



John Hunter Health and Innovation Precinct

State Significant Development Assessment SSD-9351535

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Cover image: Perspective view of the proposed Acute Services Building (Source: BVN)

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Glossary

Abbreviation	Definition
AHD	Australian Height Datum
BCA	Building Code of Australia
CIV	Capital Investment Value
Council	City of Newcastle
Department	Department of Planning, Industry and Environment
EESG	Environment, Energy and Science Group
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
LEP	Local Environmental Plan
Minister	Minister for Planning and Public Spaces
SEARs	Planning Secretary's Environmental Assessment Requirements
Planning Secretary	Secretary of the Department of Planning, Industry and Environment
SEPP	State Environmental Planning Policy
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SSD	State Significant Development
TfNSW	Transport for NSW

Executive Summary

This report provides an assessment of a State significant development (SSD) application for construction and operation of a new multi-storey Acute Services Building (ASB) and refurbishment works to the existing John Hunter Hospital (JHH) as part of the John Hunter Health and Innovation Precinct (JHHIP), located off Lookout Road in the suburb of New Lambton, Newcastle (SSD-9351535).

The Applicant is Health Administration Corporation (HAC) and the proposal is located within the City of Newcastle local government area (LGA).

Assessment summary and conclusions

The proposal would provide new health care facilities and services and inpatient capacity to meet the demands of Newcastle, the greater Hunter region and northern NSW communities. The Department concludes the proposal is in the public interest and recommends the application be approved, subject to conditions.

The Department has considered the merits of the proposal in accordance with relevant matters under section 4.15(1), the objects of the *Environmental Planning and Assessment Act 1979*, the principles of Ecologically Sustainable Development, and issues raised in all submissions as well as the Applicant's response to these.

The Department identified transport, traffic and parking, biodiversity and built form and urban design, as key issues in the assessment. The Department's assessment concluded:

- the built form and urban design are considered suitable for the site. The design has been through an extensive review process and is supported by the Government Architect NSW.
- the proposal provides a high-quality landscape outcome and outdoor spaces for future hospital users and improved pedestrian amenity and legibility and environmental outcomes on the site.
- the traffic generated by the proposal can be accommodated on the surrounding road network, subject to the completion of the adjoining Newcastle Inner City Bypass (NICB). Given the proximity and timing of the adjoining NICB works, and the need for the new access road to satisfactorily accommodate additional traffic from the proposed development, it is appropriate to impose conditions to ensure that management measures (such as no uplift in clinical capacity) are implemented prior to the completion of the NICB, and coordination with the NICB/John Hunter Hospital steering committee in relation to the timing of the works.
- there would be an adequate supply of parking spaces available for staff and visitors to ensure the efficient and orderly movement of vehicles through the hospital campus and minimise parking in the surrounding streets.
- the proposal incorporates appropriate measures to ensure the long-term protection of existing environmental values on the site, as well as rehabilitation and mitigation measures to improve biodiversity outcomes or offset biodiversity impacts.
- the proposal adequately seeks to avoid and minimise biodiversity impacts and delivers a biodiversity offset strategy that appropriately compensates for the unavoidable loss of ecological values on the site, subject to investigating opportunities to reduce biodiversity

impacts by realigning the future eastern extension of the proposed Northern Road to Jacaranda Drive generally along the existing fire trail.

The impacts of the proposal have been addressed in the Environmental Impact Statement (EIS) and the Response to Submissions (RtS). Conditions of consent are recommended to ensure that the identified impacts are managed appropriately.

The proposal

The proposal seeks approval for the construction and operation of an eleven storey ASB comprising a podium with four levels of semi-basement parking and seven levels above and a rooftop helipad.

The proposal also includes refurbishment of existing JHH buildings, construction of new road infrastructure and improvements to existing drop-off facilities, temporary construction access road, new pedestrian connections to the ASB and a link bridge to the Hunter Medical Research Institute (HMRI), upgrade to existing car parking facilities, landscape and public domain works, mines grouting remediation works, building services works and utility adjustments, stormwater drainage works, signage and site preparation, including bulk earthworks and tree removal.

The proposal would generate approximately 1,613 construction jobs and 210 operational jobs.

The site

The proposal is located within the John Hunter Health Campus (JHHC) on Lookout Road, New Lambton Heights, approximately eight kilometres west of the Newcastle CBD. The JHCC is legally described as Lots 1 and 2 DP 1228246. The proposed ASB would be located to the north of the main JHH building, which is centrally located within the JHHC. The proposed refurbishment works relate to the existing JHH. Some of the proposed roadworks would be located on the adjoining allotments surrounding the JHHC.

The JHCC is surrounded by bushland to the north and south and the residential suburb of New Lambton to the east of Lookout Road.

Statutory context

The proposal is SSD under clause 14 of Schedule 1 of the State Environmental Planning Policy (State and Regional Development) 2011, as it is development for the purpose of a hospital with a capital investment value of more than \$30 million. Therefore, the Minister for Planning and Public Spaces is the consent authority.

Engagement

The application was publicly exhibited between 1 June until 28 June 2021. The Department of Planning, Industry and Environment (the Department) received a total of 21 submissions, including nine from public authorities and 12 from the general public (including two objections). An additional six submissions from public authorities were received in response to the Applicant's Response to Submissions (RtS).

The key issues raised in the submissions include traffic, parking and access, biodiversity impacts and stormwater and flooding.

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1 Introduction

This report provides an assessment of a State significant development (SSD) application for construction and operation of a new multi-storey Acute Services Building (ASB) and refurbishment works to the existing John Hunter Hospital (JHH) as part of the John Hunter Health and Innovation Precinct (JHHIP), located off Lookout Road in the suburb of New Lambton, Newcastle

The application has been lodged by Health Administration Corporation (HAC) (the Applicant). The site is located within the City of Newcastle local government area (LGA).

1.1 John Hunter Health and Innovation Precinct

In June 2019, the NSW Government announced the John Hunter Health and Innovation Precinct (JHHIP) masterplan project. The JHHIP project is being delivered in partnership with Health Infrastructure and Hunter New England Local Health District. The precinct vision populates three zones: research and education; hospital; and parallel medical and health care providers. The first part of the precinct vision is the proposed ASB in the hospital zone (see **Figure 1**).



Figure 1 | Future vision for the JHHIP (Source: Health Infrastructure)

1.2 Site description

The John Hunter Health Campus is legally described as Lots 1 and 2 DP 1228246, and is located off Lookout Road, New Lambton Heights, approximately eight kilometres west of the Newcastle CBD. The campus is located in the western suburbs of Newcastle, approximately 3km south of the University of Newcastle and 4.5km north of the suburb of Charlestown (see **Figure 2**).



Figure 2 | Local context map (Source: EIS)

The JHCC is surrounded by bushland to the north and south and west and the residential suburb of New Lambton to the east of Lookout Road. The cadastral lots that make up the total site (including lots containing new roadworks) are illustrated in **Figure 3**.

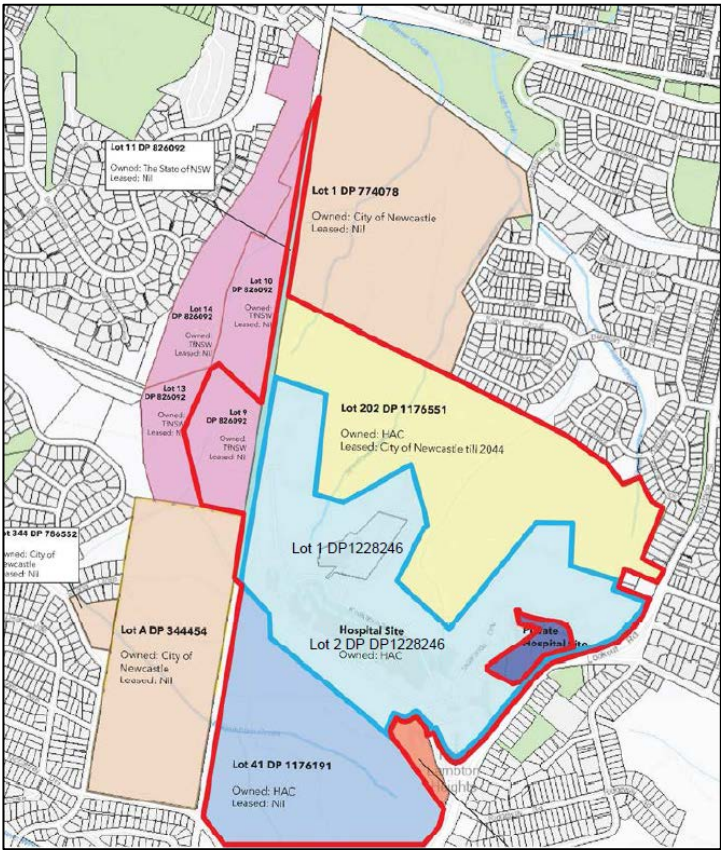


Figure 3 | Cadastral layout (Source: EIS)

The proposed ASB would be located to the north of the main JHH building, which is centrally located within the JHHC. The proposed refurbishment works relate to the existing JHH. Some of the proposed roadworks would be located on the adjoining allotments surrounding the JHHC.

The JHHC contains the John Hunter Hospital (JHH) and John Hunter Children’s Hospital, Royal Newcastle Centre, the Rankin Park Rehabilitation Unit and the Nexus Unit (Children and Adolescent Mental Health Unit). A multi-level carpark is located to the south of the JHH. The northern part of the JHHC contains the Hunter Medical Research Institute (HMRI) and an at-grade parking area.

The eastern part of the campus, along Lookout Road, contains the Newcastle Private Hospital and a series of other smaller health related buildings and at-grade parking areas and items of local heritage significance, including Rankin Park Hospital and Croudace House. The JHHC also encompasses part of the Jesmond Bushland Reserve to the north.

The existing vehicular access via Kookaburra Circuit connects to Lookout Road from the south, and then provides a vehicular route around the JHH and access to Lookout Road to the north. Jacaranda Drive provides vehicular access to the north-eastern portion of the JHHC, linking to both Lookout Road to the east and Kookaburra Circuit to the south.

The general arrangement of existing buildings and internal road access throughout the hospital campus is illustrated in **Figure 4**. The existing JHH is shown in **Figures 5 and 6**.

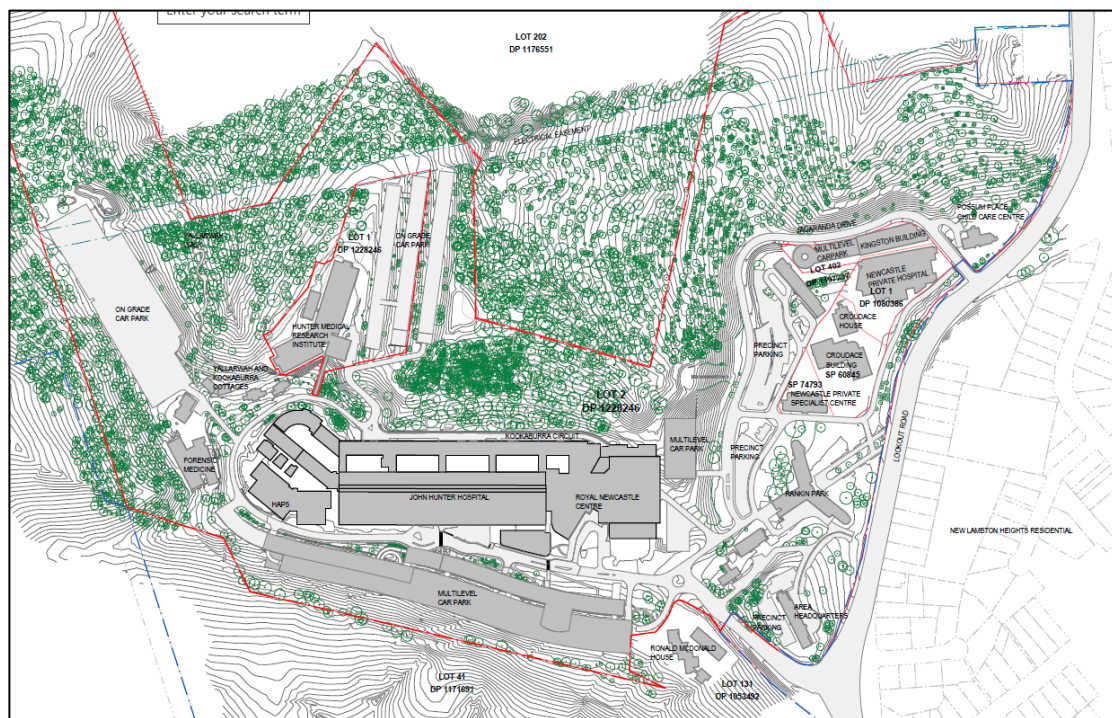


Figure 4 | General existing site arrangement and road access (Source: EIS)



Figure 5 | Existing main entry on the southern side of the JHH (Source: Google Maps)

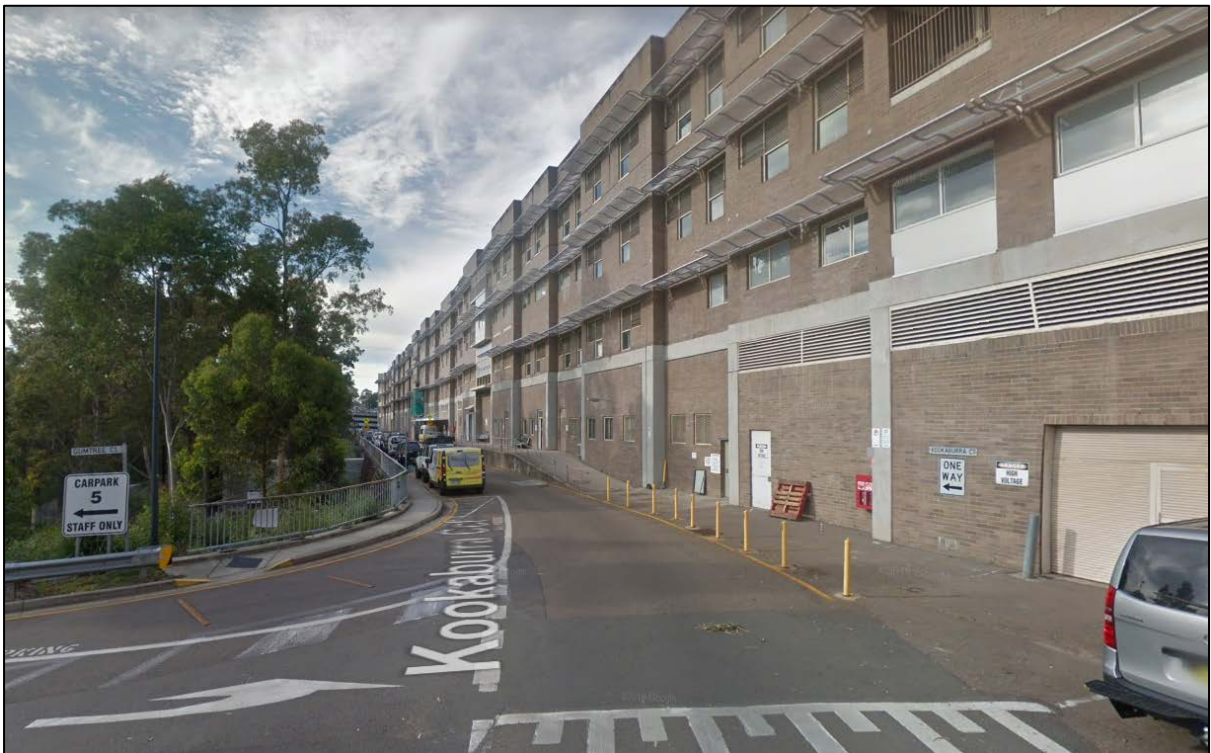


Figure 6 | Northern facade of existing JHH (Source: Google Maps)

1.3 Surrounding development

The hospital campus is surrounded by the following land uses:

- to the north is a large expanse of bushland approximately 150ha in size. Further to the north are the suburbs of Jesmond and Lambton, which are characterised by low density residential housing.

- to the east of the site is Lookout Road, which runs north-south from North Lambton to Hillsborough. Adjacent to Lookout Road is the suburb of New Lambton, characterised by low density residential housing. Further east is Adamstown and the railway line, which provides services to Newcastle and south to Sydney and north-west towards Maitland.
- to the west of the site is the extension of the Blackbutt Nature Reserve, which is a large native bushland park maintained by the City of Newcastle. Further west are the residential suburbs of Rankin Park and Elmore Vale.
- to the south of the site is the adjoining Blackbutt Nature Reserve. Beyond this are the suburbs of New Lambton Heights, Cardiff Heights and Garden Suburb, as well as the heavy rail train line.

1.4 Newcastle Inner City Bypass

The Newcastle Inner City Bypass (NICB) is part of Transport for NSW's long-term strategy to improve traffic flow across the western suburbs of Newcastle and connect key destinations, including the JHHC.

The Rankin Park to Jesmond section is a 3.4km bypass between Lookout Road at New Lambton Heights and Newcastle Road at Jesmond adjoining to the west of the JHHC (see **Figure 7**).

As part of the bypass works, a new interchange access to the JHHC will be available in both directions improving access to the north of the JHCC. This final section of the bypass is due for completion in 2025, prior to the delivery of the proposed ASB development in 2026.

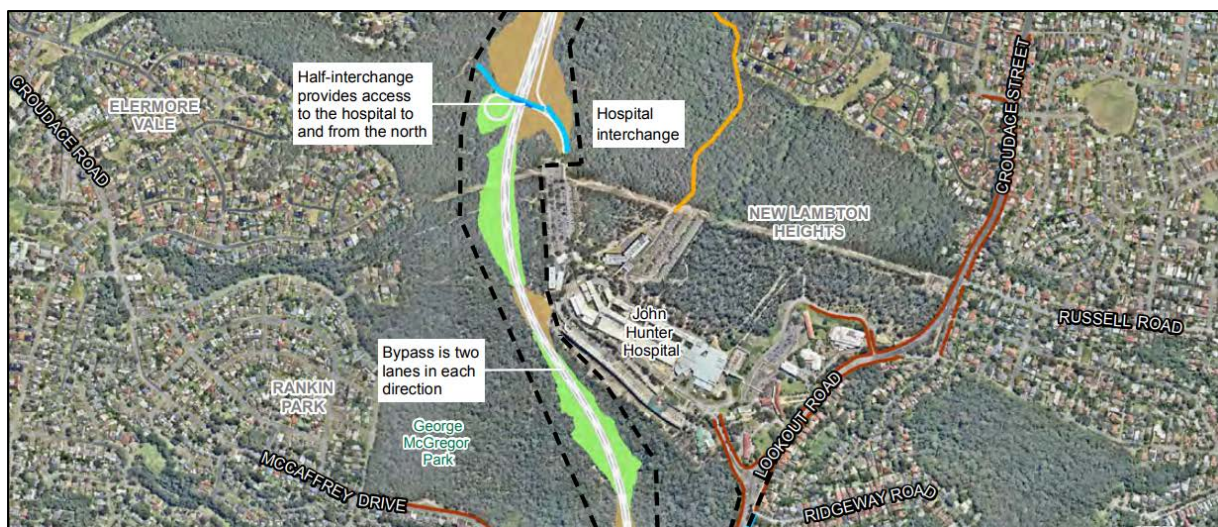


Figure 7 | Newcastle Inner City Bypass in the vicinity of the JHHC (Source: SSI-6888 Preferred Infrastructure Report)

2 Project

The key components and features of the proposal (as refined in the Response to Submissions) where relevant are provided in **Table 1** and are shown in **Figures 8 to 11**.

Table 1 | Main components of the project

Aspect	Description
Project summary	Construction and operation of a new hospital building and refurbishment of existing hospital facilities at JHH.
Demolition	The demolition works involve: <ul style="list-style-type: none"> part of the existing entry and rooftop of JHH. road elements to the south of the existing entry to JHH and associated kerbs. adjustments to the multi-level carpark to the south-west of the existing JHH. part of the at-grade carpark in the north-west of the site. northern and southern façade of the JHH to accommodate new inpatient units and links.
Site Preparation	<ul style="list-style-type: none"> Grouting of redundant abandoned coal mine workings of the Lambton Colliery in the Borehole Seam located beneath the site.
Built form (new hospital building)	<ul style="list-style-type: none"> 11 storeys (including four semi-basement levels). Maximum height of RL124.1 (53.1m when measured from ground level).
Refurbishment works (existing JHH)	The refurbishment works include: <ul style="list-style-type: none"> a new canopy to the main southern entrance. upgrade to drop-off and pick-up facilities. refurbished clinical and non-clinical spaces. creation of new courtyards. facade works related to access.
Site area	1,182,800sqm
Gross floor area (GFA)	59,000sqm
Uses	ASB, incorporating: <ul style="list-style-type: none"> a new emergency department. critical care services (adult and paediatric). operating theatres, interventional and imaging services. birthing suite and inpatient maternity unit.

Aspect	Description
	<ul style="list-style-type: none"> • neonatal intensive care and special care nursery. • larger and redeveloped inpatient units. • rooftop helipad.
Road infrastructure	<p>The additional road infrastructure includes:</p> <ul style="list-style-type: none"> • new Northern Road from the NICB to the proposed ASB and eastern part of the campus delivered in two stages. • new western link road and bridge from the NICB to the existing multi-level carpark and Kookaburra Circuit. • new emergency vehicle access on the southern side of the proposed ASB. • upgrade to the drop-off and pick-up facilities at the main entrance on the southern side of the existing JHH.
Pedestrian access	<ul style="list-style-type: none"> • Link connections at Levels 1, 2 and 3 to the existing JHH. • Bridge between Level 1 of the proposed ASB and the HMRI building. • Concourse over Kookaburra Circuit between Level 01 of the new ASB and the lower level of the JHH. • Central north-south pedestrian link between Level 02 of the proposed ASB and the main hospital entrance on the southern side of the existing JHH.
Car parking	<p>917 new car parking spaces are proposed to be accommodated across the various existing and proposed carparks on the JHHC.</p>
Bicycle parking	<ul style="list-style-type: none"> • 24 secured (basement). • 24 racks (main entry to JHH).
Public domain and landscaping	<ul style="list-style-type: none"> • Entry canopy and public forecourt at the main entrance on the southern side of the existing JHH. • Elevated open space between the JHH and proposed ASB. • Landscaped courtyard spaces between the vertical sections of the proposed ASB. • Three new courtyards within the footprint of the existing JHH.
Hours of operation	<p>24 hours, seven days a week.</p>
Signage	<p>New signage would be located on both sides of the southern entry canopy and to the edge of the slab of the elevated garden facing Kookaburra Circuit west.</p>

Aspect	Description
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Jobs	<ul style="list-style-type: none"> • 1,613 construction. • 210 operational.
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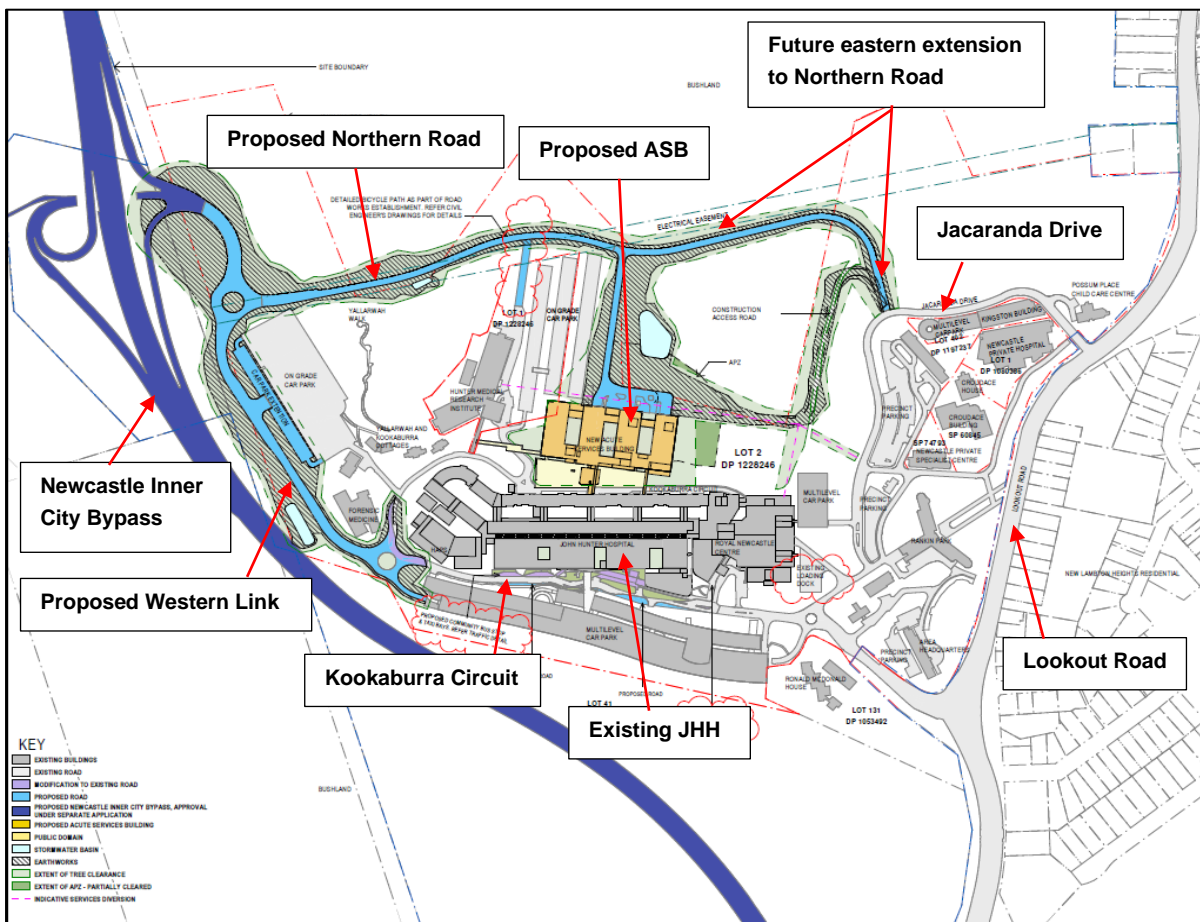


Figure 8 | Proposed site layout (Source: RtS)



Figure 9 | Perspective view of the ASB from the north-east (Source: EIS)



Figure 10 | Perspective view of the ASB from the north (Source: EIS)



Figure 11 | Perspective view of the ASB from the south-west (Source: EIS)

2.1 Physical layout and design

A key driver of the design is the clinical functionality and connectivity to the existing JHH. The proposed ASB would be located directly to the north of the existing JHH. The siting of the ASB at this location provides the emergency department with a direct connection to the existing internal road network at ground level and enclosed horizontal connections at the upper levels to meet the various needs of the users of the hospital. The location also takes advantage of the topography by allowing for a semi-submerged basement carpark below, and also presents opportunities for the future expansion and connection to the eastern part of the JHHC.

The built form is articulated into four vertical sections above the podium with recessed courtyards, roof terraces and voids between each vertical building section. The landscaped elevated garden between the proposed ASB and existing JHH provides a shared public space for hospital users.

2.2 Northern Road

The proposed Northern Road from the new interchange access of the NICB to Jacaranda Drive in the eastern part of the JHCC will be delivered in two phases with the western portion of the road constructed as part of the main JHH works. The eastern portion of the road would be constructed in the second phase as the JHHC continues to develop in 2025.

2.3 Timing

The works are scheduled to begin in 2022 and are due for completion in 2026. The proposed works are proposed to be constructed in three stages. The proposed staging of the development is summarised in **Table 2**.

Table 2 | Proposed staging

Stage	Description	Estimated Timeframe
1 - enabling works	<ul style="list-style-type: none"> • Construction access roads. • Services diversion / reticulation. • Civil infrastructure works, including but not limited to site clearing, bulk earthworks and detention and sedimentation basins and controls. • Mine seam injection. • Shoring. 	Commence Q4 2021 Completion Q3 2022
2 - main works	<ul style="list-style-type: none"> • Construction of the ASB including new link connections with the existing JHH. • Refurbishment of existing facility. • Civil infrastructure works, including but not limited to construction of internal road network and works to existing at-grade carpark areas. • Landscape works. • New main entry canopy. • Link bridge to the HMRI. 	Commence Q4 2022 Completion Q3 2026
3 - Northern Road	<ul style="list-style-type: none"> • Eastern extension of the proposed Northern Road to the eastern part of the JHHC. 	2025

3 Strategic context

The JHH is located within the Hunter New England Local Health District and is integral in delivering health services to Newcastle, the greater Hunter region and northern NSW communities.

The JHH has one of the busiest emergency departments in New South Wales. In 2018, the emergency department served over 81,000 presentations in a space originally designed for 47,000. The existing JHH has significant capacity constraints, with its average occupancy at 98 per cent, compared with the usual benchmark of 85 per cent. Also, the operating theatres are too small to meet current standards, which impedes the ability to accommodate new equipment and technology.

The proposal would deliver a new ASB providing extra inpatient capacity to meet the demand of the community, both locally in the Newcastle area and to enhance access for specialist services in the Hunter, New England and northern NSW regions.

The Department considers that the proposal is appropriate for the site given it is consistent with:

- NSW Premier's Priorities because it would deliver critical hospital infrastructure, add to construction and long term operational jobs and improved health facilities and services for Newcastle, the greater Hunter region and northern NSW communities.
- Infrastructure NSW's State Infrastructure Strategy 2018 – 2038 Building the Momentum as it facilitates investment in health infrastructure to support the needs of the population.
- the Hunter Regional Plan 2036 as it recognises JHHC as a strategic centre and employment cluster in the Hunter Region.
- the Greater Newcastle Metropolitan Plan 2036 as the John Hunter Health and Innovation Precinct is consistent with Planning Priorities 8 and 13 relating to planning for growth in Catalyst Areas, to which the site is identified as such, and growth in key health and education sectors.
- the NSW Future Transport Strategy 2056 as it provides facilities to support active transport travel options, and therefore encourages the use of non-car modes of travel.
- Newcastle Council's Local Strategic Planning Statement, as it supports the expansion of the JHH and associated growth in jobs and health services.

The proposal would also provide direct investment in the region, which would support 1,613 construction jobs and 210 new operational jobs.

4 Statutory context

4.1 State significance

The proposal is SSD under section 4.36 (development declared SSD) of the Environmental Planning and Assessment Act 1979 (EP&A Act) as the development has a capital investment value in excess of \$30 million and is for the purpose of a hospital under clause 14 of Schedule 1 of State Environmental Planning Policy (State and Regional Development) 2011.

The Minister is the consent authority under section 4.5 of the EP&A Act.

In accordance with the Minister for Planning and Public Spaces' delegation to determine SSD applications, signed on 26 April 2021, the Director, Social and Infrastructure Assessments may determine this application as:

- the relevant Council has not made an objection.
- there are less than 15 public submissions in the nature of objection.
- a political disclosure statement has not been made.

4.2 Permissibility

The site is identified as being located within the SP2 Infrastructure – Health and Services facility zone and the E3 Environmental Management by the Newcastle Local Environmental Plan (NLEP) 2012.

The development of a hospital and ancillary services or works is permissible with consent within the SP2 zone. Roads are permissible with consent in the E3 zone. Therefore, the Minister for Planning and Public Spaces or a delegate may determine the carrying out of the development. The development footprint in relation to the land use zone boundaries is illustrated in **Figure 12**.

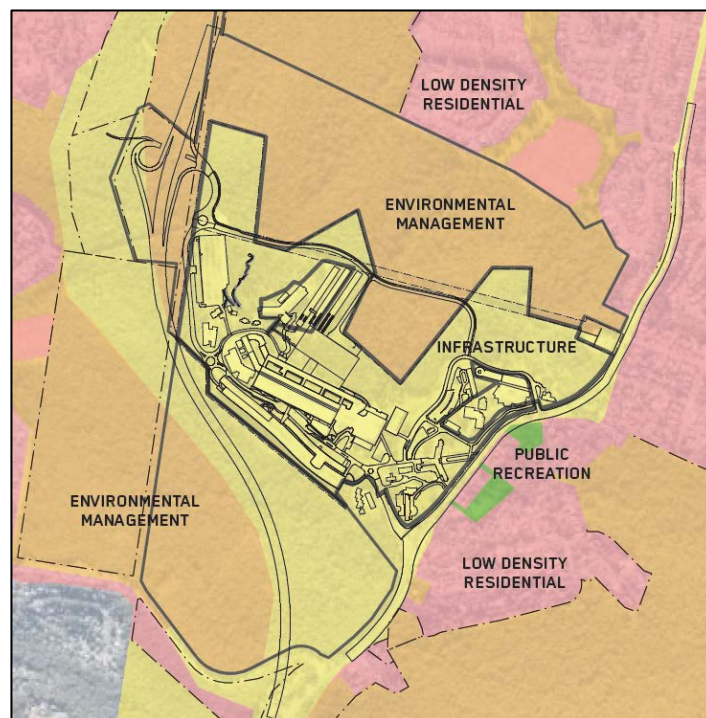


Figure 12 | Land use zones under NLEP 2012 (Source: EIS)

4.3 Other approvals

Under section 4.41 of the EP&A Act, a number of other approvals are integrated into the SSD approval process, and consequently are not required to be separately obtained for the proposal.

Under section 4.42 of the EP&A Act, a number of further approvals are required, but must be substantially consistent with any development consent for the proposal (e.g. approvals for any works under the *Roads Act 1993*).

The Department has consulted with the relevant public authorities responsible for integrated and other approvals, considered their advice in its assessment of the project, and included suitable conditions in the recommended conditions of consent (see **Appendix D**).

4.4 Mandatory matters for consideration

4.4.1 Environmental planning instruments

Under section 4.15 of the EP&A Act, the consent authority is required to take into consideration any environmental planning instrument (EPI) that is of relevance to the development the subject of the development application. Therefore, the assessment report must include a copy of, or reference to, the provisions of any EPIs that substantially govern the project and that have been considered in the assessment of the project.

The Department has undertaken a detailed assessment of these EPIs in **Appendix B** and is satisfied the application is consistent with the requirements of the EPIs.

4.4.2 Objects of the EP&A Act

The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent) are to be understood as powers to advance the objects of the legislation, and limits on those powers are set by reference to those objects. Therefore, in making an assessment, the objects should be considered to the extent they are relevant. A response to the objects of the EP&A Act is provided at **Table 3**.

Table 3 | Response to the objects of section 1.3 of the EP&A Act

Objects of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources.	The proposed development would ensure the proper management and development of the existing hospital and provide significant social and economic benefits to the community and the State.
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about	The proposal includes measures to deliver ecologically sustainable development (ESD) (Section 4.4.3).

Objects of the EP&A Act	Consideration
environmental planning and assessment.	
(c) to promote the orderly and economic use and development of land.	The proposal promotes the orderly and economic use and development of the land by delivering improved health infrastructure for the State. The development would economically benefit the community through new jobs and infrastructure investment.
(d) to promote the delivery and maintenance of affordable housing.	Not applicable.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats.	The proposal includes tree removal to make way for the development. Subject to the future eastern extension of the proposed Northern Road to Jacaranda Drive being realigned generally along the existing fire trail, the proposal adequately seeks to avoid and minimise biodiversity impacts and delivers a biodiversity offset strategy that appropriately compensates for the unavoidable loss of ecological values on the site (refer to discussion in Section 6.1).
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage).	The proposed development is not anticipated to result in any unacceptable impacts upon built and cultural heritage, including Aboriginal cultural heritage (refer to discussion in Section 6.4).
(g) to promote good design and amenity of the built environment.	The proposal has been reviewed by the Government Architect NSW throughout the development of the proposed design. As discussed in Section 6.1 , the Department considers the application would provide for good design and amenity of the built environment.
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants.	The Department has considered the proposed development and has recommended conditions of consent to ensure the construction and maintenance is undertaken in accordance with legislation, guidelines, policies and procedures (refer to Appendix B).

Objects of the EP&A Act	Consideration
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State.	The Department publicly exhibited the proposal (Section 5.1), which included consultation with Council and other public authorities and consideration of their responses (Sections 5 and 6).
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The Department publicly exhibited the proposal as outlined in Section 5.1 , which included notifying adjoining landowners and displaying the proposal on the Department's website during the exhibition period.

4.4.3 Ecologically sustainable development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle.
- inter-generational equity.
- conservation of biological diversity and ecological integrity.
- improved valuation, pricing and incentive mechanisms.

The building design includes passive design measures and spaces that are thermally comfortable with good access to fresh air and natural light. The development proposes ESD initiatives and sustainability measures, including:

- façade optimisation to ensure the project meets the energy efficiency requirements of National Construction Code 2019 Section J.
- measures to reduce potable water consumption, including water efficient fixtures and fittings.
- drought tolerant vegetation in landscaped areas.
- energy saving measures include an automated building management system, LED lighting and energy efficient mechanical systems.
- provisions for the installation of a photovoltaic system supporting a net zero carbon strategy.
- provisions to enable waste stream separation and reduction of waste sent to landfill.

The Applicant has developed the Health Infrastructure ESD Evaluation Tool (ESD tool) as part of its Health Infrastructure Engineering Services Guidelines (including Design Guidance Note 058), which includes a list of nine sustainable initiative categories. The abovementioned sustainability measures would be implemented in accordance with the ESD tool to ensure the development achieves the required rating under the guideline. The ESD tool has been previously endorsed by the Planning Secretary and outlines a self-certification approach to achieve 'Australian best practice', which is 60 points out of 110 points available. This approach has been designed to demonstrate an equivalency against the Green Building Council of Australia (GBCA) Green Star rating system and is equivalent to

5 stars under that system. A condition of consent is recommended to certify that these measures are delivered and that the targeted rating is attained by the proposed development.

The Department has considered the proposed development in relation to the ESD principles. The precautionary and inter-generational equity principles have been applied in the decision-making process via a thorough assessment of the environmental impacts of the proposed development.

The proposed development is consistent with ESD principles as described in Appendix U of the Applicant's EIS, which has been prepared in accordance with the requirements of Schedule 2 of the Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).

Overall, the proposal is consistent with ESD principles and the Department is satisfied the proposed sustainability initiatives would encourage ESD, in accordance with the objects of the EP&A Act.

4.4.4 Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

4.4.5 Planning Secretary's Environmental Assessment Requirements

The EIS is compliant with the Planning Secretary's Environmental Assessment Requirements (SEARs) and is sufficient to enable an adequate consideration and assessment of the proposal for determination purposes.

4.4.6 Section 4.15(1) matters for consideration

Table 4 identifies the matters for consideration under section 4.15 of the EP&A Act that apply to SSD in accordance with section 4.40 of the EP&A Act. The table represents a summary for which additional information and consideration is provided in **Section 6** (Assessment) and relevant appendices or other sections of this report and EIS, referenced in the table.

Table 4 | Section 4.15(1) matters for consideration

Section 4.15(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The Department's consideration of the relevant EPIs is provided in Appendix B .
(a)(ii) any proposed instrument	The Department's consideration of the relevant draft EPIs is provided in Appendix B .
(a)(iii) any development control plan (DCP)	Under clause 11 of the SRD SEPP, DCPs do not apply to SSD. Notwithstanding, consideration has been given to the relevant controls under the Newcastle Development Control Plan 2012 (NDCP) in Section 6 .
(a)(iiia) any planning agreement	Not applicable.

Section 4.15(1) Evaluation	Consideration
(a)(iv) the regulations <i>Refer Division 8 of the EP&A Regulation</i>	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6 of the EP&A Regulation), public participation procedures for SSD and Schedule 2 of the EP&A Regulation relating to EIS.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	Appropriately mitigated or conditioned - refer to Section 6 .
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Sections 3, 4 and 6 .
(d) any submissions	Consideration has been given to the submissions received during the exhibition period. See Sections 5 and 6 .
(e) the public interest	Refer to Sections 6 and 7 .

4.5 Biodiversity Conservation Act 2016

Under section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act), SSD applications are “to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values”.

The impact of the JHH redevelopment on biodiversity values has been assessed in the BDAR accompanying the EIS and considered in **Section 6**.

5 Engagement

5.1 Department's engagement

In accordance with Schedule 1 of the EP&A Act, the Department publicly exhibited the application from 1 June 2021 until 28 June 2021 (28 days). The application was exhibited on the Department's website.

The Department notified adjoining landholders and relevant State and local government authorities in writing.

The Department received nine submissions from public authorities and 12 submissions from the general public.

The Department has considered the comments raised in the public authority submissions and the public submissions during the assessment of the application (**Section 6**) and/or by way of recommended conditions in the Instrument of Consent at **Appendix D**.

A summary of the issues raised in the submissions is provided below and copies of the submissions may be viewed at **Appendix A**.

5.2 Public authority submissions

A summary of the issues raised in the public authority submissions is provided at **Table 5** and copies of the submissions may be viewed at **Appendix A**.

Table 5 | Summary of public authority submissions to the EIS exhibition

Council

Council does not object to the proposal, but it provided the following comments:

- the proposal has not considered the potential flood impacts from stormwater and the impact of erosion of natural downstream creek lines in the lower catchment areas.
- the proposed development is dependent on the future NICB to manage internal road access network. Concerns are raised with the capacity of the existing intersections to provide satisfactory level of service if the NICB is not constructed prior to the ASB.
- the data in the traffic report indicates some of the existing intersections are near capacity and performing below expectation.
- confirmation is sought on whether additional works are required to the northern section of Kookaburra Circuit where the existing one-way road becomes two-way underneath the building and height clearance.
- details of compliance for the internal road network intersections with Australian Standards must be provided.
- the additional parking numbers allocated to staff has not been provided.
- impact of parking during the construction stage has not been addressed.
- insufficient end user and bike storage facilities are proposed to encourage sustainable forms of travel.

Council recommends:

- consideration should be given to upgrading the existing and proposed traffic intersections to ensure that the internal road network can achieve a satisfactory level of service with or without the NICB.
- a site-specific flood impact analysis and flood mitigation measures.
- further assessment against the hydrological targets within the NDCP to manage the run-off from upper catchment area.
- habitat tree protection measures are included in the design and construction controls applied to the site, particularly given the vulnerability of the local squirrel glider population in this area.
- high density native vegetation beds are planted on disturbed surfaces to reduce the risk for future weed impacts.
- the inclusion of the recommendations in the Aboriginal Cultural Heritage Assessment Report (ACHAR) as conditions of consent.

Transport for NSW (TfNSW)

TfNSW does not object to the proposal, but it provided the following comments:

- concerns are raised with the insufficient capacity at the existing signalised intersections along Lookout Road to accommodate the traffic generated by the development.
- the intersection of Lookout Road / Kookaburra Circuit for early works and / or construction related traffic access should be avoided as the intersection is the main thoroughfare for emergency vehicles, staff, pedestrians and visitors.
- concerns are raised in relation to whether there would be sufficient parking for construction workers as they would not be allowed to park in JHCC or in the surrounding streets and are unlikely to use public buses due to low frequency in early morning.
- there is limited opportunity in the day for construction vehicles to access the site via the main road network if avoiding peak periods and staff change overs, resulting in difficulty with managing works such as large concrete pours.
- the proposed roads need to be bus capable and bus swept paths are to be considered at all intersections not just the roundabouts.
- the public bus stops are not to be shared with any community transport buses.
- the initiatives in the Green Travel Plan should be improved to encourage sustainable transport to the site.
- the extent of tree removal required for the NICB is not yet confirmed and subject to changes. The proposal indicates that a portion of the clearing works would occur in a shared area and are scheduled to occur first.
- the NICB works only provides general landscaping to the earth batters and hospital interchange and any embellishment will be at no cost to TfNSW.
- a combined sediment / biofiltration / detention basin is located immediately upstream of the NICB (located on the eastern side). Discharged stormwater from this system shall not exceed the capacity of the stormwater drainage system identified in the current design, which is for swale / catch drain and stormwater.

- noise attenuation measures for the NICB are not required in accordance with the NSW Road Noise Policy 2011.

TfNSW recommends:

- a condition requiring the connection to the NICB as a priority to accommodate the additional traffic before the occupation of the site for any part of the development that generates additional traffic.
- consideration of alternative construction access such as the intersection at Jacaranda Drive (outside of peak traffic volume periods) or the access for NICB construction activities.
- a Construction Traffic Management Plan to address the scheduling of the key construction traffic generating activities to ensure that appropriate traffic measures are in place during the construction phase (including Stage 1) of the project to minimise the impacts of construction vehicles on traffic efficiency, emergency vehicles and road safety within the vicinity.
- diagrams detailing road widths and swept paths for buses at all new intersections and new bus stops / layovers.
- diagrams to illustrate potential parking for community buses.
- detailed drawings illustrating the location of proposed bus stops within the project boundary demonstrating draw-in and draw-out lengths are met.
- a taxi zone should be provided.
- a condition requiring an updated Green Travel Plan (GTP), prepared in consultation with TfNSW, should be submitted to the satisfaction of the Certifier prior to occupation.
- details regarding the extent of tree removal sought as part of this development and that required as part of the NICB.
- a condition requiring the provision of bicycle parking and end-of-trip facilities for staff and visitors in accordance with Australian Standard AS1742.9:2018 Manual of Uniform Traffic Control Devices - Bicycle Facilities and Cycling Aspects of Austroads Guides.
- end-of-trip facilities should include lockers, showers and safe bike storage.

DPIE Water

DPIE Water does not object to the proposal, but it advises that there is insufficient information to demonstrate the likelihood of groundwater interception during excavation and/or operation, particularly as the proposed grouting of the mine voids on the site for the redevelopment are likely to penetrate the groundwater table.

DPIE Water recommends:

- additional information regarding whether the water table would be intercepted by cut and fill activities and the predicted groundwater inflow volume generated be provided.
- details on whether the groundwater take is less than the 3ML licensing exemption offered under the Water Management (General) Regulation 2018 or a licence is required.
- a statement of impact against the 'minimal impact considerations' as defined in the *NSW Aquifer Interference Policy (2012)*.

Rural Fire Service (RFS)

RFS does not object to the proposal. However, it recommends that the Asset Protection Zone (APZ) is extended by 60m to the south-east of the proposed ASB and conditions in relation to construction standards, access, utilities and services, landscaping and a Bush Fire Emergency Management and Evacuation Plan.

Subsidence Advisory NSW (SA NSW)

SA NSW does not object to the proposal, noting consultation has occurred with the Applicant regarding the proposed grouting of the mine voids on the site. SA NSW notes that separate approval for these activities would be required under section 22 of the *Coal Mine Subsidence Compensation Act 2017*.

Hunter Water (HW)

HW does not object to the proposal, noting there is sufficient capacity in the existing watermain traversing the site and the capacity of the sewer main is currently being reviewed to ensure sufficient capacity to service the proposed development.

HW recommends:

- compliance with Hunter Water's Building Over or Encroaching on Hunter Water Easements or Property Policy for any works over or adjacent to a watermain.
- a Controlled Activity Approval for any excavation within 40m of a waterbody or where groundwater is present.
- a Notice of Requirements to Hunter Water prior to the issue of a Section 50 Compliance Certificate.

Heritage NSW

Heritage NSW does not object to the proposal, but it requested that the ACHAR be updated to include an archaeological survey of the excluded forested areas of the site that have potential for containing aboriginal objects and improved mapping. HNSW recommends conditions relating to a heritage induction for workers and an Unexpected Finds Protocol.

NSW Environment Protection Authority (EPA)

EPA does not object to the proposal, noting the proposal does not require an environment protection licence (EPL) under the *Protection of the Environment Operations Act 1997*.

EESG does not object to the proposal, but it requested that the BDAR be updated to include further details in relation to potential roosting sites for threatened microbats, targeted searches for large forest owls and the Eastern Osprey, Plant Community Types (PCTs) and on-ground vegetation communities, relocation of nest boxes to trees in the adjacent forest and updated mapping to meet the BAM requirements.

EESG also recommended further assessment of: stream bank erosion of watercourses adjacent to the project site due to the proposed detention basins, which have the potential to alter the downstream hydrology and need for additional scour protection measures at the watercourse crossings during detailed design in accordance with Newcastle DCP Stormwater & Water Efficiency for Development Technical Manual (City of Newcastle 2017); and water quality impacts due to the site draining to catchments comprising sensitive wetland environments in the Hunter River floodplain, including the SEPP 14 and Ramsar wetland.

5.3 Public submissions

Twelve public submissions were received (two objecting to the proposal). Of these, one provided comment in relation to the NICB. The key issues raised in the remaining eleven submissions include:

- the proposal provides inadequate number of staff car spaces.
- the provision of 517 car spaces by 2031/32 underestimates the staff parking demand.
- the proposal underestimates the parking demand from construction workers.
- the peak parking demand is 4pm-5pm with significant time delays for staff exiting the campus carparks.
- the proposal would result in adverse traffic impacts and congestion in the surrounding road network.
- improvements should be made to service the site with public transport, including extension of the light rail.
- public transport is not a practical solution as the route and timetables do not match staff shifts.
- there would be a bush fire risk to houses in Croudace Street and need for extension to fire trail or APZ.
- impacts from roadworks to the cycleway/walking on the northern side of the hospital.
- the proposed northern road east phase would become a rat run from the bypass to Lookout Road/Russell Road.
- proposed northern road east section should extend further south closer to the hospital building providing a more efficient connection and reducing the fragmentation of bushland.
- a long term noise and vibration monitoring station should be provided in the residential area of Lookout Road and any damage to properties should be compensated by the developer.
- no wastewater or waste removal from the site should impact residential properties.

5.4 Response to submissions and supplementary information

Following the exhibition of the application, the Department placed copies of all submissions received on its website and requested the Applicant provide a response to the issues raised in the submissions.

On 27 August 2021, the Applicant provided a Response to Submissions (RtS) (**Appendix A**) on the issues raised during the exhibition of the proposal. The RtS contained the following additional information:

- further justification and details regarding timing and delivery of the eastern portion of the proposed Northern Road.
- a Parking Demand Study and explanation of how total parking demand was calculated.
- a revised BDAR assessment due to the realignment of the proposed Northern Road and to address EESG comments.
- amended civil drawings and design statement to reflect the changes described below.
- response to the flooding and stormwater drainage works issues raised.
- updated landscape plan and landscape design report.
- updated architectural drawings and Architectural Design Statement.
- additional information and revised plans in relation to swept paths, bus parking and the roundabout.
- an addendum to the wind advice.
- an amended ACHAR.

The following amendments were made to the proposal:

- refinement and realignment of Northern Road between the NICB and the HMRI carpark to align more with the electricity easement.
- replacement of a portion of the western link road with a road bridge (in lieu of fill and batter).
- refinement of the helicopter landing site (elevate landing site from the slab).
- refinement of the gravity fed sewerage system.
- infill of the ASB basement carpark facade to the northern elevation.
- increase the depth of ASB basement level (B04) by 1m.
- reduction of the ASB basement extent (removal of the basement 'wedge').

The RtS was made publicly available on the Department's website and was referred to the relevant public authorities. The Department received seven submissions from public authorities, including Council in response to the RtS.

Given that the submissions have been received outside the statutory community participation period, the Department has not placed these on its website. The Department has reviewed all submissions and requested the Applicant to respond to the additional matters raised in these submissions.

A summary of the advice in the public authority submissions is provided at **Table 6**.

Table 6 | Summary of public authority submissions to the RtS

Council

Council confirmed the RtS has addressed the issues raised in relation to ACHAR, flood management, traffic and transport and stormwater management (hydrological targets). However, reiterated its comments regarding:

- the need for adequate scour protection to minimise erosion and impacts to the downstream bushland. In that regard, Council recommends the use of 'rock pitched' channel lining.
- staff parking demand and construction parking.
- the spread of weeds into remnant bushland associated with the proposed reuse of topsoil for seeding and revegetation of areas between the road and remnant bushland.

Council recommends:

- a condition requiring quantitative targets for vegetation outcomes in the revegetation areas.
- reuse more stormwater on the site by providing additional rainwater tanks to reuse water on landscape areas.

EESG

EESG confirmed the RtS has addressed most of the issues in its original submission in relation to the BDAR and flooding impacts. However, it recommends further assessment of the native vegetation in the electricity easement in accordance with the Biodiversity Assessment Method 2017 and updated mapping.

Heritage NSW

Heritage NSW confirmed the RtS has addressed the issues raised in its original submission, noting the project area has been assessed as unlikely to contain Aboriginal objects due to the lack of permanent fresh water, sloping landforms and highly erosional soils. It recommends ongoing consultation with the Aboriginal community as part of construction activities and the mitigation measures in the ACHAR to form the basis of any subsequent conditions of approval. It also recommends an unexpected finds protocol for Aboriginal objects be prepared as part of any construction management plan for the site during all development works.

SA NSW

SA NSW has confirmed acceptance of the proposed grout plan and recommends approval under section 22 of the *Coal Mine Subsidence Compensation Act 2017* when detailed plans for the site have been finalised.

Rural Fire Service

NSW RFS raises no objections, subject to compliance with the recommended conditions in its original submission.

Transport for New South Wales

TfNSW provided the following comments:

- the Construction Traffic Management Plan, coordinated through the NICB / JHH steering committee, should be required prior to the commencement of any works on-site. The development should seek to mitigate traffic related impacts from the development with initiatives such as construction works outside of peak traffic volume periods, park and ride shuttle bus services and car-pooling.
- the requirement for construction vehicles to use the Lookout Road / Kookaburra Circuit signalised intersection should be discouraged where possible and the alternatives of Lookout Road / Jacaranda Drive and the future NICB be considered in the first instance. If no alternative is available then risks could be managed through the Construction Traffic Management Plan, which should incorporate additional measures to specifically address the safety of pedestrians and the movement of operational traffic including staff, visitors and emergency vehicles through this intersection.
- a condition is recommended requiring connection to the NICB before the occupation of the site for any part of the development that generates additional traffic. The suggested condition that there be no uplift of capacity in the event the NICB is not completed before commencement of operations could be supported, subject to coordination through the NICB / JHH steering committee with the outcomes incorporated into the Construction Traffic Management Plan.
- the concept stormwater management plan and addendum fail to detail the relationship between the proposed stormwater management system and receiving (downstream) NICB system. The development should be conditioned to ensure that discharged stormwater from the development does not exceed the capacity of the stormwater drainage system for the NICB.
- TfNSW recommends a comprehensive GTP.

HW

HW advised that the RtS had satisfactorily addressed its issues.

In response to the Department's request to address issues raised by Council and EESG in relation to the RtS, the Applicant undertook further consultation and agreed on the following outcomes:

- the detailed design of the proposed scour protection at each culvert outlet would be undertaken in consultation with Council.
- rainwater use would be increased through landscape irrigation in the vicinity of the ASB.
- mitigation measures to minimise the potential impacts on local streets from construction traffic, such as park-and-ride shuttle bus services and encourage car-pooling.
- preparation of a detailed Construction Traffic Management Plan.
- no net loss of staff parking during the construction phase.
- a landscape management plan incorporating a landscape establishment period outlining plant survival rates, weeds present, plant cover, that would need to be achieved to close out the landscape establishment period.

- an alternative Soil Seed Bank Translocation for revegetation of disturbed areas between the road batter and bushland to the north is not required.

In response to some of the conditions recommended by TfNSW, the Applicant advises:

- the condition restricting clinical activity prior to completion of the NICB is to be amended from 'no uplift' to a 'controlled uplift' of clinical activity.
- the condition to ensure that discharged stormwater from the development does not exceed the capacity of the stormwater drainage system for the NICB is changed so that the proposed development must not increase post catchment runoff.
- some of the requirements in the GTP condition are deleted.

The Applicant also submitted a revised BDAR, which was referred to EESG, who confirmed that the revised BDAR satisfactorily addressed all its issues.

6 Assessment

The Department has considered the EIS, the issues raised in submissions and the Applicant's RtS in its assessment of the proposal. The Department considers the key issues associated with the proposal are:

- transport, traffic and parking.
- biodiversity.
- built form and urban design.

Each of these issues is discussed in the following sections of this report. Other issues were taken into consideration during the assessment of the application and are discussed at **Section 6.4**.

6.1 Transport, traffic and parking

6.1.1 Existing conditions and planned upgrades to road network

The proposed development forms part of the existing JHHC located within the overall JHHIP with access to Lookout Road to the east via Kookaburra Circuit and Jacaranda Drive.

Lookout Road is identified as a classified (State) road, providing connection to the Pacific Highway. It is a two-way road with two travel lanes in each direction and auxiliary right-hand turning lanes on approach to signalised intersections.

Kookaburra Circuit is an internal access road within the JHHC that circulates around the JHH and provides the primary staff and visitor access to the associated parking facilities from a signalised intersection with Lookout Road.

Jacaranda Drive is a secondary internal access road within the JHHC with a separate signalised intersection with Lookout Road, providing access for staff and visitors to JHH, Newcastle Private Hospital and the surrounding health precinct.

The upgrade of the NICB between Rankin Park and Jesmond has commenced and will provide a new primary direct access to the JHHC via a full interchange to the north-west of the site.

The NICB is currently scheduled to open for traffic in the third quarter of 2025 and is anticipated to significantly reduce existing traffic volumes on Lookout Road, in turn improving road safety along Lookout Road and decreasing reliance on the Kookaburra Circuit signalised intersection as the main access to JHHC.

6.1.2 Traffic impacts

The Traffic Impact Assessment (TIA) submitted with the EIS provides an assessment of the impact of the additional traffic generated by the proposal on the key intersections along Lookout Road and existing and future intersections within the JHHC (see **Figure 13**).

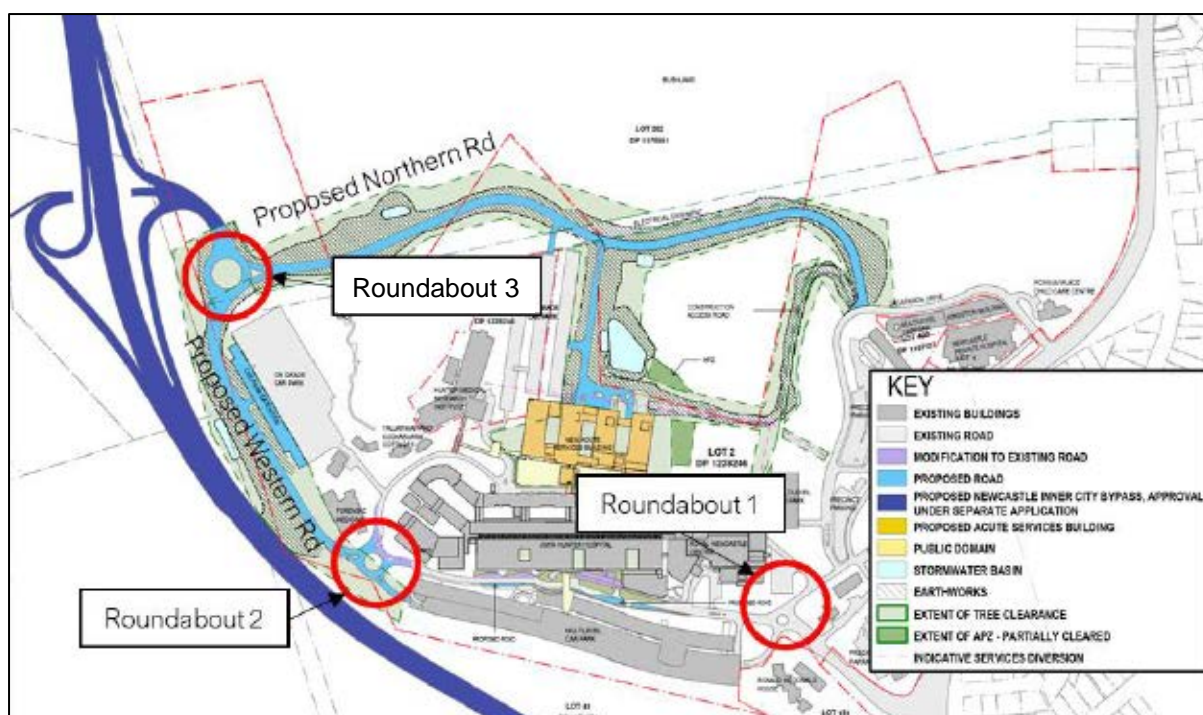


Figure 13 | Traffic roundabouts within the JHC (Base source: EIS)

Based on traffic surveys undertaken as a part of the TIA, the JHC (excluding the HMRI and Newcastle Private Hospital) currently generates around 1,522 vehicle trips per hour in the AM peak (7:30am to 8:30am) and 1,347 vehicle trips per hour in the PM peak (3:15pm to 4:15pm).

The proposal involves the provision of up to an additional 156 beds based on the Clinical Services Plan 2031 and approximately 917 car spaces, which equates to an additional 265 AM and 199 PM peak hour trips upon full development in 2036.

The TIA confirms that the existing road network and primary access from Lookout Road via Kookaburra Circuit is at near capacity and would not satisfactorily accommodate the additional traffic generated by the proposed development. However, based on an assumed 62 per cent of vehicles currently entering the site from Lookout Road being redirected to the NICB, no adverse traffic impacts would arise following implementation of the new access arrangements via the NICB with key intersections operating with Level of Service (LOS) A or B (see **Table 7**).

Table 7 | LOS – Key Intersections in 2026 (assumes the NICB has been completed)

Intersection	Peak	LOS without development	LOS with development
Lookout Road/Kookaburra Circuit	AM	B	B
	PM	B	B
Lookout Road/Jacaranda Drive	AM	A	A
	PM	A	A

Intersection	Peak	LOS without development	LOS with development
Lookout Road/Russell Road/Croudace Street	AM	B	B
	PM	C	B*
Roundabout 1	AM	A	A
	PM	A	A
Roundabout 2	AM	A	A
	PM	A	A
Roundabout 3	AM	A	A
	PM	A	A

Note: Improved efficiency as a result of signal optimisation that occurs as part of the modelling.

The traffic modelling in the TIA confirms that the traffic generated by the proposal would be satisfactorily accommodated within the road network upon completion of the first stage of the proposed Northern Road to the ASB and the western internal access road to the existing JHH building and multi-level carpark off Kookaburra Circuit. Further, while the second stage of the proposed Northern Road connection to Jacaranda Drive is intended to facilitate future access, the TIA recommends that key routes to and from future development zones be linked via the NICB to discourage further traffic circulating through the hospital frontage to/from Lookout Road.

TfNSW recommends a condition requiring connection to the NICB as a priority to accommodate the additional traffic before the occupation of the site for any part of the development that generates additional traffic. Concerns were also raised by TfNSW in relation to construction traffic management impacts based on the current capacity of the existing road network and the need for traffic safety and efficiency to be maintained to the main intersection at Lookout Road/Kookaburra Circuit by avoiding or minimising access via this intersection during construction.

The Department advised TfNSW that a condition would be imposed requiring appropriate management measures (such as no uplift in clinical activity) to minimise traffic growth in the event the NICB is not completed prior to the commencement of operations of the ASB. TfNSW raised no objections, subject to advice and direction about access being coordinated with the NICB / JHH steering committee and incorporated into the Construction Traffic Management Plan.

While the Applicant has not raised any objections to coordination with the NICB / JHH steering committee, a change was sought from “no” uplift to “controlled” uplift in clinical activity as a more reasonable method to ensure the hospital’s clinical functions can appropriately be managed while ensuring the intent of the condition to maintain traffic efficiency can be achieved. However, any uplift in clinical activity prior to completion of the NICB is inconsistent with the submitted TIA and advice from TfNSW based on the current capacity of the existing road network.

Therefore, owing to the proximity and timing of the adjoining NICB works, and the need for the new access road to satisfactorily accommodate any additional traffic from the JHH development, the requested change to the condition is not supported. In the event the NICB is not completed prior to the commencement of operation of the proposed ASB, the Department concludes it is appropriate to impose a condition to ensure that appropriate management measures such as no uplift in clinical activity are implemented and advice and direction about access is coordinated with the NICB / JHH steering committee.

6.1.3 Car parking

The JHHC (excluding the HMRI and Newcastle Private Hospital) accommodates a total of 3,494 existing car spaces in a multi-level carpark and at-grade parking areas (see **Figure 14**).

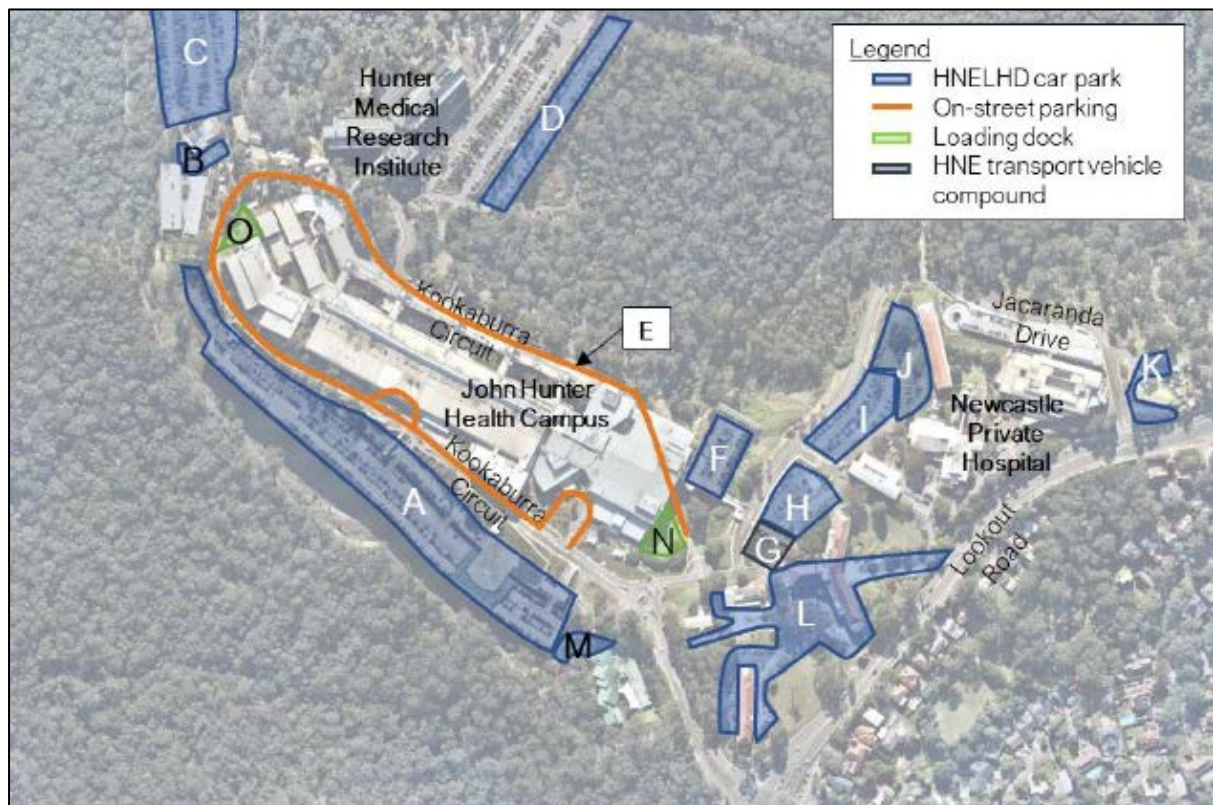


Figure 14 | Existing parking provision (source: RtS)

The Parking Demand Study (PDS) submitted with the RtS was undertaken using a first principles analysis based on the relationship between current and future staffing levels, as well as student, visitor and patient demands, which is considered to more closely reflect the actual car parking requirements for the site and exceeds the requirements of both the RMS Traffic Generation Guide and Newcastle Development Control Plan 2012.

The PDS identified that the proposed JHHIP should provide for an additional 754 parking spaces on site by 2031/32, comprising 517 staff spaces, nine visiting medical officer spaces, 25 fleet spaces and 203 public spaces. The proposal would provide 917 additional car spaces on the site in the parking basement at the lower levels of the ASB and throughout the upgraded at-grade parking areas.

While concerns were raised in public submissions with respect to the adequacy of parking provision, the Department is satisfied with the approach taken by the Applicant to assess parking demand based on actual current and future staffing levels and notes no concerns were raised by Council or TfNSW.

Further, the Applicant has confirmed that existing hospital staff parking supply is proposed to be maintained with no net loss during the construction period and the Applicant may separately progress an application under Part 5 of the *Environmental Planning and Assessment Act 1979*, if required, to offset existing parking to be removed during construction. In addition, the Applicant has not raised any objections to coordination with the NICB / JHH steering committee to mitigate potential impact of construction works on local streets.

The Department's assessment concludes there would be an adequate supply of parking spaces available to ensure the efficient and orderly movement of vehicles through the expanded hospital campus and that parking demand in the surrounding streets will be minimal.

6.1.4 Vehicular access

Currently the main public and emergency vehicle access to the hospital is from Lookout Road via Kookaburra Circuit.

The proposal would enable greater separation of public, staff and emergency access upon the completion of the NICB. To that end, it is intended that southern side of Kookaburra Circuit adjacent to the existing multi-level carpark and existing JHH would primarily service the main public entry, while emergency vehicles would be directed to the northern side of Kookaburra Circuit to the new emergency drop-off with nine ambulance bays adjacent to the proposed ASB.

Hospital staff would gain primary access via the proposed Northern Road to the basement carpark within the ASB.

The existing loading dock on Kookaburra Circuit near its intersection with Jacaranda Drive can accommodate five vehicles, including articulated vehicles within formal loading bays. There would be no changes to the existing loading and servicing bays in JHH.

The proposed access arrangements involve a new connection to the NICB interchange to the north-west with a roundabout to the Northern Road, providing direct access to the ASB and associated basement parking and the new western access road extending to Kookaburra Circuit.

Improvements to Kookaburra Circuit involve the provision of two-way access within the existing one-way loop section as well as a new public drop-off and an additional bus bay to allow for improved traffic flows and bus services along the existing main hospital entrance on Kookaburra Circuit.

Separate construction access via the existing fire trail off Jacaranda Drive is proposed to minimise conflict between emergency vehicles, staff and visitors associated with existing hospital activities off the main access route via Kookaburra Circuit.

TfNSW has raised no objections, subject to access being coordinated with the NICB / JHH steering committee and incorporated into a Construction Traffic Management Plan.

The Department concludes that the new access would result in improved traffic efficiency on the local road network and is therefore supported and construction access can be managed in consultation with the relevant stakeholders.

6.1.5 Public transport

JHHC is currently serviced by one bus stop at the main hospital entrance at the southern side of the building along Kookaburra Circuit. Concerns were raised in the public submissions with the lack of suitable public transport options for staff and visitors to access the hospital site. Whilst the provision of additional public transport options to the hospital is outside the scope of this application, the road network has been designed to accommodate various bus movements and the design provides the ability to accommodate three public bus bays and a bay for community bus and taxi parking. This includes accommodating short-term layover space for any future bus routes that may terminate in the hospital.

The Green Travel Plan submitted with the application also includes key actions to improve the use of public transport by working with TfNSW to request improvements to bus network to facilitate travel for nearby residential catchments and surrounding activity centres. The Department considers that the improved public transport infrastructure on the site and implementation of the GTP would encourage the uptake of public transport by staff and visitors to the hospital. The Department has recommended a condition requiring a final GTP to be prepared in consultation with TfNSW, prior to the commencement of operation of the proposal.

6.2 Biodiversity

The Biodiversity Development Assessment Report (BDAR) submitted with the EIS assesses the biodiversity impacts of the proposal. The study area encompasses some of the existing JHH infrastructure and facilities, and part of the Jesmond Bushland Reserve to the north. Vegetation in this area is characterised by open forest and woodland and is currently used for recreational activities such as cycling and bushwalking. Several first order streams occur within and around the study area, including Jesmond Creek and Flats Creek. The Hunter Estuary Wetlands (Ramsar) are located approximately 7km to the north-east of the study area.

An overlay of the development footprint within the study area (excluding the adjoining NICB construction footprint partly located within the western portion of the site previously assessed by GHD) is provided in **Figure 15**.

The following Plant Community Types (PCTs) and two species credit species were identified within the overall development footprint:

- Spotted Gum - Red Ironbark - Grey Gum shrub - grass open forest of the Lower Hunter (PCT 1592).
- Smooth-barked Apple - Red Bloodwood - Brown Stringybark - Hairpin Banksia heathy open forest of coastal lowlands (PCT 1619).
- Smooth-barked Apple - Turpentine - Sydney Peppermint heathy woodland on sandstone ranges of the Central Coast (PCT 1627).
- Squirrel glider.
- black-eyed Susan.

The proposal results in vegetation clearing of 6.14 hectares, of which 2.73 hectares relates to the Lower Hunter Spotted Gum – Ironbark Forest an endangered ecological community generally in good condition.

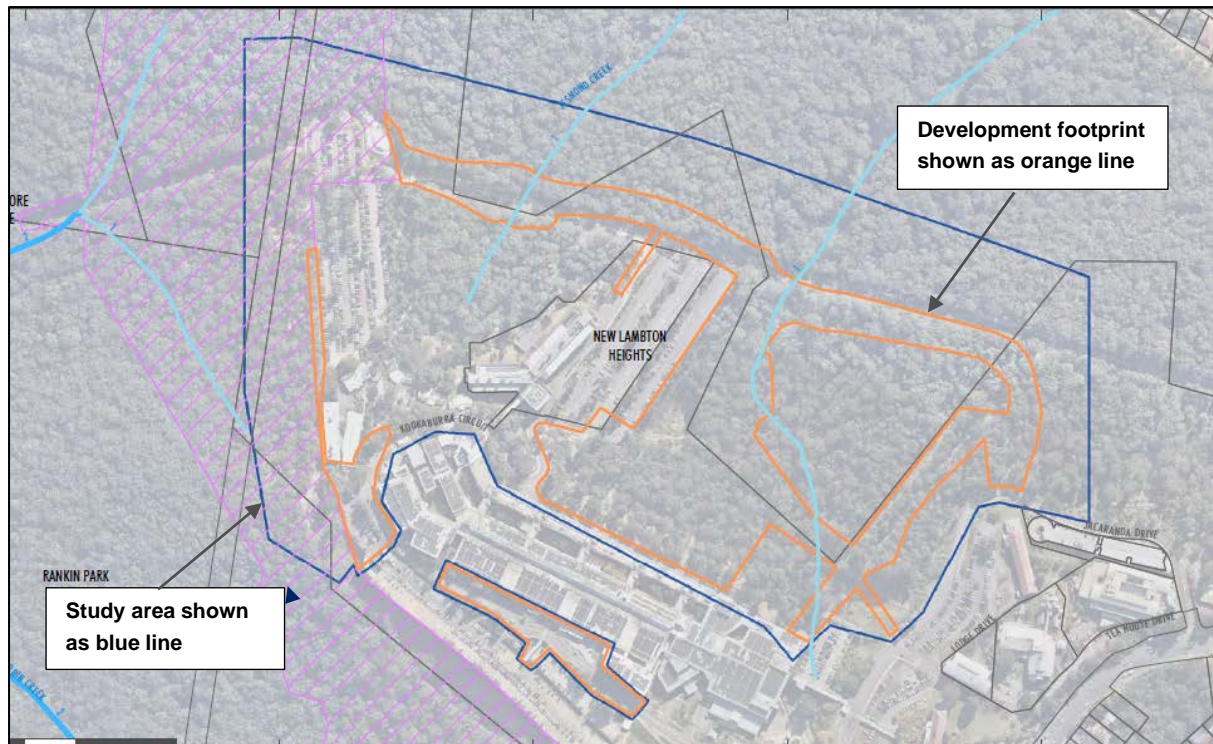


Figure 15 | Biodiversity study area (source: RtS)

Following the application of avoidance and minimisation measures, the BAM assessment within the BDAR identified 146 biodiversity credits are required to offset the unavoidable loss of ecological values as a result of impacts of the development.

The Applicant's RtS included greater realignment of the first stage of the proposed Northern Road within the existing electricity easement to minimise loss of vegetation. The first two stages of the development (i.e. all works except for the eastern extension of the Northern Road) is considered to suitably avoid and minimise biodiversity impacts and biodiversity credits would offset the impacts of the proposal. The BDAR also identifies suitable mitigation measures to be implemented prior to and during construction in order to identify hollow bearing trees prior to disturbance. A condition to that effect will be included in the recommended development consent.

The Department considers that overall, the first two stages of the development incorporate appropriate measures to ensure the long-term protection of existing environmental values on the site, as well as rehabilitation and mitigation measures to improve biodiversity outcomes or offset biodiversity impacts.

However, the Department requested the Applicant consider relocating the Stage 2 portion of the proposed Northern Road to the construction access road (to be retained as a fire trail) in order to avoid and minimise the extent of disturbance to the existing creek corridor and vegetation clearing within the E3 Environmental Management zoned land. In response, the Applicant has advised that:

- *“it is not practical to have the final road network and construction access along the same alignment as it would cause significant delays to the delivery of the ASB, as construction vehicles would not be able to access the building zone whilst roadworks are being completed. Postponing access to the ASB until the completion of North Road Construction in order to*

avoid installing the construction access will result in significant time delays to the ASB delivery which cannot be accommodated.

- *the alignment contains tight bends which do not afford adequate sight distances for a primary road network in accordance with Australian standards.*
- *the proposed construction access is generally placed over the existing fire trail and only requires minor additional clearing to facilitate construction access. Upgrading this track to provide compliant road widths would greatly increase the extent of battering and clearing required, likely requiring a similar extent of clearing as the proposed Northern Road.”*

The Department notes that the eastern extension of the proposed Northern Road is not required for the road network to satisfactorily accommodate the anticipated traffic generation of the current proposal and is intended to be completed in 2025 to facilitate future development zones within the JHHIP.

Based on the intended timing of construction for the ASB commencing in 2022, it is considered that the construction access road could be maintained until the ASB is completed to ensure no delay to the delivery of the ASB.

The final roadworks for the ultimate road network could then be undertaken generally along the alignment of the construction access (with necessary adjustments to incorporate adequate sight distances) after the ASB is delivered.

Whilst upgrading of the fire trail would require some additional clearing adjacent to the construction access, this would result in a lesser overall biodiversity impact compared to the eastern extension to the proposed Northern Road in terms of extent of vegetation loss, fragmentation from the adjoining bushland and disturbance to the existing creek riparian corridor.

Based on the Applicant’s future expansion vision for the JHHIP, the Department considers that a future road extension that is generally aligned with the existing fire trail and located outside of the E3 Environmental Management zoned land can be accommodated to further avoid and minimise biodiversity impacts and maintain greater connectivity to the adjoining bushland to the north (see **Figure 16**).

Further, it is likely that the NICB would be completed to facilitate additional access to the site at the time of commencement of the future Stage 2 northern access road in 2025.

The Department is satisfied the proposal adequately seeks to avoid and minimise biodiversity impacts and delivers a biodiversity offset strategy that appropriately compensates for the unavoidable loss of ecological values on the site, subject to the future eastern extension of the proposed Northern Road to Jacaranda Drive being realigned generally along the existing fire trail (with necessary adjustments to facilitate adequate sight distance) if it would reduce biodiversity impacts. The Department has recommended a condition to this effect.

In addition, Council raised concern in relation to scour protection given the proposed drainage and road works within the existing undisturbed creek corridors. The creek corridors traversing the site are identified as first order streams, which necessitate 10m wide vegetation protection zones along both sides from the top of bank.

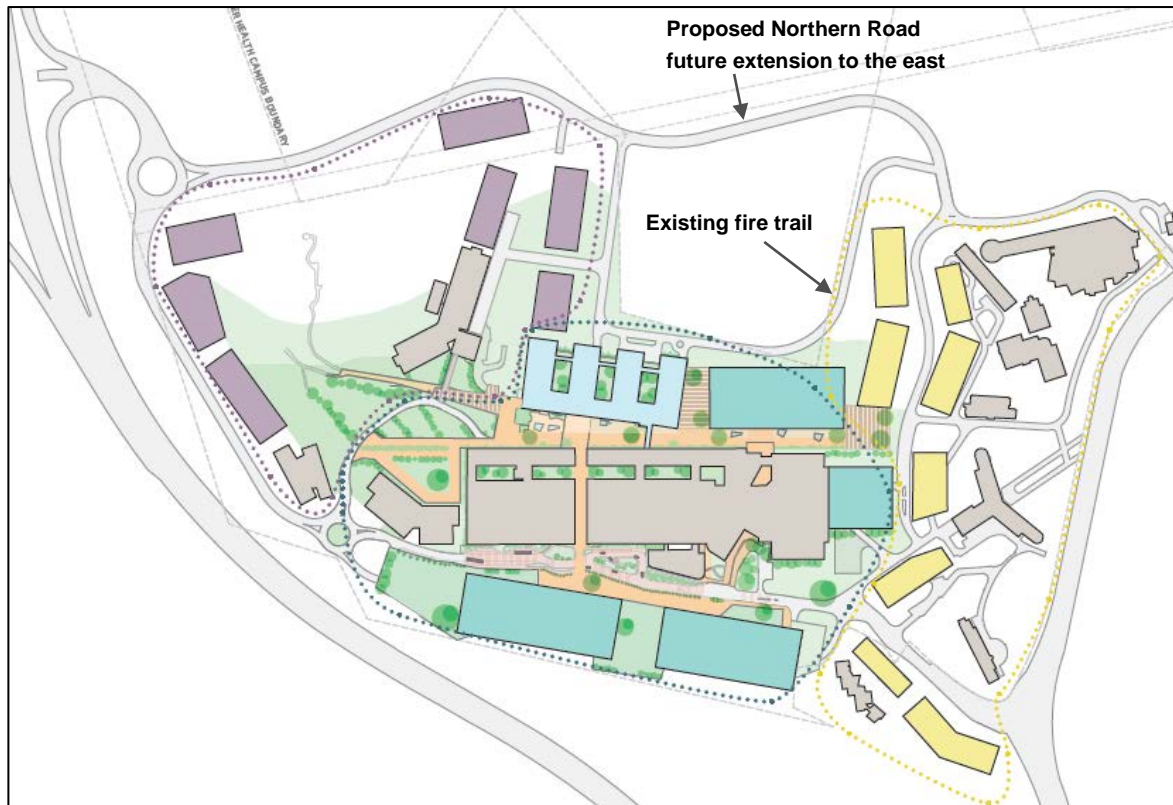


Figure 16 | JHHIP future vision (source: RtS)

The Applicant's RtS has accepted that all works within 40m of top of bank of the existing watercourses on the land and any creek realignment would be undertaken in accordance with the Natural Resources Access Regulator (NRAR) Guidelines for Controlled Activities on Waterfront Land and suitable scour protection measures would be implemented as a part of the detailed design phase in consultation with Council. The Department is satisfied the proposal would minimise impacts to existing watercourses, subject to compliance with NRAR Guidelines. The Department has recommended a condition to this effect.

6.3 Built form and urban design

6.3.1 Built form

The proposal is for an eleven storey ASB comprising four levels of semi-basement parking and seven levels above connected by a southern spine. The built form is articulated into four vertical sections above the podium with recessed courtyards, roof terraces and voids between each vertical building section. The land slopes down to the north and the proposed ASB would read as seven storeys from the south and 11 storeys from the north. The maximum height of the proposed ASB is 46.6m to the parapet at the northern elevation and 53.1m to the rooftop plant. The ASB would have a gross floor area (GFA) of 59,000sqm (see **Figures 17 to 20**).



Figure 17 | Northern elevation (Source: EIS)

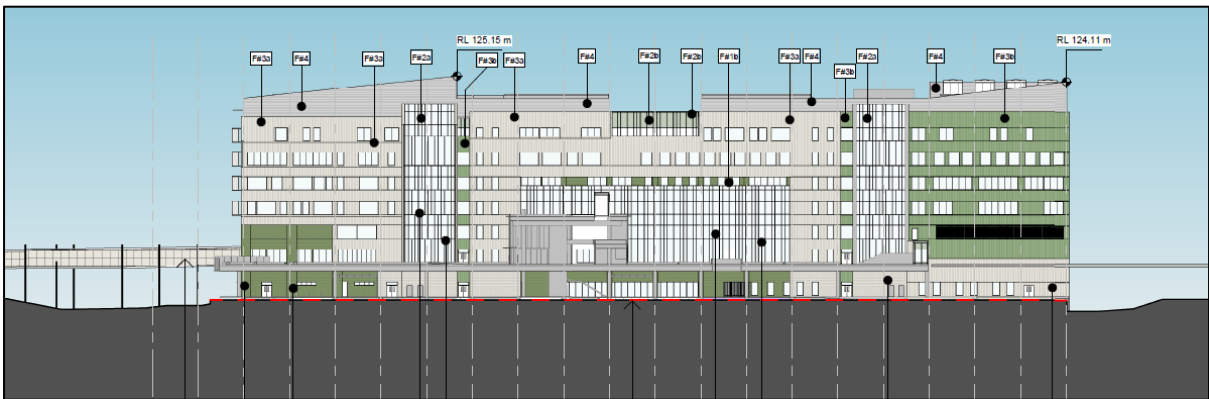


Figure 18 | Southern elevation (Source: EIS)

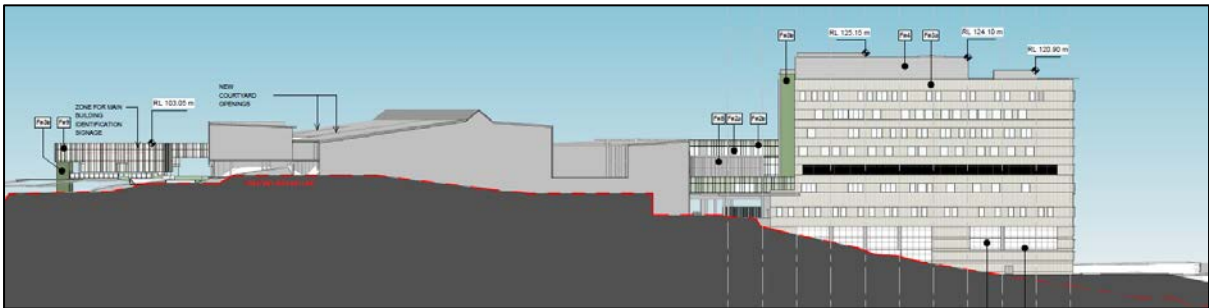


Figure 19 | Eastern elevation (Source: EIS)

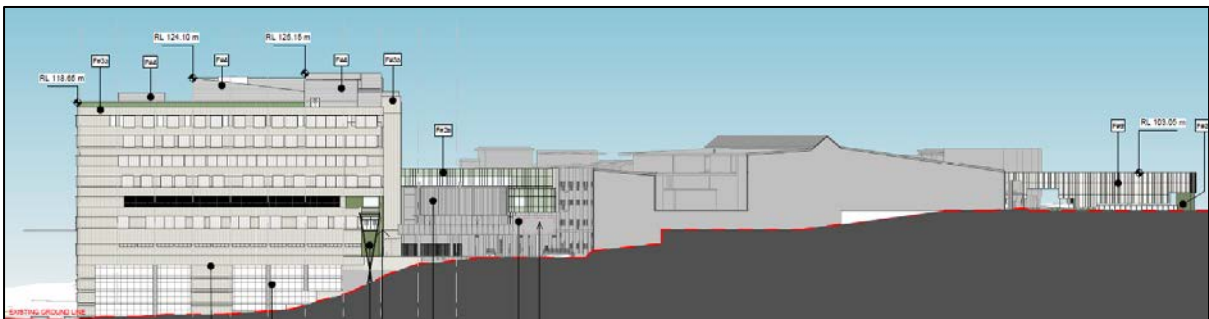


Figure 20 | Western elevation (Source: EIS)

The site is not subject to a maximum building height or FSR control under NLEP 2012. NDCEP 2012 contains general controls for health services facilities requiring the siting and design to consider

location and use of surrounding buildings, views to and from the site, access to the site and existing vegetation and topography of the site.

The Department has therefore assessed the proposed development on merit and considers the appropriateness of the proposed height, bulk and scale of the development is informed by the strategic merit of the proposal, the desired future character of the area, the potential amenity and view impacts on the surrounding area and impacts from traffic generation.

As discussed in **Section 3**, the proposal has strategic merit as it would provide new health care facilities and services and inpatient capacity to meet the demands of the Newcastle, the greater Hunter region and northern NSW communities, as well as deliver job opportunities and investment to the City of Newcastle.

Although the scale of the development would be significantly larger than the existing three to four storey development within the JHHC, the site is zoned for health infrastructure purposes and the proposal is consistent with the evolution of the existing JHHIP and surrounding hospital context. The Department considers that the scale of the development would therefore sit comfortably within the desired future character of the area.

The shadow diagrams submitted with the EIS indicate the proposal would result in additional overshadowing to the northern façade of the existing JHH building and the proposed elevated open space between 9am and midday at the winter solstice. However, the orientation and separation to the JHH provides the western end of the existing JHH and the proposed elevated open space with sunlight from midday onwards. The Department considers the design and siting of the proposed ASB would ensure the proposed elevated open space areas achieves adequate sunlight for the enjoyment of the hospital users. The Department concludes the additional overshadowing is acceptable.

The new ASB is centrally located within the existing JHHC and surrounding development context. In that regard, it would not result in any loss of views or privacy impacts to the wider public domain due to intervening development and the extensive building setbacks to the site boundaries.

The Applicant's Visual Impact Assessment (VIA) submitted with the EIS provides a visual comparison of the existing and proposed views from key public vantage points outside the JHHC and vantage points within the JHHC (refer to **Appendix C**).

When viewed from the public domain to the south within the JHCC, the proposed ASB would be largely obscured by intervening development with the three top levels of the ASB visible above the existing JHH. When viewed from the HMRI building to the north and Jacaranda Drive to the east, the proposed ASB would be visually prominent. However, the Department considers the recessed courtyards and building cut-outs at the northern façade provide a high degree of building articulation and modulation and break up the overall bulk and scale of the building to an acceptable level when viewed from the north.

The Department notes the podium provides less articulation than the upper levels along the northern elevation of the building. The podium is likely to be more visible following removal of vegetation in the foreground to comply with bush fire requirements for an APZ and to make way for future road and drainage infrastructure. In the latest review, the Government Architect New South Wales (GANSW) commended the efforts made in design development to honour and celebrate the bush character of the place. GANSW also noted the placement and types of windows providing views and light from patient rooms, waiting zones and staff work areas as well as spaces' for patient, visitor and staff

respite and relaxation was supported and no further issues were raised in relation to the northern elevation.

When viewed from the public domain in a wider context outside the JHHC, the proposed ASB would protrude above the skyline. Whilst the proposed ASB would be part of distant public views, the degree of visibility is minor and any view impacts and change to views are not significant due to separation, intervening development and surrounding bushland and topography.

The Department considers that the built form of the development, including its location on the site and orientation, is acceptable within the context of the wider hospital site and better responds to the objective to establish direct clinical connections to the existing JHH. Developing vertically also minimises impacts on the natural bushland in the northern part of the JHHC. The new ASB would be the tallest and most prominent building within the JHHC and in the locality. However, the Department recognises the built form is consistent with typical hospital building design that maximises efficiency through vertical alignment of functions and services.

The site is considered capable of accommodating the development without unacceptable traffic impacts on the surrounding road network, subject to there being no uplift in clinical capacity until the NICB connection is completed and connected to the internal road network (refer to **Section 6.2**).

Finally, the Department considers the proposal results in a building height and scale that contributes to the identity and future character of the JHHIP and minimises environmental outcomes to an acceptable level.

The proposal has been reviewed by the GANSW throughout the development of the proposed design, and no concerns were raised in relation to the height and scale of the development. Council did not raise any concerns with the built form of the ASB.

Accordingly, the Department concludes the built form of the development to be appropriate for the site.

6.3.2 Building design and articulation

The building design is primarily informed by clinical functionality and need for physical connections to the existing JHH. The principles of biophilic design have also been adopted as a means of connecting the building users to the surrounding environment to promote health and wellness. With this design approach in mind, the ASB is articulated into four vertical sections above the podium with recessed courtyards, roof terraces and voids between each vertical building section. The design provides more external windows with views to landscaped outdoor spaces from the hospital (see **Figure 21**). The Department considers the spatial arrangement and building layout provides good natural light and amenity, visual connection to the landscape and outdoor spaces and views to the north for future hospital users.

The external façade materials include a combination of standing seam metal with a textured finish, smooth metal cladding and screens made of translucent glass and perforated aluminium (see **Figure 22**). The Department considers the materials and finishes achieve a patterned and textural finish that creates a visually interesting building. Furthermore, the colour palette takes its cues from the surrounding bushland and geology by adopting a range of green and earthy tones.

The mechanical plant at the rooftop is appropriately screened and massed to the southern spine of the building to minimise its visual bulk when viewed from the north.

The Department notes the design is supported by the GANSW. Accordingly, the Department concludes the building design and articulation to be appropriate for the site.

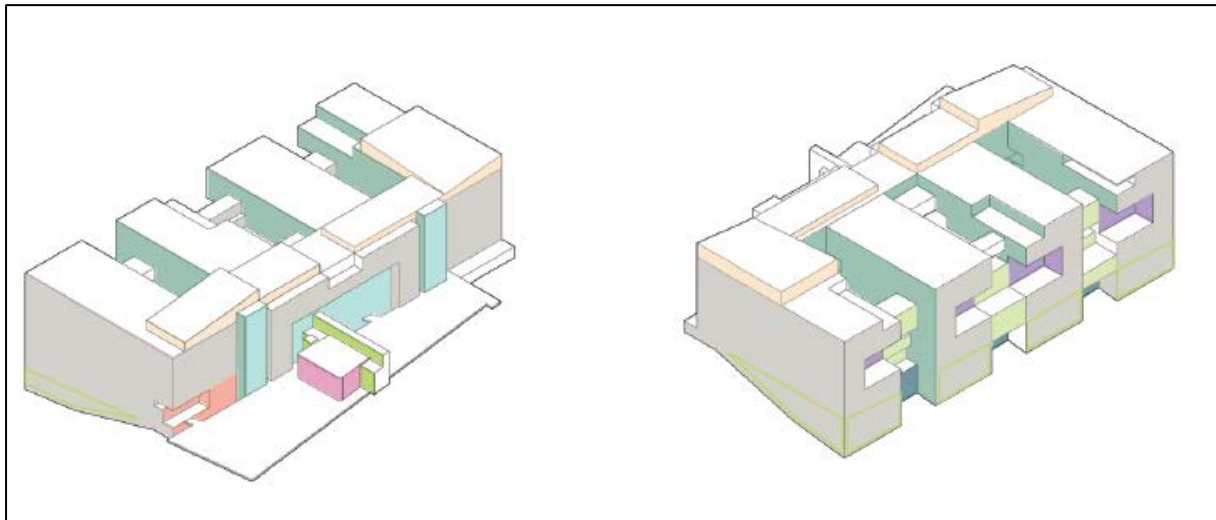


Figure 21 | Building design and articulation (Source: EIS)

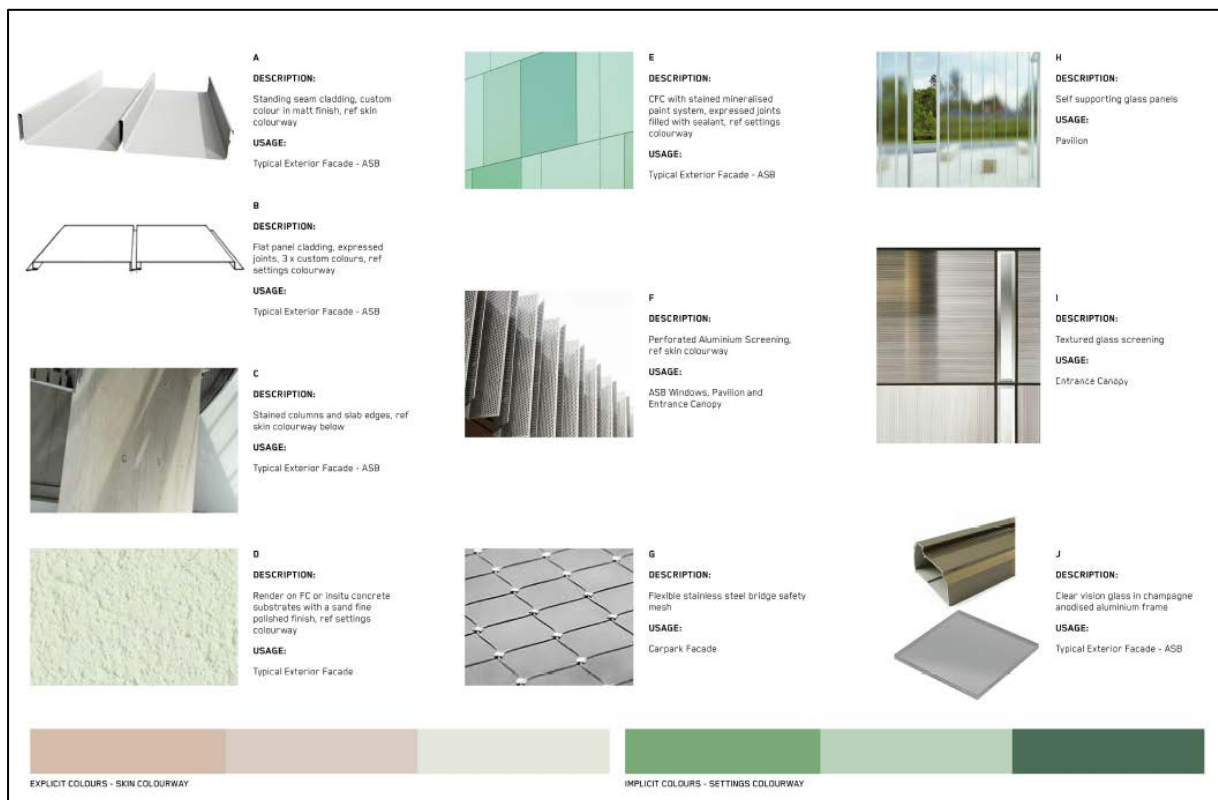


Figure 22 | Proposed façade materiality and colour scheme (Source: EIS)

6.3.3 Landscape design and open space

The key feature of the landscape design and open space is the proposed southern arrival forecourt to the existing JHH and the elevated public open space between the existing JHH and the proposed ASB (see **Figure 11**). The landscape design also incorporates refurbishment of the existing courtyards within the JHH and new terraces between the vertical sections of the proposed ASB. The open spaces incorporate a range of landscape treatments including raised planters and lawn areas,

timber decking, concrete pavers, enclosed garden spaces and shade under a leafy canopy. The proposed landscape design and open space is illustrated in **Figures 23** and **24**.

The Department considers the landscape design and open space is appropriate for the site, in that:

- the new arrival entry replaces the existing concrete environment with a spacious forecourt, a walkway canopy connecting the existing main carpark to the hospital entry with new lifts and landscape planting, providing a sense of arrival and legible access to the proposed ASB.
- it would provide an accessible, connected network of open spaces that support safe and convenient movement within the hospital.
- the elevated open space between the buildings creates a high-quality external public space for people to socialise and seek respite.
- the landscaped courtyards provide seating and gathering areas creating spaces for engagement and connection for hospital users.

The Department considers that the landscape design and open space regime would promote the health and wellbeing of patients, visitors and staff. Accordingly, the Department concludes the landscape design and open space would result in a positive impact on the public domain within the JHHC.



Figure 23 | Landscape design and open space (Source: EIS)



Figure 24 | Perspective view of the elevated public open space (Source: EIS)

6.4 Other issues

The Department's consideration of other issues is provided at **Table 8**.

Table 8 | Department's assessment of other issues

Issue	Findings	Department's consideration and recommended conditions
Noise and Vibration	<p><i>Construction</i></p> <ul style="list-style-type: none"> • The Noise and Vibration Impact Assessment (NVIA) establishes the project specific noise management levels (NMLs) for the residential and non-residential receivers, having regard to the Interim Construction Noise Guideline (ICNG) and the background noise level at the surrounding receivers. • The Applicant has sought extended construction hours to reduce the length of the project, meet clinical demands, minimise construction traffic impacts by avoiding peak periods and minimise conflict with ongoing core hours of hospital operations (surgery, outpatient clinics), as follows: <ul style="list-style-type: none"> ○ Monday – Friday: 6am – 6pm. 	<p>The Department notes the EPA and Council raise no concerns regarding the construction and operational noise impacts of the proposal.</p> <p>The Department is satisfied the noise and vibration impacts generated by the development can be adequately managed and mitigated, subject to the verification of noise attenuation measures during the detailed design stage and verification of operating conditions upon commencement of operations.</p>

Issue	Findings	Department's consideration and recommended conditions
	<ul style="list-style-type: none"> ○ Saturday: 7am – 5pm. • The construction noise impacts would be greatest on the existing hospital buildings within the JHHC. • Noise from various plant and equipment operating individually are generally predicted to be above the NMLs due to the proximity to the nearest affected receivers. The worst-case noise impacts are from excavators with hammers with noise levels predicted to be above the NMLs by up to 20dB. • The nearest sensitive residential receivers are located beyond bushland to the west and north of the JHH. • The worst-case noise impacts are up to 16 dB above NMLs (construction noise target) during recommended standard construction hours and 21dB outside recommended standard construction hours due to the low background noise level at the residential receiver locations, which would be: <ul style="list-style-type: none"> ○ Monday – Friday: 6am – 7am. ○ Saturday: 7am – 8am and 1pm – 5pm. • It is noted the noise levels are below the 75dB(A) Highly Affected Noise Levels outlined in the ICNG. • To mitigate and manage the adverse noise impacts, the NVIA recommends: acoustic noise barriers; scheduling of works and respite periods; community consultation; noise compliance monitoring; complaints handling procedures; regular maintenance of equipment and use of quieter equipment. • The activities that have the potential to generate ground-borne vibration during the construction works include the 	<p>The Department has recommended the following conditions:</p> <ul style="list-style-type: none"> • CNVMP prior to commencement of works • detailed assessment of plant and equipment to ensure compliance with relevant noise criteria. • construction noise limits in accordance with ICNG. • vibration criteria limits. • certification of mechanical plant and equipment. • operational noise limits and monitoring.

Issue	Findings	Department's consideration and recommended conditions
	<p>excavator hammer, vibratory roller, jackhammer and piling.</p> <ul style="list-style-type: none"> Based on the scope of works and typical equipment required, some human perception vibration impacts are expected and there is potential for impact on sensitive hospital equipment. The NVIA recommends vibration surveys of each key vibration-generating activity/equipment before commencement of works and assessment of structural and human perception vibration and all sensitive equipment in surrounding buildings as part of the Construction Noise and Vibration Management Plan (CNVMP). 	
	<p><i>Operational</i></p> <ul style="list-style-type: none"> The noise generating activities associated with the operation of the hospital would be the operation of mechanical plant and equipment and vehicular traffic on the surrounding road network, including emergency vehicles and helicopter operations. The NICB is expected to be completed and operational prior to the proposed ASB and as a result would reduce traffic volumes on existing roads surrounding the site. Based on the predicted traffic volumes the noise associated with traffic generated on Lookout Road, Kookaburra Circuit and Jacaranda Drive would comply with the Road Noise Policy (RNP) criteria. The noise generated by on-site activities such as the ambulance bay, access to the new carpark and emergency department drop-off are also predicted to satisfy NSW Noise Policy for Industry noise criteria for all periods, including 	

Issue	Findings	Department's consideration and recommended conditions
	<p>the sleep disturbance criteria for night-time to the nearest residential receiver.</p> <ul style="list-style-type: none"> • The existing helicopter landing site (HLS) on the roof of the existing main carpark at street level would be replaced with a new rooftop HLS on the proposed ASB. • The NVIA includes a high-level assessment of the intended flight paths and concludes noise from the new HLS to the residential receiver to the north would be 3dB higher than the existing HLS but the flyover noise would remain unchanged. • The noise impact on residential receivers to the east and west would remain largely unchanged. • The NVIA recommends acoustic glazing treatments to the façade of the proposed ASB to mitigate potential noise impacts on the occupants of the hospital. 	
Tree Removal	<ul style="list-style-type: none"> • The EIS includes an Arboricultural Impact Assessment (AIA) to assess the impact of the development on 986 trees located within the area designated for the proposed ASB and the proposed APZ. • The proposal would require the removal of 765 trees to accommodate the proposed ASB and to implement an APZ. • Of the trees to be removed, 29 are high retention value, 201 are moderate retention value, 420 are low retention value and 115 have no retention value. • The majority of the existing trees impacted by the building footprint are smaller and younger trees with a low retention value. 	<p>Despite the removal of existing trees under this application, the Department is satisfied the proposed landscape regime and compensatory planting would maintain the landscape amenity and bushland character of the site.</p> <p>The Department has recommended the following conditions:</p> <ul style="list-style-type: none"> • tree protection and management measures and tree protection fencing. • tree pruning and vegetation management.

Issue	Findings	Department's consideration and recommended conditions
	<ul style="list-style-type: none"> Where possible, trees within the APZ are to be retained (up to 48 trees) and would require ongoing protection during construction to ensure they remain viable following the completion of works. The APZ would be selectively cleared to achieve a 15 per cent maximum canopy coverage with consultation between the bush fire consultant, ecologist and arborist regarding suitable trees to retain, prior to commencement of tree removal. The proposal includes a comprehensive landscaping strategy incorporating new landscaped areas and additional planting of up to 252 trees on the site. This is in addition to the biodiversity offset strategy to compensate for the unavoidable removal of biodiversity values (see Section 6.2). The AIA recommends general tree protection measures during construction, including prohibition of certain activities in the APZ, tree protection fencing, bush fire APZ planning, service trench alignment and trenching works and tree pruning and vegetation management. 	<ul style="list-style-type: none"> engagement of a suitably qualified and experienced Arborist to supervise all tree removal and installation of tree protection measures.
Contamination	<ul style="list-style-type: none"> The EIS includes a Contamination and Waste Classification Report (CWCR) based on a Preliminary Site Investigation (PSI) in accordance with the requirements under SEPP 55 (and the draft Remediation of Land SEPP). The PSI identified that the existing hospital campus was primarily bushland until the construction of the JHH in the 1980s. The location of the proposed ASB is currently bushland, and based on desktop review, potential contamination 	<p>The Department is satisfied that the site would be suitable for the proposed use in accordance with the requirements of SEPP 55.</p> <p>The Department has recommended a Construction Environmental Management Plan and unexpected finds protocol to manage potential</p>

Issue	Findings	Department's consideration and recommended conditions
	<p>has been identified to be limited to historical filling activities, inappropriate waste disposal and use of asbestos containing materials.</p> <ul style="list-style-type: none"> • Some soil sampling was undertaken in conjunction with a geotechnical assessment and analysed for hydrocarbons and metals. • No contamination was identified exceeding the human health or ecological criteria • No indications of contamination or anthropogenic waste (including asbestos containing materials) were identified during the fieldworks. • The CWCR concludes the site is suitable for the proposed use. 	<p>contamination should it be uncovered.</p>
<p>Bush Fire Protection</p>	<ul style="list-style-type: none"> • The EIS includes a Bush Fire Hazard Assessment (BHA) prepared in accordance with the Planning for Bush Fire Protection 2019 (PBP 2019). • The predominant hazardous vegetation surrounding the site is consistent with a forest vegetation classification under the PBP 2019 - specifically the Hunter Macleay Dry Sclerophyll Forest. • The hospital is considered a Special Fire Protection Purpose (SFPP) under PBP 2019 and the occupants of the proposed development may be more vulnerable to bush fire attack and therefore may require greater protection from such threats as well as assisted evacuation. • The BHA submitted with the application includes a series of bush fire protection measures, including a buffer provided by an APZ up to 61m from the outer elevation of the closest building to the vegetation. 	<p>The Department notes the RFS raises no objection to the proposal.</p> <p>The Department is satisfied that the proposed development satisfies the relevant bush fire protection requirements and would meet the aims and objectives of PBP 2019, and an acceptable level of protection would be provided to the occupants of the proposed ASB.</p> <p>The Department recommends conditions in relation to the implementation of APZs, building construction standards, access, utilities and services and evacuation arrangements.</p>

Issue	Findings	Department's consideration and recommended conditions
	<ul style="list-style-type: none"> The APZ contains roads, parking areas, service areas and has been designed to minimise disturbance to vegetation within the existing riparian zone. 	
Stormwater (water quality) and Flooding	<ul style="list-style-type: none"> The site is elevated on a ridge and is not subject to regional flooding impacts and only affected by localised flooding. There are multiple drainage lines within the site which currently convey runoff from large storm events to downstream locations. The stormwater drainage design was undertaken in accordance with Council requirements and on-site detention measures ensure that post development runoff does not exceed predevelopment levels. TfNSW recommends the imposition of a condition to ensure that discharged stormwater from the development does not exceed the capacity of the stormwater drainage system for the NICB. The Applicant contends the condition is unreasonable as the NICB design team should ensure that their downstream drainage system is designed to cater for the existing discharge from the hospital site in line with standard industry practice and Council's stormwater requirements. 	<p>The Department is satisfied that given the site is not in a flood planning area and only affected by localised flooding (i.e. site runoff) the drainage measures being implemented as part of the development - i.e. on-site detention, stormwater diversions and new drainage infrastructure would appropriately manage the localised flood risk found on site.</p> <p>The Department accepts that the design of each drainage system should fulfil its obligations for the associated catchment design. On that basis, the Department does not support the TfNSW recommended condition.</p> <p>The Department is satisfied the development would result in stormwater quantity and quality that is equal to or better than existing conditions.</p> <p>The Department has recommended the following conditions:</p> <ul style="list-style-type: none"> stormwater management system designed in accordance with the Civil Design Report and relevant standards.

Issue	Findings	Department's consideration and recommended conditions
		<ul style="list-style-type: none"> Stormwater Operation and Maintenance Plan.
Aboriginal Cultural Heritage	<ul style="list-style-type: none"> An ACHAR was submitted as part of the EIS. An archaeological survey of the site was undertaken in association with the relevant Aboriginal parties. The survey found the site has been subject to previous disturbance and was assessed as having low archaeological potential. The ACHAR recommends the proposed works may proceed without a requirement to undertake further archaeological investigation. Heritage NSW acknowledges the site has been subject to disturbance due to hospital construction and associated infrastructure and notes the project area is unlikely to contain Aboriginal objects. Heritage NSW recommends implementation of the mitigation measures in the RtS and an unexpected finds protocol. 	<p>The Department is satisfied that subject to conditions, the potential impacts on Aboriginal cultural heritage would be minimised and appropriately managed.</p> <p>The Department has recommended conditions requiring an unexpected finds protocol.</p>
Heritage	<ul style="list-style-type: none"> A Heritage Impact Statement (HIS) was submitted as part of the EIS. The JHH is located partially within the curtilage of a locally listed heritage item, being the 'Rankin Park Hospital', which extends well outside of the footprint of the building of significance. There are also two locally listed heritage items in the eastern part of the JHHC (Croudace House and the Remnant Garden) located approximately 200m from the proposed ASB. The HIS concludes the proposal would not adversely impact the heritage significance of these heritage items or their setting due to physical and visual 	<p>The Department notes the proposed works would occur outside of the area of identified heritage significance and is satisfied that the proposal would not result in any adverse impact on the heritage significance of the existing heritage items and their setting on the site.</p> <p>The Department has recommended a condition requiring an unexpected finds protocol.</p>

Issue	Findings	Department's consideration and recommended conditions
	<p>separation and intervening development.</p>	
Aviation	<ul style="list-style-type: none"> The proposal includes a two-spot rooftop helipad on the “western finger” of the proposed ASB, which would replace the existing helipad on the rooftop of the main carpark. The site is not within any ‘prescribed airspace’ as defined in the Airports (Protection of Airspace) Regulations 1996. The planned approach and departure paths to the east and west of the helipad minimises overflight of buildings within the JHHC and surrounding residential areas. There are no known areas of sensitive environmental or ecological concern in the preferred approach and departure zone. The proposal (both building and cranes) would have no impact on the Newcastle/Williamstown Aerodrome Obstacle Limitation Surface and any aviation communications, navigation and surveillance infrastructure. 	<p>The Department is satisfied that aviation safety would not be compromised by the project.</p> <p>The Department has recommended a condition that requires the Applicant to notify Council of final approach and departure paths to ensure that these are registered with Council for better awareness and protection of these paths from future development that might impact safe access to the medical helipad.</p>
Mine Subsidence	<ul style="list-style-type: none"> The site is undermined by abandoned coal mine workings (mine voids) of the Lambton Colliery in the Borehole Seam and therefore a Mine Subsidence Assessment (MSA) has been submitted with the application. The MSA concludes that subsidence conditions can be addressed by undertaking grouting of the partially collapsed workings at the site. SA NSW advised the Department that the Applicant has been consulting with them regarding its requirements for 	<p>The Department is satisfied the Applicant's mine voids grouting plan would mitigate the potential for subsidence from abandoned underground coal mining workings reaching the surface of the site.</p> <p>The Department has recommended a condition requiring approval for the development under section 22</p>

Issue	Findings	Department's consideration and recommended conditions
	subsidence risk and that they have accept the proposed grouting plan.	of the <i>Coal Mine Subsidence Compensation Act 2017</i> .
Construction and Operational Waste Management	<ul style="list-style-type: none"> The EIS includes a Construction and Operation Waste Management Plan (WMP) in accordance with the <i>Protection of the Environment Operations Act 1997</i> and the NSW EPA Waste Classification Guidelines, Part 1: Classifying Waste. The WMP identified waste minimisation and management measures for demolition and construction waste and details of the continued waste management operations to be implemented for the proposed development. The ASB waste would be transferred to the existing waste storage area within the JHH, which has sufficient capacity to accommodate the additional waste generated by the development. The waste generated by the ASB would be managed in accordance with the Environmental and Waste Management Plan (EWMP) for the existing JHH in accordance with the hospital's waste management policies. 	<p>The Department is satisfied that appropriate waste management facilities have been provided on the site and the construction and operational waste would be appropriately managed.</p> <p>The Department has recommended a condition requiring a Construction Waste Management Sub-Plan.</p>
Signage	<ul style="list-style-type: none"> The EIS includes details of new building signage zones both sides of the southern entry canopy and to the edge of the slab of the elevated garden facing Kookaburra Circuit west. The EIS includes an assessment against State Environmental Planning Policy 64 (SEPP 64). 	<p>The Department considers the proposed signage satisfactorily addresses each of the relevant provisions of SEPP 64 and is considered appropriate for the site and the locality.</p> <p>No additional conditions are required.</p>
SEPP 33 Hazardous and	<ul style="list-style-type: none"> The EIS includes a preliminary SEPP 33 Assessment which concludes that materials to be stored do not exceed the 	<p>The Department is satisfied that the proposal has been</p>

Issue	Findings	Department's consideration and recommended conditions
Offensive Development	<p>thresholds and that a Preliminary Hazard Analysis was not required, noting the existing oxygen tank has approval and would not be altered as part of the proposed development.</p> <ul style="list-style-type: none"> • There are no other known hazardous materials associated with the project that would deem the hospital to be a potentially hazardous facility. 	<p>properly assessed against the requirements in SEPP 33.</p> <p>The Department has recommended a condition requiring dangerous goods to be stored and handled in accordance with all relevant Australian Standards.</p>
Crime Prevention Through Environmental Design (CPTED)	<ul style="list-style-type: none"> • The development implements the principles of CPTED, as identified in the Department's guidelines titled Crime Prevention and the Assessment of Development Applications 2001. • The key principles informing the design includes surveillance by providing activated spaces, and pedestrianised areas, good sightlines and lighting, ease of navigation and well-defined spaces and landscaped areas. 	<p>The Department considers the proposed design improves casual surveillance of the JHHC and provides direct, obvious and secure access from the main JHH entrance to the proposed ASB.</p> <p>No additional conditions are required.</p>

7 Evaluation

The Department has reviewed the EIS, RtS and assessed the merits of the proposal, taking into consideration advice from the public authorities, including Council. Issues raised in public submissions have been considered and all environmental issues associated with the proposal have been thoroughly addressed.

The proposed development is consistent with the objects of the *Environmental Planning and Assessment Act 1979* (including ecologically sustainable development) and with the State's strategic planning objectives for the site as set out in the Greater Newcastle Metropolitan Plan 2036 and Newcastle Council's Local Strategic Planning Statement.

The Department's assessment concludes the traffic generated by the proposal can be accommodated on the surrounding road network, subject to the completion of the adjoining NICB. Given the proximity and timing of the adjoining NICB works, and the need for the new access road to satisfactorily accommodate additional traffic from the proposed development, it is appropriate to impose conditions to ensure that management measures such as no uplift in clinical capacity are implemented, prior to the completion of the NICB, and coordination with the NICB/John Hunter Hospital steering committee in relation to the timing of the works.

Furthermore, there would be an adequate supply of parking spaces available for staff and visitors to ensure the efficient and orderly movement of vehicles through the hospital campus and minimise parking in the surrounding streets.

The Department is satisfied the first stage of the proposal incorporates appropriate measures to ensure the long-term protection of existing environmental values on the site, as well as rehabilitation and mitigation measures to improve biodiversity outcomes or offset biodiversity impacts. The proposal adequately seeks to avoid and minimise biodiversity impacts and delivers a biodiversity offset strategy that appropriately compensates for the unavoidable loss of ecological values on the site, subject to investigating opportunities to reduce biodiversity impacts by realigning the future eastern extension of the proposed Northern Road to Jacaranda Drive generally along the existing fire trail.

The Department is satisfied the proposed built form and scale of the development is appropriate when considered in the context of the desired future character of the hospital precinct. The proposal provides a high-quality landscape outcome and improved pedestrian amenity and legibility and environmental outcomes on the site and is supported by the GANSW.

The proposal is in the public interest as it would provide the following public benefits:

- deliver a new ASB providing additional inpatient capacity to meet the demand of the community, both locally in the Newcastle area and to enhance access for specialist services to communities in the Hunter, New England and northern NSW regions.
- provide additional parking on the site for staff and visitors to minimise parking in the surrounding streets.
- improved access, legibility and amenity for all hospital users.
- provide direct investment in the region, which would support 1,613 construction jobs and 210 new operational jobs.

Based on its assessment, the Department considers that the project is justified and in the public interest, and that the site is suitable for the proposed development.

Recommended conditions of approval and the implementation of measures detailed in the Applicant's EIS and RtS would ensure that the project would minimise and mitigate the residual environmental impacts of the project. Consequently, the Department recommends that the State significant development for the JHH be approved, subject to the recommended conditions of consent.

8 Recommendation

It is recommended that the Director, Social and Infrastructure Assessments, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report.
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant consent to the application.
- **agrees** with the key reasons for approval listed in the notice of decision.
- **grants consent** for the application in respect of John Hunter Health Innovation Precinct project (SSD-9351535), subject to the conditions.
- **signs** the attached development consent and recommended conditions of consent.

Prepared by: Tom Mithen, Consultant Planner

Recommended by:



Megan Fu
Principal Planner
Social Infrastructure

Recommended by:



David Gibson
Team Leader
Social Infrastructure

9 Determination

The recommendation is **adopted** by:

A handwritten signature in black ink, appearing to read 'KH', with a long horizontal flourish extending to the right.

30 November 2021

Karen Harragon

Director

Social and Infrastructure Assessments

Appendices

Appendix A – List of referenced documents

The following supporting documents and supporting information to this assessment report can be found on the Department of Planning, Industry and Environment's website as follows.

1. Environmental Impact Statement
SSD-9351535: <http://mpweb.planningportal.nsw.gov.au/major-projects/project/40136>
2. Submissions
SSD-9351535: <http://mpweb.planningportal.nsw.gov.au/major-projects/project/40136>
3. Applicant's Response to Submissions
SSD-9351535: <http://mpweb.planningportal.nsw.gov.au/major-projects/project/40136>
4. Applicant's Response to Submissions Supplementary information
SSD-9351535: <http://mpweb.planningportal.nsw.gov.au/major-projects/project/40136>

Appendix B – Statutory Considerations

ENVIRONMENTAL PLANNING INSTRUMENTS (EPIs)

To satisfy the requirements of section 4.15(a)(i) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), this report includes references to the provisions of the EPIs that govern the carrying out of the project and have been taken into consideration in the Department’s environmental assessment.

Controls considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55)
- State Environmental Planning Policy No. 64 – Advertising Structures and Signage (SEPP 64)
- Draft State Environmental Planning Policy (Remediation of Land) (Draft Remediation SEPP)
- Draft State Environmental Planning Policy (Environment) (Draft Environment SEPP)
- Newcastle Local Environmental Plan (NLEP) 2012.

COMPLIANCE WITH CONTROLS

State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)

The aims of this SEPP are to identify state significant development (SSD) and state significant infrastructure and confer the necessary functions to joint regional planning panels to determine development applications.

An assessment of the development against the relevant considerations of the SRD SEPP is provided in **Table B1**.

Table B1 | SRD SEPP compliance table

Relevant Sections	Consideration and Comments	Complies
3 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development	The proposed development is identified as SSD.	Yes
8 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and	The proposed development is permissible with development consent. The proposal is for a hospital with a capital investment value in excess of \$30 million, under clause 14 of Schedule 1 of the SRD SEPP.	Yes

Relevant Sections	Consideration and Comments	Complies
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- b) the development is specified in Schedule 1 or 2.

State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

The proposal is categorised as ‘health services facilities’. The site is predominately zoned SP2 Infrastructure Health Services Facility, which is defined as a ‘prescribed zone’ in clause 56 of the ISEPP and therefore the development is permissible with consent under clause 57(1).

Schedule 3 of the ISEPP sets out types of development which must be referred to TfNSW. For hospitals, a threshold of 200 beds is identified as the trigger for traffic generating development (unless the site has access to a classified road or to a road that connects to classified road within 90m of the site). Notwithstanding, the application was referred to RMS (now TfNSW) and the Department has considered the submissions received from TfNSW in Sections 5 and 6 of this report. Suitable conditions have been included in accordance with TfNSW recommendations (see **Appendix D**).

The proposal is therefore consistent with the Infrastructure SEPP given the consultation and consideration of the comments from the relevant public authority.

State Environmental Planning Policy No. 55 - Remediation of Land

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application. The EIS includes a Preliminary Site Investigation for the site which concludes the site is suitable for its intended use. The Department is satisfied that the site would be suitable for the proposed use in accordance with the requirements of SEPP 55.

State Environmental Planning Policy No. 64 – Advertising and Signage

SEPP 64 applies to all signage that under an EPI can be displayed with or without development consent and is visible from any public place or public reserve.

The development includes new signage on both sides of the southern entry canopy and to the edge of the slab of the elevated garden facing Kookaburra Circuit. Under clause 8 of SEPP 64, consent must not be granted for any signage application unless the proposal is consistent with the objectives of the SEPP and with the assessment criteria which are contained in Schedule 1. **Table B2** demonstrates the consistency of the proposed signage with these assessment criteria.

Table B2 | SEPP 64 compliance table

Assessment Criteria	Comments	Compliance
1 Character of the area		
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed sign are contemporary in design, would be compatible with the existing / future character of the area.	Yes
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	No particular themes exist for outdoor advertising in the area.	Yes
2 Special areas		
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposal does not detract from the amenity or visual quality of any special areas.	Yes
3 Views and vistas		
Does the proposal obscure or compromise important views?	No views or vistas would be impacted by the proposed signage.	Yes
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signs would not dominate the skyline and would not impact the quality of any views or vistas.	Yes
Does the proposal respect the viewing rights of other advertisers?	Proposed signs would not impact on existing views experienced by others or existing advertising rights.	Yes
4 Streetscape, setting or landscape		
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The signs would complement the design and contribute to the visual interest of the streetscape.	Yes

Assessment Criteria	Comments	Compliance
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed scale and design of the signs is appropriate for the streetscape and setting within which it is proposed.	Yes
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	The signs are simple in design and would not result in visual clutter.	N/A
Does the proposal screen unsightliness?	Not applicable.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The signs would sit well below the height of proposed adjoining buildings and trees.	Yes
Does the proposal require ongoing vegetation management?	No vegetation management is required by the proposed signs.	Yes
5 Site and building		
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The sign is of appropriate scale and proportion and is considered relatively understated in the context of the site.	Yes
Does the proposal respect important features of the site or building, or both?	The sign is appropriately located at the site entrance and would not impact on any other important features of the site.	Yes
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The purpose of the sign is to denote the entrance of the hospital and shows imagination with the integrated design.	Yes
6 Associated devices and logos with advertisements and advertising structures		
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Safety devices are not necessary for the proposed design of the sign/s.	Yes

Assessment Criteria	Comments	Compliance
7 Illumination		
Would illumination result in unacceptable glare?	Not Applicable - illumination of the signage is not proposed at this stage.	Yes
Would illumination affect safety for pedestrians, vehicles or aircraft?	Not Applicable – see above.	Yes
Would illumination detract from the amenity of any residence or other form of accommodation?	Not Applicable – see above.	Yes
Can the intensity of the illumination be adjusted, if necessary?	Not Applicable – see above.	Yes
Is the illumination subject to a curfew?	Not Applicable – see above.	Yes
8 Safety		
Would the proposal reduce safety for pedestrians, particularly children, by obscuring sightlines from public areas?	No. Extensive views of the footpath and entrance area would still be available.	Yes
Would the proposal reduce safety for any public road?	The design and location of the proposed signage would not impact on safety of any public road.	Yes

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33)

In accordance with the requirements of the SEARs, consideration has been given to SEPP 33. SEPP 33 aims to identify proposed developments for the purpose of industry or storage with the potential for significant off-site impacts, in terms of risk and or offence (odour, noise). A development is defined as potentially hazardous and / or potentially offensive, if, without mitigating measures in place, the development would have a significant risk and/ or offence impact on off-site receptors.

The information provided with the application indicates the quantities of dangerous goods to be stored on the site would be below the screening threshold quantities in the Department’s Applying SEPP 33 and as such the proposed development is not potentially hazardous under SEPP 33 and the provisions of SEPP 33 do not apply.

Conditions have been recommended to ensure the development doesn't increase the storage of dangerous goods and become potentially hazardous following approval and to ensure all chemical fuels and oils are appropriately stored in accordance with relevant standards.

Draft State Environmental Planning Policy (Remediation of Land)

The Draft Remediation SEPP will retain the overarching objective of SEPP 55 promoting the remediation of contaminated land to reduce the risk of potential harm to human health or the environment.

Additionally, the provisions of the Draft Remediation SEPP require all remediation work carried out without development consent to be reviewed and certified by a certified contaminated land consultant. Remediation work is to be categorised based on the scale, risk and complexity of the work. Environmental management plans relating to post-remediation management of sites, including the ongoing operation, maintenance and management of on-site remediation measures (such as a containment cell) are to be provided to Council.

The Department is satisfied that the proposal would be consistent with the objectives of the Draft Remediation SEPP.

Draft State Environmental Planning Policy (Environment)

The Draft Environment SEPP is a consolidated SEPP which proposes to simplify the planning rules for a number of water catchments, waterways, urban bushland, and Willandra Lakes World Heritage Property. Once adopted, the Draft Environment SEPP will replace seven existing SEPPs. The proposed SEPP will provide a consistent level of environmental protection to that which is currently delivered under the existing SEPPs. Where existing provisions are outdated, no longer relevant or duplicated by other parts of the planning system, they will be repealed.

Given that the proposal is consistent with the provisions of the existing SEPPs that are applicable, the Department concludes that the proposed development would generally be consistent with the provisions of the Draft Environment SEPP.

Newcastle Local Environmental Plan (NLEP) 2012

The NLEP 2012 aims to contribute to the economic well-being of the community in a socially and environmentally responsible manner and to strengthen the regional position of the Newcastle city centre as a multi-functional and innovative centre that encourages employment and economic growth.

The Department has consulted with Council throughout the assessment process and has considered all relevant provisions of the NLEP 2012 and those matters raised by Council in its assessment of the development (refer to **Section 5**). The Department concludes the development is consistent with the relevant provisions of the NLEP 2012. Consideration of the relevant clauses of the NLEP 2012 is provided in **Table B3**.

Table B3 | Consideration of the NLEP 2012

NLEP 2012	Department Comment/Assessment
Land Use Table – Zone SP2 Special Infrastructure and E3 Environmental Management	<p>The development of a hospital and ancillary services or works is permissible with consent within the SP2 zone. Roads are permissible with consent in the E3 zone.</p> <p>The development is considered to meet the objectives of the zone as it would provide for infrastructure related services.</p>
Clause 5.10 Heritage conservation	<ul style="list-style-type: none">• The site is partially within the curtilage of a locally listed heritage item, being the 'Rankin Park Hospital', which extends well outside of the footprint of the building of significance.• There are also two locally listed heritage items in the eastern part of the JHHC, being 'Croudace House' and 'Remnant Garden – Croudace House' located approximately 200m from the proposed hospital building.• The EIS includes a Statement of Heritage Impact to assess the impact of the proposed development on heritage items. The SHI concludes the proposal would not adversely impact the heritage significance of these heritage items or their setting due to physical and visual separation and intervening development.

Other policies

In accordance with clause 11 of the SRD SEPP, Development Control Plans do not apply to state significant development. Notwithstanding this, the objectives of relevant plans and policies that govern the carrying out of the project are appropriate for consideration in this assessment in accordance with the SEARs and are considered below.

Newcastle Development Control Plan 2012

NDCP 2012 contains general controls for health services facilities requiring the siting and design to consider location and use of surrounding buildings, views to and from the site, access to the site and existing vegetation and topography of the site. These aspects have been considered throughout the Department's assessment report.

Appendix C – Visual Impact Assessment

The Applicant's Visual Impact Assessment (VIA) submitted with the EIS provides a visual comparison of the existing and proposed views from key public vantage points outside the JHHC and vantage points within the JHHC. The view corridors are illustrated in **Figure 1** and the visual comparison of the existing and proposed views are illustrated in **Figures 2 to 6**.

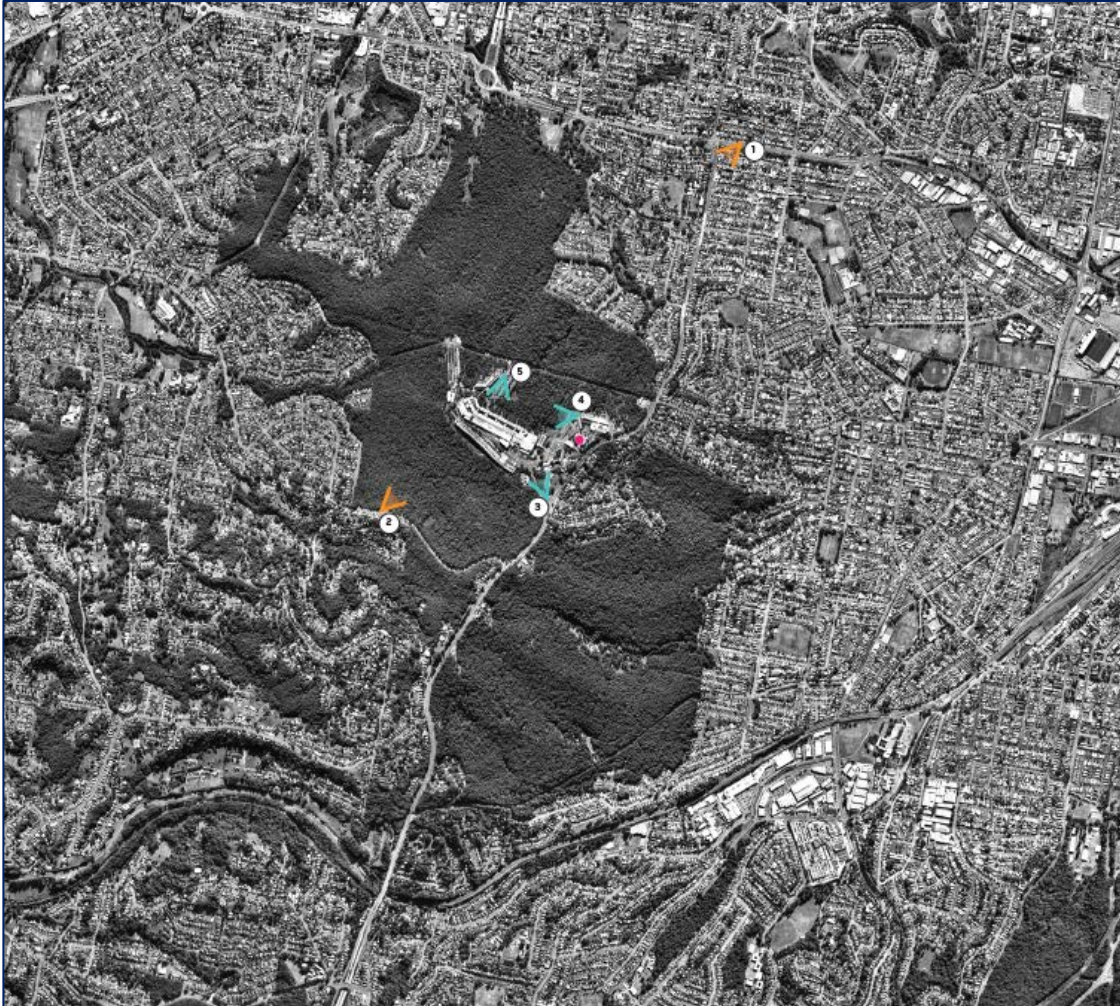


Figure 1 | View corridors (Source: EIS)



Figure 2 | View 1 – existing (left) and proposed (right)

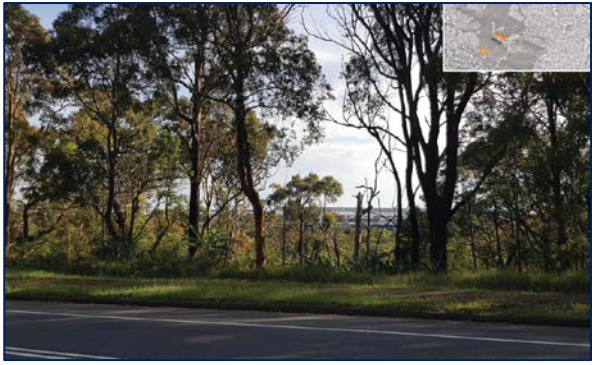


Figure 3 | View 2 – existing (left) and proposed (right)



Figure 4 | View 3 – existing (left) and proposed (right)



Figure 5 | View 4 – existing (left) and proposed (right)



Figure 6 | View 5 – existing (left) and proposed (right)

Appendix D – Recommended Instrument of Consent