

SSD 8963 RESPONSE TO SUBMISSIONS TABLE ~ LISMORE BASE HOSPITAL REDEVELOPMENT STAGE 3C NORTH TOWER EXTENSION (NTX)

Table 1

Agency	Issue Raised	Response
Office of Environment and Heritage (OEH)	No issues raised. OEH recommends that the DPE considers the findings of the Stage 3A and 3B Aboriginal Cultural Heritage Assessments when developing conditions for management of any unexpected Aboriginal cultural heritage finds.	Noted and supportive of this recommendation.
Civil Aviation Safety Authority (CASA)	CASA notes that whilst the proposed building will penetrate the inner horizontal surface for Lismore Aerodrome by up to 8.88m, the existing adjacent south tower (Stage 3B) penetrates the inner horizontal surface by 24.29m. The current (approved and existing) and proposed towers are assessed by CASA as being hazardous objects under the Civil Aviation Safety Regulations. CASA recommends that: a) The highest point of both towers be lit with low intensity steady red lights at night as per Section 9.4 of the Manual of Standards Part 139 - Aerodromes; and b) The developer provides information about the height and location of buildings to Lismore Aerodrome; c) Lismore Aerodrome to monitor the ongoing availability of the obstacle lighting; and d) Any obstacle lighting outage must be reported immediately by the Proponent to the aerodrome operator.	In relation to the matters raised by CASA: ■ HI agrees to a condition of consent which complies with the recommendations of CASA (a), b) and d)), with the exception of (c) which is a matter for Lismore Aerodrome. HI's aviation consultant, Avipro, has reviewed the requirements of a) and confirmed that this would require the existing obstruction lights above the 3B1 tower being converted to a PE cell, including the existing obstruction light on the wind stock (which is the tallest point of the tower). This would result in the tallest point of the hospital being illuminated with a steady red obstruction light in darkness and low-visibility, activated by the sensor in the PE switch. These recommendations are addressed via amended mitigation measures in Section 2 of this RTS. ■ HI agrees to a condition requiring consultation with CASA prior to the operation of any crane above 54.5 metres AHD. This recommendation was already included as a mitigation measure in Section 11 of the original EIS.

	CASA also notes that the existing south tower has an obstacle light that is only activated when helicopter operators are accessing the hospital. CASA has requested that these lights be changed to ensure operation at night or during low visibility operations. CASA also notes that advice must be sought prior to the operation of any crane above 54.5 metres AHD.	
Roads and Maritime Services (RMS)	RMS notes that the assessed impact is considered acceptable within the policy context of Roads and Maritime, provided the following issues are addressed: - Service vehicles should enter and leave the site in a forward manner. The design should cater for the turning paths of the largest vehicle requiring access to the site. - Consideration should be given to connectivity for public transport facilities and active transport modes such as walking and cycling.	TTW has prepared a response to the RMS submission. This response notes the following: - TTW confirms that the subject application does not change servicing arrangements at LBH. Existing service arrangements at LBH cater for vehicles to enter and leave the site in a forward manner; and - TTW confirms that as a part of the Green Travel Plan (GTP) approved for LBH under Stage 3B, a number of initiatives were proposed to increase connectivity to public transport, cycling and walking, including (but not limited to) <i>“- Negotiation with NR Bus Lines and Waller’s Buses to provide a commuter service to the front entrance of the Hospital to service office workers.</i> <i>- Installation of bicycle stands at the Hospital’s front entrance.</i> <i>- Provide regular cyclists with swipe cards to enable easy access to the bike rack in the underground car park and lockers for cyclists adjacent to Mental Health</i> <i>- Ensuring the entrance to the Uralba Street car park and pedestrian crossing does not create unsafe conditions for cyclists.”</i> A mitigation measure has been included for the proposed Stage 3C NTX SSDA requiring that the existing (Stage 3B) GTP continue to be implemented. This mitigation measure also requires that the GTP be regularly updated in accordance with the requirements of the Traffic and Accessibility Impact Assessment prepared by TTW at Appendix 15 of this EIS.

	RMS has identified the following areas of project design could be improved to achieve better outcomes considering the environmental, social and economic impacts. a) There is a marked foot crossing on Uralba Street. As the staged redevelopment of the hospital occurs more people are likely to use Uralba Street and the marked foot crossing. Planning for the future upgrade of this marked foot crossing is required. This could include consideration of the required warrants for a signalised pedestrian crossing over a 10-year design horizon. b) Conflict exists between pedestrians and driveways outside the hospital, especially in vicinity of the emergency vehicle area and patient drop off area. It may be appropriate for the developer to work with Council to consider behavioural measures to improve safety. For example, installing Vinyl Decals stating "Look out before you step out" could improve safety by highlighting the conflict for pedestrians. c) Continued implementation of the Green Travel Plan and Transport Access Guide is supported. Any review should be undertaken in consultation with TfNSW.	TTW has prepared a response to the RMS submission. This response notes the following: ▪ TTW confirms that <i>"a Pedestrian Crossing Review was conducted in late 2016 to determine whether the marked pedestrian crossing had achieved the required RMS warrants to become a signalised mid-block crossing. The results of this review determined that peak pedestrian and vehicle volumes would need to increase by 15-60% and 15-40% respectively to achieve these warrants" and therefore, no further review/action is required for the subject application. TTW recommends "that the pedestrian crossing be reviewed to determine if these warrants are met as part of any future developments within the Hospital"</i>. ▪ TTW notes that as the NTX is an extension of the previously approved Stage 3B development, which included the emergency vehicle and main drop off area for the hospital, <i>"it is not anticipated that this development will have any noticeable impact on the operation of these areas. The Northern NSW Local Health District continues to maintain a watching brief on the safety of the site. [TTW] are not aware of any issues reported at this location. Should there be safety concerns in the future, the Hospital is open to discussions with LCC"</i>. ▪ As noted earlier in this RTS, a mitigation measure was included in Section 11 of the EIS requiring the continued implementation of the GTP and TAG. Refer to Attachment 4 of this RTS for a complete copy of the TTW response to the RMS submission.
Transport for NSW (TfNSW)	TfNSW notes that the Transport and Accessibility Impact Assessment prepared by Taylor Thomson Whitting in May 2018, anticipates the proposed development will have a negligible impact on public transport demand. However, the Travel Mode Survey at Section 3.5 undertaken in 2013 only represents hospital staff and	TTW has responded to this matter as follows: <i>"We have considered the TfNSW response and note that while the Travel Mode Survey was conducted of staff, in our past experience with Hospital developments the majority of peak hour transport demand near Hospitals is generated by staff. Outpatients and visitors are distributed throughout</i>

		not patients. Therefore, the travel patterns concluded from the survey may not illustrate the complete picture.	<i>the day with less intense peak periods and therefore have less of an impact on the transport network. Additionally, given the minor increase in staff, outpatients and visitors as a result of the project, it is not anticipated that public transport services will be affected."</i> Refer to Attachment 4 of this RTS for a complete copy of the TTW response to the TfNSW submission.
		TfNSW notes that at Section 3.8, the explanation of the "Hail and Ride system" (page.24) is not completely accurate. It should be noted, that while pick-up and drop-off are allowed along the bus route, pick-up and drop-off within formal bus-stop locations is not permitted. On this note, there are two bus shelters on Uralba Street, located near the hospital entrance, both of which are marked on the Hospital Precinct Map at page 98.	In response, TTW notes "<i>the Hail and Ride system is not operated near to the Hospital and is only available outside of the Lismore Town Centre. Passengers travelling to and from Lismore Base Hospital are picked up and dropped off at the formal bus shelters located on Uralba Street near the Hospital's main entrance</i>". Refer to Attachment 4 of this RTS for a complete copy of the TTW response to the TfNSW submission.
Government Architect (GANSW)	NSW	GANSW is supportive of the height, density, bulk, scale and materiality of the proposed NTX. However, the GANSW notes that the absence of external shading devices is not acceptable and should be justified.	The project Architects, CGA, have provided a response to this matter in Attachment 3. In summary, CGA has advised that the orientation, design and materiality of the building is adequate to minimise the potential for solar heat gain and glare and that therefore, the absence of external shading devices is acceptable and justified on this basis. Refer to Attachment 3 for further details and justification.
		GANSW suggests exploring the following to enhance internal amenity: - Integration of public art, particularly with local community artists; - Lighting optimised for comfort; - Informal gathering spaces; and	CGA has provided a response to the issues of public art and informal gathering spaces in Attachment 3. In summary: - Public art has been incorporated into the Stage 3 development within Level 11 of the south tower (paediatrics ward). Photographs of the existing art installations are included in Attachment 3. - There is additional public art incorporated within the south tower at Levels 4 and 5 (within the link bridge between the south tower and Blocks A, B and C). This is a public display of artwork from Lismore Art Gallery. The NNSW LHD have an agreement with the gallery to rotate the artwork

	Indoor planting.	displayed along the link bridge. Photographs of the art gallery are provided in Attachment 3. - Given the proposal is part of the overall Stage 3 redevelopment programme and is a minor addition to a much larger development at LBH, combined with the public art provision contained within the existing south tower, additional public art is not considered to be necessary nor warranted. - CGA has confirmed that there are a number of “rest spaces” on the periphery of Levels 9 and 10 which act as informal gathering spaces for enhanced internal amenity of users. Refer to Attachment 3 for further detail. With regard to lighting, W&GE has provided advice which confirms that internal lighting within the proposed NTX has been designed to optimise internal amenity for end users. W&GE notes that various design strategies have been employed, such as the following: <i>“Patient care areas have been located along the building perimeter to maximise the exposure to natural light</i> <i>Generally, high efficiency LED, low glare light fittings have been specified</i> <i>Warmer colour temperature light fittings have been specified where appropriate to aid in mimicking natural light changes throughout the day.</i> <i>Patients and staff have been provided with the ability to dim lighting where appropriate.</i> <i>After hours dimming of lights in patient area corridors</i> <i>Appropriate Staff areas have been provided with personal task lighting</i>
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		▪ <i>Patient bedhead lights have separately controllable and dimmable upward (ward lighting) and downward (reading/nursing care) components.”</i> A copy of the advice letter from W&GE is provided at Attachment 5. In terms of planting, a variety of landscaped external courtyards have previously been provided as a part of the Stage 3 redevelopment programme, including within the renal courtyard at Level 4 and the paediatric courtyard at Level 11. No indoor planting is provided as a part of the development, nor is considered to be necessary given the high level of internal amenity already afforded to the design of the internal areas within the proposed NTX, as noted above and landscaped areas provided as a part of the Stage 3 redevelopment programme. We also note that all in patient units have a generous provision of external windows to promote daylight, views out to green/landscaped areas and district views for heightened internal amenity.
	GANSW recommends that the highest levels of acoustic attenuation be incorporated to prevent noise pollution from the Level 7 plant room, particularly on residents on Little Uralba Street.	The acoustic impacts of the Stage 3C/NTX development have been considered by Acoustic Logic in the Noise Impact Assessment accompanying the EIS submitted to the DPE. Further, Section 9.8 of the EIS provides a summary of the findings of the assessment undertaken by Acoustic Logic. The conclusion of the assessment undertaken by Acoustic Logic is that subject to adopting the recommendations of the report, the proposed development, including any proposed mechanical plant, will not generate any adverse noise impacts within the site and externally. This conclusion is made noting that there will need to be a detailed review of all proposed mechanical plant once final plant selection has been made to determine whether any further attenuation is required. This recommendation was included as a mitigation measures in Section 11 of the EIS.
	GANSW requests that the outcomes of consultation and requests from the Ngulingah Local Aboriginal Land Council be addressed. GANSW also requests that local Widjabal co-signing be committed to and that details of the relative's lounge including its location, configuration and access arrangements be provided both to GANSW and to the Ngulingah Local Aboriginal Land Council for review.	Section 6.1.5 of the EIS submitted to the DPE confirms that the requests by the Land Council, as noted by the GANSW, have been considered and have generally been included as mitigation measures in Section 11 of the EIS. As noted in the EIS, a respite room has been accommodated for (and was approved) within Level 4 of the Stage 3B2 north tower (yet to be constructed). The room is referenced on the plans as a “relatives lounge/meeting” room. This room was provided as a result of a previous consultation forum with a local Aboriginal community representative group and that once the 3B2 building is constructed,

		this room will be made available, when required, to address the request made by the Land Council. HI considers the above to be appropriate to address the requests by the Land Council and does not see the need for any further review by GANSW.
	GANSW notes that the ESD statement lacks detail and commitments beyond meeting Section J minimums. GANSW recommends specific ESD targets are identified and committed to via the adoption of a ratings system such as Green Star. GANSW notes that Solar power generation, solar water heating, external solar shading and rainwater systems should be incorporated in the scheme.	The project incorporates Environmentally Sustainable Development (ESD) strategies and principles as defined in clause 7(4) of Schedule 2 of the EP&A Regulations, into the scope of the development. This was addressed in Section 9.5 of the EIS submitted to the DPE. In the planning and design of the Stage 3C/NTX development, there have been several key guiding documents which have informed the implementation of ESD principals within the facility. These include: 1. National Construction Code (NCC) – Section J; 2. Australasian Health Facilities Guidelines (AHFGs), Part E – Building Services and Environmental Design; 3. NSW Government Efficiency Resource Policy; and 4. Environmental Planning and Assessment Regulations – Schedule 2. Each of these industry guidelines inform the NSW Health Engineering Services Guidelines, which form the basis for Health Infrastructure's approach to the design and delivery of ESD initiatives in all health facilities. Section 11 of the EIS recommends the following mitigation measure, which captures the requirements of the above-mentioned guidelines: <i>"The detailed design of the development is to incorporate all of the ESD principles and measures set out in the ESD Statement prepared by JHG at Appendix 8.</i>

		<i>The proposal is to demonstrate compliance/consistency with the targets identified in NSWHL Engineering Services Guidelines, specifically those relating to:</i> - <i>Sustainability and Energy (Principle 2.5.8);</i> - <i>Potable Water (Principle 2.5.9); and</i> - <i>Materials (Principle 2.5.10).</i> <i>The development is to comply with the energy efficiency requirements of Section J of the National Construction Code (NCC 2012, previously known as the Building Code of Australia). "</i> Further to the above, the NTX will rely on most of the services infrastructure that is currently in place to service Stage 3A and 3B including chillers, pump systems, medical gas air systems, hot water units etc. ESD measures were considered for these services as a part of previous SSDAs for 3A and 3B.
Lismore City Council (LCC)	LCC generally accepts the assertion that the DA results in only 21 new beds and 8 additional staff, however recommends that the DPE: ▪ seek information from the applicant as to the proposed use of Level 5 (Block B/C) and Level 7 (Block A/C) that are no longer required for beds; and ▪ ensure the subject development consent addresses the lawful use of these redundant areas (Level 5 (Block B/C) and Level 7 (Block A/C)) so that they will not be able to be used for purposes concurrently with the NTX (i.e. uses approved under previous consents) that increase traffic generation and parking demands without such issues being properly assessed.	The NNSW LHD has confirmed that the Stage 3 redevelopment provides a combination of replacement of ageing facilities along with additional capacity. The new facilities proposed as part of the subject application provide the NNSW LHD with hospital assets which meet relevant clinical and engineering standards including larger building units, improved and additional engineering systems and improved systems integration. The Stage 3C redevelopment (North Tower Extension - NTX) generates a net 21 bed increase across the campus as a result of: ▪ 42 inpatient beds being transferred out of the existing hospital buildings and incorporated within the NTX's 2 x 30 inpatient units beds (ie 18 bed net increase); and ▪ 13 existing Intensive Care Beds being transferred to the North Tower's new 16 bed Intensive Care unit (ie 3 bed net increase).

		The use of the areas vacated by these movements does not form part of the subject planning application. The fitout and use of the vacated areas for any future repurpose (if and when required), will be the subject of a separate application. The above is consistent with the bed numbers included in the EIS submitted to the DPE for the project.
	LCC supports the findings of the TTW traffic and parking assessment report in terms of accident history/change in traffic flow, trip generation, parking demands and staffing, intersection performance and pedestrian demand, noting that any increase/impact is minor in the overall sale of the hospital.	Noted. No further response required.
	LCC has requested that consideration be given to establishing clear criteria as to the threshold of parking demands, which if exceeded, would trigger the need for when the next stage of the multi-level parking station could be constructed. LCC notes that the submission with the SSDA lacks clarity with regard to this matter. LCC requests that the DPE implements a condition of consent that HI commits to improving parking availability/accessibility when thresholds are exceeded. LCC recommends a condition reflecting this request.	Whilst we acknowledge LCC's concerns regarding any future "triggers" for the next stage of the multi-deck parking station, we wish to reaffirm the discussion in Section 9.4 of the EIS. This section of the EIS confirms that the parking demand generated by the proposed Stage 3C/NTX development is adequately satisfied by the 10 available spaces within the existing (Stage 1) multi-deck carpark. Any future car parking demand associated with future development at LBH can be assessed as part of separate, future application(s). Further to the above, we note that Condition A5 of the Stage 3B consent addressed the issue of improving parking availability/accessibility. This matter is addressed further in the response prepared by TTW and as extracted below: <i>"While acknowledging LCC's concerns, Condition 5A of Stage 3B relates to the development of a Car Parking Management Strategy. As part of the development of this Car Parking Management Strategy options were presented to achieve the following key outcomes:</i> <i>- Provide a parking scheme to manage demands for parking that would otherwise be placed on the road system.</i> <i>- Provide an appropriate mix of on-street parking spaces in residential streets and in streets close to the health centre.</i>

		- Provide equitable on-street parking space for road users. - Improve amenity for particular residents who do not have sufficient off-street parking facilities or unrestricted on-street parking facilities available. - Ensure effective utilisation of contemporary enforcement tools. - Support local transport objectives and strategies that have been framed with commuters in mind. - Ensure engagement/education of residents, commuters and the like. <i>This Strategy achieves the intent of the proposed condition by LCC in that it aims to provide on street parking for other users near to the Hospital.</i> <i>Lismore Base Hospital is located within the developing Lismore Health Precinct, with planning controls being recently changed around the Hospital to be zoned R3 Medium Density Residential and B3 Commercial Core. The intent of these planning control changes was to encourage higher density housing and more business and medical uses within the area. The proposed benchmark suggested by LCC would assume that any increase in parking occupancy in the key streets surrounding the Hospital would be as a result of the Hospital only and not attributed to other developments within the area. This is unlikely to be the case given the recent rezoning. The Hospital is also located near to the Lismore Town Centre which may generate additional parking demand.”</i> Further to the above, a mitigation measure has been included in Section 11 of the EIS for the subject NTX proposal, which requires the following: <i>“A survey of parking supply and demand at LBH will be undertaken at five (5) years. The purpose of this survey will be to determine occupancy levels of the multi-storey car park as part of the larger parking strategy for LBH and to determine the most appropriate strategy related to the outcome.”</i>
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		In response to the concerns raised by LCC, an amendment is proposed to this mitigation measure to include the following (as in red below): <i>“A survey of parking supply and demand at LBH will be undertaken at five (5) years. The purpose of this survey will be to determine occupancy levels of the multi-storey car park as a part of the larger Car Parking Management Strategy that has been developed between LCC and LBH to determine the most appropriate strategy related to the outcome. The results of this survey will be provided to LCC for consultation.”</i>
	SEPP 33 - LCC recommends that the DPE be satisfied: - that the findings and conclusions of the AECOM assessment are relevant for the proposed NTX; and - in relation to the disposal and transporting of clinical or radioactive waste.	We consider the findings of the previous AECOM assessment to be relevant for the reasons set out in the EIS. Furthermore, the LHD has confirmed (Appendix 19 of the EIS) that the NTX project will not result in any increase in quantities of clinical or radioactive waste and that the storage and disposal of hazardous waste will continue to be appropriately managed in accordance with current procedures.
	Water and sewer - LCC recognises that the increased demand on Council's water supply and sewerage systems will have a minimal impact. In this regard, it is noted that the increased demand in comparison to the overall demands of the entire hospital is negligible. Council requests that the development consent require the developer obtain the relevant approvals for water supply and sewerage works, including Liquid Trade Waste pretreatment (where required), in accordance with s68 of the LG Act.	Noted. No further response required.
	Noise impact - LCC notes that the recommendations of the acoustic report should be adopted.	Noted and included as mitigation measures in Section 11 of the EIS submitted with the SSDA.
	Waste management - LCC recommends a condition requiring a waste management plan be prepared for construction.	Waste management was addressed in detail in Section 9.15 of the EIS submitted to the DPE. A preliminary construction management plan and construction environmental management plan were submitted with the EIS at Appendices 17

		and 16 respectively. Both of these documents include details regarding likely waste streams to be generated and measures to manage and dispose of waste. Furthermore, and consistent with the LCC's recommendation, a mitigation measure was included in Section 11 of the EIS requiring the preparation of a detailed Construction Management Plan prior to the commencement of construction which addresses a range of matters, including waste management.
	Obstacle limitation surface - recommends DA be referred to CASA	DPE referred the SSDA to CASA and as noted earlier in this table in our response to the CASA submission, the recommendations of the CASA have been included as amended mitigation measures in Section 2 of this RTS.
	Construction management - LCC endorses preparation and implementation of a detailed CMP.	Noted. The EIS included preliminary construction management documentation and as noted above, a mitigation measure was included in Section 11 of the EIS requiring the preparation of a detailed Construction Management Plan prior to the commencement of construction.
	Glare and reflection - Council requests that the following condition be implemented: <i>Roofing and wall cladding materials shall be factory pre-finished with low glare and reflectivity properties. The selected roofing and wall cladding material and colour must not cause a glare nuisance or excessive reflectivity to adjoining or nearby properties, In the event that a glare nuisance does arise from the use of a material, Council reserves the right to require materials to be treated to address the glare nuisance.</i>	The EIS submitted to the DPE included an assessment of glare and reflectivity. A mitigation measure was included in Section 11 of the EIS as follows: <i>"The building materials used on the facades of all buildings will be designed so as not to result in glare that causes discomfort or threatens the safety of pedestrians and drivers".</i> <i>The recommendations in the External Reflectivity Analysis prepared by Inhabit at Appendix 11 of the EIS will be adopted.</i> <i>A report/statement demonstrating consistency with this requirement will be submitted to the satisfaction of the Certifying Authority prior to the commencement of above ground works. "</i> We consider that the above mitigation measure satisfactorily addresses the issue raised by LCC.

	S138 Roads Act Approval - LCC notes this is required for the development.	The road closure (of Little Uralba Street) is associated with the Stage 3B development and is not required for the subject SSDA.
	Fire safety (external cladding) - LCC raised concerns regarding the proposed composite aluminium panels and relevant compliance with the BCA	Noted. A PCA has been engaged for the Stage 3 works and is responsible for reviewing and ensuring that the cladding material complies with the BCA (Building Code of Australia) and relevant Australian Standards. The PCA is supported by a Fire Engineer and design consultant team that also are responsible for reviewing and certifying the cladding material to ensure compliance with the relevant standards.

Further to the above, the DPE has requested the following information:

- Amended architectural floor plans to ensure that all legends are appropriately located and described in the plans. CGA has updated the floor plans as required by the DPE and they accompany this RTS at Attachment 2; and
- An additional photomontage taken from the south of the development site. As the NTX development will largely be screened by the existing south tower when viewed from Uralba Street, an additional photomontage has been generated from Uralba Street to the south-west of the development (as opposed to directly south). The photomontage is provided in Attachment 2 and an extract is provided on the page over.
- Whilst the NTX will be visible from Uralba Street when viewed from the south-east of the development, it will be an appropriate scale and materiality to minimise visual impact. The façade design/materiality complements the existing Stage 3B south tower. The NTX is a lower height than the existing Stage 3B south tower, thereby providing an appropriate “step” and graduation in built form towards the north. For these reasons, and for the reasons set out in the assessment in the EIS submitted to DPE, we consider the visual impact of the NTX to be acceptable.



Figure 1 Comparative photomontage of existing Stage 3 development at LBH with proposed NTX and generator (Source: CGA)

- Further to the above, later feedback was received from the DPE regarding a photomontage previously submitted to the DPE with the EIS (Drawing DA80004 prepared by CGA). The DPE noted that the façade materiality for the Stage 3B2 building is not consistent with the approved façade. We can confirm that the façade materiality of the Stage 3B2 building in that photomontage represents an amended design, which will be the subject of an imminent Section 4.55 modification application to vary SSD 6848 (Stage 3B). The materiality and façade design for NTX has been chosen to ensure integration with the amended façade design for Stage 3B2. We therefore consider it reasonable to present the amended façade design for 3B2 within the NTX documentation. The Section 4.55 modification application will be lodged approximately one (1) week following lodgement of this RTS.

Based on the above, and subject to the updated table of commitments/mitigation measures noted in the following section of this RTS, we consider that all of the agency submissions and the request for additional information by the DPE have been adequately addressed.

2. Updated Table of Commitments/Mitigation Measures

Below is an updated table of commitments/mitigation measures based on the outcomes from the RTS above. All proposed changes are in red.

Table 1 Mitigation Measures

Issues	Action
General	The development will be undertaken in accordance with the Environmental Impact Statement prepared by CPSD (including relevant accompanying Appendices) and drawings prepared by CGA (Appendix 4 of this EIS). All construction documentation and building work will be certified in accordance with Section 6.28 of the Environmental Planning and Assessment Act 1979.
Reflectivity	The building materials used on the facades of all buildings will be designed so as not to result in glare that causes discomfort or threatens the safety of pedestrians and drivers. The recommendations in the External Reflectivity Analysis prepared by Inhabit at Appendix 11 of the EIS will be adopted. A report/statement demonstrating consistency with this requirement will be submitted to the satisfaction of the Certifying Authority prior to the commencement of above ground works.
Maintenance of vehicular access	At all stages of construction, construction vehicle access to the site will be provided from Little Uralba Street, with the exception of mobile crane operations from Uralba Street.
Hours of Work	The proposed working hours are as follows: Monday to Friday: 7am to 6pm Saturday: 8am to 1pm Sundays and public holidays: No work. No work will be carried out outside of standard construction hours, due to the nature of the Hospital services and the surrounding residential properties, unless works are required in accordance with the Interim Construction Noise Guidelines, extracted below.

	<i>"The five categories of works that might be undertaken outside the recommended standard hours are:</i> <i>1. The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads</i> <i>2. Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm</i> <i>3. Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours</i> <i>4. Public infrastructure works that shorten the length of the project and are supported by the affected community</i> <i>5. Works where a proponent demonstrates and justifies a need to operate outside the recommended standard hours."</i> Other exceptions relate to those set out in Section 5.1 of the Construction Environmental Management Plan prepared by JGH. The out of hours works are to be justified and approved in advance in writing by the relevant Certifying Authority.
Building Code of Australia	The development will comply with the statutory energy efficiency requirements of Section J of the BCA. The development will also generally comply with the "deemed to satisfy" (DTS) provisions of the BCA and where required, 'alternative solutions' complying with the performance objectives and requirements of the BCA will be employed to address any deviations from DTS provisions.
Approvals	The Proponent will obtain all necessary approvals required by State and Commonwealth legislation in undertaking the development. The Proponent will continue to liaise with the Lismore City Council during the development process, particularly with regard to any proposed road closure or impact on Council infrastructure.
Erosion and Sediment Control	A detailed soil and sedimentation plan will be prepared in accordance with The Blue Book prior to construction and will be included in the Construction Management Plan. The plan is to be prepared in accordance with the preliminary erosion and sediment control plan contained within the Construction Environmental Management Plan prepared by JHG at Appendix 16 of this EIS.
Structural	The detailed structural design of the development is to comply with the recommendations of the Structural IFC Design Report prepared by Arcadis at Appendix 12 of this EIS.

Hazardous Waste	The Proponent commits to the continued implementation of the existing LBH management processes for hazardous waste in accordance with the waste management statement prepared by the NNSW LHD at Appendix 19 of this EIS.
Operational Waste Management	The Proponent commits to the continued implementation of existing operational waste management policies at LBH. Operational waste management should continue to be monitored and audited through LBH Work Health and Safety Meetings.
Services	The Proponent will comply with the requirements of the relevant public authorities in regard to the connection to, relocation and/or adjustment of services affected by the construction of the proposed development.
Accessibility	The design of the facilities will permit effective, appropriate, safe and dignified use by all people, including those with disabilities and will be in accordance with the relevant NSW Health Facility Guidelines for access and mobility and relevant accessibility standards.
Drainage	All final civil documentation will be prepared generally in accordance with the drainage plan prepared by DSC at Appendix 10.
Integrated Water Management	The recommendations in the Integrated Water Management Plan prepared by DSC (contained within the services statement at Appendix 7b of this EIS) will be implemented to ensure reduction in contamination of the potable water supply and reduction in water consumption within the development.
Transport and Parking Management	The recommendations of the Traffic and Accessibility Impact Assessment prepared by TTW at Appendix 15 in relation to transport management will be implemented.
Carpark	A survey of parking supply and demand at LBH will be undertaken at five (5) years. The purpose of this survey will be to determine occupancy levels of the multi-storey car park as a part of the larger Car Parking Management Strategy that has been developed between LCC and LBH and to determine the most appropriate strategy related to the outcome. The results of this survey will be provided to LCC for consultation.
Sustainable Transport Strategies	The existing Green Travel Plan and Travel Access Guide that have been prepared for LBH will continue to be implemented during the operation of Stage 3C. These plans will be updated regularly in accordance with the Traffic and Accessibility Impact Assessment prepared by TTW at Appendix 15 of this EIS.
Construction Traffic Management Plan	Prior to the commencement of construction, a Final Construction Traffic Management Plan will be prepared, generally in accordance with the preliminary plan prepared by TTW at Appendix 18 of this EIS.

Noise and Vibration	The recommendations of the Acoustic Report prepared by Acoustic Logic at Appendix 14 will be implemented to ensure that any potential adverse construction and operational noise and vibration impacts are adequately managed and mitigated.
Ecologically Sustainable Development	The detailed design of the development is to incorporate all of the ESD principles and measures set out in the ESD Statement prepared by JHG at Appendix 8. The proposal is to demonstrate compliance/consistency with the targets identified in NSWHI Engineering Services Guidelines, specifically those relating to: ▪ Sustainability and Energy (Principle 2.5.8); ▪ Potable Water (Principle 2.5.9); and ▪ Materials (Principle 2.5.10). The development is to comply with the energy efficiency requirements of Section J of the National Construction Code (NCC 2012, previously known as the Building Code of Australia).
External Lighting	Any external lighting is to be installed to meet the minimum Australian and New Zealand Lighting Standards that will not only provide wide and even spread of illumination but will also be adequate to meet operational requirements. External lighting will be installed so as to not result in any light spill or other lighting-related impacts on the surrounding locality.
CPTED	Lighting, way finding (signage) and CCTV, where appropriate, should be provided to ensure safety and security for the patients and visitors to the site once operational.
Construction Management	Prior to commencement of construction, a detailed Construction Management Plan (CMP) will be prepared which addresses (but is not limited to) the following: ▪ Construction noise and vibration ▪ Construction traffic management ▪ Dust management and air pollution monitoring ▪ Odour control ▪ Removal and management of hazardous materials

	▪ Soil and erosion control ▪ Tree protection (where relevant) ▪ Site management in accordance with legislative requirements ▪ House of construction work ▪ Waste management ▪ Implementation of Groundwater Policy Framework and Groundwater Quality Protection Policies; ▪ Community safety plan ▪ Arrangements for temporary pedestrian and vehicular access ▪ Contact and complaints handling procedures The detailed CMP is to be generally in accordance with the preliminary CMP prepared by JHG at Appendix 17 and is to incorporate the construction traffic management measures set out in the plan prepared by TTW at Appendix 18 and the environmental management measures set out in the CEMP prepared by JHG at Appendix 16 of this EIS.
Aviation – CASA consultation outcomes	The highest point of the approved Stage 3B1 south tower will be lit via a PE cell with low intensity steady red lights at night and in low-visibility conditions, as per Section 9.4 of the CASA Manual of Standards. The two (2) existing lights on the concrete lift core of the south tower are to be similarly illuminated. Characteristics for low intensity lights are stated in subsection 9.4.6.1. The existing obstacle light above the south tower is to be operational at night and during low visibility operations. Health Infrastructure is to provide information to Lismore Aerodrome, the final constructed height of the building. Obstacle lighting is to be maintained in serviceable condition and any outage immediately reported to the aerodrome operator.
Ngulingah Local Aboriginal Land Council Consultation outcomes	Co-signing of internal signage within the NTX development with the local Widjabal language will be considered (and at the discretion of the NNSW LHD). The Land Council will be invited to attend, and will be acknowledged during, the official opening of the NTX development.

3. Conclusion

Based on the discussion contained within this RTS, we consider that all of the matters raised by the relevant agencies during the notification period have been satisfactorily addressed without a requirement for any modifications to the submitted plans.