

Notice of decision – Coffs Harbour Hospital Expansion SSD 8981

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

Application type	State significant development
Application number and project name	SSD 8981 Coffs Harbour Hospital Expansion
Applicant	NSW Health Infrastructure
Consent Authority	Minister for Planning

Decision

The Executive Director under delegation from the Minister for Planning has, under section 4.38 of the *Environmental Planning and Assessment Act 1979* (the Act) granted consent to the development application subject to the recommended conditions.

A copy of the development consent and conditions is available here:

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8981

A copy of the Department of Planning and Environment's Assessment Report is available here:

http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8981

Date of decision

28 February 2019

Reasons for decision

The following matters were taken into consideration in making this decision:

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the Department's Assessment Report;
- the prescribed matters under the *Environmental Planning and Assessment Regulation 2000*;
- the objects of the Act;
- all information submitted to the Department during the assessment of the development application and any additional information considered in the Department's Assessment Report; and
- the findings and recommendations in the Department's Assessment Report; and
- the views of the community about the project (see **Attachment 1**).

The findings and recommendations set out in the Department's Assessment Report were accepted and adopted as the reasons for making this decision.

The key reasons for granting consent to the development application are as follows:

- the project will provide a range of benefits for the region and the State as a whole, including an expanded health services facility with a total capital investment value of \$120,000,000, 290 construction jobs and 330 new operational jobs;
- the project is permissible with development consent under the Coffs Harbour Local Environmental Plan 2013, and is consistent with NSW Government policies including the North Coast Regional Plan 2036, the NSW Future Transport Strategy 2056 and the State Infrastructure Strategy 2018-2038;
- the impacts on the community and environment can be appropriately minimised, managed or offset to an acceptable level, in accordance with applicable NSW Government policies and standards;
- the issues raised by the community during consultation and in submissions have been considered and adequately addressed through changes to the project and the recommended conditions of consent; and
- weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Department exhibited the Environmental Impact Statement for the project from 5 July 2018 until 1 August 2018 (28 days) and received one submission expressing community views from Coffs Harbour City Council. One special interest group submission expressing community views was received after the public exhibition.

The key issues raised by Council and the community (including in submissions) and considered in the Department's Assessment Report and by the decision maker relate to traffic, car parking, site access and flooding. Other issues are addressed in detail in the Department's Assessment Report.

<i>Issue</i>	<i>Consideration</i>
Traffic impact of the development on key intersections performance.	Assessment - The Applicant submitted a Traffic Impact Assessment (TIA) as part of the Environmental Impact Statement (EIS) and supplementary information responding to issues raised by Council and state government agencies. The TIA and supplementary reports included SIDRA modellings of Phil Hawthorne Drive/Stadium Drive and Pacific Highway/Isles Drive intersections performance. - At the Phil Hawthorne Drive/Stadium Drive intersection, it was estimated that the development would generate up to 43 vehicle trips/hour which was marginal to the existing condition (1,000 vehicle trips/hour). - At the Pacific Highway/Isles Drive intersection, the development would generate up to 100 vehicle trips/hour, less than 3% of the total traffic volume at this intersection. The Applicant also advised the Pacific Highway/Isles Drive intersection would perform at LoS C in 2026. - The Department is satisfied that the local road network could reasonably accommodate traffic generated by the development. Furthermore, The Department has recommended conditions requiring a detailed Green Travel Plan to be prepared prior to the commencement of occupation to incorporate measures to reduce car dependency where possible. Conditions - a Green Travel Plan to be prepared prior to the commencement of occupation - preparation of an Operational Traffic Management Plan by a suitably qualified person to be submitted to the satisfaction of the Certifying Authority.
Car parking insufficient car parking on site for the proposed development.	Assessment - The Applicant submitted a Traffic Impact Assessment (TIA) and supplementary information during the development assessment process. The site presently contains 1,133 parking spaces. A substantial additional car park of 780 spaces in two stages was approved under Part 5 of the EP&A Act on 24 September 2014 for the Coffs Harbour Health Campus (CHHC). Upon completion of Stage 2, the CHHC will contain 1,452 parking spaces which is in excess of the demand forecasted in the TIA. - The Department notes in its current form, the CHHC presently has sufficient parking provision for patients, visitors and employees due to the construction of the Stage 1 car park. The Applicant has relied on the future Stage 2 car park expansion to meet the parking demand generated by the development. Consequently, the Department has recommended conditions of consent requiring the Applicant construct and operate the Stage 2 car park prior to the occupation of the new Clinical Services Building (CSB). Conditions - prior to the commencement of operation of the CSB, the Applicant must construct and operate 319 car parking spaces in the Stage 2 car park approved by the Health Infrastructure on 24 September 2014 - preparation and implementation of a Green Travel Plan.
Site Access internal road realignment and associated potential impacts on the development potential of the Coffs Harbour Specialist Medical Centre.	Assessment - The Applicant submitted a Review of Environmental Factors (REF015/2018) and subsequent modification (REF015/2018/A) approvals. - The Department notes the modification approval refined the internal road alignment and avoided works on the Coffs Harbour Specialist Medical Centre land. The development therefore would have minimal impacts on the access to the Specialist Medical Centre and its future developments.
Flooding - assessment of downstream flooding impacts during all storm events - clarification of flood storage capacity of the landscaping area in the internal area - hazard mapping	Assessment - The Applicant submitted a Flooding Impact Assessment (FIA) in the EIS, a supplementary FIA as part of the Response to Submissions (RtS) and additional information addressing Council's concerns. - The Applicant's FIA concluded during a 5% AEP event there would be minimal flood afflux within the site, the new hospital building was protected to the PMF level through the construction of the access road to a level higher than the PMF, the proposed building would provide some protection to the existing hospital building, the development would increase the flood depth at the Pacific Highway

<i>Issue</i>	<i>Consideration</i>
• flooding behaviour assessment for 5% AEP and PMF events • impacts on Council's flood mitigation works.	access road by 100 mm representing a negligible increase and reduce the PMF level at the southern access from Phil Hawthorne Drive. The maximum flood afflux height in 1 in 100 AEP events was limited to the immediate area surrounding the hospital entirely within the site boundary and would not cause adverse impacts on Council's flood mitigation works. • The Applicant also committed to revise the Flood Emergency Response Plan in accordance with the revised flood modelling. • The Department requested technical flood specialists at the Office of Environment and Heritage (OEH) review the FIA and additional information. The OEH's review confirmed the issues raised by Council had been satisfactorily addressed based on the additional flood modelling and FIA conducted by the Applicant which demonstrated that Phil Hawthorne Drive would provide emergency access during a PMF event, the predicted flooding impacts would be contained entirely within the CHHC boundaries and the development had no adverse impacts on Council's flood mitigation works. <i>Conditions</i> • a minimum floor level of RL 5.9 m AHD for the CSB • the CSB is to be protected by road kerbs to the PMF level of RL 6.1 m AHD • the CSB is to be constructed with flood resilient materials • all electrical utilities are located above the PMF level of RL 6.1 m AHD • updating the Flood Emergency Response Plan.