

9.12.3 Recommended Mitigation Measures	115
9.13 Flooding (SEAR 14).....	115
9.13.1 SEAR	115
9.13.2 Assessment	115
9.13.3 Recommended Mitigation Measures	117
9.14 Waste (SEAR 15)	117
9.14.1 SEAR	117
9.14.2 Assessment	117
9.14.3 Recommended Mitigation Measures	118
9.15 Construction Hours (SEAR 16).....	118
9.15.1 SEAR	118
9.15.2 Assessment	119
9.15.3 Recommended Mitigation Measure.....	119
9.16 Plans and Documents	119
9.16.1 Construction Management	120
9.16.2 Geotechnical and Structural Matters	120
9.16.3 Accessibility	121
9.17 Social and Economic Benefits	121
9.18 Cumulative Impacts	122
10. Environmental Risk Assessment	123
11. Mitigation Measures	127
12. Conclusion.....	130

Appendices

Appendix	Document	Prepared by
1	Secretary's Environmental Assessment Requirements (SEARs)	Department of Planning & Environment
2	Heritage Impact Statement	Weir Phillips Heritage
3	Preliminary Construction Management Plan	Capital Insight
4	Survey Plans	Linker Surveying
5	Transport Impact Assessment	GTA
6	Arborist Report	Naturally Trees
7	Visual Analysis	McConnel Smith & Johnson
8	Architectural Plans	McConnel Smith & Johnson
9	Structural Design Report	Enstruct
10	Geotechnical Investigation	Douglas Partners
11	Architectural Design Statement	McConnel Smith & Johnson
12	Landscape Plan and Report	Site Image
13	Wayfinding Plan	McConnel Smith & Johnson
14	Consultation Advice Letter	Wingecarribee Shire Council
15	Civil Engineering Report	Enstruct
16	Integrated Water Management Plan	Acor Consultants
17	Community Consultation Plan	Health Infrastructure
18	BDAR Waiver Letters	DPE & OEH
19	Ecological Assessment	ACS Environmental
20	Quantity Surveyor Report	MBM
21	SEPP 33 Letter	RiskEng
22	Contaminated Land Preliminary Site Investigation	Douglas Partners
23	Views	McConnel Smith & Johnson
24	Perspectives	McConnel Smith & Johnson
25	Acoustic Report	Wood & Grieve Engineers
26	ESD Statement	Wood & Grieve Engineers
27	Sediment and Erosion Control Plans	Enstruct
28	Authority Utility Supply Report	Acor Consultants
29	Electrical Services, ICT and Security Report	Wood & Grieve Engineers
30	Flood Mitigation Letter	Enstruct
31	Waste Management Plan	Capital Insight
32	Stormwater Concept Plans	Enstruct
33	Access Report	iAccess
34	Environmental Site Assessment	Environmental Investigation Services
35	Remediation Action Plan	Environmental Investigation Services

Abbreviations & Acronyms

Abbreviation/Acronym	Definition
B&DH	Bowral & District Hospital
BCA	Building Code of Australia
BC Act	Biodiversity Conservation Act 2016
BDAR	Biodiversity Development Assessment Report
BPDP	Better Placed Design Policy
CI	Capital Insight
CID	Clinical Information Demountable
CIV	Capital Investment Value
CMP	Construction Management Plan
CPSD	City Plan Strategy and Development
CPTED	Crime Prevention through Environmental Design
DCP	Development Control Plan
DGs	Dangerous Goods
DPE	Department of Planning and Environment
ED	Emergency Department
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regs	Environmental Planning and Assessment Regulation 2000
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FCF	Fibre Cement Fragments
FSR	Floor Space Ratio
GFA	Gross Floor Area
HI	Health Infrastructure
HIS	Heritage Impact Statement
HUDC	Healthy Urban Development Checklist
ICU	Intensive Care Unit
IPU	Inpatient Unit
ISEPP	State Environmental Planning Policy (Infrastructure) 2007
LEP	Local Environmental Plan
LGA	Local Government Area
OEH	Office of Environment and Heritage
OSD	On-site detention
RAP	Remediation Action Plan
REF	Review of Environmental Factors
RMS	Roads and Maritime Services
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 33	State Environmental Planning Policy 33 – Hazardous and Offensive Development
SEPP 55	State Environmental Planning Policy 55 – Remediation of land
SEPP SRD	State Environmental Planning Policy State and Regional Development 2011
SETRP	South East Tablelands Regional Plan 2036
SHPH	Southern Highlands Private Hospital
SSD	State Significant Development
SSDA	State Significant Development Application
SWS LHD	South Western Sydney Local Health District
TfNSW	Transport for New South Wales
TIA	Transport Impact Assessment
WMP	Waste Management Plan
WSC	Wingecarribee Shire Council
WSUD	Water Sensitive Urban Design

1. Executive Summary

This Environmental Impact Statement (EIS) has been prepared by City Plan Strategy and Development Pty Ltd (CPSD) for Capital Insight (CI), and on behalf of NSW Health Infrastructure (HI). This EIS is submitted to the Minister for Planning and Environment for a State Significant Development Application (SSDA) pursuant to Part 4 of the *Environmental Planning & Assessment Act 1979* (EP&A Act) and *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD).

This EIS relates to the redevelopment of the Bowral & District Hospital (B&DH), which has been the subject of ongoing redevelopment for some years. B&DH acts as a healthcare hub for the southern sector of the South Western Sydney Local Health District (SWS LHD). As set out in the request for Secretary's Environmental Assessment Requirements (SEARs) on 12 December 2017 to the NSW Department of Planning and Environment (DPE), the proposed development aims to respond to the future service needs of the SWS LHD by redeveloping part of the ageing facilities at B&DH. The proposed development relates to the refurbishment of existing buildings and construction of new facilities, to improve the efficiency and effectiveness of service delivery, enhance the functionality and capacity of clinical spaces and remedy the sub-standard facility environments at B&DH. To facilitate this, in summary, the proposal includes:

- Construction of:
 - A new three (3) storey (plus a plant level) inpatient building fronting Bowral Street, comprising the following units: Medical, Mental Health, Acute, Sub Acute, Close Observation, Maternity, Paediatric and Perioperative.
 - A new Emergency Department (ED).
- Integration of pedestrian links and connections from the new building into existing buildings and support services in retained buildings.
- A reconfigured public and ambulance entry into the ED.
- On-grade car parking and drop-off facilities, and overall improved access and wayfinding throughout the campus.
- Upgrades to IT and engineering services infrastructure to support the B&DH.
- Associated landscaping works.

Section 4 of this EIS provides a detailed description of the proposed development.

The proposal has a Capital Investment Value (CIV) of \$42,740,645 (excl. GST) and is therefore classified as State Significant Development (SSD) pursuant to the \$30 million threshold in Schedule 1 of SEPP SRD.

This EIS has been prepared to address a range of relevant matters for consideration as required under the EP&A Act and *Environmental Planning and Assessment Regulation 2000* (EP&A Regs), including the following:

- Details of the proposed development, including analysis of feasible alternatives;
- Assessment of potential environmental impacts of the proposed development in accordance with the Secretary's Environmental Assessment Requirements (SEARs);
- Measures proposed to mitigate any adverse impacts on the environment; and
- Justification for the development and recommendation for planning approval.

This EIS has been prepared in accordance with Clauses 6 and 7 of Schedule 2 of the EP&A Regs.

This EIS responds to the SEARs issued by the Department of Planning and Environment (DPE) for the proposal on 30 January 2018 (**Appendix 1**). In accordance with the SEARs, this EIS provides an assessment of the environmental impacts of the proposed development

and sets out the undertakings made by HI to mitigate and manage any potential impacts arising from the development. Implementation of these mitigation measures will ensure any potential environmental risk is ameliorated.

This EIS also considers the economic and social benefits that inform the delivery of this project. Notably, the capacity of the proposal to enhance the key role of the B&DH in providing acute and sub-acute inpatient, emergency and community health services for the local population, primarily residents of the Wingecarribee Shire and Wollondilly.

B&DH is the only public hospital within the SWS LHD that operates outside of the Sydney Metropolitan Area and acts as the hub for the southern sector of the SWS LHD. The proposal is critical in that it will greatly assist in providing contemporary healthcare services to satisfy the most pressing requirements identified within the 'SWS LHD Strategic & Healthcare Services Plan' dated November 2013. Importantly, this proposal strongly aligns with Commonwealth, NSW, and NSW Health strategic objectives for the provision of improved health services to regional, rural and remote communities.

The EIS fulfils the requirements of the EP&A Act, the EP&A Regs and addresses all relevant matters for consideration prescribed by the SEARs.

The EIS demonstrates that the potential impacts of the proposal can be satisfactorily managed and/or mitigated.

In light of the above, and the evident public benefits of the proposal, we recommend that consent be granted to this application.

2. Introduction

2.1 Report Structure

Table 1 below outlines the structure of this EIS.

Table 1: Structure of EIS

Section	Description
1. Executive Summary	Summary of the EIS.
2. Introduction	Overview of the EIS and background to the proposal.
3. Site Analysis	Analysis of the development site.
4. Description of the Development	Description of the proposed works.
5. Secretary's Environmental Assessment Requirements	An overview of the SEARs issued by the DPE on 30 January 2018.
6. Consultation	Details of consultation undertaken with local and State government agencies, community and other stakeholders, and responses to raised issues.
7. Statutory Planning Considerations	Consideration of the relevant statutory planning considerations including relevant Acts, SEPPs and LEP as they apply to the site and proposed development.
8. Policies and Guidelines	Consideration of the relevant strategic planning considerations as they apply to the site and proposed development.
9. Environmental Impact Assessment	Addresses the key issues identified in the SEARs.
10. Environmental Risk Assessment	In evaluating the assessment undertaken in Sections 7, 8 and particularly, Section 9, an environmental risk assessment is provided in a matrix format.
11. Mitigation Measures	Provides a compilation of recommended mitigation measures for the proposed work.
12. Conclusion	Summarises the key issues and provides a recommendation to approve the proposed development.

2.2 The Site

B&DH (the site) is located in the Southern Highlands of NSW, which is approximately 2 hours south-west of Sydney and 2.5 hours north-east of Canberra. The site is located at 97-103 Bowral Street, Bowral, within the Wingecarribee Shire Local Government Area (LGA). B&DH occupies a large site on the eastern side of the town of Bowral and is bound by a mix of residential and recreational areas.

The site has a total area of 32,485m² excluding the area of the adjacent Southern Highlands Private Hospital (SHPH). The site is legally described as Lot 4 in Deposited Plan 858938.

A detailed description of the site is provided in Section 3 of this EIS.

Refer to Figure 1 on the page over or a locality plan of the site.

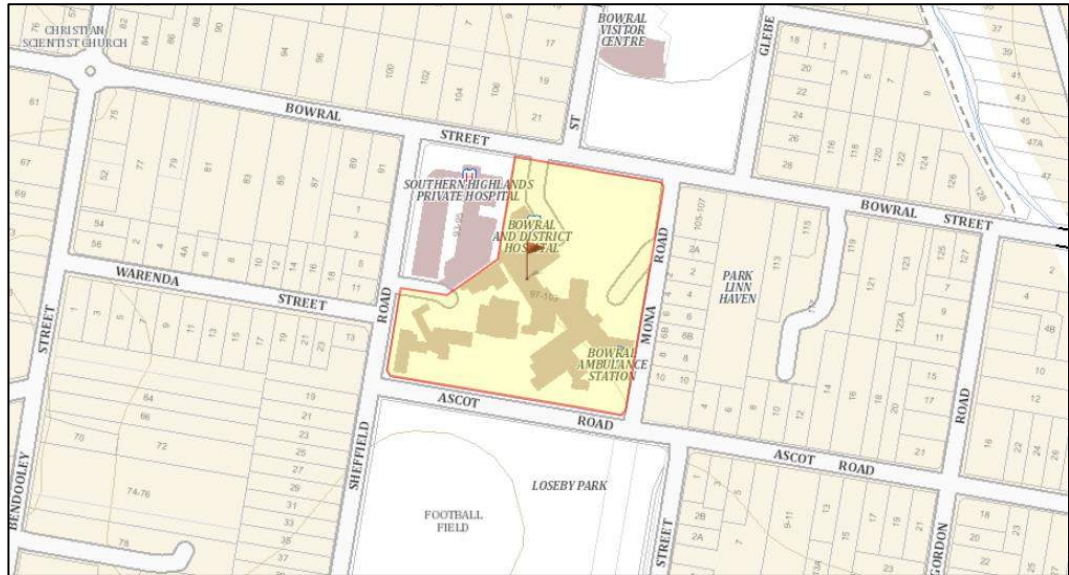


Figure 1: Locality Plan, subject site outlined in red and shaded yellow (Source: SixMaps)

2.3 Planning History

The Heritage Impact Statement (HIS) prepared by Weir Phillips Heritage (WPH) and accompanying this EIS at **Appendix 2** describes the development history at the site. B&DH has been in operation since 1889 and was initially known as the Berrima District Cottage Hospital. As many other district hospitals, B&DH has gone through continuous expansion stages. Although all the original buildings have been retained, they have been altered as a consequence of the growth of the hospital's facilities. Accordingly, there are a range of planning applications that have been approved for works at B&DH over the years.

In late 2017, early works were proposed on the site as "Development permitted without consent" pursuant to Clause 58 of *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP). A Review of Environmental Factors (REF) was prepared for these works, which included the partial demolition and internal alterations of to the Clinical Information Department (CID Building), interim access to the ED, construction of a temporary car park, refurbishment works, services diversions, and demolition of some existing structures.

The early works under the REF have been identified as being essential to allow for the continuous provision of essential services during the construction of the main works, with minimal impact to the ongoing operation of the existing site. The REF works do not form part of this SSDA.

2.4 Project Objectives

The proposed development forms part of a wider program for the delivery of improved healthcare and associated services in the SWS LHD.

The strategic directions of this project are:

- Building capacity to effectively service growing demands for healthcare;
- Redesigning services bringing them closer to people and their communities;
- Integrated action with the South Western Sydney Medicare Local;
- Partnering with external providers to deliver public health care;
- Enhancing service networks and growing centres of excellence;
- Shared access to unified information for all the health care team;

- An integrated focus on primary prevention for patients and communities; and
- Embedding education and research within service delivery.

These strategies will be addressed through a focus on eight corporate areas of action:

- Providing high quality health services;
- Community partnerships;
- Seamless networks;
- Developing our staff;
- Research and innovation;
- Enhancing assets and resources;
- Supporting business; and
- Efficiency and sustainability.

Planning for the redevelopment of BD&H has been informed by the SWS LHD Strategic & Healthcare Services Plan and consultation with the community, hospital staff, relevant stakeholders and Wingecarribee Shire Council (WSC).

The proposed redevelopment at B&DH will seek to provide the physical capacity to support the increasing health service demands and new models of care being driven by a growing and ageing population and also, those requirements of the Building Code of Australia (BCA).

2.5 The Proposal

A detailed description of the proposal is provided in Section 4 and an overview of the development is provided below:

New Construction

- A new three (3) storey (plus a plant level) inpatient building fronting Bowral Street, comprising the following units: Medical, Mental Health, Acute, Sub Acute, Close Observation, Maternity, Paediatric and Perioperative.
- A new Emergency Department (ED).

Refurbishment and Site Integration

- Integration of pedestrian links and connections back to existing buildings and supporting services in retained buildings.
- A reconfigured public and ambulance entry into the ED.
- On-grade car parking and drop-off facilities, and overall improved access and wayfinding throughout the campus.

Engineering and Landscaping Works

- Upgrades to IT and engineering services infrastructure to support B&DH.
- Landscaping works throughout the north and north eastern portion of the site.
- Associated Civil works outlined by Enstruct on the Structural Report and Drawings that accompany this EIS.

All of the above will be staged to allow B&DH to remain operational during the redevelopment.

2.6 Staging

The proposed development has been designed to ensure that B&DH remains operational during construction works. A staging strategy will be implemented to ensure that car parking facilities are not affected as a result of the proposed works.

The proposed works will be undertaken in accordance with the specifications outlined in the Preliminary Construction Management Plan prepared by Capital Insight and provided in **Appendix 3**.

2.7 The Proponent and Project Team

This SSDA and EIS has been prepared on behalf of HI. The principal consultant team for the project is set out in Table 2 on the page over.

Table 2: Proponent and Project Team

Discipline	Consultant
Town Planner	City Plan Strategy and Development
Project Manager / Construction Management	Capital Insight
Surveyor	Linker Surveying
Architect	McConnel Smith & Johnson Architects
Quantity Surveyor	MBM
Contamination	Douglas Partners (Phase 1) Environmental Investigation Services (Phase 2 and Remediation Action Plan)
Geotechnical	Douglas Partners
Structural Engineering	Enstruct
Traffic and Parking	GTA Consultants
Heritage	Weir Phillips Heritage
Landscaping	Site Image Landscape Architects
Arborist	Naturally Trees
Ecological	ACS Environmental
ESD	Wood & Grieve Engineers
Acoustic	Wood & Grieve Engineers
Civil Engineering/Stormwater Management	Enstruct
Hydraulic Services	Acor Consultants
Electrical Services	Wood and Grieve Engineers
Accessibility	iAccess
Waste Management	Capital Insight

3. Site Analysis

3.1 The Regional Context

B&DH is located in the town of Bowral, which is approximately 120km south-west of Sydney and 200km north-east of Canberra. The location of Bowral relative to Sydney, Wollongong and Canberra is illustrated at Figure 2 below.

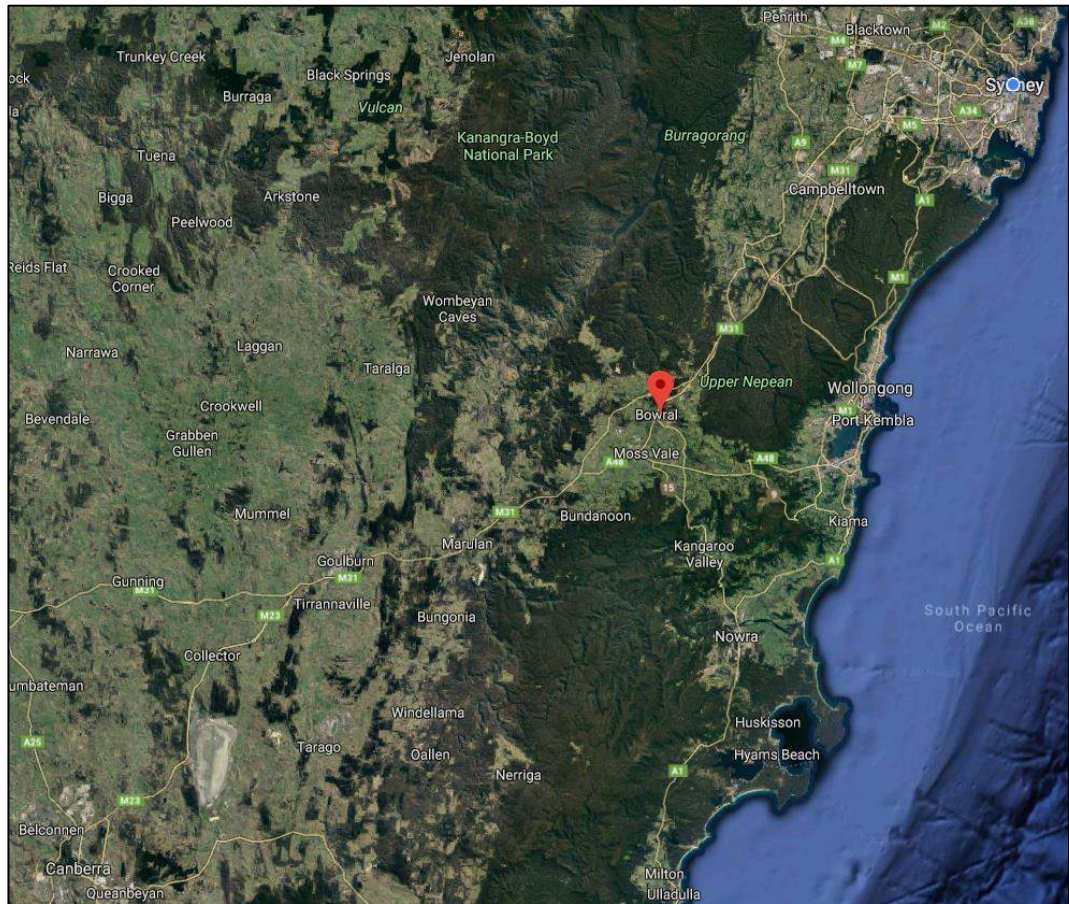


Figure 2: Aerial photograph showing the location of Bowral relative to Sydney, Wollongong and Canberra (Source: Google Maps)

B&DH is centrally located in the town of Bowral in the Southern Highlands and is the only hospital operating outside the Sydney Metropolitan Area by the SWS LHD (refer to Figure 3).

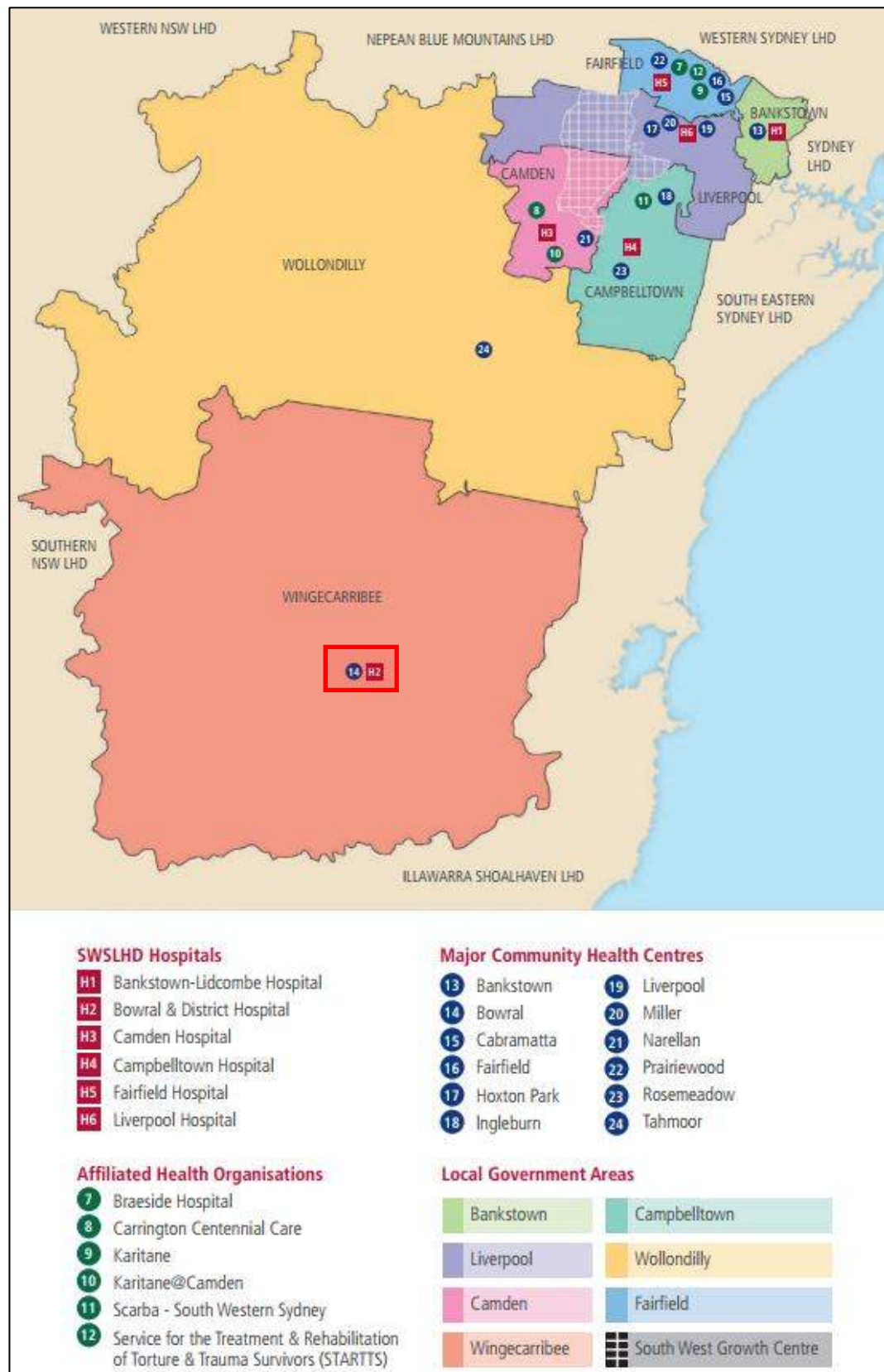


Figure 3: Extract from South Western Sydney Local Health District (Source: NSW Health SWS LHD)

B&DH is located within the Wingecarribee Shire LGA and acts as a major community health centre for the southern sector of the SWS LHD. Refer to Figure 4 below.

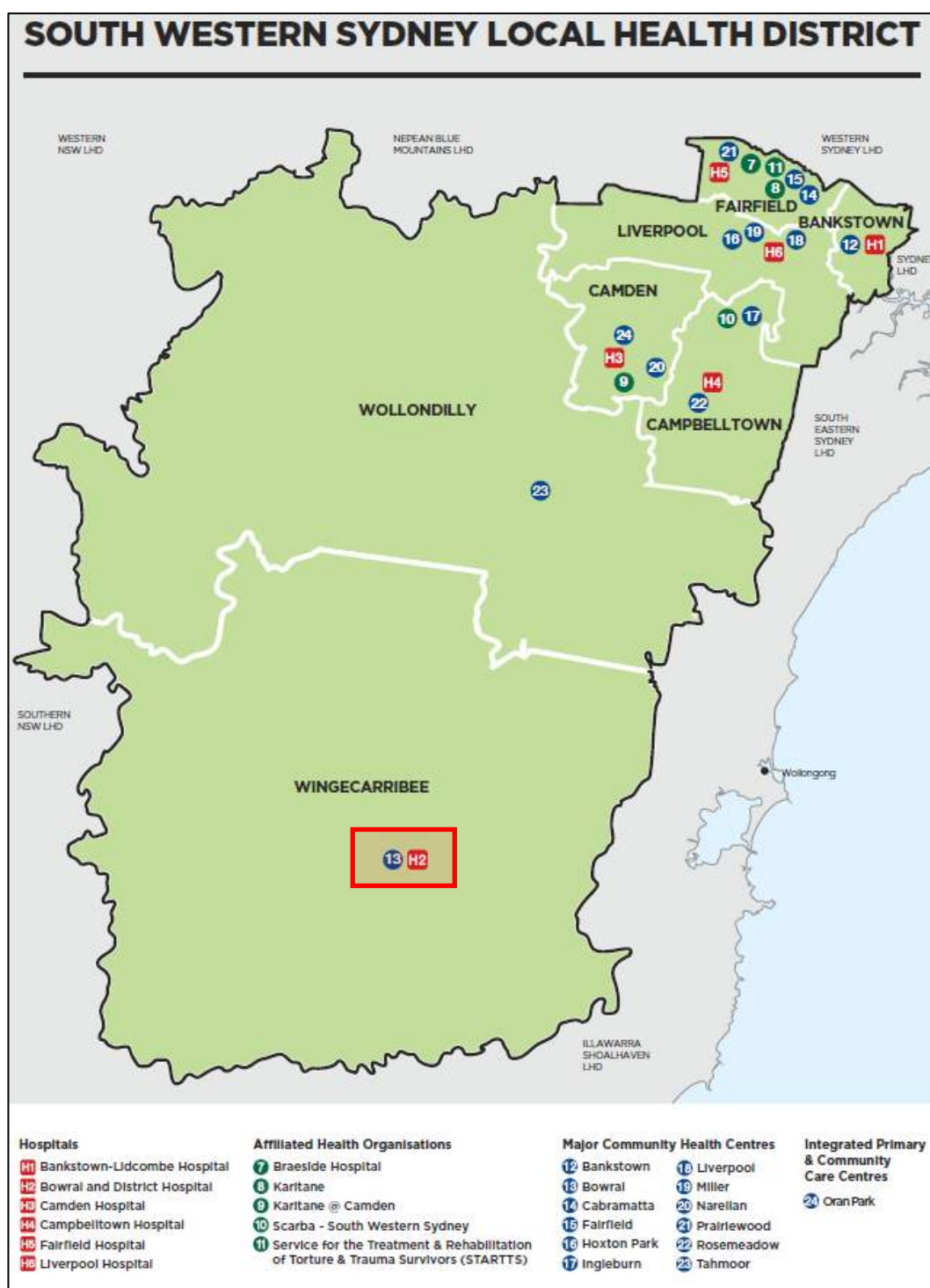


Figure 4: Map of SWS LHD. B&DH is identified as 13 / H2 (Source: NSW Health SWS LHD)

The SWS LHD Strategic & Healthcare Services Plan describes and categorises the major health facilities within the District (identified at Figure 3 above). These categorisations are shown at Figure 5 below and the services currently provided are summarised at Figure 6.

Table 3.1 SWSLHD Health Facilities and their Defined roles		
Facility	Peer Grouping	Role delineation ¹
Acute Facilities		
Bankstown-Lidcombe Hospital	Principal Referral Hospital Group A1b	5
Bowral and District Hospital	District Hospital Group C1	3
Camden Hospital	District Hospital Group C1	3
Campbelltown Hospital	Major Metropolitan Hospital Group B1	4
Fairfield Hospital	Major Metropolitan Hospital Group B1	3-4
Liverpool Hospital	Principal Referral Hospital Group A1a	6
Affiliated Health Organisations ²		
Braeside Hospital ³	Subacute F4	Not applicable
Carrington Centennial Care	Nursing Home F2	No specialty services
Karitane	Mothercraft F7	Includes a tertiary State-wide referral centre
NSW Service for the Treatment & Rehabilitation of Torture & Trauma Survivors (STARTTS)	Does not provide inpatient care. It therefore does not require a hospital peer group classification	Not applicable
South West Sydney Scarba Service ³	As above	Not applicable
Community Based Health Services		
Community Health (including early childhood and youth health centres and other community based facilities e.g. mental health, oral health, etc.)	As above. Major centres are located in: Bankstown, Bowral, Cabramatta, Campbelltown, Carramar, Hoxton Park, Ingleburn, Liverpool, Miller, Moorebank, Narellan, Prairiewood, Rosemeadow and Tahmoor	
^{1.} Role delineation assists NSW Districts to determine the complexity of work which can be undertaken at each facility and the support services required to effectively and safely provide this work (e.g. staff profile, access to pathology, access to major diagnostic equipment). A detailed list of the role delineation level of each specialty and support service in each facility is in Appendix 3. ^{2.} Affiliated health organisations are part of the public health system operated by non-profit, religious, charitable or other non-government organisations and are listed within the Health Services Act 1997. ^{3.} Braeside Hospital is operated by Hammondcare and the South West Sydney Scarba Service by the Benevolent Society		

Figure 5: Extract from the SWS LHD Strategic & Healthcare Services Plan showing the categorisation of hospitals in the District (Source: NSW Health SWS LHD)

B&DH is a District group C1 hospital, providing services for the local community at mainly role delineation Level 3 as seen in Figure 5 above.

B&DH provides a wide range of services to the population of the Wingecarribee Shire as seen in Figure 6 below. The hospital is also accessed by patients from surrounding LGAs as seen in Figure 7 on the page over.

Table 1: Summary of services at B&DH	
Clinical Services	
<ul style="list-style-type: none"> Emergency Medicine General Medicine, including stroke, cardiac and aged care General Surgery Allied Health including Social Work, Physiotherapy, Speech Pathology, Dietetics, Occupational Therapy, Podiatry, Specialised Aged Care and Developmental Paediatrics Paediatrics, including Paediatric Outreach and Child and Adolescent Mental Health High Dependency Unit (HDU) Ophthalmology Equipment Loans Alcohol and Other Drug services, including Needle Exchange Pharmacy Pathology 	<ul style="list-style-type: none"> Geriatrics Anaesthetics, including pre-admission clinic Cardiac Assessment and Rehabilitation Orthopaedic Surgery Obstetrics Gynaecology Mental Health including Day Therapy and Youth Services Rehabilitation Aboriginal Health Clinic Palliative Care Haematology Radiological Imaging, including X-ray, Ultrasound and Computed Tomography (CT) Renal Dialysis (single chair for self-dialysing home dialysis patients, classified as an outpatient space and not included in inpatient bed count)

Figure 6: Bowral & District Hospital Redevelopment 2026 (Source: Health Infrastructure - Clinical Services Plan)

LGA	% Hospital Beddays from LGA	% LGA Beddays to Hospital
Wingecarribee	76.82%	58.09%
Wollondilly	16.26%	12.01%
Goulburn Mulwaree	1.51%	0.81%
Shoalhaven	0.97%	0.19%
Campbelltown	0.30%	0.05%
Upper Lachlan Shire	0.21%	0.46%
Camden	0.20%	0.11%

Figure 7: Extract from the SWS LHD Strategic & Healthcare Services Plan showing the Profile of Bowral and District Hospital (Source: NSW Health SWS LHD)

The categorisation and service summary extracted above demonstrate the status of B&DH as a hub for acute hospital services within the southern portion of the SWS LHD.

3.2 Local Context

3.2.1 Overview

B&DH is located approximately 1km east of Bowral Railway Station and is surrounded by a mix of residential uses, allied health facilities, educational establishments, community facilities and public open space. The site's local context is illustrated at Figure 8.

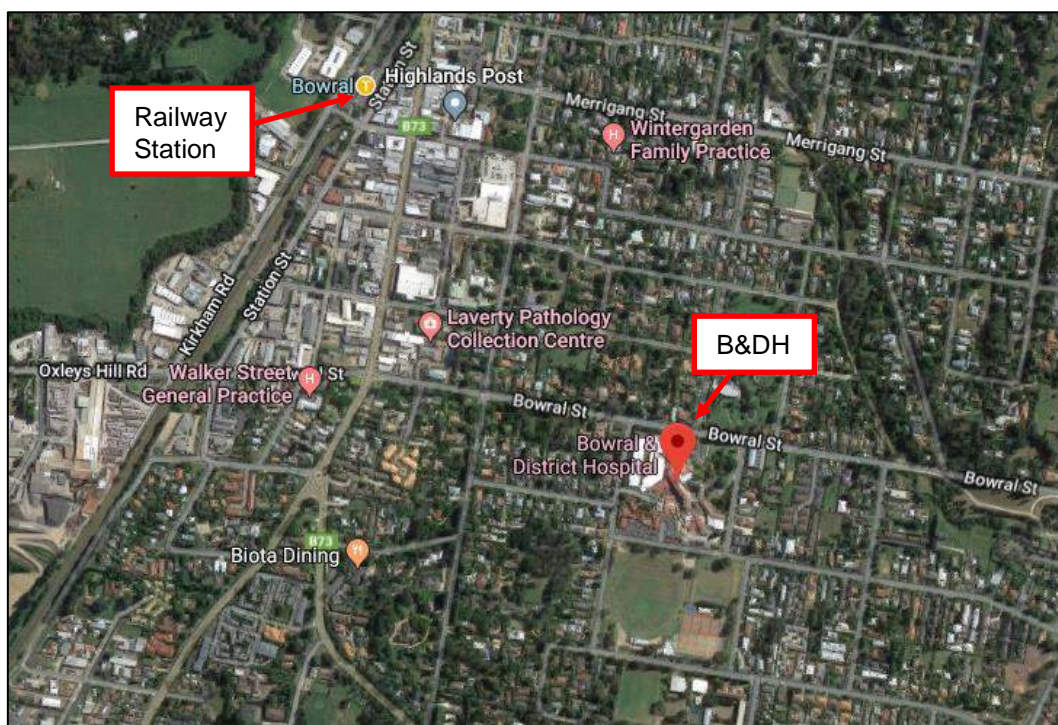


Figure 8: Aerial view of B&DH within its local context (Source: Google Maps)

The site is located in a residential locality, surrounded by mainly single detached dwellings to the north, east and west. Glebe Park and the Bradman Museum are located to the north and with the Loseby Park located directly to the south as illustrated at Figure 9 on the page over.



Figure 9: Aerial view of B&DH within its immediate context, the site outlined and shaded in red (Source: Google Maps)

3.2.2 Bowral & District Hospital

B&DH is a major rural hospital which provides a wide range of services, including general medical, obstetrics and gynaecology, paediatric, surgical, orthopaedics, ophthalmology, geriatric and emergency services.

B&DH has close links with a range of Sydney's teaching and referring hospitals including Liverpool, Fairfield, Bankstown and Campbelltown hospitals.

B&DH plays a key role in providing acute facilities and community health services for the local population and is the hub for the southern sector of the SWS LHD.

3.3 Site and Local Area Description

3.3.1 Overview

Originally founded in 1889, B&DH has been serving the needs of the SWS LHD population for over a hundred years. Having started as a district cottage hospital, B&DH has expanded into a 94-bed facility offering a range of general and specialised services.

The site is largely built upon, comprising several interconnected buildings, walkways, parking facilities and landscaped areas. The site has undergone multiple expansions and redevelopment throughout its operation as mentioned previously in this EIS.

An aerial photograph of the site is provided in Figure 10 and the existing built form and open space on the site is illustrated at Figure 11 on the page over.



Figure 10: Existing site plan, boundaries of the site outlined in red (Source: MSJ)

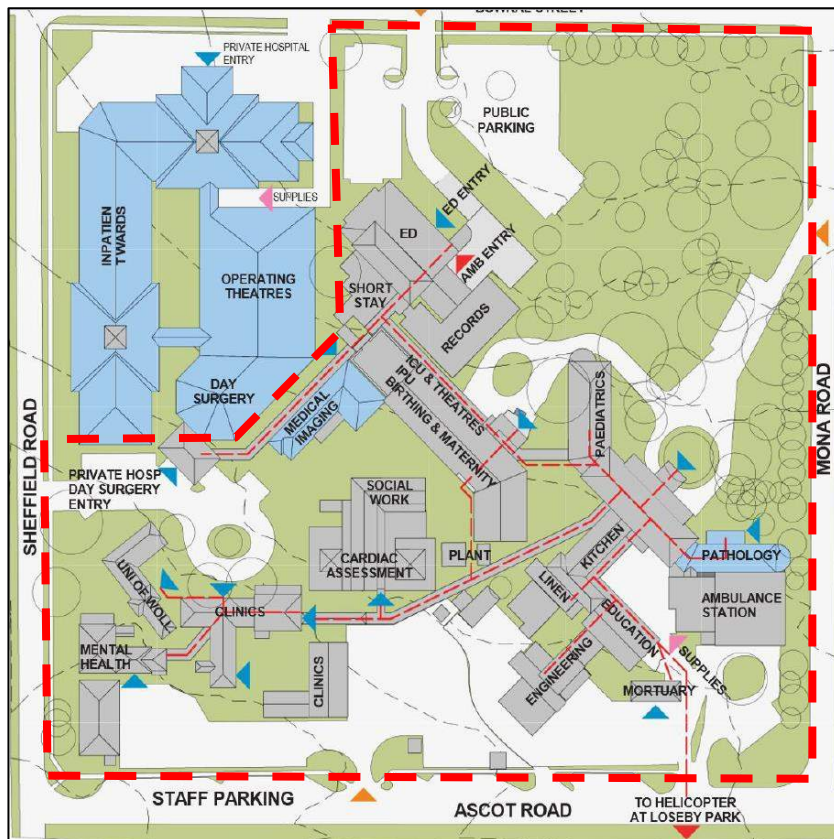


Figure 11: B&DH Layout - Existing Functional Relationships, boundaries of B&DH outlined in red (Source: MSJ)

3.3.2 Street Address and Legal Description

B&DH has a street address of 97-103 Bowral Street, Bowral and comprises a single allotment (Lot 4 in DP 858938). The northwest corner of the campus was subdivided and a long-term ground lease (until 2056) was given for the Southern Highlands Private Hospital (SHPH) (Lot 3, DP 358938). The site is approximately 32,485m² excluding the area of SHPH. Survey Plans have been prepared by Linker Surveying and are provided at **Appendix 4**.

Refer to an extract of the survey plan provided on Figure 12 below:

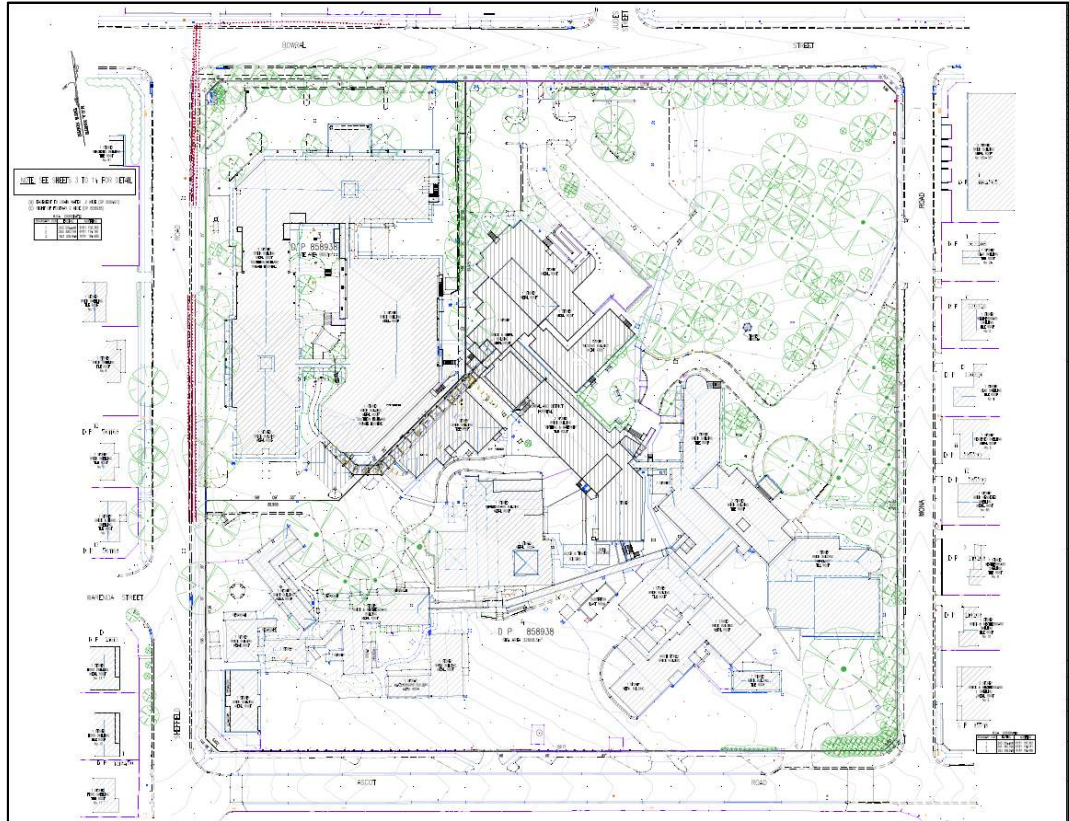


Figure 12: Extract of the Survey Plan (Source: Linker Surveying)

3.3.3 Ownership

B&DH is under the ownership of the SWS LHD.

3.3.4 Existing Improvements

Existing site features include several hospital buildings, car parking, gardens, helipad, and dock and supplies facilities. An existing site plan of B&DH has been prepared by McConnel Smith & Johnson Architects (MSJ). An extract is provided on Figure 11 above.

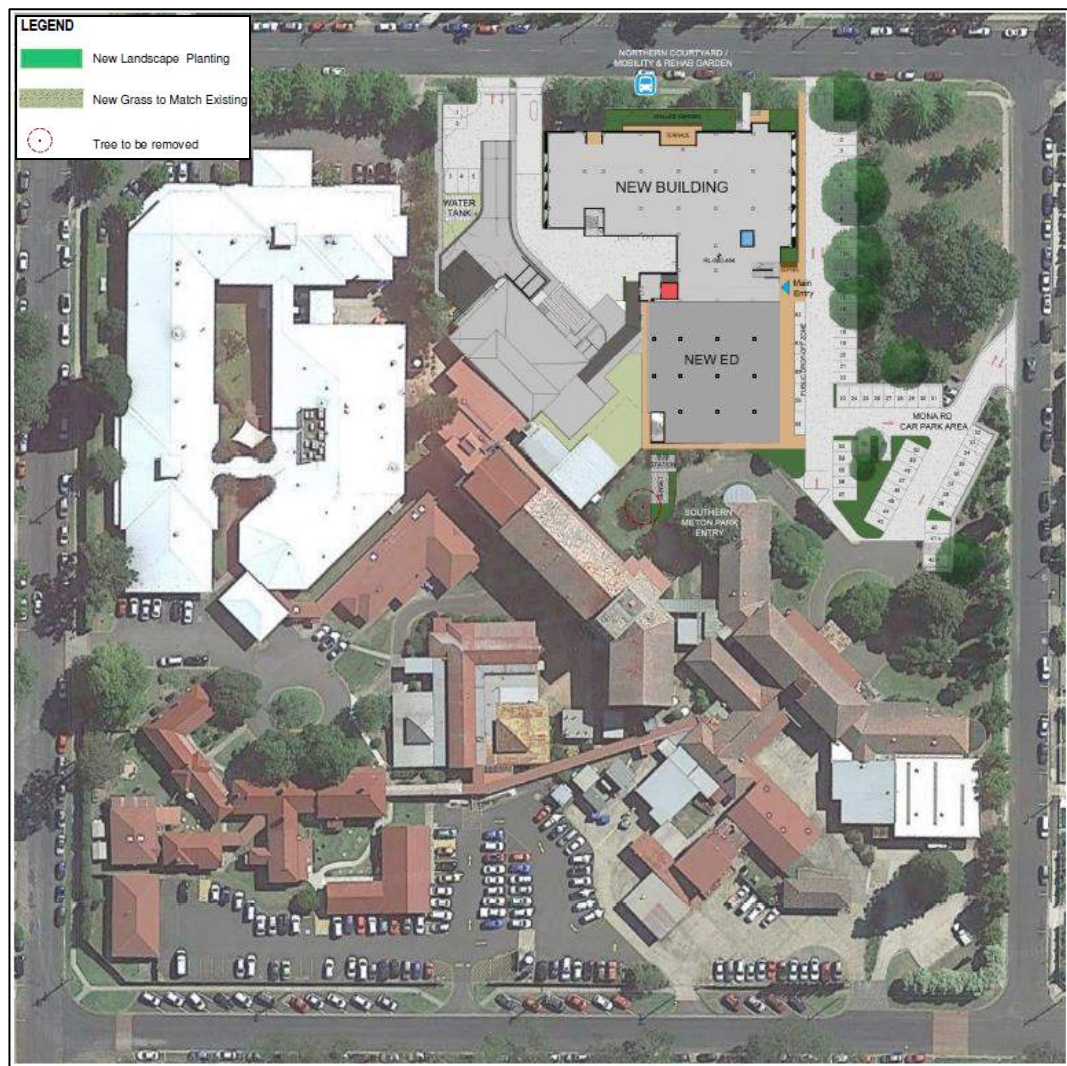


Figure 13: Site Plan showing scope of proposed works (Source: MSJ)

The north-eastern corner of B&DH, where the proposed new building and car park will be constructed, currently comprises of green areas, an open car park, and a portion of the CID building, which is being partially demolished (as part of the REF) to enable the construction of the proposed building (refer to Figure 13 above).

3.3.5 Existing Access Arrangements

B&DH is accessed from all surrounding roads, with primary access obtained from Bowral Street. A summary of vehicular access arrangements relevant to B&DH is provided below:

- **Bowral Street:** Main access for visitors, ambulances and service vehicles. Access to the SHPS is also provided through Bowral Street.
- **Mona Road:** Access to the eastern parking area and the Administration Building.
- **Ascot Road:** Main access for staff parking.
- **Sheffield Road:** Provides access to both SHPH and the south-western side of B&DH.

The above access points are illustrated in Figure 14 on the page over.



Figure 14: Site access locations (Source: GTA)

Currently, there are three loading areas on site. Two loading areas are located within the south-east part of the site and are accessed through Ascot Road. Access to the third loading area, located in the western part of the site, is provided from Sheffield Road. The access to these loading areas can be seen in Figure 14 above and the location of the loading areas can be seen in Figure 15.

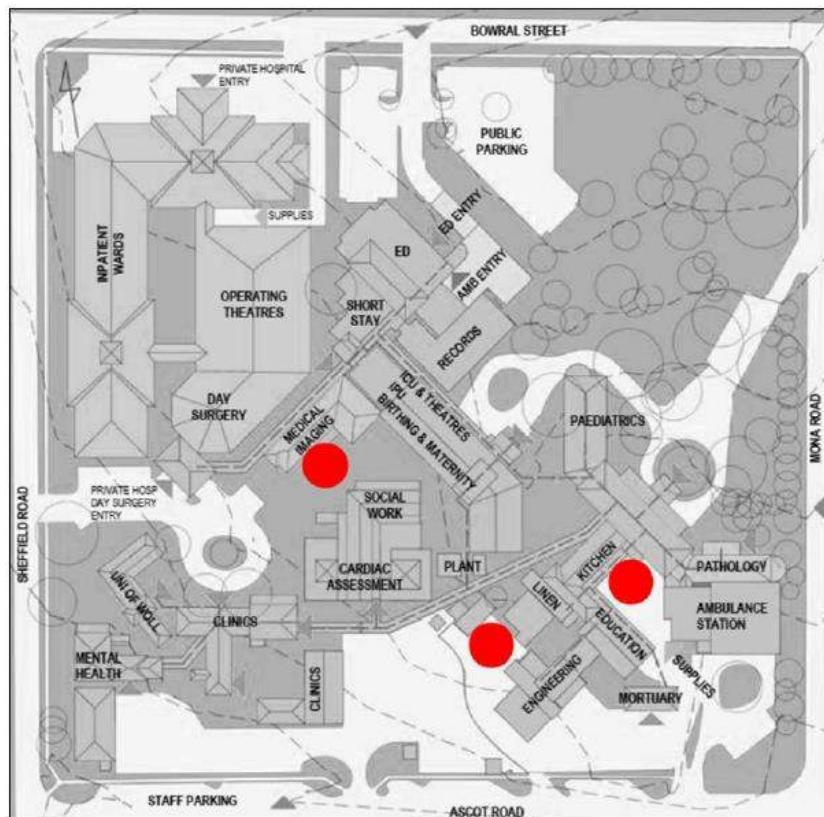


Figure 15: Existing loading areas (Source: GTA & TSA)

Pedestrian access throughout the site is currently provided in the form of covered walkways and marked foot crossings.

B&DH is located approximately 1km from Bowral Railway Station and town centre. B&DH is well connected to the town centre by a number of footpaths on the surrounding roads. The Transport Impact Assessment (TIA) by GTA (**Appendix 5**) notes that the site's location limits the practicality of active transport. However, GTA acknowledges that there is potential for improved utilisation of public transport and other sustainable transport modes. This is further discussed in the response to SEAR 5 (Section 9.4 of this EIS).

3.3.6 Public Transport

The site is serviced by at least four (4) bus routes operated by Berrima Buslines, providing local connectivity to Bowral, as well as to outer areas such as Mittagong and Moss Vale. Hourly services are generally provided on weekdays, while services are limited on the weekend. Figure 16 and Figure 17 below provide an overview of the routes accessible to B&DH.

Route 811	Willow Vale - Mittagong - Welby - Bowral - Moss Vale
Route 814	Bowral Town Service
Route 815	East Bowral
Route 816	Moss Vale Town Service
Route 817	West Bowral
Loop Line	Bowral to Picton

Figure 16: Berrima Buslines Local Town Services (Source: Buslines Group)

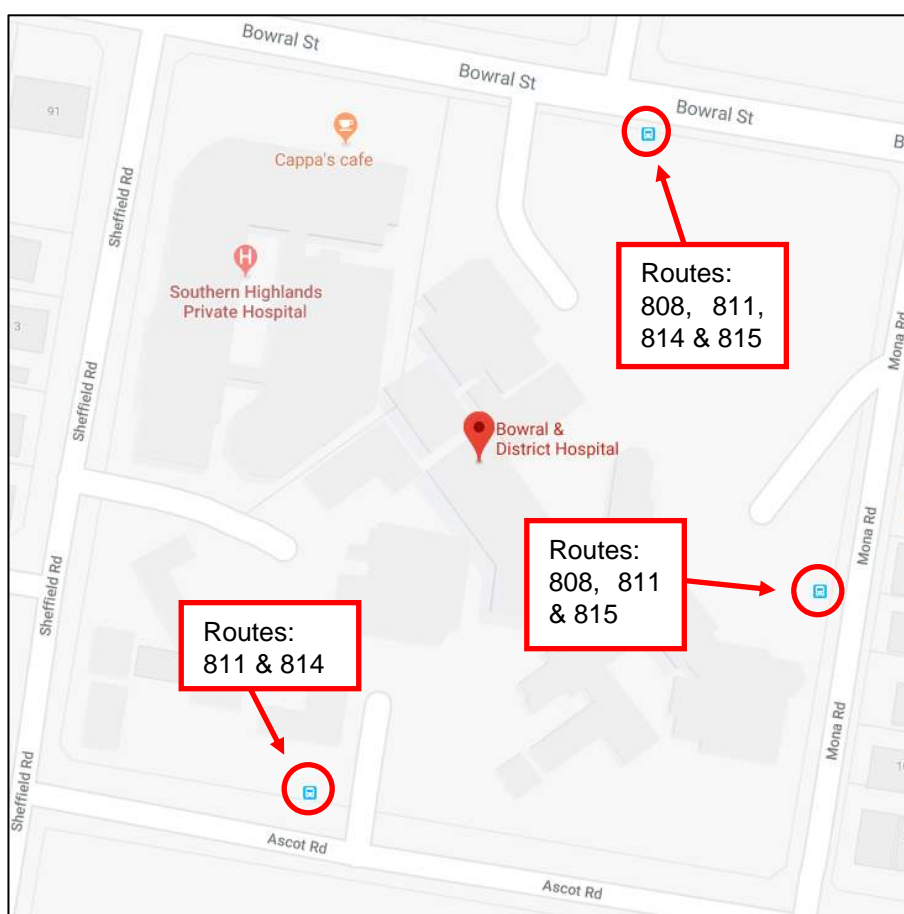


Figure 17: Location of bus routes servicing B&DH (Source: Google Maps)

As noted earlier in this EIS, Bowral Railway Station is located approximately 1km from the site and is part of both the Southern Highlands and the Southern NSW Lines (Figure 18). Hourly services are generally provided, with half-hour services operating during peak hours.

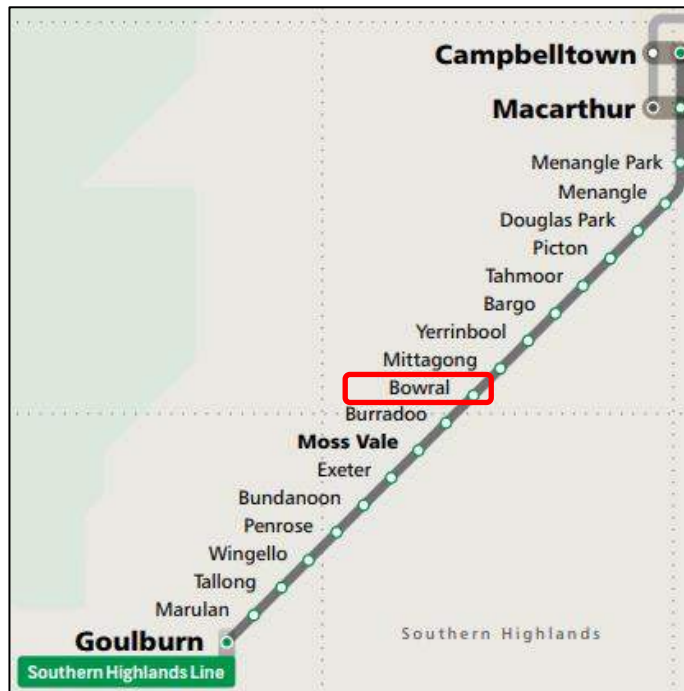


Figure 18: Intercity Trains Network (Source: TfNSW)

3.3.7 Active Transport

A walking track/cycling route is located along Mittagong Creek, providing connectivity between East Bowral and the town centre. This track intercepts Bowral Street approximately 300m from B&DH. The Bowral bicycle network is outlined in Figure 19.

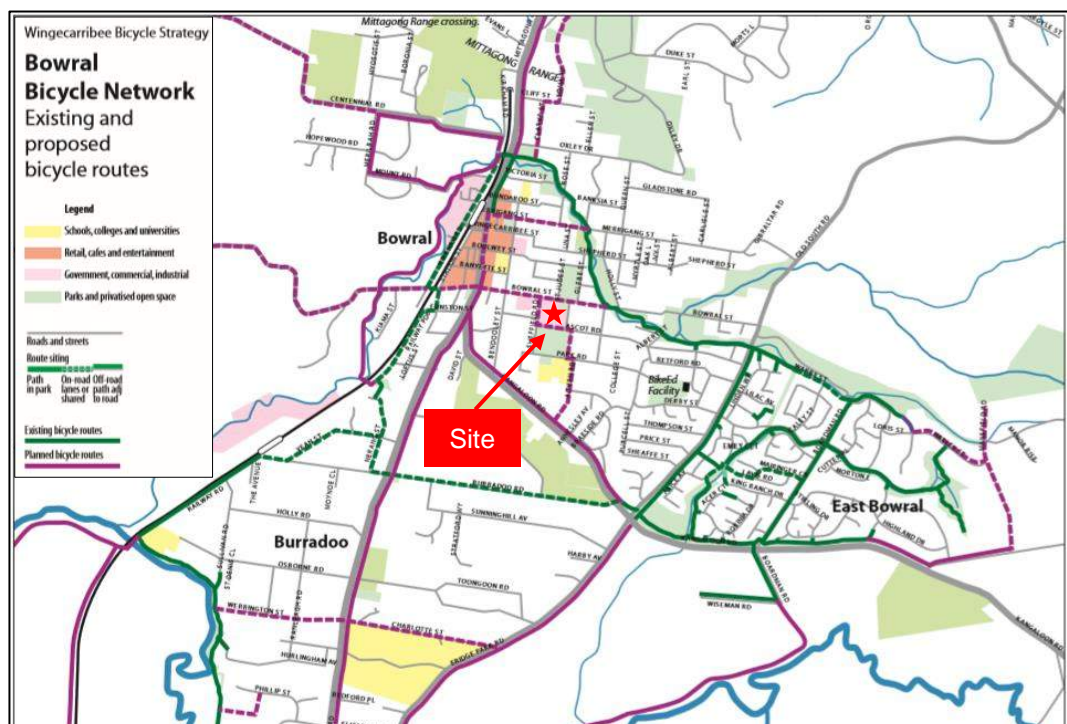


Figure 19: Bowral Bicycle Network, subject site identified with a red star (Source: WSC)

3.3.8 Existing Parking Situation

The current parking situation comprises a combination of on-site and on-street parking as seen in Figure 20 below. A total of 196 car spaces are currently provided on-site for staff and patients/visitors. The parking breakdown is outlined as follows:

- 37 dedicated staff and fleet spaces;
- 130 unrestricted public spaces;
- 11 accessible spaces;
- 9 time-restricted public spaces; and
- 9 'other' dedicated use spaces.

Southern Highlands Private Hospital (SHPH) also has a dedicated car park with a total of 36 car parking spaces for its own use. On-street parking is permitted on each of the frontage roads of BDH and SHPH, and we understand that most on-street parking is unrestricted.

At the completion of the ongoing early works at B&DH (subject to a separate approval as will be discussed in Section 4.5 of this EIS), there will be a net increase of two (2) parking spaces prior to the commencement of the proposed major works, subject to this SSDA.

GTA has carried out a parking survey for the existing parking demand across the hospital area. B&DH generates a peak on-site parking demand of 184 spaces (94% occupancy), and an on-street parking demand of 154 spaces (95% occupancy). B&DH generates most on-street parking at Bowral Street, Mona Road and Ascot Road. On-street parking on Sheffield Rd is mainly associated with SHPH.

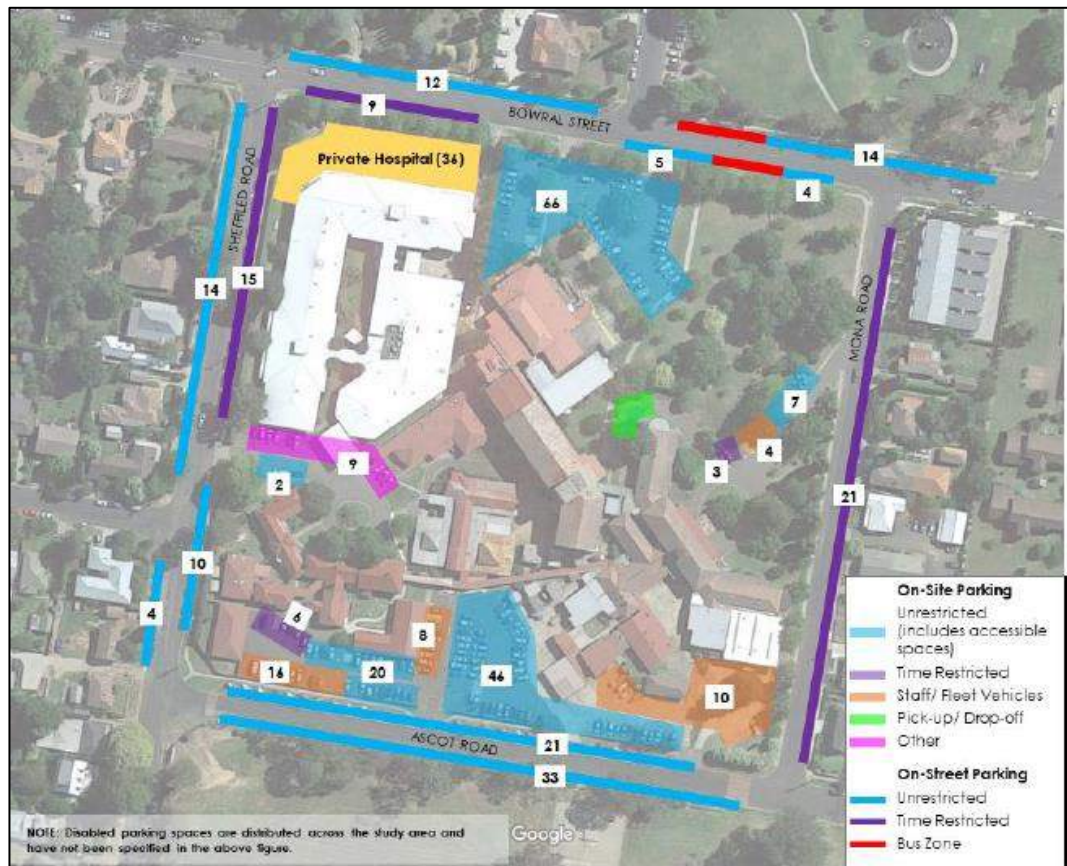


Figure 20: On-site and on-street parking (Source: GTA)

3.4 Environmental Characteristics

3.4.1 Topography

The B&DH site has a 7.5m fall from southwest to north east. The levels on the site vary between RL686 at the highest point to RL679 at the lowest. There is a gradual fall of between 1% and 5% through the area of development from RL681 to about RL679.5.

3.4.2 Trees and Ecology

The site is within a vegetated landscape including substantial mature trees, particularly in the north-eastern corner of the site where there is a tree lined footpath. The site is characterised by several hospital gardens, which are of significant social and historical value, and which also provide a visual link to Bradman Oval and Bradman Museum, which are of considerable cultural significance.

The hospital grounds contain approximately 150 different trees, ranging in maturity, size and species. Mature and specimen plantings are located along the frontage of Bowral Street. Significant trees in the north eastern corner of the site have been identified by the Project Arborist, Naturally Trees, as comprising "high significance" and therefore, will be preserved as part of this redevelopment.

The Arborist Report notes that trees 99, 101, 103, 104, 105, 106, 107, 108 and 110 will be removed as part of the approved early works. However, the intent is to retain these trees given that they could provide some screening to the proposed building. Where retention is not possible, replacement planting will occur at a ratio of 1:1, or as advised by the Project Arborist.

For further detail refer to the Arborist Report (**Appendix 6**) and the Visual Analysis by MSJ (**Appendix 7**).

3.4.3 Heritage

This SSDA is accompanied by a comprehensive HIS prepared by WPH and provided at **Appendix 2**.

The HIS notes that the B&DH is not subject to any statutory heritage listings. Nonetheless, the subject site is within the vicinity of various heritage items and is located adjacent to the Bowral Heritage Conservation Area. The nearest heritage items to B&DH include Bradman Oval and the Bradman Museum Collection and Grandstand.

An extract of the heritage mapping from the Wingecarribee LEP 2010 is provided at Figure 21 on the page over.

An assessment of the proposal with regard to the heritage affectation of the area surrounding B&DH is undertaken in Section 7.12.6 of this EIS.

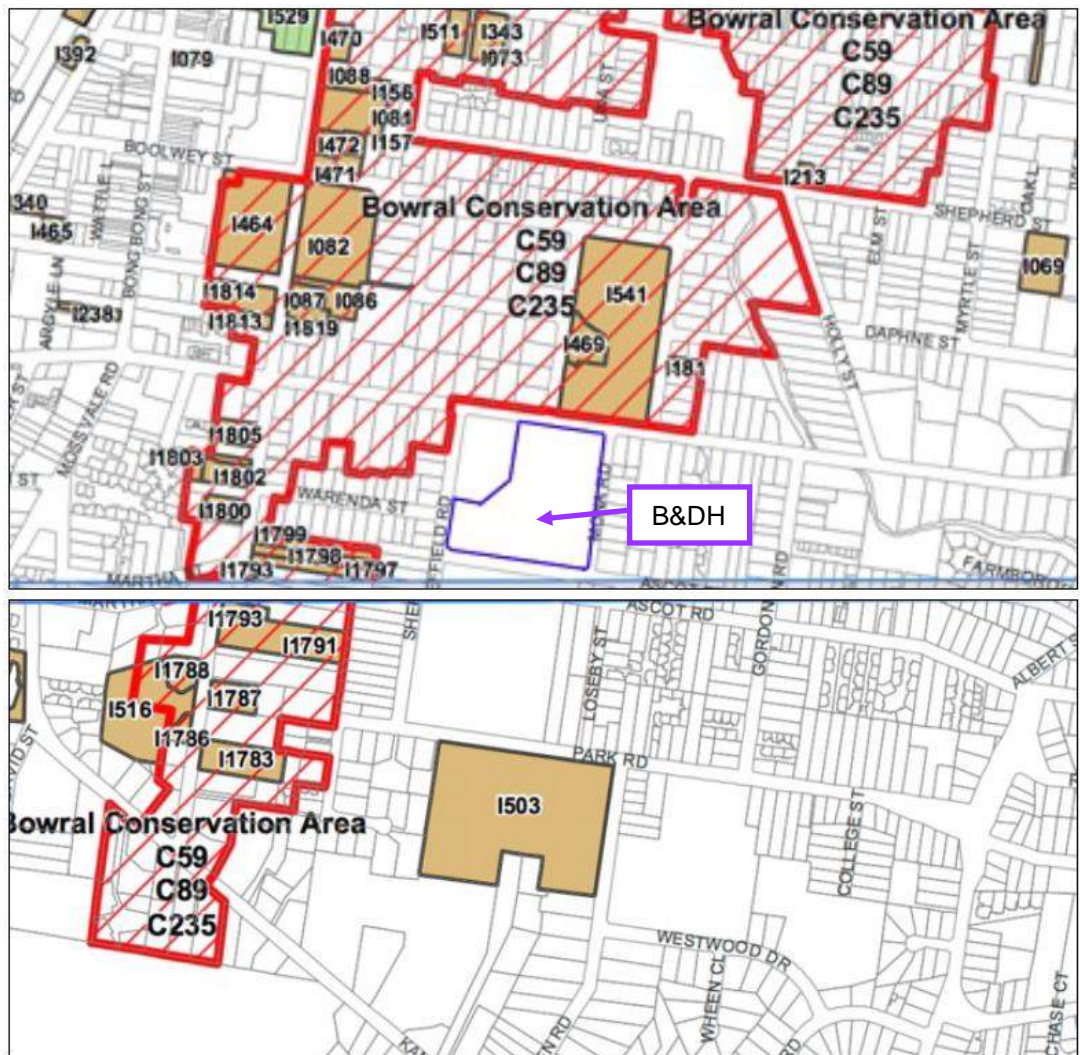


Figure 21: Extract of the Heritage Map from Wingecarribee LEP 2010, subject site outlined in purple (Source: WPH & NSW Legislation)

3.5 Site Photos

Photos of the site and surrounds are provided below.



Figure 22: Site view looking west along Bowral Street (Source: CPSD)



Figure 23: Site view looking east along Bowral Street (Source: CPSD)



Figure 24: Main vehicular access to the site from Bowral Street (Source: CPSD)



Figure 25: Emergency ramp towards the care services building, accessed through the main entrance on Bowral Street (Source: CPSD)



Figure 26: Bus shelter next to the main entrance along Bowral Street (Source: CPSD)



Figure 27: Main pedestrian access, footpath and visitor car park fronting Bowral Street. This frontage remains unfenced (Source: CPSD)



Figure 28: Dock & supplies building entrance and driveway fronting Mona Road (Source: CPSD)



Figure 29: Old hospital building entrance and driveway fronting Mona Road (Source: CPSD)



Figure 30: Car Parking and old buildings at the rear fronting Ascot Road (Source: CPSD)



Figure 31: Ambulance service entrance and driveway fronting Ascot Road (Source: CPSD)



Figure 32: Access to site through Sheffield Road (Source: CPSD)



Figure 33: Car parking and old hospital buildings fronting Sheffield Road (Source: CPSD)



Figure 34: View of Loseby Park, opposite B&DH across Ascot Rd (Source: B&DH)



Figure 35: East view of Ascot Rd showing B&DH's parking on the left side and Loseby Park on the right



Figure 36: View of Glebe Park from the cnr of Bowral St and St Jude St (Source: CPSD)



Figure 37: South view of the intersection of Sheffield Rd and Warendale St (Source: CPSD)



Figure 38: North view of Mona Rd showing B&DH on the left side and the Hospital Shop on the right (Source: CPSD)



Figure 39: South view of Mona Rd showing residential development on the left side and B&DH on the right (Source: CPSD)

4. Description of the Development

An overview of the proposed works is provided in Section 2.5 of this EIS. The Architectural Plans by MSJ (**Appendix 8**) and the following sections of this EIS provide further details with respect to the description of the proposed development.

4.1 Demolition

No demolition works are required as part of the proposed development.

4.2 Excavation and Filling

Excavation and filling are addressed in the Geotechnical Investigation and the Civil & Structural Design Report that accompany this EIS. Proposed earthworks will include cut and fill for the new inpatient building structure, with cut depths being less than 1.5m. Dewatering may be required for service trench excavation, given that free groundwater was encountered at an approximate depth of 1.1m.

The proposed structural system for the development will require a piled foundation system with a suspended concrete ground floor slab. The new building will require framing with post-tensioned suspended concrete floorplates, a lateral system with a hybrid shear wall frame, and a typical lightweight steel roof.

For detail, reference should be made to the Civil & Structural Design Report and drawings, as well as the Geotechnical Investigation, provided at **Appendices 9** and **10** respectively.

4.3 Tree Removal

The Arborist Report (**Appendix 6**) that accompanies this EIS notes that only one (1) "low category tree" will be removed as part of the subject SSDA to facilitate the works.¹

The Arboricultural Method Statement included on the Arborist Report provides adequate precautions to protect the retained trees, including twenty-three high category trees and forty-two low category trees. The implementation of the precaution measures will ensure that the proposed development does not cause any adverse impact on the contribution of trees to the area's character or local amenity.

The mitigation measures have been included at Section 11 of this EIS to ensure that appropriate protective measures are adopted throughout construction.

4.4 Construction

4.4.1 Proposed Site Plan

A site plan of the proposed works has been prepared by MSJ and an extract is at Figure 40 on the page over.

¹ The Arborist Report that accompanies this EIS identifies the removal of "Tree 148", which is a low category tree.

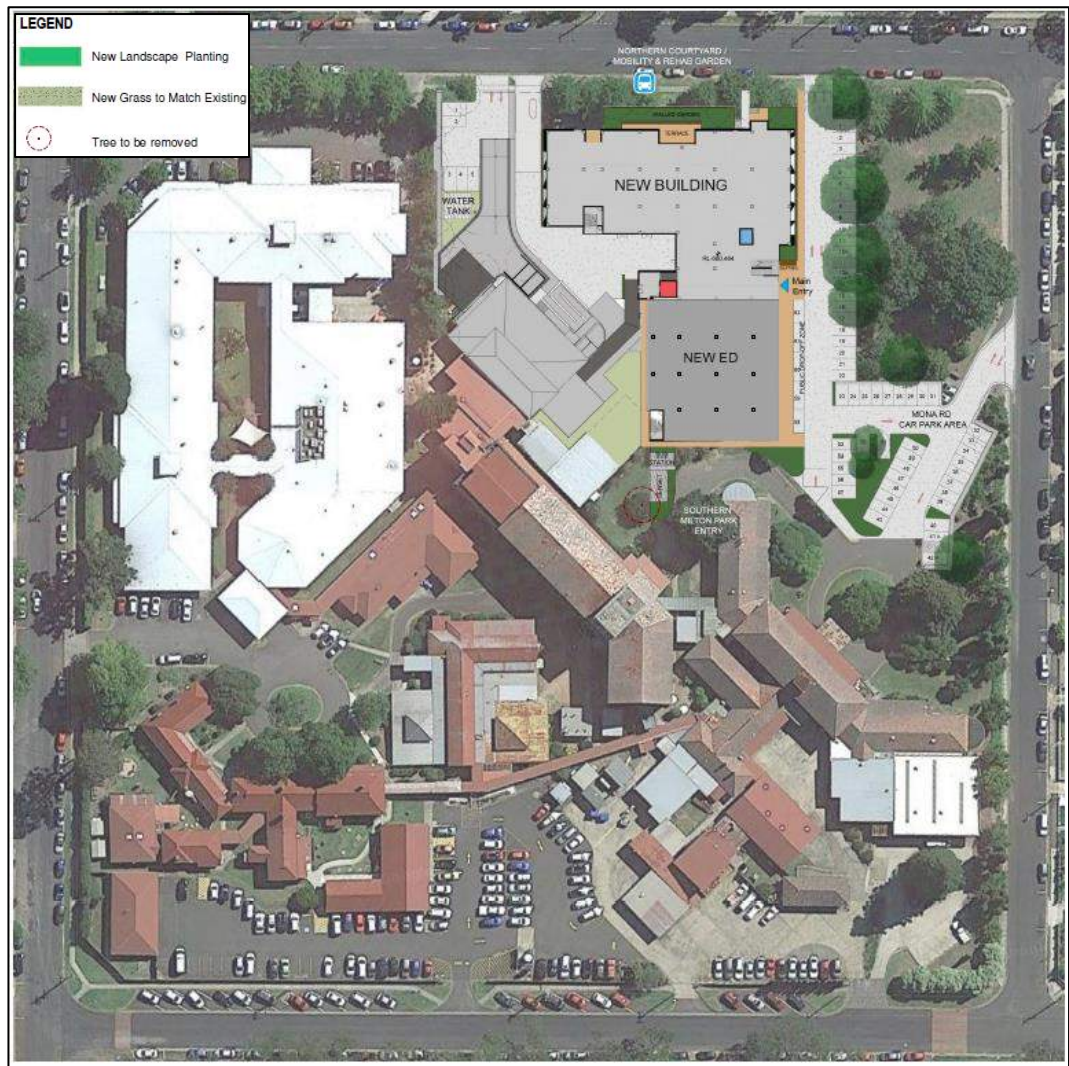


Figure 40: Proposed Site Plan (Source: MSJ)

4.4.2 Overview

Key construction elements for the main hospital redevelopment includes the following:

- A new three (3) storey (plus a plant level) inpatient building fronting Bowral Street, comprising the following units: Medical, Mental Health, Acute, Sub Acute, Close Observation, Maternity, Paediatric and Perioperative;
- A new ED;
- Integration of pedestrian links and connections back to existing buildings and supporting services in retained buildings;
- A reconfigured public and ambulance entry into the ED; and
- On-grade car parking and drop-off facilities, and overall improved access and wayfinding throughout the campus.

Table 3 on the page over provides a level by level summary of the proposed new inpatient building:

Table 3: Proposed uses for new building

Location/Level	Works/Use
Ground Floor	ED, general medical, front of house, shell space, campus distributor, outdoor terrace and garden.
First Floor	Inpatient unit (2 day-only beds), critical care unit, surgical admissions, perioperative unit, operating suite, pre-operative unit, recovery unit, mezzanine and link to existing ED.
Second Floor	Birthing suite, paediatric and maternity units.
Third Floor	Plant.

The proposed hospital redevelopment, including the new wing, will result in additional (3) inpatient beds and approximately 8,159m² of additional gross floor area (GFA).

The construction of the proposal will be managed in accordance with a Construction Management Plan (CMP). This EIS is accompanied by a preliminary CMP (**Appendix 3**), the objectives of which are to:

- Minimise inconvenience to the public and adjoining properties during the constructions stages;
- Maintain effective communication with the developer and the community;
- Maintain a safe working environment; and
- Ensure the requirements of relevant approvals, licenses codes or standards are met.

Construction management is addressed in detail at Section 9.16.1 of this EIS.

4.4.3 Architectural Intent

The proposed architectural design responds to the project objectives outlined in Section 2.3, as well as the regional context and local context of the site as described in Section 3 of this EIS.

The architectural design of the proposal emphasises the provision of quality rural healthcare for the community. Specifically, the architectural design seeks to prioritise:




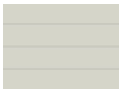

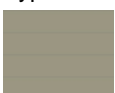




- Patient-centric care through evidence-based design;
- Connectivity to enhance the function and operation of clinical spaces;
- Legibility from the public domain to promote easy and efficient access;
- Aesthetic appeal that is responsive to the architectural history of the locality; and
- The use of quality materials to ensure the proposal, is durable and versatile in catering to the future healthcare needs of the catchment.



For further detail with respect to the architectural intent of the proposal reference should be made to the Architectural Design Statement prepared by MSJ at **Appendix 11**.

4.4.4 Façade Treatments

The proposed façade treatment will comprise a combination of the materials identified in Table 4 on the page over. Discussion regarding the appropriateness of the proposed materiality for MSJ's proposal is undertaken in Section 9.2 of this EIS and in the Design Statement by MSJ.

Table 4: External Finishes Schedule

Element	Type/Colour
Roof & Gutters 	Lysaght Klip-Lok 700 profile roof deck 0.48m BMT. Colorbond, Colour: 'Woodland Grey'
Masonry Walls 	CSR/PGH Dry Pressed Extruded 'Copper Glow'
Composite Metal Cladding Type 1 	Aluminium Fire Rated Composite Material. Colour: Equal to Colorbond 'Woodland Grey'
Composite Metal Cladding Type 2 	Aluminium Fire Rated Composite Material. Colour: Equal to Colorbond 'Galatic' Metallic
Composite Metal Cladding Type 3 	Aluminium Fire Rated Composite Material. Colour: Equal to Alpolic M9010 'White'
Composite Metal Cladding Type 4 	Aluminium Fire Rated Composite Material. Colour: Equal to Alpolic M7817 Light Mid Bronze
FC cladding 	Blue board cladding with polymer render finish with integral acylic colour equal to Rockcote.
Aluminium Windows 	Powdercoat Finish in Dulux 'Electro' Powdercoat Range Colour: 'Dark Bronze' 9068184K
Aluminium Louvres 	Powdercoat Finish to match Colorbond Colour: 'Woodland Grey'
Eastern Façade: Aluminium Vertical Sunshades 	Fixed Vertical Aluminium Louvres: Louvreclad 'Caprice' Series Screen 3 Finish: Powdercoat Colour: Equal to Alpolic M9010 'White'

Composite Timber Screen 	Innowood sections in 'Spotted Gum' colour, sanded finish.
External Columns 	Exposed Finished Concrete.

Source: MSJ Architects

4.4.5 Signage

A Wayfinding Plan has been prepared by MSJ and provided at **Appendix 13**. The proposed new wayfinding signs have the following dimensions:

- Main Directional Sign - 5000mm x 1500mm;
- Campus Directory Sign - 3000mm x 1200mm; and
- Secondary Directory Signs - 2200mm x 300mm x 60mm.

These signs will be mainly located at the key entry points of the new hospital building, new public entry and within the new car park. The proposed locations are highlighted in the figure below. None of the proposed new signs will be illuminated.

- It is noted that some of the new signs have a surface area of less than 3.5sqm and therefore may be categorised as exempt development pursuant to Schedule 1 of the *State Environmental Planning Policy (Infrastructure) 2007*. These signs have however, been included as part of the proposed scope of this application, for ease of reference.

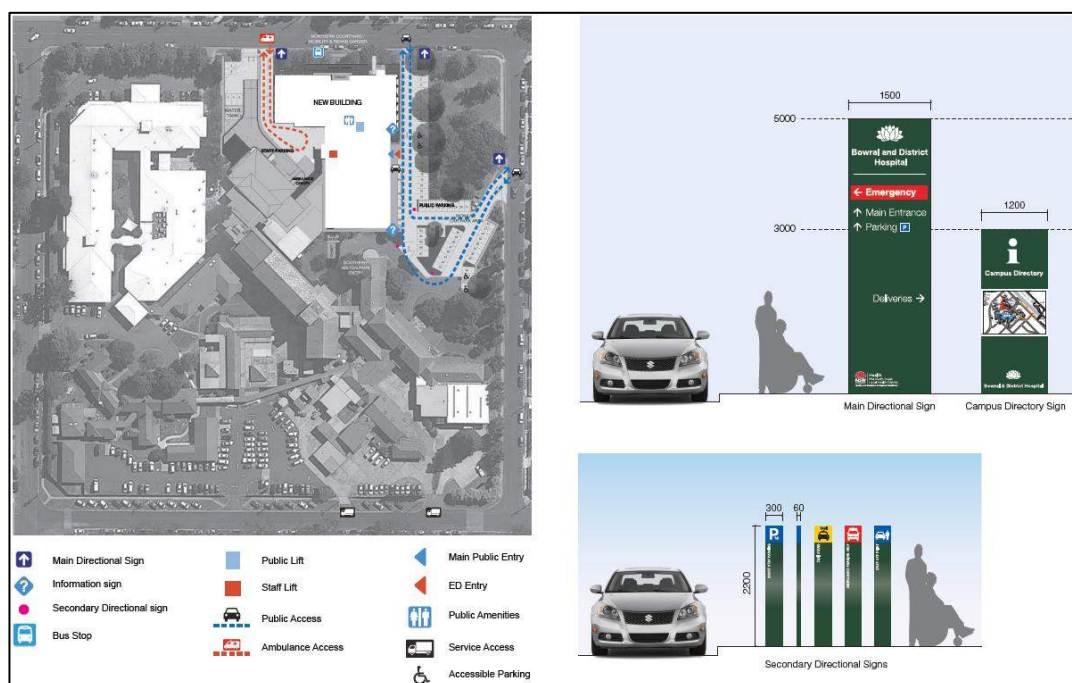


Figure 41: Signage Plan (Source: MSJ)

A building identification sign will be installed on the east side of the proposed inpatient building (see Figure 42). The new building sign will be composed of non-illuminated, three dimensional formed letters in bronze anodised aluminium. Letters will be 600mm high x

200mm thick, concealed pinned off the building with an 80mm gap at the back. Refer to examples below.

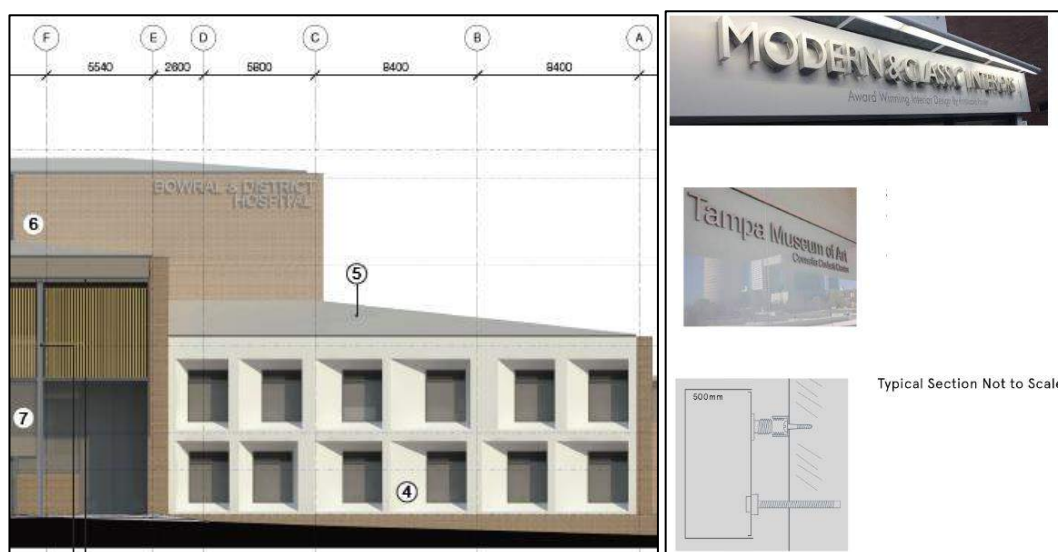


Figure 42: Design of Building Identification Sign (Source: MSJ)

Refer to Section 7.10 for further discussion.

4.4.6 Landscaping and Public Domain

The proposal includes new landscaping works toward the northern and north-eastern boundaries of the site. The Landscape Report that accompanies this EIS aims to achieve a landscaped outcome for the site that is suitable for local conditions, complements existing planting on the site and is low maintenance. Certain spaces are focused on healing and rehabilitation, such as the northern courtyard, which is proposed to be planted with species that provide "sensory and visual interest for dementia patients". We understand that the landscaped scheme has been driving by the following objectives:

- Provide spaces that are human in scale;
- Respond to the particular local needs of patients and visitors;
- Provide a sense of privacy / intimacy / security;
- Provide access to natural light (or shade), fresh air, water, nature (plants / birds / insects/ fish);
- Provide shelter from extreme conditions, such as harsh climate, noise, etc.;
- Be designed for easy access and mobility; and
- Provide an attractive outlook / views from windows.

These elements for the proposed landscape design are demonstrated within the Landscape Report prepared by Site Image Landscape Architects (**Appendix 12**).

Extracts of the Landscape Concept Plan are shown in Figure 43 and Figure 44.



Figure 43: Extract of Landscape Plan (Source: SILA)

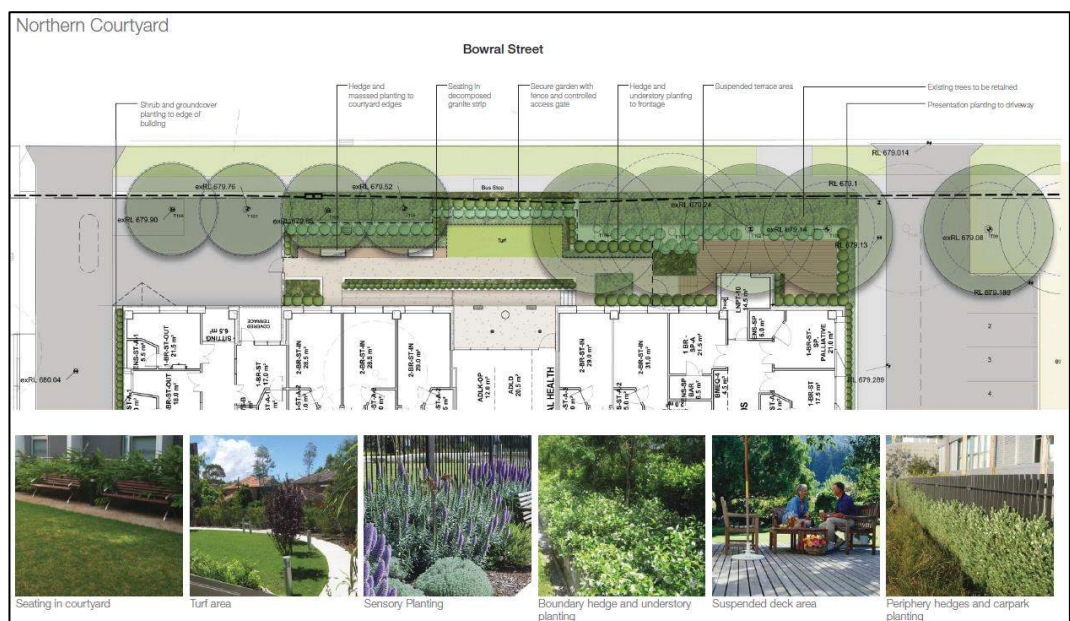


Figure 44: Extract of Northern Courtyard Landscape Design (Source: SILA)

4.5 Access and Parking

4.5.1 Parking

Additional parking is currently being constructed in two areas as part of the early works (approved on the REF). One new parking area will be located at the frontage of Mona Road, while a second area will be used as a short-term drop off zone near the existing ED. These new parking areas are outlined in blue on Figure 45.

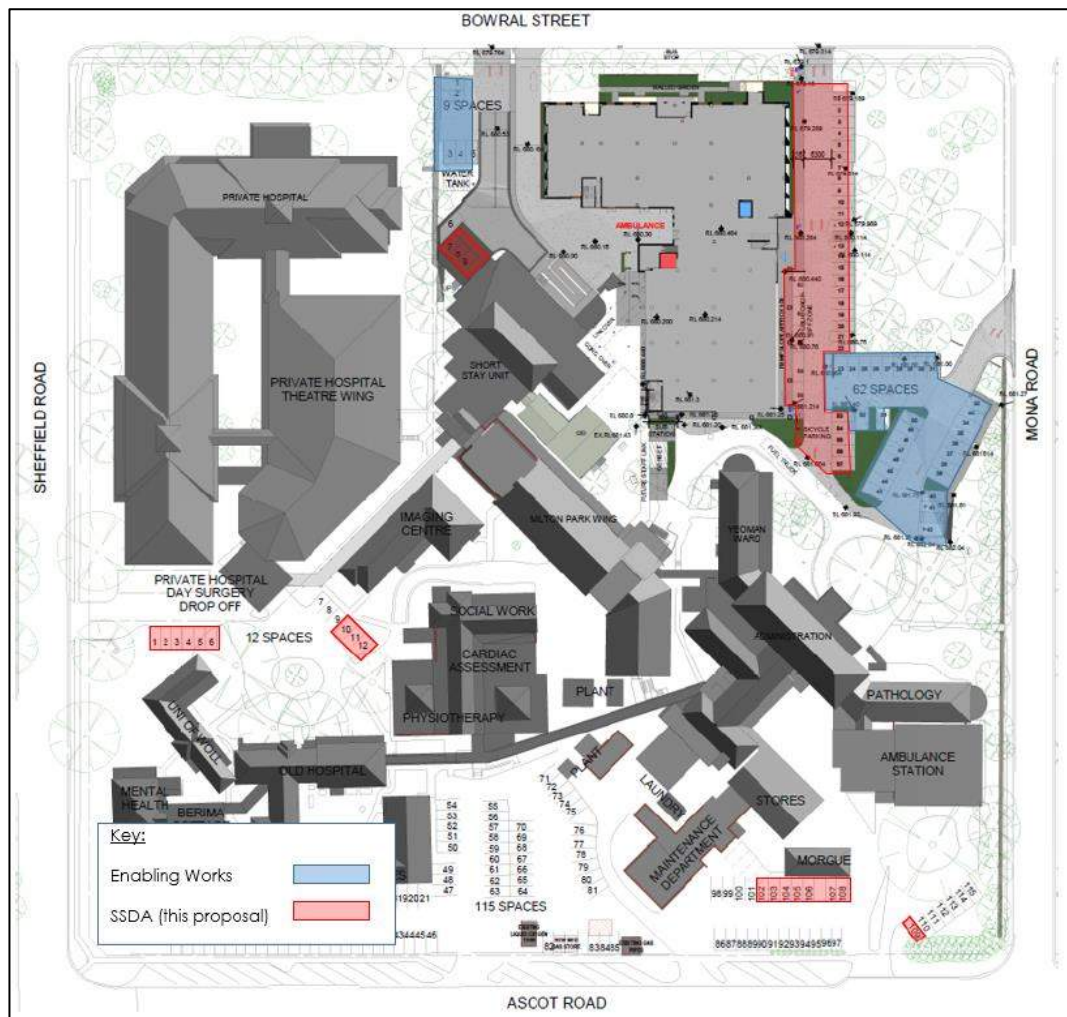


Figure 45: Location of new car parking areas (Source: MSJ & GTA)

As will be discussed in further detail in the assessment in SEAR 5 (Section 9.4 of this EIS), the proposed development under this application will require the removal of the existing car park fronting Bowral Street, resulting in a total loss of 66 car parking spaces.

To accommodate for the loss of these spaces, the proposed design includes new parking areas as outlined in red in Figure 45 above. Additional parking will be provided at the east side of the new building, along the proposed access road which connects Bowral Street to the new car park accessed from Mona Road. Modifications are proposed at the parking area accessed via Ascot Road to provide nine (9) additional parking spaces. Finally, seven (7) additional parking spaces will be provided at the driveway accessed from Sheffield Rd towards the Imaging Centre. The proposed development will provide a total of fifty-two (52) car park spaces on site. This, with the additional spaces provided as part of the early works, will result in 198 on-site car parking spaces at completion of the proposed works.

The Transport Impact Assessment (TIA) by GTA (**Appendix 5**) states that B&DH currently provides a total of 94 beds (including 7 nursery beds). The proposed development will represent an increase of three (3) inpatient beds, resulting in a total of 97 beds. Accordingly, the TIA confirms that the proposed development will generate demand for 14 car parking spaces, and a cumulative demand of 198 parking spaces. B&DH will have capacity to provide a total of 198 car parking spaces on-site following completion of all proposed parking spaces. For further detail refer to Section 9.4.3 of this EIS.

4.5.2 Vehicular Access

New vehicular access is proposed from Bowral Street to the eastern side of the proposed building. This new access will be used exclusively for patients and visitors, with the purpose of separating this access from the existing ED access (refer to Figure 46 below). Separating both entries will eliminate potential vehicle conflicts between private and emergency vehicles.

To allow this new access, the existing bus shelter on Bowral Street will have to be relocated for approximately 45m to the west. Approval will be sought from Council's Traffic Committee as a separate process to this SSDA. New access to the existing ED and an adjoining ramp are currently under development as part of the separately approved works under Part 5 of the EP&A Act. The two-driveway accessed through Bowral Street will remain as the main access point to the ED. These access arrangements to the ED have been designed with review from the NSW Ambulance and Local Ambulance.

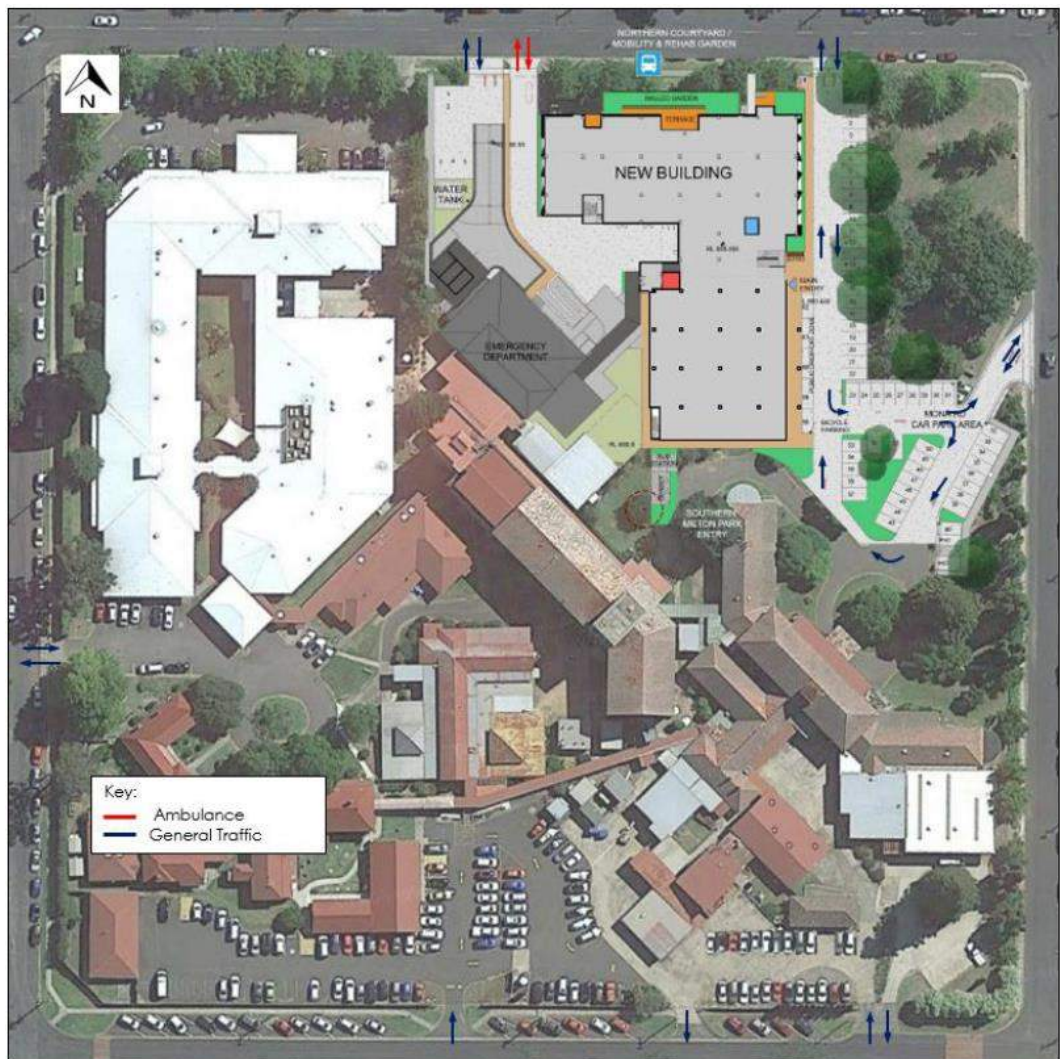


Figure 46: Proposed general/emergency vehicle access routes (Source: MSJ & GTA)

4.5.3 Pedestrian Access and Bicycle Facilities

Existing pedestrian connections and infrastructure on-site will be generally maintained or upgraded where necessary. The main pedestrian entry will remain at Bowral Street adjacent to the existing ED.

Existing infrastructure at the location of the new building will be replaced with new pathways, linking the new building to the other hospital buildings. A new footpath will also provide

pedestrian connectivity between the new inpatient building and the existing ED. The proposed pedestrian links are illustrated in Figure 47 below.

In terms of bicycle facilities, ten (10) bicycle loops are proposed in order to promote active transport.

Existing end-of-trip facilities include the following:

- One (1) unisex accessible shower;
- One (1) male toilet;
- Two (2) female toilets; and
- Staff lockers throughout the site.

Proposed end-of-trip facilities within the new building include:

- One (1) unisex accessible toilet and shower; and
- Two (2) staff rooms with lockers and property bay.

Existing and proposed end-of-trip facilities are outlined in Figure 47.

For further details refer to the Architectural Plans at **Appendix 8**.

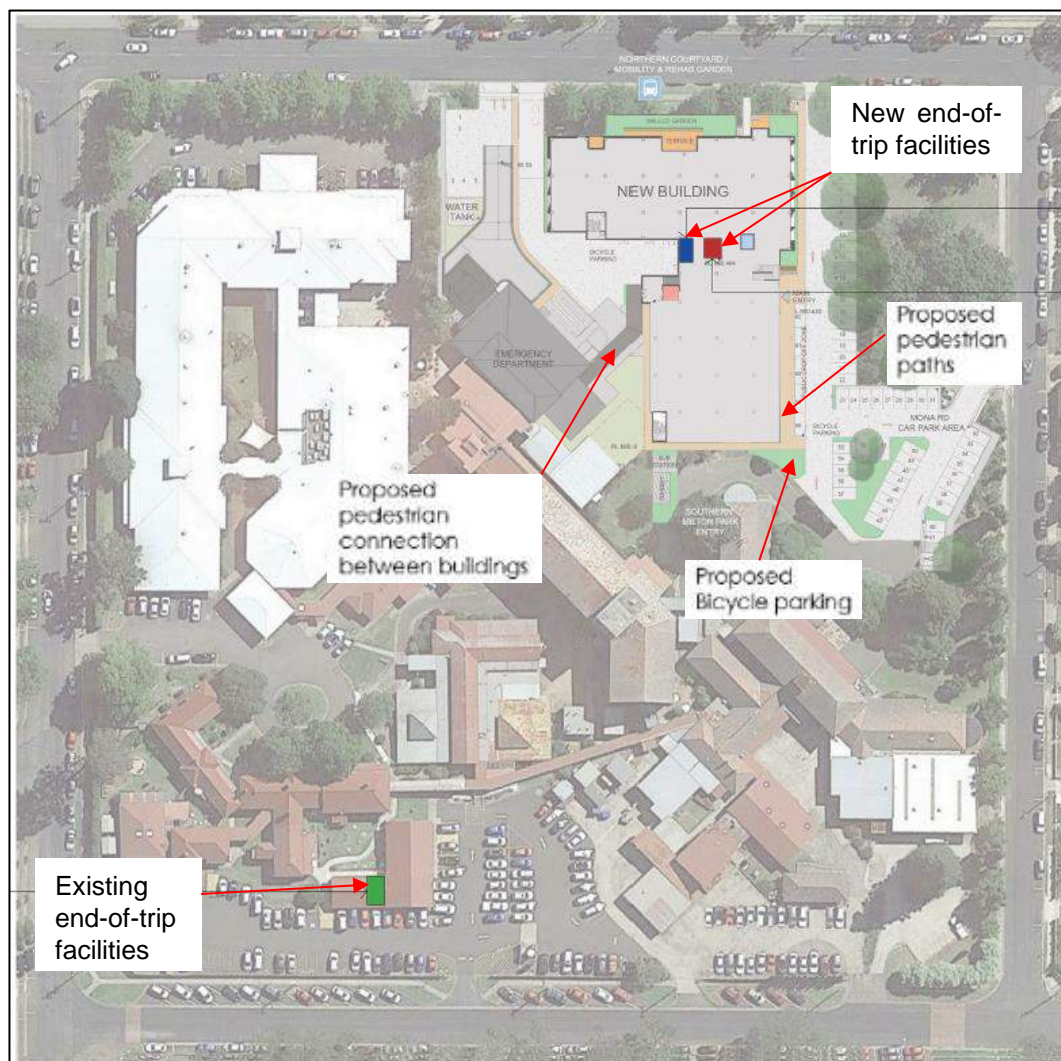


Figure 47: Proposed pedestrian and bicycle facilities (Source: MSJ & GTA)

4.5.4 Construction Access

Construction access will be undertaken in accordance with the preliminary CMP prepared by Capital Insight at **Appendix 3**. Construction access to the site is anticipated to be via Bowral Street towards the main car park (Figure 48). This car parking area will remain closed to the public during construction to allow access for construction vehicles. Adequate traffic management procedures will be adopted once the head contractor prepares a detailed CMP prior the commencement of works on site.



Figure 48: Construction access (Source: Capital Insight)

4.5.5 Service Access and Arrangements

As discussed in Section 3.3.5, service vehicles access the site through Ascot Road and Sheffield Road. No changes are proposed to the three existing loading areas on site as part of this redevelopment. Service vehicles routes to the existing loading areas are shown in Figure 49 on the page over.

A new substation will be installed at the south of the new building. Service vehicles will access the new substation via Mona Road.

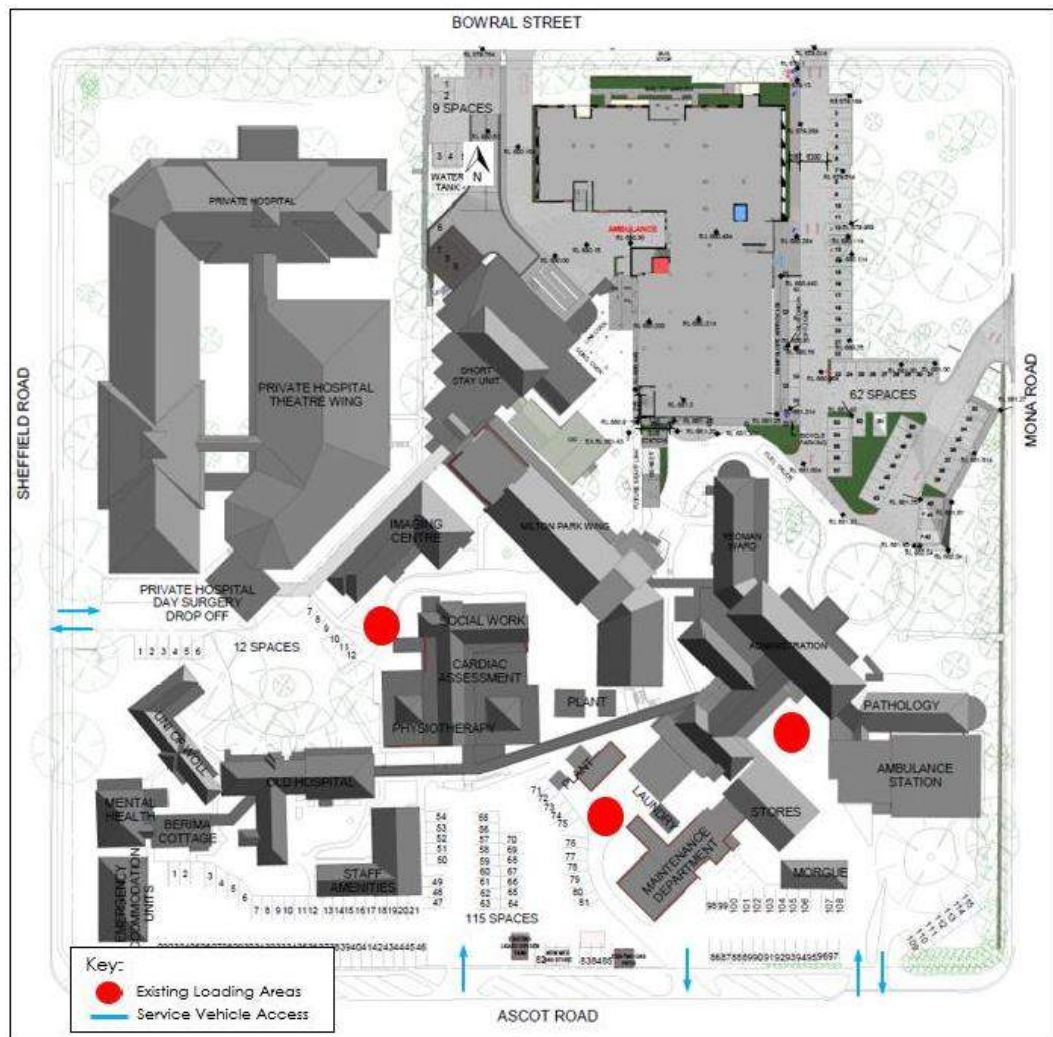


Figure 49: Service vehicle access routes (Source: MSJ & GTA)

4.6 Infrastructure and Utility Works

4.6.1 Civil Engineering

As outlined in Section 4.2 of this EIS, civil engineering works will consist of cut and fill, and the installation of a new structural system of the proposed building.

In terms of drainage, the proposed system for the new building will connect to the existing stormwater drainage system on site. For further details refer to Section 9.12 of this EIS.

4.6.2 Utilities

Upgrades to utilities are addressed in Section 9.10 of this EIS.

4.7 Hours of Operation

The site will continue to operate 24hrs a day and 7 days a week in accordance with the existing arrangements.

4.8 Jobs Creation

The proposed development will result in the following employment generation:

- **Operational:** There is no increase in operational staff numbers as a result of the proposed development.
- **Construction:** The proposal will have the capacity to generate 225 additional jobs at peak construction time.

4.9 Analysis of Alternative Options

4.9.1 Option 1 - Do Nothing

Under the 'do nothing' scenario, health services in the southern region of NSW would be rendered inefficient and would not allow for the effective delivery of key services. Not undertaking the work would not be an appropriate outcome for a project of this nature given the importance of B&DH as a major district hospital, which will facilitate much-needed health infrastructure for the region.

4.9.2 Option 2 - Alternative Designs

HI has explored a number of options for the location and layout of the new facility during the concept design phase of the project. A number of broad options were considered for the expansion of the hospital campus.

Out of the options tabled as part of the concept and schematic design assessment process, the proposed option was considered to be the most appropriate way of meeting the future needs of the community, with minimal impact (physical and operational) to the remainder of the B&DH campus which is currently strained.

The proposed option, being a new inpatient building within B&DH campus, maximises the site capacity by concentrating most of the proposed works at the north-eastern side of the campus, which is a relatively undeveloped area. The proposal will provide a contemporary built form with additional capacity and healthcare services, without impacting on the hospital's overall functionality and amenity. Specifically, and in comparison with other options considered, the proposal:

- Enables the replacement of ageing assets and infrastructure reaching beyond economic life.
- Achieves increased capacity in inpatient beds, as well as the implementation of new technology across B&DH campus.
- Allows the improvement of existing facilities through the provision of:
 - A main entrance to B&DH;
 - Integrated services (24-hour zone);
 - Access between the existing ED and the High Dependency Unit.

4.10 Impact of not proceeding with the proposal

Generally, the key impacts of not proceeding with the proposal would include:

- Limiting the ability of B&DH to meet the healthcare demands of the catchment population;
- Limiting the attraction and retention of health services staff within the B&DH;
- Preventing the full implementation of contemporary models of care with much of the existing B&DH infrastructure not consistent with contemporary standards of health and safety and patient care;
- Increasing the likelihood of recurrent operating costs incurred by the State resulting from a growth in demand of health services;

- Limiting the potential for health services to be delivered to the quality required by Health Infrastructure and the SWS LHD; and
- Facilitating a substantial long-term undersupply of key clinical services including, emergency, maternity, paediatric, perioperative, ICU and in-patient beds.

In addition to the impacts identified above, failure to deliver this proposal would undermine the broader service capacity of the B&DH. The Southern Highlands is reliant upon B&DH as the major healthcare hub in the north of the SWS LHD. This would have a significant and detrimental impact on services provision for patients within the SWS LHD.

To this end, the impact of "doing nothing" is not considered to be acceptable due to the inability of current infrastructure to meet the current and future health care demands of the local and regional community. A "do nothing" approach would have serious implications for the health and wellbeing of the community.

5. Response to SEARs

This EIS has been prepared to in accordance with the form and content requirements outlined in Schedule 2, Part 3, Clause 6 and 7 of the EP&A Regs and the SEARs specifically for the development.

The SEARs were issued by the DPE on 30 January 2018 and a copy is attached at **Appendix 1**.

The table below summarises the SEARs and includes a reference identifying where each requirement has been addressed in this EIS.

Table 5: SEARs

SEAR/Key Issues	Where Addressed in EIS
1. Statutory and Strategic Context	Sections 7.0 & 8.0
2. Policies	Section 8.0
3. Built Form and Urban Design	Section 9.2
4. Environmental Amenity	Section 9.3
5. Transport and Accessibility	Section 9.4
6. Ecologically Sustainable Development (ESD)	Section 9.5
7. Biodiversity	Section 9.6
8. Noise and Vibration	Section 9.7
9. Sediment, Erosion and Dust Control	Section 9.8
10. Contamination	Section 9.9
11. Utilities	Section 9.10
12. Contributions	Section 9.11
13. Drainage	Section 9.12
14. Flooding	Section 9.13
15. Waste	Section 9.14
16. Construction Hours	Section 9.15
Plans and Documents	All of the required plans and documentation stipulated in this section of the SEARs (where relevant) accompany this EIS as appendices. Many of these items are also addressed at Section 9.16.
Consultation	Section 6.0

6. Consultation

In accordance with the SEARS for the subject SSDA, consultation was undertaken with a range of authorities including:

- Wingecarribee Shire Council (WSC);
- Transport for NSW (TfNSW); and
- Roads and Maritime Services (RMS).

Consultation has also been undertaken with the surrounding community including adjacent landowners and relevant special interest groups.

The following sections of this EIS provide details of the consultation undertaken.

6.1 Agency Consultation

6.1.1 Consultation with WSC

A number of meetings have been held historically with WSC in relation to B&DH redevelopment. However, a formal pre-lodgement meeting for this project was held with WSC on 26 March 2018 at Council's offices. The purpose of the meeting was to discuss the SSDA in response to the DPE's SEARs. A copy of Council's Advice Letter is provided at **Appendix 14**.

Table 6 below provides a summary of the issues raised and responses to these issues.

Table 6: Response to pre-lodgement matters raised

Issue	Response
a) Traffic and Parking: Expected traffic to be generated in both the construction and operation of the development, as well as how that traffic is proposed to be managed. Sufficient parking and loading facilities will need to be provided to cater for the development.	This issue is addressed in detail in Section 8 of the TIA prepared by GTA at Appendix 5 . The assessment and reporting requirements requested by WSC have been addressed in the TIA. Some of these requirements are summarised as follows: <ul style="list-style-type: none">▪ Council's Transport and Traffic Engineers provided parking surveys on the surrounding roads at B&DH. These surveys were included by GTA in the TIA as part of their assessment.▪ During consultation, Council's Engineers acknowledged that the proposed development would generate a negligible number of additional trips, and therefore, there will be no detrimental impacts on the surrounding road network.▪ Council's Engineers advised that the annual growth applied to the existing traffic conditions in 2018 will remain at a rate of 1.5%, as estimated for 2016.▪ Council's Engineers provided support on the consultation with the Traffic Committee regarding the process required for relocating the bus shelter located on Bowral Street.
b) Sydney Drinking Water Catchment: The proposal should address Clause 10 of the <i>State and Environmental</i>	The specifications of the Civil Engineering Report (Appendix 15) and Integrated Water Management Plan (Appendix 16) confirm that the proposed works are expected to be consistent with <i>State Environmental Planning Policy (Sydney Drinking Water Catchment)</i>

<p><i>Planning Policy (Sydney Drinking Water Catchment) 2011.</i></p>	<p>2011. Stormwater discharging from the site must be proven to have a neutral or beneficial effect (NorBE) to ensure water quality continues to be protected.</p> <p>Potable water systems, drainage systems and process equipment for the site will be supplied directly from Council main reticulation and will designed and constructed in accordance with Council requirements and the Australian Drinking Water Guidelines.</p> <p>This is addressed in Section 7.11 and Section 9.12 of this EIS.</p>
<p>c) Vegetation Removal:</p> <p>The proposed development must be accompanied by a site plan of the land indicating existing vegetation and trees, and a sketch of the development indicating any proposed removal of vegetation and trees as well as proposed landscaping and treatment of land.</p>	<p>A detail site plan has been provided in Section 4.4.1 of this EIS. The proposed landscape plan is outlined in Section 4.4.6. Additionally, a Tree Management Plan has been included in the Arborist Report (see Appendix 6) indicating the only tree to be removed, including the proposed tree protection measures that will be implemented as part of the proposed works.</p>
<p>d) Heritage:</p> <p>The development site is in proximity to a heritage conservation area and heritage items as identified by the LEP. The proposal should be accompanied by a heritage impact statement with respect to LEP clause 5.10(5).</p>	<p>A Heritage Impact Statement has been provided at Appendix 2. This report confirms that the proposed development will not impact upon the heritage significance of the conservation area or any of the identified heritage items, such as the Bradman Oval, Grandstand or Museum.</p> <p>This is addressed in Section 3.4.3 and Section 7.12.6 of this EIS.</p>
<p>e) Stormwater:</p> <p>WSC is not aware of any capacity issues with the existing stormwater drainage system in Bowral St. However, the proposed development should clearly indicate a concept stormwater drainage design, including any proposed methods for detention of stormwater within the site.</p>	<p>The existing stormwater networks will be diverted as part of the main works to ensure no additional flooding occurs on site or at the downstream catchments in close proximity to the site. Council has confirmed that the existing sewerage infrastructure system can accommodate the additional demand as a result of the proposed development. This is addressed in Section 9.10 of this EIS.</p>
<p>f) Water and Sewer:</p> <p>The proposed development should include details of water and sewer modelling to facilitate determination of likely impacts on existing water and sewer infrastructure.</p>	<p>Detailed water quality modelling has been undertaken to develop a strategy for water sensitive urban design. As advised by WSC, MUSIC (Model for Urban Stormwater Improvement Conceptualisation) modelling was implemented to measure water quality on site.</p> <p>The results are outlined in the Civil Engineering Report by Enstruct (Appendix 15) and these show that pollutant exports load from the proposed development will be reduced adopting the treatment train stormwater management measures at targets with neutral or beneficial effect (NorBE). This is further addressed in SEAR 13 (Section 9.12) of this EIS.</p>
<p>g) Temporary Structures:</p> <p>If the development (including its construction) involves erection of any temporary structure other than identified by an EPI as not requiring development consent, information accompanying the proposed development should address the</p>	<p>Noted. N/A.</p>

relevant provisions of <i>State Environmental Planning Policy (Miscellaneous Consent Provisions) 2007</i> .	
h) Development Control Plan (DCP): No DCP applies to the development under Clause 11 of the <i>State Environmental Planning Policy (State and Regional Development) 2011</i> (SEP SRD). However, WSC recommends consideration of the relevant provisions of Part A of the Bowral Town Plan DCP for guidance on the design of the development.	Development control plans do not apply to State Significant Development as addressed by Clause 11 of the SEPP SRD. Therefore, the Bowral Town Plan DCP does not apply to this SSDA. However, cues have been taken from the controls that would ordinarily apply to B&DH to ensure that the proposal is generally consistent with the desired future character for the site. This is addressed in Section 8.10 of this EIS.

6.1.2 Consultation with TfNSW and RMS

GTA contacted RMS on 16 March 2018 via phone to discuss the proposal and specifically, the extent of the traffic study to be completed for the subject SSDA. RMS confirmed by email correspondence on 20 March 2018 that the survey methodology and analysis to assess the extent of the traffic study was sufficient due to the expected minimal traffic increase on the surrounding road network.

The TIA by GTA was prepared in accordance with the requirements provided by TfNSW. In addition, the TIA confirms that Council's Transport Committee has been consulted to confirm the process (separate to this SSDA) that will be required for relocating the bus stop on Bowral Street and installing parking restrictions. Accordingly, Berrima Buslines was notified regarding the relocation of the bus stop. Council has provided assistance with the two applications for both the bus relocation and the on-street parking restrictions.

6.2 Community Consultation

6.2.1 Community and Other Stakeholder Participation

Method of Consultation

Table 7 outlines a detailed list of the consulted community groups and other stakeholders, including details on their engagement as part of the proposal.

Table 7: Community and stakeholders' engagement

Community and stakeholder groups	Engagement Process	Details
<ul style="list-style-type: none"> General B&DH Staff (450+); All Departments (including front desk and pre-admission clinic) OR, HDU Maternity, MPG, ED, SSW, Radiology, Pathology, Outpatient Department and the Community Health Nursing Service; Hospital's Library; Community Health nursing staff and clients; Public Health First; 	Advertising*	<ul style="list-style-type: none"> Emails sent to staff; Flyers distributed to all departments; Direct advertising at Hospital's library; Public Health First Facebook page; LHD internet/intranet; Emails to village and township associations;

<ul style="list-style-type: none"> ▪ LHD; ▪ Village & Township Association (14 associations as outlined below): <ul style="list-style-type: none"> ▪ Balmoral Village Association ▪ Berrima Residents Association ▪ Braemar & Nth Villages Association ▪ Bundanoon Community Association ▪ Burrawang/Wildes Meadow Community Association ▪ Canyonleigh Community Association Inc ▪ Colo Vale Community Association Inc ▪ Exeter Village Association ▪ Hill Top Community Association Inc ▪ Penrose Community Association ▪ Southern Highlands Chamber of Commerce and Industry ▪ Australian Garden History Society SH Branch ▪ Highlands Matters Inc ▪ Wingello Village Association Inc; ▪ Lovely Bundanoon and Highlands; ▪ Australian Garden Association and Highlands Matters; ▪ Wingecarribee Council registered stakeholders, businesses and community (4,000+); ▪ Redevelopment registered stakeholders (100+); ▪ Local Aboriginal Groups, including: <ul style="list-style-type: none"> ▪ 355 Aboriginal Management Committee ▪ Yamanda Aboriginal Association ▪ Koori Kulcha Aboriginal Corporation ▪ Illawarra Aboriginal Land Council ▪ Trish Levett – Traditional Owner; ▪ All Wingecarribee Councillors (9 Councillors plus associated staff). 		<ul style="list-style-type: none"> ▪ Lovely Bundanoon and Highlands Website; ▪ Publications from Australian Garden Associations and Highlands Matters; and ▪ Wingecarribee Council community database email engagement. <p>*Refer to Attachment 17 for the documentation related to this section.</p>
---	--	---

Two (2) local auxiliaries and four (4) local consumer groups, two (2) BDH consumer groups, Healthy Hearts Highlands, Legacy Southern Highlands (presented to 70+ people)	Information Sessions*	<ul style="list-style-type: none"> 9/2/18 2-2.30pm MossVale 15/2/18 2-3pm Boardroom 23/2/18 4-4.30pm BDH 13/3/18 5-5.30pm CAU 12/4/18 2-2.30pm Bowral 19/4/18 1130-1230 BDH
<ul style="list-style-type: none"> Southern Villages: Wingello, Penrose, Exeter, Canyonleigh, Bundanoon, Tallong, Sutton Forest and Werrai	Information Session*	<ul style="list-style-type: none"> Tuesday 10.04.18: Bundanoon Hall 1700-1900hrs
<ul style="list-style-type: none"> Northern Villages: ColoVale, Hilltop, Yerrinbool, Yanderra, Bargo, Thirlmere, Alpine, Aylmerton, Balaclava, Braemar, etc.	Information Session*	<ul style="list-style-type: none"> Wednesday 11.04.18: Hilltop Community Hall 1700-1900hrs
<ul style="list-style-type: none"> Eastern Villages: Robertson, Fitzroy Falls, K Valley, Kangaloon, Glenquarry, Manchester Square, Wildes Meadow, Burrawang, Mt Murray, etc	Information Session*	<ul style="list-style-type: none"> Thursday 12.04.18: Robertson Community Centre 1700-1900hrs
<ul style="list-style-type: none"> Central Villages: Bowral, Mittagong, Burradoo, Moss Vale, East Bowral, Renwick, Welby, Berrima, New Berrima, etc	Two (2) Information Sessions*	Saturday 14.04.18: <ul style="list-style-type: none"> Bowral Community Health Henrietta Room, 0900-1100hrs; and Church Hall or Wingecarribee Council Moss Vale 1300-1500hrs.

*The information provided above can be supported with the attendance registers, Q&A documents and relevant documentation (see **Attachment 17**).

Outcomes of Consultation

Table 8 summarises the implemented techniques and the participation outcomes that informed the engagement process. The purpose of this evaluation is to measure the success of the addressed outcome outlined below.

Table 8: Evaluating the outcome from participation

Outcome	Techniques to Achieve the Outcome	Results to Measure the Outcome	Issues raised	Evaluating the Success of the Outcome
Respond to the values and opinions from the community and other stakeholders	Information sessions & Phone calls/electronic communication	Quantitative results: Number of people attending each session: <ul style="list-style-type: none"> 3 people = 10/4/18 3 people = 11/4/18 2 people = 12/4/18 15 people = 14/4/18 Number of people responding	The only issue raised related to the quantum of parking that would remain following construction of the project.	All options for managing traffic and parking impacts due to the proposal were communicated to any callers.

		<p>electronically or by phone calls:</p> <ul style="list-style-type: none"> Only phone calls and emails were received from people acknowledging receipt of email. <p>Qualitative results:</p> <p>People who attended the information sessions discussed traffic and parking, and the associated services.</p> <p>People who responded online or called provided feedback about planned mitigation measures related mainly to parking options.</p>		<p>Arrangements such as the number of additional parking spaces on site and the proposed interim staff car park configuration were communicated successfully and accepted as viable solutions to the parking issue.</p>
--	--	---	--	---

Sources: Health Infrastructure (HI) & Capital Insight (CI).

7. Statutory Planning Considerations

7.1 Overview

The Secretary requires the assessment of the SSDA in relation to the following statutory instruments:

- Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth);
- Environmental Planning and Assessment Act 1979;
- Environmental Planning and Assessment Regulation 2000;
- Biodiversity Conservation Act 2016;
- State Environmental Planning Policy (State & Regional Development) 2011;
- State Environmental Planning Policy (Infrastructure) 2007;
- State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011;
- State Environmental Planning Policy No. 33 – Hazardous and Offensive Development;
- State Environmental Planning Policy No. 55 – Remediation of Land;
- State Environmental Planning Policy No. 64 – Advertising and Signage; and
- Wingecarribee Local Environmental Plan 2010.

Where relevant, these controls are addressed below.

7.2 Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)

The Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) commenced on 16 July 2000. The EPBC Act introduced a new assessment and approvals system for:

- (a) *actions that have a significant impact on matters of national environmental significance;*
- (b) *actions that have a significant impact on the environment of Commonwealth land; and*
- (c) *actions carried out by the Commonwealth Government.*

Under the assessment and approval provisions of the EPBC Act, actions that are likely to have a significant impact on a matter of national environmental significance are subject to a rigorous assessment and approval process. An action includes a project, development, undertaking, activity, or series of activities.

The EPBC Act identifies seven matters of national environmental significance, which are set out below:

- (a) *World Heritage properties;*
- (b) *National Heritage places;*
- (c) *Ramsar wetlands of international significance;*
- (d) *nationally listed threatened species and ecological communities;*

- (e) *listed migratory species;*
- (f) *Commonwealth marine areas; and*
- (g) *nuclear actions (including uranium mining).*

There are no relevant World Heritage properties, National Heritage places, Ramsar wetlands, Commonwealth marine areas, listed migratory species, nationally listed threatened species and ecological communities or Commonwealth lands on the site or surrounding area.

Therefore, it is concluded that there will not be a significant impact on any matters of national environmental significance arising from the proposal, and consequently the proposed activity is not considered to be a "controlled action" pursuant to the EPBC Act.

7.3 Environmental Planning & Assessment Act 1979

7.3.1 Division 4.7 - State significant development

In accordance with Section 4.36, the proposal is declared State Significant Development pursuant to *State Environmental Planning Policy (State & Regional Development) 2011*. This is addressed at Section 7.6 of this EIS.

7.3.2 Section 4.15 - Evaluation

The proposed development has been evaluated and assessed against the relevant heads of consideration under Section 4.15 throughout this EIS.

The table below, identifies the matters for consideration under Section 4.15(1) that apply to SSD, in accordance with Section 4.40 of the EP&A Act.

Table 9: Section 4.15(1)(A) Matters for Consideration

Section 4.15(1)(A)	Comment
(a)(i) any environmental planning instrument	Consideration of the WLEP is undertaken in Section 7.12 of this EIS. The proposal is consistent with all relevant provisions.
(a)(ii) any proposed instrument	Not applicable.
(a)(iii) any development control plan	Pursuant to Clause 11 of SEPP SRD, DCP's do not apply to SSD.
(a)(iiia) any planning agreement	Not applicable.
(a)(iv) the regulations	This SSDA is considered to satisfactorily meet the relevant requirements of the EP&A Regulations relating to applications and the requirements for EIS's in Schedule 2. Refer to Section 7.4 of this EIS.
(a)(v) any coastal zone management plan	Not applicable.
(b) the likely impacts of that development	The likely impacts of the development have been considered in Section 9 of this EIS. Mitigation measures to manage the impacts identified are set out in the "recommendations" section of Section 9 and the mitigation measures summarised in Section 11 of this EIS.
(c) the suitability of the site for the development	The site is located in an established urban area and with all urban and infrastructure services available or capable of augmentation to meet the needs of the development.

	Investigations into contamination, geology, flora and fauna, access and services show that the site is suitable for the proposed development and capable of accommodating development of the intensity proposed. Measures will be put in place to manage impacts during construction and operation to protect the amenity of adjoining residents and patients, staff and visitors to B&DH.
(d) any submissions	This is a matter for the DPE.
(e) the public interest	Having regard to the provisions of the EP&A Act and this EIS, it is concluded that the development is significantly in the public interest because of the important improvements in health and hospital services resulting from the new hospital facilities to be provided. The social and economic benefits of the proposal are discussed at Section 9.17. Furthermore, this EIS demonstrates that the development does not result in any adverse environmental impacts subject to adopting the recommendations and mitigation measures contained herein. On balance, the proposal is very much in the public interest.
Biodiversity values exempt if: (a) On biodiversity certified land (b) Biobanking Statement exists	Not applicable.

7.4 Environmental Planning & Assessment Regulation 2000

7.4.1 Requirements for Preparing an EIS - Schedule 2, Clauses 6 & 7

Clause 6 and 7 of Schedule 2 of the EP&A Regs prescribe the requirements for preparing an EIS. This EIS has been prepared in accordance with the EP&A Regs as set out at the Table 10 below.

Table 10: EP&A Regulation - Schedule 2 Requirements

Schedule 2 Subclause	Comment
<p>4 Integrated development—requirements of approval bodies</p> <p>(1) An application for environmental assessment requirements must, in the case of a development application for integrated development, also include particulars of the approvals that are required.</p>	<p>N/A. Section 4.44(2) of the EP&A Act states that Division 5 Special Procedures for Integrated Development, does not apply to <i>"development the subject of a development application made by or on behalf of the Crown (within the meaning of Division 4), other than development that requires a heritage approval"</i>.</p>
<p>6 Form of environmental impact statement</p> <p>An environmental impact statement must contain the following information:</p> <p>(a) the name, address and professional qualifications of the person by whom the statement is prepared,</p> <p>(b) the name and address of the responsible person,</p> <p>(c) the address of the land:</p> <p>(i) in respect of which the development application is to be made, or</p>	<p>All of these matters have been addressed in the body of this EIS.</p>

<p>(ii) on which the activity or infrastructure to which the statement relates is to be carried out,</p> <p>(d) a description of the development, activity or infrastructure to which the statement relates,</p> <p>(e) an assessment by the person by whom the statement is prepared of the environmental impact of the development, activity or infrastructure to which the statement relates, dealing with the matters referred to in this Schedule,</p> <p>(f) a declaration by the person by whom the statement is prepared to the effect that:</p> <p>(i) the statement has been prepared in accordance with this Schedule, and</p> <p>(ii) the statement contains all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates, and</p> <p>(iii) that the information contained in the statement is neither false nor misleading.</p>	
<p>7 Content of environmental impact statement</p> <p>(1) An environmental impact statement must also include each of the following:</p> <p>(a) a summary of the environmental impact statement,</p> <p>(b) a statement of the objectives of the development, activity or infrastructure,</p> <p>(c) an analysis of any feasible alternatives to the carrying out of the development, activity or infrastructure, having regard to its objectives, including the consequences of not carrying out the development, activity or infrastructure,</p> <p>(d) an analysis of the development, activity or infrastructure, including:</p> <p>(i) a full description of the development, activity or infrastructure, and</p> <p>(ii) a general description of the environment likely to be affected by the development, activity or infrastructure, together with a detailed description of those aspects of the environment that are likely to be significantly affected, and</p> <p>(iii) the likely impact on the environment of the development, activity or infrastructure, and</p> <p>(iv) a full description of the measures proposed to mitigate any adverse effects of the development, activity or infrastructure on the environment, and</p> <p>(v) a list of any approvals that must be obtained under any other Act or law before the development, activity or infrastructure may lawfully be carried out,</p> <p>(e) a compilation (in a single section of the environmental impact statement) of the measures referred to in item (d) (iv),</p> <p>(f) the reasons justifying the carrying out of the development, activity or infrastructure in the manner proposed, having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development set out in subclause (4).</p>	<p>In response to this clause, we comment as follows:</p> <ul style="list-style-type: none"> ■ A summary of the EIS is undertaken in the Executive Summary at the commencement of this EIS; ■ A statement of the objectives of the development is also undertaken in the Executive Summary of this EIS; ■ An analysis of feasible alternatives and the consequences of not carrying out the development is undertaken in Section 4.9 and 4.10 of this EIS. ■ An analysis of the development is undertaken in Section 4 of this EIS; ■ An analysis of the likely impact on the environment is undertaken in Sections 7, Section 8, Section 9 and Section 10 of this EIS; ■ A full description of the measures proposed to mitigate any adverse effects of the development is undertaken at Section 11 of this EIS; ■ A list of any approvals that must be obtained under any other Act or law before the development, activity or infrastructure may lawfully be carried out is undertaken following this table in Section 7.4.2; ■ A list of all of the measures referred to in (d)(iv) is in Section 11 of this EIS; ■ The proposed development is consistent with principles of ESD, as set out in Section 9.5 of this EIS.

(2) Subclause (1) is subject to the environmental assessment requirements that relate to the environmental impact statement.

(4) The principles of ecologically sustainable development are as follows:

(a) the precautionary principle, namely, that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. In the application of the precautionary principle, public and private decisions should be guided by:

(i) careful evaluation to avoid, wherever practicable, serious or irreversible damage to the environment, and

(ii) an assessment of the risk-weighted consequences of various options,

(b) inter-generational equity, namely, that the present generation should ensure that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations,

(c) conservation of biological diversity and ecological integrity, namely, that conservation of biological diversity and ecological integrity should be a fundamental consideration,

(d) improved valuation, pricing and incentive mechanisms, namely, that environmental factors should be included in the valuation of assets and services, such as:

(i) polluter pays, that is, those who generate pollution and waste should bear the cost of containment, avoidance or abatement,

(ii) the users of goods and services should pay prices based on the full life cycle of costs of providing goods and services, including the use of natural resources and assets and the ultimate disposal of any waste,

(iii) environmental goals, having been established, should be pursued in the most cost effective way, by establishing incentive structures, including market mechanisms, that enable those best placed to maximise benefits or minimise costs to develop their own solutions and responses to environmental problems.

7.4.2 Approvals Required - Cl. 7(1)(d)(v)

In relation to Clause 7(1)(d)(v), the following sets out the approvals required before this development may lawfully be carried out:

Table 11: Approvals Required

Act	Approval Required?
Legislation that does not apply to SSD (Section 4.41J of EP&A Act)	
the concurrence under Part 3 of the Coastal Protection Act 1979 of the Minister administering that Part of that Act,	N/A
a permit under section 201, 205 or 219 of the Fisheries Management Act 1994 ,	N/A

an approval under Part 4, or an excavation permit under section 139, of the Heritage Act 1977 ,	N/A
an Aboriginal heritage impact permit under section 90 of the National Parks and Wildlife Act 1974 ,	N/A
an authorisation referred to in section 12 of the Native Vegetation Act 2003 (or under any Act repealed by that Act) to clear native vegetation or State protected land,	N/A
a bush fire safety authority under section 100B of the Rural Fires Act 1997 ,	N/A
a water use approval under section 89, a water management work approval under section 90 or an activity approval (other than an aquifer interference approval) under section 91 of the Water Management Act 2000 .	N/A
Legislation that must be considered (Section 89K of EP&A Act)	
an aquaculture permit under section 144 of the Fisheries Management Act 1994 ,	N/A
an approval under section 15 of the Mine Subsidence Compensation Act 1961 ,	N/A
a mining lease under the Mining Act 1992 ,	N/A
a production lease under the Petroleum (Onshore) Act 1991 ,	N/A
an environment protection licence under Chapter 3 of the Protection of the Environment Operations Act 1997 (for any of the purposes referred to in section 43 of that Act),	N/A
a consent under section 138 of the Roads Act 1993,	N/A
a licence under the Pipelines Act 1967 .	N/A

7.5 Biodiversity Conservation Act 2016

The Biodiversity Conservation Act 2016 (BC Act) commenced on 25 August 2017 and sets out, among other things, to establish a scientific method for assessing the likely impacts on biodiversity values of proposed development and land use change. Specifically, of relevance to the proposed works:

- Section 7.3 of the BC Act prescribes the test for determining whether proposed development or activity is likely to significantly affect threatened species or ecological communities, or their habitats;
- Section 1.5 of the BC Act prescribes what biodiversity and biodiversity values are for the purposes of the BC Act; and
- Clause 1.4 of the Biodiversity Conservation Regulation 2017 outlines additional biodiversity values for the purposes of the BC Act.

Under Section 7.9 of the BC Act, a development application for SSD is required to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless “the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.”

Waivers from the Planning Agency Head (dated 26 February 2018) and the Environment Agency Head (dated 8 January 2018) have been obtained with respect to this SSDA, which determine that there is no need for the SSDA to submit a BDAR. Refer to **Appendices 18 and 19** for further details.

7.6 State Environmental Planning Policy (State and Regional Development) 2011

The aim of State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD) is to identify development that is SSD. Pursuant to the SEPP SRD a project will be a SSD if it falls into one of the classes of development listed in Schedule 1 of the SEPP. *"Hospitals, medical centres and health research facilities"* with a CIV of \$30 million or more are identified as SSD and are considered to be development of State significance.

The works have a combined CIV of \$42,740,645 (excl. GST) which therefore exceeds the \$30 million threshold, and as such the proposal is SSD. Refer to a Quantity Surveyor Report provided at **Appendix 20**.

7.7 State Environmental Planning Policy (Infrastructure) 2007

State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) aims to facilitate the effective delivery of infrastructure across NSW and identifies matters to be considered in the assessment of development adjacent to particular types of infrastructure development. Relevant Sections of the ISEPP are addressed below.

7.7.1 Health Services Facilities

The proposal does not alter the use of the site. The site is categorised under the ISEPP as a hospital, within the meaning of *"health services facilities"*.

The site is zoned *SP2 Infrastructure* under the WLEP. The SP2 zone is defined as a *"prescribed zone"* pursuant to clause 56 of the ISEPP. The use of the proposed building and other ancillary works are defined as a *"health services facilities"* and are therefore permissible with consent under the ISEPP.

7.7.2 Traffic Generating Development

The ISEPP aims to ensure that the RMS is made aware of and is given an opportunity to make representations in respect of traffic generating development. The ISEPP sets out the types of development which must be referred to the RMS. For hospitals, a threshold of 200 beds is identified as the trigger for traffic generating development (unless the site has access to classified road or to road that connects to classified road within 90m of the site).

Following the completion of the proposed works, B&DH will have a total of 97 beds (including nursery beds). As the proposal does not provide for 200 or more beds it is not considered traffic generating development. Notwithstanding this, consultation has been carried out with the RMS prior to the lodgement of this SSDA and details of this consultation are provided at Section 6 of this EIS.

7.8 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

SEPP 33 provides definitions of hazardous and offensive industries and aims to facilitate development defined as such and to ensure that in determining developments of this nature, appropriate measures are employed to reduce the impact of the development.

SEPP 33 requires an assessment of hazardous materials, involving a screening method based on the quantities of dangerous goods on a site, to assist in determining if a development is likely to be a potentially hazardous industry.

A SEPP 33 Assessment was undertaken by RiskEng for the proposed development. The assessment concluded that it is not considered to be potentially hazardous based on the Dangerous Goods (DGs) stored or transported, and therefore, no further assessment is required. For further detail refer to the SEPP 33 Assessment at **Appendix 21**.

7.9 State Environmental Planning Policy No. 55 - Remediation of Land

State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) establishes State-wide provisions to promote the remediation of contaminated land.

Clause 7 of SEPP 55 addresses the following:

"Contamination and remediation to be considered in determining development application:

(1) A consent authority must not consent to the carrying out of any development on land unless:

(a) it has considered whether the land is contaminated, and

(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose."

Douglas Partners (DP) has prepared a Contaminated Land Preliminary Site Investigation (dated September 2016) which accompanies this EIS at **Appendix 22**. The report notes that there is a moderate potential for contamination on the site and that further intrusive testing is required to be undertaken within areas of the site containing fill materials and generally across the site due to potentially hazardous activities on the site (fuel storage, dangerous good storage, etc).

The report also notes that subject to the findings of a detailed site investigation and the required intrusive testing, combined with any necessary remediation and validation, that it is *"highly likely that the site can be made suitable for the proposed development with respect to site contamination"*.

A 'Phase 2' Environmental Site Assessment prepared by Environmental Investigation Services (dated 13 June 2018), provided at **Appendix 34**, determined that fibre cement fragments (FCF) and demolition rubble were encountered in the area of the removed demountable building (see Figure 50 on the page over).

The assessment determined that the risk to the receptors was 'low to moderate' and would require remediation and/or management.

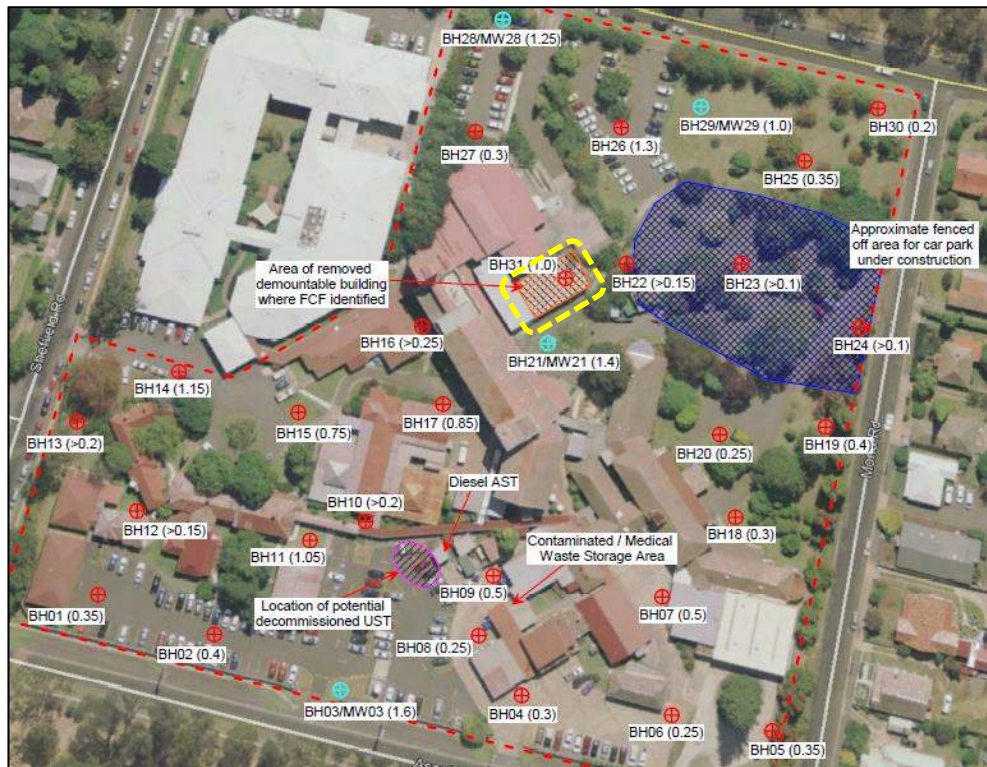


Figure 50: Site Features Plan, BH31 outline in yellow (Source: EIS)

Based the recommendations of previous investigations, a Remedial Action Plan (RAP) has been prepared by Environmental Investigation Services. The RAP confirms that the site can be made suitable for the proposed development if all management procedures contained within the plan are implemented. The remediation works involve a contingency plan, a site management plan and a validation plan. Refer to the RAP at **Appendix 35** for further details.

The RAP identifies the site remediation works as "Category 2" under SEPP 55. As noted in the RAP:

"Development consent is not required for Category 2 remediation works, however the consent authority should be given 30 days' notice prior to commencement of works."

A range of remediation options were considered as part of the RAP. The most suitable option involves removal of contaminated material to an appropriate facility and reinstatement of clean material, as outlined below:

"Contaminated soils would be classified in accordance with NSW EPA guidelines for waste disposal, excavated and disposed of off-site to a suitably licensed landfill."

The material would have to meet the requirements for landfill disposal. Landfill gate fees (which may be significant) would apply in addition to transport costs. (...)

This is considered to be the most viable option for the site as the proposed earthworks for the site includes bulk excavation and disposal of fill soil."

The RAP recommends that a Site Validation Report be prepared and submitted to the consent authority following completion of remediation activities. We recommend that this be included as a condition of consent.

We consider that consent may be granted in the terms of SEPP 55, Clause 7 on the basis that:

- A detailed environmental site investigation has been undertaken on site and the potential risks have been appropriately identified; and
- The consent authority can be satisfied that the land will be remediated before it is used for the proposed purpose, by the imposition of conditions to implement the recommendations of the Detailed Site Investigation and associated RAP.

Mitigation measures in these terms are outlined in Sections 9.9 and 11 of this EIS.

7.10 State Environmental Planning Policy No 64 - Advertising and Signage

The aim of this SEPP is to improve the amenity of urban and natural settings by managing the impact of outdoor signage. This application seeks consent for the introduction of the signs described in Section 4.4.5 of this EIS. These signs would be defined as either business identification signs and building identification signs as defined in the SEPP.

Clause 8 of the SEPP (outlined below) requires the following considerations in relation to the proposed signs:

A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied:

(a) that the signage is consistent with the objectives of this Policy as set out in clause 3 (1) (a), and

(b) that the signage the subject of the application satisfies the assessment criteria specified in Schedule 1.

The objectives in Clause 3(1)(a) are as follows:

(a) to ensure that signage (including advertising):

(i) is compatible with the desired amenity and visual character of an area, and

(ii) provides effective communication in suitable locations, and

(iii) is of high quality design and finish

We consider the consent authority may be satisfied that the proposed signs are consistent with these objectives on the following basis.

The Main Directional Signs, with dimensions of 5 metres high and 1.5 metres wide, two of which front Bowral Street and one fronting Mona Road, are visually prominent (as they must be) from those streets. Whilst prominent, they do not detract from the desired amenity and visual character of the area. Clear, well located informational and directional signage, such as these key signs and others throughout the site, is essential to the efficient and effective operation of any hospital and is required and therefore compatible with the expected visual character of the Bowral Hospital. The locations and sizes of the signs are appropriate in the context of the current and proposed hospital buildings and grounds. As can be seen from the

images in the architectural plans, wayfinding signage plan and examples in Section 4.4.5 of this EIS, the proposed signs are of a high quality of design and finish. None of the proposed signage will be illuminated.

We consider the consent authority may be satisfied that the proposed signs are consistent with the assessment criteria in Schedule 1 of the SEPP, as follows:

Table 12: SEPP 64 Assessment Criteria

Assessment criteria	Response
1 Character of the area	
<ul style="list-style-type: none"> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? 	The proposed signage is essential to the efficient and effective operation of the Hospital and is an expected component within any hospital environment. As such, it is compatible with the character of the area within which the existing hospital is situated.
<ul style="list-style-type: none"> Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? 	The proposed signs are designed as a consistent suite of signage for the hospital campus.
2 Special areas	
<ul style="list-style-type: none"> Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? 	The site is within the vicinity of various heritage items and is located adjacent to the Bowral Heritage Conservation Area. The nearest heritage items to B&DH include Bradman Oval and the Bradman Museum Collection and Grandstand. Whilst the relatively large signs fronting Bowral Street will be visible from these places, their scale relative to such a large hospital site and large buildings which will form their backdrop, their relative simplicity of design and subdued colours, all ensure that they will not detract from the amenity or visual quality of those items.
3 Views and vistas	
<ul style="list-style-type: none"> Does the proposal obscure or compromise important views? 	The ground mounted and wall signs situated within the hospital site will not obscure or compromise important views.
<ul style="list-style-type: none"> Does the proposal dominate the skyline and reduce the quality of vistas? 	The ground mounted and wall signs situated within the hospital site will not dominate the skyline or reduce the quality of vistas.
<ul style="list-style-type: none"> Does the proposal respect the viewing rights of other advertisers? 	No viewing rights of advertisers will be affected.
4 Streetscape, setting or landscape	
<ul style="list-style-type: none"> Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? 	Whilst some of the signs are relatively large, they are not out of scale, proportion or form within the landscape setting of the hospital and the streetscape.
<ul style="list-style-type: none"> Does the proposal contribute to the visual interest of the streetscape, setting or landscape? 	The well-designed signs are not incompatible with the streetscape, setting and landscape.

<ul style="list-style-type: none"> • Does the proposal reduce clutter by rationalising and simplifying existing advertising? 	The proposed signs provide a rationalised and consistent suite of essential signage appropriate for a hospital of this size.
<ul style="list-style-type: none"> • Does the proposal screen unsightliness? 	No.
<ul style="list-style-type: none"> • Does the proposal protrude above buildings, structures or tree canopies in the area or locality? 	No.
<ul style="list-style-type: none"> • Does the proposal require ongoing vegetation management? 	No.
5 Site and building	
<ul style="list-style-type: none"> • Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? 	Whilst some of the signs are relatively large, they are not out of scale, proportion or form in the context of a large site containing relatively large institutional type buildings. Their design, materials and colours will be compatible within the landscape setting of the hospital and the streetscape.
<ul style="list-style-type: none"> • Does the proposal respect important features of the site or building, or both? 	The signs are designed as an integrated signage suite compatible with the proposed new and existing buildings on the hospital site.
<ul style="list-style-type: none"> • Does the proposal show innovation and imagination in its relationship to the site or building, or both? 	The signs are of a high quality, contemporary design, appropriate for their site and setting.
6 Associated devices and logos with advertisements and advertising structures	
<ul style="list-style-type: none"> • Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed? 	The signs incorporate standard NSW government logos
7 Illumination	
<ul style="list-style-type: none"> • Would illumination result in unacceptable glare? 	No - no illumination proposed.
<ul style="list-style-type: none"> • Would illumination affect safety for pedestrians, vehicles or aircraft? 	N/A
<ul style="list-style-type: none"> • Would illumination detract from the amenity of any residence or other form of accommodation? 	N/A
<ul style="list-style-type: none"> • Can the intensity of the illumination be adjusted, if necessary? 	N/A
<ul style="list-style-type: none"> • Is the illumination subject to a curfew? 	N/A
8 Safety	
<ul style="list-style-type: none"> • Would the proposal reduce the safety for any public road? 	No. The signage, whilst visible from the roads, will not be distracting or likely to cause any safety concerns.
<ul style="list-style-type: none"> • Would the proposal reduce the safety for pedestrians or bicyclists? 	No. The signs do not impede pedestrians or bicyclists such as to cause safety concerns.
<ul style="list-style-type: none"> • Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? 	No. As above.

7.11 State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011

Given the nature of the proposed works, the specifications of the Civil Engineering Report and Plans (**Appendix 15**), and the specifications in the Integrated Water Management Plan (**Appendix 16**) confirmed that the proposed works are expected to be consistent with *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*.

The Civil Engineering Report by Enstruct addresses the following:

"The proposed development is located within the drinking water catchment of Wingecarribee River. To ensure water quality continues to be protected, stormwater discharging from the site must be proven to have a neutral or beneficial effect (NorBE).

Additionally, the development will achieve the pollution reduction targets identified in Wingecarribee Shire Council's DCP by utilising water sensitive urban design (WSUD) treatment initiatives."

The Integrated Water Management Plan by Accor confirms the following:

"Potable water systems for human consumption, hygiene purposes, cistern flushing and process equipment for the site will be supplied directly from Council main reticulation and designed and constructed in accordance with AS3500.1:2015 , AS3500.4: 2015, Council requirements and Australian Drinking Water Guidelines."

Based on the above, and the proposed water treatment measures outlined in Section 9.10 of this EIS, that the proposal will have a beneficial effect on downstream water quality.

7.12 Wingecarribee Local Environmental Plan 2010

7.12.1 Land Zoning

The site is zoned *SP2 Infrastructure: Health Services Facilities* and is surrounded by residential zoned land. Refer to Figure 51.

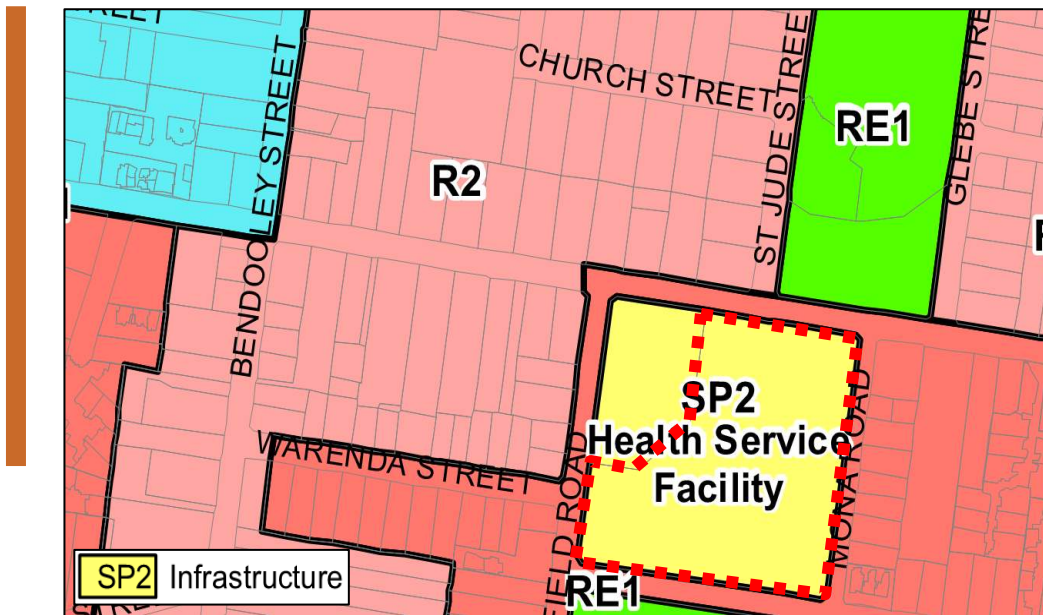


Figure 51: Land Zoning Map extract, subject site outlined in red (Source: NSW Legislation)

7.12.2 Permissibility

The proposed development is defined as a *health services facility* and specifically a *hospital*. A *hospital* is defined under the WLEP as:

A building or place used for the purpose of providing professional health care services (such as preventative or convalescent care, diagnosis, medical or surgical treatment, psychiatric care or care for people with disabilities, or counselling services provided by health care professionals) to people admitted as in-patients (whether or not out-patients are also cared for or treated there), and includes ancillary facilities for (or that consist of) any of the following:

- (a) day surgery, day procedures or health consulting rooms,*
- (b) accommodation for nurses or other health care workers,*
- (c) accommodation for persons receiving health care or for their visitors,*
- (d) shops, kiosks, restaurants or cafes or take away food and drink premises,*
- (e) patient transport facilities, including helipads, ambulance facilities and car parking,*
- (f) educational purposes or any other health-related use,*
- (g) research purposes (whether or not carried out by hospital staff or health care workers or for commercial purposes),*
- (h) chapels,*
- (i) hospices,*
- (j) mortuaries.*