The Civil Aviation Safety Authority was consulted on the development application and did not object to the proposed development and Council did not raise any issues.
Chapter 13 Crime prevention through environmental design	The proposed development has been designed in accordance with the principles of the Crime Prevention Through Environmental Design (CPTED). The design has considered the principles of surveillance, access control. Territorial reinforcement and space management. The Department consider the proposed development is consistent with CPTED principles.
Chapter 15 Waste Minimisation	Construction and operational waste management plans have been submitted that aim to minimise waste and are consistent with the objectives of this section.
Chapter 22 Water Sensitive Design	The proposed development is not likely to have any adverse impact on the quality and quantity of storm water as adequate drainage measures are proposed.
Part B	
Chapter 1 Lismore Urban Area	The proposed development is not likely to have any adverse impact on the quality and quantity of water entering the drinking water storage as adequate drainage measures are proposed.

Appendix C - Recommended Instrument of Consent