

2 August 2021

Department of Planning, Industry & Environment  
Industry Assessments  
GPO Box 39  
SYDNEY NSW 2001

**Attention: Megan Fu**

**SSD-9351535, JOHN HUNTER HEALTH & INNOVATION PRECINT – 29 KOOKABURRA  
CIRCUIT NEW LAMBTON HEIGHTS**

On 31 May 2021 Transport for NSW (TfNSW) accepted the referral by the Department of Planning, Industry and Environment (DPIE) (through the Planning Portal) regarding the abovementioned application. DPIE referred the application to TfNSW for comment. This letter is a submission in response to that referral.

TfNSW's primary interests are in the road network, traffic and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

Lookout Road (HW900), is a classified (State) road and Russell Road (MR223) is a classified (Regional) road. Kookaburra Circuit and Jacaranda Drive are not identified as public roads. Council is the roads authority for both roads and all other public roads in the area, in accordance with Section 7 of the *Roads Act 1993*. Construction of the Newcastle Inner City Bypass (NICB) has recently commenced.

TfNSW have reviewed the following documents:

- Environmental Impact Statement by Ethos Urban (refer Job No. 2190777, dated 17/5/2021).
- Site plans by BVN (refer Job No. 1904010, Drawing Nos. C0-A20-A22, Multiple Issues, dated 15/4/2021 & 14/5/2021).
- Transport Impact Assessment (TIA) by Stantec (refer Job No. N169773, Issue D, dated 14/5/2021).
- Civil Engineering plans by Northrop (refer Job No. NL191366, Drawing No. C001-C503, Revision 6, dated 31/3/2021) and Civil Design Report and Structural Statement by Northrop (refer Job No. NL191366, Revision H, dated 14/5/2021).

- Bulk Earthworks Plan by Northrop (refer Job No. NL191366, Drawing No. C200, Revision 6, dated 31/3/2021).
- SIDRA files emailed directly to TfNSW dated 21/7/2021.

It is understood that the proposal be for a new access arrangements to the proposed NICB, internal roads, carparking and new services building.

### TfNSW Response

TfNSW has reviewed the referred information and provides the following comments for the consent authority's consideration in the assessment of the application:

- Completion of works - The NICB is currently scheduled to open for traffic in Q3 of 2025. It is understood that the proposed development is scheduled for completion in Q3 of 2026, which permits the connection of the NICB to the hospital. TfNSW does not support the issue of any Occupation Certificate prior to the opening of the NICB. There is insufficient capacity at the existing signalised intersections along Lookout Road to support the existing and proposed developments.
- Safety and efficiency - TfNSW does not support the use of the Lookout Road / Kookaburra Circuit signalised intersection for any early works and / or construction related traffic access / egress. This intersection is the main thoroughfare for emergency vehicles, staff, pedestrians and visitors.
- Construction Site Access – The area near Carpark 4 has been identified to suit NICB works and land swap arrangements. This area is required to be dedicated to TfNSW, and at no cost to TfNSW, prior to the completion of the main works for NICB. The construction site access should thus be modified near Carpark 4 to suit this agreed arrangement.
- Construction Traffic Management Plan - The Traffic Impact Assessment (TIA), allows for minimal parking for construction workers during the construction phase with workers encouraged to catch public transport. The low frequency of bus services in the early morning may lead to a low uptake of this option. The TIA also states that construction workers will not be allowed to park within the JHHC, associated road network or on surrounding streets". TfNSW has serious concerns as to how this will be managed by the project. It is requested the Overview Construction Traffic Management Plan within the TIA reassess the impacts of construction related trip generation and management, including the existing cross-over of shifts. The use of a construction worker shuttle bus service mentioned in the report would be strongly recommended.
- Construction Management – DPIE should 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.

It is noted that there is limited opportunity in the day for construction vehicles to access the site via the main road network (i.e. no construction traffic during peak and shift change leaves limited opportunity for a peak of 120 vehicle arrivals). This would be especially difficult to manage with works such as large concrete pours. The Construction Traffic Management Plan must address the scheduling of the key construction traffic generating timeframes.

- Active Transport Considerations - *Future Transport 2056* emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey.

[Building Momentum - State Infrastructure Strategy 2018-2038](#) includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

The Traffic Impact Assessment (TIA), provides for secure bicycle spaces and end-of-trip facilities as defined in the *Newcastle Development Control Plan 2012* (DCP). It should be noted: The *NSW Planning Guidelines for Walking and Cycling* has been superseded by [Cycling Aspects of Austroads Guides, 2017](#).

It is recommended DPIE consider imposing the following condition:

*Prior to the issue of any Construction Certificate, 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 including:*

- a. Locate bicycle parking and storage facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.*

*End of trip facilities should also include lockers, showers and safe bike storage.*

- Public Transport Considerations (bus movement) - All of the proposed roads need to be bus capable and bus swept paths are to be considered at all intersections not just the roundabouts. In order for bus services to operate safely and efficiently a minimum 3.5m standard traffic lane width is desirable. In a 50km zone (or less) a minimum traffic lane width of 3.2m is required provided there is no central median (ref: [Guidelines for Public Transport Capable Infrastructure in Greenfields Sites](#)). It is requested the applicant provide diagrams detailing road widths and swept paths for buses at all new intersections and new bus stops / layovers.
- Public Transport Considerations (bus stops) - The proposal discusses public buses and community transport sharing the bus stops for stopping and short term layover. Only public buses are permitted to stop at bus stops. As such arrangements for community bus should be managed separately. It is requested the applicant re-evaluate the provision of community buses locations and provide diagrams to illustrate potential parking for community buses.

In addition to the above, in order for the bus stops to function effectively the following bus draw-in and draw-out lengths need to be observed (ref: [Guidelines for Bus Layover Parking](#)). Based on the supplied diagrams TfNSW is unable to determine if these have been considered. It is requested the applicant provide detailed drawings illustrating the location of proposed bus stops within the projects boundary demonstrating draw-in and draw-out lengths are met to the Customer Strategy and Technology team for further advice via email [development@transport.nsw.gov.au](mailto:development@transport.nsw.gov.au).

- Public Transport Considerations (Taxi) - The proposal assumes all point-to-point transport will be pre-booked and pick up will occur in the general pick up and drop off zones. The proposal does not allow for a dedicated taxi rank. It is requested that a taxi zone be provided to ensure that future demand is met.
- Green Travel Plan - TfNSW has reviewed the overview Green Travel Plan (GTP), and has a number of recommendations to improve the GTP and the proposed initiatives to encourage sustainable transport to the site. It should be a priority for the proponent to secure funding, human resourcing and an agreed timeframe for completion of key actions identified in the GTP to support sustainable transport outcomes. TfNSW would welcome further discussions with the proponent regarding these matters to ensure their delivery. Please contact Customer Strategy and Technology team for further advice via email [development@transport.nsw.gov.au](mailto:development@transport.nsw.gov.au).

Should DPIE support the proposed development it is recommended that the following condition be imposed:

*Prior to the commencement of first occupation, a Green Travel Plan (GTP) must be submitted to the satisfaction of the Certifier to promote the use of active and sustainable transport modes. The GTP must:*

- (a) be prepared by a suitably qualified traffic consultant*
- (b) include objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;*
- (c) include specific tools and actions to help achieve the objectives and mode share targets;*
- (d) include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP;*
- (e) quantification and analysis of staff shift times and numbers on the Site and analysis of workforce residential post code data to properly understand public transport and car parking demand and develop effective strategies in response, as well as help to inform service planning considerations;*
- (f) consideration of a staff travel survey and workforce data analysis to inform likely staff travel patterns and resultant travel plan strategies to / from the Site;*

- (g) strategies for promoting higher mode share targets for alternate transport use, particularly amongst day shift and administrative staff;
- (h) identification of a responsible party (or Committee) for the ongoing implementation of the Travel Plan and its initiatives;
- (i) confirmation of extent and nature of end of trip facilities and bike parking and how they will be promoted to staff;
- (j) identification of a communications strategy for conveying Travel Plan information to staff, patients and visitors, including for the Travel Access Guide;
- (k) consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets (such as pricing, prioritisation for those that carpool, use of wait lists, etc);
- (l) a detailed action plan comprising specific tasks needed to complete the proposed actions, the person/s responsible for completion of the task, completion date and anticipated costs;
- (m) an implementation checklist to achieve the proposed initiatives;
- (n) alternative actions to undertake where targets are not achieved;
- (o) the set-up of a steering group or committee of relevant internal and external stakeholders to inform future targets and the ongoing monitoring and revision of the GTP for five years; and
- (p) include details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development.

*There is a toolkit for hospital travel plans to help in the development of the GTP*  
<https://www.mysydney.nsw.gov.au/travelchoices/tgm>

- Landscaping (tree removal) – The extent of tree removal required for the NICB is not yet confirmed and subject to changes provided it remains consistent. The proposal indicates that a portion of the clearing works will occur in a shared area and scheduled to occur first. Further details must be submitted detailing the extent of tree removal sought as part of this development and that required as part of the NICB.
- Landscaping (planting) – In conjunction with the construction of the NICB, TfNSW will be providing general landscaping only to the earth batters and hospital interchange (refer concept Landscaping, Surfaces and Planting Plan by Aurecon). Where the proponent seeks to provide an embellished landscaping treatment drawing attention to the hospital development, they may wish to provide more advanced landscaping in this section. This will be at no cost to TfNSW.
- Stormwater Management – A combined sediment / biofiltration / detention basin - number 2 - 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

culvert system. This civil infrastructure is identified at Chainage 8630 of the concept Aurecon Design.

- Noise mitigation - DPIE should ensure that the applicant is aware of the potential for road traffic noise to impact on development on the site, in particular, noise generated by the Newcastle Inner City Bypass. In this regard, the developer, not TfNSW, is responsible for providing noise attenuation measures in accordance with the *NSW Road Noise Policy 2011*, prepared by the department previously known as the Department of Environment, Climate Change and Water.

On determination of this matter, please forward a copy to TfNSW for record and / or action purposes. Should you require further information please contact Masa Kimura, Development Services Case Officer, on 4908 7688 or 0407 707 999 or by emailing [development.hunter@transport.nsw.gov.au](mailto:development.hunter@transport.nsw.gov.au).

Yours sincerely



**Kylie-Anne Pont**

A / Team Leader Development Services  
Development Services North