Environmental Assessment

Project Application

Miranda Dental Hospital

84 – 86 Kiora Road, Miranda

economiapds

planning + development

November 2011

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Statement of Validity

This Environmental Assessment has been prepared and submitted under Part 3A of the *Environmental Planning and Assessment Act* 1979 (as amended).

Environmental Assessment Prepared by:

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Company:	Economia PDS Pty Ltd
Address:	Suite 811, 185 Elizabeth Street, Sydney NSW 2000
In respect of:	Project Application
Applicant name:	The Russo Family Trust
Applicant address:	29A Murralin Lane, Sylvania NSW 222
Land to be developed:	84 – 86 Kiora Road, Miranda
Proposed development:	Dental Hospital
Environmental Assessment:	An Environmental Assessment (EA) is attached.
Statement of Validity:	I certify that I have prepared the contents of this Environmental Assessment in accordance with the Director General's Requirements dated 8 October 2010, and that to the best of my knowledge, the information contained in the environmental assessment is neither false nor misleading.
Signature:	
Name:	Anthony Polvere
Date:	19 June 2011 (amended 20/11/2011)

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Purpose of this Report

The purpose of this Environmental Assessment report is to seek project approval from the Minister for Planning and Infrastructure, under Section 75J of the Environmental Planning and Assessment Act 1979, for development of the Miranda Dental Hospital (MDH).

Background

The proponents of the project are The Russo Family Trust who own and operate Gentle Dental Care that had its origins over 40 years ago and currently provides for a one-stop dental care in centres located in Liverpool and Tahmoor. The centres are open 7 days a week so same-day or emergency treatment is available when required.

With an impressive staff headed by Dr Gen Russo, one of Sydney's leading dentists, Gentle Dental Care aim to provide world-class treatment through world-class dentists in world-class facilities.

The Site

Regionally, the site is located within Sydney's Southern Subregion as identified by the NSW Government in the *Metropolitan Plan for Sydney 2036*. More locally, the site is located in the Miranda Town Centre, which is within the Sutherland Local Government Area (LGA), the southern most LGA in Sydney's South Subregion, and the second most populated LGA in NSW. Miranda is the strongest retail centre in Sutherland LGA.

The site is located at 84 – 86 Kiora Road Miranda, has an area of 490.5sm and has frontages to Kiora Road, Urunga Parade and to Urunga Lane. The site is located approximately 30 metres from Miranda railway station and is adjacent the largest bus interchange in the Sutherland Shire.

The strategy for Miranda, as detailed in the Sutherland Shire Development Control Plan 2006, identifies the site as future "Medical/Services" uses.

The Project

It is proposed to develop a state of the art, purpose built, worlds best practice dental care hospital that provides a one-stop professional dental care service to people admitted both as in-patients and out-patients

Project approval is being sought to demolish existing buildings on the site and construct a seven (7) storey building comprising dental hospital with associated shop/café on the upper ground floor and fully automatic basement level car park.

The Capital Investment Value Cost Plan Report estimates the construction cost of the proposed development to be in the order of $17,347,816.

Environmental Assessment

The Environmental Assessment (EA) of the project has been undertaken in accordance with the Director-General's Environmental Assessment Requirements and includes a draft Statement of Commitments (see Section 9) that sets out the undertakings made by The Russo Family Trust to manage and minimise potential

impacts arising from the development. The EA also includes additional information required by the Department following a review of the draft EA.

An assessment of the project's consistency with the relevant planning provisions and policies that apply to the site has identified that the project:

- complies with the objectives and planning provisions of the relevant zone and is permitted development subject to Council consent;
- does not comply with development control standard in Sutherland Shire LEP 2006 relating to floor space ratio;
- does not comply with development control standards in Sutherland Shire DCP 2006 relating to setbacks; and,
- generally complies, or is able to comply, with all other relevant planning provisions and policies.

Justification for the non-compliance with the relevant planning provisions is provided for in Sections 3 & 7 of this report and in the Architectural Design Report.

Public Benefit

A Social Impact Assessment indicates that a net public benefit arises from the sum of all the positive social impacts of the development significantly outweighing any negative social impacts. The positive social benefits relate to the following:

- Availability of dental and health services and facilities – meeting the growing demand for dental and health services within the catchment areas;
- Capacity of dental and oral health services and facilities – meeting the accessibility demand for special needs patients and the elderly;
- Financial accessibility of dental and oral health services – provision of services for the low income and socio economically disadvantaged;
- Physical accessibility of dental and oral health services – the site is highly accessible by public transport;
- Employment – the MDH will generate around 88 additional full-time jobs.
- Skills, education and research – MDH will provide educational facilities and promote clustering of dental practitioners;
- Traffic and car parking – the MDH will encourage non-vehicular transport modes;
- Safety – reduced crime via increased passive surveillance;
- Amenity of the surrounding environment – improved physical and aesthetic amenity for Miranda residents and businesses; and,
- Agglomeration and clustering of health services – close proximity to the Miranda health and dental services clusters and Sutherland Hospital.

The negative social benefits relate to the following:

- Employment – relocation of the 6 full time jobs that presently exist on the site;
- Safety – increased site activity during construction; and,
- Amenity of the surrounding environment - increased site activity during construction.

Practical measures are proposed and adopted for minimising the identified negative social impacts.

Conclusion

The environmental assessment of the proposed development has demonstrated that the proposal;

- is permissible development subject to the provisions of Sutherland Shire Local Environmental Plan 2006;
- complies with the zone objectives;
- is an appropriate form of development for the site as identified in the Miranda Strategy Map;
- will provide increased economic and employment activity.
- complies with the principles and objectives of the relevant State environmental planning instruments, strategies, policies and guidelines applying to the site;
- will have minimal adverse environmental effects;
- Will support significant Government investments in trains and buses in the area;
- will provide considerable public benefit; and,
- showcases exemplary contemporary architecture with environmental sustainability a fundamental component of the design philosophy.

In summary, the site has the capacity to accommodate the proposed development with the absence of any significant environmental impacts and considerable public benefit.

1.0 Introduction

On the 28 January 2011 the then NSW Department of Planning, as delegate for the Minister for Planning, formed the opinion that the proposed Miranda Dental Hospital at 84 – 86 Kiora Road, Miranda (herein after referred to as "the site") is development of a kind that is described in Schedule 1 Clause 18 of the *State Environmental Planning Policy (Major Development) 2005* and is declared to be a project to which Part 3A of the *Environmental Planning and Assessment Act 1979* (the Act) applies for the purpose of Section 75B of that Act.

By letter dated 25 February 2011 the then NSW Planning issued the Director-General's Requirements (DGRs) for the preparation of an Environmental Assessment (EA) for the project. The DGRs have been prepared in consultation with relevant government authorities.

Following the repeal of Part 3A from the Act, the Miranda Dental Hospital was identified as a project that will continue under the transitional arrangements for Part 3A.

This EA report has been prepared by Economia PDS on behalf of the project proponents, The Russo Family Trust (herein after referred to as "the Proponents"). The EA report:

I. describes the project; and,

II. contains all the matters required by the Director-General issued on 25 February 2011; and,

III. contains additional information required by the Department following a review of the draft EA.

The purpose of this EA report is to seek approval to carry out the project under the transitional arrangements for Part 3A.

In preparing this report Economia PDS Pty Ltd has relied upon the adequacy and accuracy of the assessments and advice contained in the reports, plans, diagrams, tables, and so forth, prepared and provided by the respective specialist consultants in the project team and should be read in conjunction with the information appended to the report.

2.0 Project Background and Overview

2.1 Background

The proponents of the Project Application, The Russo Family Trust, own and operate Gentle Dental Care, which had its origins over 40 years ago and currently provides for a one-stop dental care in centres located in Liverpool and Tahmoor. The centres are open 7 days a week, with extended hours, so same-day or emergency treatment is available when required.

With an impressive staff headed by Dr Gen Russo, one of Sydney's leading dentists, Gentle Dental Care aim to provide world-class treatment through world-class dentists in world-class facilities.

Of special note, both existing Gentle Dental Care centres cater for patients with special needs. The centres employ specialists who provide general anaesthesia and intra-venous sedation when required. Gentle Dental Care recognise that it is important for the special needs patient, as well as their carers, to have a facility that is operating every day of the week, and is available for emergencies. The centres offer all dental care and specialist services in-house, which are seen as being very important to this under-served segment of the population. People with special needs, such as young children with autism for example, desperately need access to dental services, but many dentists are not equipped to handle even basic procedures for special needs patients because the patients often require either general anaesthesia or intravenous sedation. Gentle Dental Care is equipped with the best dental technology, including general anaesthesia, intravenous sedation as well as the latest soft and hard tissue surgical laser equipment. Gentle Dental Care receives many referrals from hospitals and other dentists to care for special needs cases.

The existing Gentle Dental Care centres participate in Government schemes, providing dental care for:

- Medically compromised patients under the Chronic Disease Management (CDM) scheme (formerly Enhanced Primary Care (EPC) program);
- War veterans and their families under the Veteran Affairs program;
- Medically compromised patients under the Medicare Chronic Disease Dental Scheme; and,
- Preventative services for young adults under the Medicare Teen Dental Plan.

Gentle Dental Care also have worked with the Life Time Care and Support Association (LTCSA) which provides schemes for treatment to people severely injured in motor accidents, especially those with spinal cord injuries, brain damage and vision impairment. The existing dental centres are fully equipped to handle patients with such physical disabilities. These facilities will also be made available in the Miranda Dental Centre.

The proposed new centre in Miranda will also have the added advantage of being able to provide accommodation to both patient and carer when required.

2.2 Vision for the site

1. *To embody the 'world's best practice principles in a built form that conveys the state of the art, forward thinking that Dr Russo believes in - through the expression of the architecture and its detailing*
2. *To create a unique building that breathes new life into the Miranda commercial centre that is currently dominated by an environment of large expanses of flat concrete and masonry facades. The proposed corner site for this development takes advantage of its 'gateway' location and provides opportunity for a dynamic building form that reinforces and focuses the positive aspects of the busy Kiora Road and Urunga Parade intersection.*
3. *To take advantage of its key and central transport hub location and enhance the active street frontages of Kiora Road and Urunga Parade with transparency and interesting forms.*
4. *To create an environmentally sustainable building with a very high quality of design and with reduced running costs for the life of the building; and*
5. *To identify, introduce and reinforce the evolving medical community in the precinct.*

2.3 Project Team

The following specialised project team has been formed to deliver the project:

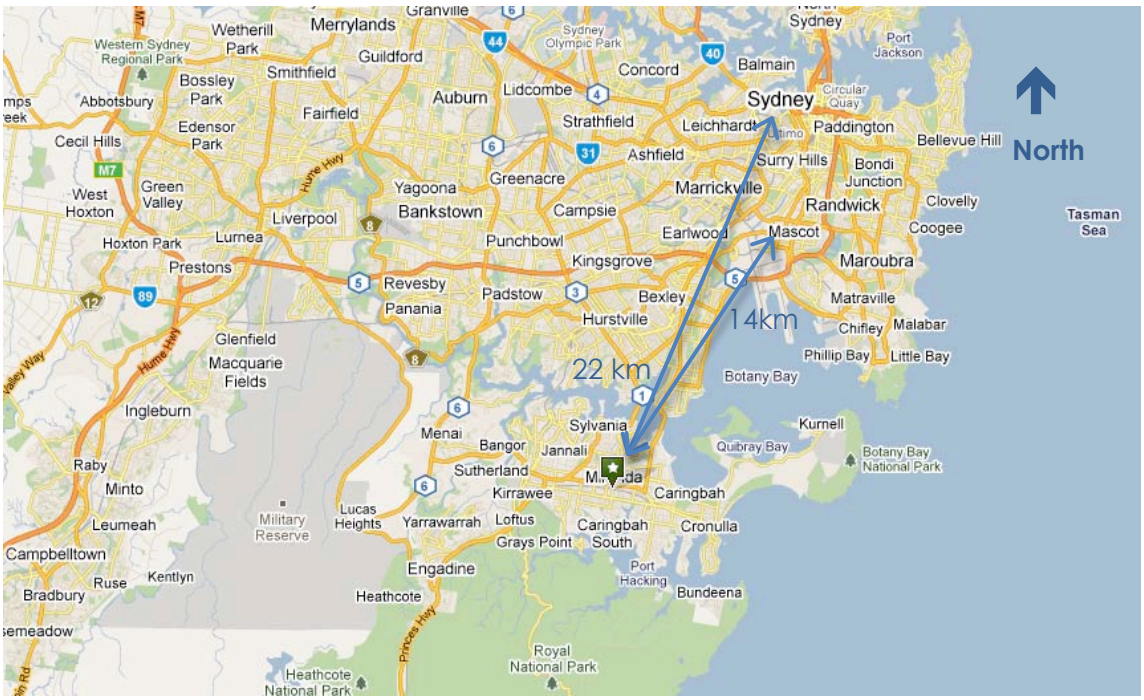
Urban Planning	Economia PDS Pty Ltd
Architecture & Urban Design	Geoform Design Architects Pty Ltd
Quantity Surveying	Washington Brown Quantity Surveyors
Surveying	John Holt Surveyors
Traffic and Parking	Traffix
ESD	Vim Sustainability
Heritage	Cracknell Lonergan Heritage Architects
Drainage	EWFW Pty Ltd
Utilities	APP Pty Ltd
Geotechnical	Jeffery and Katauskas Pty Ltd
Contamination	Environmental Investigations
Noise and Vibration	Acoustic Logic
Social Impact	SGS Economics & Planning

3.0 Site Analysis and Context

3.1 Regional and Local Context

Regionally, the site is located within Sydney's Southern Subregion as identified by the NSW Government in the *Metropolitan Plan for Sydney 2036*. The site is approximately 22km from Sydney CBD and 14km from Sydney Airport (refer **Figure 1**).

Figure 1. Regional Context



The region is home to some of Sydney's most beautiful natural environments, national parks, beaches etc. and is a popular liveable destination due to its lifestyle. In the *South Subregion – Draft Subregional Strategy* the NSW Government identifies the area as;

- having the (equal) second largest population of all Sydney Metropolitan subregions, housing about 15 per cent of the Sydney Greater Metropolitan Region population;
- playing an important economic role forming part of the Global Economic Corridor;
- being well serviced by existing transport infrastructure including five rail lines and a large number of arterial roads;
- having a significant number of key Employment Lands; and
- having one of the lowest employment self-containment levels of all Sydney Metropolitan subregions.

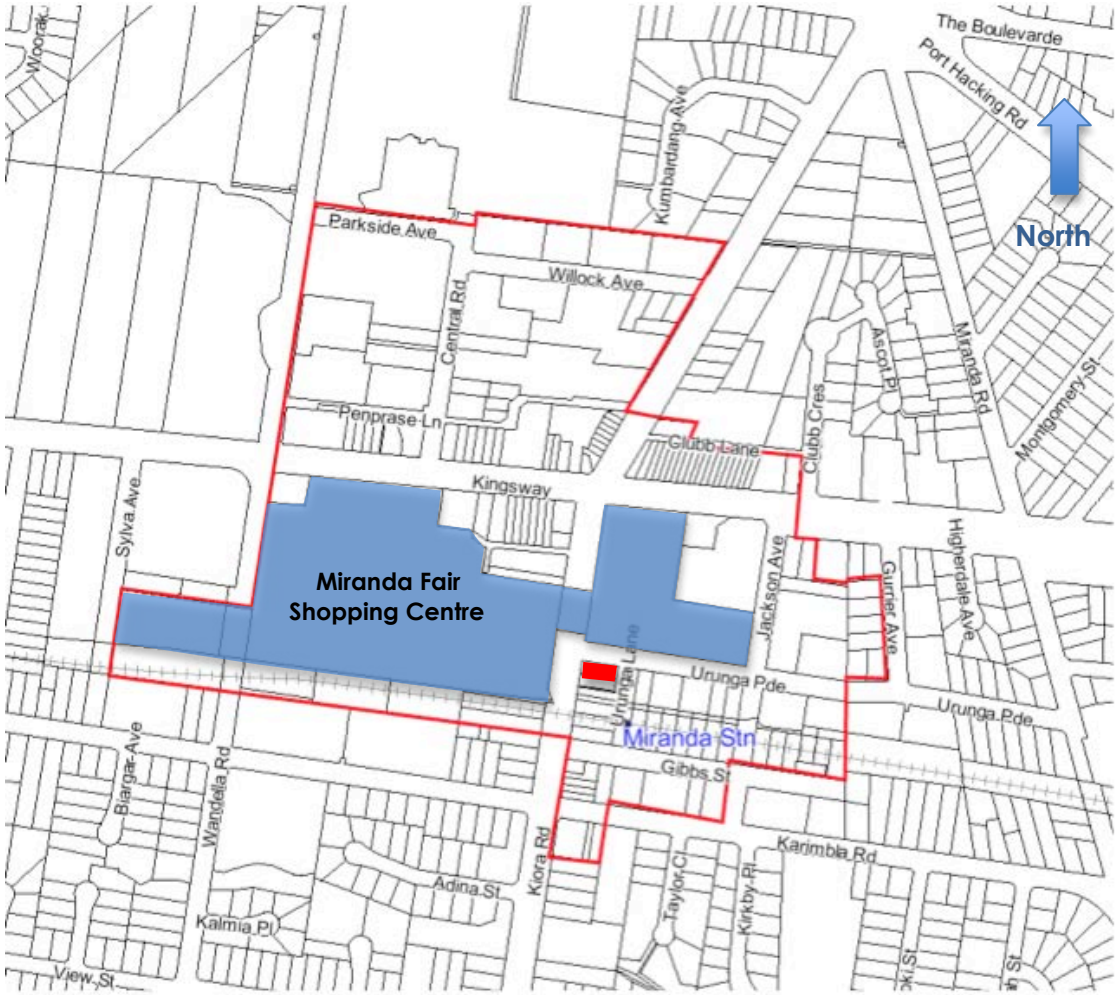
More locally, the site is located in Miranda, which is within the Sutherland Local Government Area (LGA), the southern most LGA in Sydney's South Subregion, and the second most populated LGA in NSW with over 215,000 residents. *The*

South Subregion - Draft Subregional Strategy identifies Miranda as a Town Centre and recognises;

- Miranda is the strongest retail centre in Sutherland LGA;
- Whilst the Major Centre of Sutherland plays an important role for employment as a local administration centre, Miranda provides significantly more services and employment in retail;
- Miranda is conveniently located and serviced by rail and road infrastructure, with potential for employment and residential growth;
- Miranda has the potential to increase to a Combined Major Centre along with Caringbah; and,
- Together, the centres of Miranda and Caringbah provide a large retail, health and education cluster and have the potential for further growth.

Figure 2 details how the subject land, shown in solid red, is strategically located within the Miranda Town Centre (outlined in red), adjacent to the Miranda Fair Shopping Centre and within easy walking distance from the Miranda train station.

Figure 2. Local Context



Figures 3, 4 & 5 highlight how the immediate locality of the site is dominated by the bulk and scale of the Miranda Fair Shopping Centre that is located immediately to the north and west of the site. The height of the Shopping Centre ranges from 20.5 metres directly opposite the north-east corner of the site to 27.6 metres at the corner of the building adjacent to Kiora Road and the rail bridge over Kiora Road.

There is also a clustering of health practitioners in predominantly 3-4 storey buildings along Urunga Parade immediately east of the site.

Figure 3. View of Kiora Road Looking North

Figure 4. View of Urunga Parade Looking West

Figure 5. View of Kiora Road Looking South

3.2 Site Analysis

The site, shown outlined in red in **Figure 6**, is located at 84 – 86 Kiora Road Miranda and is more formally identified as Lot C DP415413. The site is rectangular in shape, has an area of 490.5sm and has frontages of 13.41 metres to Kiora Road, 36.58 metres to Urunga Parade and 13.41 metres to Urunga Lane. Survey plans of the site at three (3) different scales are provided **Appendix 1**.

The site is currently occupied by a plain two-storey brick and tile roof commercial building with a "bottle shop" on the ground floor and "orthodontist" on the first floor. A view of the site is provided in **Figures 7 & 8.**

The rear of the building is vacant and is currently used for at-grade off-street car parking that is accessed from an eight metre wide driveway crossing off Urunga Lane. There is also a 6 metre wide driveway crossing off Urunga Parade that is currently not in use.

The site slopes down from east to west and across the site from north to south.

Geoform Design Architects have undertaken a comprehensive site analysis that is detailed in the Architectural Design Report that is a separate volume to this EA.

Figure 6. Aerial View of Site

Figure 7. View of the Site fronting Kiora Road

Figure 8. View of the Site fronting Urunga Parade

3.3 Existing Access & Public Transport

The site is very well located in relation to access by both public and private transport. The SSLEP 2006 Accessibility Index maps indicate the level of accessibility by walking and public transport for each parcel of land in the Sutherland Shire. The site is identified as having a high accessibility index value, which means the site has good access to transport infrastructure services and commercial/retail, centres.

3.3.1 Road Network

Kiora Road provides direct access to the following arterial roads;

- The Kingsway - which runs in an east-west direction and provides direct access to Sutherland, Caringbah and Cronulla; and
- Port Hacking Road – which runs in a north-south direction and provides convenient access to Sylvania and Hurstville regional centre.

Kiora Road is recognised as a main traffic route through Miranda providing direct access between the Westfield Shopping Centre and Miranda railway station.

3.3.2 Trains

The site is located approximately 30m (less than 1 minute walk) from Miranda railway station which is on the Eastern Suburbs and Illawarra Line. The line provides an all stations and limited stops service to Hurstville, Central and Bondi Junction in one direction and an all stations service to Cronulla in the opposite direction.

Basic service consists of 2-4 suburban trains per hour in each direction. Service frequency increases during peak periods.

3.3.3 Buses

Miranda is the largest bus interchange in the Sutherland Shire. Buses operate to and from Miranda railway station from bus bays at Westfield Miranda which is adjacent the site.

The following provides a summary of the bus routes in Miranda;

Veolia Transport – runs twelve (12) routes servicing local suburbs suburbs and the Hurstville regional centre.

Caringbah Buses – runs two (2) routes servicing suburbs including Lilli Pilli and Port Hacking via Caringbah

Sydney Buses – run three (3) routes servicing suburbs to the north of Miranda including Rockdale, Sans Souci, Ramsgate, Kogarah and Birighton-Le-Sands.

3.3.4 Taxis

A taxi rank is conveniently located on Urunga Parade directly opposite the site.

4.0 Key Development Control Standards

Development in the Sutherland LGA is mainly controlled through the Sutherland Shire Local Environmental Plan (SSLEP) 2006 and the Sutherland Shire Development Control Plan (SSDCP) 2006. The key development control provisions of zone objectives, permissibility, height and floor space ratio are contained within the SSLEP 2006.

Pursuant to SSLEP the site, outlined in red in **Figure 9**, is zoned 8 - Urban Centre. The types of land uses that are permissible in zone include educational facilities, medical facilities, mixed use premises, shops, office premises, hospital and residential flat buildings.

The objectives of the zone are:

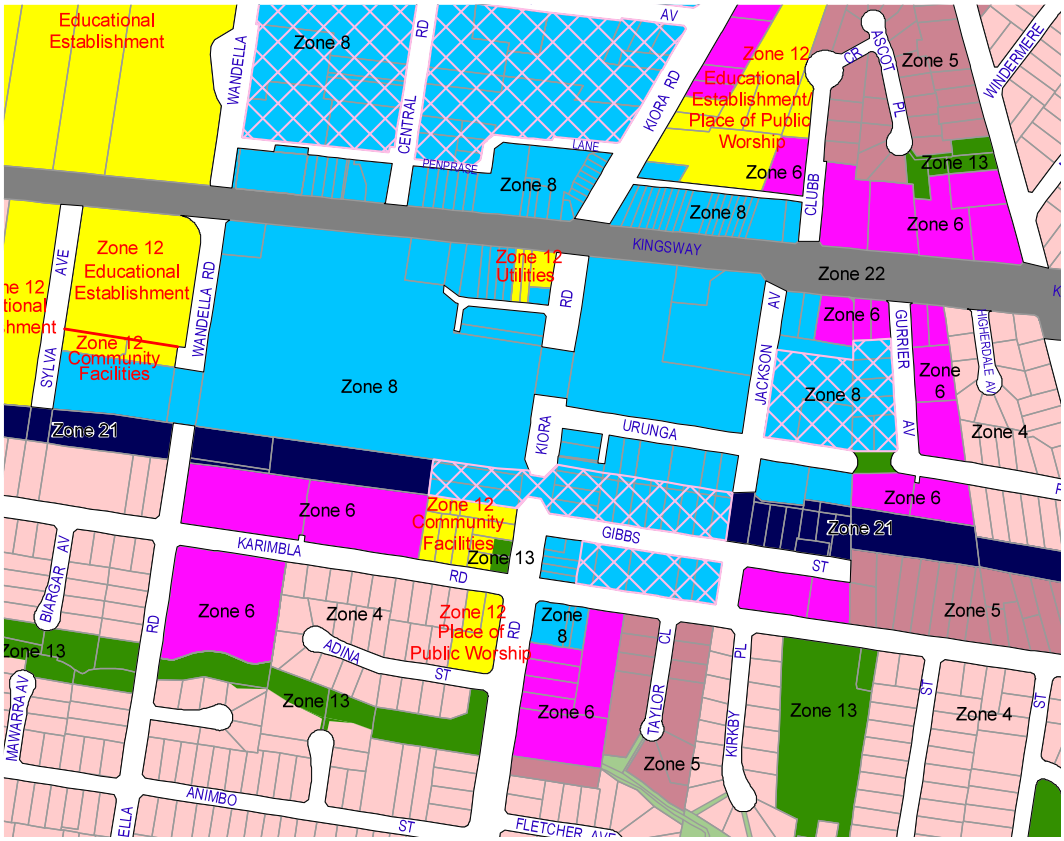
(a) to identify appropriate land for the provision of a wide range of retail, business and professional activities,

(b) to promote viable businesses through increased economic and employment activity,

(c) to provide for an integrated mix of commercial, office, retail and residential buildings,

(d) to create attractive, vibrant and safe establishments and facilities as a focus for community spirit.

Figure 9. Zoning Map



Source: Sutherland LEP 2006

Pursuant to Clause 33(8) the maximum number of storeys applying to the proposed development is seven (7) storeys (28m max).

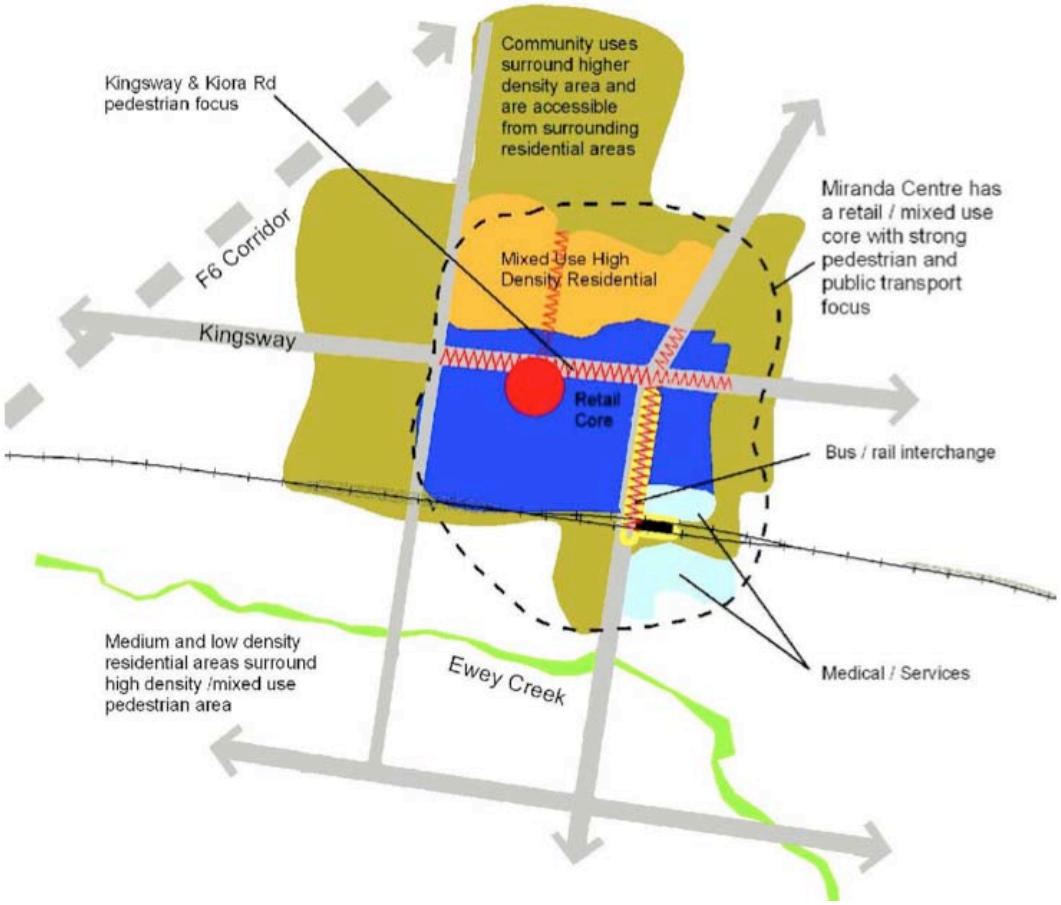
Pursuant to Clause 35(11) the maximum floor space ratio applying to the proposed development is 2.5:1.

The SSDCP 2006 provides more strategic direction for development within the Shire and provides the following key comments in relation to the Miranda Town Centre:

- Greater pedestrian focus along the Kingsway, Kiora Road and Central Road;
- Provide an attractive and viable centre with Westfield Shopping Centre providing the major retail focus for the sub-region with an appropriate range of ancillary commercial and service activities; and
- continuous awnings, nil set backs and active frontages are the predominate characteristics of the streetscape on the eastern side of Kiora Road. This character is to be maintained in future development.

The strategy for Miranda as detailed in the SSDCP 2006 is shown on **Figure 10**.

Figure 10. Miranda Strategy Map



Source: Sutherland LEP 2006

5.0 Description of Project

It is proposed to develop a state of the art, purpose built, worlds best practice dental care hospital that provides a one-stop professional dental care service to people admitted both as in-patients and out-patients and includes the following facilities:

- day surgery, day procedures or health consulting rooms;
- accommodation for persons receiving cosmetic dental care, facial reconstruction etc;
- accommodation for special needs patients and their carers;
- shops or refreshment rooms;
- educational purposes;
- research purposes; and,
- any other dental-related use.

The Project Application has been informed by a comprehensive site and contextual analysis supported by detailed plans and studies undertaken by a specialised project team.

5.1 Project Approval

Project approval is being sought for the following:

1. Demolition of the existing buildings on the site.
2. Construction of a seven (7) storey building comprising;
   - dental hospital; and,
   - shop/café on the upper ground floor.
3. Fully automatic basement level car park accessed off Urunga Lane.

Refer to the architectural plans that form part of the Architectural Design Report (separate volume to EA) for details of the proposed development.

An indicative visualisation of the building is shown in **Figures 11** and **12**.

Figure 11. Visualisation of the Building Looking West along Urunga Parade

Figure 12. Visualisation of the Building Looking North along Kiora Road

5.2 Land Use and Floor Area

The Project Application seeks approval for a dental hospital and retail uses with a Gross Floor Area (GFA) of 1,938.3sm and maximum Floor Space Ratio (FSR) of 3.95:1.

The GFA and FSR are calculated in accordance with the definition contained within the Dictionary that forms part of the NSW Government's Standard Instrument – Principal Local Environmental Plan.

Table 1 provides a summary of the uses and GFA on a floor-by-floor basis.

The in-patient accommodation consists of three (3) separate suites each with en-suite bathroom and two single beds. A nurse will be in attendance 24 hours a day, 7 days a week.

The retail area has a floor space of 43.7 sm and it is anticipated that this space will be used for a small cafe.

It is anticipated that the proposed dental hospital will accommodate approximately eighty-eight (88) employees comprising:

- twenty-eight (28) doctors;
- thirty-seven (37) nurses;
- twenty-one (21) admin./support staff; and
- two (2) retail shop staff

5.3 Built Form and Urban Design

The Architectural Design Report (refer separate volume) provides a comprehensive summary of how the design of the proposed dental hospital has evolved from the following three (3) key principles:

1. Understanding the objectives within Councils LEP and DCP.
2. Application of strong urban design principles.
3. Providing a direct response to the immediate context.

The architectural response to built form and urban design has resulted in a building that the architects describe as having a "more dynamic, fluid aesthetic" which addresses the predominant corner position as a taller form signifying a "gateway" and also offering a counter point to the existing horizontal mass of Westfield's form.

It was recognised by the architects that the public domain within the locality is "low on quality, scale, articulation and visual interest" and so it was a goal of the design process "to specifically address and humanize the public domain, whilst creating a focal point of civic pride".

The articulation and materials used on the facades have generally come about from essentially 'green' decisions combined with an overall palette and expression which the architects describe as evoking "a friendly, humanizing presence for the street intersection at this very busy pedestrian and transport hub".

Table 1. Land Use

Level	Use	Gross Floor Area (sm)
Basement	Fully automated car stacking	43 spaces
Lower Ground	Reception & Dept of Oral & Restorative Surgery	266.5 sm
Upper Ground	Lobby & Retail Access to car lift Disabled parking	91.5 sm 1 disabled car space
Level 1	Dept of Radiology Dept of Periodontal Treatment	338.4 sm
Level 2	Dept of Orthodontics & Endodontics Dept of Cosmetic Surgery	338.4 sm
Level 3	Dept of Implants & Restorative Prosthetics & Restorative Clinic	338.4 sm
Level 4	Dept of Special Needs Post Operative Teaching & Lecturing	338.4 sm
Level 5	Inpatient Accommodation Staff Amenities	226.7 sm

5.4 Vehicular Access and Parking

Car parking is provided for doctors and employees only in a multi-level car stacking system accessed off Urunga Lane at the rear of the site. A total of forty-four (44) car parking spaces are provided comprising forty-three (43) spaces below ground level and one (1) disabled car parking space at ground level.

The car stacking system, designed by Klaus Multiparking, will automatically store and retrieve vehicles from the forty-three (43) spaces below ground level. There are two (2) ground level waiting bays on-site, one on either side of the vehicle delivery pallet. The waiting bay to the south will operate as a waiting bay at all

times while the space to the north of the pallet will only be used as a waiting bay prior to 9.30am after which time it will operate as the disabled/loading space.

The car stacking system incorporates an integrated vehicle turntable allowing forward entry and forward exit manoeuvres to and from the site.

A signal will be provided at the north-east corner of the site, visible from Urunga Parade, advising drivers in the event that both the waiting bay and car stacker are in use.

5.5 Landscaping

Because the site has an area of only 490.5sm and the proposed building covers the entire site, there is little opportunity for landscaping at ground level.

However the top storey of the proposed building incorporates a roof terrace with some planting and a water feature with a glass bottom to allow filtered light through the internal void (refer Section 05 of the Architectural Design Report).

5.6 Ecologically Sustainable Development

Section 11 of the Architectural Design Report details how the proposed building has been designed to make efficient use of natural resources, energy and water throughout its full cycle, including construction. Energy efficient building response has been developed through extensive passive design and sun control elements.

Key elements of the Architects 'green' design principles include;

- Natural ventilation;
- Double glazed windows;
- solar chimneys;
- Low emissivity ventilated plenum facade;
- Night purge
- Intelligent building management system;
- Renewable energy photovoltaic on roof;
- Thermal mass construction;
- Low & non-toxic finishes;
- Rainwater capture and storage;
- Water efficient fixtures and fittings;
- Water Sensitive Urban Design (WSUD)
- Maximised natural day light;
- Solar hot water units;
- Reduced car parking provision; and
- Air quality.

Vim Sustainability has been appointed the sustainability consultants for the project and has prepared an Ecologically Sustainable Development (ESD) Report that identifies the principle sustainable initiatives that will be

implemented during the design development process. This includes details of an Integrated Water Management Plan for the building. A copy of the report is located at **Appendix 2**.

5.7 Public Domain

Two (2) street trees will be planted on the footpath along Urunga Parade (refer architectural plans) to reflect the trees on the opposite side of the road. It is envisaged that this tree planting will prompt the planting of additional trees along Urunga Parade that is lacking in street planting.

Additional improvements to the public domain will be provided through the payment of developer levies that will directly provide for specifically identified public works programs in the Miranda centre.

5.8 Staging

The construction of the building will not be staged.

5.9 Capital Investment Value

The Capital Investment Value Cost Plan Report prepared by Washington Brown Quantity Surveyors (**Appendix 3**) have assessed the construction cost of the proposed development to be in the order of $17,347,816. The capital investment value has been determined in accordance with the following definition:

> *"Capital Investment Value of a development or project includes all costs, necessary to establish and operate the project, including the design and construction of buildings, structures, associated infrastructure and fixed or mobile plant and equipment, other than the following costs:*
>
> *(a) amounts payable, or the cost of land dedicated or any other benefit provided, under a condition imposed under Division 6 or 6A of Part 4 of the Act or a planning agreement under that Division,*
>
> *(b) costs relating to any part of the development or project that is the subject of a separate development consent or project approval,*
>
> *(c) land costs (including any cost so fmarketing and selling land),*
>
> *(d) GST (within the meaning of A New Tax System (Goods and Services Tax) Act 1999 of the Commonwealth)."*

6.0 Director General's Environmental Assessment Requirements

By letter dated 25 February 2011 the then NSW Department of Planning issued the Director-General's Requirements (DGR's) for the preparation of an Environmental Assessment for the project. A copy of the DGR's is provided in **Appendix 4**.

Table 2 provides a summary of the DGRs and where each of the individual requirements, in particular the key issues, have been addressed in this report.

Table 2. Summary of DGRs

Director General's Requirements	Location
General	
1. Executive Summary	Page 1 of Environental Assessment (EA)
2. Site Analysis	Section 3.0 of EA & Section 05 of Architectural Design Report (ADR)
3. Description of Proposed Development	Section 5.0 of EA & Section 02 of ADR
4. Assessment of the key issues (outlined below)	Section 7.0 of EA
5. Draft Statement of Commitments	Section 9.0 of EA
6. Plans and Documents (outlined below)	Appendix A – ADR
7. Statement of Validity	Page I of EA
8. Quantity Surveyor's Certificate	Appendix 3 of EA
9. Conclusion and Justification	Section 10.0 of EA
Key Issues	
1. Relevant EPI's and Guidelines	Section 7.1
2. Built Form and Urban Design	Section 7.2 of EA
3. Environmental Amenity	Section 7.3 of EA
4. Transport and Accessibility Impacts	Section 7.4 of EA

5. Ecologically Sustainable Development	Section 7.5 3 of EA
6. Contributions	Section 7.6 of EA
7. Heritage	Section 7.7 of EA
8. Aboriginal Heritage	Section 7.8 of EA
9. Drainage	Section 7.9 of EA
10. Utilities	Section 7.10 of EA
11. Staging	Section 7.11 of EA
12. Noise and Vibration	Section 7.12 of EA
13. Waste	Section 7.13 of EA
14. Hazards	Section 7.14 of EA
15. Consultation	Section 7.15 of EA
Plans and Documents	
1. Site Survey Plan	Appendix A of ADR
2. Site Analysis Plan	Section 05 of ADR
3. Locality/Context Plan	Section 3.0 of EA and Section 05 of ADR
4. Architectural Drawings	Appendix A of ADR
5. Other Documents/Plans	
- Stormwater Concept plan	Appendix 9 of EA
- Erosion and Sediment Control Plan	Appendix 9 of EA
- Geotechnical Report	Appendix 13 of EA
- View Analysis	Section 07 of ADR
- Landscape Plan	Section 05 of ADR
- Shadow Diagrams	Section 08 of ADR

7.0 Environmental Assessment

The environmental assessment of the impacts of the project is undertaken in accordance with the Director-General's Environmental Assessment Requirements and includes a draft Statement of Commitments (see Section 9 of EA) that sets out the undertakings made by The Russo Family Trust to manage and minimise potential impacts arising from the development.

7.1 Relevant Environmental Planning Instruments & Guidelines

The Director-General's Requirements (DGR's) require that all the following planning provisions applying to the site, including permissibility and the provisions of all the following relevant plans and policies be addressed:

- Objects of the Environmental Planning and Assessment Act 1979
- NSW State Plan
- Sydney Metropolitan Plan 2036
- Draft South Sub-regional Strategy
- State Environmental Planning Policy 55 – Remediation of land
- State Environmental Planning Policy 33 – Hazardous and Offensive Development
- State Environmental Planning Policy (Infrastructure))2007
- State Environmental Planning Policy (Major Development)
- Sutherland Shire Local Environmental Plan 2006
- Relevant Development Control Plans

An assessment of the project's consistency with the relevant planning provisions and policies that apply to the site is provided in **Appendix 5**.

In summary, the assessment has identified that the project:

- complies with the objectives and planning provisions of the relevant zone and is permitted development subject to Council consent;
- does not comply with development control standard in Sutherland Shire LEP 2006 relating to floor space ratio;
- does not comply with development control standards in Sutherland Shire DCP 2006 relating to setbacks; and,
- generally complies, or is able to comply, with all other relevant planning provisions and policies.

The nature and extent of the non-compliance is detailed in **Table 3**.

Table 3. Extent of Non-Compliance with Relevant EPIs & Guidelines

SSLEP 2006	Project Application
Max FSR 2.5:1	FSR 3.95:1
SSDCP 2006	**Project Application**
For development of two or more storeys a minimum 2 metre setback is required above active frontages for the upper storey/storeys	The setbacks above the active street frontages vary from nil to over 2 metres.

The following Section 7.2 Built Form and Urban Design provides justification for the non-compliance of the proposed development with development control standards relating to floor space ratio and setbacks.

7.2 Built Form and Urban Design

Height, Bulk & Scale

The Architectural Design Report (ADR) provides justification for the height, bulk and scale of the proposed development within a detailed analysis of the context of the site's locality with particular attention given to the height, scale and bulk of the adjoining Westfield Shopping Centre.

The justification in the ADR for the height of the building is summarised in the following key observations:

- The context of the subject site is dominated by the height and bulk of the Westfield Shopping Centre which is located immediately to the North and West of the subject site;
- The proposed building has a maximum height of 23 metres which is well below the maximum height permissible of 28 metres as identified in the Sutherland Shire LEP;
- At a height of 23 metres, the proposed building matches the dominant parapet height of the adjacent Westfields Shopping Centre; and,
- The perception of overall height is lessened by recessing the upper most storey significantly further on all three street frontages.

In relation to Floor Space Ratio (FSR), the key objectives of development control standards for density are to minimise the environmental impacts of a building on adjoining neighbours and to ensure the bulk and scale of the building is in keeping with the existing or desired future character of built form in the locality.

The SSLEP 2006 requires a maximum FSR of 2.5:1 and a maximum height for buildings of 28 metres to control density in the Miranda Town Centre. These development control standards appear to work reasonably well together for shopping centres such as Miranda Fair where they can achieve somewhere near the maximum permissible height and FSR because they naturally require

greater floor to ceiling heights and therefore have less floors (and floor space ratio) for the same amount of building bulk and scale.

The proposed development can meet the required FSR by unnecessarily increasing the floor to ceiling heights and use of voids without resulting in any overall reduction in the scale and bulk of the building and without any perceived change to the overall environmental impact of the building.

A requirement of strict compliance to the FSR in SSLEP 2006 is seen to be both unreasonable and unnecessary given that the proposed building:

- does not exceed the height development control standards for both storeys and metres;
- is not higher than the predominant building height in the immediate locality; and,
- does not impact on the amenity of adjoining properties in terms of overshadowing and overlooking.

Open Space/Landscape Areas

Given the constraints of a relatively small site area, open space on the site is limited to the top storey terrace that wraps around the eastern, northern and western sides of the building. This space is dedicated to the to use by staff (with direct access off the staff lunch room) and in-patients and includes:

- Glass bottom water feature over void to upper ground floor entry lobby;
- Paved outdoor terrace; and,
- Potted plants.

Improvements to the public domain include planting of two (2) street trees as detailed in Section 05 of the ADR.

Design Quality

Section 02 of the ADR provides details of how the built form and urban design of the proposed building has evolved. Section 06 of the ADR provides details of the materials and finishes along with a palette of visual examples.

As mentioned previously, the articulation and materials used on the facades have essentially come about from 'green' decisions combined with an overall palette and expression which the architects describe as evoking "a friendly, humanizing presence for the street intersection at this very busy pedestrian and transport hub".

The key design element to the longer northern facade along Urunga Parade is the use of a plenum which, in building construction, is the term used for a separate space provided for air circulation for heating, ventilation, and air-conditioning.

Geoform Design Architects have incorporated a plenum into the northern façade of the building which incorporates a cooling/heating system and which doubles up as a civic art installation. The plenum utilises the northern sun in summer to establish a 'stack' effect to naturally ventilate the plenum and remove hot air away from the inner skin of the facade. This glazed plenum also acts to trap warm air during the winter months to insulate the building and reduce heat loss. The outer "skin" of the plenum will incorporate a digitally printed interlayer laminated in the outer skin of glass. Section 06 of the ADR provides examples of buildings with a double skin glass plenum

The shorter, east and west elevations are detailed primarily with glass and address solar concerns by incorporating automatic sunshields, or blinds, to add a layer of visual texture.

The design quality of the southern elevation has received particular attention so that it does not present as a blank solid wall. The southern elevation has been divided into two layers with the upper levels utilising more transparent and visually softer materials than the base to minimize visual bulk until such a time that the adjoining site is developed (refer **Figure 12**).

In relation to the proposed buildings setbacks and articulation, the ADR provides a detailed analysis of the proposed building's volume and mass compared to the potential volume and mass that is achievable from the Sutherland Shire LEP and DCP development control standards.

The ADR goes into considerable detail to describe how an alternative, less prescriptive building form has been developed which varies the prescriptive DCP setback requirements while retaining the objectives of the DCP setback controls. The DCP controls generally allow a zero setback to the lower two levels and require a minimum 2-metre setback for all levels above fronting both Kiora Road and Urunga Parade.

The proposed building has curved building facades to both Kiora Road and Urunga Parade frontages from Level 3 to Level 6 (Level 7 is setback significantly further to provide for roof terraces). The curved facades provide relief from the predominantly flat and bulky facades of surrounding buildings and provide a sense of what the architects describe as "dynamism to the façade form". The setbacks of the curved facades vary from zero up to 2.5 metres.

The ADR details how the actual volume of air space in the building setbacks of the proposed building is actually greater than the volume of air space in the building setbacks of a DCP complying building.

The architects believe this form of alternative interpretation to the setback and articulation requirements "more strongly conveys the visual idea of setback" and results in a building that is " more aesthetically pleasing".

7.3 Environmental Amenity

7.3.1 Solar Access

Shadow diagrams showing solar access to the site and adjacent properties have been prepared at the summer solstice (December 21), winter solstice (21 June) and the equinox (March 21 & September 21) at 9am, 12pm midday and 3pm (refer Architectural Design Report). The shadow diagrams show a comparison of the extent of the shadows cast by the existing and proposed development.

The shadow diagrams show that shadows are generally cast over Kiora Road, and development to the south and east of the site. The shadows cast to the south are over the roof and car park of adjoining developments and will not detrimentally impact on those sites.

The shadows cast to the east are over the side boundary wall of the existing commercial building at 50 – 52 Urunga Parade. While the overshadowing will impact on windows in that wall it will be only for a short period of time in the late afternoon. The overshadowing will not impact on the primary façade of the

building which faces north onto Urunga Parade and receives most of the sunlight during the day.

7.3.2 Acoustic Privacy

The proposed development is located within a thriving town centre and is not within close proximity to any residential development. Only mechanical plant such as rooftop exhausts and air-conditioning has the potential to impact on nearby commercial properties however given the intense commercial/retail nature of the locality it is envisaged that the proposed development will have no additional detrimental impact on surrounding development and does not require further detailed investigation.

7.3.3 Visual Privacy

The development will not look directly into or over any residential dwellings. The building will have very distant views to existing residential development in the surrounding area but will not result in the loss of any visual privacy to those dwellings.

7.3.4 View Loss

Given the location of the site, bulk and scale of adjoining Miranda Fair Shopping Centre and the distances from any other significant buildings in the locality, the concept plan is not envisaged to result in the loss of any key or significant views from surrounding development.

7.3.5 Wind Impact

Buildings that are significantly taller than their surroundings or are large slab buildings can generate winds that are generally termed "downwash". The wind hits the building and just goes straight down to the ground because it can't go around. This "downwash" can be strong enough to cause discomfort to pedestrians or interfere with the operations of doors.

Accurate wind tunnel analysis of the effects of the proposed development is not considered necessary given;

- the bulk and scale of the existing buildings, particularly Westfield Shopping Centre;
- the bulk and scale of the proposed building is relatively minor; and,
- the proposed building does not present as a large slab towards the direction of prevailing winds;

7.4 Transport and Accessibility Impacts

Traffix Pty Ltd has undertaken a Transport and Accessibility Study of the Project. A copy of the report is located at **Appendix 6**.

The scope of the study addresses the traffic, transport and parking issues as identified in the Director General's Requirements.

The key conclusions of the traffic and parking assessment undertaken by Traffix Pty Ltd are;

- Traffic generated by the development can be readily accommodated by the surrounding road network;

- Council's requirement for the provision of 60 car parking spaces is considered to be excessive and does not meet the objectives of the DGR's and the overall provision of 43 car parking spaces will accommodate the needs of the project whilst encouraging the use of alternative travel modes; and
- The automatic car parking system and associated waiting bays and service/disabled car parking are considered to be acceptable having regard for the site constraints.

The report also recommends that "*a detailed Construction Traffic Management Plan (CTMP) be prepared in response to a suitable condition of consent when more detailed information will be available and a builder is appointed*". This is reflected in the Statement of Commitments.

In summary, the report concludes that "*the proposed use of the site as a dental hospital is a moderate traffic-generating use and the assessment undertaken has demonstrated that it is supportable on traffic/transport planning grounds*".

7.5 Ecologically Sustainable Development (ESD)

Vim Sustainability has been appointed the sustainability consultants for the project and have prepared an Ecologically Sustainable Development (ESD) Report that identifies the principle sustainable initiatives that will be implemented during the design development process. This includes Water Sensitive Urban Design (WSUD) principles that will be applied wherever possible to the development. A copy of the report is located at **Appendix 2**.

In summary, the report identifies the following inclusions that will be implemented during the design development process;

1. Use of VRV air-conditioning system for lower medical floors;
2. Use of natural ventilation;
3. Use of double glazed ventilated façade;
4. Use of solar chimneys;
5. Double glazed window units, maximized fabric insulation & night purging;
6. Intelligent Building Management System (IBMS);
7. Capture of rainwater on roof and re-use of same;
8. Renewable Energy Photovoltaic Units on the roof;
9. Thermal mass construction;
10. Maximised Integral Environment Quality;
11. Water efficiency devices;
12. Water Sensitive Urban Design principles;
13. Metering;
14. Compliance with Section J energy efficiency 2010 requirements as a minimum standard;
15. Maximised daylight;
16. Sensor control of lighting and equipment;
17. Electrical lighting;

18. Landscaping;
19. Use evacuated solar hot water tubes and wall mounted radiant panels to provide winter heating;
20. Use evacuated solar hot water tubes and absorption chillers for summer cooling;
21. Use of an 'earth tube' cooling and heating system;
22. Ceiling Plenum air distribution; and
23. Use of energy generating lifts.

These inclusions are reflected in the Statement of Commitments that forms part of this EA.

Based on the inclusions listed above, Vim Sustainability believe the proposed building will be equal to or better than a 5-Star Green Star building and the outcome is "*a cost effective and resource efficient, practical, sustainable and landmark feature building designed to enhance and add quantifiable value to the Miranda community and the overall environment*".

7.6 Contributions

The site is covered by the Miranda Centre Core Commercial Land Section 94A Developer Contributions Plan. This plan is designed to collect developer contributions using the "*flat rate levy*" model as prescribed by the *Environmental Planning and Assessment Act 1979*, and *Environmental Planning and Assessment Regulations 2000*.

The Capital Investment Value (CIV) Cost Plan Report prepared by Washington Brown Quantity Surveyors (**Appendix 3**) has assessed the capital investment of the proposed development to be in the order of $17,347,816. This includes all costs necessary to establish and operate the project, including fit-out costs such as fixed or mobile plant and equipment.

The Miranda Developer Contributions Plan requires a levy of 1.0% of the cost of development (not CIV) to be paid to Council prior to the issue of a Construction Certificate.

Using the procedures set out in Appendix B of the Miranda Developer Contributions Plan, Washington Brown Quantity Surveyors have estimated the cost of development to be $12,318,750 (refer **Appendix 3**). As required by the contributions plan, the criteria used to determine the cost of development complies with the criteria outlined in Clause 25(j) of the Environmental Planning & Assessment Regulation 2000 and does not include the cost of fittings and furnishings. The contributions to be paid by the proponent is estimated to be $123,187.50

The contributions from the Miranda Developer Contributions Plan will fund the following specific projects;

- Closure of Central Road;
- Kiora Road/Karimba Road Public Domain Improvements;
- Public Domain Improvements along the Kingsway;
- Landscape Edge along Willock Avenue; and,
- Ewey Creek Acquisition, Embellishment and Flood Mitigation Works.

A funding contribution of $123,187.50 towards these specific public domain projects will provide a public benefit.

7.7 Heritage

A Heritage Impact Assessment (HIA) has been prepared by Cracknell Lonergan Heritage Architects to illustrate the effects of the project on the heritage significance of the heritage item/conservation area. A copy of the HIA is located at **Appendix 7**.

The HIA has revealed the site;

- is not a heritage item and is not listed either in Schedule 6 of the Sutherland Shire LEP 2006 or the NSW State Heritage Register;
- is not part of a Heritage Conservation Area; and,
- is in the vicinity of Miranda Railway Station that is listed on the NSW State Heritage Register .

The HIA concludes that "*the proposal will have no adverse impact on the heritage item in its vicinity*".

7.8 Aboriginal Heritage

A preliminary Aboriginal Heritage Assessment of the site has been undertaken by Cracknell Lonergan Heritage Architects (refer **Appendix 8**). The assessment has been undertaken in accordance with the *2005 Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation*. These guidelines were prepared to identify matters for consideration in the assessment of Aboriginal heritage impacts of projects being assessed under Part 3A of the Environmental Planning & Assessment Act 1979. Specifically, these draft guidelines recommend, as a first step, the preparation of a preliminary assessment "to determine if the project is likely to have an impact on Aboriginal cultural heritage", in which case a formal Aboriginal Cultural Heritage Impact Assessment may then be required.

The preliminary assessment concludes:

- The site is not listed on the Aboriginal Heritage Information Management System; and,
- The site has no aboriginal heritage significance.

The site is considered as having no potential for surface or subsurface Aboriginal archaeological material and subsequently no further Aboriginal archaeological works are considered necessary prior to development of the site.

7.9 Drainage & Flooding

EWFW Pty Ltd, hydraulic/fire/environmental consultants, has undertaken a review of the stormwater drainage requirements and flooding issues associated with the development of the site as proposed. A copy of the EWFW report is located at **Appendix 9**.

In relation to flooding, EWFW Pty Ltd has recommended that "*the driveway slab to the car lift be shaped to divert overland flow away from the site*" and "*a sump pump be incorporated in the basement in the event that water ever does enter the building*". These recommendations are reflected in the statement of commitments.

In relation to site stormwater, EWFW have made the following key comments:

- The site will be fully impervious and is to be connected to the existing stormwater pit located at the low side of the property in Kiora Road;
- It will be necessary to provide a rainwater tank to capture stormwater runoff for toilet flushing, laundry appliances, irrigation and car washing; and
- A trash screen is to be provided on the outlet of the last pit prior to the connection to Council's stormwater drainage system in the street.

Erosion and Sediment Control details have also been prepared for the site and are attached to the report in **Appendix 9.**

7.10 Utilities

APP has undertaken a preliminary assessment of the existing utilities capacity and requirements of the development as proposed. A copy of the APP report is located at **Appendix 10.**

In their investigations, APP have identified the existing sewer, water, electricity, gas and telecommunications infrastructure available to the site and have had preliminary discussions with service providers Sydney Water, Energy Australia, Telstra and AGL/Jemena about the additional servicing requirements likely to be generated by the proposed development.

In summary, the preliminary assessment concluded that the proposed development "*can be serviced with potable water, sewerage, electricity, gas and telecommunications with upgrades and relocation of existing services*".

7.11 Staging

There is no proposed staging of the development.

7.12 Noise and Vibration

Acoustic Logic have undertaken an assessment of the impact of traffic and rail noise and vibration on the amenity of the future occupants of the proposed development at 84-86 Kiora Road, Miranda. A copy of the report is located at **Appendix 11**.

The assessment has been based on noise and vibration levels generated by train movements on the Eastern Suburbs and Illawarra Train Lines which run parallel to the south of the site, and noise generated by traffic on Kiora Road and Urunga Parade. A preliminary review of noise emissions during construction on the site has also been undertaken.

The evaluation of noise intrusion has concluded that internal noise levels will primarily be as a result of noise transfer through the windows, doors and roof. The assessment makes specific recommendations for acoustic treatments to glazing and mechanical ventilation that will satisfactorily control both rail and traffic airborne noise.

The results of the investigation of vibration generated from train passbys from the Eastern Suburbs & Illawarra Train Line revealed, "*that the internal regenerated noise levels will comply with recommended noise level recommendations, and no additional vibration isolation treatment is needed*".

In relation to construction noise emissions, the report recommends that a detailed assessment of noise emissions from construction activities be

undertaken at Construction Certificate Stage. Notwithstanding this, the report makes the following general recommendations in order to limit noise and vibration emissions:

- During excavation – use of ripping where possible rather than hammering.
- Use bored piles rather than any driven piles where possible;

The report concludes that the implementation of the above will significantly reduce the affects of vibration to adjacent occupancies.

The recommendations are reflected in the Statement of Commitments.

7.13 Waste Management

A Waste Management Plan has been prepared to effectively reuse and recycle materials from the demolition and construction associated with the development where possible rather than dispose to land fill (refer **Appendix 12).**

The plan also details how on-going site waste will be managed,

7.14 Hazards

The proposed development is not industrial in nature and will not require the storage of hazardous or offensive materials that will pose a significant risk to human health, life or property or to the biophysical environment. Pursuant to the definitions in Clause 3 of SEPP 33 – Hazardous and Offensive Development, the project is not defined as a "potentially hazardous industry" and "potentially offensive industry".

The dental hospital will produce bio-hazardous wastes including sharps and blood and saliva contaminated products. They are collected and stored in 1litre specilased yellow bio-waste bins that are then dumped into a 660 litre yellow bio-waste bin, which is collected by licensed waste specialists, such as TransPacific Waste Pty Limited. No radioactive wastes will be produced. No X ray chemicals (such as silver nitrates) will be produced. No amalgam (mercury based) contaminants will be produced because fillings no longer use silver-mercury alloy amalgam.

7.15 Consultation

It is understood that once the Department of Planning and Infrastructure considers the Environmental Assessment (EA) for a major project to be adequate, it must be publicly exhibited for a minimum of 30 days inviting the community to make submissions.

In addition to the public consultation undertaken by the Department, Flagship Communications have been engaged to undertake a community consultation program in accordance with the Department's Major Project Community Consultation Guidelines 2007. The following details how this will be achieved.

Our Approach

Proactive and meaningful consultation will be an important part of the Environmental Assessment for this project.

To ensure an appropriate and reasonable level of consultation occurs we will work with both the community and key stakeholders to ensure they are informed, issues and concerns are understood and effective two-way communication is developed and maintained.

Communication and consultation with the community and key stakeholders will be guided by the following key principles:

- engage both the community and stakeholders early in the process to ensure they remain informed and are satisfied that every effort has been made to identify and resolve their issues
- ensure both the community and stakeholders have easy access to information about the proposal
- respond to all inquiries in a timely manner and ensure every effort is made to resolve issues to the satisfaction of all involved
- honour all commitments made by the project team
- compliance with the Department of Planning's Guidelines for Major Project Community Consultation 2007.

Scope of Work

In order to implement this approach we will produce and implement a community liaison plan over a period of six weeks.

The objectives of the plan will be to:

- inform key stakeholders about the features of the proposed development
- identify community and stakeholder concerns
- provide a response to community and stakeholder concerns
- engage both the community and key stakeholders in two-way communication.

This will involve 6 tasks that are listed below:

Task 1 – Prepare community liaison plan

Activities:

- identify key stakeholders
- identify key issues and potential impacts
- identify level of engagement required for each stakeholder group
- confirm community consultation strategies
- develop key messages
- liaise with the Department of Planning to confirm timetable for exhibition

Outputs:

- community liaison plan

Tasks 2 – Prepare communication material

Activities

- prepare brochure outlining features of proposed development
- write letter to key stakeholders outlining features of proposed development and seeking feedback
- establish email address and 1300 number to manage inquiries

Outputs:

- information brochure
- letters to stakeholders
- email and 1300 phone number established to manage inquiries and complaints

Task 3 – Implementation of consultation plan

Activities:

- distribute brochures to inform key stakeholders and community about features of the proposed development
- send letters to stakeholders
- respond to emails and phone inquiries
- meet with those people directly impacted upon by the project
- engage in meetings as required
- record details of inquiries received

Outputs:

- key stakeholders and community informed about features of the proposed development
- community and stakeholder concerns identified
- two-way communication established with key stakeholders and the community
- details of inquiries and submissions recorded

Task 4 – Brief client on findings of consultation process

Activities:

- prepare and present report on findings of consultation process
- discuss any acceptable and achievable changes to application

Output:

- project team informed about findings of consultation process
- acceptable and achievable changes identified

Task 5 – Write report on findings of consultation process for the Department of Planning and Infrastructure

Activities:

- Write report outlining; summary of findings, objectives of consultation process, who was consulted, what consultation techniques were used, when consultation was undertaken, analysis of issues raised during consultation.

Output:

- Report on consultation process

Task 6 – Inform key stakeholders and community about any proposed changes

Activities:

- send letter to key stakeholders and community who made submissions outlining proposed changes to application

Output:

- key stakeholders and community informed about how and if their concerns were addressed
- Department of Planning requirements meet

It is proposed that this community consultative process begin immediately the EA passes the "Test of Adequacy" and can proceed in parallel to the community consultation process to be undertaken by the Department of Planning and Infrastructure.

7.16 Geotechnical Investigations

A preliminary geotechnical assessment of the proposal has been undertaken by Jeffrey and Katauskas Pty Ltd and is located at **Appendix 13**.

As stated by the consultants, "*the purpose of the investigation was to obtain geotechnical information on subsurface conditions as a basis for comments and recommendations on footings, suspended and on grade floors, retention systems, excavation methodology and other geotechnical issues associated with the proposed works*".

More specifically, the report includes specific issues to be addressed during the construction phase of the project. The issues and recommendations are summarised in **Table 4**.

The report also provides details on waste classification that will need to be assigned to any soil excavated from the site prior to offsite disposal.

Table 4. Summary of Geotechnical Issues and Recommendations

Scope of Work	Recommendations
General Issues	Drill four additional boreholes to RL23m to assess the composition and quality of the bedrock beneath the lowest basement level. Prior to demolition, a structural engineer assesses the condition and stability of neighbouring building to the south-west of the site and prepares a dilapidation report. During demolition, test pits are excavated adjacent to the neighbouring footings.
Demolition & Excavation	Demolition will need to be carried out with care so as not to damage or de-stabilise the neighbouring building to the south-west of the site. Vibration monitoring should be carried out at the commencement of use of rock hammers as described in the Geotechnical Report. Excavation recommendations provided in the

	report to be complemented by reference to the Code of Practice "*Excavation Work*" Cat No 312 (31 March 2000), by WorkCover NSW, and by reference to AS3798-2007 "*Guidelines on Earthworks for Commercial and Residential Developments*". Initial stages of excavation to be carefully monitored for seepage and if substantial flows are encountered, appropriate drainage measures may be detailed at the time.
Shoring & Retention	An engineer designed in-situ retention system will be required to support the soil profile and the shale bedrock (refer report for details).
Footings	Recommended that all footings for the proposed structure should be founded within the sandstone that is expected to be exposed at bulk excavation level. It is considered that pad or strip footings are generally suitable for this site (refer report for details).

7.17 Contamination

Environmental Investigations have undertaken a Stage 1 Environmental Site Assessment (ESA1) for the site. A copy of the report is located at **Appendix 14**.

The purpose of the ESA1 was to evaluate the potential for site contamination resulting from previous land uses. As part of the site contamination appraisal, the following scope of works was undertaken:

- A detailed site walk over;
- A review of land use changes on-site and within surrounding areas by detailed analysis of historical aerial photographs;
- A review of previous site ownership ;
- A search through the NSW EPA/DECC land Information records to confirm there are no statutory notices current on any parts of the site under the Contaminated Land Management Act 1997;
- Search of historical Council records pertaining to previous site use; and,
- Data interpretation and reporting.

On the basis of the preliminary environmental site assessment, a number of potential Areas of Environmental Concern and Contaminants of Concern were identified. In particular, given the historical commercial nature of the site, the consultants have identified "on-site areas of environmental concern (AECs) may be subject to soil and/or groundwater contamination.

A Stage 2 Environmental Site Assessment (ESA 2) of the site has also been undertaken by Environmental Investigations. This assessment includes a review of the ESA 1. A copy of the report is located at **Appendix 14**.

The main objective of the ESA 2 was to appraise the degree of site contamination (if any) and to assess the site's suitability for the proposed development.

The conclusion from this investigation was that "*the site soils present a low risk to human health, the environment or the aesthetic enjoyment of the land, and the site is suitable for the proposed development.*"

A number of recommendations are also made and are reflected in the Statement of Commitments.

8.0 Social Impact & Public Benefit

Consultants SGS Economics and Planning Pty Ltd have undertaken a social impact assessment of Miranda Dental Hospital to identify possible positive and negative social impacts of the proposed development during the construction and operational stages of the project. A copy of the report is located at **Appendix 15**.

The key findings of the social impact assessment can be summarised as follows:

- Current health and planning policy indicates a need for increased exposure for oral and dental health and greater integration and alignment with general health services and frameworks.
- The Miranda Dental Hospital (MDH) will be one of only a very small number of dental facilities in Sydney that offer high level specialist dental services.
- MDH will be one of the very few private dental facilities in the Sydney Greater Metropolitan Area offering dental services for special needs patients in conjunction with a broad range of general services.
- MDH will be rare in offering a comprehensive integrated range of general dental services, surgical procedures, cosmetic dentistry as well as visitor and patient accommodation.
- MDH is likely to impact positively on the community through meeting a demonstrated and growing demand for dental and oral health services and facilities in Miranda, Sutherland Shire, St George-Sutherland SSD.
- MDH is likely to have a positive impact on the Miranda, Sutherland Shire, St George-Sutherland SSD communities by improving and expanding the availability of private services and facilities in dental and oral health care
- MDH is likely to have a positive impact on the Miranda, Sutherland Shire, St George-Sutherland SSD communities that use public services by reducing demand on these services and associated waiting times.
- There are very few dental hospitals that offer dental and oral health services for people with special needs in the Sydney GMA. People with special needs, such as young children with autism, need access to dental services; however, many dentists are not equipped to handle special needs patients. Currently Gentle Dental Care receives many referrals from hospitals and other dentists to care for special needs cases. MDH will offer all dental care and specialist services in-house, which are seen as being very important to this population group.
- Services that will be offered by MDH are very likely to have significant positive social impact on people with special needs in the identified catchment areas and wider Sydney GMA. When operational, MDH will be able to offer basic, low level specialist, medium level specialist and high-level specialist dental and oral health services to patients with special needs.
- The more easily available dental and oral health care services for the ageing population that will be offered by MDH are likely to impact positively on this population group as well as their family members.
- MDH will participate in the Medicare Teen Dental Plan and will provide preventative services for young adults (up to 16 years old).

- MDH will provide pro bono services that are likely to have a positive impact on the low income and socio-economically disadvantaged community groups in the Miranda and Sutherland catchment areas
- Additionally, MDH is planned to be an educational facility and will provide training for undergraduate and postgraduate students.
- MDH plans to employ dental therapists in place of dental practitioners to provide basic dental surgeries for children up to 16 years of age that will allow a reduction in basic dental care costs by about one-third.
- It is likely that those working for MDH will not need to travel further to work as they will be based locally. The location of MDH also provides for generation of new jobs that are near transport and services. This has the potential to result in reduced passenger vehicle kilometres travelled (VKT) per year per capita which in turn will have social impacts associated with travel time savings.
- MDH will generate both temporary and permanent employment during the construction and operational stages of the project. In is anticipated that the operational stage of the project will generate approximately 88 full-time jobs.
- During the construction stage of the project there may be a negative social impact on the Miranda town centre from increased vehicle movement. This impact will only be for a short period of time and will be adequately addressed and managed with the preparation of a Construction Management Plan.
- In the operational stage, reduced on-site car parking could potentially have a negative impact on the MDH patients and visitors due to limited accessibility choices. However reduced on-site car parking can also provide a positive environmental benefit and, thus also be seen as a positive social benefit.
- In the short-term, there is increased potential for impacts on safety associated with increased vehicle movements at the site during construction. However during the operational stage of the project, the proposed intensification of the MDH site is likely to provide positive impacts in terms of crime and safety to MDH patients, employees as well as the general population of the Miranda Town Centre.
- In the short-term, the demolition of the existing building and construction of a new building will impact detrimentally on the amenity of the locality.
- In the long-term, MDH will have a positive social impact on the amenity of the locality by demolition of the existing aged and generally tired existing commercial built form and the construction of a new building that showcases exemplary contemporary architecture with environmentally sustainable design principles.
- The impact on agglomeration and clustering of health services will have a positive social impact on dental and general health professionals in Sutherland LGA.

A net public benefit arises from the sum of the entire positive social impacts of the development significantly outweigh any negative social impacts.

9.0 Draft Statement of Commitments

In accordance with the Director-General's Requirements, the following commitments are made by The Russo Family Trust (applicant) in respect of environmental management, mitigation and monitoring measures that are to be implemented to manage and minimise any potential impacts of the project.

9.1 Traffic and Parking

All access, servicing and internal layout will be provided in accordance with AS 2890.1:2004 and AS 2890.2 – 2002.

A Transport Access Guide (TAG) will be prepared during the CC Stage. It will be located in common areas and will identify such aspects as:

- Local bus stop locations;
- Bus and rail time tables;
- Location of taxi ranks in the locality;
- Location of local services within walking distance such as convenience stores, supermarkets and other retail related areas;
- Location of car share vehicles within reasonable walking distance (if any).

A Construction Traffic Management Plan (CTMP) will be prepared when more detailed information will be available and a builder is appointed. It will address requirements during each stage (demolition, site preparation, excavation, construction, fit-out and landscaping) and will include consideration of times of operation, truck access routes, site access, average truck frequencies, truck sizes, parking for construction workers, work zone requirements, pedestrian control, traffic management plans and any road occupancy applications.

All construction employee parking demands will be contained within the site as far as practicable. Investigations will be undertaken as to the staging of the construction activities and these will take into account the need to provide adequate parking for employees prior to the completion of the basement car park. The use of basement car park will be available following their completion. The CTMP will address all relevant matters in detail as discussed above.

9.2 Flood Impact

The driveway slab to the car lift will be shaped to divert overland water flow away form the site by creating an artificial crest in the driveway about 3m behind the kerb line. The critical point is on the northern side of the driveway where the freeboard is approximately 140mm. The crest should be around 160mm higher than the kerb in this location.

A sump pump will be incorporated in the basement in the event that water ever enters the building.

9.3 Geotechnical

The building will be designed and constructed in accordance with the recommendations prepared by Asset Geotechnical and summarised in **Table 4** of the Environmental Assessment.

9.4 Public Domain

Street trees will be planted on the footpath as detailed in the architectural plans submitted with the application.

9.5 Ecologically Sustainable Development (ESD)

The ESD principles identified in the report prepared by Vim Sustainability (refer Section 7.5) will be implemented during the design development process.

9.6 Drainage

A rainwater tank will be provided to capture stormwater runoff for toilet flushing, laundry appliances, irrigation and car washing.

A trash screen is to be provided on the outlet of the last pit prior to the connection to Council's stormwater drainage system in the street.

9.7 Contamination

Given the restricted access within the existing building area an inspection will be carried out once the existing building is demolished to confirm that the subsurface condition of this area is consistent with the remainder of the site.

Should site soils require excavation and disposal from the site, then these soils should be classified in accordance with the DECCW (2009) *Waste Classification Guidelines*.

Any soils to be imported onto the site for the purpose of back-filling excavated areas will be Virgin Excavated Natural Materials (VENM) and will also require validation testing in accordance with the relevant EPA/DECC regulatory guidelines to confirm soil suitability for the proposed land use.

A Hazardous Materials Assessment will be carried out prior to any site demolition.

9.8 Noise and Vibration

In relation to construction noise emissions, a detailed assessment of noise emissions from construction activities will be undertaken at Construction Certificate Stage. Notwithstanding this, the following general recommendations in order to limit noise and vibration emissions will be adopted:

- During excavation – use of ripping where possible rather than hammering; and,
- Use bored piles rather than any driven piles where possible.

9.9 Social Impacts

In order to minimise and negative social impacts from job losses for the current operational cosmetic surgeon and the existing bottle shop staff, possibilities for employment of these people by MDH will be explored.

10.0 Conclusion

This Project Application seeks approval for demolition of existing buildings and construction of a seven (7) storey dental hospital with ancillary retail space at 84 – 86 Kiora Road, Miranda.

The environmental assessment of the proposed development has demonstrated that the proposal;

- is permissible development subject to the provisions of Sutherland Shire Local Environmental Plan 2006;
- complies with the zone objectives;
- is an appropriate form of development for the site as identified in the Miranda Strategy Map;
- will provide increased economic and employment activity.
- complies with the principles and objectives of the relevant State environmental planning instruments, strategies, policies and guidelines applying to the site;
- will have minimal adverse environmental effects;
- Will support significant Government investments in trains and buses in the area;
- will provide considerable public benefit; and,
- showcases exemplary contemporary architecture with environmental sustainability a fundamental component of the design philosophy.

In summary, the site has the capacity to accommodate the proposed development with the absence of any significant environmental impacts and considerable public benefit.

Given the planning merits described above and detailed in the Environmental Assessment, it is requested that the Minister approve the Project Application under Section 75J of the EP&A Act.

Appendix 1 – SURVEY PLANS

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Appendix 2 – ESD REPORT

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Appendix 3 – CAPITAL INVESTMENT VALUE COST PLAN REPORT

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Appendix 4 – DIRECTOR GENERAL'S REQUIREMENTS

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Appendix 5 – ASSESSMENT OF PROJECT CONSISTENCY WITH RELEVANT EPIs

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Appendix 6 – TRANSPORT AND ACCESSIBILITY STUDY

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Appendix 7 – HERITAGE IMPACT ASSESSMENT

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Appendix 8 – ABORIGINAL CULTURAL HERITAGE IMPACT

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Appendix 9 – FLOOD IMPACT ASSESSMENT

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Appendix 10 – UTILITIES REPORT

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Appendix 11 – NOISE AND VIBRATION REPORT

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Appendix 12 – WASTE MANAGEMENT PLAN

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Appendix 13 – GEOTECHNICAL INVESTIGATIONS

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Appendix 14 – STAGE 1 & 2 ENVIRONMENTAL SITE ASSESSMENT

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Appendix 15 – SOCIAL IMPACT ASSESSMENT

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