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7<sup>th</sup> October 2009

Director General  
NSW Department of Planning  
23-33 Bridge St, Sydney 2000

**ATTENTION: ALIX CARPENTER**

Dear Ms Carpenter,

**RE: NEWCASTLE PRIVATE HOSPITAL – PROJECT APPLICATION (MP08\_0170)  
RESPONSE TO SUBMISSIONS**

## **INTRODUCTION**

The Environmental Assessment Report and supporting documents for a Project Application (MP08\_0170) for a proposed new hospital building and car park (Newcastle Private Hospital) was exhibited for 30 days from the 17<sup>th</sup> June, 2009 to the 17<sup>th</sup> July, 2009. During that time submissions were received by the Department of Planning (DoP) from a number of authorities (Hunter New England Area Health, Newcastle City Council, NSW Rural Fire Service, Ministry of Transport, and the Roads and Traffic Authority), and community members. The submissions raised issues mainly relating to traffic, access and parking, contamination, noise, bushfire and design (**Appendix A**).

A letter was received by ADW Johnson from the Department of Planning, dated the 27<sup>th</sup> July, 2009, notifying us of the submissions received, providing copies of the authorities submissions and a summary of the community submissions, and requesting that we respond to all issues and provide our responses with a preferred project report to the Department of Planning.

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Representatives from ADW Johnson, APP Project Managers and Healthscope met with representatives from the Department of Planning on site on the 29<sup>th</sup> July, 2009 to discuss issues raised within the authority and community submissions. A further meeting was held at the Department of Planning with representatives from ADW Johnson, BurnsBridge Sweett Project Managers and DoP, on Monday 28<sup>th</sup> September, 2009 to further clarify the Department's position on the issues and the project.

As a result of the site meeting and discussions, some minor changes were made to the plans to reflect the consideration given to the issues raised by the project team, the details of which are provided in further detail below. The changes include the provision of greater detail of the at grade car park area in front of the existing Kingston and Croudace Buildings, the allocation of motorcycle and bicycle parking on the plans to show compliance with Newcastle Council's DCP 2005, amendment to the site analysis plan to show greater detail with respect to the 70m APZ, a stormwater management plan for the at grade car park area, and a minor increase in landscaping.

In response to the issues raised in the submissions from the various authorities and community members we also provide our responses below in **Table 1.1** within this report and further detailed responses from consultants are included in **Appendix B**.

Furthermore, we have provided an updated Statement of Commitments within this report to reflect the relevant changes made.

## **CHANGES TO PROJECT**

Whilst the proposal remains the same as that submitted in the original project application, a number of minor amendments have been made to the plans to reflect the consideration given to the issues raised in the submissions regarding the project application (MP08\_0170).

The changes are as follows:

- Allocation of 25 motorcycle parking bays within the existing and proposed multi-level car parks (refer to Suters architectural plans **SK102 – SK105** attached at **Appendix C**), to comply with Table 1b of Part 4 of Newcastle City Council's DCP 2005.



- Provision of 22 public bicycle parks near the at-grade car park area at the front of the existing Kingston and Croudace Buildings (refer to Suters architectural plan **SK114** at **Appendix C**) and 19 secure bicycle parks provided in storage area within the existing Kingston Building (refer to Suters architectural plan **SK104** at **Appendix C**), which is in excess of that required in Table 1b of Part 4 of Newcastle City Council's DCP 2005.
- Increased width of screen planting to the car park when viewed from Croudace House to improve the view whilst satisfying requirements outlined in the Heritage Report (located at **Appendix I** of the Environmental Assessment Report).
- Changes to proposed car parking numbers:
  - Additional spaces proposed on top of the existing 13 spaces at the front of the existing Kingston and Croudace Buildings = **18**
  - Spaces proposed in the new multi-level car park = **226**

Therefore this project application proposes a total of **244 new** car parking spaces which leaves a shortfall of 6 spaces. However it should be noted that an additional 5 motorcycle parking bays have been provided on top of the required 20 spaces (refer to **item 1.15** in **Table 1.1** for further explanation).

Please refer to Suters architectural plan **SK114** (at **Appendix C**) which provides greater detail of the proposed at grade car parking at the front of the existing Kingston and Croudace Buildings.

- Provision of a Stormwater Management Plan for the at grade car park area at the front of the existing Kingston and Croudace Buildings (refer to Northrop plan **CSK3** located at **Appendix C** of this report).

## RESPONSES TO AUTHORITIES AND COMMUNITY SUBMISSIONS

The following table provides responses to the Authorities and Community submissions (**Appendix A**) regarding the Project Application (MP08\_0170) received by the Department of Planning. The detailed consultant responses are provided at **Appendix B**.





Table 1.1 Response to Authority and Community Submissions

<b>HUNTER NEW ENGLAND AREA HEALTH SERVICE (HNEAHS)</b>		
<b>ISSUE</b>	<b>COMMENTS</b>	<b>RESPONSE</b>
1.1 - Future additional development	The HMRI Part 3A application to be lodged in coming months which will have a daily staff and visitors complement of approximately 400.	Noted. This project and its implications will need to be considered on merit by the Department of Planning.
1.2 - Traffic	Removal of future liability to the Area Health Service to create a second right turn lane from Lookout Road onto Jacaranda Drive.	Better Transport Futures does not consider this to be an issue to be resolved by Healthscope as part of this project application, but rather a matter between HNEAHS and the RTA.
1.3 - Construction Traffic	Potential overlapping in construction periods for the Newcastle Private Hospital (NPH) and Hunter Medical Research Institute (HMRI) developments.	A Construction Traffic and Parking Management Plan will be prepared and submitted to the consent authority prior to construction starting. This will include plans for workers' parking and will be coordinated with HMRI project managers as appropriate.
<b>NEWCASTLE CITY COUNCIL (NCC)</b>		
<b>ISSUE</b>	<b>COMMENTS</b>	<b>RESPONSE</b>
1.4 - Contamination	NCC accepts the remediation strategy as appropriate and recommends the preparation of a long term Environmental Management Plan, as well as the involvement of a Department of Environment and Climate Change (DECC) accredited site auditor to review the proposed remediation strategy and prepare a Site Audit Statement.	<p>Section 12.1 of the AECOM ENSR, February 2009b report discussed the need to implement an Environmental Management Plan (EMP) in the event long-term on-site management is required.</p> <p>To further clarify this, an EMP will be prepared and implemented if asbestos impacted material is to remain on-site. This provides for flexibility for Healthscope to adopt the most effective arrangement. During the remediation works, Healthscope could decide to remove all asbestos impacted material from the Site to avoid ongoing site management obligations. The final outcome will be dependent on the footprint of the excavation area and the volume of impacted material to remain on-site.</p> <p>AECOM recommends that a construction certificate be issued subsequent to the completion of either a clearance letter to confirm the Site is clear of asbestos or the preparation of an ongoing EMP for the site.</p>



		<p>A DECC accredited site auditor has reviewed the Remedial Action Plan (RAP) and has prepared an interim opinion letter (ENVIRON, June 2009), attached with the response letter from AECOM at <b>Appendix B</b>. A site audit statement will be prepared at the conclusion of the project. The auditor will sign off on the validation report and any ongoing EMP required.</p>
1.5 - Contamination	<p>NCC recommends an intrusive assessment be undertaken within the development footprint of the surface car parking areas to identify any contamination. Council recommends the proposed surface car parking areas be sampled prior to the issuing of consent.</p>	<p>AECOM consider that undertaking an intrusive assessment of the footprint of the surface car park areas prior to issuing consent for the project is unnecessary for the following reasons:</p> <ul style="list-style-type: none"> <li>• An intrusive assessment of the surface car park areas will be undertaken as a condition of consent for the proposed development works at the commencement of the project, thus ensuring continuity in the assessment and remediation program.</li> <li>• If asbestos is detected, then the proposed remedial contingency will be implemented to address human health concerns.</li> <li>• If the proposed land-use (car parking) is considered to have minimal access to soil at completion.</li> <li>• The volume of material proposed to be excavated (300m<sup>3</sup>) and the surface area (700m<sup>2</sup>) of the three surface car park areas is considered to be small.</li> <li>• The material within the surface car park areas is unlikely to present a greater risk of contamination than the primary civil works area. Therefore it is unlikely that the outcome of intrusive works will affect the viability of the project for the purposes of the 3A project.</li> </ul> <p>We seek support from the Department of Planning to condition any approval that an intrusive assessment be undertaken prior to physical commencement of works.</p>
1.6 – Ecological	<p>NCC would like clarification regarding tree removal to achieve the 70m APZ.</p>	<p>The Outer Protection Area will be on the northern side of the service track and</p>

	<p>If the recommended APZ requires removal of vegetation, the potential impacts on the habitat of native flora and fauna should be considered.</p>	<p>consists of managed ground fuel (see photos below). With the managed ground fuel and the broken tree canopies that currently exist the requirements for the Outer Protection Area will be met without the necessity to remove any existing trees in this area to achieve a minimum 50 metre Inner Protection Area and a maximum 20 metre Outer Protection Area.</p>  
<p>1.7 – Noise</p>	<p>The analysis of the potential impact of the mechanical plant seems confined to the surrounding building and does not provide any analysis of the potential impact on the Kingston Building. Council recommends analysis of the mechanical plant extend to the Kingston Building and the internal wards. The internal noise experienced should be in accordance with Australian Standards, <i>AS/NZS 2107. 2000 Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors</i>.</p>	<p>Item (b) Section 5.1 of the Reverb Acoustics (RA) report dated May 2009 (RA-May) makes recommendations regarding acoustic modifications to mitigate any potential impact from the mechanical plant on the Kingston Building.</p> <p>The table provided in the submissions response letter from Reverb Acoustics (please refer to <b>Appendix B</b>) demonstrates compliance with the requirements of AS/NZS2107-2000 for wards, providing acoustic modifications detailed in the RA-May report are implemented.</p> <p>Reference to the RA report reveals that no ventilation openings are permitted in the south wall of the plant room (i.e. towards the Kingston Building) and acoustic louvres are required in the east wall of the plant rooms. Therefore, it is considered that no further acoustic modifications are necessary to the plant rooms to guarantee compliance</p>



		<p>with the criteria.</p> <p>Consistent with standard project process, it should be noted that the exact selection of mechanical plant has not been finalised at this stage and once the plant layout has been finalised, details will be forwarded to Reverb Acoustics for approval.</p>
1.8 – Noise	<p>In regards to the potential noise impact of the relocated loading dock on the proposed building and the reconfigured Kingston Building, the Noise Impact Assessment recommended that sensitive areas near the loading dock should have double glazing of the windows with an Rw rating of 35. NCC recommends a more detailed analysis of the acoustic construction measures be provided.</p>	<p>Reference to Section 3.2.2 of the RA-May report reveals that windows with an Rw35 rating are only required to ensure compliance with the criteria when deliveries occur at the dock during the night (10pm-7am).</p> <p>Item (h) Section 5.1 of the RA-May report recommends windows achieving Rw35 should be installed in windows to wards. With the nominated windows installed (i.e. Rw35), loading dock noise levels will be in the order of 25-30dB(A) within wards, which may be audible on occasion when background noise levels are very low within the ward, although noise will not raise above the existing background noise level in the ward and will not be intrusive. It is our intention that only windows to wards, 15 metres either side of the dock, require treatment, however treatment to all wards along the north façade of the building will also ensure that other external noise sources that may occur at night are also acceptable to occupants of the wards.</p> <p>To confirm compliance, the supplier of the window must be able to provide evidence from a registered laboratory that the complete system will achieve the specified Rw performance.</p>
1.9 – Noise	<p>Furthermore, the noise assessment should undertake analysis of the internal areas of the project in its entirety as the wards have the potential to be adversely affected by the existing environmental noise in the area. Council recommends this assessment be undertaken in accordance with <i>AS/NZS 2107. 2000</i></p>	<p>The hospital extension is more than 100 metres from Lookout Road. Reference to Table 1 of the RA-May report reveals that traffic noise levels are in the order of 69dB(A), Leq during the day and 62dB(A) during the night at a distance of 25 metres from the road.</p> <p>Reverb Acoustic's theoretical program</p>



	<p><i>Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors.</i></p>	<p>(CoRTN) reveals that, based on results in Table 1, the traffic noise level from Lookout Road at nearest habitable areas within the hospital extension will be well below 35dB(A). It should also be noted that substantial acoustic shielding is also provided by the existing Kingston building between the hospital extension and Lookout Road and received noise will in fact be much lower.</p> <p>No further acoustic modifications are required to ensure traffic noise levels from Lookout Road are at acceptable levels within all areas of the hospital extension.</p>
<p><b>1.10 – Noise</b></p>	<p>The Noise Impact Assessment identified that construction noise and vibration has the potential to adversely impact on the surrounding medical buildings and child care centre. Council recommends the potential mitigation measures and construction measures be further investigated to ameliorate these impacts.</p>	<p>A substantial section of the RA-May report is dedicated to determining the noise impacts from construction noise and vibration and appropriate noise management controls and strategies. Reverb Acoustic's assessment was carried out in accordance with the requirements of Department of Environmental, Climate Change and Water's (2009) <i>Interim Construction Noise Guideline</i>.</p> <p>It is considered in this instance that it is unnecessary to carry out a more detailed assessment, as a detailed construction noise and vibration monitoring protocol is provided in the RA-May report to identify activities that produce high levels of noise and vibration as they occur, enabling construction staff to eliminate the problem immediately.</p>
<p><b>1.11 – Design</b></p>	<p>The Urban Design Consultative Group (UDCG) queried the very deep cantilever indicated in the north-western corner.</p>	<p>It is our understanding that the UDCG is referring to the hospital levels of the proposal. The depth of the cantilever aids with sun control to full height fenestration offered to all bedrooms whilst emphasising the predominantly horizontal prismatic form, a major theme in the overall composition.</p> <p>So too, the full height glazing is a departure from the more common window punctuation often seen in a hospital building, and is considered an important strategy in dissipating the usual institutional</p>



		environment responding to Healthscope requirements.
1.12 – Design	The design of the car park structure still has not been satisfactorily resolved, such being visually dominant from both the east and west. On the eastern side, increased width of planting against the car park was suggested to enable more effective landscape screening to be established.	It was agreed to increase the width of screen planting to the car park when viewed from Croudace House. This would improve the view whilst satisfying heritage requirements outlined in the submitted Heritage Report.
1.13 – Design	It was noted that there was minimal opportunity for screen planting on the western side and the Group suggested that consideration be given to the introduction of a curve or angle in the southern section of the plan alignment of the car park structure in order to create a setback from the road that could accommodate suitable screening shrubs and/or trees. Another option perhaps would be the incorporation of a 'green wall' to the western elevation of the car park.	Every effort is being made to provide landscaping to the limited curtilage to the north of the building. Unfortunately there is limited scope to move the building footprint within property boundaries whilst accommodating continuation of the hospital footpath along Jacaranda Drive; truck manoeuvring in front of the loading area and dock queuing land for six cars at car park entry.  There will be low planting to the N-E corner, as one turns the corner and views the building, whilst not obscuring safe sight lines for trucks entering Jacaranda. The planting further uphill to the south can be more lush, as is the case at the western end of the car park, both important first sightings of the proposal.
1.14 – Design	It was felt that the recessive vertical columns in the car park structure tended to overly emphasise the horizontal bulk and it was suggested that such be expressed more boldly, with increased width. Protection to the face of the car park at the lower level was also considered to be an issue, with a robust and durable finish recommended.	The car park is the podium, on which the building sits. It was felt that the emphasis of the horizontal elements of the podium façade was therefore more consistent with the overall composition of the upper levels, as well as anchoring the building to the ground.  Introduction of strong verticals could potentially confuse the overall appearance. Analysis of the upper hospital facades elicits a composition of major dominant horizontal rectangular forms and a secondary transom sunshading device of continuous horizontality.  The full height glazing is a composition of



		<p>both transparent and obscure coloured glass panels modulated by the rhythm of the mullions (vertical components) and transoms offering a plane of contrasting texture framed within the dominant horizontal form. It contributes to the detail and relief without competing unnecessarily with the dominant forms and overall nature of the building.</p> <p>The design strategy for the car park podium is that the resultant rhythm and scale that expressed columns would achieve can alternatively be effected by careful detailing and articulation of the spandrel panels: - in the method by which they are divided; their depth and any modelling; and finally the nature of the materials.</p> <p>Regarding the UDCG's comments on the robustness of the materials to the lower levels, we acknowledge that due to the proximity to footpath and public space, the material selected should be robust. As an alternative to original selection of metallic panel, we would suggest spandrel panels be coloured (and possibly exposed aggregate) precast concrete of designed repetitive form.</p>
<p><b>1.15 – Parking</b></p>	<p>This application proposed 239 parking spaces (226 multi-level spaces and 13 on grade spaces). In accordance with Council's Development Control Plan (DCP) requirements this leaves a shortfall of 11 spaces. NCC recommends that the application be amended to provide the additional 11 spaces in close proximity to the Private Hospital Campus. Adequate provision is to be made for motorcycle parking in accordance with Councils DCP.</p>	<p>Amended Plans (attached at <b>Appendix C</b>) indicate that this project application proposes a total of <b>244 new</b> car park spaces, the breakdown of these spaces is as follows:</p> <p>Current car parking spaces at the front of the Kingston and Croudace Buildings is a total of 13. A further 18 spaces will be added to the existing 13 car parking spaces, totaling 31.</p> <p>Existing spaces to be retained as they are at the front of the existing Kingston and Croudace Buildings totals 9. New / reconfigured parking spaces proposed at the front of the Kingston and Croudace Buildings totals 22. Therefore the total proposed parking spaces at the front of the</p>



		<p>Kingston and Croudace Buildings is 31.</p> <p>The additional spaces proposed on top of the existing 13 spaces at the front of the existing Kingston and Croudace Buildings is <b>18</b>.</p> <p>Spaces proposed in the new multi-level car park totals <b>226</b>.</p> <p>Therefore this project application proposes a total of <b>244 new</b> car parking spaces which now leaves a shortfall of 6 spaces.</p> <p>There is no further space adjacent to the NPH to locate the additional 6 bays, and given the Ministry of Transport's (MoT's) requirement to minimise parking, the shortfall of 6 parking bays is not considered to be an excessive amount and is in keeping with the MoT's requirements.</p> <p>Twenty five (25) motorcycle bays have been shown on the amended architectural drawings attached at <b>Appendix C</b>. This exceeds the requirement of 1 space per 20 parking spaces, in accordance with Table 1b of Part 4 of NCC DCP 2005. The hospital (existing Kingston Building parking and proposed new car parks) will have 400 parking bays, and therefore requires 20 motorcycle bays.</p> <p>We seek support from the Department of Planning to support this shortfall of 6 spaces.</p>
<p><b>1.16 – Access</b></p>	<p>It is noted that the application proposes a left turn deceleration lane for the entry to the car park to ensure through traffic is not obstructed and to improve sight lines for vehicles exiting the car park. Adequate vehicle queuing is to be provided in advance of the proposed boom gates.</p>	<p>AS2890.1:2004 sets the minimum requirements for queuing lengths at a car park with control points at the entrance, Ref Table 3.3. This indicates a requirement of 7 vehicles storage for a 400 bay car park. This, however, assumes all vehicles will access the car park by this access. In the situation of NPH there are two access points and it is expected that drivers, staff, patients and visitors approaching the Hospital from areas to the south and west</p>



		<p>(northbound on Lookout Road) will turn right into Tea House Road and enter the car park via the existing access.</p> <p>A queuing length of 34m can be achieved when measured from the boom gate to the taper at the proposed Jacaranda Drive access and approximately 20m of queuing exists at the existing access. This will provide queuing for up to 9 vehicles. A taper of 28m has been provided at the proposed Jacaranda Drive access, to allow for vehicles to slow down when entering the car park.</p>
<p><b>1.17 – Parking Layout/Configuration</b></p>	<p>The parking layout / configuration have been reviewed and concern is raised in relation to the proximity of the proposed parking spaces to the entry ramp for each parking level. These spaces should be deleted if driver sight distance is compromised. The car park in general is to comply with AS 2890.1 2004 – Parking Facilities.</p>	<p>The parking layout has been reviewed and it is considered it is in accordance with the guidelines in AS2890.1:2004. All spaces are a minimum of 2.6m wide, 5.5m long with 6.4m two way aisles. Each of the proposed parking floors is a blind aisle and provision far in excess of that required by Section 2.4.2(c) of the code has been made to facilitate easy turnaround for drivers. Full turning bays are provided on each floor. Wheel stops are being provided 820mm from the walls to minimise the risk of damage.</p> <p>It is accepted that the first bays on each floor are located directly alongside the ramps; however, there are no structural walls in this area, only kerb lines. Therefore, all vehicles coming both up and down the ramps will be able to see the parked vehicles and whether they are moving. Similarly the drivers of the parked vehicles will also be able to see the vehicles moving on the ramps. Additionally, the car spaces in question are actually approximately 3000mm wide, in excess of the minimum 2600mm, therefore allowing driving occupants more time to observe potential approaching traffic. The ramps have a maximum gradient of 1:13 and minimum 1:50, well inside minimum parameters. If considered necessary, speed humps will be placed on the ramps to slow traffic and surveillance mirrors placed to improve</p>



<p>1.18 – Servicing</p>	<p>Confirmation is required that the loading service area proposed off Jacaranda Drive is designed to cater for all service vehicles with forward entry and exit and that adequate driver sight distance has been provided for drivers exiting the service area onto Jacaranda Drive.</p>	<p>visibility.</p> <p>The architectural drawings attached at <b>Appendix C</b> include the turning template of a 9m rigid truck on plan No. SK103. This clearly shows a truck of this size can enter and leave the dock in a forward manoeuvre.</p> <p>The building is set back from the (near) road kerb alignment by some 8 metres at the lower levels to facilitate visibility. Only the dock awning projects closer to the public footpath, and has a semi transparent dividing screen at its eastern end. The screen has been designed out of steel with proprietary aluminium louvers to filter visibility of dock activities from outside, whilst allowing traffic to detect vehicle movements from both inside and outside.</p> <p>The design of this area has considered the safe movement of all traffic in this area. The hospital portion of the building does step closer to the road alignment, however this is over two storeys (6.8 metres) above dock and road alignment level, where traffic and road visibility is not impacted.</p> <p>The visibility will be supplemented by a mirror on the opposite side of Jacaranda drive.</p>
<p><b>NSW RURAL FIRE SERVICE (RFS)</b></p>		
<p><b>ISSUE</b></p>	<p><b>COMMENTS</b></p>	<p><b>RESPONSE</b></p>
<p>1.19 – APZ</p>	<p>At the commencement of building works and in perpetuity the proposed Asset Protection Zone (APZ) on the northern elevation as shown on the Site Analysis Plan prepared by Suturs, Project Number 10041, Drawing Number SK 118 Issue C, dated 11/02/2009 shall be managed as 50 metres as an inner protection area (IPA) and 20 metres as an outer protection area (OPA) as outlined within section 4.2.7 and Appendix 5 of 'Planning for Bushfire Protection' 2006 and the NSW rural Fire Service's document Standards for asset</p>	<p>Agreed (refer to <b>item 1.6</b> of this table for further confirmation).</p>



	protection zones.	
1.20 – APZ Easement	The required APZ located outside the boundary of the property shall be covered by an easement.	Agreed. NPH will undertake to address this requirement with HNEAHS.
1.21 – Utilities	Water, electricity and gas are to comply with sections 4.1.3 and 4.2.7 of 'Planning for Bushfire Protection' 2006.	Agreed (refer to Section 3.7, 3.8 & 3.9 of the Bushfire Hazard Assessment located at Appendix B).
1.22 – Emergency & Evacuation	Arrangements for emergency and evacuation are to comply with section 4.2.7 of 'Planning for Bushfire Protection' 2006. If an emergency/evacuation plan already exists it is required to be updated to include the new development.	Agreed (refer to item (g) of Section 4 – Recommendations in the Bushfire Hazard Assessment located at Appendix B).
1.23 – Construction	New construction shall comply with Australian Standard AS3959-1999 'Construction of buildings in bush fire-prone areas' Level 1.	Agreed (refer to item (f) of Section 4 – Recommendations in the Bushfire Hazard Assessment located at Appendix B).
1.24 – Landscaping	Landscaping to the development is to comply with the principles of Appendix 5 of 'Planning for Bushfire Protection' 2006.	Agreed, (refer to item (d) of Section 4 – Recommendations in the Bushfire Hazard Assessment located at Appendix B).
<b>MINISTRY OF TRANSPORT (MoT)</b>		
<b>ISSUE</b>	<b>COMMENTS</b>	<b>RESPONSE</b>
1.25 – Public transport / alternative modes of travel to the site.	The Ministry suggests that Work Place Travel Plans (WPTPs) and Travel Access Guides (TAGs) be produced to provide greater awareness of alternative modes of travel to the site and to encourage greater usage of the services currently being provided. A transport coordinator to implement the outcomes of a WPTP should be considered for the hospital site.	NPH in conjunction with HNEAHS currently undertake a number of the elements of a Work Place Travel Plan and Travel Access Guide though not formally coordinated and named as such. These include: <ul style="list-style-type: none"> <li>Fully supporting (including financially) the free shuttle service, which provides parking at the Energy Australia Stadium in Broadmeadow and a bus ride to the Hospital Campus. The service starts at 5:15am on a 15 minute frequency to accommodate the shift changeovers, running through to 6:20pm. The service stops at both the Private Hospital and The Royal Newcastle Centre. The service continues throughout the day on a 40 minute frequency for patients and visitors to the campus. This service is publicised throughout the Hospital and further publicity is progressed via</li> </ul>

		<p>media such as the recent local newspaper article increasing awareness of the service.</p> <ul style="list-style-type: none"> <li>• Bicycle racks, and showering facilities provided on site, freely available to all staff.</li> <li>• The design of the proposed extension includes adequate additional bicycle and motorcycle parking facilities, clearly designated pedestrian routes to lifts, the upgrade of the footpath on Jacaranda Drive and clearly designated pedestrian routes across the access points on Jacaranda Drive.</li> </ul>
1.26 – Public transport / alternative modes of travel to the site.	The WPTP should consider how the shuttle bus arrangement between Energy Australia stadium and the hospital site can address the Ministry's request for a minimal parking response and the increased use of public transport services to the site. For example, consideration should be given to connecting the shuttle bus to key destinations including public transport nodes.	This service is provided by HNEAHS and cannot be altered by NPH in isolation. NPH will undertake to discuss options for extending the service in conjunction with the other users on the overall John Hunter Hospital Campus.
ROADS AND TRAFFIC AUTHORITY (RTA)		
ISSUE	COMMENTS	RESPONSE
1.27 – Conditions of consent	The RTA has no objections to the proposed development provided a number of listed requirements are included in the Minister's conditions of development consent.	<p>It is accepted that all these issues will be part of the conditions of approval.</p> <p>Bicycle parking has been shown on the revised drawings. They have been provided in accordance with Table 1B of NCC DCP 2005 Element 4.1, at rates detailed in the submissions response from Better Transport Futures attached at <b>Appendix B</b>. Refer to <b>item 1.15</b> of this table for further detail.</p>
COMMUNITY		
ISSUE	COMMENTS	RESPONSE
1.28 – Parking	Already an overflow to surrounding streets causing safety problems.	NPH is not able to address issues concerned with the John Hunter Hospital's designated area, however this proposal includes the construction of parking bays to service floor space and Hospital beds which were constructed some time ago, therefore this is likely to improve the overall parking



		situation, not worsen it.
1.29 – Traffic	The main road already has heavy traffic, especially at am and pm peak times.	It is agreed the traffic flows on Lookout Road are very high during peak hours. Whilst this development will generate additional traffic in off peak times due to the shift work hours, the additional traffic in peak hours will be low. The traffic report at <b>Appendix J</b> of the <b>Environmental Assessment Report (EAR)</b> addresses this issue in detail.
1.30 – Bushfire	How would they evacuate patients and get the fire brigade in?	A Bushfire Management plan and an Emergency and Evacuation Plan will be prepared to the satisfaction of the NSW Rural Fire Service (RFS) prior to occupation of the building.
1.31 – Sewerage	Old sewerage lines can't cope with additional connections.	A copy of the Section 50 certificate is attached in <b>Appendix B</b> .
1.32 – Parking	Staff has been prohibited from parking on site and is therefore parking in public streets.	Staff parking is not prohibited on site. Staff have the choice of paying to park or using the free shuttle service to Energy Australia Stadium.
1.33 – Staffing	18 staff per shift is an underestimate for this type of development.	Healthscope has indicated that this proposal requires only 18 staff per shift, this is addressed in <b>Section 2.8</b> of the Environmental Assessment Report, page 37.
1.34 – Construction Parking	No adequate parking options have been provided. This should be resolved prior to approval.	A Construction Traffic and Parking Management Plan will be submitted and agreed with the consent authority prior to work commencing. This will review and take into account the safety of the Child Care Centre, construction parking and traffic. This will confirm that access to the Child Care Centre will be maintained at all times, and that the Child Care Centre will not be used for parking manoeuvres.
1.35 – Contamination	Air borne contamination during asbestos removal.	The Remedial Action Plan ( <b>Appendix P</b> of the Environmental Assessment Report, <b>Section 9.10.4</b> , page 29) addresses issues related to dust control.
1.36 – Air Quality	Management of air borne dust during construction.	Addressed as part of above item 1.35.
1.37 – Traffic	Traffic management for the safety of staff, parents and young children, especially during peak drop-off and pick-up times.	Addressed as part of above item 1.34.
1.38 – Traffic	Retention of access to the child care	Addressed as part of above item 1.34.



	centre at all times.	
1.39 – Traffic	No use of the child care centre's car park for parking manoeuvres.	Addressed as part of above item 1.34.
1.40 – Traffic	The new building will block all vision of the road for vehicles turning right into the childcare centre.	A visibility distance of approximately 50m can be achieved from the right turn lane looking northwest on Jacaranda Drive. This distance extends to in excess of 60m through the visibility screen (refer to item 1.18 above) proposed for this corner. This is in accordance with the minimum Safe Intersection Sight Distance of 40k/ph Speed Zone.
1.41 – Traffic	Truck bays appear to require trucks to reverse onto the road close to a blind corner.	Addressed as part of above item 1.18.
1.42 – Pedestrian Access	There appears to be no provision to replace the footpath along Jacaranda Drive which is used by the centre as well as hospital staff, patients and the public.	The existing unsealed footpath on the south side of Jacaranda Drive will be sealed as part of this project. Pedestrian priority markings will be placed across the accesses to the loading dock and the car park to clearly indicate the pedestrian route through these areas.
1.43 – Excavation	Noise and vibration monitoring and management.	Addressed as part of above item 1.10.
1.44 – Need	The Environmental Assessment does not establish a need for additional beds and clinic rooms.	Healthscope Ltd is one of Australia's leading healthcare operators. Determination of additional beds and clinic rooms in the Hunter region is in the domain of Healthscope and has been carefully considered.
1.45 – Parking	Does not adequately address the current parking problems associated with the site as a whole.	Addressed as part of above items 1.15 and 1.28.
1.46 – Parking	Management of parking during construction has not been suitably addressed.	Addressed as part of above items 1.3 and 1.34.
1.47 – Access	A second entrance to the complex should be considered.	Due to existing site constraints it is not possible to provide NPH with its own dedicated second entrance.
1.48 – Access	Not adequate for bushfire fighting or evacuation.	APZs and access will be in accordance with <i>Planning for Bushfire Protection 2006</i> (refer to items 1.19 & 1.22 of this table).
1.49 – Traffic & Parking	Parking proposed is not adequate.	Addressed as part of above items 1.15 and 1.28.
1.50 – Traffic & Parking	Too much traffic already.	Addressed as part of above item 1.29.
1.51 – Sewerage	Old sewerage lines can't cope with	Addressed as part of above item 1.31.



	additional connections.	
1.52 – Parking	Does not adequately address the current parking problems associated with the site as a whole.	Addressed as part of above items 1.15 and 1.28.

## REVISED STATEMENT OF COMMITMENTS

As a result of the minor amendments made to the plans for the project application we also provide a revised Statement of Commitments. For clarity the following Statement of Commitments updates and supersedes that provided in **Section 7** of the Environmental Assessment Report. For ease of reference we have kept the numbering through the following Statement of Commitments the same as that in the Environmental Assessment Report.

As stated in the Environmental Assessment Report, an Environmental Management Plan (EMP) will be prepared for the construction and operation of the proposed facility once approval has been granted and the detailed designs are complete. The EMP will ensure that the commitments made in the Environmental Assessment Report (EAR), and the requirements under subsequent approval and licence conditions are fully implemented. It will provide a framework for managing and mitigating the environmental impacts for the construction of the facility, and will also make provision for auditing the effectiveness of the proposed environmental protection measures and procedures.

The EMP will clearly outline who is responsible and when the commitments associated with mitigation and monitoring strategies should be implemented / undertaken. For the purpose of the EAR the level of detail contained in a comprehensive EMP is not considered necessary, and as such the outline Statement of Commitments is provided. The Statement of Commitments will guide the preparation of the Environmental Management Plan and Environmental Monitoring Plan.



## 7.2 Urban Form and Design

### 7.2.1 Architectural Design

The building, associated works and operations of the new hospital building will be carried out generally in accordance with the EAR (including Appendices) and architectural plans SK101 - SK124 (Suters Architects) dated 8<sup>th</sup> May 2009. If there is any inconsistency between the plans, the EAR and conditions imposed by the consent authority then the conditions will prevail to the extent of the inconsistency.

### 7.2.2 Landscape Design

The proposed landscaping design and works will be carried out in accordance with the recommendations of the Heritage Impact Statement (NSW Department of Commerce) and the Landscape Masterplan Report and Landscape Design Plans LP01 - LP03 (Moir Landscape Architecture) dated the 12<sup>th</sup> and 13<sup>th</sup> May 2009.

Landscape management will be carried out in accordance with the recommendations included in the Landscape Masterplan Report and will cover the following:

- **Plant selection** – species selected for the external works will comprised predominantly native trees, shrubs and groundcovers;
- **Soils** – site soil will be tested for possible amelioration and analysed to determine their composition prior to amelioration. Where possible soils will be improved using recycled compost or green waste, and where it is unable to be improved a recycled soil mix suitable for the specified planting is to be incorporated into the top 300mm layer.;
- **Mulch** – mulch specified for external mass planting areas will be locally sourced, recycled product;
- **Tree Protection** – all vegetation identified on the landscape plans to be retained will be protected from earthworks and machinery; and



- **Irrigation** – a well-designed, controlled and maintained drip irrigation system will be implemented in accordance with the recommendations contained within the Landscape Masterplan Report.

### **7.2.3 BCA**

The proposed new hospital building will comply with either the 'deemed to satisfy' provisions of the Building Code of Australia, or alternatively provide a performance-based solution identified by a suitably qualified person.

### **7.2.4 Access**

The proposed new hospital building will comply with the recommendations made within the Disability Access Report (Lindsay Perry Access and Architecture) dated 11<sup>th</sup> May 2009, as well as the following Access Legislation:

- The Disability Discrimination Act 1992;
- The Building Code of Australia 2007 – Section D3: Access for People with Disabilities;
- Australian Standards AS1428.1, AS1428.2, AS1428.4 – Design for Access and Mobility;
- Australian Standard AS2890.1 – Parking Facilities – Off-street Carparking 1993; and
- Australian Standard AS1735.12 – Lifts, Escalators and Moving Walks: Facilities for Persons with Disabilities.

## **7.3 Heritage**

The recommendations detailed in the Heritage Impact Statement prepared by the NSW Department of Commerce will be complied with:



- Landscaping to the area between Croudace House and the car park to reflect the original terraced garden design;
- The screen planting to the car park should incorporate variations of plants to give both low and medium height cover; and
- The screen planting will be maintained for both density of planting and height restriction to avoid blocking the panoramic views from the Croudace House tower.

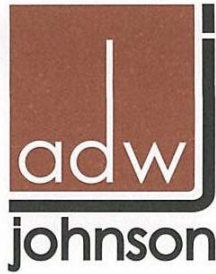
#### 7.4 Transport and Accessibility

- The proposal will provide 244 car parking spaces in accordance with the relevant Australian Standards.
- Bicycle parking will be provided within the at-grade parking area at the front of the existing Kingston and Croudace Buildings (in accordance with Suters architectural plan **SK114**) and within storage area in the existing Kingston Building (in accordance with the Suters architectural plan **SK104**).
- Motorcycle parking will be provided within the existing Kingston Building car park and the proposed multi-level car park in accordance with Suters architectural plans **SK102 – SK125**.

#### 7.5 Bushfire

The recommendations contained in the Bushfire Hazard Assessment prepared by Barry Eadie Consulting Pty Ltd, will be implemented. The recommendations are:

- a) APZs are to be maintained in accordance with **section 3.4** of the Bushfire Hazard Assessment.
- b) If any trees are to be located within the envisaged APZs, this is considered acceptable, providing the following conditions are met:



- i) Vegetation is not to touch or overhang buildings (canopy vegetation must not be within 2-5 metres of any building / dwelling);
  - ii) Vegetation is not species that retain dead material or deposit excessive quantities of ground fuel in a short period or in a danger period; and
  - iii) Vegetation is located far enough away from buildings so that it will not ignite the dwelling by direct flame contact or radiant heat emission.
- c) Preparation of a Bushfire Management Plan for the site.

The Bushfire Management Plan to be prepared will address the following:

- i) Contact person / department and details;
  - ii) Schedule and description of works for the construction of Asset Protection Zones and their continued maintenance;
  - iii) Management strategies, proposed schedule and description of work for the Asset Protection Zone; and
  - iv) Details of access through any gate / fire trail system for remnant bushland areas to the Asset Protection Zone.
- d) Landscaping for the site shall comply with Appendix 5 of *Planning for Bushfire Protection, 2006*.
- e) Woodpiles, combustible material storage sheds, large areas / quantities of garden mulch and stacked flammable building materials should not be located within the IPA of buildings.
- f) The building is to be built to Level 1 construction in accordance with AS 3959-1999.



- g) A Bushfire Evacuation Plan is to be prepared to the satisfaction of the NSW RFS prior to occupation. Should such a plan exist for the hospital campus, such a plan is to be upgraded to incorporate the proposal.
- h) Reticulated or bottled gas shall be installed and maintained in accordance with AS/NZS 1596-2002: *Storage and Handling of LP Gas* and the requirements of relevant authorities.

### **7.6 Drainage, Stormwater and Groundwater Management**

The proposed development will be constructed and operated in accordance with the Stormwater Management Plans detailed in the Civil and Stormwater Drainage report and the Stormwater Concept Plans (**CSK1, CSK2 & CSK3**) prepared by Northrop Engineers.

Typical standard building construction methodologies and practices to mitigate construction impacts will be implemented, including sediment and erosion control, dust management and stormwater management. The contractor will be responsible for adequately managing / controlling site stormwater runoff with the aim of preventing erosion and deposition, specifically within water ways or stormwater drains.

The contractor will undertake sediment and erosion control awareness and education as part of the site induction or general induction for all personnel. The contractor will be responsible for adequately implementing the requirements of the Sediment and Erosion Control Plan which will be specifically prepared for the site and proposed development as part of the Construction Certificate Phase. However, from a conceptual viewpoint, the Sediment and Erosion Control Plan will include specific requirements such as:

- All work is to be carried out in accordance with relevant ordinances and regulations; note in particular the requirements of Landcom's 'Managing Urban Stormwater, Soils and Construction' (the 'blue book').
- Install sediment protection filters on all new and existing stormwater inlet pits in accordance with the typical detail contained within the 'Bluebook'.



- All stormwater devices being upgraded are in full working order at the end of each days work.
- All stormwater devices in the designated route of vehicular access shall be protected from damage. All damage to stormwater devices during the works shall be repaired or replaced prior to the completion of works.
- Sediment and Erosion Control measures shall be installed prior to the commencement of construction and regularly maintained in accordance with the Engineering drawings and specifications.
- Stage the earthworks operations where appropriate to reduce the extent of the site that is 'open' and susceptible to erosion processes.
- Install a 'rumble strip' or 'shakedown' at all vehicle entrances / exists to reduce the likelihood of sediment being trafficked offsite. Manually remove (by means other than washing into stormwater drains) sediment tracked offsite on the adjacent roads.
- Use silt fences and staked hay bales to control runoff in individual building zones across the site.
- All trench (including all service trenches) shall be side-cast to the high side and closed at the end of each days work.
- Construct and maintain all material stockpiles in accordance with detail SD4-1 of the 'blue book'.
- Once cut/fill operations have been finalised all disturbed areas that are not being worked on shall be re-vegetated or sealed as soon as is practical.
- The Site Foreman (Contractor) shall be responsible for keeping a detailed written record of all erosion and sediment controls on site during the construction period. This record shall be updated on a daily basis and shall contain details on the condition of controls and any/ all



maintenance, cleaning and breaches. This record shall be kept on site at all times and shall be made available for inspection by the principal certifying authority during normal working hours.

- To reduce the likelihood of suspended solids entering downstream stormwater drains; flocculate, settle and discharge stored water from the temporary sediment basin in accordance with the methodology outlined in the blue book.

All site operations will be undertaken with consideration given to their potential to produce dust. A management strategy of *avoid > minimise > control* shall be implemented.

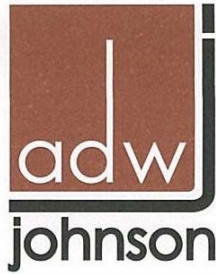
The Contractor will instigate measures to minimise and control generation of dust from the site. These measures will include, but not be limited to:

- Program works around periods of significant and adverse meteorological conditions.
- Install wind fences around stockpiles in accordance with detail SD6-15.
- Maintain vegetation across the site where possible otherwise establish vegetation or seal disturbed site areas as soon as practical.
- Provide water trucks or sprinkling devices during construction as required to suppress dust.
- Install and maintain protective cloth to perimeter fence to assist with dust suppression.

## **7.7 Geotechnical and Contamination**

### ***7.7.1 Geotechnical***

The proposed development will be constructed in accordance with the recommendations detailed within the Geotechnical Report prepared by Douglas Partners which relate to:



- Excavations;
- Footings;
- Support of Excavations;
- Site Contamination
- Mine Subsidence

### ***7.7.2 Mine Subsidence***

The following recommendations contained in Appendix A of the Northrop Engineers Report – Site Suitability Relating to Mine Subsidence Issues will be undertaken prior to construction of the proposed development:

- Have geotechnical consultant carry out a desktop study of the workings and identify location of proposed boreholes looking for voids in the workings.
- Undertake drilling of boreholes to determine roof condition, floor condition, depth of seam, height of extraction and bord width.
- Carry out geotechnical analysis to determine the factor of safety of the workings.
- If factor of safety too low carry out ground surface profile analysis assuming failure of the pillars and determine if the structure can cope with these displacements, if so design structure accordingly.
- If not, look at partial grouting options and again, analyse the structure and design accordingly.



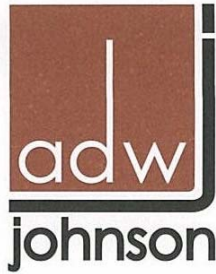
### **7.7.3 Contamination**

The recommendations contained in the Remedial Action Plan (RAP) prepared by ENSR Australia Pty Ltd will be undertaken.

The proposed remedial strategy will involve the following:

- Soils within the excavation footprint of the NPH Extensions (including Areas 1 to 3) assumed to contain material identified as unacceptable, will be either, removed from the site and disposed of in an approved manner to a landfill licensed to receive the waste, or capped by a geotextile marker layer, with an ongoing management plan.
- All removal work will be carried out in accordance with the relevant Acts and Regulations, as defined in the RAP.
- Validation of the successful completion of the removal works, in accordance with regulatory protocols described within this RAP.
- Any imported fill that may be required to reinstate excavation levels will be classified as virgin excavated natural material (VENM) or excavated natural material (ENM) as per the recently published NSW DECC (2008) Waste Classification Guidelines.
- Asbestos air monitoring will be carried out on-site whilst any soil remediation activities are conducted.
- Implementation of an environmental management plan/site management plan during remedial activities.
- Preparation of an Environmental Management Plan to ensure the ongoing integrity of the capping system.

Following completion of the above activities, a Validation Report will be prepared by the Consultant documenting the remediation and



validations works and confirming that the site is suitable for the proposed future (hospital / car park) land use.

## **7.8 Construction Impacts**

### ***7.8.1 Noise & Vibration***

The proposed development will be constructed in accordance with the recommendations contained within the Noise Impact Assessment prepared by Reverb Acoustics.

Noise control within the construction phase of the proposed new hospital building will include the following strategies:

- Noise and vibration monitoring program;
- Equipment selection;
- Acoustic Barriers / Screening; and
- Consultation / Complaints Handling Procedures.

Noise control for the refurbishment of the existing Kingston Building will include the following strategies:

- Machinery enclosures / screens;
- Partition walls and ceilings;
- Flanking paths;
- Ventilation and hydraulic systems;
- Background noise and masking; and
- Administrative noise control.



### ***7.8.2 Stormwater Management***

The stormwater management for the site will comply with the Stormwater Management Plan detailed in the Civil and Stormwater Drainage report and the Stormwater Concept Plans (**CSK1, CSK2 & CSK3**) prepared by Northrop Engineers. Stormwater Management will be carried out as detailed above in **Section 7.6**.

### ***7.8.3 Dust and Erosion Control***

Dust and Erosion control measures will be carried out in accordance with the Civil and Stormwater Drainage Report prepared by Northrop Engineers and the dust and erosion control measures detailed above in **Section 7.6**.

### ***7.8.4 Waste Management***

All waste / surplus building material from the construction phase of the proposed development will be recycled wherever possible. A detailed Waste Management Plan will be incorporated into the detailed Environmental Management / Construction Plan.

### ***7.8.5 Traffic and Pedestrian Access Management***

The construction plans will be developed to reduce the impact of construction traffic on the adjacent road network to the satisfaction of the NSW Department of Planning.

The issue of where construction workers will park has been considered as part of the Transport and Accessibility Study undertaken by Better Transport Futures, and whilst the details of the construction method have not been finalised, the following options have been identified:

- A temporary parking area to accommodate all workers identified on site – *at this stage a parking area big enough to accommodate all workers has not been identified.*
- Workers park at the Energy Australia stadium and are bused to the hospital complex. This may see a need for a temporary supplement to the capacity of the existing shuttle bus service if required – *Some*



*tradesmen may need site access to allow work equipment stored in their vehicles to be in close proximity and available for use in site.*

- Stage construction of the building to minimise construction staff and allow use of Stage 1 for parking during construction of Stage 2 – *May be a viable option which could be written into the tender conditions and construction management for the contract. This option would still require some temporary parking during Stage 1.*
- A smaller temporary parking area identified close to the construction site where key trades vehicles can be parked and the remainder of the construction staff park at Energy Australia Stadium and are either bussed to the hospital site or are picked up by company vehicles – *Will not be ideal for tradesmen, however, may be feasible with careful planning. Again, this could be a condition placed on the construction contract.*
- Construction staff must be discouraged from parking in the residential area to the east of Lookout Road – *Enforcement under existing arrangements will be difficult to control until some form of area parking scheme is implemented in the residential area. In reality many of the hospital staff who already park in this area are already there before the construction staff would arrive.*

The quantity of construction traffic will be determined by the construction time table, however some controls will be put in place including the following:

- Construction will only occur between 7am and 4pm. This will reduce the construction staff and traffic entering or leaving the site during the peak on street traffic periods.
- Construction traffic will be encouraged to use Jacaranda Drive where possible to reduce the use of the intersection of Kookaburra Cres and Lookout Road and potential impacts on other essential services on the campus.



## 7.9 Operational Impacts

### 7.9.1 *Noise from Plant and Equipment*

The operations of the proposed new hospital building will be carried out in accordance with the site operation noise control recommendations contained within the Noise Impact Assessment (pp 23 and 24) prepared by Reverb Acoustics (located at **Appendix Q** of the Environmental Assessment Report).

Noise control within the operation phase of the proposed new hospital building will involve the following:

- Any exhaust plant that produces a sound pressure level in excess of 60dB(A) at a distance of 1 metre from the discharge point must be acoustically treated. Several noise control options are available, namely, installation of in-duct silencers, internal lining to connected ducts with several transition bends, position outlets behind acoustic barriers (parapet or the like) or installing directional exhausts stacks.
- No ventilation openings are permitted in the south wall of plant rooms located at the east side of the building on each level. Ventilation openings are permitted along the east side of the plant rooms providing acoustic louvres are used in preference to standard louvres.
- In-duct silencers are to be fitted to any plant room exhaust / intake fan openings.
- In-duct silencers are to be fitted to any ducted supply / exhaust air associated with any emergency generators. Generators must be housed in suitable acoustic enclosures.
- The contractor responsible for supplying and installing mechanical plant must provide evidence that installed plant meets this noise emission limit, or that noise control included with the plant is effective in reducing the sound level to the specified limit.



- To ensure noise emissions from chillers located on the roof-top plant deck of the Kingston building are at acceptable levels for future occupants of the new building the following noise control strategies must be considered:
  - 1) Install double glazed windows to all sensitive areas in close proximity to the deck, or
  - 2) Replace standard ventilation louvres at the plant deck perimeter with acoustic louvres (see (b) above for required insertion loss values), or
  - 3) Engage a suitably qualified acoustic consultant to determine the extent of acoustic impact and alternate noise control strategies.
- Signs are to be erected in conspicuous locations in the loading dock instructing drivers to turn off their engines once in place at the dock.
- Double-glazing should be installed to all sensitive areas above and adjacent to the loading dock (wards, consulting rooms, etc). A minimum Rw35 rating is recommended for the window system. This can be achieved with a double glazed system consisting of 6.38mm lam glass x 25mm airspace x 6mm clear float glass. Many other configurations can achieve comparable acoustic performance. However, the supplier must be able to provide evidence from a registered laboratory that the complete window assembly will achieve the specified Rw rating.
- Glass installed in window assemblies must comply with AS 1288-2006. Materials, construction and installation of all windows are to comply with the requirements of AS 2047-1999.
- Waste disposal bins are to be located in shielded areas, ideally in areas undercover or away from sensitive areas in order to reduce



impacts during collection. It is recommended that waste collection be restricted to weekdays 7:00am to 6:00pm.

### ***7.9.2 Waste Management***

Operational waste, including biological and anatomical waste, from the proposed new hospital building will be removed by the existing contractor for the existing Newcastle Private Hospital buildings on a daily or more frequent needs basis. The hospital is currently reviewing its waste contract to improve its recycling and cost base, and will include the proposed new hospital building as part of that review.

### ***7.9.3 Site Security and Lighting***

- All staff and visiting medical officers at Newcastle Private Hospital will be issued with security photo identification access cards.
- Electronic lockdown will occur at 9:00pm and will be unlocked at 6:00am with an access card required to enter the hospital during this time.
- Night patrols will be carried out by a contracted security firm who check all external doors. Internal hospital security will be the responsibility of a night wards person.
- The existing Security Management Plan for the existing Kingston Building will be revised to include the new building and its operations.
- The existing Kingston Building's staff duress system, which is an emergency alert system used by individual staff will be extended to the new proposed development. CCTV will be installed within the new car park areas.
- Lighting throughout the new facility will be in accordance with AS1680 together with NSW Health Code TS11. Lighting to enable the evacuation of the building in the event of an emergency shall



be provided to comply with the BCA and AS2293. Central test switching of the new facility will be provided to comply with the latest Australian Standards. The incorporation of the "Running Man" style of exit sign will also be provided in the new facility.

#### ***7.9.4 Emergency Procedures***

The existing Newcastle Private Hospital's comprehensive Emergency and Evacuation Plan will be updated to include the proposed new hospital building.

#### ***7.9.5 Fire Safety***

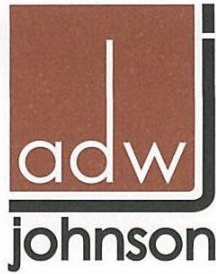
The Fire Safety Strategy and Assessment prepared by Arup for the existing Newcastle Private Hospital 'Kingston Building' (February, 2003) will be updated to encompass the proposed new hospital building.

#### ***7.9.6 Signage***

Designated accessible carparking will be identified using the International Symbol for Access (ISA) – complying vertical and ground signage is required. Signage will comply with AS1428.1, Clause 14.

Access requirements for signage are as follows. It is intended that signage be easily comprehended by all users of the building.

- a) All signage should comply with the requirements of AS1428.1, Clause 14.
- b) The size, type and layout of lettering on signs should be easily comprehensible. The use of pictograms is encouraged wherever possible.
- c) All lettering / pictograms to have a minimum 30% luminance contrast to the background colour to assist persons with a vision impairment.
- d) Signage should be located where directional decisions are made to enable the appropriate decisions to be made prior to the change of direction.



- e) Signage to be located within the height range of 1200-1600mm. Where a sign may be obscured, for example in a crowd situation, it should be placed at a height of minimum 2000mm.

#### **7.10 Infrastructure**

The following infrastructure work will be carried out in accordance with the Building Services Concepts Report prepared by Erbas & Associates Pty Ltd and will comply with the BCA and NSW Health Technical Series TS 11; relevant Australian Standards; and Relevant Authority Regulations:

- Electrical;
- Lighting;
- Fire detection;
- Communication services;
- Hydraulic & Fire Protection Services (including sewer, water and natural gas);
- Medical Gas Services;
- Wet Fire Services; and
- Lift Services.



## CONCLUSION

The matters raised in submissions to the project application (MP08\_0170) have been considered and responses provided above in *Table 1.1*. In addition, we have provided further detailed responses from the relevant technical consultants at **Appendix B**.

As a result of the issues raised, some minor changes have been made to the plans (**Appendix C**), the details of which have also been provided within this report. A revised Statement of Commitments has been prepared to reflect the minor changes made and supersede that provided in **Section 7** of the Environmental Assessment Report.

We trust that this response will be sufficient for the Department of Planning to progress with their assessment of the project application (MP08\_0170).

Should any further information be required please contact the undersigned.

Yours sincerely

**ADW Johnson Pty Ltd (Hunter Office)**

A handwritten signature in blue ink, appearing to read 'Anthony Alliston', is written over a light blue rectangular background.

**ANTHONY ALLISTON**

**SENIOR DEVELOPMENT PLANNER B.Urb.Reg.Planning (UNE),**  
**Grad.Cert.Project.Mgt (UTS)**