

**MAJOR PROJECT ASSESSMENT:
*Hornsby Ku-ring-gai Hospital Mental
Health Facility, 38 – 76 Palmerstone
Road, Hornsby
(MP08_0220)***



Director-General's
Environmental Assessment Report
Section 75I of the
Environmental Planning and Assessment Act 1979

January 2012

ABBREVIATIONS

CIV	Capital Investment Value
Department	Department of Planning & Infrastructure
DGRs	Director-General's Requirements
Director-General	Director-General of the Department of Planning & Infrastructure
EA	Environmental Assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
MD SEPP	State Environmental Planning Policy (Major Development) 2005
Minister	Minister for Planning
PAC	Planning Assessment Commission
Part 3A	Part 3A of the <i>Environmental Planning and Assessment Act 1979</i>
PEA	Preliminary Environmental Assessment
PFM	Planning Focus Meeting
PPR	Preferred Project Report
Proponent	NSW Health Infrastructure
RtS	Response to Submissions

Cover Photograph: Photomontage from corner of Palmerston Road and Lowe Road

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EXECUTIVE SUMMARY

This report is an assessment of an application by NSW Health Infrastructure (the proponent), seeking project approval for the redevelopment of mental health facilities at Hornsby Ku-ring-gai Hospital, 38 Palmerstone Road, Hornsby, pursuant to Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The subject site is located within the Hornsby Ku-ring-gai Hospital Campus in the Hornsby Local Government Area, and is owned by NSW Health Infrastructure.

The project application seeks approval for the demolition of an existing one and two storey building, construction of a new two storey Inpatient Mental Health Facility (IMHF), construction of 130 car parking spaces across the hospital campus, landscaping and signage. The IMHF is to house a 35 bed adult acute mental health unit, a 12 bed child and adolescent mental health service, support unit for both units, and a staff office.

The Capital Investment Value (CIV) is **\$29.74 million** and the proposal will create approximately 100 full time equivalent construction jobs, and approximately 127 full time equivalent operational jobs.

The site is zoned Special Uses A (Community Purpose) under the Hornsby Shire Local Environmental Plan 1994, and the proposal is permissible in the zone.

The EA was exhibited from 27 July 2011 until 26 August 2011. The department received five (5) submissions from public authorities and two (2) submissions from the general public. Issues raised in submissions related to building setbacks, landscaping, car parking and traffic modelling.

On 14 September 2011, the proponent submitted a response to submissions and final statement of commitments. Minor changes were also proposed in relation to the car parking layout.

The department has assessed the merits of the project and considers that the key issues associated with the proposal relate to built form, noise and vibration, traffic and transport, ESD, heritage, developer contributions, and the public interest. These issues have been assessed in detail, and the department is satisfied that they can be adequately mitigated and managed to ensure a satisfactory level of environmental performance, pursuant to section 75J of the EP&A Act.

The department is satisfied that the site is suitable for the proposed use and that the project will provide significant social and economic benefits for the region, and is consistent with the Metropolitan Plan for Sydney 2036 and the North Subregion Draft Subregional Strategy.

The department therefore considers the project to be in the public interest and the project application should be approved, subject to conditions.

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1. BACKGROUND

1.1. The Site

The subject site is located within the Hornsby Ku-ring-gai Hospital Campus, Hornsby in the Hornsby Local Government Area (LGA). The project location comprises three separate areas within the hospital campus, including an abridged portion of the north western corner of the hospital campus, and two other areas towards the middle and south of the hospital campus. The three project location areas are legally described as Lot A and Lot B in DP 329121, Lot 13 in DP 14774, and Lot 118 in DP 752053, and are shown below in Figure 1.

Figure 1: Project location



The subject site is serviced by local bus services with a stop immediately to the west of the project location on Palmerstone Road. Additionally, the subject site is approximately 1.5 km east of the Hornsby Train Station and approximately 1.8 km north-east of Waitara Train Station.

1.2. Existing Site Features

The Hornsby Ku-ring-gai Hospital Campus is regular in shape and comprises multiple allotments with a combined total area of approximately 6.4 ha. The north-west corner of the hospital campus currently contains a relatively dilapidated one and two storey masonry and brick building as well as some scattered trees along the site boundary and car park areas. The subject site is relatively flat with a slight fall to the north west of approximately 1 in 100. A view of the site from the corner of Lowe Road and Palmerstone Road is shown in Figure 2.

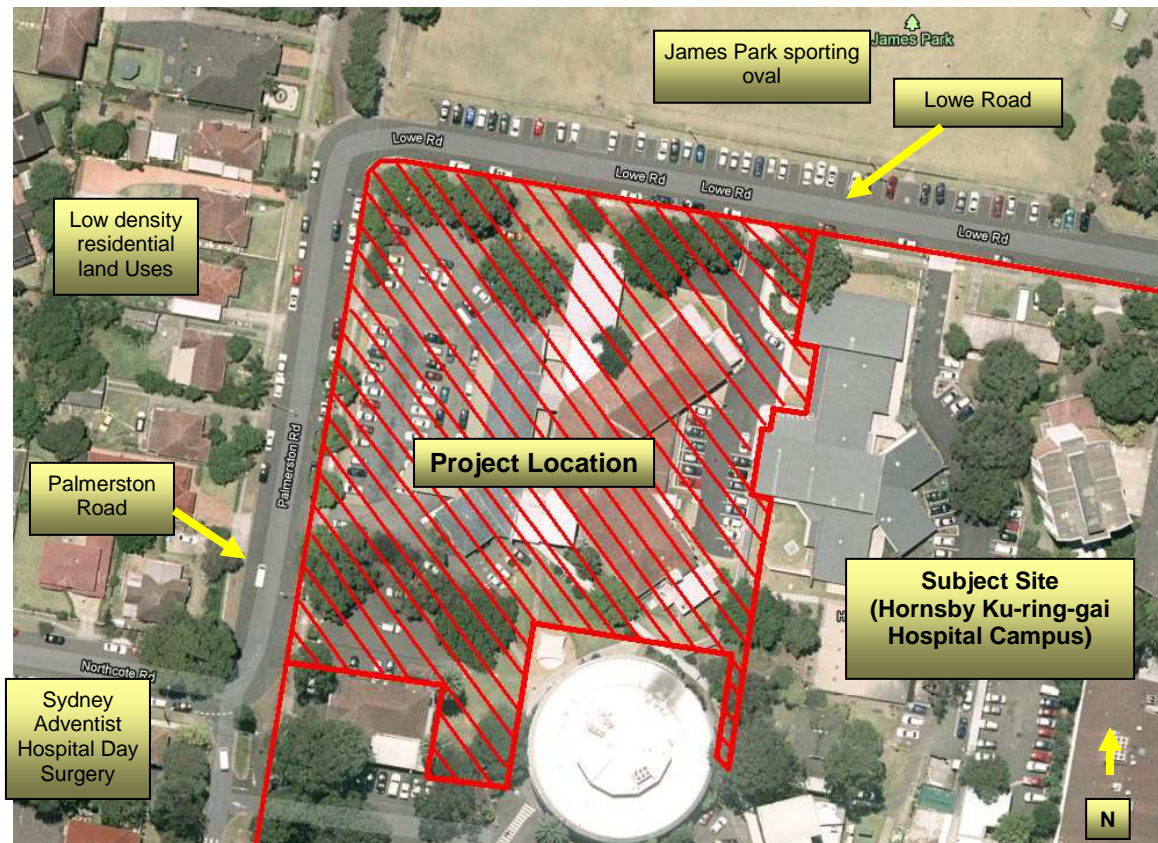
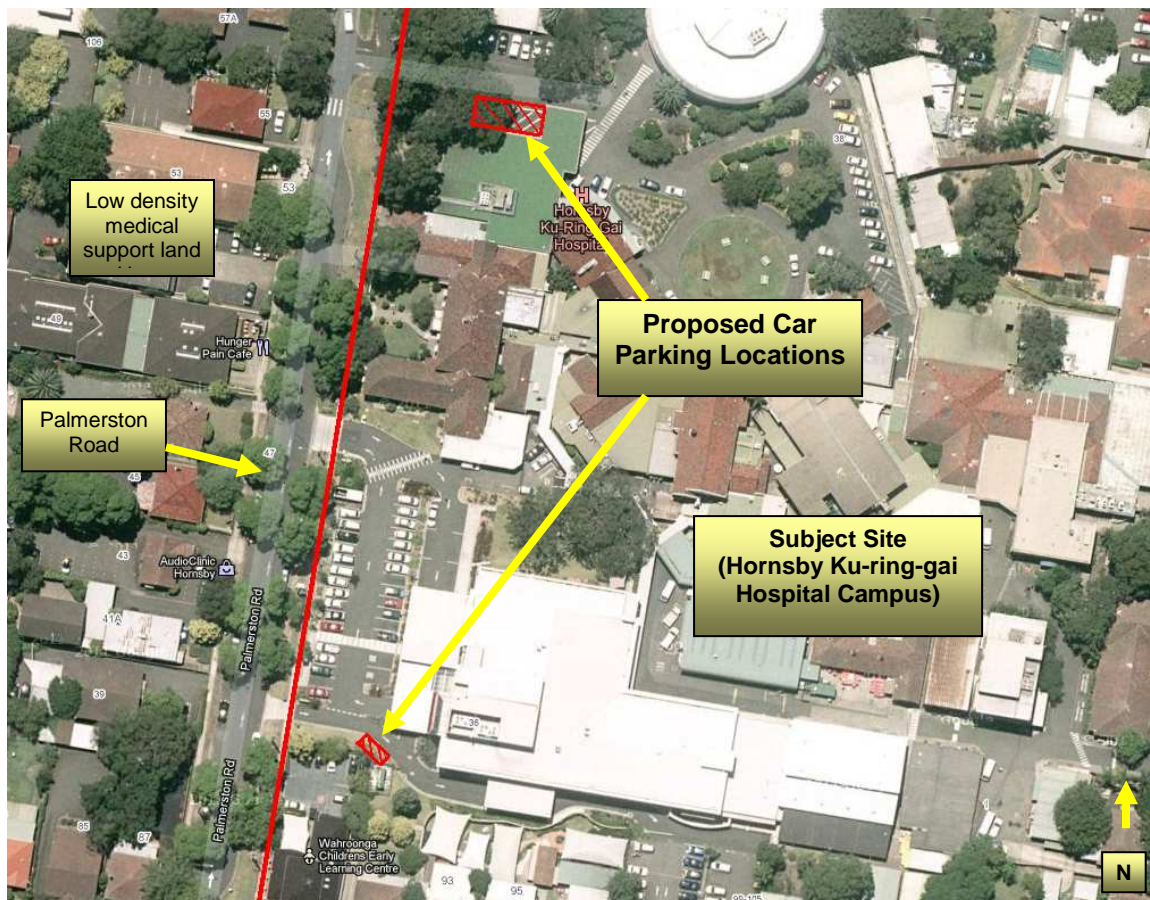
Figure 2: View of the site from the corner of Lowe Road and Palmerston Road.

1.3. Surrounding Development

Development surrounding the subject site is detailed below:

- To the north of the site, beyond Lowe Road, is James Park sporting oval.
- To the east of the site, beyond Derby Road, is a mix of low density residential units.
- To the south of the site, beyond Burdett Street, is a mix of low density residential uses.
- To the west of the site, beyond Palmerston Road, is a mix of low density residential uses and medical uses, including the Sydney Adventist Day Surgery.

The existing site layout is shown in Figure 3 and Figure 4.

Figure 3: Existing Site Layout and Surrounding Development**Figure 4: Existing Site Layout and Surrounding Development**

1.4. Strategic Context

1.4.1 NSW State Plan

The NSW State Plan is the NSW Government's strategic business plan, setting priorities for action and guiding resource allocation. The plan seeks to rebuild the economy, return quality services, renovate infrastructure, strengthen our local environment and communities and restore accountability. The proposed development would contribute to a number of the plans important priorities and targets, including the following:

- Improve outcomes in mental health
- Ensure appropriate services are located near transport, jobs and housing
- encourage job growth in centres close to where people live and provide access to public transport
- protecting local environments from pollution
- provide world class clinical services with timely access and effective infrastructure
- Invest in critical infrastructure.

1.4.1 Metropolitan Plan for Sydney 2036

The Metropolitan Plan for Sydney 2036 vision seeks to create a sustainable, affordable, liveable, equitable and networked city that supports the continued economic growth of Sydney and enhances its standing as a global city.

The proposed development will satisfy the Metropolitan Plan objectives to:

- ensure appropriate social infrastructure and services are located near transport, jobs and housing
- strengthen clusters of activities in specialised centres
- provide fair access to jobs.

1.4.1 North Subregion Draft Subregional Strategy

Hornsby is identified as a major centre within the North Subregion Draft Subregional Strategy. The Strategy identifies that further improvements need to be made in the centre through the promotion of mixed uses, and employment uses need to be encouraged in the centre to service the expanding population. The strategy sets an employment capacity target of 9,000 new jobs for the Hornsby LGA by 2031. The proposed development will contribute towards meeting this target through the provision of approximately 100 full time equivalent construction jobs, and approximately 127 full time equivalent operational jobs.

2. PROPOSED PROJECT

2.1. Project Description

Project approval, as described in the Environmental Assessment, is sought for a new Inpatient Mental Health Facility at the Hornsby Ku-ring-gai Hospital, Hornsby.

2.1.1 Project Application

Project approval is sought for:

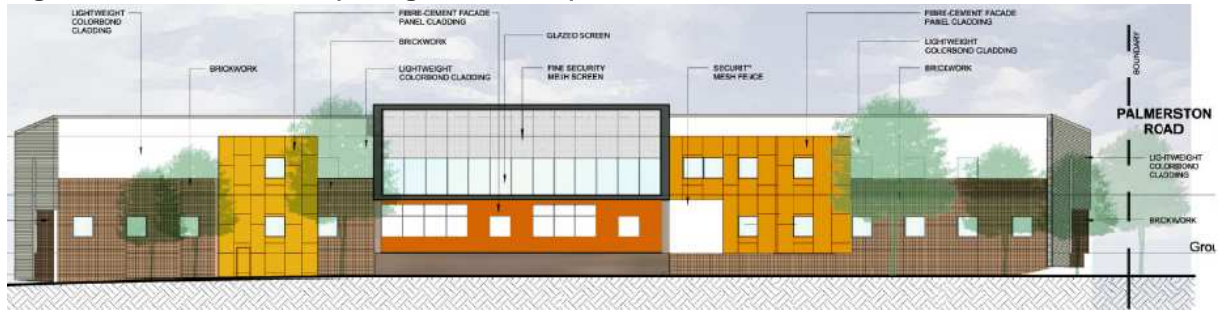
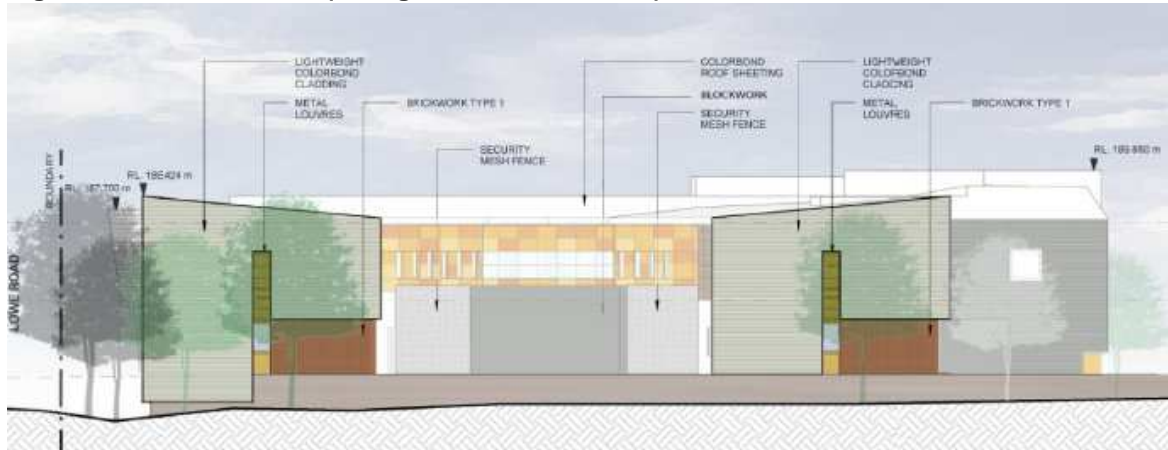
- construction of a new two storey Inpatient Mental Health Facility (IMHF) with a GFA of 5,236m², comprising:
 - an Acute Mental Health Unit comprising 35 patient beds

- a Child and Adolescence Mental Health Service comprising 12 patient beds
- staff office and support facilities.
- provision of 130 car parking spaces across the hospital campus to service the demand generated from the IMHF.
- demolition of an existing one and two storey building.

The layout and elevation of the proposed IMHF is shown in Figures 5, 6 and 7.

Figure 5: Ground Floor Project Layout



Figure 6: North Elevation (facing Lowe Road)**Figure 7: West Elevation (facing Palmerstone Road)**

2.2. Car Parking

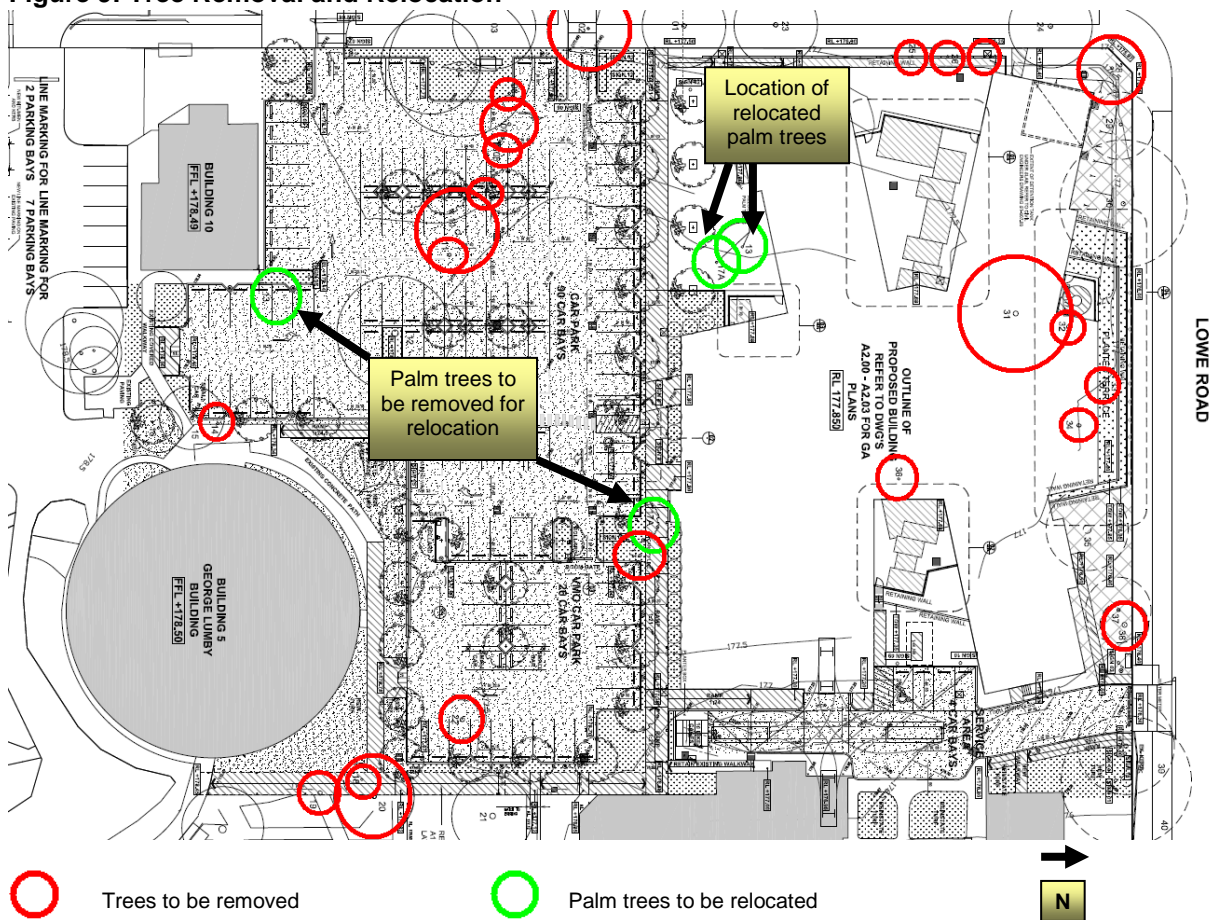
The proposal includes the provision of 130 car parking spaces within the hospital campus. A total of 123 at-grade car parking spaces are to be provided within the immediate vicinity of the proposed new IMHF. A further 5 spaces are to be provided through revised line marking in an area in the centre of the hospital campus, and the remaining 2 spaces are to be provided at the rear of Building 31 in the southern portion of the hospital campus. The location of car parking proposed in the application is identified in Figure 8.

Figure 8: Car Parking

2.3. Landscaping and Tree Removal

The proposed development includes the removal of 23 trees, the relocation of 2 trees and the retention of 18 trees (see Figure 9). The removal and relocation of trees is required to accommodate the building footprint and car parking layout of the development. The proponent identified that the design of the proposal has regard to the location and size of existing buildings within the hospital campus, and the need to provide the required floor space and car parking for the proposed facility. The proponent identified that the removal of trees was unavoidable given the constraints of the site. However, two palm trees are proposed to be relocated in accordance with the recommendations of the arborist report which accompanied the EA. The arborist report also identified that a further 6 trees within the site are located in proximity to construction works, and recommended implementation of a number of tree protection measures, such as the use of trunk guards, mulching and tree fencing. The EA identifies that all trees to be retained on the site will be protected in accordance with the recommendations of the arborist report.

Figure 9: Tree Removal and Relocation



2.4. Project Need and Justification

The proposed development will result in significant social and health benefits to the broader community through improvements in health care facilities. The proposed development will contribute towards meeting the employment capacity target for the north subregion through the provision of approximately 100 full time equivalent construction jobs, and approximately 127 full time equivalent operational jobs.

3. STATUTORY CONTEXT

3.1. Major Project

Part 3A of the EP&A Act, as in force immediately before its repeal on 1 October 2011 and as modified by Schedule 6A to the EP&A Act, continues to apply to transitional Part 3A projects where the Director-General's environmental assessment requirements (DGRs) were issued in respect of a project application prior to 1 October 2011. The DGR's for the project application were issued on the 23 December 2010 and therefore the project is a transitional Part 3A project.

Consequently, this report has been prepared in accordance with the requirements of Part 3A and associated regulations, and the Minister (or his delegate) may approve or disapprove of the carrying out of the project under section 75J of the Act.

The proposal is a major project under Part 3A of the *Environmental Planning and Assessment Act 1979* (EP&A Act) because it is development for the purpose of a health care facility with a CIV of greater than \$15 million under clause 18 of Schedule 1 of the State Environmental Planning Policy (Major Development) 2005. The CIV of the development is \$29 Million. Therefore the Minister for Planning and Infrastructure is the approval authority.

3.2. Delegation

The Minister has delegated his functions to determine Part 3A applications to the department where:

- the council has not made an objection, and
- there are less than 25 public submissions objecting to the proposal, and
- a political disclosure statement has not been made in relation to the application.

There have been 2 submissions received from the public and although council has made a submission, this is only to provide comments on the proposal and is therefore not considered an objection. There has also been no political disclosure statement made for this application, and no disclosures made by any persons who have lodged an objection to this application.

Accordingly the application is able to be determined by the Deputy Director-General under delegation.

3.3. Permissibility

The site is zoned Special Uses A (Community Purpose) under Hornsby Shire Local Environmental Plan 1994. Hospitals are permissible within the zone with consent and therefore the project is permissible within the zone.

3.4. Environmental Planning Instruments

Under Sections 75I(2)(d) and 75I(2)(e) of the EP&A Act, the Director-General's report for a project is required to include a copy of, or reference to, the provisions of any State Environmental Planning Policy (SEPP) that substantially governs the carrying out of the project, and the provisions of any environmental planning instruments (EPI) that would (except for the application of Part 3A) substantially govern the carrying out

of the project and that have been taken into consideration in the assessment of the project. The instruments that would otherwise be applicable include:

- State Environmental Planning Policy (Major Development) 2005
- State Environmental Planning Policy (Infrastructure) 2007
- State Environmental Planning Policy No.55 – Remediation of Land
- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development
- Hornsby Shire Council Local Environmental Plan 1994

The department's consideration of the abovementioned SEPPs is provided in Appendix D.

3.5. Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the objects of the Act, as set out in Section 5 of the Act. The relevant objects are:

- (a) *to encourage:*
 - (i) *the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment,*
 - (ii) *the promotion and co-ordination of the orderly and economic use and development of land,*
 - (iii) *the protection, provision and co-ordination of communication and utility services,*
 - (iv) *the provision of land for public purposes,*
 - (v) *the provision and co-ordination of community services and facilities, and*
 - (vi) *the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and*
 - (vii) *ecologically sustainable development, and*
 - (viii) *the provision and maintenance of affordable housing, and*
- (b) *to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and*
- (c) *to provide increased opportunity for public involvement and participation in environmental planning and assessment.*

The department has considered the objects of the EP&A Act, and determined that the application is consistent with the relevant objects. The assessment of the application in relation to these relevant objects is provided in section 5 of this report.

3.6. Ecologically Sustainable Development

The EP&A Act adopts the definition of Ecologically Sustainable Development (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:

- (a) *the precautionary principle,*
- (b) *inter-generational equity,*

- (c) *conservation of biological diversity and ecological integrity,*
- (d) *improved valuation, pricing and incentive mechanisms.*

Detailed assessment of the economic and environmental issues associated with the project is provided in section 5 of this report. On the basis of this assessment, the department is satisfied that the proposal encourages ESD, in accordance with the objects of the EP&A Act.

3.7. Statement of Compliance

In accordance with section 75I of the EP&A Act, the department is satisfied that the Director-General's environmental assessment requirements have been complied with.

4. CONSULTATION AND SUBMISSIONS

5.1. Exhibition

Under section 75H(3) of the EP&A Act, the Director-General is required to make the environmental assessment (EA) of an application publicly available for at least 30 days. After accepting the EA, the department publicly exhibited it from Wednesday 27 July 2011 until Friday 26 August 2011 (30 days) on the department's website, and at the Department of Planning and Infrastructure Information Centre and Hornsby Shire Council. The department also advertised the public exhibition in the Sydney Morning Herald and The Daily Telegraph on Wednesday 27 July 2011 and in the Hornsby Advocate on Thursday 28 July 2011 and notified adjoining landholders and relevant State and local government authorities in writing.

The department received seven (7) submissions during the exhibition of the proposal, including five (5) submissions from public authorities and two (2) submissions from the general public.

A summary of the issues raised in submissions is provided below.

5.2. Public Authority Submissions

Five (5) submissions were received from public authorities. None of the submissions objected to the proposal, providing instead general comments as summarised below. The department's consideration of key issues raised in submissions is contained in section 5 of this report. Appropriate conditions of approval have been recommended, where requested by agencies.

Sydney Water

Sydney Water raised no objection to the proposal, however, provided some general comments as summarised below:

- A 150mm drinking water main is available for connection on the eastern side of Palmerstone Road.
- An extension of the wastewater system would be required from the 225mm main in Palmerstone Road to the west of the site, and the current systems has sufficient capacity to serve the proposed development.
- In the event that 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.

- Sydney Water will further assess the impact of the servicing requirements for the development when the developer applies for a Section 73 Certificate.

Hornsby Shire Council (council)

Council raised no objection to the proposal, however, provided some general comments as summarised below:

- The Cottage Chapel is listed as a heritage item under the Hornsby Shire LEP 1994, however, as the proposed works are remote from the chapel, it is unlikely that the proposed development would impact on the heritage significant of the item.
- Council's landscape architect advises that the building setback to Palmerstone Road should be increased to enable additional landscaping within the site between the building and the property boundary. The setback should be more consistent with the existing streetscape and not rely on street trees. Small trees should be provided in the landscaped area between the building and the property boundary to reduce the visual impact of the building on the streetscape.
- There should be no planting on the council verge outside the property boundary.
- Traffic generation is not considered to be an issue with the proposed development.
- Council noted that 124 car parking spaces are to be provided in the vicinity of the proposed development with an additional 25 spaces to be provided at the south eastern corner of the hospital site. Council raised concern that the 25 spaces to be provided at the south eastern corner of the hospital site are not proposed for construction at this time and construction timing is not given.
- Access to the site is considered to be adequate. Council recommended that "lipless" kerb crossings are used at locations likely to be used by ambulances.

Office of the Environment and Heritage (OEH)

- OEH raised no objection to the proposal, and identified that OEH has no comments and no further interest in the proposal.

Roads and Maritime Services (RMS) (formally RTA)

RMS raised no objection to the proposal, however, provided some general comments as summarised below:

- RMS requested that additional traffic modelling be undertaken for the intersection of Edgeworth David Avenue / Palmerston Road, Edgeworth David Avenue / Myra Street and Edgeworth David Avenue / Jubilee Street.
- The development should be subject to the implementation of a location specific sustainable travel plan.

Transport NSW (TNSW)

TNSW raised no objection to the proposal, however, provided some general comments as summarised below:

- TNSW notes that the Statement of Commitments provides that the design of a suitable bicycle parking and storage area is to be provided prior to construction. TNSW recommends that the bicycle parking should be provided at-grade near entrances, in a weather protected location and subject to casual surveillance.

- TNSW supports the initiative to provide guidelines and incentives to encourage the use of active and public transport modes, particularly amongst staff, and recommends the preparation, implementation and ongoing monitoring of a workplace travel plan.

5.3. Public Submissions

Two (2) submissions were received from the general public, however neither of the submissions objected to the proposal. Rather, both submissions provided comments and recommendations, as summarised below:

- The purchasing of additional land along Lowe Road could provide for additional car parking. This additional car parking would go a long way to alleviating the present inadequate car parking for the hospital, especially when re-building works occur in the future.
- The hospital should be upgraded from a district hospital to a base hospital.
- The proposed Mental Health Building as planned will not allow sufficient space for other multi-storey buildings in the north-west of the site. The wings should be modified or the foundations strengthened so that extra levels can be provided.
- The planned car parking spaces for the development are only providing a few additional car parking spaces which are taking up vital land for future development. The proposed mental health building could be constructed on top of a multistorey car park.
- The demolition of the child minding building on Burdet Street should also form part of the application.

5.4. Proponent's Response to Submissions

The proponent provided a response to the issues raised in submissions (see Appendix C). The response included a Preferred Project Report which provided minor changes to the car parking access and layout, and a revised Statement of Commitments.

5. ASSESSMENT

The department considers the key environmental issues for the project to be:

- Built Form
- Noise and Vibration
- Traffic and Transport
- Ecologically Sustainable Development
- Heritage
- Developer Contributions
- Public Interest.

5.1. Built Form

5.1.2 Bulk and Scale

The proposal comprises the construction of a new two storey building in the north-western corner of the Hornsby Ku-ring-gai Hospital campus. The building has a maximum height of RL188.5, which is 10 metres above natural ground level. The ground floor has a GFA of 2,740 m² and the first floor has a GFA of 2,496 m². The northern and western elevations of the building are provided in Figures 10 and 11 below.

Figure 10: Western Elevation (facing Palmerstone Road)

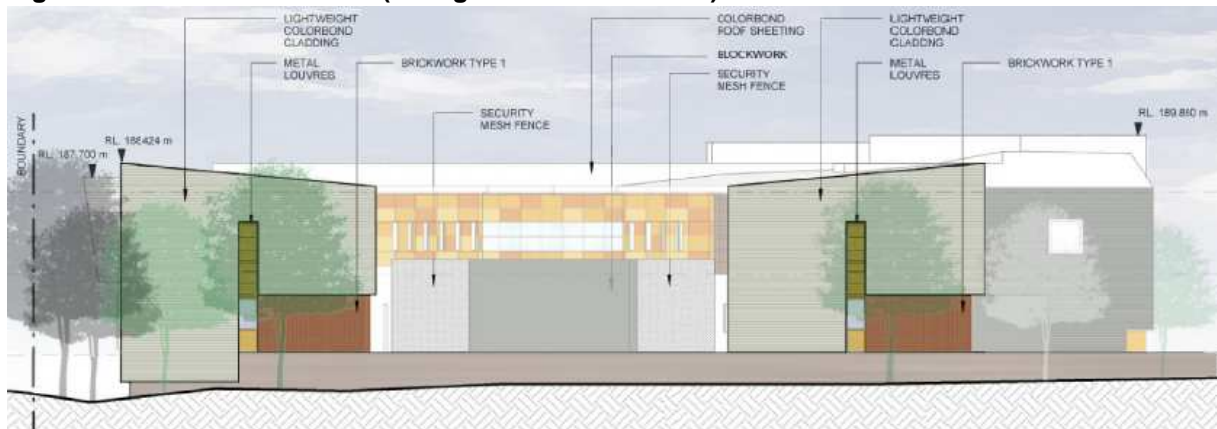


Figure 11: Northern Elevation (facing Palmerstone Road)



The proposed building is considered to be consistent in form and scale with the surrounding built environment as there are a number of two and three storey buildings of comparable scale within the existing hospital campus. Additionally, the proposal is considered to be of a reduced scale compared to the recently approved Sydney Adventist Hospital Day Surgery Redevelopment, which comprises a new 3 – 4 storey hospital building on the corner of Palmerstone Road and Northcote Road.

There are no applicable controls for the height of buildings, maximum FSR or setbacks applying to the site under the Hornsby Shire Local Environmental Plan 1994 (Hornsby LEP) or council's DCPs.

From Palmerstone Road, the building presents two ends of the mental health accommodation wings. The accommodation wings have a setback which varies between 2.5 m to 5.5 m from the Palmerstone Road site boundary. The building also includes an enclosed courtyard area between the two accommodation wings.

During the exhibition, council identified that existing buildings along Palmerstone Road typically have setbacks of approximately 6 m, and therefore consideration should be given to an increased setback for the proposal from the Palmerstone Road site boundary to improve its consistency with the established streetscape. Additionally, council identified that additional landscaping could be accommodated in any increased building setback, which would assist in reducing the visual impact of the building on the streetscape.

In response, the proponent identified that the design of the building has regard to the highly constrained nature of the hospital campus and the requirements of internal spaces associated with the health care facility. The proponent also identified that the average setback of the building from the street would exceed 6 m, and that the proposal includes two jacaranda trees located between the two wings of the building, which is considered to be a practical solution to break up the built form when viewed from the street.

From Lowe Road, the building presents the side elevation of the eastern and western mental health accommodation wings, with the centre of the building protruding outwards towards the Lowe Road site boundary. The setback of the building varies between 5 m to 10 m from the Lowe Road site boundary. Council did not provide any comments in relation to the setback of the building from Lowe Road.

The proposal incorporates a linear modern design through the use of square design elements on the façade, which results in an appealing and innovative built form. The proposal has also incorporated a mixture of complementary finishes including colourbond cladding, brickwork, glazed screening, metal louvers and mesh. The combination of these elements has broken up the built form of the building and reduced the visual impact of the development.

The department considers that the proposal is sited in a prominent position at the corner of Palmerstone Road and Lowe Road, and amenity impacts on the surrounding locality are a key issue. The department has considered the setback of the building on merit and considers that the proposal has incorporated a variety of building elements to reduce the overall visual impact on the surrounding residential area, including the articulated façade and the complementary use of various colours, materials and finishes. Additionally, the retention of trees and planting of additional trees and shrubs between the development and the site boundaries will assist in providing a visual buffer and will improve privacy between the development and the surrounding residential area.

Overshadowing as a result of the proposed development will predominantly be confined to the Hospital Campus. However, during the 9 am morning winter period,

shadows will extend west beyond the site boundary and on to Palmerstone Road, see Figure 12.

Figure 12: Shadow Impacts (9 am Winter Period)



The EA identifies that there will be no resulting overshadowing impacts on surrounding residences due to the orientation, location and limited two storey scale of the building.

The department has considered the limited setback of the proposal from the Palmerstone Road site boundary on merit, and has concluded that the proposal is justified for the following reasons:

- The incorporation of design elements and complementary colours, materials and finishes, which break up the built form of the building when viewed from the street
- The retention of trees and planting of additional trees and shrubs between the development and the site boundaries, which will assist in providing a visual buffer between the development and the surrounding residential area
- The constrained nature of the existing hospital campus
- The minimal impact on the residential amenity enjoyed in the immediate surrounding area.

5.2. Noise and Vibration

Noise will be generated during the demolition, construction and operation of the development. The nearest sensitive receivers are located approximately 30 m west of the subject site on the opposite side of Palmerstone Road.

5.2.1 Construction Noise

Noise impacts associated with the construction of the development result from plant equipment such as excavators, hammers, trucks/vehicles, formwork saws and drilling equipment. The department has recommended a condition to prepare a Construction Management Plan, which will detail noise and vibration management during the construction phase of the development. The section on noise and vibration management will need to address all requirements contained in the Office of Environment and Heritage (OEH) Interim Construction Noise Guideline. The hours of

construction will also be restricted from 7 am to 5 pm Monday to Friday, 8 am to 1 pm on Saturdays and no work on Sundays or public holidays.

The department is satisfied that the amenity of the surrounding development will be protected during the construction works through the recommended conditions of approval.

5.2.1 Operational Noise

Noise impacts associated with the operation of the development will be a result of plant equipment, and visitor and staff vehicle movements. The EA identifies that all plant will be enclosed and acoustically treated to minimise potential acoustic disturbances. Additionally, the EA identifies that the traffic noise generated by the development will be consistent with that already generated by the existing hospital and surrounding residential development.

To ensure that noise amenity is protected throughout the operation of the development, in accordance with the proponent's Statement of Commitments, plant equipment will be selected and operated in accordance with the Office of Environment and Heritage Industrial Noise Policy Guidelines and the Protection of the Environment Operations Act. Additionally, the proponent has committed to the preparation of a detailed acoustic assessment of plant noise emissions once the type and placement of mechanical plant is confirmed.

In addition to the proponent's Statement of Commitments, the department has recommended a condition of approval that noise associated with the operation of any plant or machinery, shall not give rise to "offensive noise" as defined in the Protection of the Environment Operations Act 1997, and that the sound pressure level at any residential property must not exceed the (LA90, 15 min) noise level by more than 5dB(A). Further, noise from mechanical plant associated with the development must not be audible in any habitable room in any residential property between the hours of 12.00 midnight and 7.00 am.

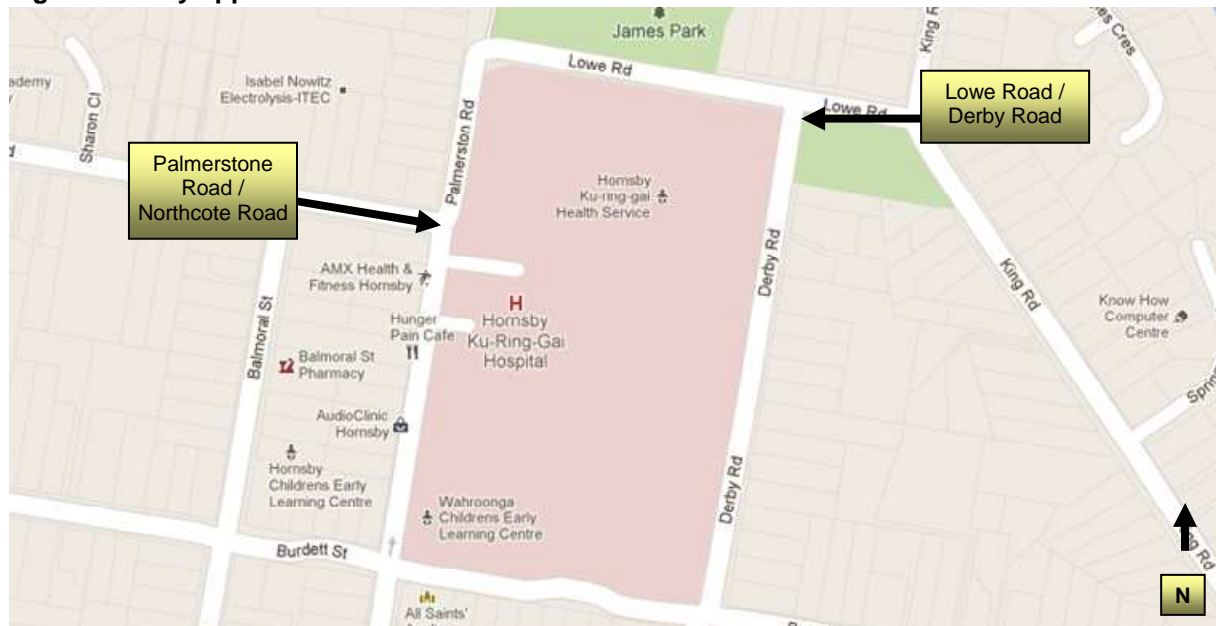
The department has assessed the traffic generated by the development in section 5.3 of this report. As detailed in section 5.3 of this report, the additional peak hour traffic generated by the development will be less than one vehicle trip per minute. Accordingly, the department considers that any additional noise associated with the traffic generated by the development will be negligible in the context of existing traffic generated by the operation of the hospital.

The department is satisfied that the existing amenity of the locality would be protected during the operation of the development through the recommended conditions of approval.

5.3. Traffic and Transport

5.3.1. Traffic

A Traffic and Parking Report (TPR) was submitted as part of the EA. The TPR provided an analysis of the existing road network in the vicinity of the site, including an analysis of two key approach route intersections, namely: Palmerstone Road / Northcote Road and Lowe Road / Derby Road. The key approach route intersections are shown in Figure 13.

Figure 13: Key approach route intersections

The TPR identified that both intersections are currently operating at a good level of service during the morning and afternoon peak hours on weekdays. The average delay for all vehicles at these intersections is between 4 to 6 seconds, which is well below the upper limit of 28 seconds for Level of Service A (good operation).

When accounting for additional traffic generated by the development, both intersections continue to operate at their existing level of service with the average delay for all vehicles at these intersections between 5 to 6 seconds.

Roads and Maritime Services (RMS) (formerly RTA) suggested that additional traffic modelling should be undertaken for daily and peak traffic movements for the intersections of Edgeworth David Avenue / Palmerston Road, Edgeworth David Avenue / Myra Street, and Edgeworth David Avenue / Jubilee Street.

In response, the proponent identified that the traffic generated as a result of the development will not impact on the operation of any nearby intersections, and the scale of the proposal does not warrant the scale of modelling suggested by RMS. Additionally, the TPR identifies that the additional peak hour traffic generated by the development will be less than one vehicle trip per minute and that no adverse impacts will be experienced along the surrounding road network, including Edgeworth David Avenue and its side streets.

The department considers that further traffic modelling for the proposal is not warranted given the minimal level of traffic generated by the development, and the department is satisfied that the road network surrounding the site will be able to accommodate the traffic generated by the proposed development.

5.3.2. Parking

The TPR identifies that the car parking demand generated by the proposed development is 155 spaces. The TPR identifies that the proposal requires the replacement of 105 spaces on-site, plus the provision of an additional 50 spaces to meet the demand generated from the new IMHF. The TPR identifies that the

provision of 50 additional spaces includes 40 spaces for staff (on the basis of 73% staff car use) and 10 spaces for visitors.

There is no applicable car parking criteria for hospitals within the Roads and Maritime Services Guide to Traffic Generating Development. Additionally, Hornsby Shire Council Car Parking Development Control Plan 1995 identifies that the provision of car parking in hospitals is to be determined from a parking study.

The proposal includes the provision of 130 car parking spaces across the hospital campus. A total of 123 at-grade car parking spaces are to be provided within the immediate vicinity of the proposed new IMHF, including 25 Visiting Medical Officer spaces which are to be accessed via a boom gate and swipe card, and 2 disabled spaces which are located near the southern building entry of the IMHR. The layout of the car parking area in the immediate vicinity of the IMHR is shown in Figure 14.

Figure 14: Car Parking



The TPR identifies that a further 5 car parking spaces are to be provided through revised line marking in an area in the centre of the hospital campus, and the remaining 2 spaces are to be provided at the rear of Building 31 in the southern portion of the hospital campus.

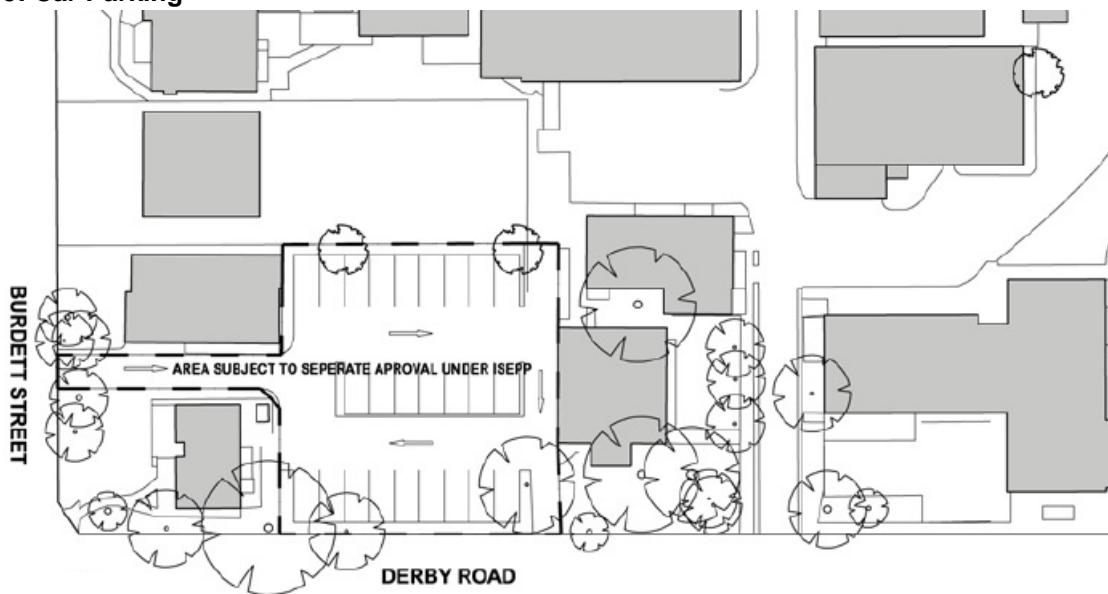
The proponent has identified that, separate to this project application, a further 25 car parking spaces are to be provided in the south-eastern corner of the hospital campus to service the demand generated from the IMHF. The additional 25 spaces were the

subject of a separate application “Hornsby Hospital Mental Health Unit Decanting Works” under Part 5 of the EP&A Act as allowed under State Environmental Planning Policy (Infrastructure) 2007.

During the exhibition, council identified that car parking is considered to be an issue as the 25 car parking spaces in the south-eastern corner of the Hospital Campus do not form part of the project application, and no construction timeframe has been given for the additional car parks.

In response, the proponent identified that the additional 25 car parking spaces are approved to proceed. The proponent also identified that the additional car parking spaces can be delivered either prior to, or in conjunction with, the development of the IMHF. An indicative layout of the 25 car parking spaces to be constructed in the south-eastern corner of the hospital campus is provided in Figure 15.

Figure 15: Car Parking



The department considers that the provision of the 130 car parking spaces included in this project application, in addition to the use of the 25 car parking spaces approved under Part 5 of the EP&A Act in the south-eastern corner of the hospital campus will adequately service the demand generated by the development. The use of the 25 car parking spaces to service the demand generated by the development is included as a recommended condition of approval.

5.3.3. Public Transport

The proposal is located in close proximity to bus services with a stop along Palmerstone Road at the entrance to the hospital campus. The bus service connects with the Hornsby Train Station which is approximately 1.1 km from the subject site. The frequency of the bus service is approximately every 30 minutes during peak hour.

In accordance with the Statement of Commitments, the proponent has committed to the provision of a bicycle parking and storage area to accommodate 10 bicycles. The bicycle parking area is located in an accessible location at the south east corner of the proposed IMHF and will be designed in accordance with Australian Standard AS 2890.3:1993 Parking Facilities – Bicycle parking facilities.

TNSW has recommended the preparation, implementation and ongoing monitoring of a Workplace Travel Plan (WTP). Accordingly, the department has recommended a condition for the proponent to prepare a WTP prior to the occupation of the building. The WTP is to be implemented during the operation of the building to encourage staff to use non-car travel modes.

The department is satisfied the proposal will benefit from its accessibility to public transport and that the proponent's Statement of Commitments and recommended conditions of consent will further encourage the use of sustainable transport modes for visitors and staff of the building.

5.4. Ecologically Sustainable Development

The orientation and layout of the building has been designed to incorporate passive solar design and to maximise natural daylight infiltration to patient activity areas and in-patient rooms in both floors of the facility. The EA also identifies that gas and electrical consumption will be minimised through optimising the detailed building design, system design and ongoing operation and maintenance of the facility. The proponent has also committed to the provision of a bicycle parking and storage area on the site as part of the Statement of Commitments.

In addition to the ESD measures identified in the EA and the proponent's Statement of Commitments, the department has imposed a number of conditions which relate to ESD, namely:

- preparation of a construction waste management plan, and operational waste management plan
- preparation and implementation of a Work Place Travel Plan to encourage staff to use of non-car travel modes.

The department is satisfied that, subject to the ESD measures identified in the EA, the proponent's Statement of Commitments and recommended conditions, the proposed development adequately incorporates the principals of ESD in accordance with the objects of the EP&A Act.

5.5. Heritage

Collingridge House, also known as the Cottage Chapel (chapel), is an item of local heritage significance within the hospital campus, and is listed in the Hornsby LEP. During the exhibition, council identified that the proposed works are remote from the chapel, and therefore the proposal was unlikely to impact on the heritage significance of the item.

The department is satisfied that the proposal will not impact on the heritage significance of Collingridge House within the hospital campus.

5.6. Public Interest

The proposal will make a significant contribution to the existing medical facilities in the Hornsby Ku-ring-gai Hospital and will enhance adult mental health and child and adolescent mental health services for the region. The proposal will attract around \$29 million worth of capital investment and has the potential to generate approximately 127 full time equivalent operational jobs for the hospital campus, and approximately 100 full time equivalent construction jobs. Given that any residual impacts associated

with the development can be mitigated, the department therefore considers the proposal in the public interest.

5.7. Developer Contributions

Hornsby Shire Council Development Contributions Plan 2007-2011 (S94 Plan) applies to the entire Hornsby LGA. The S94 Plan provides an administrative framework for the collection and expenditure of development contributions for community and cultural facilities, civic and urban improvements, and road and traffic management facilities. The S94 Plan is generally applied to residential dwellings, new lots, seniors housing, tourist and visitor accommodation, commercial / retail development, industrial development, extractive industry and car parking within the Hornsby Town Centre. Additionally, the S94 Plan identifies that contributions are payable for non-residential development across the Hornsby LGA that generate additional employment.

Whilst the proposal will generate additional employment within the Hornsby LGA, the proposal will also provide a significant public benefit through improvements in adult mental health and child and adolescent mental health services, and will enhance the existing facilities within the Hornsby Ku-ring-gai Hospital Campus. Further, as detailed in section 5.3 of this report, the department considers that the proposal would not have a significant impact on the existing traffic flow, and the proposal has made adequate provision for car parking for the development within the hospital campus, and all necessary servicing and augmentation of requirements of the proposal will be undertaken by the proponent. The department also considers that the scale and intensity of the development would not generate additional demand for improvements to the urban road network, open space, or community facilities.

Council did not request that contributions be imposed on the development, however, recommended that consideration be given to the construction of a concrete footpath along the frontage of the subject site in accordance with council's Civil Works Design and Construction Specification 2005. In response, the proponent identified that the existing footpath is in good condition along all street frontages, and the replacement of an existing footpath is not a sustainable outcome unless it incurs damage during the construction of the development. The department considers that the construction of a new footpath is not warranted given the condition of the existing footpath, however, a condition is recommended requiring the proponent to prepare a dilapidation survey of council's assets and adjoining property, which must be prepared and submitted to council and adjoining properties prior to the commencement of works. The dilapidation survey will ensure that the proponent is liable for the cost of any damage caused to council's assets or adjoining properties during the construction of the development. It is recommended that no development contributions be applied to the project application.

6. CONCLUSION

The department has reviewed the environmental assessment and duly considered advice from public authorities as well as issues raised in the public submission in accordance with Section 75I(2) of the EP&A Act. All relevant environmental issues associated with the proposal have been extensively assessed.

The development is consistent with the strategic objectives for the area, being consistent with the Metropolitan Plan for Sydney 2036 and the draft North Subregion Draft Subregional Strategy.

The proposal is generally consistent with requirements of the relevant planning instruments, policies and objectives. The department has given consideration to the relevant State Environmental Planning Policies and the context of the locality.

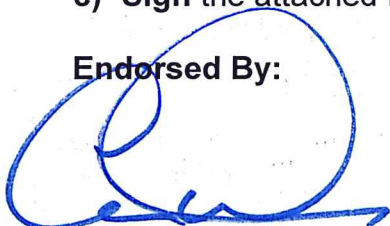
The department is of the view that the recommended conditions and implementation of the measures detailed in the proponent's EA and appendices, and the Statement of Commitments will adequately mitigate the environmental impacts of the proposal. On balance, the department considers the site to be suitable for the proposed development and that the project is in the public interest. Accordingly, the department recommends that the project be approved, subject to conditions.

7. RECOMMENDATION

It is recommended that the Deputy Director-General:

- a) **Consider** the findings and recommendations of this report;
- b) **Approve** the Project Application (MP 08_0227), subject to conditions, under section 75J(1) of the EP&A Act, having considered all relevant matters in accordance with (a) above;
- c) **Sign** the attached Instruments of Approval (**TAG A**).

Endorsed By:



11.1.12

Chris Wilson
Executive Director
Major Projects Assessment