5.2 535-559 POLICE ROAD MULGRAVE– EXTENSIONS AND ALTERATIONS TO THE VALLEY PRIVATE HOSPITAL
(TPA/38413:NS:HM)
Ward : Mulgrave
Responsible Director: Paul Kearsley
Reason for Council Consideration: Council/Community interest
Cost of Development : $19.8 Million
Pre-Application Meeting : Yes

RECOMMENDATION
The Council having caused notice of planning application No. 38413 to be given under Section 52 of the Planning and Environment Act 1987 and having considered all the matters required under Section 60 of the Planning and Environment Act 1987 decides to issue a Notice of Decision to grant a permit under the provisions of the Monash Planning Scheme in respect of the land known and described as 535-559 Police Road, Mulgrave, for the purpose of additions and alterations to the existing hospital together with associated site works and car parking generally in accordance with the plans submitted with the application dated 2 July 2010 subject to the following conditions, including the specified standard conditions set out in the Council’s “Town Planning Standard Conditions” adopted by the Council 16 September 2003:

1. Before the development starts, three copies of amended plans drawn to scale and dimensioned, must be submitted to and approved by the Responsible Authority. When approved the plans will be endorsed and will then form part of the permit.

   The plans must be generally in accordance with the plans submitted with the application, but modified to show:

   a) A minimum setback of 12.1 metres between the new ward building and the adjoining residential properties to the east. This can be achieved by creating additional double rooms and the staggered setback as shown on the latest amended plans submitted to Council on 8 October 2010 must be maintained.

   b) The proposed oxygen tank and rooftop plant and equipment relocated generally in accordance with the latest amended plans submitted to Council on 8 October 2010.

   c) An additional 10 car parking spaces to the south side of the main entrance off Blanton Drive.

   d) Screens and wing walls provided along the eastern most boundary of the new ward building to the satisfaction of the Responsible Authority to prevent overlooking to the east.

   e) Details of the fixed screens to the roof top plant detailed on the plans.

   f) The layout of the car parking designed in accordance with the Australia Standard for Off-Street Car Parking, AS/NZS 2890.1-2004.
g) Bicycle parking facilities in accordance with the Australian Standard for parking facilities.

h) Details of the fixed acoustic screens to the roof top plant detailed on the plans.

2. The development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.

3. Disabled access to the building must be provided to the satisfaction of the Responsible Authority. All work carried out to provide disabled access must be constructed in accordance with Australian Standards Design for Access and Mobility AS 1428.1.

4. The construction works associated with the permitted use/development and/or subdivision must only be carried out during the following hours:
   - Monday to Friday (inclusive) – 7:00am to 6pm;
   - Saturday – 9am to 1pm;
   - Saturday – 1pm to 5pm (only activities associated with the erection of buildings);

   unless otherwise approved in writing by the Responsible Authority.

5. A landscape plan prepared by a Landscape Architect or a suitably qualified or experienced landscape designer, drawn to scale and dimensioned must be submitted to and approved by the Responsible Authority. The plan must show the proposed landscape treatment of the site including:
   a) the location of all existing trees and other vegetation to be retained on site;
   b) provision of extensive screen planting using advanced plants along the eastern property boundary;
   c) provision of canopy trees with spreading crowns located throughout the site;
   d) the provision of screen planting in the nominated locations along the southern boundary of the site;
   e) planting to soften the appearance of hard surface areas such as driveways and other paved areas;
   f) a schedule of all proposed trees, shrubs and ground cover, which will include the size of all plants (at planting and at maturity), their location, botanical names and the location of all areas to be covered by grass, lawn, mulch or other surface material;
   g) location and details of all fencing;
   h) the extent of any cut, fill, embankments or retaining walls associated with the landscape treatment of the site;
   i) details of all hard surface materials including pathways;
j) the installation of security lighting to the car park areas.

When approved the plan will be endorsed and will then form part of the permit.

6. Before the occupation of the buildings allowed by this permit, landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority and then maintained to the satisfaction of the Responsible Authority.

7. Prior to the commencement of any works that are permitted by this permit, all trees that are to be retained, or are located within or adjacent to any works area, shall be marked and provided with a protective barricade and verified by an authorised officer of the Responsible Authority.

8. No building material, demolition material or earthworks shall be stored or stockpiled under the canopy line of any tree to be retained during the construction period of the development hereby permitted.

9. All works within five (5) metres of any tree to be retained shall be supervised by a qualified landscape architect or horticulturist who shall ensure that the works are done in a manner which protects and minimises any damage to those trees.

10. Before the development permitted is completed, areas set aside for parked vehicles and access lanes as shown on the endorsed plans must be:

   (a) constructed to the satisfaction of the Responsible Authority;
   (b) properly formed to such levels that they can be used in accordance with the plans;
   (c) surfaced with an all-weather sealcoat to the satisfaction of the Responsible Authority;
   (d) drained, maintained and not used for any other purpose to the satisfaction of the Responsible Authority;
   (e) line-marked to indicate each car space and all access lanes to the satisfaction of the Responsible Authority.

Parking areas and access lanes must be kept available for these purposes at all times.

11. Vehicles under the control of the operator of the use or the operator's staff must not be parked on the nearby roads.

12. A site management plan for all buildings and works on the land is to be approved by the City of Monash prior to any buildings or works commencing on the land. The plan must provide for the following:

   • Prevention of silt or other pollutants from entering the Council's underground drainage system or road network.
   • On site parking of vehicles during construction.
• Wash down areas for trucks and vehicles associated with construction activities.
• Maintenance of safe movement of vehicles to and from the site during the construction phase.

13. The loading and unloading of goods from vehicles must only be carried out on the land.

14. Outdoor lighting must be designed, baffled and located to the satisfaction of the Responsible Authority to prevent any adverse effect on adjoining land.

15. All on-site storm water is to be collected from hard surface areas and must not be allowed to flow uncontrolled into adjoining properties.

16. Stormwater drainage is to be detained on-site to the predevelopment level of peak stormwater discharge. Approval of any detention system is required from the City of Monash, the Responsible Authority, prior to the works commencing.

17. Before the development starts, a site layout plan drawn to scale and dimensioned must be approved by the Responsible Authority.

   The plans must show a drainage scheme providing for the collection of stormwater within the site and for the conveying of the stormwater to the nominated point of discharge.

   The nominated point of discharge is the existing drainage system to be constructed to Council standards.

   Note: If the point of discharge cannot be located then notify Council’s Engineering Division immediately.

18. Any new detention system requires the approval of the Council’s Engineering Division prior to the works commencing. Three copies of the plans (A3-A1 size) for the drainage works must be submitted to and approved by the Engineering Division prior to the commencement of works. The plans are to show sufficient information to determine that the drainage works will meet all drainage conditions of the permit.

19. Engineering permits must be obtained for new detention systems and these works are to be inspected by Council (9518 3690).

20. The driveway and car parking area should be designed in accordance with the Australian Standard for Off-Street Parking, AS/NZS 2890.1-2004.

21. Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.

22. Before occupation all buildings and works specified in this permit must be completed to the satisfaction of the Responsible Authority. The
Responsible Authority must be advised in writing when all construction and works are completed to enable the site to be inspected.

23. The amenity of the area must not be detrimentally affected by the use or development, through the:
   a) transport of materials, goods or commodities to or from the land;
   b) appearance of any building, works or materials;
   c) emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil;
   d) presence of vermin;
   others as appropriate.

24. The unused portion of the property must be kept drained, tidy and mown at all times to the satisfaction of the Responsible Authority.

25. No form of public address system may be installed so as to be audible from outside the building / site.

26. No goods must be stored or left exposed outside the building so as to be visible from any public road or thoroughfare.

27. Prior to the commencement of works on the site, the owner shall prepare a Waste Management Plan for the collection and disposal of garbage and recyclables for all uses on the site. The Waste Management Plan shall provide for:
   a) The method of collection of garbage and recyclables for uses;
   b) Designation of methods of collection including the need to provide for private services or utilisation of council services;
   c) Appropriate areas of bin storage on site and areas for bin storage on collection days;
   d) Measures to minimise the impact upon local amenity and on the operation, management and maintenance of car parking areas;
   e) Litter management.

   A copy of this plan must be submitted to Council.

28. Any infectious or potentially infectious wastes (as defined by the EPA) shall be properly segregated in containers colour coded yellow for infectious wastes and orange for potentially infectious wastes. Any prescribed waste which leaves the premises of generation must be disposed of in accordance with Environmental Protection Authority (EPA) requirements.

29. Deliveries and waste collection should only be carried out within hours prescribed by the EPA Guidelines.
30. The waste bin enclosure should be designed and constructed so as to ensure it and the bins can be effectively cleaned.

31. External wet areas or wash areas must be graded and drained to a sewer connection. Wastewater from these areas must not be discharged to the stormwater system.

32. No equipment, services, architectural features or structures of any kind, including telecommunication facilities, other than those shown on the endorsed plans shall be permitted above the roof level of the building unless otherwise agreed to in writing by the Responsible Authority.

33. The occupier of the premises must ensure that any noise emanating from the premises, during and post construction, must not exceed the standards of the State Environment Protection Policies No. N1 and N2 and must on request provide evidence to Council of Compliance with the policies.

34. Air-conditioning and other plant and equipment installed on or in the buildings must be so positioned and baffled that any noise emitted complies with the appropriate Australian Standards and EPA requirements.

**NOTES:**

1. Building approval must be obtained prior to the commencement of the above approved works.

2. A drainage contribution will not be accepted in lieu of a detention system.

3. Stormwater detention requirements may be obtained from the City of Monash prior to the design of any stormwater detention system.

4. Unless no permit is required under the planning scheme, no sign must be constructed or displayed without a further permit.

**Expiry of permit:**

In accordance with section 68 of the Planning and Environment Act 1987, this permit will expire if one of the following circumstances applies:

- The development and use are not started within two years of the date of this permit.
- The development is not completed within four years of the date of this permit.

In accordance with section 69 of the Planning and Environment Act 1987, the responsible authority may extend the periods referred to if a request is made in writing before the permits expires, or within three months afterwards.

and directs that the Applicant and each objector be given a notice of the Council’s decision to grant the permit.
**BACKGROUND**

The Valley Private Hospital, is located on the north-east corner of Police Road and Blanton Drive in Mulgrave. The hospital building is located in the northern half of the site with parking areas available towards the north, east and south of the building. A landscape setback of 52 metres is provided to Blanton Drive, and setbacks of 53 metres to Police Road, 8 metres from the northern boundary and 22 metres from the eastern boundary. The main entry to the hospital is on the southern side of the building with the existing emergency department entrance located on the northern side of the building.

The hospital is presently constructed over two levels due to the slope of the land. Medical consulting rooms, maintenance, kitchen, store room and plant equipment are located at the lower ground floor level with the emergency department, surgical theatres, three wards and an administration area located at the ground floor level.

Surrounding properties can be described as follows:

- North- established residential properties with the rear fences of these properties facing the site;
- East – recently established residential properties with the rear fences of these properties facing the site;
- South – Police Road reservation with an aged care residential village beyond the reservation;
- West – Allied Medical Consulting Suites with specialist medical practitioners.

The site is relatively rectangular in shape with an overall site area of approximately 3.23 hectares. The hospital was established in 1983 on a sloping site, which necessitated extensive earthworks in the northern section of the site. At the highest point along the northern boundary, adjoining land to the north, is elevated approximately 5 metres above the ground level of the hospital. Due to the site works associated with the hospital, the land slopes down approximately 9 metres from the north-west corner of the site to the south-east sector. The grounds of the hospital are presently grassed with scattered trees.

Planning Permit No. 32707 was issued on 15 December 2005 allowing additions and alterations to the existing hospital together with associated site works and car parking. The permit has since lapsed.

**PROPOSAL**

This application proposes to extend the Dandenong Valley Private Hospital and upgrade existing facilities, using the existing buildings as the core and extending outwards, in the following way:

- A single storey building extension of approximately 860 square metres and 130 square metres of canopy to the north that comprises a new ambulance drop off bay, emergency entry and central sterilizing facility, passage way together with 4 new operating rooms with associated facilities. This extension involves earth works at the foot of the northern most embankment;
• A building extension of approximately 600 square metres to the north east that comprises a new recovery facility together with administrative facilities and staff room. This extension also involves earth works at the foot of the northern most embankment;

• A new single storey day surgery waiting area extension within the eastern central courtyard of approximately 27 square metres;

• A new 30 bed hospital ward wing established with a link between the existing eastern most bed wing and south eastern most bed wing with a floor area of approximately 1095 square metres. The floor level of this wing is proposed at the same level as the existing hospital which due to the arrangement of topography represents as a two-storey building with maximum external wall heights of approximately 10.360 metres and 10.506 metres. A new screened plant platform is proposed above the ward with a maximum height of approximately 12.250 metres and a stair core with a maximum height of approximately 13.090 metres. Earth works to raise the ground level below the new ward are also proposed. The windows to the east elevation of the ward have specialised treatments to ensure no unwarranted overlooking of the rear of Royal Oak Court properties;

• The building extensions together with reconfiguration and refurbishment of existing internal areas will provide an extra 29 beds, when inpatient ward beds, ICU beds and recovery bays are included, for a total of 154 beds;

• New feature treatment to the main entry drop off;

• The proposed hard surfaces total 18707 square metres and comprise:
  ▪ Proposed Roof Area (building, loading area, stairs & landing, new generator and pump room) 10330 square metres;
  ▪ Proposed Hard Paved Areas (revised car parks, access ways and footpaths) 8377 square metres.

• The extensions are proposed in materials, colours and finishes that provide more modern articulation and good integration with the existing building;

• The augmentation of car parking as a result of the building extensions into and over existing onsite car parking areas is proposed to the west of the hospital providing consolidation and onsite interconnection of car parking areas. The resultant overall supply of 299 car spaces provides a supply ratio of 1.94 car spaces per bed.

• The proposal necessitates the removal of vegetation:
  ▪ Along the northern most side of the existing building;
  ▪ Between the main hospital building and the north eastern bed wing;
  ▪ To the south of the north eastern bed wing; and
  ▪ Within the western car park area.

The trees to be removed are represented on the Landscape plans prepared by John Patrick Landscape Architect.

• The vegetation to be removed comprises a mix of native and exotic canopy trees which do not form remanent vegetation given both the age of the trees and the extensive benching that occurred through this portion of the site;
Supplementary landscaping is proposed to the north, east and south eastern boundaries and within the re-configured western car park area as represented on the Landscape plans prepared by John Patrick Landscape Architect. The landscaping theme adopts locally indigenous canopy trees.

**POLICY IMPLICATIONS**

The land is zoned Residential 1 in the Monash Planning Scheme. There are no overlays. A planning permit is required under Clause 32.01-5 to construct a building or carry out works for a use in Section 2 of the zone.

The application is also subject to the following provisions of the Monash Planning Scheme:

- Clause 11 of the State Planning Policy Framework (Settlement)
- Clause 18.02 of the State Planning Policy Framework (Car parking and public transport access to development).
- Clause 18.02-2 of the State Planning Policy Framework (Cycling).
- Clause 19.02-1 of the State Planning Policy Framework (Health facilities).
- Clause 21.05 of the Local Planning Policy Framework (Economic Development).
- Clause 21.09 of the Local Planning Policy Framework (Key Regional Assets).
- Clause 22.05 of the Local Planning Policy Framework (Tree Conservation Policy).
- Clause 52.06 (Car Parking Controls).
- Clause 65 (Decision Guidelines).

**CONSULTATION**

**External**

The application was advertised pursuant to Section 52 of the Planning and Environment Act to surrounding property owners and occupiers, and by three (3) on-site notices. In addition, a public information session was conducted on 25 August 2010 which was attended by approximately 40 people. The issues/comments raised on the night are reflected in the objections received.

Fourteen individual objections to the proposal were received; one of the objections was also accompanied by a petition with 12 signatories. The grounds of objection can be summarised as follows:

- Concern with the proposed location of the liquid oxygen tank along the western (frontage) boundary of the site and the effect in terms of noise pollution and safety.
- Request to relocate the oxygen tank away from the front landscape setback of the site.
• Concerns with regard to safety and security particularly along the existing eastern
  car, vacant land and the residential properties east of the site.
• Request for 24 hour security surveillance of the car park and request for security
  lighting.
• The northern extension to the hospital is too close to the residential properties
  north and east of the site.
• Concern with excavation works to the northern boundary cause damage to nearby
  residential properties.
• Concern that the proposed extension will adversely impact on the amenity of the
  abutting residential properties to the east through its height, bulk and mass.
• Rooftop equipment considered too close to residential properties north of the site.
• Concerns with noise pollution and loss of views as a result of the air conditioning
  units and screens on the rooftop of the building.
• Increased traffic flow in surrounding streets.
• Current configuration of the intersection of Police Road and Gladstone Road will
  not be suitable with extra traffic generation the hospital extension will create.
• Concern with the safety of the intersection of Police Road and Gladstone Road.
• The proposal will reduce the values of adjoining properties.
• Request for a suitable upgrade of the above intersection.
• Safety concerns with rubbish discarded over fences.
• Overall increase in noise associated with construction of extensions, additional
  rooftop equipment and increased traffic and pedestrian movement.
• Concern with the responsibilities of site works during construction.
• Concern with respect to overlooking, overshadowing and loss of light to
  properties to the east.
• Concern that the proposal will exacerbate existing overland flow problems.
• Concern that the proposal will set an undesirable precedent for future hospital
  extensions.
• Concerns that the proposal will exacerbate existing anti social behaviour and
  attract further undesirables along the eastern property boundary.

The application was not required to be referred to any other external authorities.

Internal

The application was referred to Council's Traffic and Drainage Engineers. Both
Divisions have provided a number of conditions to be incorporated into a planning
permit should one issue.
**ASSESSMENT**

The proposed development of the site is considered to be consistent with State and Local policies and the provisions of the Municipal Strategic Statement.

Main issues for discussion, including objector concerns, are as follows:

**Car Parking**

The Monash Planning Scheme requires the provision of 1.3 car parking spaces to each bed available for use by patients. The proposal increases the current number of beds from 125 to 154 (net increase of 29 beds). A total of 283 car parking spaces exist on site and the proposal increases this to 299 spaces (net increase of 16 spaces).

The proposal provides a supply ratio of 1.94 spaces per bed. The proposal satisfies the Planning Scheme requirement for car parking. Accordingly the provision of on-site car parking is considered satisfactory.

**Traffic**

Based on the Transport Impact Assessment (prepared by GTA Consultants) submitted with the application, the proposal is expected to generate up to 29 additional vehicle movements in the AM and PM peak hours, respectively. The report concluded that there is adequate capacity in the surrounding network to cater for the additional traffic generated by the proposed development. Council’s Traffic Engineers have also advised that the predicted traffic generation as a result of the current application is low and is expected to have a negligible impact on the local traffic network.

With regard to the safety and configuration of the intersection of Police and Gladstone Roads this is a matter for Vic Roads.

**Safety and Security of the site**

The matter of safety and the objector request for 24 hour security surveillance is a private matter for the hospital to consider on a needs basis. A requirement for security lighting of the car park can be incorporated as a planning condition. It is unlikely that the proposal will exacerbate existing anti-social behaviour and attract further undesirables and rubbish along the eastern property boundary. The reverse may result given the location of the new ward and the unwillingness of undesirables to congregate near buildings.

It is not considered that the hospital would welcome undesirables or undesirable behaviour on their land and one would expect the hospital or local policing agencies to act promptly to stop this activity should it occur.

**Rooftop plant equipment**

As part of the re-development of the site it is proposed to provide new equipment and upgrade the existing roof top air conditioning units and plant equipment. As part of the upgrade louvered screens to the rooftop equipment are proposed. Appropriate conditions can be placed on any permit to issue to ensure compliance with the relevant EPA requirements in relation to noise pollution concerns.

Of particular concern is the location and height of the proposed plant and equipment adjacent to the existing ambulance and in particular their relationship to the abutting
residential properties to the north. The plant and equipment and their screens will extend above the height of the common boundary fence to the north. The plant and equipment are necessary; however should be relocated as far south as possible on the new roof, therefore reducing the visual impact and improving sight distances for the adjoining properties to the north.

**Works adjacent to northern boundary**

The hospital building is currently setback a distance of 8 metres from the northern boundary interface with the back of residential properties. It is proposed to extend this part of the building to within 3 metres of the common boundary. As noted earlier, due to the slope of the land and excavation associated with the original construction of the hospital the highest point along the northern boundary adjoining residential land to the north is elevated approximately 5 metres above the ground level of the hospital. As such, it is considered that the proposed extension will have a negligible impact on the amenity of nearby residents. With regard to the possibility of construction works causing damage to adjacent residential properties, this is a matter for the relevant building surveyor to address via protection works. The issue of plant and equipment on the roof at this location have been discussed previously.

**Liquid Oxygen Tank**

The proposed location of the liquid Oxygen Tank along the site’s frontage is considered inappropriate and should be relocated to a less prominent location elsewhere on the site. Amended plans have been submitted showing the location of the tank to a more appropriate location.

This tank is instrumental to the operation of the hospital. As the tank is only to be filled with oxygen, safety concerns are negligible. In terms of noise pollution deliveries can be restricted during normal business hours by way of permit conditions. In any event, an acoustic screen to the satisfaction of the Responsible Authority will be required around the tank.

**Planting Along the Eastern Boundary**

It is considered suitable to require the planting of advanced species of trees along the eastern interface with residential properties.

**Construction Phase of the Development**

Conditions restricting construction times and a requirement for the submission of a traffic management plan for the construction phase will be incorporated into any permit issued.

**Eastern extension (new ward) to the Hospital**

It is suggested that the new ward is too close to the eastern property boundary and will, adversely impact on the adjoining properties to the north. The main areas of concern relate to the height, bulk and mass of the ward building, potential overlooking and overshadowing.
The advertised plans indicated a setback from the eastern property boundary of 6.9 metres with a maximum building height in the vicinity of 10 metres above the existing ground level. The building extends for a length of 25 metres along this boundary. The height of the building above ground level is a direct result of the natural ground level of the site and the fact the hospital ward extensions are proposed at the existing finished floor levels to facilitate the effective and efficient movement of patients in beds. The proposed ward extension will be provided with fins and screens that will prevent direct overlooking into the adjoining residential properties. The use of the screens and fins will further articulate and improve the appearance of the new ward. The use of significant landscaping along this boundary will reduce mass and bulk impact on the neighbouring properties. The proposed ward extension will create additional shadowing into the adjoining properties at 3pm at equinox.

Although the advertised plans together with the proposed eastern landscape buffer are generally considered acceptable, further discussions have occurred between Council Officers and the Applicants, and in an attempt to improve on the situation amended plans have been prepared that increase the setback of the ward to 8.2 metres which will provide a greater buffer and landscape area, improve the articulation and perceived overlooking through a break and realignment of the easternmost wall of the proposed ward and results in no overshadowing of the adjoining residential properties at 3pm at equinox.

The relocated ward windows along with an extensive landscape buffer will not result in adverse levels of overlooking of adjoining. These latest plans are addressed in detail in this report.

Noise
Appropriate conditions relating to noise impacts and the requirement to comply with relevant EPA requirements will be placed on any permit that is to issue.

Overland flood problems
The application has been referred to Council’s Drainage Department who have nominated a legal point of discharge and have required an on-site detention system. Appropriate conditions will placed on any permit that is to issue requiring all on-site stormwater be collected from hard surfaces and must not be allowed to flow uncontrolled into adjoining properties.

Amended plans
Following discussions with Council Officers and a review of the submitted objections the Applicant has prepared and submitted amended plans. The amended plans provide for an increased setback from 6.9 metre to a minimum of 8.2 metre setback from the adjoining residential properties to the east and the new ward building has also been articulated to provide a staggered setback to these properties. In addition, window treatments and locations have been modified in an attempt to reduce the potential for overlooking. A consequential change to the proposed new ward on the amended plans will result in no overshadowing of the adjoining residential properties at 3pm at equinox.

In addition, medical records and linen areas are now proposed below the proposed new 30 bed ward facility. The medical records and linen areas are located away from the adjoining residential properties and potentially address the issue of security and
surveillance below the new ward by securing part of the undercroft area and providing regular staff access.

The oxygen tank has also been relocated away from the front setback to the south of the loading area adjacent to the south west corner of the proposed new ward building. In addition screens can be provided to improve upon its appearance.

The plant and equipment on the roof of the existing and proposed buildings have also been relocated away from the adjoining properties in an attempt to improve sight distances and reduce the potential for noise.

Although the latest amended plans increase the setback of the new ward building from the adjoining properties to the east, it is considered that by combining an additional 2 single rooms on either side of the proposed ward building, the minimum setback would increase to 12.1 metres and stagger up to 15 metres from these properties. This would also provide for an increased landscape area along the eastern property boundary.

**CONCLUSION**

It is considered that the proposal is consistent with and supports the relevant planning policies, is of a good architectural quality and in keeping with the existing hospital building. Accordingly approval is recommended subject to appropriate conditions.