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Level 17 1 Nicholson Street
Melbourne VIC 3000
Tel +61 3 9668 5500
Fax +61 3 9663 1546
Direct Tel +61 3 9668 5585
peter.gillespie@arup.com.au

www.arup.com

David Rann
Project Director HMRI
APP Corporation Pty Ltd

**Hunter Medical Research Institute
Hunter Regional Development Committee and Newcastle City Council - Part 3A DA**

In reference to correspondence from Newcastle City Council and the Hunter Regional Development Committee, dated 24th November (Ref. 09/X002) and 9th December (Ref. 325DA190:1) requesting consideration of issues in the assessment of the proposal for HMRI, we provide the following consideration of issues raised:

1. **Flooding** – existing overland flow paths have been maintained where possible and proposed site levels and grades have been appropriately set to ensure there is no localised flooding of the proposed construction site.
2. **Stormwater Management** – Pre-development flows are to be retained through the use of a low-flow riser placed within the proposed expansion of the existing detention basin. The riser has been designed in accordance with the NCC NDCP with respect to allowable discharge rates proportionate to the new hardstand area of the site. Water quality improvement measures have been incorporated into the site in the form of bio-remediation swales and rain gardens in accordance with best practice guidelines.
3. **Vehicular Access** – Vehicular access driveways across the site have been designed in accordance with AS 2890.1-2004 and AS 2890.2002 with regard to vertical grades, swept path and manoeuvrability. The access paths were assessed using the largest service vehicle's swept path. The Safe Intersection Sight Distance (SISD) was assessed at the site entrance off Kookaburra Circuit and is in accordance with the RTA's Road Design Guide for the prevailing speed limit.
4. **On-site Car Park** – On-site car parking was designed in accordance with AS 2890.1-2004 and AS 2890.2-2002 with regard to aisle widths and parking bay dimensions. Blind aisles were minimised and internal linkage ramps between car park levels were integrated within the design. Where blind aisles could not be avoided sufficient turning areas at the end of the aisles were adopted in accordance with AS2890.1-2004 and AS2890.2-2002 and were additionally assessed using swept path turning movement analysis for the 99th percentile design vehicle.

Should you require further clarification of the issues raised please contact Paul Janssen (03) 9668 5500 or myself.

Yours sincerely



Peter Gillespie
Civil Engineer