

Preferred Project Report

Miranda Dental Hospital

84 – 86 Kiora Road, Miranda

On behalf of:

Russo Family Trust

crosby|textor

research strategies results

April 2012



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1.0 Introduction

This Preferred Project Report (PPR) is submitted on behalf of Russo Family Trust in response to the Department of Planning and Infrastructure's letter dated 14/02/2012 (refer **Appendix 1**). The Department's letter is in response to the submissions received following public exhibition of the Environmental Assessment for the proposed Miranda Dental Hospital at 84-86 Kiora Road, Miranda (Department Reference: MP11_0009).

Submissions in response to the public exhibition were received from the following:

- General Public;
- Sutherland Council; and
- State Government Agencies.

In addition, the Department of Planning and Infrastructure identified a number of issues with the proposal primarily relating to the provision of on-site car parking and traffic impacts, with other issues including building and urban design.

This report identifies how the issues raised in the submissions (including those raised by the Department) have been addressed to minimise the environmental impact of the proposal.

A revised Statement of Commitments is also provided incorporating amendments as a result of the response to the submissions.

This PPR should be read in conjunction with the amended architectural plans that have been lodged with this report. A copy of the plans is provided in **Appendix 2**.

2.0 Summary of Submissions

2.1 General Public

A total of thirty (30) submissions were received from the general public in response to the public exhibition of the Environmental Assessment for the proposed Miranda Dental Hospital at 84-86 Kiora Road, Miranda. Of the total submissions received nineteen (19) did not support the project while eleven (11) were in support.

Of the 19 submissions that did not support the proposed development seven (7) were from local dentists, one (1) was from Westfield Ltd, one (1) was from the Central and North Miranda Precinct Residents Association Incorporated and one (1) was a petition with several hundred signatures gathered by a local business owner.

The key issues raised by the general public not supporting the proposed development include:

- Bulk and scale, particularly in relation to floor space ratio.
- Impact on adjoining property, including overshadowing.
- Increase traffic congestion.
- Insufficient on-site parking.
- Access to parking.
- Access by the disabled.
- Area already well served by dental practitioners.
- Extreme departure from other dental practices in the area.
- Road safety will potentially be compromised with increased pedestrian traffic.
- Little to no public benefit.
- Not seen as a hospital.
- Impact on local dental practices.

The key issues raised by the general public in support of the proposed development include:

- Well overdue facility and will save travelling times
- Purpose built facility
- Will support existing business in the area
- Benefit to the community
- Well located
- Dental teaching facility will be a boon to the area
- Cater for special needs patients
- Offer employment opportunities and economic development

2.2 Sutherland Shire Council

The proposed development was considered by Sutherland Council and, in summary, resolved to advise the Department of Planning and Infrastructure that:

1. Council supports approval of the Part 3A project subject to the following main concerns of Council's report being sufficiently addressed to ameliorate those concerns:
 - Substantial non-compliance with the maximum allowable floor space ratio
 - Non-compliance with boundary setback controls for upper levels
 - Parking, traffic and patient drop-off
 - Potential to redevelop adjoining sites to the south to a similar extent
 - Comments of Council's Architectural Review and Advisory Panel (ARAP)
 - Access for aged and disabled persons.
2. Council strongly supports a dental facility of this capacity in Miranda as such a facility will have positive benefits to the community, as well as employment opportunities for the Shire.
3. Council accepts the location of the site warrants special consideration of relaxing the DCP Controls of Parking and FSR.
4. Council requests the department to take into account the issues raised by Council's staff in their report to Council.
5. Council will provide the department with draft conditions of consent.

2.3 Government Agencies

The following provides a summary of the comments received from NSW Government agencies:

Environmental Protection Authority:

The Environmental Protection Authority provided comments on several key issues relating to the following:

- Sutherland Shire Council is the appropriate regulatory authority for the proposed development under the *Protection of the Environment Operations Act 1997*;
- Radiation control;
- Environmental management plans;
- Construction noise and vibration
- Air quality; and,
- Soil and water.

NSW Health:

The South Eastern Sydney Local Health District support the application and further noted that "*it is believed the proposed Dental Hospital may ease pressure for local public hospital beds and some oral health services*".

The comments of NSW Health in support of the proposed development are noted and require no further comment in this report.

Railcorp:

Railcorp identified three (3) issues of concern and provided individual conditions to be imposed on the consent to address each of the issues.

The applicant has no issue with the imposition of the conditions of consent provided by Railcorp.

No further comments are required in this report.

Roads and Maritime Services:

The Roads and Maritime Services (RMS) raised no objection to the proposed development and made further comment that "the proposed development will not have a significant traffic impact on the classified road network".

The RMS did provide some advisory comments for the Department's consideration in its determination of the application. These advisory comments are reflected in the Department of Planning and Infrastructure's submission (refer Section 2.4 of this report).

Sydney Water:

Sydney Water identified the following issues:

1. The drinking water main available for connection on the southern side of Urunga Parade will need to be upsized from the existing 100mm to a 150mm main;
2. Should the development generate trade wastewater, the property owner is required to submit an application for permission to discharge trade wastewater to the sewerage system before business activities commence; and
3. The developer should engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development.

2.4 Department of Planning and Infrastructure

Following public exhibition of the Environmental Assessment (EA) the Department reviewed the submissions received and considered the proposal as detailed in the EA. The Department identified a number of issues with the proposal primarily relating to the provision of on-site car parking and traffic impacts, with other issues including building and urban design. The issues are identified in the schedule attached to a letter received from the Department (refer **Appendix 1**).

3.0 Summary of Proposed Amendments

Amended architectural plans accompany this report. The amended plans reflect changes made to the proposed Miranda Dental Hospital in response to submissions made in relation to the public exhibition of the Environmental Assessment (EA).

The amendments include the following:

1. The basement car parking system has been updated to include an additional pallet changer that ensures an empty car-stacking pallet is immediately returned to the ground level. This has resulted in a loss of two (2) car parking spaces in the car stacker (previously 42 spaces, now 40 spaces), additional excavation depth and a pit for the robot mechanism.
2. Car lift has been moved 1150mm further back from Urunga Lane.
3. Ground floor has been set back a further 900mm from Urunga Lane to allow for widening of the lane.
4. Combined disabled parking/loading area has been replaced with a combined loading area and pick-up/drop-off area. Cross-falls and ramp has been up-dated to comply with the required 1:40 and 1:20 gradient and cross-falls. This has resulted in the loss of one (1) permanent disabled car parking space.
5. Internal layouts have been modified to comply with disability requirements.
6. Floor area lost on the ground floor levels due to the relocation of the car lift has been distributed across the intermediate levels (1-4) by removal of a second plant room on each level. Refer Table 1 for details of the revised floor areas.
7. Southern façade has been updated and now consists of terracotta tiles cast into the concrete panels with a selection of glazed tiles mixed in. Vertical clear anodised aluminium flat bars have been inserted into the wall in an interrupted linear pattern. Glass panel wall is provided over the upper levels.
8. Incorporate valet parking service to assist visitors and staff to properly manoeuvre their cars into the car parking transfer garage. Valet service also includes assisted transfer for disabled persons from the drop-off and pick-up zone.

Table 1 – Land Use & Areas

Environmental Assessment Project			Preferred Project	
Level	Use	Gross Floor Area (sm)	Use	Gross Floor Area (sm)
Basement	Fully automated car stacking	43 spaces (staff only)	Fully automated car stacking (valet assisted)	40 spaces (30 staff & 10 visitors)
Lower Ground	Reception & Dept of Oral & Restorative Surgery	266.5	Reception & Dept of Oral & Restorative Surgery	261.0
Upper Ground	Lobby & Retail Access to car lift Disabled parking	91.5 1 disabled car space	Lobby & Retail Access to car lift	80.6
Level 1	Dept of Radiology Dept of Periodontal Treatment	338.4	Dept of Radiology Dept of Periodontal Treatment	341.5
Level 2	Dept of Orthodontics & Endodontics Dept of Cosmetic Surgery	338.4	Dept of Orthodontics & Endodontics Dept of Cosmetic Surgery	341.5
Level 3	Dept of Implants & Restorative Prosthetics & Restorative Clinic	338.4	Dept of Implants & Restorative Prosthetics & Restorative Clinic	341.5
Level 4	Dept of Special Needs Post Operative Teaching & Lecturing	338.4	Dept of Special Needs Post Operative Teaching & Lecturing	341.5
Level 5	Inpatient Accommodation Staff Amenities	226.7	Inpatient Accommodation Staff Amenities	230.9
TOTAL		1938.3		1938.5

4.0 Response to Key Issues

The submissions received have been reviewed having consideration to the proposed development as detailed in the Environmental Assessment.

A number of issues have been identified that need to be addressed further with a response in this report. This includes providing additional measures to minimise any potential environmental impacts of the proposal.

The key issues of concern can be best summarised as relating to the following:

1. Car Parking and Traffic;
2. Building and Urban Design;
3. Accessibility;
4. Environmental Protection; and
5. Servicing infrastructure

The following provides detail on how the issues of concern have been considered and addressed and where necessary demonstrates measures taken to minimise any environmental impact.

4.1 Car Parking and Traffic

Further consideration has been given to the design of the car park and the vehicular access arrangements as proposed in the Environmental Assessment (EA). This has resulted in a number of changes detailed in an addendum from the traffic transport consultants Traffix, Traffic and Transport Planners. A copy of the addendum is provided in **Appendix 3**.

The proposed changes to car parking and traffic are summarised as follows:

1. Reduction in the number of staff car parking

The total available on-site car parking has been reduced from 43 spaces to 40 spaces. In addition, only 30 of the spaces are now allocated to staff and 10 for patients and visitors. Overall the staff parking numbers has been significantly reduced by 13 spaces (or 30%). This significantly reduces the number of cars arriving in the morning peak period and reducing the likelihood of queuing on Urunga Lane.

The allocation of car parks is reflected in the amended Statement of Commitments.

2. Provision of on-site patient car parking and pick-up/drop-off area

Ten (10) on-site car parking spaces are now specifically provided for patients and visitors. As the access to car parking spaces requires use of an automated stacking system it is proposed that a car parking management system will be put in place where all visitors/patients will have the option to leave their car on the main apron area, with the car placed into the stacker by a valet who will be on-site from 8am. The implementation of a car parking management system is reflected in the amended Statement of Commitments.

Set-down and pick-up activity will occur within the large apron adjacent to Urunga Lane. In addition, set-down and pick-up activity can also occur in the existing 15-minute on-street parking adjacent to the site on Kiara Road.

3. Reduction in street traffic queuing impact associated with use of car stacker

Impact of potential street traffic queuing associated with the use of the car stacker has been addressed by the following:

- basement car parking system has been updated to include an additional pallet changer that ensures an empty car-stacking pallet is immediately returned to the ground level transfer garage.
- reduction in the number of staff car parking and provision of on-site visitors/patients car parking;
- staff arrivals will be staggered to arrive between the hours of 6am to 8am; and
- visitors/patients will only arrive after 8am.
- Widening of Urunga Lane.

The changes are reflected in the amended Statement of Commitments.

The addendum prepared by Traffix, Traffic and Transport Planners (refer **Appendix 3**) details how the proposed changes to the provision of car parking will result in a 2% probability of more than 3 cars being present on-site such that on-street queuing will occur in Urunga Lane. This complies with the relevant requirements of Clause 3.5 of Australian Standard 28090.1 and will ensure that the likely impact on street traffic queuing has minimal environmental impact.

4. Improved provision of loading bay and disabled parking

The Environmental Assessment (EA) proposed a shared loading bay/disabled parking space. The current proposal is to have this area as a shared loading bay and drop-off/pick-up area with disabled car parking now provided in the off-street car park as part of the allocation of 10 spaces for visitors and patients.

As with all visitors/patients, a disabled driver is able to park within the much wider apron off Urunga Lane for the valet service attendant to then park their car on the 'pallet' in the transfer garage that is part of the automated car stacking (Klauss) stacking system. Disabled drivers are provided with an accessible ramp to gain entry to the main lobby from the lift apron area.

Given the use of a valet to park cars in the car stacker system there is no need to provide specific car parking spaces for the disabled.

With regard to the shared loading bay and drop-off/pick-up area, it has been identified that loading will occur only very occasionally throughout the day using the apron area and generally outside peak arrival times. This area has been widened to over 10 metres and access has been improved by the widening of the lane and the setback of the apron by 8675mm from the property boundary, so that a 6.4m SRV can stand wholly within the site.

5. Urunga Lane road reserve to be widened

The amended architectural plans lodged with this report show the Urunga Lane road reserve has been widened by 900mm to provide sufficient width for two vehicles to pass within the lane. This has been achieved by setting the car-parking apron further back from Urunga Lane and making some minor internal changes to the Upper Ground Floor Plan (refer amended architectural plans).

The widening of Urunga Lane will benefit the other road users by allowing two vehicles to more easily pass each other. This will help overcome any potential for congestion in Urunga Lane.

The widening of Urunga Lane is reflected in the amended Statement of Commitments.

6. Submission of a draft Construction Traffic Management Plan

Consideration has been given to the preparation of a draft Construction Traffic Management Plan (CTMP) as part of the EA. The addendum from the traffic transport consultants Traffix, Traffic and Transport Planners (refer **Appendix 3**), identifies why such a plan should be prepared prior to the commencement of construction activities and following appointment of a builder who can identify a number of significant issues that are necessary components of the plan.

The EPA also suggested in their response to the public exhibition of the EA that all management plans *“should be prepared prior to the commencement of construction activities”*.

To further clarify and strengthen the preparation of a draft CTMP the following principles are proposed to underpin the subsequent preparation of the plan:

- Reliance on Urunga Parade will be limited to off-peak times to avoid impacts on queuing effects on approach to the traffic signals at Kiora Road and should not under any circumstances encroach within 10 metres of this intersection to maintain adequate sight lines.
- Reliance on articulated trucks will be avoided as far as practicable.
- A Work Zone will be considered for Urunga Lane and for the first 13 metres of the set-down area (closest to the site).
- Vehicular access to the site during construction will be maintained via Urunga Lane.
- All signage and traffic control plans will need to be in accordance with RMS Traffic Control at Work Sites and AS 1742.

These principles are reflected in the amended Statement of Commitments.

4.2 Building and Urban Design

1. Consideration of a setback at the ground floor to accommodate the provision of a pedestrian colonnade at Kiora Road

Sutherland Council's Architectural Review and Advisory Panel (ARAP) have considered the proposal and recommended that a colonnade and street trees are essential along the Kiora Road frontage.

A meeting was held with Sutherland Council officers to further discuss the intentions and merits of a colonnade along the Kiora Road frontage and general improvement to the streetscape. The key outcomes of the meeting were:

- It was recognised that the pedestrian footway along Kiora Road is an important pedestrian link between the shopping centre and the train station.
- There is no Council requirement or background investigations/study that support the suggestion from ARAP for a colonnade along the Kiora Road frontage.

- There is no intention to formally require increased setbacks and colonnades to all the properties fronting Kiora Road between Urunga Parade and the train station.
- The key issue is to provide general improvement to the urban streetscape and environment along Kiora Road for the benefit of pedestrians travelling between the shopping centre and the train station.
- More detailed investigations are required to determine the extent of underground services along Kiora Road and the impact this might have on the ability to provide adequate tree planting along the footpath.
- The nearby footpaths around Westfield Shopping Centre are soon to be upgraded with new paving and street furniture etc with specific details soon to be resolved.

The proponent provided Council officers with copies of plans detailing consideration of a number of alternate proposals to achieve a colonnade affect along Kiora Road similar to the colonnade immediately in front of the nearby Westfield Shopping Centre. In effect, the ground floor of the proposed dental hospital would need to be setback a further 3-4 metres to provide for an effective pedestrian colonnade.

The plans also showed how the existing public area of footpath along Kiora Road immediately in front of the subject site provided a minimum 4m wide clearway for pedestrians that is equal to or greater than that available for pedestrians using the existing colonnade along Kiora Road in front of Westfield Shopping Centre.

The impact from increased setbacks of 3-4 metres along the Kiora Road frontage along with increase setback of 900mm from Urunga Lane will severely restrict the effectiveness of the all important active ground levels of the project and require a complete reassessment of the design integrity of the proposed building.

Enquiries to 'Dial Before You Dig' has also highlighted that any future tree planting along Kiora Road will be impeded by gas, power and telephone infrastructure located immediately in front of the subject site within the Kiora Road footpath.

Following careful consideration of the impacts and benefits of design alternatives and discussions with Council officers it is considered that the provision of a colonnade is not warranted.

The development proposes a 3m wide awning that provides pedestrians traveling along Kiora Road between the shopping centre and the train station with sufficient protection from the weather. In addition the proponent will work with Council to develop a streetscape improvement plan that details changes to the paving and street furniture, including planting, for the public domain along both Kiora Road and Urunga Parade immediately in front of the subject site. The works will be informed by decisions made in relation to the treatment of footpaths around Westfield Shopping Centre and will be undertaken by the proponent at no cost to government. This proposal is reflected in the amended Statement of Commitments.

2. Further consideration of the upper level treatment of the southern elevation.

It is accepted that natural light and views from the south facing windows may be short term given that in future it is likely that adjoining site to the south could

also be developed to a similar scale of seven (7) storeys. The building has been designed to ensure that natural light is still available to the upper levels of the building should any new development to the south cover the upper level windows. The windows will also be adequately protected from the spread of fire in anticipation of the adjoining site to the south being eventually developed with a similar 7-storey building. The windows can be removed and replaced with solid walls.

Recognition and acceptance that natural light and views from the south facing windows may be short term is further reinforced in the amended Statement of Commitments.

The southern façade has also been updated with a more dynamic layered pattern that consists of terracotta tiles cast into the concrete panels with a selection of glazed tiles mixed in. Vertical clear anodised aluminium flat bars have been inserted into the wall in an interrupted linear pattern and will stand proud of the terracotta tiles by approximately 50mm. **Figure 1** provides a visualisation of the amended southern elevation (a copy is also provided in **Appendix 4**).

This architectural response creates a façade that provides depth and articulation through the use varying materials that change depending on the viewing angle.

Figure 1 – Visualisation of the Southern Facade



4.3 Accessibility

In consideration of the needs of persons with a disability a detailed Accessibility Report has been prepared by BCA Access Solutions demonstrating compliance of the development proposal with the relevant Australian Standard. A copy of the report is provided in **Appendix 5**.

In summary, the report concludes that generally, the plans assessed show that compliance with requirements for access for people with a disability is achievable subject to incorporation of specific details.

Requirements and recommendations to achieve compliance with the Premises Standards, Building Code of Australia and Australian Standards for accessibility identified in the report will be adopted in the proposed development. These actions are reflected in the revised Statement of Commitments.

4.4 Environmental Protection

In response to the specific environmental issues identified in the Environmental Protection Authority (EPA) submission, the following actions will be undertaken:

1. Once construction of the radiology practice is complete the owner of Miranda Dental Hospital will ensure that radiation apparatus are registered and those using them are licensed. During the registration process, the radiation apparatus will be tested and certified by an EPA accredited radiation expert.
2. The structure of the radiology department will also ensure that members of the public do not get more than 1 mSv of radiation a year from x-ray apparatus and occupationally exposed persons will not get more than 20 mSv a year (this may require a shielding assessment to be carried out).
3. As part of the Construction Traffic Management Plan (CTMP), a Community Consultation Plan (CCP) will be prepared to engage the community during the proposed works. Issues that will be considered in preparing this documentation will include:
 - procedures for consulting and notifying nearby residents of the commencement of the construction activities. This should include procedures for providing written notification
 - procedures for consulting and notifying nearby residents at appropriate stages throughout the construction activities of any specific works that may result in potential noise impacts
 - details of a telephone complaints line (including a daytime and an after hours contact phone number) for the purposes of receiving any complaints or enquiries from members of the public in relation to the activities
 - contact details of relevant site persons responsible for following up complaints
 - procedures for handling and monitoring all complaints received by the proponent; and
 - details of proposed contingency measures to be implemented where complaints are received.
4. In relation to construction noise and vibration a detailed Noise and Vibration Assessment will be prepared prior to the commencement of any construction works in accordance with the Interim Construction Noise Guideline (DECC 2009).
5. The information from this noise and vibration assessment will also inform the CTMP through a noise and vibration sub plan. As indicated in the EPA submission the noise and vibration sub plan will pay particular attention to

identifying any highly significant noisy activities that may be undertaken at the site. This includes, but is not limited to; rock breaking, jack hammering, crushing, pole driving and blasting. The Plan will also detail appropriate management strategies, monitoring programs and mitigation measures to ensure that noise generated from the proposed works is minimised as far as practicable and achieves the desired noise criteria as identified in the noise assessment.

6. An Air Quality Management Plan will be developed as part of the CTMP. As identified in the EPA submission this plan will *"identify all reasonable and feasible measures to minimise the generation of dust from the premises"*.
7. In accordance with the recommendations of the EPA a Soil and Water Management Plan (SWMP) will be developed as part of the CTMP. As detailed by the EPA, the SWMP will manage stormwater at the premises so that:
 - All clean stormwater is diverted away from any contaminated areas at the site and beneficially reused or directed into the existing stormwater drains.
 - The clean areas are maintained in a satisfactory manner to ensure pollution of waters does not occur.
 - All contaminated water from the premises is captured and stored at the premises and beneficially reused where safe and practicable to do so or disposed of in an approved manner.

These actions are reflected in the revised Statement of Commitments.

4.5 Servicing Infrastructure

In response to the issues raised by Sydney Water the following actions in relation to servicing infrastructure are proposed:

1. The drinking water main available for connection on the southern side of Urunga Parade will be upsized from the existing 100mm to a 150mm main;
2. Should the development generate trade wastewater, the property owner will submit an application for permission to discharge trade wastewater to the sewerage system before business activities commence; and
3. Prior to the commencement of any physical works, the property owner/developer will engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development.

These actions are reflected in the revised Statement of Commitments.

5.0 Revised Statement of Commitments

In response to the submissions received, the following revised Statement of Commitments are made by Russo Family Trust in respect of environmental management, mitigation and monitoring measures that are to be implemented to manage and minimise any potential impacts of the project (revisions are shown in ***bold italics***).

5.1 Traffic and Parking

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

Of the 40 on-site car parking spaces 30 will be allocated to staff and 10 to visitors/patients.

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).

In addition, a car parking management system will be put in place where:

- ***Staff will be directed to arrive between the hours of 6am and 8am.***
- ***Visitors/patients will arrive after 8am.***
- ***For visitors/patients requiring access to the hospital by car, a valet will be available from 8am to 5pm to place all visitor/patients cars into the stacker.***
- ***All visitor/patients, in particular special needs patients, will be made aware of the parking arrangements when making their appointment to visit the dental hospital.***

Along the eastern frontage of the subject site, Urunga Lane will be widened by 900mm to provide sufficient width for two vehicles to pass in the lane.

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.

The following principles will also underpin the preparation of the CTMP:

- ***Reliance on Urunga Parade will need to be limited to off-peak times to avoid impacts on queuing effects on approach to the traffic signals at Kiora Road and should not under any circumstances encroach within 10 metres of this intersection to maintain adequate sight lines.***
- ***Reliance on articulated trucks will be avoided as far as practicable.***
- ***A Work Zone will be considered for Urunga Lane and for the first 13 metres of the set-down area (closest to the site).***
- ***Vehicular access to the site during construction will be maintained via Urunga Lane.***
- ***All signage and traffic control plans will need to be in accordance with RMS Traffic Control at Work Sites and AS 1742.***

As part of the CTMP a Community Consultation Plan will be prepared in accordance with the details provided in Section 3.4 of this report.

An Air Quality Management Plan will be developed as part of the CTMP. This plan will identify all reasonable and feasible measures to minimise the generation of dust from the premises during demolition and construction.

A Soil and Water Management Plan (SWMP) will be developed as part of the CTMP in accordance with the details provided in Section 3.4 of this report.

5.2 Built Form & Urban Design

The owner of the building accepts that natural light and views from the south facing windows may be short term given that in future it is likely that adjoining site to the south could also be developed to a similar scale of seven (7) storeys.

Windows to the south elevation will be adequately protected from the spread of fire in anticipation of the adjoining site to the south being eventually developed with a similar 7-storey building.

The proponent will work with Council to develop a streetscape improvement plan that details changes to the paving and street furniture, including planting, for the public domain along both Kiora Road and Urunga Parade immediately in front of the subject site. The works will be informed by decisions made in relation to the treatment of footpaths around Westfield Shopping Centre and will be undertaken by the proponent at no cost to government.

5.3 Flood Impact

The driveway slab to the car lift will be shaped to divert overland water flow away from 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.

5.4 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.

5.5 Public Domain

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

5.6 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.

5.7 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.

5.8 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.

5.9 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 **in accordance with the Interim Construction Noise Guideline 2009. The information from this noise and vibration assessment will also inform the Construction Management Plan through a noise and vibration sub plan in accordance with the details outlined in Section 3.4 of this report.**

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.

5.10 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.

5.11 Environmental Protection

Once construction of the radiology practice is complete the owner of Miranda Dental Hospital will ensure that radiation apparatus are registered and those using them are licensed. During the registration process, the radiation apparatus will be tested and certified by an EPA accredited radiation expert.

The structure of the radiology department will also ensure that members of the public do not get more than 1 mSv of radiation a year from x-ray apparatus and occupationally exposed persons will not get more than 20 mSv a year (this may require a shielding assessment to be carried out).

5.12 Servicing Infrastructure

The drinking water main available for connection on the southern side of Urunga Parade will be upsized from the existing 100mm to a 150mm main.

Should the development generate trade wastewater, the property owner will submit an application for permission to discharge trade wastewater to the sewerage system before business activities commence.

Prior to the commencement of any physical works, the property owner/developer will engage a Water Servicing Coordinator to get a Section 73 Certificate and manage the servicing aspects of the development.

5.13 Accessibility

Requirements and recommendations to achieve compliance with the Premises Standards, Building Code of Australia and Australian Standards for accessibility identified in the Accessibility Report will be adopted in the proposed development.

6.0 Conclusion

This Preferred Project Report (PPR) provides a response to the issues raised following the public exhibition of the Environmental Assessment for proposed Miranda Dental Hospital at 84-86 Kiora Road, Miranda (Department Reference: MP11_0009).

The proponent has considered the issues raised by the Department of Planning & Infrastructure and the submissions from Sutherland Shire Council, State Government agencies and the general public during the public exhibition process and the development proposal has been amended accordingly.

The PPR identifies how the issues raised by the submissions and the department have been addressed including measures taken to minimise any environmental impacts of the proposal. A revised Statement of Commitments is provided incorporating the proposed amendments

In summary, the proposal as amended:

- is permissible development subject to the provisions of Sutherland Shire Local Environmental Plan 2006;
- 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.

Based on the Environmental Assessment and the Preferred Project Report, it is considered that the Project Application will have minimal adverse environmental effects and contemplates a form of development that will deliver significant economic and social benefits to the community.

As such, approval is sought for the Project Application pursuant to the relevant provisions of the Environmental Planning and Assessment Act 1979.

Appendix 1 – LETTER FROM DEPARTMENT OF PLANNING & INFRASTRUCTURE

Appendix 2 –AMENDED ARCHITECURAL PLANS

Appendix 3 –ADDENDUM TO THE TRANSPORT AND ACCESSIBILITY STUDY

Appendix 4 – VISUALISATION OF SOUTHERN ELEVATION

Appendix 5 –ACCESSIBILITY REPORT

