

JOHN HUNTER HEALTH AND INNOVATION PRECINCT

SSD-9351535 Council Comments

Date and Time Wednesday 29th September 2021 | 2:00pm to 3:00pm

Location Microsoft Teams

Attendee	Organisation	Role	Attendance
Peter McMurray	City of Newcastle	Assets & Projects Asset Services	Y
Miriam Buchhorn	City of Newcastle		Y
Chris McGillick	Ethos Urban	Health Infrastructure's Town Planner	Y
Catherine Skinner	BVN	Health Infrastructure's Principal Design Consultant	Y
Chris Smith	Northrop	Health Infrastructure's Civil Engineer Consultant	Y
Karen McNatty	Stantec	Health Infrastructure's Traffic Consultant	Y
Phil James	Urbis	Health Infrastructure's Landscape Consultant	Y
David Espert	APP Corporation	Health Infrastructure's Project Manager	Y
Mathew Watson	APP Corporation	Health Infrastructure's Project Manager	Y
Tessa Sharp	APP Corporation	Health Infrastructure's Project Manager	Y

Distribution: All of the above

MINUTES

Item	Description	Action	Date
1	Welcome and Introductions	Note	-
2	Meeting Purpose and Objectives		
2.1	<ul style="list-style-type: none"> a) Purpose: Discussion on Council SSD comments – refer Attachment A letter. b) Objective: Provide Council confidence in design solutions and agreed expectations for JHHIP formal response to DPIE. 	Note	-
3	Parking Management		
3.1	<ul style="list-style-type: none"> a) Council still have concerns with construction parking impacts and how these are being managed/mitigated. b) On-street parking loss due to the TfNSW Bypass project already occurring and concern JHHIP contractor parking further impacting surrounding residential streets. c) The Overview Construction Traffic Management Plan submitted with the original SSD outlines a number of key requirements for the project team to work further with the successful contractor. Including initiatives such as park and ride. 	Note	-

Item	Description	Action	Date
	d) Staff parking loss during construction will be offset with additional parking facilities currently being developed via an REF planning pathway.		
3.2	<p><i>Key Actions</i></p> <p>Council were accepting that the following actions would meet their concerns.</p> <p>JHHIP to develop formal response to DPIE addressing:</p> <p>a) Reconfirm how the project is proposing to manage Contractor parking and vehicle movements during construction. Highlighting the Overview Construction Management Plan initiatives and the further Contractors Construction Management Plan development once they are engaged.</p> <p>b) Reconfirm how Staff car parking is being managed during construction. Including no nett loss of operational car parking and the car park extension being undertaken under a separate approval.</p>	Ethos	8/10/2021
4	Stormwater Management		
4.1	<p><i>Scour Protection</i></p> <p>a) The steep northern boundary creates requirement for scour protection to be appropriately designed.</p> <p>b) Council noted that typical engineering standards and guidelines generally fall short when slopes are steep as the JHHIP site.</p> <p>c) JHHIP design is still ongoing, with design team currently considering changes to box culverts which would change the downstream requirements.</p> <p>d) Council acknowledge design still progressing and seeking to maintain involvement as a key stakeholder as the design is finalised.</p>	Note	-
4.2	<p><i>Stormwater Reuse</i></p> <p>a) 50m3 reuse tank nominated to satisfy the Project's ESD requirements. With detention basin accounting for the additional volume.</p> <p>b) Reuse tank is plumbed to the buildings HVAC cooling towers along with landscaped areas.</p>	Note	-
4.3	<p><i>Key Actions</i></p> <p>Council were accepting that the following actions would meet their concerns.</p> <p>JHHIP to develop formal response to DPIE addressing:</p> <p>a) The project acknowledges and supports Council's suggested scour protection and approach. With final design detail to be shared prior to construction of this particular element.</p> <p>b) Reconfirm how the project has sized the reuse tank and provide further detail on its use with irrigation to landscaped areas of the building.</p>	Northrop / BVN / Ethos / APP	8/10/2021
5	Local Bushland Impacts	Note	-
5.1	a) It was highlighted that with the Response to Submissions, the Northern Road was realigned to reduce the impact to the bushland immediately north.		

Item	Description	Action	Date
	<ul style="list-style-type: none"> b) Further areas are identified on either side of the road to meet APZ requirements. c) Therefore, the area for bushland reestablishment is now quite minor and localised adjacent the northern roundabout. d) Council noted main concern is the 'soil translocation' methodology and the establishment thereafter. With risk of weeds forming along the edge and propagating downhill. 		
5.2	<p><i>Key Actions</i></p> <p>Council was accepting that the following actions would meet their concerns.</p> <p>JHHIP to develop formal response to DPIE addressing:</p> <ul style="list-style-type: none"> a) The project acknowledges and supports Council's suggested establishment targets and its inclusion within the projects Landscape Management Plan. 	Urbis / BVN / Ethos	8/10/2021

Attachment A – SSD-9351535 Further Council Response Letter

Regulatory, Planning and Assessment.GMansfield/MBisson
Reference: SDC2021/0006
Phone: 02 4974 2000

14 September 2021

Megan Fu
Principal Planner
Industrial Assessments
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Reply uploaded to: majorprojects.planningportal.nsw.gov.au

Dear Ms Fu

38 LOOKOUT ROAD, NEW LAMBTON HEIGHTS - JOHN HUNTER HEALTH AND INNOVATION PRECINCT (SSD-9351535)

I refer to the Department's electronic notification of 27 August 2021 advising Health Infrastructure has submitted a Response to Submissions (RtS) and amended plans for the construction of a new Acute Services Building and refurbishment works to existing hospital facilities on the John Hunter Health Campus and requesting City of Newcastle (CN) to provide advice.

The submitted RtS and plans have been reviewed and the following advice is provided for your consideration:

1. Aboriginal Cultural heritage

The RtS satisfactorily addresses CN's previous comments in our letter dated 5 July 2021.

2. Flood Management

The RtS satisfactorily addresses CN's previous comments.

3. Stormwater Management

Hydrological Targets

The checking of designs against a stream erosion index target as detailed in the RtS is supported. This satisfactorily addresses CN's previous comments.

Scour protection details downstream of culverts

Detailing of scour protection downstream of the two culverts remains inadequately addressed. The extent and nature of proposed scour protection needs to be shown on the civil drawings to mitigate downstream impacts to waterways. This has the added benefit of resolving potential construction stage issues.

Inadequate scour protection at concentrated discharge points will mobilise sediment and cause problems in downstream bushland. It may also result in bed erosion undermining upstream civil assets. This is unlikely to be mitigated by reliance on discharge velocity limits alone because the receiving waterways are steep – particularly the eastern gully.

CN officers are willing to further discuss with the applicant the use of 'rock pitched' channel lining; drawing from a portfolio of over 6km of previous similar rock works to rehabilitate steep urban creeklines.

Stormwater Reuse

The following matter was not raised in CN's previous letter.

A total of 180m³ of stormwater reuse is required for the site. Northrop Engineers have indicated that a reuse rainwater tank having a capacity of 50m³ will be provided. The remaining volume has been indicated to be off set to the OSD. The reuse from this tank will be for the cooling tower systems.

While CN generally does not have any concerns regarding this reuse proposal, it is noted that the development has a lot more potential for stormwater reuse than what has been proposed. The submitted Landscape Plan for the ASB Building Level 00 and Level 01 seems to be creating a great opportunity for a stormwater reuse.

Recent large-scale developments in the CN local government area have been reusing stormwater for similar landscape use, some of which have been very successful. At a minimum, it is recommended that an additional rainwater tank/s is provided for reuse of the landscaped areas.

4. Traffic management

The RtS satisfactorily addresses CN's previous comments.

5. Parking management

The RtS refers to project documentation previously considered by CN officers. Concerns raised previously have not been satisfactorily addressed.

6. Alternative transport

The RtS satisfactorily addresses CN's previous comments.

7. Local Bushland Impacts

In CN's previous letter it was requested '*... high density native vegetation beds are planted on disturbed surfaces to reduce the risk for future weed impacts.*' Good native revegetation outcomes are particularly needed for disturbed areas between the road batter and remnant bush to the north of the project.

This has not been adequately addressed in the RtS, because the proposal to reuse topsoil alone for seeding and revegetation of these disturbed surfaces is too risky. This method may actually favour the spread of weeds into remnant bushland canopy downhill and to the north of the project.

It is recommended an appropriate condition is imposed of any consent granted which set quantitative targets for vegetation outcomes in the revegetation areas between the road and remnant bushland. For example, % survival rates; % weeds present; % plant cover after a suitable period – at least 2 years.

Also, the proposed reliance on Soil Seed Bank Translocation alone will not provide cost benefits for this project. Soil Seed bank translocation is a specialised service that requires trialling of seed germination; operational protocols and monitoring from a suitably qualified person. It is unclear whether there is sufficient volume and quality of the desired species type in the topsoil potentially available from site earthworks. The RtS refers to the *Glenugie Highway Upgrade* as a precedent project. However, this highway upgrade involved restoring 42 hectares adjacent to a highway constructed entirely through a dense state forest in the mid north coast. Other revegetation methods may be simpler, cheaper, and more successful and support local employment by using native provenance tube stock or similar.

8. Section 7.12 Local Infrastructure Contribution

No response to previous comments required.

If you have any questions in relation to the various matters raised in this letter, please contact Geof Mansfield, Principal Planner on 4974 2767 or by email on gmansfield@ncc.nsw.gov.au .

Yours faithfully



Michelle Bisson
MANAGER REGULATORY, PLANNING AND ASSESSMENT