

APPENDIX B – CONSULTANT RESPONSES

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Ms Jo Thorley
Director
Burnbridge Sweett
Level 9, 8-10 Loftus Street
Sydney NSW 2000

22 September 2009

Dear Jo,

Re: Response to Comments from the NSW Department of Planning - Newcastle Private Hospital Extensions, Lookout Road, New Lambton Heights, NSW.

1.0 Introduction

ENSR Australia Pty Ltd (trading and herein referred to as AECOM) is pleased to provide the following response to comments received from the NSW Department of Planning relating to the Section 3A submission for the Newcastle Private Hospital Extensions, Lookout Road, New Lambton Heights, NSW (herein referred to as the Site).

AECOM prepared a Phase 1 Environmental Site Assessment (ESA) (AECOM ENSR, February 2009a) and a Remedial Action Plan for the Site (AECOM ENSR, February 2009b).

The Newcastle City Council (NCC) provided the following submission comments:

Comment 1:

"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 DECCW accredited site auditor to review the proposed remediation strategy and prepare a Site Audit Statement" (NCC, July 2009).

Comment 2:

"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" (NCC, July 2009).

2.0 AECOM Response

Comment 1 of the NCC submission provides a broad statement that it believes the overall remediation strategy is appropriate. Section 12.1 of the AECOM ENSR, February 2009b report discusses the need to implement an Environmental Management Plan (EMP) in the event long-term on-site management is required. 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 may decide to remove all asbestos impacted material from the Site to avoid ongoing site management obligations. The final outcome will be dependant on the footprint of the excavation area and the volume of impacted material to remain on-site. Therefore 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.

A DECCW accredited site auditor has reviewed the Remedial Action Plan (RAP) and has prepared an interim opinion letter (ENVIRON, June 2009), enclosed. 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.

Comment 2 of the NCC submission relates to the recommendation by council to conduct an intrusive assessment of the footprint of the surface carpark areas prior to issuing consent for the project. AECOM believe that this is not necessary for the following reasons:

- an intrusive assessment of the surface carpark 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.
- if asbestos is detected, then the proposed remedial contingency will be implemented to address human health concerns.
- the proposed land-use (car parking) is considered to have minimal access to soil at completion.
- the volume of material proposed to be excavated (300 m³) and the surface area (700 m²) of the three surface car park areas is considered to be small.
- the surface area of the three surface car park areas is estimated to be 700 m² which is also considered to be small.
- 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.

3.0 References

ENSR Australia Pty Ltd, 2009a, *Phase 1 Environmental Site Assessment, Proposed Newcastle Private Hospital Extensions, New Lambton Heights, NSW*, ENSR, February 2009.

ENSR Australia Pty Ltd, 2009b, *Remedial Action Plan, Proposed Newcastle Private Hospital Extensions, New Lambton Heights, NSW*, ENSR, February 2009.

Newcastle City Council, 2009, *Newcastle Private Hospital – 2 & 14 Lookout Road New Lambton Heights*, NCC, 24 July 2009.

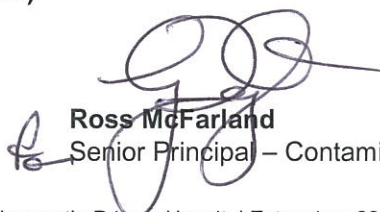
ENVIRON, 2009, *Review Advice No.5 – Site Audit of Newcastle Private Hospital Extension, New Lambton Heights, NSW*, 22 June 2009.

Yours sincerely,

ENSR Australia Pty Ltd (trading as AECOM)



David Dangerfield
Senior Environmental Engineer



Ross McFarland
Senior Principal – Contaminated Sites

Enclosures: Review Advice No. 5. – Site Audit for Newcastle Private Hospital Extension, 22 June 2009.

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Monday, 22 June 2009

Our Ref: AS130233

APP Corporation

Attention: Peter Allan

email – Peter.Allen@app.com.au

Dear Sir,

Re: Review Advice No.5 – Site Audit for Newcastle Private Hospital Extension, New Lambton Heights, NSW

I have undertaken a review of the following documents provided with relation to the Site Audit of the above mentioned property (the Site):

- ENSR AECOM Pty Ltd (May 2009) *Phase 1 Environmental Site Assessment, Proposed Newcastle Private Hospital Extension, New Lambton Heights, NSW* (ref: N4111701_Phase1_RPT_May09);
- ENSR AECOM Pty Ltd (May 2009) *Remedial Action Plan, Newcastle Private Hospital Extension, New Lambton Heights, NSW* (ref: N4111701_RAP_RPT_May09).

It is noted that both of these reports have been updated due to changes to the scope of the project, namely a decrease from seven floors to six floors for the development in the Primary Civil Works area.

It is noted that the scope of the project increased in March 2009, with three Surface Carpark Areas added to the investigation area (see Review Advice No. 4).

Auditor comments regarding the Primary Civil Works Area have been addressed previously, as outlined in Review Advice No. 3, dated 12 November 2008.

A review of the Surface Carpark Areas is as follows:

- A Site history review of these areas has been completed, including review of certificates of title, historical aerial photographs, Planning Certificate from Newcastle City Council, WorkCover Dangerous Goods records, NSW DECC records;
- Site conditions, including topography, drainage, surface water and flood potential, regional meteorology, geology, hydrogeology and a site inspection, have been identified;
- Areas and contaminants of concern have been identified, including asbestos, Heavy Metals, PAHs and biological hazards;
- No intrusive investigation works have been completed in the Surface Carpark Areas;
- The RAP indicates that a sampling program for in-situ waste classification will be completed prior to the excavation of material required for the development. Waste classification sampling will include collection of samples on a 20m grid, equivalent to 1

sample per 25m³ and analysis of samples for asbestos, TPH, BTEX, PAHs, Heavy Metals, OCP, PCB;

- The Auditor considers that the Site history review, Site conditions and areas and chemicals of potential concern have been adequately assessed and that the completion of in-situ waste classification sampling prior to excavation works in the Surface Carpark Areas is suitable.

A comparison of the updated draft RAP compared to the NSW EPA Guidelines for Reporting on Contaminated Sites, is presented in Table 1 below.

Table 1 - Assessment of Remedial Action Plan

Remedial Action Pan	Comments
Remedial Goal	The remediation goal is to provide practical management of the contamination with the aim of reducing risks associated with the Site to a level consistent with the proposed landuse. The Auditor considers that the remediation goal is suitable.
Discussion of the extent of remediation required.	A discussion of the extent of remediation required is included in Section 9.4 and includes preliminary estimates of the volumes of asbestos waste and non-contaminated soil to be excavated from Site.
Evaluation of Remedial Options	Remedial options, aside from excavation and off-site disposal of asbestos waste, were not considered due to practical constraints and project-specific delivery requirements. The Auditor does not consider that the lack of evaluation of remedial options is significant given that excavation of the majority of fill is required for construction of the basement car park.
Selected Preferred Option	Remediation of asbestos impacted soil is to be completed via excavation and off-site disposal. The Auditor considers that this is an appropriate option given that excavation is required for the basement and there are no opportunities to cap the impacted soils.
Rationale	Remediation of asbestos impacted soil via excavation and off-site disposal was adopted as it matched site specific development requirements. No reference was made to the preferred remedial hierarchy presented in NSW EPA (2006) but the Auditor does not consider this to be significant.
Proposed Validation Testing	Validation testing is discussed in Section 9.6, including validation of the base of excavations in both fill material and natural soil and validation of imported fill material. The Auditor considers that the proposed validation testing is adequate.

Remedial Action Pan	Comments
Interim Site Management Plan (before remediation)	Interim Site Management Plan indicates the Site is currently fenced and that the fencing will remain in place until the proposed works have been completed. The Auditor considers that the Interim Site Management Plan is appropriate.
Site Management Plan (operation phase) including stormwater, soil, noise, dust, odour and OH&S	The Site Management Plan is included in Section 9.10 and includes sections on management of stormwater, soil, noise control, dust control, traffic, OH&S and complaint reporting. The Auditor considers that the Site Management Plan is appropriate.
Contingency Plan if Selected Remedial Strategy Fails	A contingency plan is included in Section 9.8, which outlines procedures to be implemented in the event that unexpected contamination is identified during the remediation works and a contingency plan if the selected remedial strategy fails. The Auditor considers that the discussion of contingencies is suitable.
Remediation Schedule and Hours of Operation	Hours of operation were included in Section 10.5. A remediation schedule was not included. This is not considered significant.
License and Approvals	Section 10.6 indicates the remediation is considered Category 2 under SEPP 55 clause 14. License requirements for the asbestos contractor are included in Section 10.8.1. The Auditor considers the license and approvals sections are suitable.
Contacts/Community Relations	The Principal's representative was included as the Site contact in Section 11.18. The Auditor considers this to be appropriate.
Staged Progress Reporting	Progress reporting was not discussed. This is not considered to be significant given that the entire site requires excavation in a limited time frame.
Long term site management plan	Section 12.1 included discussion of the need and framework for long term management plan to manage remnant contamination. The Management plan to be reviewed / approved by a NSW DEC Accredited Site Auditor as part of the Site Audit. The Auditor considers this to be appropriate.

In general, the draft Phase 1 ESA report presents enough data for the purposes of assessing the site and the draft RAP is considered suitable.

Should you have any questions regarding the above, please contact me via email or phone.

Yours faithfully,

A handwritten signature in blue ink, appearing to read 'Phillip Hitchcock', with a long horizontal flourish extending to the right.

Phillip Hitchcock

NSW DECC Accredited Site Auditor (Contaminated Land)

REVERB ACOUSTICS

Noise and Vibration Consultants

Our Ref: 09-1320-L3

19 September 2009

Suters Architects
PO Box 1109
NEWCASTLE NSW 2300

Ph. (02) 4926 5222
Fax: (02) 4926 5251

Attention: Mr Stuart Landrigan
cc. Anthony Alliston

email: s.landrigan@sutersarchitects.com.au
email: anthonya@adwjohnson.com.au

ADDENDUM - RESPONSE TO NEWCASTLE CITY COUNCIL'S CONCERNS NEWCASTLE PRIVATE HOSPITAL EXTENSIONS

This letter has been prepared in response to concerns raised by Newcastle City Council's (NCC's) Environmental Services Unit, detailed in their letter to Department of Planning (DoP) (Council ref: DA-08/0170, dated 24 July 2009), for proposed extensions to Newcastle Private Hospital, Lookout Road, New Lambton. This letter is to be read in conjunction with Reverb Acoustics Report 09-1320-R2, dated May 2009 (referred to as RA-May in this letter).

Council concern: *Mechanical Plant Impact on Kingston Building: The Noise Impact assessment prepared by Reverb Acoustics dated May 2009However, the analysis seems confined to the surrounding building (Possum Place) and does not provide any analysis of the potential impact of the mechanical plant on the Kingston Building... ..but recommends the analysis of the mechanical plant extend to the Kingston Building and the internal wards.....*

Reverb response: Item (b) Section 5.1 of the RA-May report recommends that the following:

b) 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. Acoustic louvres must have the following minimum insertion loss values (typically Fantech SBL1, Nap Silentflo 300S Line or Robertson Type 7010):

Required Insertion Loss Values for Plant Room Louvres – dB

	Octave Band Centre Frequency, Hz							
	63	125	250	500	1k	2k	4k	8k
NR	10	12	15	19	20	18	18	14
STL	4	6	9	13	14	12	12	8

Standard ventilation louvres are permitted in the north wall of the plant rooms.

Table 1 below presents calculations to nearest wards in the Kingston building from plant rooms, based on the above acoustic design:

Building Acoustics-Council/DECCW Submissions-Modelling-Compliance-Certification

ABN 71 481 125 175
PO Box 181 Adamstown NSW 2289
Telephone: (02) 4950 9222 Facsimile: (02) 4950 9232
email: reverbacoustics@idl.com.au

**Table 1: Calculated SPL, Typical Plant Room
 Propagated to Nearest Wards in Kingston Building**

Item	dB(A)	Octave Band Centre Frequency, Hz							
		63	125	250	500	1k	2k	4k	8k
Combined Lw plant	96	64	80	87	90	91	90	85	76
SPL at rec (exterior), 10m	45	26	38	40	36	36	36	29	24
TL window 20% open		10	10	10	10	10	10	10	10
Loss centre of room		6	6	6	6	6	6	6	6
SPL centre room	29	10	22	24	20	20	20	13	8
Criteria	35								
Impact	-								

The above Table demonstrates compliance with the requirements of AS/NZS2107-2000 for wards, providing acoustic modifications detailed in the RA-May report are implemented. 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. We therefore conclude that no further acoustic modifications are necessary to the plant rooms to guarantee compliance with the criteria.

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.

Council concern: *Loading Dock:The Noise Impact assessment prepared by Reverb Acoustics dated May 2009 provides the recommendation that sensitive areas near the loading dock should have double-glazing of the windows with an Rw rating of 35. Council recommends a more detailed assessment of the acoustic construction measures be provided to ensure the amenity of wards is protected.*

Reverb response: 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). 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 facade of the building will also ensure that other external noise sources that may occur at night are also acceptable to occupants of the wards.

Note that many window system configurations are capable of achieving an Rw35 rating. For this reason, 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, i.e. they cannot simply install thicker and heavier glass in a standard window frame.

Council concern: *Road Traffic Noise: Furthermore, the noise assessment should undertake an 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 (traffic noise from Lookout Road and Jacaranda Drive).*

Reverb response: 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. Our theoretical program (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. Therefore, 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.

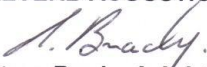
Based on our attended measurements at the site, exterior traffic noise levels produced by passing traffic on Jacaranda Drive will be in the order of 56dB(A) at the exterior of nearest wards in the extension during peak traffic periods. Since the hospital extension will be air conditioned, windows will be closed and internal noise levels will be compliant with the requirements of AS/NZS210-2000, (i.e. 35-40dB(A)). In addition, noise produced by passing traffic along Jacaranda Drive will in fact be much lower if acoustic windows (discussed in our previous response above) are installed in wards along the north facade of the building.

Council concern: *Construction Noise and Vibration: The Noise Impact assessment prepared by Reverb Acoustics dated May 2009 identifies 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 be further investigated to ameliorate these impacts.*

Reverb response: 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. Our assessment was carried out in accordance with the requirements of Department of Environment, Climate Change and Water's (2009). *Interim Construction Noise Guideline*. In this instance, we consider it unnecessary to carry out a more detailed assessment, as a comprehensive construction noise and vibration monitoring protocol was 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.

We assume this concludes our involvement in the project thus far. However, should you require further assistance, please contact the undersigned.

REVERB ACOUSTICS


Steve Brady A.A.A.S. M.A.S.A.
Principal Consultant

REVERB ACOUSTICS

September 2009

Document Ref: 09-1320-L3

ADW Johnson
7/335 Hillsborough Rd
Warners Bay

Attention: Anthony Alliston

Date: 23.09.09
Project: 10041 - Newcastle Private Hospital 'Extensions'
Re: Newcastle Private Hospital

Dear Anthony

Please find enclosed response to Authority and Community Submissions to Development Application for Newcastle Private Hospital. Should you have any queries please contact the undersigned.

Yours faithfully
Suters Architects

Edward Clode
Principal
Registered Architect – NSW ARBN 4100

Email: e.clode@sutersarchitects.com.au
File: 10041_b03_let004:EC:LG
Encl: As above

CEO - Robert Macindoe [NSW ARBN 4699]

1 UDCG:

The Group considered the building itself to be acceptable in urban design terms, although it queried the very deep cantilever indicated in the N-West corner.

1.1 Response:

We assume 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. 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 atmosphere.

2 UDCG:

The design of the carpark 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 carpark was suggested to enable more effective landscape screening to be established.

2.1 Response:

It was agreed to increase the density (and therefore the depth) of screen planting to the carpark when viewed from Croudace House. This would improve the view whilst satisfying heritage requirements outlined in the submitted Heritage Report.

3 UDCG:

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.

3.1 Response:

Every effort is being made to provide landscaping to the limited curtilage to the north of the building. There is simply no scope to move the building footprint within property boundaries, and we need to :- accommodate continuation of hospital footpath along Jacaranda Drive; truck manoeuvring in front of loading area; as well as a queuing lane for six cars at carpark 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 Drive. The planting further uphill to the south can be more lush, as is the case at the western end of the carpark, both important first sightings of the proposal.

4 UDCG:

It was felt that the recessive vertical columns in the carpark 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 carpark at the lower level was also considered to be an issue, with a robust and durable finish recommended.

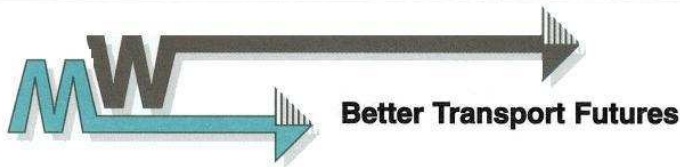
4.1 Response:

The carpark is the podium, on which the building sits. It was felt that the emphasis of the horizontal elements of the podium facade was therefore more consistent with the overall composition of the

Date: 23.09.09
Project: 10041 - Newcastle Private Hospital 'Extensions'
Re: Newcastle Private Hospital
Page: 2

upper levels, as well as anchoring the building to the ground. Introduction of strong verticals would be an unnecessary contradiction and confusing addition to the overall appearance. Analysis of the upper hospital facades should elicit 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 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 the detail and relief without competing unnecessarily with the dominant forms and overall nature of the building.

The design strategy with the carpark 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. This brings us to the final UDCG's comment regarding robustness of materials to these 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



Mark Waugh Pty Limited
ABN 67 106 169 180
Transport Planning & Engineering

2 October, 2009

Our Ref: P0530A

Mr Anthony Alliston
ADW Johnson
7/335 Hillsborough Rd,
Warners Bay 2282

Dear Anthony,

Newcastle Private Hospital - BTF Responses to Public Consultation comments.

October 2009.

We have reviewed the comments received as a result of the Consultation process and have collated our responses below:

1. Comment from HNEAHS:

- **Upgrading of Jacaranda Dr Access:** This is not an issue that can be resolved by the Healthscope. It is an issue for HNEAHS and the RTA to resolve.
- **Construction Traffic:** A Construction Traffic Management Plan will be prepared and submitted to the consent authority prior to construction starting. This will include plans for workers' parking and will co ordinate with HMRI project managers as appropriate.

2. Comment from Newcastle City Council:

- **Parking:** Parking provision will be 6 bays short if the bays proposed under the separate D/A are not applicable. There is no further space adjacent to the NPH to relocate these 6 bays. Given the MoT's requirement to minimise parking it is our view that the Department of Planning should support the provision of 244 parking spaces.
- **Motorcycle parking:** 25 motorcycle bays have been shown on the architectural drawings. This exceeds the requirement of 1 space per 20 parking spaces as per Table 1b of Part 4 of NCC DCP 2005. The hospital will have 400 parking bays, therefore require 20 motorcycle bays.
- **Access:** Deceleration lane /queuing length. 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 the Private Hospital 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 (northbound on Lookout Rd) will turn right into Tea House Rd and enter the car park via the

existing access. 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.

- **Parking Layout/Configuration:** 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.

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 3000 wide, well in excess of the min. 2600mm, therefore allowing driving occupants more time to observe potential approaching traffic. The ramps have a maximum gradient of 1:13 and min. 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 visibility.

- **Servicing:** The architectural drawings 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. 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 louvres to filter visibility of dock activities from outside, whilst allowing traffic to detect vehicle movements from both inside and outside. The design of this area has considered particularly 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.

The visibility will be supplemented by a mirror on the opposite side of Jacaranda Drive.

3. Comment from MoT:

- **Public Transport/alternative modes of travel to the site:** Should prepare Workplace Travel Plans and Travel Access Guides.

Response: The Newcastle Private Hospital in conjunction with the HNEAHS currently undertakes 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:

- 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 40minute frequency for patients and visitors to the campus. This service is publicised throughout the Hospital, however, it is accepted that this could be enhanced and further publicity undertaken. A recent local newspaper article has increased awareness of the service.
 - Bicycle racks, and showering facilities provided on site, freely available to all staff
 - 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.
- **Public transport/alternative modes of travel to the site:** The existing shuttle service should be extended.
Response: This service is provided by HNEAHS and cannot be altered by NPH in isolation. NPH undertake to discuss options for extending the service in conjunction with the other users on the overall John Hunter Hospital Campus.

4. Comment from RTA:

- **RTA Conditions** It is accepted that all these issues will be part of the conditions of approval.
- **Bicycle parking:** Bicycle parking has been shown on the revised drawings. They have been provided in accordance with Table 1B of NCC DCP Element 4.1, at a rate of
 1. **Hospital:**
 - **Staff**, 1 space per 10 staff, (Class 2 – medium security level.) 118 staff (100 existing, 18 new staff) = 12 cycle racks medium level security, bicycles locked in a security room, compound or cage.
 - **Visitors**, 1 space per 10 staff, (Class 3 – Low level risk,) 118 staff = 12 cycle racks of low level security, racks in public areas.
 2. **New Professional Consulting rooms:**
 - **Staff**, 1 space per 10 practitioner/professional staff, Class 2, 24 staff = 3 spaces
 - **Visitors**, 1 space per 10 staff, Class 3, 24 staff = 3 spaces
 3. **Provisional TOTALS:**
 - 15 in secure cage/room.
 - 15 racks in public area.

5. Comments from Community:

Community comment: Parking already overflowing into adjacent streets.

Response: The Private Hospital cannot be held to account for the parking problems of the whole campus. In effect this proposal includes the construction of parking bays to service floor space and Hospital beds which were constructed some time ago, this is likely to improve the overall parking situation, not worsen it.

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.

Community comment: Traffic is already heavy in the area.

Response: This issue is covered in the Traffic Report. It is agreed the traffic flows on Lookout Rd are very high during peak hours. This development will generate additional traffic mainly off peak due to the shift work hours; however, the additional traffic in peak hours is low.

Community comment: Construction Parking has not been addressed adequately.

Response: A Construction Traffic and Parking Management Plan will be submitted and agreed with Council 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 the access to the Child Care Centre will be maintained at all times, that the Child Care Centre will not be used for parking manoeuvres.

Community comment: The new building appears to block all vision of the road for vehicles turning right into the childcare centre.

Response: 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 item above) proposed for this corner. This is in accordance with the minimum Safe Intersection Sight Distance for a 40kph Speed zone.

Community comment: Trucks appear to have to reverse into the road.

Response: See item above

Community comment: Footpath on Jacaranda Drive

Response: 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.

Community comment: Second Access to the campus should be considered.

Response: It is not possible to deal with this issue as part of this process.

Sue McAuley

Senior Engineer

BUSHFIRE HAZARD ASSESSMENT

FOR

NEW BUILDING FOR NEWCASTLE PRIVATE HOSPITAL Special Protection Development

AT

**2 LOOKOUT ROAD
NEW LAMBTON HEIGHTS NSW 2305**

FOR

HEALTHSCOPE

**1 October 2009
Version A**

Prepared by:

Barry Eadie Consulting Pty Ltd

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email: barryeadie@optusnet.com.au • ABN: 61 111 815 215

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PREFACE

Readers of this report must be aware that the bushfire mitigation recommendations described in this report will not completely remove the risk of bushfire impacting the development site. Recommendations contained herein are designed to improve the bushfire related issues for the existing development. With regard to the application the implementation of recommendations in their entirety, together with the diligent maintenance of Asset Protection Zones, will provide for a reduction of the bushfire threat and the associated risk.

This report caters specifically for the requirements of this project and the Client. No warranty is intended or implied, or responsibility undertaken by Barry Eadie Consulting Pty Ltd for its use on any other project or by any third party.

This report does not include an environmental assessment, Aboriginal heritage assessment or identify endangered species in the area.

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1 INTRODUCTION

1.1 Report Purpose

This report assesses the capability of the existing site to be developed for a proposed new hospital building North of the existing Newcastle Private Hospital, Kingston Building on the subject site. The report will form part of the supporting documentation to be submitted to the Department of Planning NSW as part of the Director-General's Environmental Assessment Requirements. A Bushfire Hazard Assessment has been undertaken to determine the necessary requirements for the development in accordance with:

- Director General Requirements (Ref: MP 08-0170) and specifically
- NSW Rural Fire Service, Planning NSW, '*Planning for Bushfire Protection*' (2006); and
- AS 3959-1999: *Construction of Buildings in Bush Fire Prone Areas*.

A preliminary meeting was held with the NSW RFS on 29 January 2009 at which the RFS agreed in principal that the proposal should comply with the requirements of '*Planning for Bushfire Protection*' (2006) for Special Fire Protection Purposes, and were supportive of the view that the proposal would assist in the protection of the existing buildings shielded by the proposal and the benefit of the lower levels of the proposed building being for car parking.

1.2 Executive Summary

The project is an initiative of the new Newcastle Private Hospital owners, Healthscope Ltd., to extend and improve operations at one of the foremost private Hospitals in the Hunter Region.

The main component of the development is a substantial new building to the north of the Kingston building, on Hunter New England Area Health (HNEAH) land bounded by Jacaranda drive to the north, Hunter Rehab Building to the west, and Kingston Building and Croudace House view curtilage to the south. Contained within the podium of the new building is an open deck car park for 226 vehicles and the new relocated loading dock with some stores. Loading dock deliveries will now arrive via Jacaranda Drive. Private car entry will remain via Tea House Road but will also include Jacaranda Drive. Ground and first floors to contain bedrooms and ancillary services. Second floor, containing privately owned medical suites.

Alterations to the Kingston Building are focused on expansion of operating rooms by two, projecting the building over the former loading dock. Ancillary services including Central Sterile Department (CSD), and Recovery will also need to expand in accordance with this. Links from Kingston to the north building on every floor requires some loss of beds and replanning and rationalisation of existing wards. Total number of new beds, 60. Total number of existing beds to remain, 115. Total beds, 175.

The proposal also includes reconfiguration of roadways (and car parking) between Croudace House, The Croudace Building and The Kingston Building. Landscape design to this area, Croudace House

north curtilage, the new light court created between Kingston and North extension and its curtilage will be a necessary component.

In summary the new development features are:

The proposed new 6-storey hospital building to the north of the Kingston Building will contain:

Level B3 – Basement staff car park (74 car spaces) with a floor RL of 89.39 at eastern end of car park and 90.98 at western end of car park.

Level B2 – Truck hardstand (floor RL 92.19), loading dock (floor RL 93.19), stores, plant room, and basement car park (floor RL 93.74) with 51 car spaces. As shown on the plans the Level B2 car park proposed will be connected to the existing Kingston Building car park.

Level B1 – Basement car park (70 spaces) with a floor RL of 96.5 and plant room. As shown on the plans the Level B1 car park proposed will also be connected to the existing Kingston Building car park.

Ground Floor – car park (31 spaces), plant room and 30 medical inpatient beds, with floor RL of 100.00. As shown on the plans, the ground floor will be linked to the existing Kingston Building ground floor.

First Floor – 30 surgical inpatient beds, and plant room (floor RL 104.00). As shown on the plans, the first floor will also be linked to the existing Kingston Building first floor.

Second floor - 8 medical suites, and plant room (floor RL 108.40). AS shown on the plans, the second floor will be linked to the existing Kingston Building second floor.

A new loading dock and waste disposal area will also be provided under the new car park building with access from Jacaranda Drive.

The alterations and additions to the existing Kingston Building will include the following:

The loading dock and some store areas will be relocated down to the new B3 podium level of the proposed new building, with entry from Jacaranda Drive.

Ground floor – As shown via shading on the plans, ground floor alterations include a new supply services area and new kitchen.

First floor – As shown via shading on the plans, the following alterations will be made:

- The first floor plate will be extended above the landing dock to the east to accommodate two new operating theatres with ancillary services.
- An additional steriliser will be provided adjacent to the existing sterilizer within the Central Sterile Department (CSD) which will also be expanded.
- Addition of a new Stage 3-recovery area.
- Addition of another new staff station.

Other features include:

- 13 additional ground level car parking spaces adjacent to Croudace and Kingston Building entries.
- Remediation of the site; to north of Kingston Building.
- A plan for an additional 11 car parking spaces near the Croudace Building will be managed under a separate development application.

Summary:

- Remediation of the site
- An additional 60 inpatient beds in a new 6 storey hospital building;
- Alterations and additions to the existing Kingston Building including two additional operating theatres with additional support services;
- 250 car parking spaces (226 in-building car park spaces, 13 on-street spaces at front of hospital, and 11 on-street spaces to be managed under a separate development application).
- Loading/unloading facilities with access of Jacaranda Drive;
- Vehicle access to the proposed new building from Jacaranda Drive; and
- Approximately 1000sqm of medical consultancy suites, comprising 8 medical suites in total.

Barry Eadie Consulting Pty Ltd has been engaged by Healthscope to prepare the Bushfire Hazard Assessment report, to be used in support of the Application.

2 BUSHFIRE LEGISLATION IN NSW

The *Environmental Planning and Assessment Act 1979* and the *Rural Fires Act 1997* were amended recently via the *Rural Fires and Environmental Assessment Legislation Amendment Act 2002*.

The amendments to the legislation are not retrospective and consequently will not usually apply to development applications which were made, but not necessarily finally determined, before 1 August 2002.

With regard to the *Environmental Planning and Assessment Act 1979*, the amendments:

- a) Require local government councils to record on maps land identified by the Commissioner of the NSW Rural Fire Service as bushfire prone land; and
- b) Prevent development consent being granted for the carrying out of development for certain purposes on bushfire prone land unless the consent authority is satisfied that the development conforms to certain documented bushfire protection specifications and requirements (*'Planning for Bushfire Protection' (2006)* and *AS 3959 – Construction of Buildings in Bushfire-Prone Areas*) or has consulted with the Commissioner.

'Planning for Bushfire Protection' (2006) defines bushfire prone areas as an area that can support a bushfire or is likely to be subject to bushfire attack. In general, a bushfire prone area is an area containing a high, medium or low bushfire hazard, or any area within 100 m of a high or medium bushfire hazard, or within 30 m of a low bushfire hazard. Bushfire hazard areas do not include existing urban areas or water bodies (other than wetland vegetation), and are identified by bushfire hazard mapping produced under an approved Bushfire Risk Management Plan, or other such map certified by the Commissioner of the NSW Rural Fire Service for this purpose.

3 SITE ASSESSMENT

NAME:	Newcastle Private Hospital
ADDRESS:	HEALTHSCOPE c/o ADW Johnson Pty Limited 7/335 Hillsborough Road Warners Bay NSW 2282
SITE ADDRESS:	Proposed Private Hospital 2 Lookout Road, New Lambton Heights NSW 2305
COUNCIL:	Newcastle City Council
TYPE of AREA:	Residential
TYPE of DEVELOPMENT:	Private Hospital.

Barry Eadie conducted inspections of the site at Lookout Road, New Lambton Heights and the surrounding area on 12 November 2008. The following assessment has been undertaken in accordance with the requirements of *'Planning for Bushfire Protection' (2006)*.

3.1 Location

The site is located within the overall John Hunter Hospital, Newcastle Private Hospital Campus, Lookout Road, New Lambton Heights. The proposed development site is accessed off Jacaranda Drive (within the overall hospital site) and is located to the North of the existing Newcastle Private Hospital, Kingston Building.

The project is an initiative of the new Newcastle Private Hospital owners, Healthscope Ltd., to extend and improve operations at one of the foremost private Hospitals in the Hunter Region.

The main component of the development is a substantial new building to the north of the Kingston building, on HNEAH land bounded by Jacaranda drive to the north, Hunter Rehab Building to the west, and Kingston Building and Croudace House view curtilage to the south. Contained within the podium of the new building is an open deck car park for 226 vehicles and the new relocated loading dock with some stores. Loading dock deliveries will now arrive via Jacaranda Drive. Private car entry will remain via Tea House Road but will also include Jacaranda Drive. Ground and first floors contain bedrooms and ancillary services. Second floor, containing privately owned medical suites.

Alterations to the Kingston Building are focused on expansion of operating rooms by two, projecting the building over the former loading dock. Ancillary services including Central Sterile Department (CSD), and Recovery will also need to expand in accordance with this. Links from Kingston to the north building on every floor requires some loss of beds and replanning and rationalisation of existing wards. Total number of new beds, 60. Total number of existing beds to remain, 115. Total beds 175.

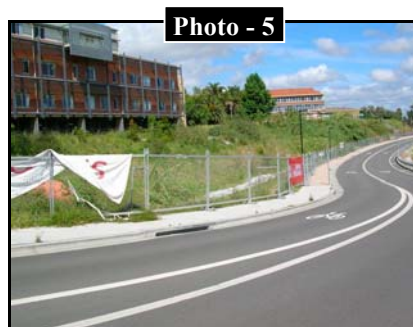
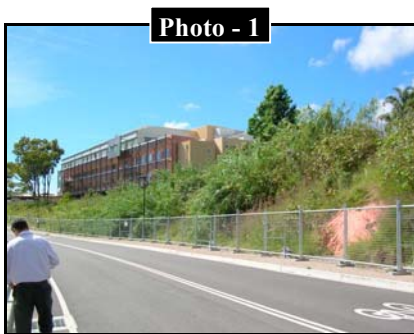
The proposal also includes reconfiguration of roadways (and car parking) between Croudace House, The Croudace Building and The Kingston Building. Landscape design to this area, Croudace House north curtilage, the new light court created between Kingston and North extension and its curtilage will be a necessary component.

3.2 Vegetation

The vegetation has been assessed over a distance of 140 m from the existing bush vegetation both on and off site in all directions in accordance with A2.3 (a) of *'Planning for Bushfire Protection' (2006)*.

To the North, northeast and northwest of the site is Jacaranda Drive then a landscaped area to access trail then forest vegetation. This aspect is the only aspects that presents any bushfire hazard to the proposed building which will, in effect, improve the bushfire risk to the existing buildings by providing shielding from ember attack, radiant and flame impingement.

To all other aspects are existing hospital buildings, which present no bushfire risk.



- LIST OF PHOTOS**
Photo 1 - Location of Proposed building from West
Photo 2 - Existing road and AZP
Photo 3 - Vegetation North of APZ
Photo 4 - APZ and drainage access
Photo 5 - Location of Proposed building from East

3.3 Slope

Based on the site inspection, the slope of the land over a distance of 100 m from the indicative building lines in all directions has been assessed. In accordance with '*Planning for Bushfire Protection*' (2006), the slope has been assessed based on the gradient that will most significantly influence the fire behaviour of the site.

The forest vegetation that presents a bushfire hazard to the proposed new building is to the North, Northeast and Northwest. This area of vegetation forms a gully directly to the North with the vegetation sloping upwards to the East and West from the gully area. The slope within the gully area from South to North is 5° Down-slope and the slopes to the East and West of the vegetation are up-slope.

These are the slopes that will influence bushfire behaviour as the only vegetation impacting upon the site is from the North, North-east and North-west.

3.4 Asset Protection Zone

The Asset Protection Zone (APZ) acts as a buffer zone between the development and the hazard. The primary purpose of an APZ is to ensure that a progressive reduction of bushfire fuels occurs between the bushfire hazard and any habitable structures. The APZ consists of an Inner Protection Area (IPA) and an Outer Protection Area (OPA).

Based upon Forest vegetation with a 5° Down-slope for Special Fire Protection Purposes, in accordance with Table A2.6 of '*Planning for Bushfire Protection*' (2006) the minimum Asset Protection Zone required is 70 metres. The Asset Protection Zone of 70 metres consist of a minimum Inner protection Area of 50 metres and a maximum Outer Protection Area of 20 metres.

The Inner Protection Area will comprise the existing road, landscaping and the service track to the drainage pit (see photos 1,2 and 5 above) this area will be a minimum of 50 metres and in some areas will exceed 50 metres.

The Outer Protection Area will be on the northern side of the service track and consist of managed ground fuel (see photos 3 and 4 above). 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.

3.5 Level of Construction

The proposed building consists of the following:

B3, approx. RL 89.39-90.98	Car Park
B2, approx RL 92.19-93.74	Car Park, Truck Hard Stand and Loading Dock
B1, approx RL 96.50	Car Park
Ground Floor, approx RL 100.00	Medical Inpatients, Car Park and Plant-room
First Floor, approx. RL 104.00	Surgical Inpatients and Plant-room.
Second Floor, approx. RL 108.40	Medical Suites and Plant-room.

Based upon a 70 metre APZ with a 5⁰ Down-slope for Forest vegetation the Category of Bush Fire Attack is Medium in accordance with Table A3.3 of *'Planning for Bushfire Protection' (2006)*. Therefore Level 1 construction will be recommended due to the nature of the development and that normal building specification for such a building would normally exceed Level 1 construction. I have not been provided with any specifications for fire services within the building, for "Deemed to Satisfy" compliance the building would be sprinkler protected along with the car parking but this could change with an Alternative Solution under the BCA.

3.6 Fire Fighting Personnel Access

3.6.1 Public Road Access

Access is provided to the Site via sealed public roads, Lookout Road is capable of supporting fully loaded fire fighting vehicles.

3.6.2 Property Access

Property Access will be from Lookout Road then via the internal road network all of which comprises sealed roads capable of supporting fully loaded fire fighting vehicles and wide enough to facilitate passing. There are no new vehicular access provisions as part of this proposal as all the vehicular access is currently existing as part of the overall hospital complex used daily by the public and delivery trucks.

Internal access and egress from the proposed building will also be from and through the existing private hospital, which is away from any bushfire risk.

3.7 Electricity Supply

Transmission lines providing power to the proposed development are installed underground.

3.8 Gas

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 the relevant authorities. If gas cylinders are to be kept close to buildings, the release valve must be directed away from the building and away from any hazardous materials such as firewood, so that it does not act as a catalyst to combustion.

3.9 Water Supply

Town reticulated water supply is available to the proposed development, therefore a supplementary form of water supply will not be necessary for fire fighting purposes. There is currently an existing hydrant service throughout the Hospital complex which will be extended to incorporate the proposed new building in accordance with AS 2419 with external hydrants available for Bush firefighting.

4 RECOMMENDATIONS

Based on Barry Eadie's site inspection and assessment, the following recommendations would be required for the proposed development:

- (a) APZ's be maintained in accordance with Section 3.4 of this report:
- (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);
 - (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 Bush Fire Management Plan for the site.

The Bush Fire Management Plan to be prepared will address the following:

- i. Contact person / department and details
- ii. Schedule & description of works for the construction of Asset Protection Zones and their continued maintenance.

- iii. Management strategies, proposed schedule and description of work of the Asset Protection Zone.
 - 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 IPA of buildings;
 - (f) The building to be built to Level 1 construction in accordance with AS 3959-1999.
 - (g) A Bush Fire 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 the relevant authorities.

5 CONCLUSIONS

Barry Eadie has conducted a site inspection and assessment of the existing site. The assessment has been undertaken in accordance with '*Planning for Bushfire Protection*' (2006) and AS 3959-1999: *Construction of Buildings in Bush Fire Prone Areas*.

Provided the recommendations stated above are implemented in full, Barry Eadie Consulting is of the opinion that the proposed development achieves the intent of the relevant legislation and in particular the requirements as set out in '*Planning for Bushfire Protection*' (2006).

6 REPORT BASIS INFORMATION

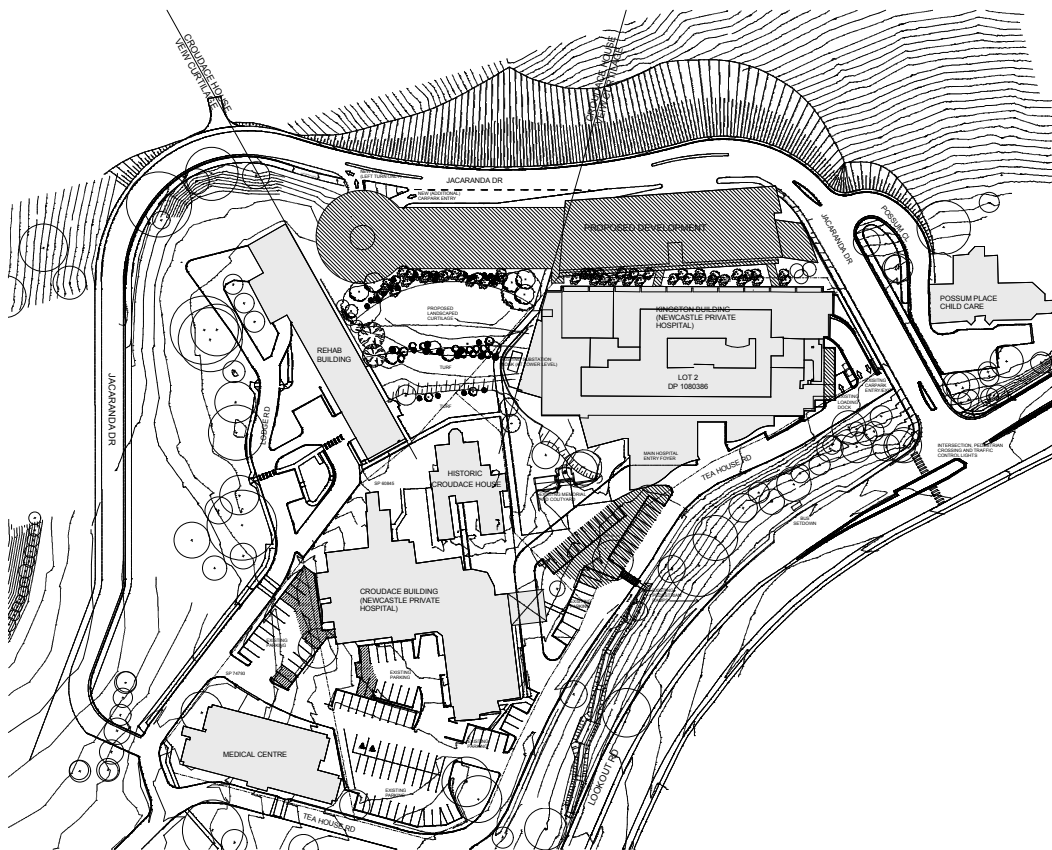
The report is based on the following:

- (i) Site inspection carried out on 12 November 2009 by Barry Eadie;
- (ii) Site Plan (Reference SK101)

7 REFERENCES

- NSW Rural Fire Service, Planning NSW, '*Planning for Bushfire Protection*' (2006).
- AS 3959-1999: *Construction of Buildings in Bush Fire Prone Areas*.

APPENDIX A – PROPOSED DEVELOPMENT PLAN



Notes:
 1. The information contained in this document is intended for use only for the purposes of the Bushfire Hazard Assessment and is not to be used for any other purpose.
 2. The information contained in this document is not to be used for any other purpose.
 3. The information contained in this document is not to be used for any other purpose.
 4. The information contained in this document is not to be used for any other purpose.
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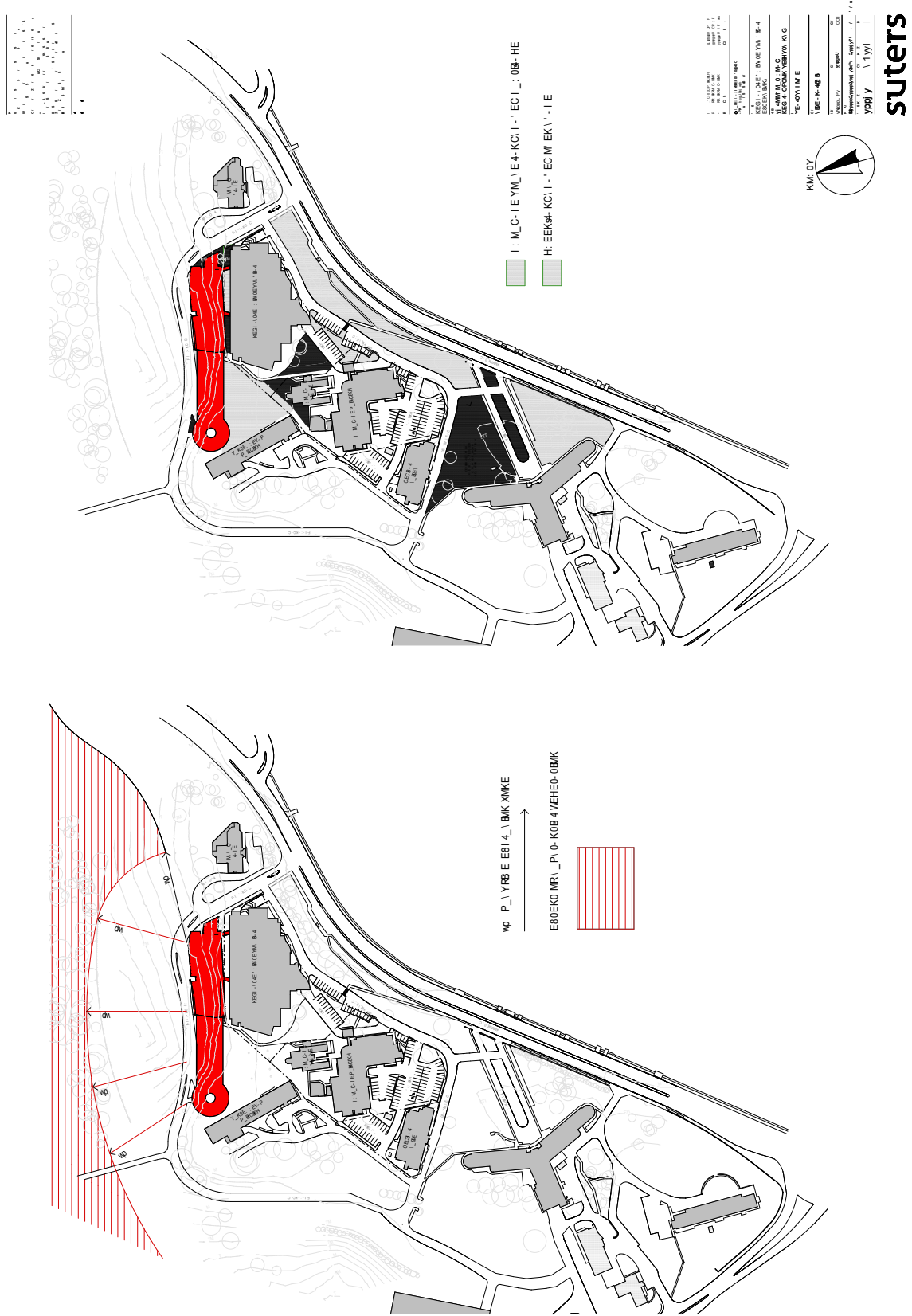
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 [Symbol] SITE BOUNDARY

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NEWCASTLE PRIVATE HOSPITAL
 EXTENSIONS
 14 LOOKOUT ROAD
 NEW LAMBTON HEIGHTS NSW
 HEALTHSCOPE
 SITE PLAN
 Scale: 1:500 @ A1
 Date: 8/10/2009
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APPENDIX B – SITE ANALYSIS PLAN





23 March 2009

Ref:2009-120

Healthscope Ltd
C/- Erbas & Associates Pty Ltd
Level 1, 15 Atchison Street
St Leonards NSW 2065

Dear Sir/Madam

RE NOTICE OF FORMAL REQUIREMENTS FOR PROPOSED DEVELOPMENT

Hunter Water's revised requirements for the provision of water and sewerage facilities to the development of additions to existing Hospital (60 additional beds) at Lot 2 DP 1080386 & Lot 132 DP 105492, 14 Lookout Road , New Lambton Heights are as follows:

1 **It is a condition of this notice letter that formal evidence of Council approval and DA conditions be submitted to Hunter Water prior to the issuing of a Section 50 Certificate.**

- **Developer Charges**

As of 1.00pm December 17, 2008 the NSW State Government has announced that developer charges for water and sewer within Hunter Water's area of operations have been abolished.

Accordingly, this Notice of Formal Requirements does not include a requirement to pay for water and sewer developer charges.

Contributions by developers will still be required for recycled water schemes, out of sequence development and infrastructure required in advance of Hunter Water's current Forward Capital Works Program. All other fees and charges remain applicable.

- **System Capacity**

Capacity within Hunter Water's water and sewer systems will only be available upon completion of all conditions of this letter within 12 months of its date of issue.

2 **Construct Major Works**, (refer to the attached guide) on behalf of Hunter Water, to connect each of the lots to the existing water and sewer systems of Hunter Water.

WATER

There is sufficient capacity in the existing water supply system to service the development. Connection details to the existing service will be determined when hydraulic drawings are submitted for assessment.

SEWER

A sewer analysis has been undertaken and the results indicate that part of the existing gravity sewermain system downstream of this development has insufficient capacity to cater for loads from this proposed development.

You will be required to construct a 150mm diameter uPVC SN8 overflow relief line

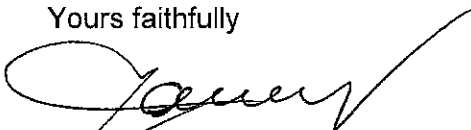
between access chambers B2313 to B2316 (approximately 115m). This sewermain will be constructed parallel to the existing sewermain. (See attached plan)

A Major Works assessment/administration fee of \$2,129 should be paid when designs are submitted; and

- 3 Please note that Hunter Water requires 3 copies of the final plan of subdivision and a DXF file of the subdivision showing only lot numbers and boundaries directly on the MGA grid. The lot boundaries should be produced directly from your calculation software, should be all edge matched and unbroken, and should also match as near as possible the final deposited plan of the subdivision. This information should be emailed to plan.check@hunterwater.com.au.
- 4 Prior to providing final approval of designs, Hunter Water may require a Review of Environmental Factors (REF) to be submitted (refer Section 1 of Hunter Water's Water and Sewer Design Manual). A REF considers the likely impacts a development may have on the environment. At all times, methods for preventing or reducing adverse environmental impacts should be considered and where appropriate, incorporated into the project design. Hunter Water, where appropriate, may make a determination in accordance with the EP& A Act 1979.
- 5 Your proposed development has been identified as having the potential to discharge trade waste into Hunter Water's sewerage system. You are therefore required to **contact Hunter Water's Hydraulic Consultant on 4979 9713** make the necessary application for a Trade Waste Permit and pay the prescribed fees. The discharge of trade waste to the sewer will not be permitted without a permit authorising that discharge; and
- 6 The extension of sewermain under a Works Contract will require entry to an adjoining party property. It is the responsibility of the developer to arrange for entry with the affected landowner and have evidence of consent by way of a signed Entry Permit. The Permit is to be submitted prior to release of the signed contract, and
- 7 You will be required to submit an application for a hydraulic design assessment of internal water and sewerage services for this development, including rainwater tanks and any greywater systems. If you are unsure please **contact Hunter Water's Hydraulic Consultant on 49799713**. (Refer to the attached guide).

The above requirements are valid until 23 March 2010 and are specific to this development. Within this period Hunter Water's fees are subject to CPI adjustment. Please refer to the attached *Development and Design Assessment booklet*, which details the conditions under which water and sewer facilities are available to new customers. Hunter Water reserves the right to amend its requirements if we find an error has been made.

Yours faithfully

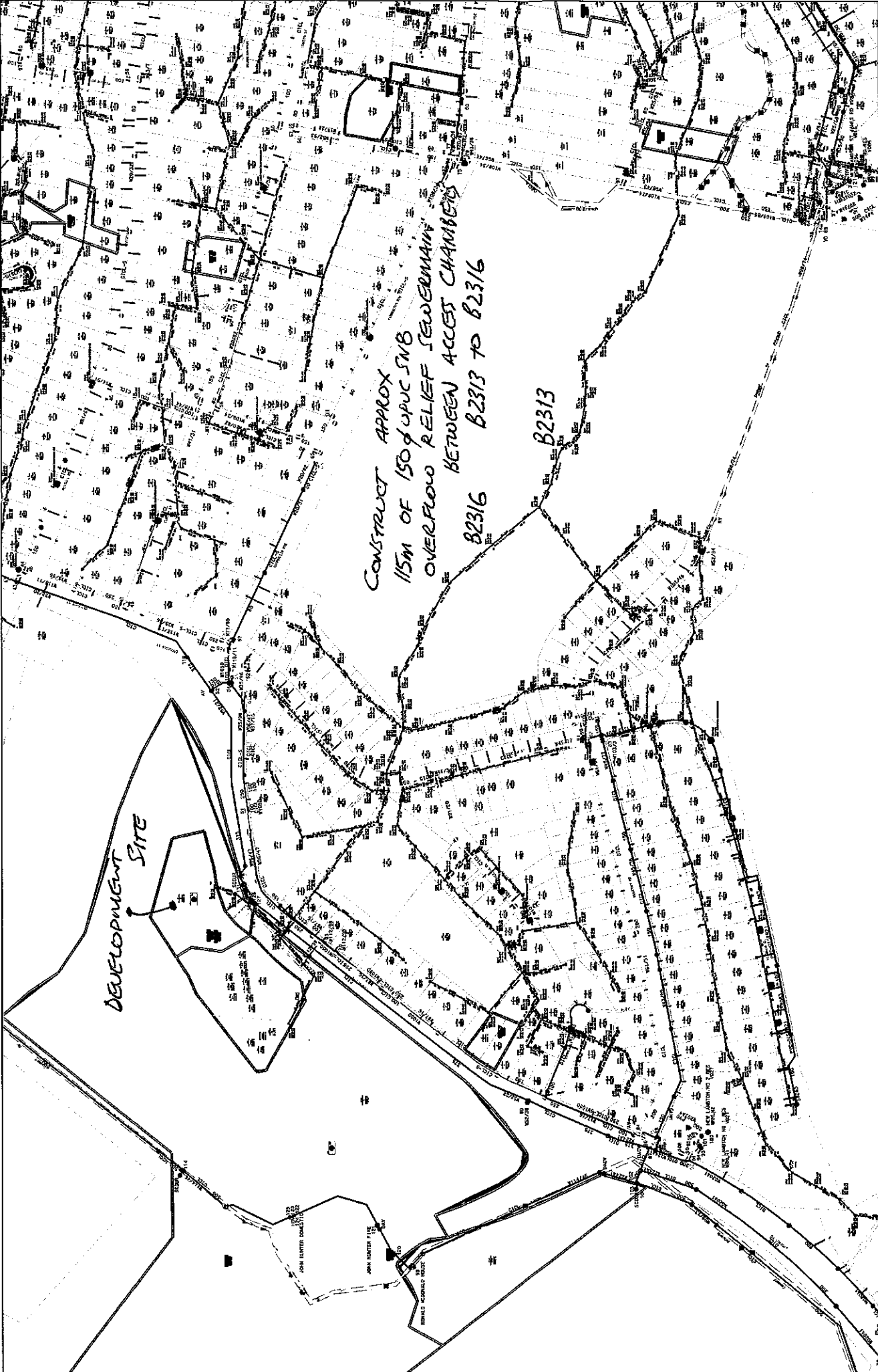


Brett Lewis

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Your Ref: EA1281



Scale: 1 : 5000

Date: 23/03/2009

Notes: New Lambton Heights

HWC