

## RESPONSE TO SUBMISSIONS - HORNSBY KU-RING-GAI MENTAL HEALTH MP08\_0227

Issue Sydney Water	Response
<p><b>Water</b> The drinking water main available for connection is the 150mm main on the eastern side of Palmerston Road.</p>	<p>Noted.</p>
<p><b>Wastewater</b> The current wastewater system has sufficient capacity to serve the proposed development.</p> <p>An extension of the wastewater system will be required from the 225mm main in Palmerston Road to the west of the site, which will provide a point of connection at least one metre inside the proposed lot boundaries.</p>	<p>Noted</p> <p>Noted. However due the floor levels on the new Mental health Facility a gravity connection was not possible. Building 6 within the hospital is being demolished and drains to the East, to Derby Road, with a 225mm connection to the sewer. Based on proposed design grades the new Metal Health Facility will drain to the existing 150-225 sewer to the East of the site</p>
<p><b>Trade Waste Information</b> Should this development generate trade wastewater, this correspondence does not guarantee the applicant that Sydney Water will accept the trade wastewater to its sewerage system. In the event trade wastewater is generated, the property owner is required to submit an application for permission to discharge trade wastewater to the sewerage system before business activities commence. A boundary trap will be required where arrestors and special units are installed for trade waste pre-treatment.</p>	<p>Noted.</p>
<p><b>Sydney Water Servicing</b> Sydney Water will further assess the impact of any subsequent development when the developer applies for a Section 73 Certificate.</p>	<p>Noted</p>

<p><i>This assessment will enable Sydney Water to specify any works required as a result of future development and to assess if amplification and/or changes to the system are applicable. The developer must fund any adjustments needed to Sydney Water infrastructure as a result of the development.</i></p> <p><i>The developer should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development. The Water Servicing Coordinator will ensure submitted infrastructure designs are sized and configured according to the Water Supply Code of Australia (Sydney Water Edition WSA 03-2002) and the Sewerage Code of Australia (Sydney Water Edition WSA 02-2002).</i></p>	<p>Noted</p>
<p><b>Hornsby Council</b></p>	
<p><i>The site is zoned Special Uses A (Community Purposes) under the Hornsby Shire Local Environmental Plan 1994. Hospitals are a permissible land use in the Special Uses zone with development consent.</i></p> <p><i>It is noted that the site contains a heritage item, the Cottage Chapel, listed under the Hornsby Shire Local Environmental Plan of local significance. As the proposed works are remote from the Chapel it is unlikely that the proposed development would impact on the heritage significance of the item.</i></p>	<p>Noted</p> <p>The proposal is not located within close proximity to the cottage and therefore agree with Councils comment</p>
<p><i>Council's Landscape Architect advises that the building setback to Palmerston Road should be increased to enable additional landscaping within the site between the building and the property boundary along this frontage. Typically Palmerston Road has building setbacks of 6 metres while the proposed building has minimal setback being approx. 1.5m and a height of approx 10m. There is limited articulation of the building facade. The setback should be more consistent with the existing streetscape and not rely on street trees.</i></p> <p><i>Small trees should be provided in the additional landscape area</i></p>	<p>Councils Landscape Architects response is noted. The design of this building has taken over two years to finalise due to the highly constrained site and the nature of the required internal spaces. While we acknowledge that the setback of the building is less than ideal at 2500mm at its closest to the boundary we believe that the average setback along this street frontage would exceed 6000mm. Our landscape architect has reviewed the opportunity for greater planting in this location however this is not considered to be feasible or viable from a plant growth and practical perspective. The current proposal includes two jacaranda trees located between the two wings of the</p>

<p><i>between building and property boundary to reduce the visual impact of the building on the streetscape.</i></p> <p><i>There should be no planting on the council verge outside of the property boundary.</i></p> <p><i>The landscaping and planting proposed for the building courtyards and car park areas is acceptable however the plantings should be maintained during establishment to ensure they achieve the design outcomes.</i></p>	<p>building and this is considered to be practical solution to break up the walls and provide landscape relief. In addition and as shown on the landscape concept plan the areas where the Jacarandas are to be planted will also comprise shrub and ground cover planting.</p> <p>Additional planting between the actual building and the footpaths in this location is not considered practical and cannot be implemented as part of this proposal.</p>
<p><b>Traffic Generation</b></p> <p><i>Traffic generation is not considered to be an issue with the proposed development.</i></p>	<p>Noted and agreed</p>
<p><b>Parking</b></p> <p><i>In accordance with Council's Car Parking DCP the number of parking spaces to be provided is to be based on a Parking Study. The TPR states that the existing 105 parking spaces are to be replaced and an additional 50 parking spaces are to be provided, giving a total of 155 spaces.</i></p> <p><i>A total of 124 parking spaces are to be provided in the vicinity of the proposed Mental Health Unit, with 25 spaces to be provided at the SE corner of the hospital site near the intersection of Derby Road and Burdett Streets. These 25 spaces do not form part of the proposed development and are located approximately 200 metres from the Mental Health development.</i></p> <p><i>Parking is considered to be an issue as the 25 parking spaces at the SE corner of the hospital site are not proposed for construction at this time, and construction timing is not given.</i></p>	<p>The provision of car parking within this site is highly constrained. However 50 new spaces will be provided to meet the needs of the proposed development. The 25 spaces proposed to be located near the intersection of Derby Road and Burdett Street have been assessed through the State Environmental Planning Policy (Infrastructure) 2007 and under Part 5 of the <i>Environmental Planning and Assessment Act 1979</i> and approved to proceed. These spaces are programmed to be delivered either prior to or in conjunction with the redevelopment of the mental health facility.</p> <p>On that basis, a Statement of Commitment has been included to provide these 25 spaces prior to occupation of the mental health facility.</p>
<p><b>Access</b></p> <p><i>Vehicle access is considered to be adequate, though at access locations likely to be used by ambulances it is recommended that</i></p>	<p>Noted and accepted</p>

<i>"lipless" kerb crossings be used.</i>	
<p><b>Construction Phase</b>  <i>A Construction Traffic Management Plan is to be prepared for the site. This plan is to address issues relating to the traffic impacts of construction traffic and parking for construction workers.</i></p>	Noted. This is already part of the Construction Environmental Management Plan committed to at Commitment P5 of the Environmental Assessment Report.
<p><b>Erosion and Sediment Control</b>  <i>Erosion and sediment control measures must be provided and maintained throughout the construction period in accordance with the manual 'Soils and Construction 2004 (Bluebook)', the approved plans, Council specifications and to the satisfaction of the principal certifying authority. The erosion and sediment control devices must remain in place until the site has been stabilised and revegetated.</i></p>	Noted. Statements of Commitment have been made to prepare these plan in accordance with these provisions
<p><i>All work on site (including demolition and earth works) must only occur between 7am and 5pm Monday to Saturday.  No work is to be undertaken on Sundays or public holidays.</i></p>	Commitment D3 has been amended to take these hours into consideration.
<p><i>All demolition work must be carried out in accordance with Australian Standard 2601-2001 – The Demolition of Structures and the following requirements:</i></p> <ul style="list-style-type: none"> <li><i>a. Demolition material is to be disposed of to an authorised recycling and/or waste disposal site and/or in accordance with an approved waste management plan.</i></li> <li><i>b. Demolition works, where asbestos material is being removed, must be undertaken by a contractor that holds an appropriate licence issued by WorkCover NSW in accordance with Chapter 10 of the Occupational Health and Safety Regulation 2001 and Clause 29 of the Protection of the Environment Operations (Waste) Regulation 2005.</i></li> <li><i>c. On construction sites where buildings contain asbestos material, a standard commercially manufactured sign containing the words 'DANGER ASBESTOS REMOVAL IN PROGRESS' measuring not less than 400mm x 300mm must be erected in a prominent position visible from the street.</i></li> </ul>	This is already partly included in Statement of Commitment P8 which will be updated to reflect these requirements.

<p><i>All required tree protection measures are to be maintained in good condition for the duration of the construction period.</i></p> <p><i>Note: The applicant is to ensure that no excavation, filling or stockpiling of building materials, parking of vehicles or plant, disposal of cement slurry, waste water or other contaminants is to occur within 4 metres of any tree to be retained.</i></p>	<p>An additional Statement of Commitment has been added.</p>
<p><i>A s73 Certificate must be obtained from Sydney Water.</i></p>	<p>Noted</p>
<p><i>All external lighting must be designed and installed in accordance with Australian Standard AS 4282 – Control of the Obtrusive Effects of Outdoor Lighting.</i></p> <p><i>Certification of compliance with the Standard must be obtained from a suitably qualified person.</i></p>	<p>The Electrical Engineer has already confirmed that we are compliant and a Statement of Commitment is already included.</p>
<p><i>All car parking must be constructed and operated in accordance with Australian Standard AS/NZS 2890.1:2004 – Off-street car parking and Australian Standard AS 2890.2:2002 – Off-street commercial vehicle facilities.</i></p> <ul style="list-style-type: none"> <li><i>a. All parking areas and driveways are to be sealed to an all weather standard, line marked and signposted;</i></li> <li><i>b. Car parking, loading and manoeuvring areas to be used solely for nominated purposes;</i></li> <li><i>c. Vehicles awaiting loading, unloading or servicing shall be parked on site and not on adjacent or nearby public roads;</i></li> <li><i>d. All vehicular entry on to the site and egress from the site shall be made in a forward direction.</i></li> </ul>	<p>An additional Statement of Commitment has been added.</p>
<p><i>Accessible parking spaces are to be in accordance with AS/NZS 2890.6:2009</i></p>	<p>An additional Statement of Commitment has been added.</p>

<i>A Construction Traffic Management Plan is to be prepared for the site. This plan is to address issues relating to the traffic impacts of construction traffic and parking for construction workers.</i>	Already addressed refer above
<i>The 25 parking spaces proposed at the SE corner of the hospital site be constructed as part of the proposed Mental Health Redevelopment.</i>	Already addressed refer above
<i>“Lipless” kerb crossings be constructed at access locations likely to be used by ambulances.</i>	Noted as per above
<b>On Site Stormwater Detention</b> <i>An on-site stormwater detention (OSD) system must be designed by a chartered civil engineer and constructed in accordance with the following requirements:</i> <ul style="list-style-type: none"> <li><i>a. The OSD system shall be designed for 50 year ARI storm with maximum permissible discharge rate limited to the of 5 year ARI discharge prior to the proposed development.</i></li> <li><i>b. Have a surcharge/inspection grate located directly above the outlet.</i></li> <li><i>c. Connected directly to Council’s pit located at the intersection of Lowe Road and Palmerston Road.</i></li> </ul>	Noted and an additional Statement of Commitment has been added to comply with the 20 year ARI storm as per Council’s current policy.
<b>Internal Driveway/Vehicular Areas</b> <i>The driveway and parking areas on site must be designed in accordance with Australian Standards 2890.1, 2890.2, 3727 and the following requirements:</i> <ul style="list-style-type: none"> <li><i>a. Design levels at the front boundary be obtained from Council.</i></li> <li><i>b. The driveway grade must not exceed 25 percent and changes in grade must not exceed 8 percent.</i></li> </ul>	An additional Statement of Commitment has been added to reflect this request.

<p>c. Conduit for utility services including electricity, water, gas and telephone be provided.</p>	
<p><b>Footpath</b>  <i>A concrete footpath must be constructed along the full frontage of the subject site in accordance Council's Civil Works Design and Construction Specification, 2005 and the following requirements:</i></p> <ul style="list-style-type: none"> <li>a. <i>The existing paved footpath must be removed and reconstructed fronting the proposed development of Palmerston Road and Lowe Road.</i></li> <li>b. <i>Construction of Pram ramps at road inter-section.</i></li> <li>c. <i>The land adjoining the footpath to be fully turfed.</i></li> <li>d. <i>Any public utility adjustments to be carried out at the cost of the applicant and to the requirements of the relevant public authority</i></li> </ul>	<p>The existing footpath is in very good condition all along the street frontage to the new works and does not need replacing, - see images attached Replacement of an existing footpath is not a sustainable outcome unless it incurs damage and there are dilapidation reports to be prepared for that purpose.</p> <p>We do not believe that this condition is warranted and on that basis do not commit to undertaking this work.</p>
<p><b>Vehicular Crossing</b>  <i>A separate application under the Local Government Act, 1993 and the Roads Act, 1993 must be submitted to Council for the installation of a new vehicular crossing and the removal of the redundant crossing. The vehicular crossing must be constructed in accordance with Council's Civil Works Design, 2005 and the following requirements:</i></p> <ul style="list-style-type: none"> <li>a. <i>Any redundant crossings to be replaced with integral kerb and gutter.</i></li> <li>b. <i>The footway area to be restored by turfing.</i></li> <li>c. <i>Approval obtained from all relevant utility providers that all necessary conduits be provided and protected under the crossing</i></li> </ul>	<p>Noted and agreed</p>
<p><b>Creation of Easements</b>  <i>The following matter(s) must be nominated on the plan of subdivision under s88B of the Conveyancing Act 1919:</i></p> <ul style="list-style-type: none"> <li>a. <i>The creation of an appropriate "Positive Covenant" and "Restriction as to User" over the constructed on-site detention/retention systems and outlet works, within the lots in favour of Council in accordance with Council's prescribed</i></li> </ul>	<p>We cannot comply with this condition, due to the fact that the Ministry of Health is continually upgrading and developing its hospital facilities to accommodate the needs of the people of NSW, and any restriction or easement over any onsite detention/retention systems reduces the future availability of this land for capital works investment and hence government ability to satisfy changing health requirements.</p>



<p>wording. The position of the on-site detention system is to be clearly indicated on the title.</p> <p>b. To register the OSD easement, the restriction on the use of land “works-as-executed” details of the on-site-detention system must be submitted verifying that the required storage and discharge rates have been constructed in accordance with the design requirements. The details must show the invert levels of the on site system together with pipe sizes and grades. Any variations to the approved plans must be shown in red on the “works-as-executed” plan and supported by calculations.</p> <p>Note: Council must be nominated as the authority to release, vary or modify any easement, restriction or covenant.</p>	
<p><b>Traffic Control Plan</b> A Traffic Control Plan (TCP) must be prepared by a qualified traffic controller in accordance with the Roads &amp; Traffic Authority’s Traffic Control at Worksites Manual 1998 and Australian Standard 1742.3 for all work on a public road. The TCP must detail the following:</p> <ul style="list-style-type: none"> <li>a. Arrangements for public notification of the works.</li> <li>b. Temporary construction signage.</li> <li>c. Permanent post-construction signage.</li> <li>d. Vehicle movement plans.</li> <li>e. Traffic management plans.</li> <li>f. Pedestrian and cyclist access/safety.</li> </ul>	<p>This is already addressed in Statement of Commitment P10.</p>
<p><b>Damage to Council Assets</b> Any damage caused to Council’s assets as a result of the construction of the development must be rectified in accordance with Council’s written requirements and at the sole cost of the applicant.</p>	<p>Statement of Commitment P6 addresses this issue</p>
<p><b>NSW Transport</b></p>	
<p>DoT notes the design of suitable bicycle parking and storage areas is</p>	<p>Noted and a Statement of Commitment already included</p>



<i>to be provided prior to construction as listed in the draft Statement of Commitments. DoT recommends that bicycle parking should be provided at-grade near entrances, in a weather protected location and subject to casual surveillance. Provision of bicycle parking should be included as a condition of consent.</i>	
<i>As listed in the Traffic and Parking Report, DoT notes it is envisaged Hospital management will provide guidelines and incentives to encourage use of active and public transport modes particularly among staff. The DoT supports this initiative, as well as a commitment to prepare, implement and monitor a workplace travel plan. The above initiatives should be included as a condition of consent.</i>	An additional Statement of Commitment has been added.
<b>RTA</b>	
<p><i>The RTA has reviewed the Environmental Assessment and advises that the issues that were of concern raised for inclusion in the Director General's Requirements have not been adequately addressed. The RTA requests that the following additional matters be further examined:</i></p> <p><i>Daily and peak traffic movements likely to be generated by the proposed development including the impact on nearby intersections. The following intersections that require examination and modelling include:</i></p> <ul style="list-style-type: none"> <li><i>Edgeworth David Avenue and Palmerston Road;</i></li> <li><i>Edgeworth David Avenue and Myra Street; and</i></li> <li><i>Edgeworth David Avenue and Jubilee Street</i></li> </ul> <p><i>Traffic modelling should also be undertaken of the local intersections adjacent to the hospital site.</i></p>	<p>Noted. However as noted in the Traffic and Parking Report and in Council's submission, the additional traffic generated as a result of this proposal will not impact on the operation of any nearby intersections. The scale of this proposal does not warrant the scale of modelling suggested by the RTA nor is it possible within the scope of this application.</p> <p>Further redevelopment of the hospital site is currently in the planning stage and the issues raised by the RTA will be considered as part of the larger project proposed for the hospital.</p>
<i>The subject of implementing a location-specific sustainable travel plan should be included in the Environmental Assessment.</i>	This has been included as a Statement of Commitment as noted above.
<b>Private Submission</b>	
<i>With the demands on the hospital resources, resulting from ongoing high and medium density building in which this hospital serves, it</i>	Noted. However the scale of the building is consistent with the budget available for this project. The classification of the hospital as either

<p><i>needs to be upgraded from a District to a Base Hospital, and this would take some pressure off North Shore Hospital.</i></p> <p><i>With the stone chapel (in the hospital grounds) heritage listed, it is vital to have sufficient land to build another multi-story building on the north-west side.</i></p> <p><i>The proposed Mental health Building as planned, will not allow sufficient space for this to occur. Proposed building must be incorporated into the future planning of the new hospital.</i></p> <p><i>With this proposed sprawling development for 35 beds, it is taking up too much valuable land. May be the wings can be changed from 45 degrees to 90, or the foundations strengthened so that extra levels can be added with a concrete roof for future development.</i></p> <p><i>It appears that patients from Lindsay Madew building will be transferred into this is so, it would mean that only 8 –10 extra mental health beds for all that cost.</i></p>	<p>Base or District is not a planning consideration and is therefore not addressed in this report.</p> <p>The design of the mental health unit reflects the model of care applicable to the delivery of mental health services. A multi-story unit for this purpose is not appropriate</p>
<p><i>This is a real problem for the area. Where can a Multicar Park be built? The planned car parking spaces for the proposed building is only making the now temporary car park legal, &amp; taking vital land for future development. Very few car spaces will result from this development.</i></p> <p><i>Suggestions:</i></p> <ol style="list-style-type: none"> <li><i>1. Department of Health purchase No 1 Lowe Rd. Immediately as it is for sale NOW, &amp; later add some of the lower level of James Park to make sufficient area to build car park.</i></li> <li><i>2. Demolish the child minding buildings in Burdet St., if large enough.</i></li> <li><i>3. Put the proposed mental health building on top of multicar park.</i></li> </ol> <p><i>This should be in the time frame of 30–50 years, not 10 –15 years. Already the Lindsay Madew is 15 years old, Palmerston over 35 years, George Lumby 40 years. These are the more recent buildings for patients, excluding Emergency &amp; the Mental Health building fronting Lowe Rd.</i></p>	<p>The parking demands of the proposed mental health unit are met with the additional 50 car spaces proposed as part of this application. A “multicar park” is not part of this proposal.</p> <p>Noted, however not considered relevant to this proposal as parking demand is satisfied.</p>

### Private Submission

*Whilst supporting the proposal, I want to see more car parking provided. To achieve this, I want the Department to purchase property known as: 1 Lowe Road which is currently for sale through CIR Realty Hornsby and this land together with the buffer strip on the West of it plus the council unused land to the rear of 1 Lowe Road to make a car park capable of holding 100 vehicles.*

*This car park would go a long way to alleviate the present hopelessly inadequate parking for the hospital. Especially when any re-building works take place in the future.*

The purchase of private property does not form part of this application. Parking requirements of the proposal are met through the additional 50 spaces as previously stated.