



COUNCIL ASSESSMENT REPORT

Panel Reference	2017SNH021
DA Number	DA/129/2017
LGA	Hornsby Shire Council
Proposed Development	Construction of a multi-deck car park building – Hornsby Kuring-gai Hospital
Street Address	38-76 Palmerston Road, HORNSBY NSW 2077
Applicant/Owner	NSW Health Infrastructure / Northern Sydney & Central Coast Health
Architect	Nettleton Tribe
Date of DA lodgement	20 February 2017
Number of Submissions	One
Recommendation	Approval
Regional Development Criteria (Schedule 4A of the EP&A Act)	Crown Development Over \$5 million
List of all relevant s79C(1)(a) matters	<ul style="list-style-type: none"> • Hornsby Local Environmental Plan 2013, State Environmental Planning Policy No. 55 – Remediation of Land, State Environmental Planning Policy (Infrastructure) 2008, Sydney Regional Environmental Plan No. 20 – Hawkesbury-Nepean River • Hornsby Development Control Plan 2013 • Hornsby Shire Council Section 94 Development Contributions Plan 2014-2024
List all documents submitted with this report for the Panel's consideration	Locality Plan, Site Plan, Demolition Plan, Floor Plan, Roof Plan, Elevations, Landscaping Plans, Materials & Finishes, Façade Strategy and Zonal Master Plan
Report prepared by	Garry Mahony
Report date	9 August 2017

Summary of s79C matters

Have all recommendations in relation to relevant s79C matters been summarised in the Executive Summary of the assessment report? **Yes**

Legislative clauses requiring consent authority satisfaction

Have relevant clauses in all applicable environmental planning instruments where the consent authority must be satisfied about a particular matter been listed, and relevant recommendations summarized, in the Executive Summary of the assessment report? **Yes**

e.g. Clause 7 of SEPP 55 - Remediation of Land, Clause 4.6(4) of the relevant LEP

Clause 4.6 Exceptions to development standards

If a written request for a contravention to a development standard (clause 4.6 of the LEP) has been received, has it been attached to the assessment report? **Not Applicable**

Special Infrastructure Contributions

Does the DA require Special Infrastructure Contributions conditions (S94EF)? **Not Applicable**

Note: Certain DAs in the Western Sydney Growth Areas Special Contributions Area may require specific Special Infrastructure Contributions (SIC) conditions

Conditions

Have draft conditions been provided to the applicant for comment? **Yes**

Note: in order to reduce delays in determinations, the Panel prefer that draft conditions, notwithstanding Council's recommendation, be provided to the applicant to enable any comments to be considered as part of the assessment report

ASSESSMENT REPORT AND RECOMMENDATION

EXECUTIVE SUMMARY

- The application is for the demolition of Building 10 and part of Building 1 of the Hornsby Kuring-gai Hospital and construction of a six level multi-deck car park building containing 523 car parking spaces.
- The proposal is Crown development.
- The proposal is satisfactory in respect to the Hornsby Local Environmental Plan 2013, State Environmental Planning Policy No. 55 – Remediation of Land, State Environmental Planning Policy (Infrastructure) 2008 and the Hornsby Development Control Plan 2013.
- The impacts of the proposal in respect to the natural and built environments and the social and economic impacts are acceptable.
- One submission has been received in respect of the application.
- It is recommended that the application be approved.

RECOMMENDATION

THAT Development Application No. DA/129/2017 for the demolition of Building 10 and part of Building 1 of the Hornsby Kuring-gai Hospital and construction of a six level multi-deck car park building containing 523 car parking spaces, at Nos 38-76 Palmerston Road, Hornsby be approved subject to the conditions of consent detailed in Schedule 1 of this report.

BACKGROUND

On 21 September 2016 the applicant attended a Pre DA Meeting with Council officers for the proposed multi-deck car park. At the meeting the master planning for the hospital site and the traffic implications of the proposed driveway off Palmerston Road, the need for a roundabout and the performance of the intersection of Northcote Road and Edgeworth David Avenue, Hornsby were discussed.

On 3 March 2017 the NSW State Government announced the \$200m Stage 2 Redevelopment of the Hornsby Kuring-gai Hospital.

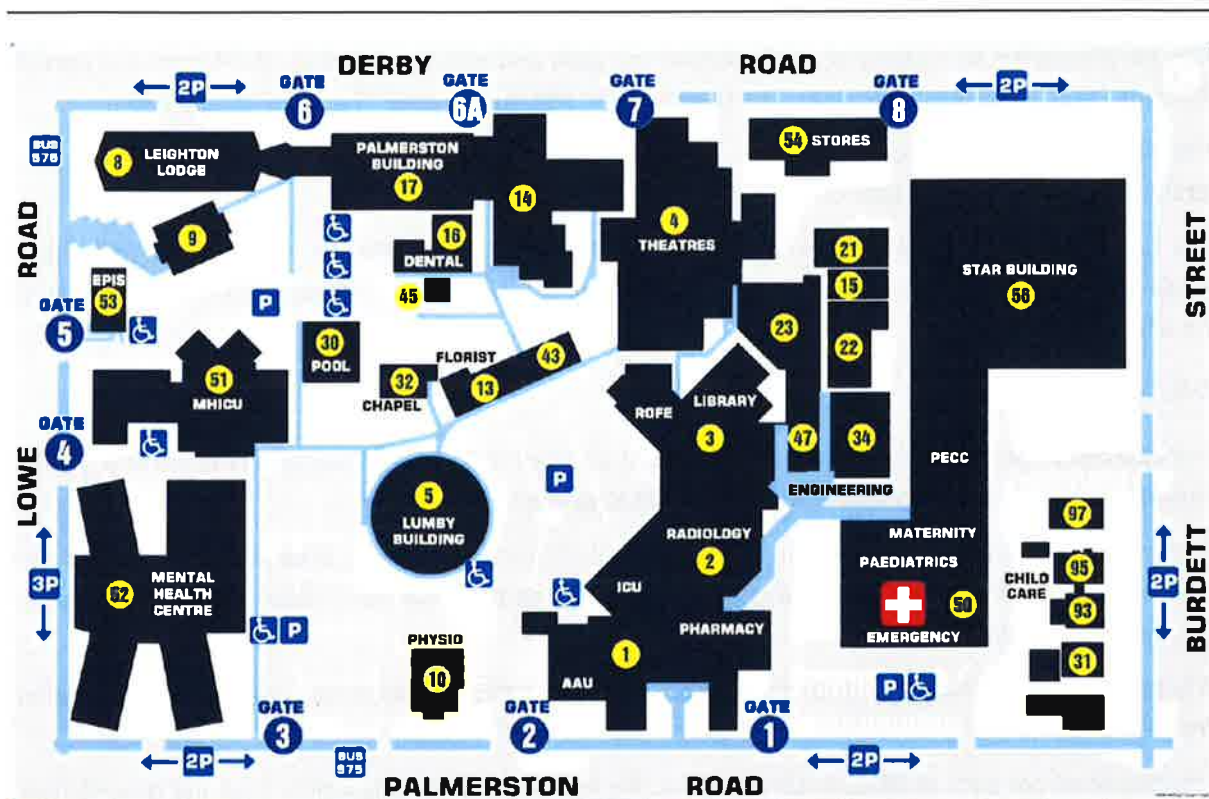
On 14 June 2017 the North District Planning Panel was briefed regarding the proposal. At the briefing the Panel requested additional landscaping to replace the loss of the existing trees on the site and details of the latest Masterplan for the hospital campus.

On 11 July 2017 the applicant submitted a revised landscaping plan and arborist report together with a Zonal Master Plan. The applicant also submitted additional information to address concerns raised by Council regarding traffic impacts on local streets.

SITE

The site has an area of approximately 6.375 hectares and is bounded by Lowe Road (north boundary), Burdett Street (south boundary), Derby Road (east boundary) and Palmerston Road (west boundary).

The site comprises the Hornsby Kuring-gai Hospital which is a public hospital established on the site since 1933. The hospital has a 270 bed capacity, is affiliated with the University of Sydney and is administered by the Northern Sydney Local Health District. Below is a copy of the Hospital Campus Map which details the layout of the existing hospital buildings.



The hospital is undergoing major upgrading in accordance with a Hospital Campus Master Plan. Recent improvements include the HOPE Building (Hospital Obstetrics, Paediatrics & Emergency) completed in 2006, the Mental Health Centre completed in 2013, and the STAR Building (Surgical, Theatres, Anaesthetic, Recovery) completed 2015 in the Stage 1 Redevelopment of the Hornsby Kuring-gai Hospital.

The hospital site is located within a residential area of Hornsby and is serviced by local streets. Many of the surrounding properties formerly occupied by dwelling houses have been redeveloped for affiliated medical services.

The street block on the western side of the hospital campus bounded by Palmerston Road, Northcote Road, Balmoral Street and Burdett Street has the same SP2 Health Services Facility zoning as the subject site.

The redevelopment of the existing single storey SAN Day Surgery at 1A Northcote Road, Hornsby has been approved by the Department of Planning and Environment (MP09_0199 31/01/2011). The redevelopment site has an area of 3,187m² is bounded by Palmerston Road, Northcote Road and Balmoral Street and is approved for a six storey SAN Medical Facility with 6,237m² floor space, two levels of basement car parking and 139 parking spaces with access off Balmoral Street, Hornsby.

An open space area of James Park on the northern side of Lowe Road opposite the site is used as a heliport for emergency medical air transport for the Hornsby Kuring-gai Hospital.

The hospital site includes an item of heritage of local significance comprising 'Collingridge House' which is Building 32 on the Hospital Campus Map. The heritage item is used as a chapel.

The proposed development site is opposite the intersection of Palmerston Road and Northcote Road, Hornsby and the SAN Medical Facility redevelopment site.

The site comprises an existing at grade hospital car park and includes Building 10 (Physio) and part of Building 1 (Acute Assessment Unit). The development site has an area of approximately 840m².

The development site includes 43 trees of mainly locally indigenous tree species. The trees do not form an endangered ecological community.

The hospital site is located 1.2 km north east of Hornsby Railway Station and is serviced by Bus Route 575 which connects with the station. A bus stop is located at the Palmerston Road frontage of the site.

THE DEVELOPMENT

The application proposes demolition of Building 10 and part of Building 1 and construction of a 6 level multi-deck car park building containing 523 car parking spaces.

The proposal includes reconfiguration of the existing on-grade car parking area and integration of the multi-storey car park building with the hospital campus. The proposal would result in a net increase of 481 car parking spaces.

The proposed vehicle access is over the existing Gate 3 entry and involves widening of the existing driveway.

The proposed car park building is connected to the existing adjoining Building 1 via the ground floor lobby at the southern elevation.

The application proposes the removal of 35 trees.

The proposal includes directional signage for the operation of the hospital and the car park.

The proposed car park would operate 24 hours a day seven days a week.

ASSESSMENT

The development application has been assessed having regard to the '*A Plan for Growing Sydney*', the '*Draft North District Plan*' and the matters for consideration prescribed under Section 79C of the *Environmental Planning and Assessment Act 1979* (the Act). The following issues have been identified for further consideration.

1. STRATEGIC CONTEXT

1.1 A Plan for Growing Sydney and (Draft) North District Plan

A Plan for Growing Sydney has been prepared by the NSW State Government to guide land use planning decisions for the next 20 years. The Plan sets a strategy and actions for accommodating Sydney's future population growth and identifies dwelling targets to ensure supply meets demand. The Plan identifies that the most suitable areas for new housing are in locations close to jobs, public transport, community facilities and services.

The NSW Government will use the subregional planning process to define objectives and set goals for job creation, housing supply and choice in each subregion. Hornsby Shire has been grouped with Hunters Hill, Ku-ring-gai, Lane Cove, Mosman, North Sydney, Ryde, Northern Beaches and Willoughby to form the North District. The Greater Sydney Commission has realised the draft North District Plan which includes priorities and actions for the Northern District for the next 20 years. The

proposed priorities for Hornsby include support for health-related land uses and infrastructure around Hornsby Kuring-gai Hospital and to improve walking and cycling connections between Hornsby Station and the Hospital.

The proposed development would be consistent with 'A Plan for Growing Sydney' and 'Draft North District Plan' by rationalising car parking on the hospital campus site providing for the future development of additional health services facilities to support the North District growing population.

2. STATUTORY CONTROLS

Section 79C(1)(a) requires Council to consider "any relevant environmental planning instruments, draft environmental planning instruments, development control plans, planning agreements and regulations".

2.1 Hornsby Local Environmental Plan 2013

The proposed development has been assessed having regard to the provisions of the *Hornsby Local Environmental Plan 2013 (HLEP)*.

2.1.1 Zoning of Land and Permissibility

The subject land is zoned SP2 Infrastructure under the *HLEP*. The objectives of the SP2 zone are:

- *To provide for infrastructure and related uses.*
- *To prevent development that is not compatible with or that may detract from the provision of infrastructure.*

The zoning permits with development consent the purpose shown on the Land Zoning Map - 'Health Services Facility'.

HLEP includes the following definitions:

health services facility means a building or place used to provide medical or other services relating the maintenance or improvement of the health, or the restoration to health, of persons or the prevention of disease in or treatment of injury to persons, and includes any of the following:

- (a) a medical centre,
- (b) community health service facility,
- (c) health consulting rooms,
- (d) patient transport facilities, including helipads and ambulance facilities,
- (e) hospital.

and

hospital means 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.*

The proposed multi-storey car park building is an ancillary facility to the hospital and is permissible with development consent pursuant to *HLEP*.

2.1.2 Height of Buildings

HLEP does not prescribe a maximum building height for the subject SP2 Infrastructure zoned land however objectives under Clause 4.3 Height of Buildings are applicable to the proposal, ie:

to permit a height of buildings that is appropriate for the site constraints, development potential and infrastructure capacity of the locality.

The proposed multi-storey car park building would have a height of 19m comprising six levels of car parking.

The proposed car park building is consistent with the recently approved plans for the SAN Day surgery redevelopment opposite the site which is for a six storey building with a height of 21m.

The height of the proposed building would not be inconsistent with the scale of the existing and recently completed buildings on the hospital campus including the HOPE Building and the Mental Health Centre. The existing buildings on the site range in height from single storey to six storeys.

The proposed building would visually dominate the adjoining Building 5 – George Lumby Building. The three storey circular building is a focal feature point of the hospital campus. The George Lumby Building is however identified for demolition in the Stage 2 Redevelopment of the hospital site as submitted by the applicant. Building 5 and the proposed car park building are within a green zone on the submitted Zonal Master Plan.

The proposed building height is acceptable in respect to Clause 4.3 of *HLEP*.

2.1.3 Heritage Conservation

Clause 5.10 of the *HLEP* sets out heritage conservation provisions for Hornsby Shire.

The hospital site is listed as a heritage item (No. 529 – *Collingwood House*) under the provisions of Schedule 5 (Environmental Heritage) of the *Hornsby Local Environmental Plan 2013 (HLEP)*.

The property is also located in the vicinity of heritage listed *Street Trees* (No. 528) located along the roadside of Palmerston Road.

The listed heritage item Collingridge House is a late 1890's stone cottage built by the local artist George Collingridge. In 1954 the cottage was donated to Hornsby Hospital and adaptively re-used as the Hospital Chapel. The unique stone cottage is one of the most notable heritage items in Hornsby of great historical, social and aesthetical value.

The listed street trees in Palmerston Road are a formal avenue of native Brush Box (*Lophostemon confertus*), believed to have been planted around the opening of Hornsby Hospital (1933). The avenue is consistent with the local thematic approach of neighbouring streets and is significant in terms of its historical associations, aesthetical and representative values.

Demolition Works

The proposed demolition works include Building 10 a nondescript utilitarian building with no connection to the heritage item within the site. The proposed partial demolition of Building 1 would remove an unsympathetic addition to the original Inter-War Hornsby Hospital building, built in 1933.

The proposed demolition works would not detract from heritage significance.

Heritage Item – Collingridge House

In respect to the proposed multi-deck car park building the listed heritage item *Collingridge House* is located in the centre of the Hornsby Hospital site. It is spatially separated by approximately 60m and visually separated from the proposed multi-deck carpark by an existing concrete and glass three-storey structure (Lumby Building). There would be no heritage impact to the setting or visual curtilage of the heritage item. The height, bulk, scale and contemporary design of the new structure would have a minimal impact to any glimpse views afforded within the visual backdrop.

Development in the Vicinity of a Heritage Item

Palmerston Road is characterised by the avenue of heritage listed indigenous Brush Box trees which form the significant character of the local landscape. This is complemented by the remnant forest scale trees located within the Hornsby Hospital site, and footprint of the proposed multi deck carpark.

The following assessment has been undertaken in regard to the Arboriculture Development Assessment Report prepared by Paul Vezgoff (dated July 2016) and the Colour Landscape Master Plan.

Tree	Name	Comment
97-99, 101-012, 103, 104 & 106	Sydney Red Gum	Large mature specimens. Protected species with no visual defects. Contributes to the local landscape character of the site. Located directly within the proposed building footprint. Removal will have an ecological impact. However, it would have no adverse effect to the listed heritage values of the site or streetscape. The proposed planting of Spotted Gum (<i>Corymbia maculata</i>), mass planting of mixed indigenous shrubs and groundcovers would compensate for the loss of mature trees within the site.
114	Sweet	Protected species with no visual defects. Contributes to the local

	Pittosporum	landscape character of the site. Located at least 6m clear from the building footprint construction zone. Should be retained if possible.
181	Camphor laurel	Significant mature specimen. Contributes to the local landscape character of the site. Shown to be retained on the Colour Landscape Master Plan. Should be retained.
182 & 183	Sydney Blue Gum	Located within a traffic garden bed. Contributes to the local landscape character of the site. Located at least 6m clear from the building footprint construction zone. Shown to be retained on the Colour Landscape Master Plan. Should be retained if possible. If not, replace with additional plantings to the proposed avenue of Smooth-barked Apple trees.
184	Heritage Listed Brush Box	Part of the heritage listed group of street trees. Assessed to be to in fair health, affected by root disturbance from underground services. Should be retained. If not, replace with an advanced specimen of the same species.
185	Spotted Gum	Located in a traffic island. Assessed to have no visual defects. The only tree identified within the Arborist Report to be retained. Recommended trunk protection measures should be included as a condition of consent.

New Multi-deck Carpark

No heritage concerns are raised to the contemporary design, style or materials of the proposed carpark. Hornsby Hospital is a collaboration of buildings dating from c1933 to the present. Each building phase represents a growth stage of medical advancement or Hospital needs to better service the local community.

Summary

The proposed demolition and constructions works would have no heritage impact to the heritage listed *Collingridge House* and a minimal effect to the avenue of heritage listed street trees.

Conditions are recommended for replacement tree planting (Tree No. 184) and tree protection measures for trees to be retained.

Refer also to comments in Section 2.5.1.

2.1.4 Earthworks

Clause 6.2 of the *HLEP* states that consent is required for proposed earthworks on site. Before granting consent for earthworks, Council is required to assess the impacts of the works on adjoining properties, drainage patterns and soil stability of the locality.

The proposal involves minor earthworks and up to 2m of fill.

The applicant submitted a Report on Geotechnical Investigation dated March 2016. The investigation involved analysis of three 8m boreholes which determined a profile of pavements over silty clay and sandstone bedrock. No free groundwater was measured in the boreholes.

The report includes recommendations for subgrade preparation and footings for the proposed development. A condition is recommended for implementation of the report recommendations in the construction of the development.

A condition is recommended for fill and compaction certification.

Subject to recommended conditions the proposed earthworks are acceptable in respect to Clause 6.2.

2.1.5 Preservation of Trees or Vegetation

Clause 5.9 of the *HLEP* preserves the amenity of the area through the preservation of trees and vegetation as administered under *Hornsby Development Control Plan 2013*.

Refer to discussion in Section 2.5.1.

2.2 State Environmental Planning Policy No. 55 – Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) requires that Council must not consent to the carrying out of development on land unless it has considered whether the land is contaminated or requires remediation for the proposed use. The site history is for use for a hospital and car park.

The application includes a Report on Contamination Investigation dated August 2016. The report notes the Environment Protection Authority previously issued a licence to the hospital under the provisions of the *Protection of the Environment Operations Act 1991* for wastes generated in the operation of the hospital including clinical wastes, waste pharmaceuticals, drugs and medicines and photographic processing wastes materials. The site of the proposed car park development was investigated with soil sample analysis from eight locations. The analysis determined contaminants were below reportable levels. The report includes the following conclusion and recommendation:

Based on the results, it is considered that the site is suitable to continue to be used for commercial purposes including to be redeveloped for a multi-storey car park. The results indicate that no significant contamination of soils has occurred to warrant the need for further investigation for continued commercial land use and that remediation is not required with respect to the proposed development.

Whilst a preliminary waste classification has been provided, given the potential for asbestos to be present within the filling, an ex-situ classification and supervision during excavation is recommended where cut and fill activities will generate surplus soils.

It is also recommended that a hazardous building materials assessment be conducted on the existing structures to inform the demolition process.

The application includes an Asbestos Materials Re-Inspection Report dated June 2010 for the hospital campus buildings including Building 1 and Building 10 subject to the proposed demolition. The submitted Waste Management Plan dated 4/10/16 quantifies and manages asbestos containing material in the proposed demolition.

Subject to recommended conditions for classification of excavation material and demolition work the proposed development site is satisfactory in respect to SEPP 55 and does not require remediation.

2.3 State Environmental Planning Policy (Infrastructure) 2007

The application has been assessed against the requirements of *State Environmental Planning Policy (Infrastructure) 2007*.

Pursuant to Clause 20A of the Policy development for the purpose of an open car park may be carried out as exempt development by a public authority including associated boom gates.

The applicant submits the plan details for the reconfiguration of the existing car park and construction of the car park entry and boom gates are exempt development under the SEPP which is acknowledged.

The proposal also includes upgrading of 17 existing directional signs and three new 2m² pylon base mounted directional signs. The upgraded signage and new signs are also exempt development in accordance with Clause 20A and Schedule 1 of the Policy.

2.4 Sydney Regional Environmental Plan No. 20 – Hawkesbury – Nepean River

The site is located within the catchment of the Hawkesbury Nepean River. Part 2 of this Plan contains general planning considerations and strategies requiring Council to consider the impacts of development on water quality, aquaculture, recreation and tourism.

The site primarily comprises existing paved surface areas and would not generate additional stormwater runoff.

Subject to the implementation of sediment and erosion control measures and stormwater management to protect water quality, the proposal would comply with the requirements of the Policy.

2.5 Hornsby Development Control Plan 2013

The proposed development has been assessed having regard to the relevant desired outcomes and prescriptive requirements within the *Hornsby Development Control Plan 2013 (HDCP)* as follows.

2.5.1 Tree and Vegetation Preservation

The applicant submitted an Arboricultural Development Assessment Report dated July 2016 and revised July 2017. The site includes a total of 38 trees of which 25 trees are locally indigenous trees and protected in accordance with the *HDCP* (Trees Nos. 89, 90, 91, 92, 93, 96 (incl. 5 trees), 97, 98, 99, 101, 102, 103, 104, 106, 110, 112, 113, 114, 115, 182 and 183). Tree No. 184 is also protected as a heritage item. Refer also to discussion in Section 2.1.3.

The proposal is to retain Trees Nos. 182, 183 (*Eucalyptus saligna* – Sydney Blue Gum) and Tree No. 185 (*Corymbia maculata* – Spotted Gum).

The proposed removal of the heritage significant tree (Tree No. 184 *Lophostemon confertus* – Brushbox) is acceptable on heritage grounds subject to recommended condition for replacement tree planting of the same species.

The proposal involves the removal of 35 trees to accommodate the proposed multi-deck car park building.

Tree No. 181 *Cinnamomum camphora* – Camphor laurel within the reconfigured car park is proposed for retention however the tree is a noxious weed and a condition is recommended for replacement of the tree with an *Angophora costata* – Sydney Red Gum.

The proposal includes the planting of 10 trees (*Corymbia maculate* – Spotted Gum) including 6 within the front setback of the proposed car park building and 4 along the proposed driveway. The proposed *Corymbia maculate* – Spotted Gum trees within the front setback are appropriate species for the available space with regard to the proposed building and overhead power lines. The proposed 4 Spotted Gum along the proposed driveway should be replaced with 4 locally indigenous *Angophora costata* – Sydney Red Gum, which would have available adequate space to reach maturity. A condition is recommended in this regard.

The recommended *Angophora costata* – Sydney Red Gum tree planting would not be sufficient replacement for the existing *Angophora costata* – Sydney Red Gum trees proposed to be removed including Trees Nos. 97, 98, 99, 101, 102, 103, 104 which have a height of 18m and spread of 9m and Tree No. 106 which has a height of 12m and a spread of 9m. As noted in the arborist's report the existing trees are structurally sound trees in positions than can accommodate future growth.

In a letter dated 11 July 2017 the applicant made the following statement:

Please see attached to this letter the Zonal Masterplan for the Hornsby Hospital Campus. The overall landscape strategy, including the replacement planting of trees, will occur during the Stage 2 Redevelopment works and landscape strategy, with approximately \$2 million allocated for landscaping works.

The proposed green zone that is highlighted in the master plan shows the extent of planting on site at the end of Stage 2 Redevelopment works. This area will not be available during the construction of the multi deck car park (this DA submission) as the existing buildings and on grade car parks will still be in use.

Existing trees on site will be retained where possible and will be replaced under the future strategy.

The green zone would include sufficient area for future replacement tree planting in Stage 2. The Zonal Master Plan for the Hornsby Kuring-gai Hospital is included in the set of plans for approval.

Subject to recommended conditions the proposed removal of trees is acceptable in respect to Council's planning controls for tree preservation.

2.5.2 Stormwater Management

The proposal would not generate significant additional runoff as the site is largely paved.

The submitted stormwater management plan includes an on-site detention system which would reduce the impacts of runoff from the site on downstream waterways.

A condition is recommended for stormwater quality targets to be met in accordance *HDGP* criteria for 90% reduction in gross pollutants, 80% reduction in suspended solids, 60% reduction in phosphorous and 45% reduction in nitrogen.

Subject to recommended conditions the proposal would meet the *HDCP* desired outcomes for stormwater management.

2.5.3 Transport and Parking

The hospital site is located 1.2 km north east of Hornsby Railway Station and is serviced by Bus Route 575 which connects with the station. A bus stop is located at the Palmerston Road frontage of the site.

The majority of transport to the hospital is by private car.

The applicant submitted a Traffic, Parking and Access Impact Assessment dated 7 October 2016 in accordance with the *HDCP* requirement. The assessment includes the following parking demand estimates for Hornsby Kuring-gai Hospital.

Estimated Parking Demand

Category	2016 Spaces	2022 Spaces	2027 Spaces
Staff Parking	752	990	1116
Public (Outpatients and Visitors) Parking	194	235	244
Service and Special Use Vehicles Parking	80	85	90
Total	1026	1310	1450

The applicant submits the multi-deck car park proposal will result in a net increase of 481 car parking spaces with a total of 903 car parking spaces on the hospital campus and that the additional parking together with available on street car parking spaces (450 spaces), would better enable the hospital to meet the projected parking demand.

The existing on-street car parking has a 2 hour car parking restriction. The on-street parking surrounding the hospital currently operates at 95% capacity.

The proposal would improve the car parking capacity on surrounding streets and address the current shortfall in on-site car parking.

A temporary car parking area is proposed, under the *State Environmental Planning Policy (Infrastructure) 2007*, for an area adjacent to the Star Building off Derby Road, to provide additional car parking during construction of the development.

Refer also to discussion in Section 3.2.4.

2.5.4 Accessible Design

The applicant submitted a Design Review – Accessibility dated 18 August 2016. The review determined requirements for access for people with disabilities in accordance with the Building Code of Australia, the Disability Discrimination Act 1992 and the Access to Premises Standards.

The proposal is able to achieve compliance for a continuous path of travel from the accessible parking areas to the main entrance and from the frontage of the site to the building entry. The proposal includes lift access and the provision of six disabled car parking spaces in compliance with the BCA requirement for 1 disabled space per 100 car parking spaces.

The proposal is satisfactory in respect to the HDCP desired outcomes for accessible design subject to a recommended condition for compliance with the mandatory access requirements detailed in the review.

2.5.5 Waste Management

The application includes a Waste Management Plan dated 4/10/16 which details the estimated volume of demolition material. The Plan however does not address how the waste will be managed to achieve a minimum reuse/recycling of 80% of the demolition waste.

A condition is recommended for compliance with the HDCP waste minimisation target.

The operation of the multi-deck car park would involve minimal waste generation and be subject to ongoing waste management by the hospital.

2.5.6 Noise and Vibration

The applicant submitted a Noise Impact Assessment dated 12/09/2016. The assessment includes mitigation of noise generated by the operation of the proposed car park and management of noise generated in the construction of the multi-deck car park building.

The proposed car park is to operate 24 hours a day seven days a week.

The nearest residential receivers are located on Palmerston Road 25m from the proposed building.

The background noise levels calculated in the assessment are as follows:

Noise Descriptor	Daytime (7am-6pm)	Evening (6pm-10pm)	Night (10pm-11pm)	Night (11pm-4am)	Night (4am-6am)	Night (6am-7am)
Background Noise Level (L ₉₀)	46	46	45	38	38	41

The NSW Industrial Noise Policy is for noise intrusion not to exceed 5dBA above background noise levels which will apply to residential receivers.

The NSW Industrial Noise Policy for hospital wards is a maximum noise level of 40dBA and for health buildings – office areas, consulting rooms and surgeries the maximum noise level is 45dBA.

The predicted noise levels are estimated according to 50% of traffic volumes of the AM peak involving 330 car movements for the day time and evening periods 7am-10pm, 165 car movements for the night time period 10pm-11pm, 66 car movements for the night time period 11pm-4am, 165 car movements for the night time period 4am-6pm and 321 car movements for the period 6am-7am.

The predicted noise levels of the assessment are detailed in the following tables:

Receiver Location	Predicted Noise Level – dB(A)L _{eq} (15min)	Internal Noise Emission Criteria	Complies
-------------------	--	----------------------------------	----------

Hornsby and Kuring-gai Hospital Areas	<30dB(A) $L_{eq}(15\text{ min})$ internal (windows closed)	40dB(A) $L_{eq}(\text{worst } 1\text{ hr})$	Yes
---------------------------------------	---	---	-----

Predicted Noise Levels – Residential Palmerston Road

Time Period	Predicted Noise Level – dB(A) $L_{eq}(15\text{ min})$	Noise Emission Criteria	Complies
Day and Evening (7am-10pm)	47 dB(A) $L_{eq}(15\text{ min})$ external	51dB(A) $L_{eq}(15\text{ min})$	Yes
Night (10pm-11pm)	39 dB(A) $L_{eq}(15\text{ min})$ external	50dB(A) $L_{eq}(15\text{ min})$	Yes
Night (11pm-4am)	35 dB(A) $L_{eq}(15\text{ min})$ external	43dB(A) $L_{eq}(15\text{ min})$	Yes
Night (4am-6am)	44 dB(A) $L_{eq}(15\text{ min})$	43dB(A) $L_{eq}(15\text{ min})$	Marginal
Night (6am-7am)	46 dB(A) $L_{eq}(15\text{ min})$	46dB(A) $L_{eq}(15\text{ min})$	Yes

The predicted noise levels are generally satisfactory in respect to NSW Industrial Noise Policy for noise intrusion not to exceed 5dBA above background noise levels. The 1dBA above background for 4am-6am is acceptable in this regard.

The proposed development would meet the desired outcome of *HDCCP* to minimise noise and vibration. A condition is recommended for the development to be designed in accordance with the recommendations of the Noise Impact Assessment regarding pavement surface finishes, grates and signage.

The submitted Noise Impact Assessment includes recommendations to control noise and vibration during construction.

A condition is recommended for the development to be constructed in accordance with the recommendations of the Noise Impact Assessment to determine high noise activities in consultation with the hospital, undertake safety risk assessment for less use of vehicle reversing alarms, minimise vehicle idling and to restrict construction hours.

A condition is recommended for the demolition and construction works to be monitored to ensure vibration criteria is not exceeded in respect to the hospital buildings and operation.

2.5.7 Air Quality

The applicant submitted a Demolition and Construction Management Plan dated 30/09/16 which includes daily air monitoring assessed by a hygienist consultant during demolition works to ensure air quality.

Subject to recommended condition for environmental management during construction of the development the proposal would meet the HDCCP desired outcomes for air quality.

2.5.8 Crime Prevention

The applicant submitted a Crime Prevention Through Environmental Design (CPTED) assessment with Statement of Environmental Effects dated 28/11/2016 prepared by Cardno.

The assessment is satisfactory in demonstrating the proposal is designed in response to the CPTED principles for surveillance, access control, territorial reinforcement and space management. The proposed car park will be covered by the hospital's 24 hour security system and maintained by hospital management.

Conditions are recommended for the car park to be monitored 24 hours a day 7 days a week by CCTV, for pedestrian lighting and graffiti management.

Subject to recommended conditions the proposal would meet the *HDCP* desired outcomes for crime prevention.

2.5.9 Landscaping

The submitted landscaping plan would integrate the car park development with the hospital campus and surrounding urban area and complement the façade of the building in the streetscape subject to recommended conditions. Refer to discussion in Section 2.1.3.

Appropriate conditions are recommended for implementation and maintenance of the landscaping.

A condition is recommended for the proposed on-site detention system to be clear of the tree protection zones of Trees Nos 182 and 183 shown on Appendix 1 of the Arboricultural Development Assessment Report dated July 2017.

Subject to recommended conditions the proposal is satisfactory in respect to the *HDCP* landscaping desired outcomes.

2.6 Section 94 Contributions Plans

Hornsby Shire Council Section 94A Development Contributions Plan 2014 – 2024 applies to the development as the estimated costs of works is greater than \$100,000.

A recommended condition for payment of a contribution has not been agreed to by the applicant in respect to hospital facilities as social infrastructure.

3. ENVIRONMENTAL IMPACTS

Section 79C(1)(b) of the Act requires Council to consider *“the likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality”*.

3.1 Natural Environment

The proposed landscaping and recommended condition for locally indigenous tree planting (Sydney Red Gum – *Angophora costata*) would contribute to the natural environment.

The existing vegetation on the site is not identified as an endangered ecological community.

3.2 Built Environment

3.2.1 Built Form

The proposed 6 level multi-deck car park building would replace single storey built form and an at grade car parking area and further increase the scale of built form on the hospital campus on the back of the Stage 1 Redevelopment.

The proposed multi-deck car park building is consistent with the scale of existing and recently constructed buildings on the hospital campus site and the approved plans for a six storey SAN Medical Facility opposite the site on the corner of Palmerston Road and Northcote Road, Hornsby.

The proposed development is consistent with the built form completed in the Stage 1 Redevelopment of the hospital.

3.2.2 Visual Impact

The proposed multi-deck car park building and the loss of existing trees would substantially alter the existing streetscape at the intersection of Palmerston Road and Northcote Street, Hornsby. The proposed building would have a height of 19m, a length of 61m and width of 35m and be a dominant element in the existing streetscape. The proposed building includes façade treatment and landscaping to reduce the visual impact.

The applicant submitted a Visual Impact Assessment prepared by Cardno dated 20 October 2016, reviewed as follows.

The visual impact of the proposed development is localised and limited to residents of existing dwellings opposite on Palmerston Road and Northcote Street, to practitioners and patients of health services facilities opposite the site, and pedestrians and drivers on Palmerston Road and Northcote Road, Hornsby.

The visual character of the immediate locality is characterised by detached dwelling houses, large mature trees and the hospital buildings. The visual character has undergone recent change with the hospital's Stage 1 Redevelopment. More broadly the character of the area is changing with multi-storey residential flat developments in the nearby suburb of Waitara.

The assessment concludes the proposed multi-deck car park would have an acceptable impact on the visual quality of its locality for the following reasons:

- *The proposed multi-deck car park design is complimentary to the natural surroundings and built environment and it will not be an overly intrusive element in the locality.*
- *The decked car park will be of acceptable size and scale that will not obstruct key view lines.*
- *The car park will be of a contemporary design with finishes directly influenced by the existing character of its locality.*
- *The location, size and scale of the deck car park will adequately blend in with the surrounding buildings located on the Hornsby Kuring-gai public hospital campus which vary in height and scale.*

The proposed visual impact on the locality is acceptable in respect to the submitted assessment subject to recommended landscaping conditions.

3.2.3 Ecologically Sustainable Development

The applicant submitted a Civil Schematic Design Report which includes Green Building Council Australia (GBCA) credits for sustainability performance achieved through concrete production using reduced Portland cement content, reclaimed water and crushed slag aggregates, and for efficient use

of steel with higher strength grades. The GBCA initiative is to reduce greenhouse gas emissions and resource use.

The applicant submits the project will be designed and constructed to all required performance criteria and will endeavour to meet sustainable outcomes throughout construction.

3.2.4 Traffic Generation and Road Safety

The submitted Traffic, Parking and Access Impact Assessment prepared by Taylor Thomson Whitting (TTW) dated 7 October 2016 has been reviewed by Council's Traffic and Road Safety Branch together with additional traffic modelling submitted by TTW in consultation with Council's traffic engineers and the applicant concerning the performance of the following four key intersections.

1. Edgeworth David Avenue & Palmerston Road, Waitara
2. Jubilee Street, Burdett Street & Derby Street, Hornsby
3. Palmerston Road & Burdett Street, Hornsby
4. Palmerston Road & Northcote Road, Hornsby

The additional SIDRA modelling on the performance of the intersections demonstrates a satisfactory level of service post development.

The additional SIDRA modelling submitted for the intersection of Sherbrook Road and Northcote Road, Hornsby confirms that in both the AM and PM peak the intersection would continue to operate at a manageable and acceptable level of service post development.

The proposed traffic generation, based on the additional car parking provision, is acceptable in respect to trip distribution on approach and departure routes on the surrounding road network and the performance of the key intersections.

The proposed traffic generation is unlikely to be compounded by cumulative impacts of future development within the surrounding area, given the surrounding R2 Low Density Residential zoning. A condition is recommended for monitoring of post development traffic to review traffic conditions and the level of service of key intersections.

The proposed two lane driveway entry is designed to cater to the equivalent queuing length for the multi-deck car park in accordance with Australian Standard 2890.1 - Off Street Car Parking Facilities.

The proposal is acceptable for traffic generation and road safety subject to recommended conditions.

3.3 Social Impacts

The proposed development would be of positive social impact in providing more convenient access to health service facilities reducing the need for hospital staff, visitors and outpatients to rely on car parking in surrounding residential streets.

3.4 Economic Impacts

The proposal would have a minor positive impact on the local economy in the locality by generating an increase in demand for local services during construction and once completed in complementing the improved health service facilities in Stages 1 and 2 of the hospital redevelopment.

4. SITE SUITABILITY

Section 79C(1)(c) of the Act requires Council to consider *"the suitability of the site for the development"*.

The subject site has not been identified as bushfire prone or flood prone land. The site is considered to be capable of accommodating the proposed development. The scale of the proposed development is consistent with the capability of the site and is considered acceptable.

5. PUBLIC PARTICIPATION

Section 79C(1)(d) of the Act requires Council to consider *"any submissions made in accordance with this Act"*.

5.1 Community Consultation

The proposed development was placed on public exhibition and was notified to adjoining and nearby landowners between 9 March and 23 March 2017, in accordance with the Notification and Exhibition requirements of the *HDCP*. During this period, Council received one submission objecting to the proposal.

The grounds for objection are addressed as follows:

5.1.1 Parking On Residential Streets

The submission raised concerns the proposed off street car parking provision was inadequate to stop hospital employees parking on residential streets surrounding the hospital.

The proposed multi-deck car park would reduce demand for on-street car parking surrounding the hospital but is not proposed to replace on-street car parking. On-street car parking forms part of the required car parking for the hospital involving over 450 spaces. The on-street car parking is subject to a 2 hour parking limit.

Refer also to discussion in Section 2.5.3.

5.2 Public Agencies

The development application was not required to be referred to public agencies for comment or concurrence.

5.2.1 Crown Development

The recommended conditions in Schedule 1 of this report are the conditions agreed to by the Crown applicant NSW Health Infrastructure pursuant to Section 89 of the *Environmental Planning and Assessment Act, 1979*.

6. THE PUBLIC INTEREST

Section 79C(1)(e) of the Act requires Council to consider *"the public interest"*.

The application satisfactorily addresses Council's criteria and would provide a development outcome that, on balance, would result in a positive impact for the community. Approval of the proposal would be in the public interest.

7. CONCLUSION

The application proposes demolition of Building 10 and part of Building 1 and construction of a 6 level multi-deck car park building containing 523 car parking spaces, on the Hornsby Kuring-gai Hospital site.

The proposed multi-deck car park building follows on the completion of the Stage 1 Redevelopment of the Hornsby Kuring-gai Hospital and would be of capacity to provide for the further Stage 2 Redevelopment approved by the State government, in association with on-street car parking.

The proposed multi-deck car park building is satisfactory in respect to the matters for consideration under Section 79C of the *Environmental Planning and Assessment Act, 1979* in respect to applicable environmental planning instruments including *HLEP, SEPP 55, SREP 20* and *SEPP (Infrastructure) 2007* and the *Hornsby Development Control Plan 2013*.

One submission has been received in response to the proposal.

The application is recommended for approval.

Attachments:

1. Locality Plan
2. Site Plan
3. Demolition Plan
4. Floor Plans
5. Roof Plan
6. Elevations
7. Landscaping Plans
8. Materials & Finishes
9. Façade Strategy
10. Zonal Master Plan

Schedule 1

CONDITIONS OF APPROVAL

GENERAL CONDITIONS

The conditions of consent within this notice of determination have been applied to ensure that the use of the land and/or building is carried out in such a manner that is consistent with the aims and objectives of the relevant legislation, planning instruments and Council policies affecting the land and does not disrupt the amenity of the neighbourhood or impact upon the environment.

Note: For the purpose of this consent, any reference to an Act, Regulation, Australian Standard or publication by a public authority shall be taken to mean the gazetted Act or Regulation, or adopted Australian Standard or publication as in force on the date that the application for a construction certificate is made.

1. Approved Plans and Supporting Documentation

The development must be carried out in accordance with the plans and documentation listed below and endorsed with Council's stamp, except where amended by Council and/or other conditions of this consent:

Plan No.	Drawn by	Dated
DA01 Existing Site Plan	Nettleton Tribe	08/29/16
DA02 Site Plan	Nettleton Tribe	08/29/16
DA09 Demolition Plan Level 1	Nettleton Tribe	08/29/16
DA10 Ground Floor Plan	Nettleton Tribe	08/29/16
DA11 Typical Floor Plan	Nettleton Tribe	08/29/16
DA12 Level 6 Floor Plan	Nettleton Tribe	08/29/16
DA13 Roof Plan	Nettleton Tribe	11/24/15
DA21 Elevations 01	Nettleton Tribe	08/29/16
DA22 Elevations 02	Nettleton Tribe	08/29/16
DA30 Sections 01	Nettleton Tribe	08/29/16
DA31 Sections 02	Nettleton Tribe	08/29/16

Plan No.	Drawn by	Dated
DA72 Exterior Finishes	Nettleton Tribe	12/14/15
Zonal Master Plan – Hornsby Ku-Ring-Gai Hospital	NSW Now	-
101 Context / Location	Arcadia Landscape Architecture	Sept 2016
102 Landscape Principles	Arcadia Landscape Architecture	Sept 2016
103 Colour Landscape Master Plan	Arcadia Landscape Architecture	Sept 2016
104 Planting Palette	Arcadia Landscape Architecture	Sept 2016
200 Softworks Plan	Arcadia Landscape Architecture	July 2017
201 Softworks Plan	Arcadia Landscape Architecture	July 2017
202 Softworks Plan	Arcadia Landscape Architecture	July 2017
203 Softworks Plan	Arcadia Landscape Architecture	July 2017
204 Softworks Plan	Arcadia Landscape Architecture	July 2017
205 Softworks Plan	Arcadia Landscape Architecture	July 2017

Document title	Prepared by	Dated
Arboricultural Development Assessment Report	Moore Trees Arboricultural Services	July 2017
Traffic, Parking and Access Impact Assessment	Taylor Thomson Whitting	7 October 2016
Report on Geotechnical Investigation	Douglas Partners	March 2016
Civil Schematic Design Report	Taylor Thomson Whitting	14 September 2016
Waste Management Plan	NSW Health Infrastructure	4/10/16
Report on Contamination Investigation	Douglas Partners	August 2016

Document title	Prepared by	Dated
Noise Impact Assessment	Acoustic Logic	12/09/2016
Visual Impact Assessment	Cardno	October 2016
Access Report	Philip Chun	16 August 2016
Asbestos Materials Re-Inspection Report	Noel Arnold & Associates	June 2010
BCA Compliance Statement	Blackett Maguire + Goldsmith	September 2016
Preliminary Construction Management Plan	Aurora	30/09/16

2. Removal of Existing Trees

- a) This development consent permits the removal of tree(s) numbered 90 – 116 and Tree No. 181 as identified in the Arboricultural Impact Assessment prepared by Moore Trees Arboricultural Services dated July 2017.
- b) The removal of any other trees requires separate approval in accordance with the Tree and Vegetation Chapter 1B.6 Hornsby Development Control Plan (HDCP).

3. Amendment of Plans

- a) To comply with Councils requirement in terms of landscaping, the approved plans are to be amended as follows:
 - i) The landscape plan is to be amended to remove existing Tree No. 181 Camphor Laurel (*Cinnamomum camphora*) and to replace the tree with a Sydney Red Gum (*Angophora floribunda*).
 - ii) The landscape plan is to be amended to replace Tree No. 184 Brushbox (*Lophostemon confertus*) in a suitable location in the streetscape with a street tree of the same species.
 - iii) The proposed stormwater detention system must be redesigned clear of the Tree Protection Zones of Trees Nos 182 and 183 detailed area shown yellow in Appendix 1 of the Arboricultural Impact Assessment prepared by Moore Trees Arboricultural Services dated July 2017.
 - iv) The landscape plan is to be amended to replace the four proposed Spotted Gums - *Corymbia maculate* along the proposed driveway with four Sydney Red Gums - *Angophora floribunda*.

4. Building Code of Australia

All approved building work must be carried out in accordance with the relevant requirements of the Building Code of Australia.

5. Sydney Water – Approval

This application must be submitted to *Sydney Water* for approval to determine whether the development would affect any *Sydney Water* infrastructure, and whether further requirements are to be met.

Note: Building plan approvals can be obtained online via Sydney Water Tap in™ through www.sydneywater.com.au under the Building and Development tab.

6. Stormwater Drainage - General

The stormwater drainage system for the development must be designed in accordance with Council's *Civil Works – Design and Construction Specification 2005* and the following requirements:-

a) Connected to an existing Council piped drainage system with the following requirements ;-

- i) A separate Application must be made to Council for 'Approval To Connect Stormwater Drainage Outlet To Council's System' with all fees paid, prior to connecting to Council's drainage system;
- ii) The connection to Council's drainage pit or pipeline in accordance with Council's Design Standard Drawing No. 6 must be inspected by a Council Engineer from Council's Planning Division;

*Note: An inspection booking can be made by calling Council on 9847 6760 quoting the Application reference number commencing **SD***

- iii) Connection to Council's drainage system shall include design and construction of Council's standard kerb inlet pit in accordance with Council's Design and Construction Specification 2005. The Applicant's Engineer must prepare the design of system including location of proposed work in the plan. Three (3) copies of the plan shall be submitted with lodgement and payment of the Application;
- iv) A Traffic Control Plan (TCP) must be prepared by a qualified traffic controller in accordance with the Roads & Traffic Authority's Traffic Control at Worksites Manual 1998 and Australian Standard 1742.3 for all work on a public road. Three (3) copies of the Traffic Control Plan shall be submitted for Council's approval. The TCP must detail the following:-
 - a. Arrangements for public notification of the works;
 - b. Where a drainage connection is proposed within a Classified Road, a copy of the relevant Road Occupation License approved by the

Traffic Management Centre with dates and times of proposed Occupations;

- c. Temporary construction signage;
 - d. Vehicle movement plans;
 - e. Traffic management plans; and
 - f. Pedestrian and cyclist access/safety.
- v) Where public assets and utilities are impacted by proposed works, the Applicant shall relocate or reconstruct the asset or utility in accordance with the relevant standard at the Applicant's cost;
- vi) A Compliance Certificate must be obtained from Council for the connection to Council's drainage system prior to occupation of the development.

7. On Site Stormwater Detention and Water Quality

An on-site stormwater detention system must be designed by a chartered civil engineer and constructed in accordance with the following requirements:-

- a) The developing area of the site shall ensure its 5 year average recurrence interval (ARI) runoff reduced to the pre-development site cover rate. The volume of the on-site detention system shall ensure its capable of detaining the 20 year ARI post-development site cover storm;
- b) The water quality treatment system shall be designed and constructed to provide water quality outcomes as per Council's HDCP2013 Section 1C.1.2.i requirements;
- c) Have a surcharge/inspection grate located directly above the outlet;
- d) Discharge from the detention system must be controlled via 1 metre length of pipe, not less than 50 millimetres diameter or via a stainless plate with sharply drilled orifice bolted over the face of the outlet discharging into a larger diameter pipe capable of carrying the design flow to an approved Council system;
- e) Where above ground and the average depth is greater than 0.3 metres, a 'pool type' safety fence and warning signs must be installed; and
- f) Not be constructed in a location that would impact upon the visual or recreational amenity of residents.

8. Footpath

A concrete footpath must be designed across the area impacted of the subject site in accordance Council's *Civil Works Design and Construction Specification 2005* and the following requirements:

- a) The existing footpath being removed.
- b) Pouring of the concrete footpath to the full frontage of the subject site.

- c) Segmental block paving to be constructed along the full width of the footway over the full frontage to the site, including the planting of street trees in suitable grates or bays in the footway area.
- d) Any public utility adjustments to be carried out at the cost of the applicant and to the requirements of the relevant public authority.

9. Construction Traffic Management Plan

In order to enable unencumbered movement of traffic in the public road during construction works, a Construction Management Plan, including a Traffic Management Plan and scaled construction plans prepared by a suitably Chartered and Qualified Chartered Civil Engineer and Qualified Worksite Traffic Controller shall be prepared according to the following requirements:-

- a) The plans shall detail the order of construction works and arrangement of all construction machines and vehicles being used at the same time during all stages.
- b) The CTMP plans shall be in accordance with the approved Development Application plans and the Development Consent conditions.
- c) In order to prevent injury, accident and loss of property, no building materials, work sheds, vehicles, machines or the like shall be allowed to remain in the road reserve area without the written consent of Hornsby Shire Council.
- d) The Plan shall be generally in compliance with the requirements of the Road and Traffic Authority's "Traffic Control at Worksites Manual 1998" and detailing:-
 - i) Public notification of proposed works;
 - ii) Long term signage requirements;
 - iii) Short term (during actual works) signage;
 - iv) Vehicle Movement Plans, where applicable;
 - v) Traffic Management Plans;
 - vi) Pedestrian and Cyclist access and safety;
- e) The plans shall indicate traffic controls including those used during non-working hours and shall provide pedestrian access and two-way traffic in the public road to be facilitated at all times.
- f) The plans shall include the proposed truck routes to and from the site including details of the frequency of truck movements at the different stages of the development. The plan shall also include details of parking arrangements for all employees and contractors.
- g) The Applicant and all employees of contractors on the site must obey any direction or notice from the Prescribed Certifying Authority or Hornsby Shire Council in order to ensure the above.

- h) If there is a requirement to obtain a Work Zone, partial Road Closure or Crane Permit an application to Hornsby Shire Council is to be made prior to the issue the Construction Certificate

10. Access Requirements

The car park development is to be designed and constructed to comply with the mandatory access requirements detailed in the Access Report prepared by Philp Chun dated 16 August 2016.

11. Waste Management Plan

The Waste Management Plan prepared by NSW Health Infrastructure dated 4/10/16 is to be revised to achieve a minimum 80% reuse/recycling of the demolition waste except where the waste is deemed to be contaminated.

12. Noise Mitigation

The car park development is to be designed and constructed in accordance with the recommendations of the Noise Impact Assessment prepared by Acoustic Logic dated 12/09/2016.

REQUIREMENTS PRIOR TO THE COMMENCEMENT OF ANY WORKS
--

13. Erection of Construction Sign

- a) A sign must be erected in a prominent position on any site on which any approved work is being carried out:
 - i) Showing the name, address and telephone number of the principal certifying authority for the work;
 - ii) Showing the name of the principal contractor (if any) for any demolition or building work and a telephone number on which that person may be contacted outside working hours; and
 - iii) Stating that unauthorised entry to the work site is prohibited.
- b) The sign is to be maintained while the approved work is being carried out and must be removed when the work has been completed.

14. Protection of Adjoining Areas

A temporary hoarding, fence or awning must be erected between the work site and adjoining lands before the works begin and must be kept in place until after the completion of the works if the works:

- a) Could cause a danger, obstruction or inconvenience to pedestrian or vehicular traffic;
- b) Could cause damage to adjoining lands by falling objects; and/or
- c) Involve the enclosure of a public place or part of a public place.

Note: Notwithstanding the above, Council's separate written approval is required prior to the erection of any structure or other obstruction on public land.

15. Toilet Facilities

- a) To provide a safe and hygienic workplace, toilet facilities must be available or be installed at the works site before works begin and must be maintained until the works are completed at a ratio of one toilet for every 20 persons employed at the site.
- b) Each toilet must:
 - i) be a standard flushing toilet connected to a public sewer; or
 - ii) be a temporary chemical closet approved under the *Local Government Act 1993*; or
 - iii) have an on-site effluent disposal system approved under the *Local Government Act 1993*.

16. Erosion and Sediment Control

To protect the water quality of the downstream environment, erosion and sediment control measures must be provided and maintained throughout the construction period in accordance with the manual *'Soils and Construction 2004 (Bluebook)'*, the approved plans, Council specifications and to the satisfaction of the principal certifying authority. The erosion and sediment control devices must remain in place until the site has been stabilised and revegetated.

Note: On the spot penalties may be issued for any non-compliance with this requirement without any further notification or warning.

17. Appointment of a Project Arborist

A project arborist with AQF Level 5 qualifications must be appointed to provide monitoring and certification throughout the construction period.

18. Installation of Tree Protection

- a) Tree protection fencing for the trees to be retained must be erected around trees numbered 182 - 184 in accordance with Part 1B.6.1(i) Tree Root Zone of the *Hornsby Development Control Plan 2013*.

It is acknowledged modification of tree protection fencing may be required to facilitate and maintain public thoroughfare for the nature strip.

At a minimum, the structural root zones of these trees must be fenced i.e. minimum distance of 2.4m for tree 182, 2.8m for tree 183 and 2.7m for tree 184.

- b) Trunk protection must be installed for trees numbered 184 and 185.

Trunk protection must also be installed for the two Brush Box trees on the nature strip in front of the existing Mental Health Building facing Palmerston Road.

Trunk protection must conform to the requirements of Australian Standard AS 4970-2009 - "*Protection of Trees on Development Sites*".

- c) It is recommended traffic management include directing construction vehicle traffic to avoid/minimise exposure of the heritage listed street trees in the vicinity.

19. Tree Protection Certification

To ensure that all tree protection measures are correctly installed, a certificate from the appointed project arborist must be submitted to the Principal Certifying Authority confirming compliance with the tree protection requirements of this consent.

REQUIREMENTS DURING DEMOLITION AND CONSTRUCTION
--

20. Construction Vehicles

All construction vehicles associated with the proposed development are to be contained on site.

21. Construction Work Hours

All works on site, including demolition and earth works, must only occur between 7am and 5.30pm Monday to Friday and between 7.30am to 3.30pm Saturdays.

No work is to be undertaken on Sundays or public holidays.

22. Demolition

To protect the surrounding environment, all demolition work must be carried out in accordance with "*Australian Standard 2601-2001 – The Demolition of Structures*" and the following requirements:

- a) Demolition material must be disposed of to an authorised recycling and/or waste disposal site and/or in accordance with an approved waste management plan;
- b) Demolition works, where asbestos material is being removed, must be undertaken by a contractor that holds an appropriate licence issued by *WorkCover NSW* in accordance with Chapter 10 of the *Occupational Health and Safety Regulation 2001* and Clause 29 of the *Protection of the Environment Operations (Waste) Regulation 2005* ;and
- c) On construction sites where any building contain asbestos material, a standard commercially manufactured sign containing the words 'DANGER ASBESTOS REMOVAL IN PROGRESS' and measuring not less than 400mm x 300mm must be displayed in a prominent position visible from the street.

23. Environmental Management

- a) The site must be managed in accordance with the publication '*Managing Urban Stormwater – Landcom (March 2004)*' and the *Protection of the Environment Operations Act 1997* by way of implementing appropriate measures to prevent

sediment run-off, excessive dust, noise or odour emanating from the site during the construction of the development.

- b) The development is to be carried out in accordance with the Preliminary Construction Management Plan prepared by Aurora dated 30/09/16.
- c) The development is to be carried out in accordance with the Noise Impact Assessment prepared by Acoustic Logic dated 12/09/2016 in respect to mitigation of high noise activities.

24. Street Sweeping

To protect the surrounding environment, Street sweeping must be undertaken following sediment tracking from the site along Palmerston Road during works and until the site is established.

The street cleaning services must undertake a street 'scrub and dry' method of service and not a dry sweeping service that may cause sediment tracking to spread or cause a dust nuisance.

25. Building materials and Site Waste

The filling or stockpiling of building materials, the parking of vehicles or plant, the disposal of cement slurry, waste water or other contaminants must be located outside the tree protection zones as prescribed in the conditions of this consent.

26. Works Near Trees Certification

- a) The project arborist must submit to the Principal Certifying Authority on a monthly a certificate that the works have been carried out in compliance with the approved plans and specifications for tree protection.
- b) Certification should include a statement of site attendance, the condition of the retained trees, details of any deviations from the approved tree protection measures and their impacts on trees.

Note: Copies of monitoring documentation may be required by the PCA and/or Council.

27. Council Property

To ensure that the public reserve is kept in a clean, tidy and safe condition during construction works, no building materials, waste, machinery or related matter is to be stored on the road or footpath.

28. Landfill

Landfill must be constructed in accordance with Council's '*Construction Specification 2005*' and the following requirements:

- a) Prior to fill material being imported to the site, a certificate shall be obtained from a suitably qualified environmental consultant confirming the fill wholly consists of Virgin Excavated Natural Material (VENM) as defined in Schedule 1 of the *Protection of the*

Environment Operations Act, 1997 or material approved under the *Department of Environment and Climate Change's* general resource recovery exemption.

- b) A compaction certificate is to be obtained from a suitably qualified geotechnical engineer verifying that the specified compaction requirements have been met.
- c) These certificates must be included with the application for an occupation certificate.

29. Excavated Material

All excavated material removed from the site must be classified by a suitably qualified person in accordance with the Department of Environment, Climate Change and Water NSW *Waste Classification Guidelines* prior to disposal to an approved waste management facility and be reported to the principal certifying authority prior to the issue of an Occupation Certificate.

30. Waste Management

All work must be carried out in accordance with the revised waste management plan.

31. Traffic Control Plan Compliance

The development must be carried out in accordance with the Construction Traffic Management Plan prepared under this consent.

REQUIREMENTS PRIOR TO OCCUPATION

32. Sydney Water – s73 Certificate

A s73 Certificate must be obtained from Sydney Water and submitted to the PCA..

Note: Sydney Water requires that s73 applications are to be made through an authorised Sydney Water Servicing Coordinator. Refer to www.sydneywater.com.au or telephone 13 20 92 for assistance.

33. Certification of WSUD Facilities

Prior to occupation a certificate from a Civil Engineer is to be obtained stating that the WSUD facilities have been constructed and will meet the water quality targets as specified in the Hornsby Shire Councils DCP.

34. Works as Executed Plan

A works-as-executed plan(s) must be prepared by a registered surveyor and submitted to Council for completed pavements, kerb & gutter, drainage systems, driveways and on-site detention and water quality treatment systems.

35. Damage to Council Assets

To protect public property and infrastructure, any damage caused to Council's assets as a result of the construction or demolition of the development must be rectified by the applicant

in accordance with Council's Civil Works Specifications. Rectification works must be undertaken prior to the occupation of the building.

36. Creation of Easements

The following matter(s) must be nominated on the plan of subdivision under s88B of the *Conveyancing Act, 1919*:

- a) The creation of an appropriate "*Positive Covenant*" and "*Restriction as to User*" over the constructed on-site detention/retention systems. Water quality treatment systems and outlet works, within the lots in favour of Council in accordance with Council's prescribed wording. The position of the on-site detention system is to be clearly indicated on the title;
- b) To register the OSD easement, the restriction on the use of land "*works-as-executed*" details of the on-site-detention system must be submitted verifying that the required storage and discharge rates have been constructed in accordance with the design requirements. The details must show the invert levels of the on site system together with pipe sizes and grades. Any variations to the approved plans must be shown in red on the "*works-as-executed*" plan and supported by calculations;

Note: Council must be nominated as the authority to release, vary or modify any easement, restriction or covenant.

37. Completion of Landscaping

A certificate must be submitted to the PCA by a practicing landscape architect, horticulturalist or person with similar qualifications and experience certifying that all required landscaping works have been satisfactorily completed in accordance with the approved landscape plans.

Note: Advice on suitable species for landscaping can be obtained from Council's planting guide 'Indigenous Plants for the Bushland Shire', available at www.hornsby.nsw.gov.au.

38. Preservation of Survey Marks

A certificate by a Registered Surveyor must be submitted to the Principal Certifying Authority, certifying that there has been no removal, damage, destruction, displacement or defacing of the existing survey marks in the vicinity of the proposed development or otherwise the re-establishment of damaged, removed or displaced survey marks has been undertaken in accordance with the Surveyor General's Direction No.11 – "**Preservation of Survey Infrastructure**".

A certificate by a Registered Surveyor must be submitted to the Principal Certifying Authority,

39. Safety and Security

- b) A graffiti management plan must be incorporated into the maintenance plan for the development for graffiti to be removed within a reasonable timeframe.
- c) Lighting of pedestrian pathways throughout the development must comply with *Australia and New Zealand Lighting Standard 1158.1 – Pedestrian*.

40. Security Cameras

- a) The applicant shall install and maintain surveillance cameras and recorders to monitor and record all entrance and exit points to the building and car parking areas. The cameras should also monitor the 50 metre vicinity outside the building including, but not limited to, the footpath in front of the premises. Recordings should be made twenty four hours a day seven days a week.
- b) Recordings are to be made in a common media format such as Windows Media Player or similar, or should be accompanied by applicable viewing software to enable viewing on any windows computer.

The CCTV control system should be located within a secured area of the premises and only accessible by authorised personnel.

OPERATIONAL CONDITIONS

41. Noise

All noise generated by the proposed development must be attenuated to prevent levels of noise being emitted to adjacent premises which possess tonal, beating and similar characteristics or which exceeds background noise levels by more than 5dB(A).

42. Car Parking

All car parking must be constructed and operated in accordance with *Australian Standard AS/NZS 2890.1:2004 – Off-street car parking*, and *Australian Standard 2890.2 - 2002 – Off-street commercial vehicle facilities* and the following requirement:

- a) All parking areas and driveways are to be sealed to an all weather standard, line marked and signposted.
- b) Car parking, loading and manoeuvring areas to be used solely for nominated purposes.
- c) Vehicles awaiting loading, unloading or servicing shall be parked on site and not on adjacent or nearby public roads;
- d) All vehicular entry on to the site and egress from the site shall be made in a forward direction.

43. Sight Distance

Any proposed landscaping and/or fencing must not restrict sight distance to pedestrians and cyclists travelling along the footpath.

44. Traffic Report

Traffic report is to be provided by the applicant six months after the development is fully operational. The report is to include but not be limited to review of traffic conditions and level of service at key intersection identified in the original traffic assessment report.

45. Landscape Establishment

The landscape works must be maintained into the future to ensure the establishment and successful growth of plant material to meet the intent of the landscape design. This must include but not be limited to watering, weeding, replacement of failed plant material and promoting the growth of plants through standard industry practices.

- END OF CONDITIONS -

