

Response to Submissions relating to Modification to MP 08_0170 (Mod 2)

Newcastle Private Hospital

Property:

Lots 401 & 402 DP 1197
Lot 2 DP 1080386
SP 60845

158 Croudace Street, and 14 & 20 Lookout Road,
New Lambton Heights

Applicant:

Healthscope Operations Pty Ltd

Date:

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Document Control

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Executive Summary

The purpose of the proposed modification (as updated by this report) is to provide a greater holistic approach to updating, upgrading and planning for the Newcastle Private Hospital uses integrated across current and approved buildings. The proposed modification reflects updated analysis of services and financial modelling from that which drove the 2010 approval.

The modifications and allocation of hospital uses is based on Newcastle Private Hospital's desire to achieve efficient provision of integrated hospital services between existing and new buildings and to meet the changing needs of staff, providers and clients.

The Modification Application was submitted to NSW Department of Planning and Environment (DPE) on 11th September, 2015, and was subsequently placed on public exhibition by DPE between 7th October, and 22nd October, 2015. During that time submissions were received by one (1) community member, the NSW Roads and Maritime Service (RMS), Transport for NSW (TfNSW) and Newcastle City Council (NCC). The submissions raised issues mainly relating to building height, traffic, access and parking, servicing, pedestrian network, and development contributions. A summary of the issues raised are provided within **Section 3.0** of this report, and responses to the issues raised are provided within the Submission Response Table at **Appendix A** of this report.

As a result of further consideration being given to the issues raised by the project team, and within the submissions received by DPE, the design has also undergone further refinement and a number of changes have been made to the plans to reflect these considerations, the details of which are provided in further detail below. Briefly, the changes include the removal of the fourth floor from the building, removal of three parking spaces (one on each basement level [B3, B2 and B1] near the access ramps) for a total parking reduction of two (2) spaces, and a footpath addition near the accessible parking bay (bay 31) in the at-grade car park between the Kingston and Croudace buildings.

It is considered that the updated proposed modified development will be a reduction in environmental consequences compared to the modification as lodged. Accordingly, it is considered that the updated modification remains well within the scope of Section 75W.

1.0 Purpose of Report

This report is prepared as a Response to Submissions (RTS) as requested by DPE under Section 75H of the *Environmental Planning and Assessment Act 1979* (EP&A Act), and includes amendments to the proposal, relating to the application to modify the concept approval of Major Project 08_0170 – Newcastle Private Hospital development at 158 Croudace Street, and 14 & 20 Lookout Road, New Lambton Heights.

This report supplements the *Section 75W Modification Report – Modification 2 (September, 2015)*, and provides:

- Summary of and response to key issues raised during public exhibition by the general public and community groups;
- Summary of and response to key issues and/or information raised by Newcastle City Council and other government agencies; and
- Summary of proposed changes to the development responding to submissions and operational requirements.

The Section 75W Modification Report (September, 2015) provides information relating to the site, overview of the current environment and planning controls and development matters, which are generally not reproduced within this report.

2.0 Summary of Updates to Modification 2

A number of amendments have been made to the plans to reflect the consideration given to issues raised by the project team and within the submissions made to DPE regarding the modification application (MP 08_0170 Mod 2).

The changes are as follows:

- Removal of the proposed fourth floor (Level 4) that contained 10 consulting suites. Please refer to updated architectural plans prepared by dwp | suters at **Appendix B** of this report.

The modification application now only proposes one (1) additional level on top of the approved building.

The previous two (2) additional floor levels resulted in a total building height of 26.487m from existing ground level, and by comparison the updated proposal with only one (1) additional level will result in a total building height of 22.478m from existing ground level.

- Deletion of three (3) parking spaces within the basement levels (one (1) on each level (B3, B2 and B1) near the access ramps. The modification application initially submitted to DPE resulted in one (1) additional parking space (increasing the total from 382 to 383), and as such, the deletion of the three (3) parking spaces, will only result in a reduction of two (2) spaces, for a total parking provision of 380 spaces associated with the development.

The deletion of the basement car park spaces near the access ramps will provide for improved driver sight lines into and out of the car park.

- A pedestrian footpath addition is proposed adjoining the accessible parking bay (bay 31 and associated shared zone) in the at-grade car park. The footpath addition will direct pedestrians from the lower level of the car park to the footpath linking to the Kingston Building and subsequently the Croudace Building. Drawing SK210 (at **Appendix B**) has been amended to identify the access pathway addition.

3.0 Summary of Submissions

3.1 PUBLIC EXHIBITION

Modification 2 was placed on public exhibition by DPE between 7th October, and 22nd October, 2015. Based on information available from the Department's web based tracking system, submissions were received as follows:

- One (1) individual submission objecting to the modification; and
- Three (3) Government / Agency submissions including comments from NSW Roads and Maritime Services (NSW RMS), Transport for NSW (TfNSW), and Newcastle City Council (NCC).

A summary of the submissions are provided below:

3.1.1 Individual Public Submission

The one (1) individual public submission to DPE made the following comments:

"I am concerned by the modification plans to Newcastle Private Hospital. The proposed 2 floor addition will significantly increase the height of the hospital to much higher than tree height. The Croudace building on the site is a heritage building and always had view to the northeast, above the tree line. The extension will interfere with the original view to the northeast significantly, and prevent views of the ocean and beach that this site would always have had. I propose that the Newcastle Private Hospital be limited to treeline height, in the same way that the John Hunter/Royal Newcastle hospital has been limited to treeline height".

A response to the above comments is included in the Submissions Response Table at **Appendix A** of this report.

3.1.2 Newcastle City Council

Newcastle City Council has also provided comments on the modification to DPE as follows:

- *The design of the modified project includes two additional storeys which will result in the building protruding well above the treeline of the ridgeline on which the site is located. In terms of visual and scenic impacts to the surrounding area this is not a desirable outcome. Council's Urban Design Consultative Committee's raised the importance of this issue with the proponents at its meeting of 18 June, 2008. It is noted that the proponents have not sought the advice of the Group on the modified project.*

- *The ADW Johnson report acknowledges that Council's adopted DCP applies to the modified project with the relevant sections addressed in Sections 3 and 5 of the report. Apart from the section on traffic, parking and access, little evidence could be found of Council's specific requirements being identified and addressed. It is requested that the proponent be required to submit a table which identifies each relevant requirement of the DCP and how it has been addressed.*
- *Council's previous submission of 24 July, 2009 raised safety concerns in the relation to the proximity of proposed parking spaces to the access ramps at each level in the parking station. Driver sight lines are considered to be compromised thereby increasing the potential for vehicle conflict. This issue has not been addressed by the traffic consultant's report and needs to be reviewed and resolved prior to the determination of the modification request.*
- *To minimise the potential for vehicular / pedestrian conflict it is recommended the design of the modified project be amended to include a designated pedestrian pathway within the new at-grade car park between bays No. 5 to 14, and 24 to 31, linking to the 'Kingston' and 'Croudace' buildings.*
- *Another concern raised in Council's previous submission which has not been addressed is confirmation that the loading service area proposed off Jacaranda Drive is designed to cater for all service vehicles with forward entry and exit and adequate driver sight distance has been provided for drivers exiting the service area onto Jacaranda Drive.*
- *When the project approval was granted in early January, 2010 hospitals were excluded from the section 94A levy under the terms of Council's adopted Section 94A Development Contributions Plan, 2009. Under the current version of the Plan (i.e. Version 5 August, 2015) the levy is applicable to hospitals.*

The Submissions Response Table at **Appendix A** of this report formally addresses the issues raised above.

3.1.3 NSW Roads and Maritime Services

Roads and Maritime Services (RMS) provided the following comments in response:

"Roads and Maritime are unable to provide comment until electronic traffic modelling (SIDRA 6.1 inputs) is provided for review and consideration. Are you able to request a copy of the electronic modelling from the applicant and forward to Roads and Maritime for consideration please?"

The project Traffic Engineer subsequently contacted the NSW RMS directly, and provided an updated Traffic and Parking Assessment and SIDRA modelling to the RMS. Following the provision of this information, the NSW RMS provided the following additional comments to DPE:

"I refer to your email notifying Roads and Maritime Services ('Roads and Maritime') of the proposed amendment to the Newcastle Private Hospital development (your ref: MP08_0170 MOD2).

Following a request by Roads and Maritime for electronic modelling from the proponent, Roads and Maritime have been advised by the applicant's traffic consultant that a revision of the subject application is currently being prepared and is likely to result in the removal of a full storey of medical office space thereby reducing the proposed intensification of the use and resulting traffic. A revised traffic report and associated modelling has been provided to Roads and Maritime by the consultant. Plans illustrating the amendment and other associated documents have not been provided. It is understood that a revised application has not been received by the Department of Planning and Environment ('DPE').

As a fully revised application has not been submitted to DPE for consideration, please be advised that Roads and Maritime will not provide comment/requirements until a revised application is lodged and a new referral is forwarded to Roads and Maritime or clarification from the DPE advising that a revised application will not be submitted".

A response to the RMS comments is included in the Submissions Response Table at **Appendix A** of this report, and an updated Traffic and Parking Assessment has also been prepared by Intersect Traffic and is included at **Appendix B** of this report.

3.1.4 Transport for NSW

Transport for NSW (TfNSW) also provided the following comments in response:

Sustainable Travel Plan

"The original project approval "Determination of the Newcastle Private Hospital Project – Approval of Major Project No. 08_0170" dated 15 January, 2010 included conditions (i.e. D4 and E3) relating to the requirement of a Sustainable Travel Plan to be prepared. These conditions remain applicable and should be incorporated in any approval to this proposal.

As part of the Travel Plan, the location bus stops on Lookout Road should be reviewed to provide a more direct pedestrian access from bus services to the new hospital facilities and to improve the operation of bus services. The review should consider the possibility of providing a southbound bus stop on Lookout Road on the

departure side of the Lookout Road / Jacaranda Drive intersection and removal / relocation of an existing southbound bus stop on Lookout Road between Jacaranda Drive and Kookaburra Circuit. The review should be undertaken in consultation with Council, Roads and Maritime Services, Transport for NSW and the local bus operator”.

Construction Traffic Management Plan

“A Construction Traffic Management Plan (CTMP) should be prepared in consultation with TfNSW and Roads and Maritime Services prior to the commencement of construction. The CTMP needs to specify any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed development. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate these should be clearly identified and included in the CTMP”.

A response to the TfNSW comments is included in the Submissions Response Table at **Appendix A** of this report, and an updated Traffic and Parking Assessment has also been prepared by Intersect Traffic and is included at **Appendix B** of this report.

4.0 Conclusion

The matters raised in submissions to the modification application (MP 08_0170 Mod 2) have been considered and responses provided within the Submissions Response Table attached at **Appendix A** of this report.

In addition, as a result of the issues raised by the project team, and the submissions made to DPE, a number of changes have been made to the architectural plans prepared by dwp | suters (refer to **Appendix B**), the details of which have been provided within this report. An updated Traffic and Parking Assessment has also been provided at **Appendix C** to reflect the amendments.

It is considered that the updated proposed modified development will be a reduction in environmental consequences compared to the modification as lodged. Accordingly, it is considered that the updated modification remains well within the scope of Section 75W.

Appendix A

SUMMARY RESPONSE TO PUBLIC SUBMISSIONS

Appendix B

REVISED ARCHITECTURAL PLANS (DWP | SUTERS)

Appendix C

UPDATED TRAFFIC AND PARKING ASSESSMENT (INTERSECT TRAFFIC)

Appendix D

NCC DCP 2012 CHECKLIST