

SUBMISSION RE NORTHERN BEACHES HOSPITAL STAGE 2 EIS APPLICATION

1. Section 4 of the Stage 2 EIS (Assessment of Environmental Impacts, page 43) totally ignores the serious impact on the quality of life of the existing residents of the suburb.
2. Approval should not be granted until NSW Health and/or Northern Sydney Local Health District release for public scrutiny the rationale supporting the choice of the Frenchs Forest location. (Refer NSW Civil & Administrative Tribunal File No. 1410661). This issue was neglected in the approval process for Stage 1, which has potentially been based on false information, and may therefore need to be rescinded.
3. Approval should not be granted before the associated roading/access problems have been satisfactorily solved, ie the RMS Stage 2 application and the overtaking problems for ambulances on Wakehurst Parkway. (It is my contention that there is no acceptable, cost-effective and environmentally un-damaging solution to these issues, so the hospital should not be allowed to proceed.) At the very least, the hospital should not be allowed to open until RMS Stage 2 is completed.
4. The hospital must be self-contained, i.e. all “ancillary” services required by the operator (perhaps including pathology, imaging, physiotherapy, staff and visitor accommodation and catering, etc) must be provided on-site. The hospital must not bully the Warringah Council into re-zoning additional surrounding land.
5. Similarly, the hospital should not be allowed to keep land “in reserve” for possible expansion in the future - the latest RMS update says that this is preventing the widening of Warringah Road on its northern side, forcing all the widening to be done on the South side at the expense of homes, businesses and open recreational space and trees.
6. All misleading/untruthful images should be removed from the EIS, including the front cover and pages 54/55. They understate the amount of traffic, and ignore the changes which will take place to the junction of Warringah and Wakehurst. Particularly misleading is the view from Hilmer Street, showing the 7-Eleven petrol station which won't exist, and nor will the tree - in fact the photographer's location will be pretty much on the side of the new road.
7. The vehicle entrances to the car park should be near the north-eastern corner of the building, so that traffic entering from the Main Entrance on Frenchs Forest Road does not have to drive almost the whole distance round the car park before entering it, thus creating an unnecessary volume of traffic (and hence hazard) on the site. The car park exit is well placed, but will the proposed double-exit be adequate to cope with peak use, e.g. shift change-over?
8. Measures need to be introduced to ensure that hospital staff, visitors, etc. use the car parking facilities on-site, and not in the surrounding streets.
9. The hospital entrance via Warringah Road should remain left-in, left-out, otherwise it will become the de facto main entrance, and the road works along Frenchs Forest Road East will have been largely pointless. An all-roads access to the hospital at the Hilmer Street junction would have a detrimental effect on residents coming from that part of the suburb.
10. Section 4.4 of the EIS, Ecologically Sustainable Development, states on page 58 “A 4-Star or ‘Best Practice’ formal Design and As-Built rating against the Green Building Council of Australia’s (GBCA) Green Star – Healthcare (v1) rating tool will be achieved by the proposed design”. This isn’t good enough. The project ought to attain at least 5-star “Australian Excellence”. Surely a major health “showpiece” should lead the way in this regard?

11. Will the cellphone transmission tower in the S.E corner of the school grounds be affected by the hospital, during either construction or operation?

12. Will the hospital bring NBN to the suburb?

13. The overall impact, section 4.17.2, page 84 of the EIS, states "The completion of the NBH and the RMS works will enhance the visual and urban amenity of the area." This is the most preposterous statement imaginable. The overall impact of the project will be the utter ruination of the character of the suburb and the life-style of its residents. The prospect of destroying the lovely area of trees along the southern side of Warringah between Hilmer and Fitzpatrick should be sufficient to prevent the project going ahead. Instead, people are going to have a massive highway outside their back door (those "lucky" enough to retain their property, that is). The widening of Frenchs Forest Road will have a similar effect on the residents there.

The downside costs of this project are just TOO MUCH. Government should find a more suitable location, closer to the demographic centre (future) of the peninsula catchment area, not in an existing residential area, and with better arterial access. The fact that \$400 million has to be spent on roading (for how much benefit?), addressing the East/West traffic but not the North/South axis, should make planners stop and think. The Terrey Hills area appears more appropriate. Or would it not be logical to align with the just-published metropolitan "Plan for Growing Sydney", with its emphasis on developing the Brookvale/Dee Why corridor?

There are just too many major negatives associated with the Frenchs Forest location. It is little wonder that the supposed rationale behind the choice of this site remains secret.

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