

	A	B	C	D	E
	ORIGIN & SUBJECT OF COMMENT	COMMENT	FURTHER INFORMATION	HMRI / CONSULTANT RESPONSE	REFERENCE (where applicable)
1					
3	NSW Department of Planning Letter date 24.11.09				
4					
5	NSW DECCW (Newcastle)				
6	Letter date 01.12.09				
7					
8	Flora & Fauna				
9	TJ	Additional consideration required to avoid impacts on TJ	Realignment / Rearrangement of Car park	Translocation and monitoring is considered the most appropriate mitigation measure and offset strategy for this site and the number of plants to be impacted. A revised translocation process for all 11 TH clumps has been proposed that involves removal of a higher volume of soil (and associated mycorrhizal fungi), translocation to an identical vegetation community and four year monitoring.	ecobiological – Response Reports dated October & December 2009
10			Provide additional information and justification regarding translocating	Refer to revised translocation process.	ecobiological – Response Reports dated October & December 2009
11	Offset strategy	The proponent secures an area of vegetation that provides suitable habitat for the seven species to be adversely affected by the proposed development.	Explain the strategy already put in place by the landowner, HNEAHS.	Refer to Offset Strategy described in ecobiological's report dated October 09.	ecobiological – Response Reports dated October & December 2009
12	Hydraulic & ESD				
13	Solar Hot Water	Discrepancy between Appendix P (Hydraulic) and Appendix R (ESD) regarding DHW	Clarification required	Solar hot water pre heating is proposed.	Steve Paul and Partners - Letter dated 7/12/09
14	Energy & Water Efficiency	Further details of the proposed water and energy efficiency	Quantitative assessment of water and energy savings based on best practice	The rain water re-use system shall be capable of providing 90% of the development's irrigation and toilet flushing water supply requirements and has been developed in accordance with requirements set down under the Green Star design targets.	Steve Paul and Partners - Letter dated 7/12/09
15				The design factors in a range of electrical and mechanical energy saving measures.	S2F - Letter dated 10/12/09
16				Arup has completed an ESD quantitative energy assessment.	Arup - Report dated 11/12/09
17					
18	Acoustic				
19	Noise	Noise and vibration impacts on nearby hospital especially during construction not assessed	Clarification required	Further information attached. In summary, report notes that adverse noise and vibration should be managed within construction management plan. This is based on HNEAHS conditions and is therefore acceptable to them.	ArupAcoustics - Letter dated 8/12/09
20					
21	Traffic				

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1	ORIGIN & SUBJECT OF COMMENT	COMMENT	FURTHER INFORMATION	HMRI / CONSULTANT RESPONSE	REFERENCE (where applicable)
22	Public Transport	High traffic volumes and Car park shortage.	Staff to be encouraged to utilise public transport. Additional information required outlining existing PT services available and options to expand and encourage usage.	Staff will be encouraged to use all forms of transport, the preparation of workplace travel plans and guides will inform staff of the options available. There are currently 5 bus services entering the Campus. They run on a 30minute off peak service increasing to 20mins during the peak. At this stage a detailed review of the spare capacity on these services has not been undertaken but observations have indicated these buses do not run to capacity in the peak hours. In addition there is already a Hospital "Park and Ride" service operating from Energy Australia Stadium. This runs from early morning to accommodate Hospital Shift hours. The capacity of this service can be increased at any time by increasing the size or frequency of the buses. Options exist to supplement this service by running a similar service to other areas such as Glendale. Any improvement in the public transport services should not only be directed as appropriate for HMRI staff, they should be designed to accommodate other staff, patients and visitors. This would require a review of demands from the whole Hospital.	
23					
24					
25	<b>NSW Office of Water</b>				
26	<b>Letter date 21.10.09</b>				
27					
28	<b>Civil</b>				
29	Stormwater Management	No issue	N/A	No response required.	
30	Temporary Dewatering	Potential requirement for dewatering at foundation/footing stage	Should dewatering be required a bore licence must be obtained.	Dewatering is not likely.	
31					
32					
33	<b>NSW Transport &amp; Infrastructure</b>				
34	<b>Letter Date 13.11.09</b>				
35					
36	<b>Traffic</b>				
37	Public Transport	No issue - supports measures outlined in BTF's report and suggests they become conditions.	Provision of a Travel Access Guide and Workplace Travel Plan.	Agree	
38			Investigation into the appointment of a transport coordinator.	Agree	
39			Provision of facilities for cyclists.	Agree	
40			Improvements to pedestrian connectivity.	Agree	
41					
42					
43	<b>NSW Rural Fire Service</b>				
44	<b>30.10.09</b>				
45					
46					
47	<b>Bushfire</b>				
48	Asset Protection Zone (APZ)		At the commencement of building works and in perpetuity a min. APZ of 50m around building ( <b>note 40m indicated in ABPP report</b> ). APZ to be maintained after establishment.	ABPP has been in contact with RFS. They have verbally indicated that APZ should be 40m based on site slope.	ABPP - Letter dated 12/12/09
49	Plan of Management		A Plan of Management outlining maintenance of fuel management zones is required.	Agreed	
50	Water, electricity and gas		To comply with 'Planning for Bush Fire Protection 2006'	Agreed	

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1	ORIGIN & SUBJECT OF COMMENT	COMMENT	FURTHER INFORMATION	HMRI / CONSULTANT RESPONSE	REFERENCE (where applicable)
51	Roads		To comply with 'Planning for Bush Fire Protection 2006'	Agreed	
52	Fire Trails		To comply with 'Planning for Bush Fire Protection 2006'	Agreed	
53	Emergency/ evacuation plan		Emergency/ evacuation plan required. If campus plan exists this requires updating.	Agreed	
54	Construction Standard to AS3559-1999		Western elevation to comply with level 3. Other elevations to comply with Level 2.	Agreed	
55					
56					
57	<b>Mine Subsidence Board</b>				
58	<b>9.11.09</b>				
59	<b>Phil Alexander</b>				
60					
61	<b>Structural</b>				
62	Mine Subsidence		Subject to standard conditions.	Refer to correspondence from Mines Subsidence Board confirming agreement to new design criteria.	Mine Subsidence Board - Letter dated 18/11/09
65	<b>Mine Subsidence Board</b>				
66	<b>18.11.09</b>				
67	<b>Greg Cole-Clark</b>				
68					
69	<b>Structural</b>				
70	Mine Subsidence	Approval based on revised ARUP design (no jacking) based on MSEC design parameters	Subject to standard conditions.	Arup confirmed structural design meets MSEC's requirements.	Arup - Memo dated 9/12/09
71					
72					
73	<b>City West (Newcastle City Council)</b>				
74	<b>24.11.09</b>				
75	<b>Mark Dwyer</b>				
76					
77	<b>Flora &amp; Fauna</b>				
78	TJ	TJ Translocating Process	Identify area for TJ translocation.	Refer to revised translocation process.	ecobiological – Response Reports dated October & December 2009
79			Protection for the relocation site.	Refer to revised translocation process.	ecobiological – Response Reports dated October & December 2009
80		Low rate of TJ survival as identified in Ecobiological Report	Detailed analysis of translocating process to be submitted.	Refer to revised translocation process.	ecobiological – Response Reports dated October & December 2009
81			Contingency measures and long-term (2-5 year) monitoring period.	Refer to revised translocation process.	ecobiological – Response Reports dated October & December 2009
82	Threatened Avian Species	Loss of habitat resulting from proposed development in addition to proposed extension of the Inner Newcastle Bypass	No action requested.	Nesting boxes will be provided.	ecobiological – Response Reports dated October & December 2009
83	Riparian Zone	Discrepancy between landscape and ABPP plans regarding extent of APZ and Riparian way.	Clarification required.	ABPP plans take precedence. EDAW (Landscape) to revise plan to match.	
84					
85	<b>Acoustic &amp; Vibration</b>				
86	Noise	Impact of construction noise on Kookaburra Cottages and Hospital	Quantitative assessment in accordance with DECC 'Interim Construction Noise Guidelines'.	Further information attached. In summary, report notes that adverse noise and vibration should be managed within construction management plan. This is based on HNEAHS conditions and is therefore acceptable to them.	ArupAcoustics - Letter dated 8/12/09

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1	ORIGIN & SUBJECT OF COMMENT	COMMENT	FURTHER INFORMATION	HMRI / CONSULTANT RESPONSE	REFERENCE (where applicable)
87	Vibration	Impact of vibration on Kookaburra Cottages and Hospital	Analysis in accordance with DECC 'Assessing Vibration: Technical Guide'.	Further information attached. In summary, report notes that adverse noise and vibration should be managed within construction management plan. This is based on HNEAHS conditions and is therefore acceptable to them.	ArupAcoustics - Letter dated 8/12/09
88					
89	<b>Civil</b>				
90	Flooding	Not considered flood prone however overland flow paths exist	Site drainage to ensure there is no obstruction to overland flow paths.	Existing overland flow paths maintained.	Arup - Letter dated 10/12/09
91	Stormwater Management	Previous major flood problems within Dark Creek Catchment	Stormwater management to retain pre-development flows.	Pre-development flows are retained through the use of a low-flow riser placed within the expanded detention basin. The riser has been designed in accordance with NCC/NDCP allowable discharge rates.	Arup - Letter dated 10/12/09
92			Water Quality measures incorporated.	Bioremediation swales and rain gardens incorporated where the topography allows for it.	Arup - Letter dated 10/12/09
93					
94	<b>Traffic</b>				
95	Traffic Impact	Traffic Impact Statement does not address adequacy of existing turning lanes at site entrances based on additional traffic. Table 5.1 in the report does not correlate with modelling results provided.	Clarification required as right turn queue lane on northbound approach of Lookout Road may require upgrading.	HMRI is committed to managing traffic volumes through workplace travel plans and public transport. Better Transport Futures has noted that capacity of the right turn bays on Lookout Rd is already reached at extreme peak times. Any increase in either Hospital traffic or general traffic on Lookout Rd will increase the delays and queuing. Any upgrade to these intersections will be extremely expensive and it is recommended the opportunity to use other travel demand management techniques should be explored first before such an upgrade is proposed. HMRI is committed to working cooperatively with HNEAHS, NCC and the RTA to address this important campus-wide issue. Please also refer to the proposed public transport and "Park and Ride" strategies outlined above (Line 22) that will help to mitigate this issue. Corrected table 5.1 will be issued to ensure correlation with modelling results.	
96	Further Traffic Approval	Regional Development Committee (HRDC) & RTA approval required.	N/A	No response required.	
97	Provision of Parking	Due to availability of public transport, quantity of proposed parking is supported.	N/A	No response required.	
98		Blind aisles and turning areas.	Clarify car parks are designed to AS2890.1-2004	Provision of turning areas on blind aisles was considered unnecessary as these spaces will be used by staff aware of the layout. AS 2890.1.2004 Section 2.4.2c only requires turning bays if the car park is open to the public. Provision of turning bays may improve circulation but will extend the area of earthworks. This can be avoided by moving the innermost ramp between top and middle levels to the end of the car park. The design will remain unaltered for the bottom level (which will belong to HNEAHS not HMRI) but the issue is mitigated by the inclusion of the "FULL" sign on the approach to the car park, which should preclude cars entering the car park when no free spaces exist.	Arup - Letter dated 10/12/09
99	Service Vehicle Separation	Suitable separation between service vehicles and bike & light vehicles	N/A	No response required.	
100	BTF recommendations	Recommendations supported	N/A	No response required.	
101					
102	<b>Bushfire</b>				
103	Access to site	Noted that site is reliant on single road system to Lookout Road	John Hunter Campus to incorporate access in master plan in conjunction with extension of "Inner City Bypass".	See ABPP response.	ABPP - Letter dated 12/12/09
104	Site Evacuation	Access to campus is limited, high population on site and complexities associated with evacuation of health care facilities	Comprehensive campus wide bushfire management and evacuation plan required from HNEAHS	See ABPP response.	ABPP - Letter dated 12/12/09
105					
106	<b>Architectural</b>				

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107	Visual Impact	Unclear that Urban Consultative groups concerns have been addressed.	Clarification Required	Most comments have been incorporated. Some were noted but not addressed.	APP - Letter dated 3/8/09
108					
109					
110	<b>Individual Objector</b>				
111	<b>Esther Left</b>				
112	<b>20.11.09</b>				
113					
114	<b>Architectural</b>				
	Pedestrian Path	Unclear if the existing pedestrian path through Club Med site will be maintained.	Clarification require	Pedestrian path will be closed and remodelled during construction and re-opened after completion of main works. A temporary footpath will be provided around the construction site until the permanent path is open to the public.	
115					
116					
117					
118	<b>Individual Objector</b>				
119	<b>Peter Hayes</b>				
120	<b>20.11.09</b>				
121					
122	<b>Traffic</b>				
	Parking	Concern that provision of car parking is too low based on proposed HMRI staff numbers. Noted that provision of campus parking is too low currently.	Suggest additional Car park spaces be provided.	We note that NCC has approved the number of car parks as 250. The general level of parking on the campus is a matter for HNEAHS. HMRI will actively encourage the use of alternative forms of transport which will improve the overall accessibility of the campus for all users. See above lines 20 and 105. It is not expected that HMRI workers will regularly park in public/visitors bays due to the cost.	
123					
124					
125					
126	<b>Individual Objector</b>				
127	<b>Max Murray</b>				
128	<b>10.11.09</b>				
129					
130	<b>Traffic</b>				
	Traffic Impact	Loss of amenity in surrounding residential areas resulting from increased through traffic.		HMRI is committed to minimising the impact on local residents through its workplace travel plans but cannot solve the wider issues of campus staff parking in residential areas on their own. This is a campus wide issue that has to be addressed by HNEAHS in an overall area-wide parking and traffic management scheme/review which should include Brett St and Curzon Rd.	
131					
	Parking Impact	Concern that NCC parking control in adjoining residential areas is not sufficient as the problem is moved to other areas.	Review of parking strategy based on all concerns	This is an issue for NCC to address.	
132					
		Concern that RTA, Council, BTF and John Hunter hospital endorsed parking proposal will adversely affect amenity and safety of local residents.		Parking will be supplemented by active promotion of alternative forms of transport.	
133					
		Concern that HMRI parking numbers should be 319 based on NCC calculation for staff numbers.		NCC has approved the number of additional car parks as 250.	
134					
		Concern contractors will utilise local residential parking	Restriction rather than recommendation requested	Parking will be provided on site for construction contractors and contract conditions will oblige them to comply with this requirement.	
135					
136					
137					
138	<b>RTA</b>				

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1	ORIGIN & SUBJECT OF COMMENT	COMMENT	FURTHER INFORMATION	HMRI / CONSULTANT RESPONSE	REFERENCE (where applicable)
139	Ben Konetschnik				
140	30.11.09				
141					
142	Traffic				
143	General	No Objections pending HRDC's response.	N/A	No response required.	
144					
145					
146	Hunter Regional Development Committee				
147	Michael Papadopoulos				
148	9.12.09				
149					
150	Traffic				
	Secondary access	No Objections pending suggested conditions	NCC requested requirement to undertake safety audit of secondary access road (Jacaranda Drive). HRDC also suggests this condition.	This is probably a task for HNEAHS to coordinate but HMRI will cooperate with HNEAHS to resolve any issues arising from this audit.	
151					
	Parking		Consideration be given to adopt active measures and policies to encourage the use of other methods of transport	Agreed as in Conclusion 4 of traffic report.	
152					
153			HMRI to consider implementing 'Park & Ride'	Park and Ride already exists, HMRI will investigate extension and expansion of services.	
154			Construction Traffic Management Plan (CTMP). CTMP should be prepared with the intention of causing minimal impact to traffic operation of existing road. CTMP should be submitted to Council for approval.	Agreed as in Conclusion 4 of traffic report (see above under Traffic, Line 143).	
155			Contractor car parks to be included onsite	Already included. Refer to A0001- Site Plan	
156	Car park design		Site lighting to comply with AS 1158 and AS 4282	Confirmed in project specifications	
157			Vehicular access to be designed to AS 2890.1-2004 and AS28.90.2002 and to council requirements	Confirmed refer to Civil response	Arup - Letter dated 10/12/09
158			Swept paths in accordance with AS28.90.2-2002 and Councils satisfaction	Confirmed refer to Civil response	Arup - Letter dated 10/12/09
159			Proposed access location is to have Safe Intersection Sight Distance (SISD) in accordance with RTA's road Design Guide	Confirmed refer to Civil response	Arup - Letter dated 10/12/09
160			Number of parking spaces to council satisfaction	NCC does not have a parking standard for Research facilities. Item "parking" in NCC letter dated 24/11/09 (ref 09X002) states "The amount of car parking to be provided is therefore supported"	
161			Turning aisles at the end of parking bays.	Limitation due to the provision of parking bays. Blind aisles assessed using swept path analysis and designed in accordance with standard. Refer to civil response.	
162			Disabled access to comply with AS1428	Disable parking included in accordance with DDA consultant advice.	
163			Consideration should be given to provide onsite bicycle and motorcycle parking	Included. Refer to A0001- Site Plan	
164			Internal car parking area is to be appropriately signpost & line marked	Noted	
165			Consideration to be given to pedestrian movement through car park.	Confirmed. This has been considered in conjunction with landscape consultant and is described in A0001- Site plan and landscape consultants documentation.	
	Traffic Impact		TIS confirmed adequacy of right turn storage lanes from Lookout road, northbound into Russell Road and southbound into Jacaranda Drive however options to be considered to improve right turn bays.	Should explore travel demand management techniques before upgrading road (See line 115 above)	
166			Discrepancy noted in traffic report regarding queue lengths and delays in 2018.	Corrected table will be issued	
167			Traffic report recommends investigating opportunity to construct a track from the site alongside Jacaranda drive and rejoin road just before the Child Care Centre.	An existing track will be upgraded as the site access road for the duration of the project.	
168					

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169			TIS not taken into account cumulative impact of the HMRI development and Private Hospital development on the intersection of Lookout / Jacaranda Drive & Lookout / Kookaburra Crescent. Report notes increased queuing on Lookout road during peak period and increased delays. Noted that impact can be mitigated by reducing Traffic through Travel Demand management measures.	As stated in Section 5.1.1 an 5.4.4 of the transport report, the traffic generated by the Private Hospital Development was taken into account in the capacity analysis for the HMRI project.	