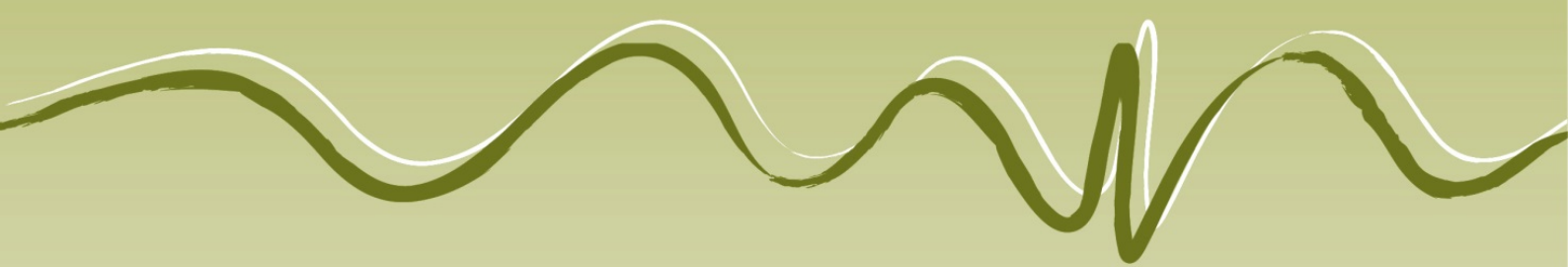


Submissions Report

Forensic Pathology and Coroners Court Lidcombe



PO Box 119
Lennox Head NSW 2478
T 02 6687 7666

PO Box 1446
Coffs Harbour NSW 2450
T 02 6651 7666

PO Box 1267
Armidale NSW 2350
T 02 6772 0454

Unit 10 Warina Walk Arcade
156 Molesworth St
Lismore NSW 2480
T 02 6621 6677

info@geolink.net.au

Prepared for: Health Infrastructure
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1. Introduction

This Submissions Report has been prepared following the public exhibition of the State Significant Development (SSD) Application (SSD 7545) for a new Forensic Pathology and Coroner's Court (FPCC) to be located in Lidcombe, Sydney NSW. The SSD Application and associated Environmental Impact Statement (EIS) were placed on public exhibition by the Department of Planning and Environment (DPE) from 21 July 2016 until 19 August 2016.

Submissions to the SSD application were received from the following government agencies:

- Cumberland Council
- Roads and Maritime Services
- Transport for NSW
- NSW Office of Environment and Heritage
- NSW Environment Protection Authority
- Sydney Water.

153 public submissions (including one organisation and one company) were received on the SSD application. Of these submissions, 151 objected to the proposal and 2 were in support. The issues raised within the submissions objecting to the proposal can be categorised into:

- Traffic impacts
- Parking impacts
- Increased noise
- Heritage impacts
- Reduced property values
- Pollution impacts
- Security concerns
- Loss of amenity/privacy concerns
- Incompatible land use concerns.

The DPE has also provided a statement of Key Issues to be addressed by Health Infrastructure (HI). These key issues related to site access, noise monitoring and operational impacts. These items are also addressed within **Section 4.2** of this report and the design of the facility was updated in response to these issues (refer **Section 5**).

Given the large amount of public interest and submissions objecting to the proposal, Health Infrastructure conducted additional community information sessions to assist in addressing community concerns with the proposal and to better inform the public on the proposal. The outcomes of this additional consultation are also discussed in this Report.

HI and its consultants have reviewed and considered all of the issues raised within the public and government submissions. In accordance with Clause 85A of the *Environmental Planning and Regulations 2000* (EP&A Regulation) this Submissions Report sets out the proponents response to each of the issues raised and amends the original SSD Application and associated EIS where deemed necessary.



2. Additional Consultation

2.1 Community Information Sessions

In response to the large number of submissions received by DPE to the SSD for the proposed FPCC facility, HI held two Community Information Sessions (CIS) to provide further information to concerned residents. The CIS were held on Thursday 13 and Saturday 15 October 2016 and were a follow up to two previous sessions held in the middle of 2016. The main purpose of the CIS was to update the local community on the revisions made to the proposal as a result of feedback received from the community during the previous CIS and the subsequent public exhibition of the SSD application.

The CIS were held at Carnarvon Golf Club (65-95 Notting Hill Road, Lidcombe), opposite the new Forensic Pathology and Coroner's Court site. A copy of the report on the CIS is attached as **Appendix A**.

Residents were informed of the workshop by:

- A letter box drop to surrounding residences (refer to **Appendix A**);
- An email was sent to the attendees who attended the first round of CIS;
- Local paper advertisement in the Auburn Review; and
- Coverage in the Auburn Review advising the community of the CIS dates, time and location.

The Member for Auburn, Mr Luke Foley MP also wrote to local residents on 13 October 2016 informing them of a meeting and discussions held with the Hon. Rob Stokes MP, Minister for Planning and Environment. Representatives from Health Infrastructure and NSW Department of Planning and Environment also attended the briefing with Mr Foley. Mr Foley also provided details of the CIS (Date, time, location) in his letter to the residents (Refer **Appendix A**)

A total of 36 people attended the two sessions with 18 attending the Thursday and 18 the Saturday. The Health Infrastructure project team, along with the Department of Justice (DoJ) and traffic consultants attended and engaged with the community during the sessions to provide answers to a range of concerns raised.

As with the previous sessions held, the majority of the attendees were from the neighbouring Botanica Residential Estate. Traffic, heritage and the impact of the proposed development on property values were the key topics raised.

Some positive feedback from some of the participants included the architecture of the building, employment and education opportunities and the need for the proposed use in the broader community.

Each topic raised was responded to where possible by the relevant technical specialist (traffic, heritage, planning and site uses). The project team highlighted the changes that had been made to the proposal in response to the submissions received to date and to feedback from the earlier CIS held in June and July.

Attendees were informed of a further opportunity to provide feedback when the DPE publicly notifies the updated proposal.



Outlined below is a summary of the topics raised and addressed at the CIS:

- Signage
- Traffic including road width, parking, location of the entry/exit, vehicle numbers
- Engagement with the Aboriginal community
- Visual amenity
- Landscaping
- Location of the building
- Future site uses
- Site patronage
- Heritage
- Need for the proposed use/recognition by community the use was needed
- Cultural issues with proposed uses
- Property values
- Engagement with the community
- Residential developers not advising buyers about the proposed development
- Support for the development
- Support for increased employment opportunities; and
- Support for building design.

3. Response to Public Submissions

3.1 Summary of public submissions

A total of 153 public submissions were received by DPE as a result of the exhibition of the SSD Application and associated documentation. A full list of the submissions and a summary the issues raised in each submission is provided in **Appendix B**. A summary of the issues identified in the public submissions is provided in **Table 3.1**.

Table 3.1 Summary of Public Submissions

<i>Issues raised</i>	<i>No. of Submissions which raised issue</i>	<i>Section where discussed in the report</i>
Traffic impacts	138	Section 3.2.1 and Appendix C
Parking impacts	15	Section 3.2.2 and Appendix C
Increased noise	7	Section 3.2.3 and Appendix D
Heritage impacts	77	Section 3.2.4 and Appendix E
Reduced property values	11	Section 3.2.5
Pollution	4	Section 3.2.6
Security concerns	37	Section 3.2.7
Loss of amenity/privacy	41	Section 3.2.8
Incompatible land use.	4	Section 3.2.9


3.2 Response to issues raised within public submissions

3.2.1 Traffic

138 out of the 153 submissions identified traffic impacts as a concern with the proposal. Specific details on traffic impacts raised in the submissions are contained within **Appendix B**. The traffic concerns raised within the submission are summarised as:

- The proposal will significantly increase traffic throughout the Botanica residential estate;
- Proposal will increase traffic within Botanica's internal streets which do not have the capacity to accommodate increased traffic;
- Increased traffic will create a significant safety risk to residents within Botanica especially children, the elderly and residents with disabilities;
- The access arrangement for the development is not safe and will result in cars banking up and traffic accidents;
- The main access to the new facility should not be from Main Avenue. It should be from either Weerona Road or Joseph Street; and
- Traffic impacts traffic outside of standard business hours.

HI requested Parking and Traffic Consultants (PTC) to review all of the submissions that identified



traffic impacts as a concern and to address comments from Government agencies. A copy of this review is provided as **Appendix C** and is discussed below.

Traffic Activity

In its response to the traffic issues raised in public submissions, PTC advised that in its original Traffic Impact Assessment, traffic to and from the new facility was calculated on the maximum use of the FPCC Facility. Traffic was calculated on the basis that all four courts would be operating at the same time. While the traffic assessment process requires this approach, this does not accurately reflect the actual day to day operation of the facility. For example, the public and staff traffic activity have been included within the road network peak (7:00 – 8:00 and 15:30 – 16:30). However, the courts operate between 10:00 and 4:00 with visitors arriving in the preceding hour and leaving in the following hour depending on the sitting time for each case. The mortuary will allow visitations from 8:00 - 22:00 and therefore traffic movements would be spread throughout the day rather than being confined to peak periods. The only other traffic activity associated with the Main Avenue access is associated with viewing suites, counselling services and teaching facilities which represents only a very low amount of traffic throughout a typical day.

PTC also advise that on a typical day of activity at the proposed FPCC facility, up to 40 persons may arrive and depart via the Main Avenue access, which would involve between 20-30 vehicle movements. This is much lower than the figures used in the Traffic and Parking Assessment for the reasons outlined above. As such PTC considers that the actual level of impact to Main Avenue and the adjacent residential street network will be negligible. Further details on traffic activity and impacts are provided in the PTC report (refer **Appendix C**).


Impacts on Botanica Drive and safety to residents

Many residents have expressed concerns about increased traffic within the Botanica Estate. PTC has reviewed these concerns and has advised that currently 82 vehicles travel along Botanica Drive during the morning peak and 121 vehicles during the evening peak (noting the traditional AM and PM peaks period falls outside of the FPCC peak traffic periods as discussed previously). PTC has advised that Botanica Drive is operating well below the accepted environmental capacity for a Local Street of 200 vehicles per hour, which enables a small increase in traffic without affecting the road environment, capacity, public safety or amenity.

Alternate Access Locations

Many of the submissions have requested that Weeroona Drive and/or Joseph Street be considered as an alternative to Main Avenue as the main access to the FPCC facility. This matter was discussed in the original Traffic Impact Assessment provided as part of the EIS. PTC has advised that Joseph Street is unable to be used for access due to its classification as a State Road. Roads and Maritime Services has confirmed this position in its submission to the proposal. The property has two alternative frontages at Weeroona Road and Main Avenue. The use of two separate accesses and parking areas provides benefits in relation to the operation of the FPCC facility and also allows the distribution of traffic activity across the road network. Furthermore all of the staff at the facility and all deliveries will utilise the access at Weeroona Road which represents a substantial component of the traffic movements for the proposal.

Following a review of the public and government submissions, the access arrangement on Main Avenue has been amended to remove the eastern entry/exit driveway and provide an entry/exit driveway at the location of the existing egress near the western property boundary. Responding to the concerns raised about the access on Main Avenue in the submissions, it is now proposed to install a



central island over a short section of Main Avenue to prevent vehicles turning right when exiting the site. The Island will be designed so that it does not prevent right turns into Palm Circuit or the new entry to the car park (ie cars approaching from Joseph Street). This island will ensure that vehicles leaving the FPCC facility will generally exit onto Joseph Street via Main Avenue preventing the use of Botanica Drive as a route north from the facility.

Traffic impacts traffic outside of standard business hours.

HI has advised that hours of operation for the FPCC facility will be:

- Forensics and Pathology: 7:00am – 4:00pm
- Department of Justice: 9:00am – 5:00pm
- Coroner's Court: 10:00am – 4:00pm
- Viewing: generally will occur between the hours of 11:00am and - 5:00pm. There will occasionally be a requirement for out of hours emergency viewings up to 10pm and weekends. This would not be a regular occurrence.
- Counselling: 7:00am – 6:00pm.

These hours of operation are considered to be consistent with standard business hours and also with what exists within the precinct already at the Forensic and Analytical Science Services facility and the Office of Environment and Heritage premises. The occasional after hours usage would be infrequent and not involve a substantial number of visitors/traffic movements and would therefore not create a significant impact on nearby residents.

3.2.2 Parking


15 of the submissions identified parking as a concern with the proposal. Full specific details on car parking impacts raised in the submissions are contained within **Appendix B**. The parking concerns raised within the submission relate to the concern that the proposal will create parking problems in local streets as visitors will park within Botanica when the public car park is full or to avoid parking charges.

Health Infrastructure requested Parking and Traffic Consultants to review the submissions and respond to the issues raised in regard to car parking. A copy of this response is attached as **Appendix C**.

PTC has advised that the parking provision associated with the proposal was established based on an analysis of the existing facilities at Glebe. A maximum parking demand of 183 spaces was determined by assuming a maximum and overlapping usage of each facility. On this basis a parking provision of 188 spaces is proposed. PTC note that the parking demand was based on a theoretical worst-case scenario and that it would be rare for all courts to be in use at any one time. It is therefore anticipated that the parking demand will be significantly lower than what will be provided during typical operation. The parking provision was established to cater for rare events in order that the proposal does not need to rely on the surrounding streets for car parking.

The use of two separate parking areas as proposed will provide benefits in relation to the operation of the facility and will allow the distribution of traffic activity across the road network. While this results in a lower increase in traffic on Main Avenue, it balances some of the overall increase away from Weeroona Road.

HI has advised that it is not proposed to introduce car parking fees within the FPCC facility. Car parking on site has been designed to be convenient and easy to use by staff and the general public.



There is also adequate provision of onsite car parking to accommodate the proposal. It is therefore considered that users of the facility will not park within the local streets of Botanica Estate.

3.2.3 Noise

Seven (7) of the submissions raised concerns that the proposal would increase noise impacts to residents within the Botanica Estate. These concerns related to operational noise and noise from additional traffic. A noise and vibration impact assessment was prepared by ARUP as part of the original SSD application and EIS. The report documents the likely construction and operational noise impacts of the proposal on noise sensitive receivers and details protective measures to be implemented as part of the proposal. The noise and vibration impact assessment has been updated as a result from comments from DPE and the updated report is attached as **Appendix D**.

The ARUP report concluded that:

- Construction noise and vibration can be managed by the preparation and implementation of a Construction Noise and Vibration Management Plan; and
- Operational noise associated with the FPCC building is likely to comply with relevant noise criteria at nearby receivers. However, compliance will be subject to the individual items of plant selected, and the cumulative impact from all items of plant must be considered as part of ongoing design. As the ongoing design of the FPCC building continues, plant selection will be refined, sited and (if necessary) fitted with noise mitigation measures such as attenuators, acoustic louvres or acoustic screening so that the relevant noise criteria are not exceeded.

In response to submissions regarding potential noise impacts from increased traffic on the local roads, ARUP have advised that:

An assessment has been carried out in accordance with the NSW Road Noise Policy (RNP - 2011). Reference has been made to the SEARS Traffic and Parking Assessment, 18 July 2016, T2-1696 Issue 2 for existing traffic flows and traffic generated by the development.

The NSW RNP sets out criteria and procedures for assessing noise resulting from road traffic generated by a new land use development. For the subject site, Main Avenue, would be classified as a sub-arterial under the RNP, which would be assessed based on the average traffic generation over the day (7am-10pm) and night (10pm-7am) periods. However, as the traffic report presents peak hour generation, the corresponding noise assessment is considered conservative. Furthermore, a worst case assessment has been carried out based on the PM period, for which the highest proportional increase in road traffic volumes along Main Street is forecast.

While the percentage increase in traffic during the PM period is nearly 100%, the total traffic flow is low, being only 92 veh/h with approximately 4% heavy vehicles for year 2016 with the development. Noise predictions reveal traffic noise exposure to residential premises fronting Main Street would readily satisfy the NSW Road Noise Policy criteria.

While other surrounding roads will experience increases in road traffic as a result of the development, the proportional increases are insignificant by comparison to existing traffic flows.

3.2.4 Heritage

77 submissions identified heritage impacts as a concern with the proposal. Further specific details on the heritage impacts raised within the submissions are contained within **Appendix A**. The heritage



concerns raised within the submissions are summarised below.

- The proposal will result in a significant impact on the heritage significance of Main Avenue especially considering brickwork and verges will be removed;
- The proposal is not consistent with the heritage significance of Main Avenue;
- The proposal impacts on the heritage significance of Palm Circuit;
- The Gatehouse will be at risk if the main entry is on Main Avenue; and
- The old medical officer's residences are heritage listed and should not be demolished.

Health Infrastructure requested GBA Heritage (who prepared the Statement of Heritage Impact that was lodged with the EIS) to review the submissions and provide a response to issues raised. A copy of this response is attached as **Appendix E**.

Impact on Main Avenue

Many of the public submissions raise concerns about the impact of the proposal on the heritage value of Main Avenue, in particular the removal of historic brick kerbing and verges. The Statement of Heritage Impact (SoHI) prepared by GBA Heritage for submission with the application considers the heritage impacts of the proposal in relation to the grading and policies of the 2002 Godden Mackay Logan Lidcombe Hospital Site Conservation Management Plan (2002 CMP) and the NSW Heritage Council endorsed Statements of Heritage Impact guidelines. As noted in the SoHI, the removal of some early brick kerbing fabric is considered acceptable by GBA Heritage given that all significant features of Main Avenue's landscaping are retained and the route's ability to present a landscaped entry to the former Lidcombe Hospital site is not adversely impacted. It should be noted that the original proposal included a second eastern access driveway from Main Avenue. In response to concerns raised about local traffic on Main Avenue and comments from Cumberland Council, the access / egress arrangements have been revised and the additional eastern entry on Main Avenue has been removed. The existing vehicular access has been re-designed to provide both entry and exit, minimising the impact on the existing kerb and landscape space. Section 5 contains further details of the amended proposal.

GBA Heritage also advised that several public submissions claim that Main Avenue was preserved intact when the adjacent residential area, Botanica, was developed. This is not correct as significant changes were made to the landscaping on both sides of Main Avenue as part of the works implemented as part of the Botanica development. As noted in the Heritage Division of OEH submission dated 19 August 2016, a precedent for crossovers from Main Avenue was set with those constructed for the Botanica development.

The development proposal retains the existing avenue tree plantings and does not obscure significant views along Main Avenue. As such, GBA Heritage considers that there will be no adverse impact on the aesthetic quality of the Main Avenue landscape or its established historical significance as the key approach to the Lidcombe Hospital Precinct.

Impact on Palm Circuit

The heritage listings of the core hospital precinct and Main Avenue as the Former Lidcombe Hospital Site Heritage Conservation Area (Auburn LEP) and the Lidcombe Hospital Precinct (State Heritage Register) do not include the southern slip road (Palm Circuit), part of which is within the subject site.

There is no statutory heritage listing applicable to this slip road as there is with Main Avenue and the northern slip road (Palm Circuit), as shown in Figure 4.1 in the Statement of Heritage Impact.



The Gatehouse

A number of the public submissions raised concerns about the impact of the Gatehouse from the proposal. The FPPC proposal will not have any direct impact on the Gatehouse as no changes or modifications to it are proposed. It would not be significantly impacted as a result of the proposed development.

Demolition of Existing Cottages

The public submissions also raise concern about the demolition of the existing dwellings on the site. The demolition of the dwellings to the south of Main Avenue does not form part of this application. Approval for the removal of these buildings has been granted under a separate approval. It is noted that although there are no statutory heritage listings applicable to these houses they have been identified as being of historical interest. Accordingly, NSW Health Infrastructure has commissioned an archival photographic recording of these buildings. A copy of this recording has been submitted to Cumberland Council, NSW Heritage Division of the Office of Environment and Heritage (OEH) and Lidcombe Heritage Society.

Summary

The Statement of Heritage Impact submitted with the application has been prepared in consideration of the NSW Heritage Council endorsed guidelines, Altering Heritage Assets and Statements of Heritage Impact, which are part of the NSW Heritage Manual, and were applicable the policies of the 2002 Lidcombe Hospital Site Conservation Management Plan (CMP) by Godden Mackay Logan.

It concludes that the proposed development will not have an adverse impact on the established heritage significance of the Former Lidcombe Hospital Site Heritage Conservation Area (Auburn LEP) and the Lidcombe Hospital Precinct (State Heritage Register).

3.2.5 Property Values

Eleven (11) of the submissions raised concerns that the value of homes in Botanica will be devalued by increase in traffic and proximity of the proposal. It has been a long held position by the Land and Environment Court that the loss of property values as a result of a development proposal is not a relevant planning consideration when assessing a development application.

3.2.6 Pollution


Four (4) of the submissions raised concerns that the increase in traffic will increase pollution in residential estate. Given the existing traffic levels on Joseph Street and the relatively small number of traffic movements into and from the new FPCC facility, it is not considered that the proposal will generate significant levels of traffic pollution

3.2.7 Security

Security concerns were raised in 37 of the submissions, arguing that the proposed FPCC facility will increase security risks in the locality. The main concerns related to:

- An increase in crime due to type of visitors to the Coroners Court; and
- The use of Main Avenue will lead to increased crime rates.

It is highly unlikely that the proposal will result in increased criminal activity in the local area. It is



considered that these concerns were raised due to a lack of knowledge about the role of the Coroners Court. Coroner's Courts inquire into the circumstances surrounding reported deaths in NSW, and determine the cause of death. A Coroner also has jurisdiction to inquire into fires and explosions where property has been destroyed or damaged, or where people have been injured.

The Coroner will:

- determine the identity of the deceased;
- inquire into the date, place, cause and manner of death; and
- protect lives and wellbeing by bringing to the notice of relevant authorities any practices, policies or laws which could be changed to prevent similar deaths in the future.

Most of the attendees at a Coronial inquiry are relatives and loved ones of a deceased person. These people are often grieving and the Coroners Court provides facilities and counselling services to assist in the grief process. The current facility at Glebe does not employ a sheriff which demonstrates the low risk nature of the matters heard at the facility.

It should also be noted that a Crime Prevention through Environmental Design (CPTED) assessment was undertaken as part of the EIS. This involved assessing the proposals security and crime prevention measures against the Department of Planning and Environment's guideline *Crime Prevention and the Assessment of Development Applications (2001)*. The design of the new building has taken into consideration the principles of CPTED to minimise crime including:

- Surveillance
- Access control
- Territorial reinforcement
- Space management.

It is considered that the proposed design measures will significantly reduce the risk of criminal activities. The proposal provides adequate public surveillance and does not provide opportunities for concealed criminal behaviour; therefore suitably addressing principles of crime prevention through environmental design.

3.2.8 Loss of Amenity and Privacy

Loss of amenity was raised as a concern in 41 of the submissions suggesting the proposal would result in loss of amenity and privacy to residents in Botanica. The main concern raised in the public submissions is that Botanica is currently a quiet, safe neighbourhood where residents walk to the park and children play in streets, and that the 24/7 nature of the facility would impact upon this with regard to safety, noise, pollution, security and light spill.

The design of the FPCC facility has been undertaken to ensure the amenity of the adjoining Botanica residential estate is preserved. The FPCC facility proposes a similar height to that of existing buildings on the site. The waiting areas at the front of the facility respond to the scale of the homes in the housing estate across Main Avenue, while the main foyer encompasses three floors, forming an entrance appropriate for a civically significant public building.

All staff, service, and back of house activities will occur at the rear of the facility, with entry and exit points off Weeroona Road, so that there is reduced amenity impact to residential land. Landscape buffering and screening will be implemented to ensure there are no clear sight lines to external back of house areas. Additionally, all courtyards within the building are clearly separated from publicly



accessible zones so that visual privacy is maintained.

There will be a change to the views of adjoining residents as a result of the new FPCC building. However, a landscape buffer with integrated security fencing along the Joseph Street boundary will provide a soft edge for pedestrians, while also acting as a visually deterring element. Along the western façade, windows to sensitive areas, in particular, the mortuary, are designed to be high level, to ensure visual privacy is maintained. Although there will be a substantial change in views into the site it is considered that the proposal will not create a significant deleterious visual amenity impact on the amenity of the local area.

The impacts with regard to safety, noise, pollution, security and light spill are addressed elsewhere in this report.

3.2.9 Incompatible land use

Four (4) of the submissions raised concerns that the proposed FPCC facility is an incompatible land use with the adjacent residential estate.

The subject site is zoned SP2 Infrastructure – Research Station pursuant to the provisions of ALEP 2010. The proposed use is permitted with consent in the SP2 Infrastructure Zone. The site also contains a number of other government uses which have been established for a number of years including the Forensic and Analytical Science Service (FASS) building which has synergies with the proposed FPCC facility.

Although the site does adjoin a residential area to the north there are also other land uses in the locality that are not incompatible with the FPCC site including:

- University of Sydney and TAFE facilities and Rookwood Cemetery further to the north east;
- Carnarvon golf course immediately to the west;
- Rail lines and the Juniperina Juvenile Justice Centre immediately to the south; and
- Predominantly industrial uses further to the south.

There is often a stigma attached to mortuaries which is frequently unfounded. Hospitals often operate mortuaries without significant external impact. These hospitals are often located in residential areas. The mortuary in the FPCC facility has been designed to ensure visual privacy is maintained through locating the facility and its operational access at the rear of the building, installation of appropriate landscaping and ensuring windows are located at a high level.

Given the zoning and the existing development on the site, it is considered that the proposal is compatible with the site and the surrounding land uses.

4. Government Submissions

4.1 Response Government Agency Submissions

Submissions were received from government agencies as a result of referral of the SSD Application and associated documentation. These submissions were received from:

- Sydney Water
- OEH - Heritage Division
- Cumberland Council
- Environment Protection Authority
- Roads and Maritime Services
- Transport for NSW.

Table 4.1 provides a summary of the government agency submissions. **Table 4.2** outlines the detailed issues and responds accordingly.

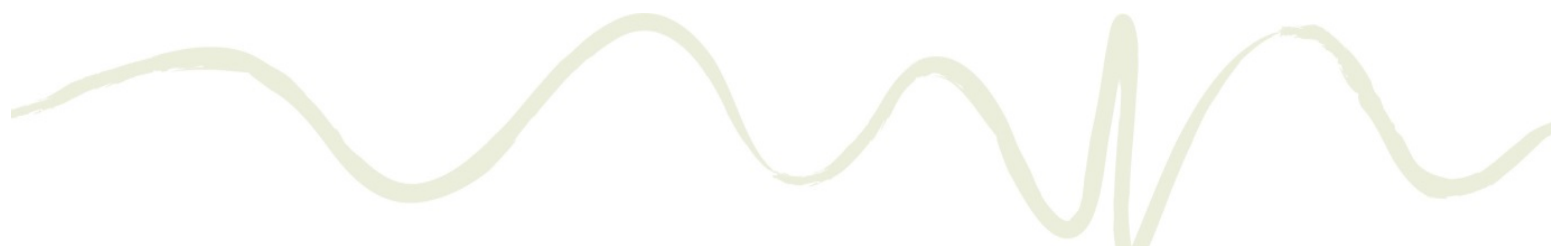
Table 4.1 Summary of Government Agency Submissions

<i>Issues</i>	<i>No. of Submissions who raised issue</i>	<i>Submission who raised each particular issue</i>
Noise	1	Environment Protection Authority
Heritage	1	OEH - Heritage Division
Construction/Demolition Impacts	1	Environment Protection Authority
Services	2	Sydney Water and Environment Protection Authority
Owners Consent	1	Cumberland Council
Signage	1	Cumberland Council
LEP Compliance	1	Cumberland Council
Traffic	3	Cumberland Council, Roads and Maritime Services and Transport for NSW
Clinical Waste	1	Environment Protection Authority
Petroleum Storage	1	Environment Protection Authority
Air Pollution	1	Environment Protection Authority

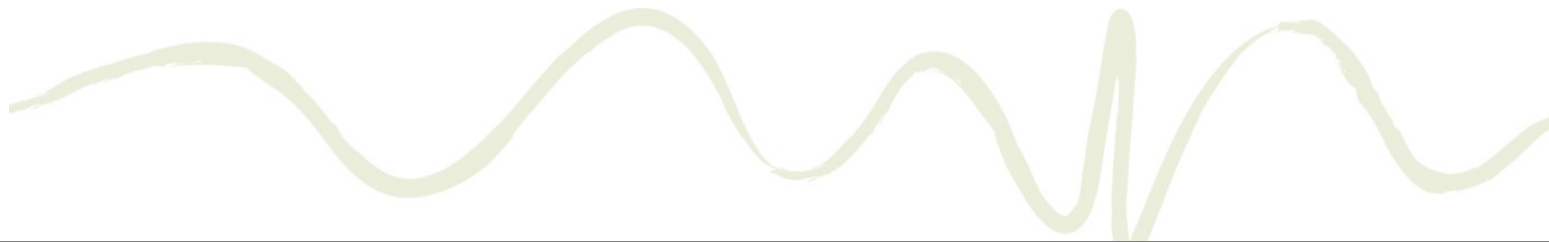


Table 4.2 Response to Government Agency Submissions

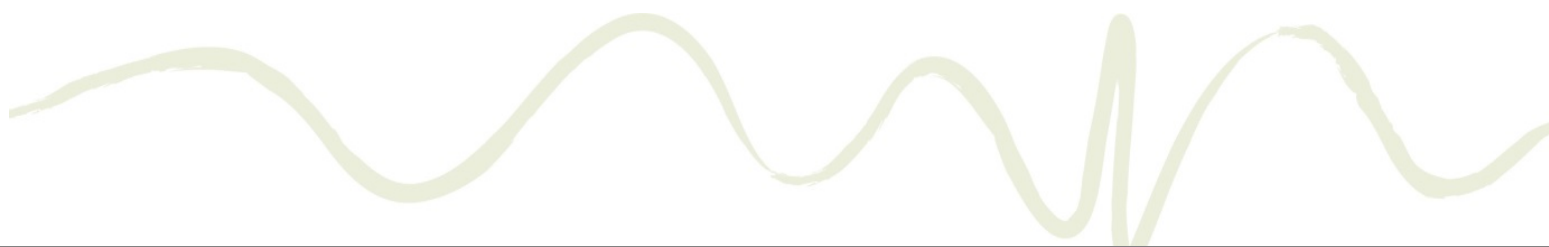
Agency	Issue	Response
Sydney Water	The drinking water main available for connection is the 200 mm main in Weeroona St.	Noted
	Detailed water requirements will be provided at the Section 73 application phase.	Noted
	The wastewater main available for connection is the 225 mm main currently being constructed	Noted
	The proposed development site is traversed by a 225 mm wastewater main	Noted
	Where proposed works are in close proximity to a Sydney Water asset, the developer may be required to carry out additional works to facilitate their development and protect the wastewater main. Subject to the scope of development, servicing options may involve adjustment/deviation and/or compliance with the Guidelines for building over/adjacent to Sydney Water assets. Refer to your WSC for details of requirements.	Noted
OEH Heritage Division	Prior to commencement of works, a photographic archival recording of the subject site is to be undertaken and submitted for review and approval by the Heritage Division. The archival recording must be prepared by a suitably qualified and experienced heritage consultant in accordance with the Heritage Division guidelines entitled, Photographic Recording of Heritage Items using Film or Digital Capture. Special attention is to be paid to landscape elements to be removed (trees and kerb/ gutter).	Completed A copy of this recording has been submitted to Cumberland Council and the NSW Heritage Division of the Office of Environment and Heritage (OEH).
	Signage along Main Avenue should be limited. Consideration should be	Noted. However it should also be noted that a number of submissions



Agency	Issue	Response
	given to using only the sandstone wall on the corner of Main Avenue and Joseph Street for major signage, and be of a complementary character and scale to the adjacent Botanica signage. Any additional directional signage must be carefully designed and located to not impact any views along Main Avenue.	do not want the existing sandstone wall to have any signage relating to the proposal affixed to it.
	Signage should not be installed along Joseph Street, to limit the visual intrusion on the streetscape.	Noted
	An interpretation strategy should be developed to help convey the history and significance of the site as part of the former Lidcombe Hospital and submitted for approval to the Secretary, Department of Planning and Environment and the delegate of the Heritage Council of NSW. The approved interpretation strategy should be implemented prior to project completion and occupation of the facility.	<p>The focus of conservation at the former Lidcombe Hospital site is the historic core which is a listed heritage item on the State Heritage Register (SHR) and a conservation area under the Auburn Local Environmental Plan (LEP) 2010.</p> <p>The subject site is outside the boundaries of these items and is not subject to any statutory heritage listing.</p> <p>As the subject site's association with Lidcombe Hospital is limited to its ancillary use as farm land and later as staff accommodation, it is considered appropriate that interpretation of the significance of the former Lidcombe Hospital site be limited to the heritage item itself and not provided in the new Forensic Pathology and Coroner's Court Facility.</p>
	A landscape plan with plants that reference and respect the cultural landscape of the Lidcombe Hospital Precinct is to be employed across the site. Additional vegetation is also required in the vegetation buffers along Joseph Street and Main Avenue to screen the development. Planting along Joseph Street is not to obscure views to the guard house. To this end a revised landscape plan should be developed and submitted for approval to the Secretary, Department of Planning and Environment and the delegate of the Heritage Council of NSW.	<p>Noted</p> <p>The 2002 CMP notes '<i>The trees- and to a lesser extent the shrubs – which have been planted within the grounds of the Lidcombe Hospital site over the last 110 years very much reflect the shifts in taste and planting preferences that occurred within society at large over that period.</i>'</p> <p>As noted above, the subject site was not part of the core Hospital</p>



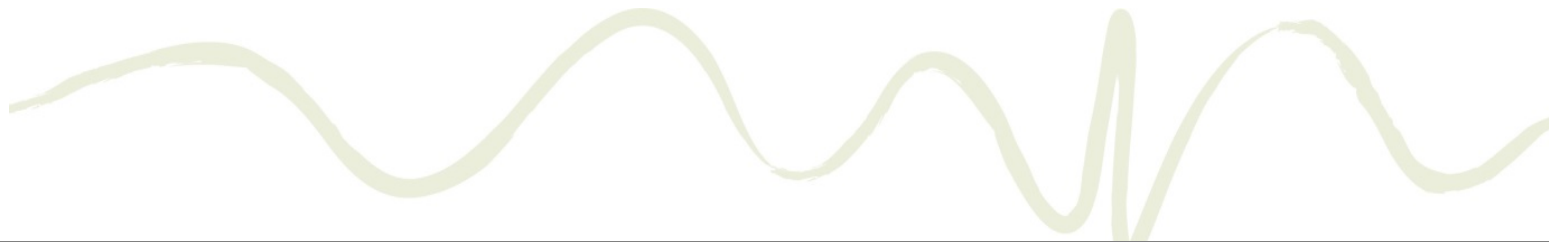
Agency	Issue	Response
		<p>Precinct. A 1930 aerial photograph of the Lidcombe Hospital site included on the 2002 CMP shows the subject site to be cleared pasture land with planting limited to the Joseph Street and Main Avenue boundaries.</p> <p>It is noted that as the subject site is outside the boundaries of the SHR item there is no requirement to seek approval from the Heritage Council for this application.</p>
	Brick kerbing to be removed is to be carefully salvaged and securely stored on site for use in future kerb repairs along Main Avenue. Details of proposed secure storage should be provided for approval to the Secretary, Department of Planning and Environment and the delegate of the Heritage Council.	Noted
	If any archaeological relics are uncovered during the course of the construction, all work shall immediately cease in that area and a written assessment of the nature and significance of the resource, along with a proposal for the treatment of the remains shall be submitted for the approval of the Secretary, Department of Planning and Environment and the delegate of the Heritage Council of NSW.	Noted
Cumberland Council	<p>The proposal is to comply with the relevant provisions of Auburn Local Environmental Plan 2010 including, but not limited to, the following:</p> <ul style="list-style-type: none"> ■ Part 2 Land Use Table and the SP2 Infrastructure zone ■ Clause 5.9 Preservation of trees or vegetation ■ Clause 5.10 Heritage conservation ■ Clause 6.1 Acid sulphate soils ■ Clause 6.2 Earthworks ■ Clause 6.5 Essential services. 	Noted



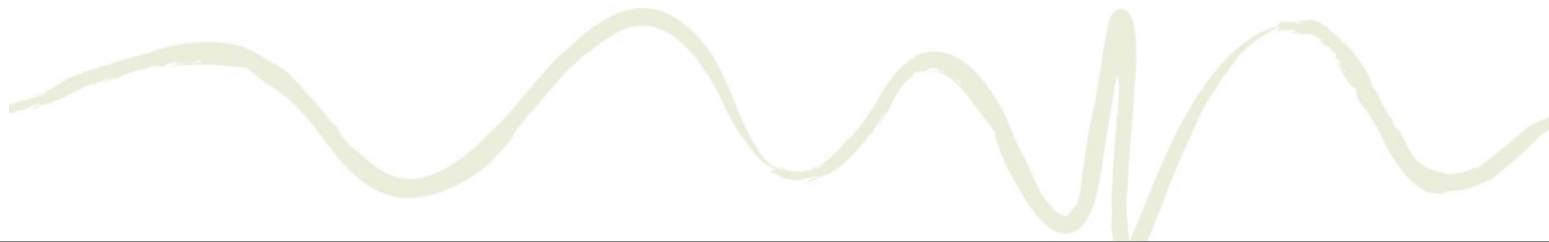
Agency	Issue	Response
	<p>The proposal is also to comply with the relevant parts of Auburn Development Control Plan 2010 including, but not limited to, the following:</p> <ul style="list-style-type: none">■ Advertising & Signage, including compliance with State Environmental Planning Policy No. 64 Advertising and Signage■ Access and Mobility■ Stormwater Drainage■ Waste■ Tree Preservation. <p>Please also note that the Former Lidcombe Hospital Site part of ADCP 2010 is applicable to the residential development to the north and east of the subject site.</p>	<p>DCPs are not a relevant matter for consideration in the assessment of SSD applications. The proposal is therefore not subject to the requirements of the ADCP 2010. The proposal however is considered to be generally consistent with the provisions of the ADCP 2010.</p>
	<p>The landscaped area on the southern side of Main Avenue was identified as "Future Public Reserve" in the plans approved under DA-572/02 by the Land and Environment Court on 7 July 2004 for the staged development of the former Lidcombe Hospital site (copy of approved plan attached). Now known as Lot 79 in DP 1097193, the land has since been dedicated and handed over to Council in accordance with the conditions of the aforementioned consent.</p> <p>The new vehicle and pedestrian access to the subject site is proposed across this Council owned land which is a dedicated public reserve. Owner's consent from Council is therefore required. This process includes advertising of the proposed access and referral of a report to Council making a recommendation to Council/Administrator as to whether owner's consent should be granted in this particular instance.</p>	<p>The application has been amended to not include an access over the land known as Lot 79 in DP 1097193 (refer Section 5.1)</p>
	<p>The traffic report, prepared by Parking & Traffic Consultants and dated</p>	<p>Noted</p>



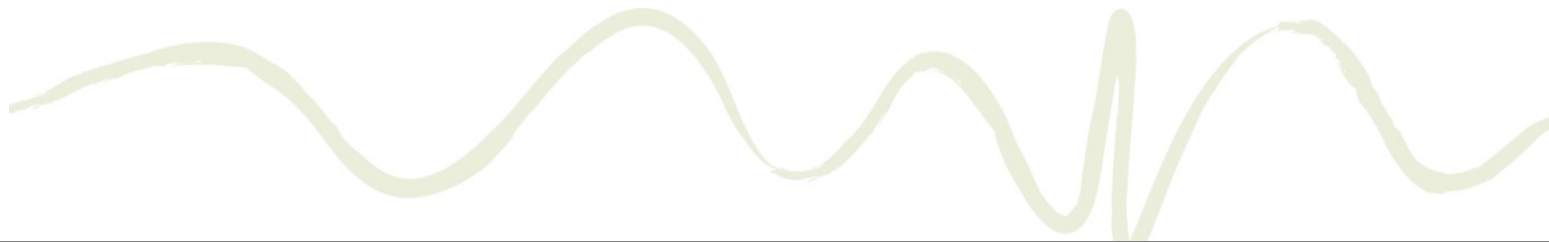
Agency	Issue	Response
	12 July 2016, at section 6.2 Sight Distance recommends the implementation of a "No Parking" restriction along Main Avenue so as to further assist with visibility and maintain appropriate traffic movements. Please note that parking restrictions require the approval of Council.	
	Further, the subject land is contained within the Former Lidcombe Hospital Site Heritage Conservation Area under Auburn Local Environmental Plan 2010 and is within the area of the site listed on the State Heritage Register. It is understood that comments are being sought from the Heritage Division of the Office of Environment and Heritage.	Noted and addressed previously in this report.
	As discussed previously, the landscaped area on the southern side of Main Avenue is a dedicated public reserve owned by Council. It is noted that sign no. 3, as shown on the plan titled "Schematic Sign Location Plan - External Signs Only" Issue B prepared by Minale Tattersfield and dated 13 July 2016, is proposed to be located on the public reserve owned by Council. As such owner's consent is required for the proposed placement of any signage on this site. Alternatively, the signage can be located within the subject development site.	The application has been amended to not include a sign on the land known as Lot 79 in DP 1097193 (refer Section 5.1)
	The intersection of Main Avenue with Joseph Street is a left in/left out only intersection. For vehicles wanting to head north they will be required to travel along Botanica Drive to the signalised intersection with Joseph Street. Concern is raised with regard to the impact of this additional through traffic on residential amenity. It is considered appropriate that an alternative access be provided from Weeroona Road.	Refer to Section 3.2.1 for discussion on this and other traffic matters.



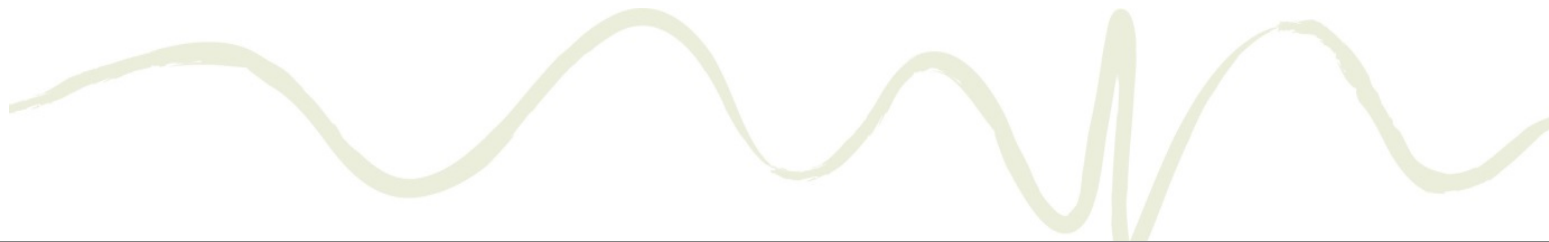
Agency	Issue	Response
Environment Protection Authority	The EPA understands that existing structures on the site may be demolished under a separate planning assessment process and thus the demolition of those structures is considered to be a separate activity to the SSD 7545 project. Nevertheless, the EPA strongly recommends that appropriate measures are adopted to ensure a seamless transition of environmental impact mitigation measures between demolition, site preparation and bulk excavation, and construction stages of the project, particularly if different contractors are to be engaged for two or more stages.	Noted and to be addressed as part of the Construction and Environmental Management Plan (CEMP).
	The need for further detailed assessment of potential site contamination following demolition of existing structures.	This will be undertaken as part of the Review of Environmental Factors prepared and approved for a separate project (the site consolidation works).
	Development of a procedure for dealing with unexpected finds of contamination including asbestos and lead-based paint encountered during bulk earthworks, construction and construction-related work	This procedure has been included in the REF prepared and approved for a separate project (the site consolidation works). It will also be included as part of the CEMP.
	Bulk earthworks, construction and construction-related noise and vibration impacts (including recommended standard construction hours and intra-day respite periods for highly intrusive noise generating work).	Noise is addressed as part of Section 3.2.3 . A comprehensive noise and vibration impact assessment was prepared by ARUP as part of the original SSD application and EIS. This report documents the likely construction and operational noise impacts of the proposal on noise sensitive receivers and details protective measures to be implemented as part of the proposal. The noise report has been updated as a result from comments from DPE and the updated report is attached as Appendix C .
	Bulk earthworks, construction and construction-related dust control and management.	Noted and to be addressed as part of the CEMP.



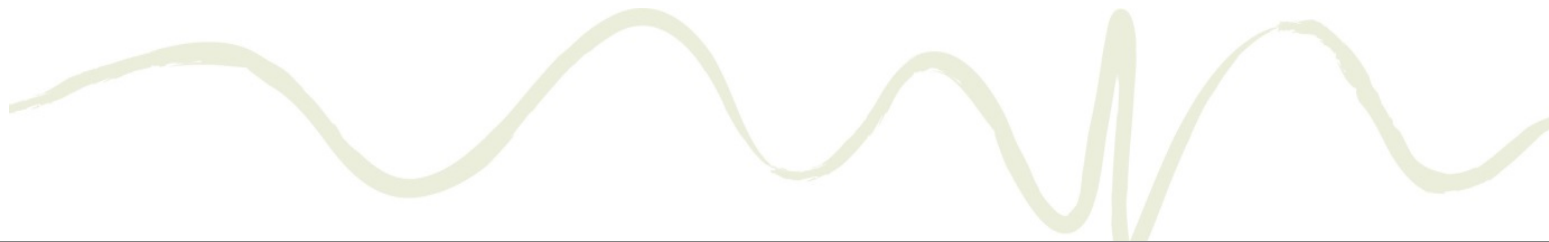
Agency	Issue	Response
	Bulk earthworks, construction and construction-related erosion and sediment control and management.	Noted and to be addressed as part of the CEMP.
	The need to minimise operational noise impacts on noise sensitive receivers (especially residences in the nearby 'Botanica' residential estate) arising from mechanical plant and services, standby generator testing and operation, media outdoor broadcasting van operations (especially at night and during Sundays and public holidays) and 'out of hours' access to back of house facilities.	<p>There will be no external media broadcasts at the facility. All media vans will be parked in designated parking spots within the public car park. Media conferences will be held internally in the dedicated media room on level 1. Loitering of media at the front of the building will not be allowed.</p> <p>Operational noise has been assessed as part of the ARUP Noise and Vibration assessment. The updated report prepared by ARUP is provided as Appendix D.</p>
	The need to minimise noise on surrounding residences, especially at night and other times outside normal court sitting hours, through appropriate design and operation of vehicular access and parking arrangements servicing 'back of house' activities	<p>All staff, deliveries and access for other back of house activities will occur via the rear access off Weeroona Road access. This car park is setback away from the residential development to the North. ARUP have included an assessment of road and traffic noise in its updated Noise and Vibration Assessment (refer Appendix D).</p> <p>Noted and to be addressed in the detailed design of the facility and by relevant conditions of consent.</p>
	The need to vary the existing radiation management licence held by NSW Health Pathology under the Radiation Control Act and Regulation	Noted
	Operational storage, handling, transport and disposal of 'clinical and related wastes'.	<p>Management for the removal of clinical and other waste from the facility will be undertaken by environmental services contractors. All areas generating waste will include a central disposal room on each floor so that waste management staff are not required to traverse through restricted areas in order to collect and remove waste.</p> <p>Segregation of clinical waste and the recycling of non-clinical waste will</p>



Agency	Issue	Response
		<p>occur at the point of generation. Adequate storage of separate waste containers for each type of waste and recycling will be provided. Waste will be removed daily and as required during the day.</p> <p>All waste will be disposed of in strict compliance with the Waste Management Guidelines for Health Facilities, 2005</p>
	Confirmation of whether the 'back of house' facilities will be served by a back-up generator and of how any associated Underground Petroleum Storage System (UPSS) would satisfy the requirements of the Protection of the Environment Operations (Underground Petroleum Storage System) Regulation 2014 (including a properly designed and installed secondary leak detection system, loss detection procedures, environment protection plan documentation and incident log).	An emergency generator is located at the boundary fence between the staff and public car park, on the staff car park side. The generator comes with its own fuel storage. The generator and fuel storage would be in strict compliance with requirements of the Protection of the Environment Operations (Underground Petroleum Storage System) Regulation 2014 (including a properly designed and installed secondary leak detection system, loss detection procedures, environment protection plan documentation and incident log). This would be further addressed in the detailed design of the facility and by relevant conditions of consent.
	Operational air quality impacts (especially potential odour impacts) that may arise from ventilation serving 'back of house' facilities.	<p>ARUP have undertaken the Mechanical schematic design for the proposal. ARUP have advised that the project would be designed in accordance with AS 1668.2. The proposal has been designed to meet the deem-to-satisfy requirements of the standard therefore ARUP are of the opinion that air discharges from the facility will not cause danger or nuisance to occupants in the building or in neighbouring properties or public areas. ARUP have further advised that the risk of mortuary discharge effluent / odours re-entering the building and being smelled by occupants is extremely unlikely as</p> <ul style="list-style-type: none">- the exhaust discharge velocity will be high enough to ensure complete dispersal; and- as the building will be sealed with no operable windows, the only openings are the AHU outside air intakes and the Ground Floor



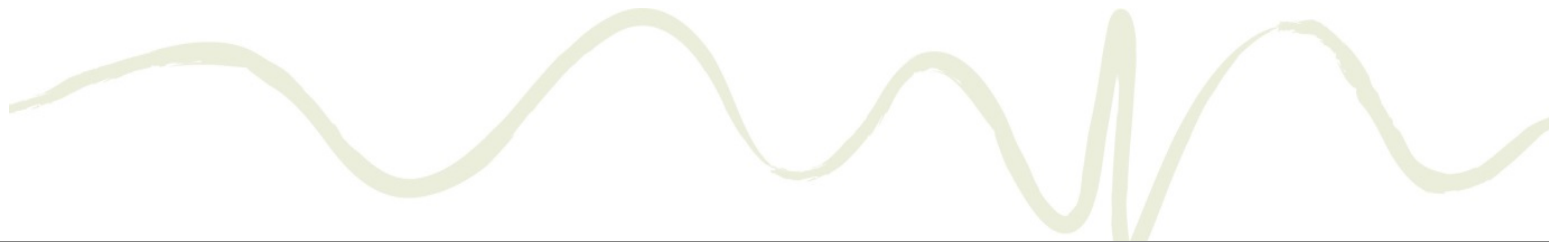
Agency	Issue	Response
		<p>doors – all of which are > 6m away.</p> <p>Operational air impacts will be further addressed in the detailed design of the facility and by any relevant conditions of consent.</p>
	<p>Practical opportunities to implement water sensitive urban design principles, including stormwater collection, storage, treatment and re-use for non-potable purposes.</p>	<p>Noted and to be addressed in the detailed design of the facility and by relevant conditions of consent.</p>
	<p>Practical opportunities to implement energy conservation including minimisation (across the NSW Health Lidcombe campus) of the consumption of energy from non- renewable sources.</p>	<p>Refer Section 7.6 of the EIS. To be further addressed in the detailed design of the facility.</p>
<p>Transport for NSW</p>	<p>Impacts on Bus Services</p> <p><u>Issue</u></p> <p>Bus route M92 operates via Weeroona Road along the site frontage with ‘Bus Zone’ approximately 30 m west of the proposed access driveway for the staff carpark. As a Metro bus route, it operates at high frequency (every 10-15 minutes) between Parramatta Interchange to Sutherland Interchange via Lidcombe Railway Station. The impact of the proposed development on M92 has not been adequately addressed in the Traffic and Parking Assessment (TPA) report (Parking & Traffic Consultants, July 2016).</p> <p>The access driveway for the staff carpark is proposed on Weeroona Road approximately 30 m east of the existing ‘Bus Zone’. The proposal also includes two boom gates (in series) on the proposed driveway. Concerns are raised that vehicles turning in and out of the site might impact on the operation of M92 bus route. Queueing and intersection analysis of the access is required to determine any delay impacts on the</p>	<p>PTC have responded to Transport for NSW as follows:</p> <p><i>“It has been requested that a SIDRA analysis be undertaken at the Weeroona Road access driveway. This was not included within the Traffic and Parking Assessment due to the low traffic volume associated with the proposal, and the fact that it is proposed to reuse an existing driveway that serves the facilities currently within the property. The traffic along Weeroona Road (including bus services) has priority over vehicles using the driveway and therefore it is envisaged that this activity will cause minimal impact on the bus services, particularly in the context of the background traffic activity and current intersection performance.</i></p> <p><i>The proposed use will rely on a mix of transport options including private vehicles and public transport. The parking demand and resultant traffic activity was derived through surveys undertaken at the existing facilities in Glebe and data collected at other Health NSW facilities. This was summarised in a Parking Demand Assessment undertaken during the</i></p>



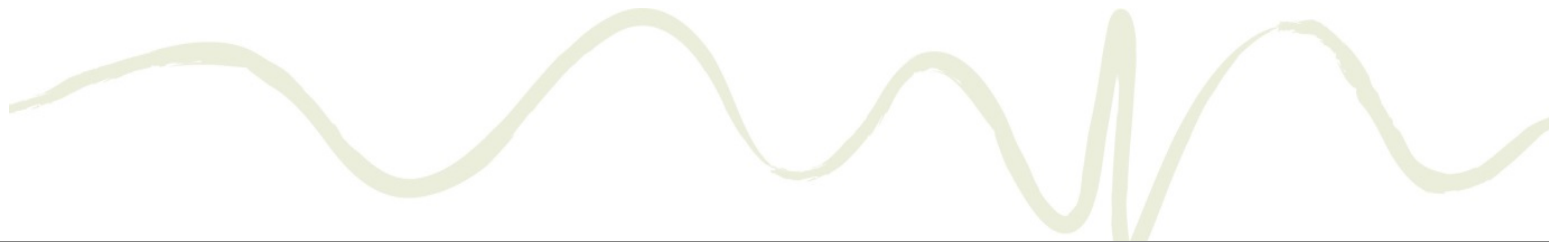
Agency	Issue	Response
	<p>M92 bus route and identify suitable mitigating measures if required.</p> <p><u>Recommendation</u> Health Administration Corporation should be requested to provide queueing assessment and intersection analysis (including SIDRA modelling) for the proposed staff access driveway on Weeroona Road to assess the impact on through traffic including the M92 bus route. The queueing analysis should consider the proposed boom gates based on justified service and arrival rates. It should be demonstrated that during peak periods (i.e. 30 minutes before shift start in the morning), staff vehicles queueing to enter the site would not extend to Weeroona Road and impede on the M92 bus route. The analysis should also consider the comments provided below in relation to traffic generation and distribution assessment particularly in relation to development traffic from the Weeroona Road east turning right turn into the site.</p> <p>Details of any recommended traffic management measures required to minimise delay on the M92 bus route should be provided. The measures should be designed to accommodate bus movements in accordance with Austroads and Australian Standards to the satisfaction of Council.</p>	<p><i>feasibility and design stage of the project.”</i></p> <p><i>“In relation to the distribution of traffic, the southern access route is the dominant direction to and from the site and it appears that the figures for the South and East directions in Table 7 were erroneously interchanged. This does not affect any of the analysis of the traffic activity as this only applies to the figures in Table 7.”</i></p>
	<p>Traffic Generation and Distribution Assessment</p> <p><u>Issue</u> The traffic generation and distribution assessment provided in the TPA report indicates that the traffic generation uses a first principle assessment approach based on various assumptions including parking provision. The steps taken for first principles analysis is unclear and requires additional information and further clarification. The following is suggested to clarify the assessment:</p>	<p>PTC have responded to Transport for NSW as follows:</p> <p><i>“In relation to the distribution of traffic, the southern access route is the dominant direction to and from the site and it appears that the figures for the South and East directions in Table 7 were erroneously interchanged. This does not affect any of the analysis of the traffic activity as this only applies to the figures in Table 7.”</i></p>



Agency	Issue	Response
	<ul style="list-style-type: none">■ Details of assumed staff and public arrival and departure patterns.■ Details showing the temporal car parking accumulation for each car park (staff and public) throughout the day.■ Clarification and justification of Table 7 — directional distribution (origin/destination) assumption. The origin/destination for the morning and afternoon peak does not seem to correlate (eg South Inbound AM is 57% however South Outbound PM is 12%). The directional distribution table may need to be separated for staff and public.■ Directional distribution table (Table 7) should correlate with Development Traffic Intersection Volumes figures (Attachment 3). As an example, Table 7 shows East Inbound PM development traffic is 37%, however the 2026 Traffic Intersection Volumes (Existing + Development) PM Peak figure shows no vehicles turning right from Weeroona Road east into the site.■ Details of traffic generation impacts during network peak and demonstrate impacts on the surrounding road network (particularly on M92 bus route) would be minimal.■ Alternately, an empirical based traffic generation assessment could be undertaken based on surveys of similar development. <p><u>Recommendation</u> Further assessment and clarification should be undertaken on the traffic generation and distribution assessment with consideration of the above. The intersection analysis should consider any updates resulting from the traffic generation and distribution review which should also be considered in the intersection analysis of the proposed access driveway on Weeroona Road detailed above.</p>	



Agency	Issue	Response
	<p>Travel Demand</p> <p><u>Issue</u> Section 8 of the TPA report provides a discussion on sustainable transport options which provides objectives and measures to encourage public and active transport for staff and the public. It is noted that TPA states that the only public transport to the site is route 908. However, it should be emphasised that the site is serviced by Metro Bus route M92, which operates high frequency services from Parramatta Interchange to Sutherland via Lidcombe Railway Station.</p> <p><u>Recommendation</u> Health Administration Corporation be conditioned to prepare a Travel Access Guide and Workplace Travel Plan that would:</p> <ul style="list-style-type: none">■ Identify travel demand measures that could be implemented to encourage active and public transport trips for staff and public including measures identified in Section 8.2 of the TPA report.■ Include provisions to monitor and report on the effectiveness of the proposed measures and mechanisms to implement further improvements.	<p>The provision of a Green Travel Plan is typically required as a Condition of Consent and we accept this recommendation by TfNSW. It is noted that the SEARs also require a commentary on how the development will encourage the use of sustainable transport modes and this was described in Section 8 of the Traffic and Parking Report.</p>
	<p>Construction Traffic Management Plan</p> <p><u>Issue</u> The proposed development has the potential to impact on traffic and transport operation in the vicinity of the proposed development including pedestrian safety during construction.</p> <p>Figure 10 of the TPA report indicates all construction vehicles would use Weeroona Road. This has the potential to have major impacts on the operation of bus services including M92 bus route which needs to be</p>	<p>Noted and to be addressed as part of CTMP.</p>



Agency	Issue	Response
	<p>carefully considered.</p> <p><u>Recommendation</u></p> <p>Health Administration Corporation should be conditioned to prepare Construction Traffic Management Plan (CTMP). The CTMP should be prepared by a suitably qualified person a prior to the commencement of any works on the site. It should be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with Council, Roads and Maritime Services and TfNSW. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services (ie bus routes M92 which travels along Weeroona Road) within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP.</p> <p>The CTMP should include the cumulative construction impacts of all the projects adjacent to the site. The applicant should submit a copy of the CTMP to Council, prior to the commencement of work.</p>	



4.2 Department of Planning and Environment - Additional Information Request

The DPE wrote to Health Infrastructure on the 25 August 2016 advising that a preliminary assessment of the EIS had identified Three (3) key issues that required further information to enable the application to proceed. These issues are discussed below.

4.2.1 Site Access

The Department of Planning raised a number of concerns with the SSD application relating to:

- **Additional traffic along Main Avenue;**
- **Access to Main Avenue from Joseph Street being only available to southbound traffic;**
- **Additional traffic along Botanica Drive;**
- **Potential for additional traffic to utilise local streets within Botanica Estate; and**
- **The need to investigate alternative access points in Weeroona Road and/or Joseph Street.**

HI requested Parking and Traffic Consultants (PTC) to review and address comments from government agencies including the DPE. The response from PTC to traffic and access issues is attached as **Appendix C**.


4.2.2 Noise Monitoring

- **DPE requested additional noise monitoring be carried out at adjoining residences and sensitive land uses to allow for a thorough assessment of construction and operational noise impacts. DPE required that at a minimum, noise monitoring be carried out at one of the closest residences to the north of the site (along Palm Circuit), east of the site (along Brooks Circuit and/or Eucalyptus Street) and in the vicinity of the existing FASS building. Results of the additional noise monitoring and revised RBL's are to be included in the Response to Submissions Report.**

The original noise and vibration assessment was prepared by ARUP. ARUP reviewed the comments received from DPE and provided the following response:

The project relates to development in the north west corner of the site, with the nearest noise sensitive receivers located on Palm Circuit to the north of the site. Residential premises to the east of the site, on Brooks Circuit and Eucalyptus Street are well removed from the development site and acoustically shielded by the existing site buildings. The acoustic assessment and design of the proposed facility will be determined by the receivers to the north of the site. With regard to the NSW Forensic & Analytical Science Services building, unlike residential receivers, the applicable noise criteria are fixed levels and not based on the background noise levels. Noise monitoring is therefore not required for these buildings.

With regard to receivers to the north of the site, Noise Monitoring Location 2 was selected as acoustically equivalent, being the same distance from Main Street and with exposure to Joseph Street, while being secure. The equipment is left unattended for over a week and the selected location enabled the logger to be secured behind an open chain wire fence. The location was removed from any activity noise on site, which may otherwise have affected the measured noise levels. The selected noise monitoring location and procedures accord with those outlined in the NSW Industrial Noise



Policy (referred to in the SEAR's).

Noise Monitoring Location 1 has been utilised primarily for the assessment of existing Joseph Street traffic noise intrusion upon the proposed building and was not used for establishing criteria at nearby residential receivers.

On the basis of the above, additional noise monitoring is considered to be unwarranted, with the measured data being representative of the nearest noise sensitive receptors.

ARUP updated its noise and vibration impact assessment to address the concerns raised by the DPE which is attached as **Appendix D**.

4.2.3 Operational Impacts

- **General operating times of the facility should be specified with any subsequent impacts to be addressed should the facility seek to operate beyond standard business hours (including noise associated with traffic and noise).**

HI has advised that hours of operation for the FPCC facility will be:

- Forensics and Pathology: 7:00am – 4:00pm
- Department of Justice: 9:00am – 5:00pm
- Coroner's Court: 10:00am – 4:00pm
- Viewing: generally will occur between the hours of 11:00am and - 5:00pm. There will occasionally be a requirement for out of hours emergency viewings up to 10pm and weekends. This would not be a regular occurrence.
- Counselling: 7:00am – 6:00pm.

These hours of operation are considered to be consistent with standard business hours and also with what exists within the precinct already at the Forensic and Analytical Science Services facility and the Office of Environment and Heritage premises. The occasional after hours usage would be infrequent and not involve a substantial number of visitors/traffic movements and would therefore not create a significant impact on nearby residents.


- **An assessment of any impacts associated with light spill on the adjoining residential area during the night-time period.**

HI engaged Jacobs to undertake a lighting calculation for the FPCC facility to demonstrate compliance with AS 4282 - 1997 "Control of the obtrusive effects of outdoor lighting", with respect to the impact of our outdoor carpark lighting design on the surrounding residential and commercial areas. A copy of this assessment is attached as **Appendix F**. HI have advised that there will be other low impact lighting to assist in wayfinding to and from the facility at night which would assist in security and safety, however this is not expected to cause any significant light spill and would easily comply with AS 4282.

- **Any measures to deter users of the facility from using on-street car parking within the adjoining residential estate.**

The following measures will significantly reduce the need for staff and users of the facility to use the adjoining residential streets to park vehicles:

- It is not proposed to introduce car parking fees within the FPCC facility;
- Car parking on site has been designed to be convenient and easy to use by staff and the general public;

- 
- There is also adequate provision of onsite car parking to accommodate the proposal. Any information provided to the public about using the facility will indicate that free onsite car parking is provided and is encouraged to be used.



5. Amended SSD Proposal

5.1 Summary of Amendments to the SSD Proposal

The proposal has been amended since the SSD application was publically exhibited in July/August in response to submissions. The most significant amendment is the removal of second eastern vehicle and pedestrian access to the site and the associated reconfiguration of the proposed access arrangements for the site. The removal of this access was in response to concerns raised about local traffic on Main Avenue and comments received from Cumberland Council. The amended access and car parking arrangement is discussed further in the PTC's response to submissions (refer **Appendix C**).

The amendments to the proposal are shown in the revised architectural plans which are contained in **Appendix G**. The amendments are clouded in red for ease of identification.

The revised set of architectural plans and include:

- Site Analysis and Existing Buildings Plan
- Site Plan
- Lower Ground Floor Plan
- Ground Floor Plan
- First Flood Plan
- Second Floor Plan
- Roof Plan
- Sections
- Elevations
- Perspectives
- Tree Removal
- 3D Montages
- Shadow Diagrams
- Signage Plan
- Precinct Plan.

The following is a summary of the amendments contained within the architectural plans.

Site plan:

- Removal of eastern access and rearrangement of public entry to the site and public carpark layout;
- Boundary for lot acquisition;
- Landscaped areas more developed;
- Palisade fencing perimeter more developed;
- Back of House (BoH) canopy deleted and roof modified;
- Slight change to overall GFA as a result of an error in previous calculation;
- Roof modifications; and
- RL Amendments throughout car park to reflect latest civil design.

Ground floor:

- Bicycle parking and coroners parking reconfigured;

- BoH windows modified;
- Counselling pods modified;
- Plant room stair configuration slightly modified; and
- External landscaped area progressed.

Level 1:

- Glazing along eastern façade modified;
- Configuration of plant room stair modified;
- Addition of compactus along staff bridge; and
- Skylights to meeting/ training room deleted.

Level 2:

- Roof plant access added;
- Landscaping updated;
- Skylights removed; and
- Stair 3 extended to level.

Roof plan:

- Roof heights (RL's) updated;
- Roof pitches updated;
- Roof plant added with roof access hatch;
- Roof added to additional level 1 room adjacent stair 2;
- Roof form updated between grids g-k;
- Parapets to lift core updated; and
- Screen around plant equipment.

North elevation:


- Upper roof pitches updated;
- Plant stacks indicated;
- Art zone updated; and
- Top of lift cladding updated.

South elevation:

- Ground floor finishes updated;
- Ground floor fenestrations updated;
- Upper roof pitches updated;
- Plant stacks indicated;
- South wall to Coroner's suites is now a parapet to hide skillion roof; and
- Top of stair cladding updated (notched to match lifts).

West elevation:

- Art zone updated;
- Lift glazing type updated;
- Ground level pods updated;
- Base wall finish updated;
- Level 2 roof between grids h-k updated;
- Plant stacks indicated;

- 
- Southern fire stair extended up to level 2;
 - Awning added to back of house;
 - Ground level BOH wall finish updated; and
 - Finishes schedule updated.

East elevation:

- Roof plant added;
- Bike store updated; and
- PFP finish replaced with brickwork.

East elevation (inner):

- Room added on level 1 adjacent bridge (staff entry);
- Windows to level 1 updated;
- Stair beyond extended to level 2;
- Art zone updated;
- Access door added to level 2; and
- South wall to Coroner's suites is now a parapet to hide skillion roof.

Sections:

- Roof and parapet heights updated;
- Roof plant added;
- South wall to Coroner's suites is now a parapet to hide skillion roof; and
- Top of stair cladding updated (notched to match lifts)..

Existing trees impacted:

- Error on drawing: two trees already demolished in site consolidation works stage and should not have been shown.

Signage Plan:

- External signage plan updated.



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